APPENDIX.....

K.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT
By No. 433 (R.C.A.F.) Squadron

SECRET

Page No. 1

| DATE      | AIRCRAFT      | CREW  | DUTY             |           | IME     | DETAILS OF SORTIE OR FLIGHT                                 | REFERENCE |
|-----------|---------------|---|------------------|-----------|---------|---|-----------|
|           | Type & Number |   |                  | UP        | Down    |   | ,         |
| /10 April | Halifax III   | Target - all A/C:-  | VIIIEVEUVE ST. C | EORGES" 1 | omb loa | d:- each A/C:- 5 x 1000 lb., MC.T.D025, and 10 x 500 lb., M | .C.T.D02  |
|           |               |   |                  |           |         | A   |           |
| AO AFIL   | Halifax III   | (Cap tain)<br>J5822 F/L G.B. Edmond                           | s Borbing        | 21:12     | 03:19   | No cloud, visibility moderate to good, Target identi-       |           |
|           | "R" LW-361    | 15822 F/L C.B. Edmond<br>(Navigator)<br>R55498 W/O Ryan, T.M. |                  |           |         | fied by red T.I's on first run and green T.I's on second    |           |
|           |               | (1/9) 65 Set. Box, H.W  | • • • ′          |           |         | run. Bombed on concentration of green T.I. markers at       |           |
|           |               | Ri 58723 Sgt. Lamsdown  | e, E.A.          |           |         | 00:24 hours from 15,500 feet. P.F.P. about 3 minutes late   |           |
|           |               | (Air Gunner)<br>R183872 Sgt. Tole, H.                         | K                |           |         | red T.I. markers well concentrated. Auge explasion seen     |           |
|           |               | (Flight Engineer)<br>1801871 Sgt. Filkipso                    | a, A.W.          |           |         | at 00:03 hours, lasting for several seconds, on way in to   |           |
|           |               | (Mid-upper Gunner)<br>R164085 Sgt. Carter,                    | D.B.             |           |         | target, appeared to be a petrol dump.                       |           |
|           |               | · · · · · · · · · · · · · · · · · · ·                         |                  |           |         | A. A.   |           |
| A0 April  | Halifax III   | (Captain)<br>PM 38996 F/S Sturmy, W                           | J.D. Bombing     | 21.113    | 02:47   | No cloud, good visibility, Target identified by red         |           |
|           | "U" HX-287    | (Navigator)   | *H* :            |           |         | T.I. ground markers and some green T.I. markers. Bombed     |           |
|           | ,             | (W/Op.)<br>1345933 Sgt. Barron,<br>(Air Bomber)               | J.F.             |           |         | at 00:15 hours from 16,000 feet on red T.I. markers on      |           |
|           |               | J25068 F/O K.R. Thras   | her              |           |         | ground, Many homb bursts seen at time of bombing, Other     | Manne     |
| /         |               | Air Curner)<br>2198002 Sgt. Molphis,                          | N.I.             |           |         | A/C seen to bomb northern A/P when no markers seen. Good    |           |
| /         |               | (Flight Engineer)<br>1801125 Sgt. Mcrgan,                     | L                |           |         | concentration of red T.I. markers, but P.F.F. late. Fair-   |           |
| S.        |               | (Mid-upper Gunner)<br>R204056 Sgt. Follows,                   | S.W.             |           |         | ly good concentration of A/C in target area though no       |           |
|           |               |   |                  |           |         | difficulty encountered when bombing.                        |           |
|           |               |   | ) ·              |           |         |   | - de      |
| A0 April  | Halifax III   | (Captain)<br>R457469 F/S Thomas, I                            | Bombing          | 21:14     | 02:25   | No cloud, visibility good. Target identified by red         |           |
|           | "P" IV-966    | Navigator)<br>Pi61133 F/S McNaughte                           | n, J.G.          |           |         | T.I. and ground markers, also visually. Bombed at 00:072    |           |
|           |               | (W/Op.)<br>1318978 Set. Willey.                               | E.W.             |           |         | hours from 16,000 feet on red T.I. markers on ground. Good  |           |
|           |               | (Air Bomber)<br>R168405 Sgt. Keen, W.                         |                  |           |         | concentration of red T.I's. Target with river and built     |           |
| Page 1    | 1.0           | (Air Cunner)<br>B206069 Sgt. Wallbank<br>(Flight Engineer)    | , D.             |           | 9       | up area showing clearly. Many bomb bursts seen in target    |           |
|           |               | 1024136 Sgt. Mackey   | W.G.             | 4         |         | area and on A/P. Heavy concentration of A/C at time of      |           |
|           |               | (Mid-upper Gunner)<br>R167209 Set. Goodman                    | RaMa             |           |         | bombing   |           |
|           |               |   | 1424-466         |           |         |   |           |
|           |               |   |                  | 100       |         |   | 10 TE TE  |

| 1          | AIRCRAFT      | CREW                                      | Dury   | Tr       | ME             | DETAILS OF SORTIE OR FLIGHT                                 | REFERENCES. |
|------------|---------------|---|--|----------|----------------|---|-------------|
| DATE       | Type & Number | CREW                                      | Doir   | Up       | Down           |   |             |
| 9/40 April | Halifax III   | (Captain)<br>R152746 F/S Edmondson        | F.R. Bombing   | 21:17    | 02:31          | Clear, gigibility good. Target identified by red T.I.       |             |
|            | "S" HX-275    | (Navigator)<br>R149413 F/S Jones, L       | R  |          |                | Bombed on these at 00:07 hours from 13,000 feet. P.F.F.     |             |
|            |               | (W/Op.)<br>Bi 3864 Sgt. Corman;           |  |          |                | were three minutes late. Good concentration of bomb burst   | s           |
|            |               | (Air Bomber)<br>J24530 F/O H.A. Ellis     |  |          |                | seen in target area. At 23:59 hours a large explosion       |             |
|            |               | (Air 'Gunner)<br>J28282 F/O L.G. Hughe    |  |          |                | with white flame was seen in target area. Target should     |             |
|            |               | (Flight Engineer)                         | 3 U  |          |                | be well "plastered".  |             |
|            |               | (Mid-upper Cumner)                        |  |          |                |   |             |
|            |               | 1125515 Set. Ovington                     | la Ga  |          |                |   |             |
| 040 - 43   | Halifax III   | (Captain)<br>J85056 P/O J.L. James        | . Soubi na   | 24 + 21. | 02:40          | Cloud nil, visibility good, Target identified by            |             |
| 9/10 April | "D" IV-842    | (Navigator)<br>PM 56866 F/S Sme atom.     |  | 61.600   | THE ALL        | red T.I. and visual pinpoints. Boobed at 00:05 hours from   |             |
|            | D 24-042      | W/Op.)                                    | G <sub>a</sub> D <sub>a</sub>  |          |                | 15,700 feet on red T.I. alusters in B/S, no others visible. | 13. Taran   |
|            |               | (Air Bowber) R171051 Sgt. Lord. A         |  |          |                | Some green T.I. seen on run up but only one red T.I. clus   | _           |
|            |               | (Air Gunner)<br>B165576 Set, Schade,      |  |          |                | ter visible when A/C bombed. All bombing seen was well on   |             |
|            |               | (Flight Engineer)                         | S.E.   |          |                | centrated around these markers. One large but quite short   |             |
|            |               | (Mid-upper Gunner)                        |  |          | La contraction | explosion lit up whole area at 00:02 hours, If P.F.F. were  |             |
|            |               | M. 29502. NEVA. AM. N. SPORTS             | N. BIA   |          |                | on it was a very good attack. Brought back 1 x 500 lb. M.   | •           |
|            |               |   |  |          |                | T.D. 025, hung up.  |             |
|            |               |   | 2  |          |                |   |             |
| 9/10 April | Halifax III   | (Captain)                                 | - Bombing  | 21:15    | 03:11          | Cloud nil, visibility good. Target identified by red        |             |
| 22.15      | "W" LV-839    | (Navigator)<br>1575081 Sgt. Dunford       | E. S. C. Territon, Contract of the Contract of | 4        |                | and green T.I. and visually, also by attack on northern     |             |
|            |               | (W/Op.)<br>1514254 Sch. Morris,           | E.N.   |          |                | A/P. Bombed at 00:17 hours from 16,000 feet, on centre of   |             |
|            |               | (Air Bomber)<br>M168329 Sgt. MacDoug      | 11. D.C.   |          |                | group of three red T.I's. P.F.F. were late, red T.I's were  |             |
|            |               | (Air Cunner)                              |  |          |                | well grouped together and bombing was well concentrated as  | pund        |
|            |               | f38159 P/O A.S. Holm<br>(Flight Engineer) |  |          |                | them. One large explosion, orange coloured, was seen at     |             |
|            |               | Mid-upper Gunner)                         | aFa T  |          |                | 00:17 hours. If P.F.F. were on, and they appeared to be,    | 1           |
| <u> </u>   |               | In A 242 Set. Des Rod                     |  |          |                | the raid was a success. Track was pretty close to Chartr    | e,          |
|            |               | -   |  |          |                | which is hote   | 1           |

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APPENDIX.....

R.A.F. FORM 541

DETAIL OF WORK CARRIED OUT
By No. 433 (R.C.A.F.) Squadron

SECRET

| DATE       | AIRCRAFT       | CREW DUTY  |         | Time   |  |   |
|------------|----------------|--|---------|--|--|---|
| DAIE       | Type & Number  |  | UP      | Down   | DETAILS OF SORTIE OR FLIGHT                                | REFERENCE                               |
| 9/10 April | Halifax III    | (Captain)  | 21:10   | 23:09  | This A/C returned early as starboard outer engine was      |   |
|            | "I" LV-911     | (Navigator)  |         | The state of the s | continually backfiring. Jettisoned full bomb load. SHOTAL  |   |
|            |                | (Navigator)<br>1730k P/O Wall Bernard<br>(WOps)<br>170293 P/O E.A. Shaul   |         |  | 0/14E at 22:49 Ars.  |   |
|            |                | (Air Bomber)<br>169644 P/O F.C. Brooks<br>(Air Gunner)   |         |  |  |   |
|            |                | N244 3267 P/O C.P. Motaren   |         | 1  |  | ••••••                                  |
|            |                | (Flight Engineer)<br>1623207 Sgt. James, T.L.  |         |  |  |   |
|            | o              | (Mid-upper Cunner)<br>R 89382 Sgt. Darnbrough, R.  | 24      |  | 6  |   |
|            |                |  |         |  | (V) (V)  | *************************************** |
| 9/10 April | Halifax III    | (Captain)<br>71397 F/O J.J. Major Bombing<br>(Navigator)<br>157950 Sgt. Rathbone, J.   | 21:11   | 23:16  | This A/C returned early. Starpoard outer engine went       |   |
|            | "E" LV-840     | 1579560 Sgt. Rathbone, J.  |         |  | WS. Jettisched full bomb load, 5405 N 0/2/E at 2207 A      | и.                                      |
|            |                | (W/Op.)<br>1182489 P/S Mose, B.P.A.  |         |  |  |   |
|            |                | B1 24284 F/S Young, J.S.   |         |  |  |   |
|            |                | (Air Gunner)<br>R191238 Sgt. Greening, J.G.  |         |  |  |   |
|            |                | (Flight Engineer)<br>1459461 Sgt. Samer, A.  |         | 3.5  |  |   |
|            |                | (Mid-upper Gunner)<br>H 91976 Sgt. Bodaly, S.H.  |         |  |  |   |
| 111        |                |  |         |  |  | 7; T26                                  |
| A0 April   | Halifax III    | (Captain) RM 59775 W/O Mitchell, J.E. Bombing  | 21:18   | 03:22  | Cloud mil, visibility good. Target identified by           |   |
|            | "F" HX-288     | (Navigator)  |         |  | red and green T.I. markers and visual pinpoints and A.P.I. |   |
|            |                | (W/Oc.)<br>BOOSO9 W/O McDougall, S.<br>(Air Bomber)  |         |  | reading. Bombed at 00:23 hours from 16,000 feet on red     |   |
|            |                | J23428 P/O R.D. Wilson<br>(Air Gunner)   |         |  | T.I's. When running in on target the T.I's burnt out,      |   |
|            |                | M8/964 Sgt. Cracknell, G.C.  |         | 1  | some more reds fell, but off this A/C's line so it was     |   |
|            |                | (Flight Engineer)<br>1590538 Set. Tatmsdon, G.   |         | 0  | necessary to wait and bomb in reserve period, T.I's in     |   |
|            |                | (Mid-upper Cunner)<br>R187569 Sgt. McDonough, J.F.   |         |  | this wave were well concentrated and bombs fell well on    |   |
|            |                |  |         | 70   | them, Considerable scattered bushing seen, with a lot of   |   |
|            |                |  |         |  | bond bursts right in the built up area which was easily    |   |
|            |                |  | A 4     |  | identified as such. No markers were seen in this built     | - 7                                     |
|            |                |  |         |  | up areas   |   |
|            |                |  |         |  |  |   |
| Men al     | Bullion Street | THE RESERVE OF THE PARTY OF THE | -10.743 | Settleman  |  |   |

| 1          | AIRCRAFT      | tion of the second production from the                                 | DUTY                            | Tr         | ME      | . DETAILS OF SORTIE OR FLIGHT  | REFERENCES. |
|------------|---------------|--|---------------------------------|------------|---------|--|-------------|
| DATE       | Type & Number | Crew   | Doll                            | UP         | Down    |  |             |
| 9/10 April | Halifax III   | (Captain)<br>159567 P/O D. Brown                                       |                                 | 21 11 6    | 02:36   |  |             |
|            | "K" LV-941    | (Navigator)  | н.                              |            |         | red T.I. on ground, Bombed at 00:07 hours from 16,000 feet   |             |
|            |               | (W/Op.)<br>1367700 F/S Surtees,  |                                 |            |         | on three red T.I's. A large explosion seen at 00:03 hours  |             |
|            |               | (Air Bomber)<br>J19252 P/O R.L. Demo                                   | ne ·                            |            |         | when approaching target. River adjacent to target, and   |             |
|            |               | (Air Gunner)<br>1294/46 Sgt. Brother                                   |                                 |            |         | easily identified visually. Good concentration of T.I.   |             |
|            |               | (Flight Engineer)  |                                 |            |         | markers. Other A/C seen clearly while on bombing run,  |             |
|            |               | 1804657 Sgt. Capon.<br>(Mid-upper Gunner)                              |                                 |            |         | T/A not yeary congested. At 00:11 hours large explosion  |             |
|            |               | 145466 F/O A.W. Jenn   | o.ngs.                          | -          |         | seen in target area.   |             |
|            |               |  |                                 |            |         |  |             |
|            | S Company Com | 7                                | ************************        |            | W C     | 4 6 × 500 1h. N.C.   |             |
| DAY April  | Halifax III   |  | Bomb load - 9 1                 | c 1000 IB. | MeUs an | d 6 x 500 lb, M.C.   |             |
| 0/11 Arril | Helifax III   | (Captain)  | r Bombing                       | 20:42      | œ:45    |  |             |
|            | "S" HX-275    | (2nd Pilot)<br>121448 F/O J.R. Harr<br>(W/Op.)<br>1182489 F/S Mose, B. | ison ·                          |            |         | Target identified by red and reen T.I's. Bombed at   |             |
|            | -             | (W/Op.)  | P.A.                            |            |         | 22:49 hours from 13,500 feet on centre of a cluster of   |             |
|            |               | (Navigator)  |                                 |            |         | red T.I's. Some cloud over target at bombing time, but   |             |
|            |               | (Air Bomber)<br>R 24284 F/S Young                                      |                                 |            | C.A.    | this A/C bombed through a break in cloud. Bombs burst wel  | 1           |
|            |               | (Air Gunner)<br>R4 94 258 Sgta Greenin                                 |                                 |            |         | within area. No difficulty encountered during trip.  |             |
|            |               | (Flight Engineer)  | THE RESERVE OF THE PARTY OF THE | dieu-sie   |         | Showld show good results.  |             |
|            |               | (Mid-upper Cunner)<br>PM 70629 Sgt. Coughl:                            |                                 |            |         |  | -           |
|            |               | M (CD23 Signa Constant   |                                 |            |         |  |             |
|            |               |  |                                 |            |         |  |             |
|            |               |  | •                               |            |         | The Control of the Co |             |
|            |               |  |                                 |            |         |  | Comme       |
|            |               |  |                                 |            |         | The second secon |             |
|            |               | 1.00   |                                 |            |         |  |             |
|            |               | 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1                                 |                                 |            |         | *  |             |
|            |               | 100000   | 10,000,000,000                  |            |         |  |             |

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APPENDIX.....

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT
By No. 433 (R.C.A.P.) Squadron

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PAGE No.

FOR THE MONTH OF April. AIRCRAFT Type & Number REFERENCES. CREW DUTY DETAILS OF SORTIE OR FLIGHT UP Down 11/12 April Halifax III Gardening - "SILVERTHORNE AREA" Ten A/C, listed below with their respective crews, dropped, in their allotted positions, 5 x B230, 5 x G714, 5 x G710, and 5 x F624 mines from 15,000 feet between 23:11 hours and 23:19 hours. A very successful and rather uneventful mining operation. Homing on Ha2aSa gave accurate dropping position. Weather in mining area varied, from 6 to 10/40ths cloud, tops from 6,000 to 10,000 feet. One crew reported mining area clear with good visibility at 23:13 hours, Only one S/E A/C seen near mining area, Swedish town of Halsingborg brightly lit up. A/C IM-570 returned with twenty flak holes in fuselage, 11/12 April Halifax III (Captain) 7/1645 PO J.C. Smith Cardening (2nd Pilot) 1209.7 PO E. Byjolfson (Bayington) (6250), Sgt. Boustead, V.R. 2016 0219 16256U. Sgt. Boustead, W.A.
(N/Or.)
(N/Or.)
(Air Bember)
(Air Bember)
(Air Bember)
(Air Bember)
(Air Bemper)
(Air Bemper) (Captain)
R19775 W/O Mitchell J.E. Cardening 20:26
(Navigator J.X. Shedden
(W/Op.)
22076 W/O J.X. Shedden
(W/Op.)
123026 W/O Millian
(Air Bomber)
123028 P/O R.D. Wilson
(Air Curner)
R87961 St. Granknell, G.C.
(Filight Engineer)
1590538 St. Landon, G.
(Rid-upper Carner)
R87969 Sgt. McDensuch, J.F. 11 A 2 April Halifax III \*F\* HX-288

|                    |  | 4.3  |             |               | 粤       |  | 46  |
|--------------------|--|--|-------------|---------------|---------|--|---|
| DATE               | AIRCRAFT                               | Crew   | Dury        | -             | IME     | DETAILS OF SORTIE OR FLIGHT  | REFERENCES.                               |
| Date               | Type & Number                          |  |             | UP            | Down    |  |   |
| 11/12 April        | Halifax III                            | (Ceptain) DFC  | 1 Gardening | 20:15         | 02:33   |  |   |
|                    | "I" IV-911                             | MAVIGATOR )  | ns'         |               |         |  |   |
|                    |  | (W/Op.)<br>145604 P/O C.R. Rows  | 211         |               | 100 G N |  |   |
|                    |  | (Air Bomber)   | m1''        |               | 9-12-1  |  |   |
|                    |  | Air Conner) 178367 W/O M.W. Grah (Flight Engineer) 62765 E/S Hargreare (Mid-upper Conner) 1210185 Egts Claimes   | m.          |               |         |  |   |
|                    |  | (Flight Engineer)  | 'J.         |               |         | - 20 m   |   |
|                    |  | (Mid-upper Gumer)  | P.          |               |         |  |   |
|                    |  |  |             |               |         | The same to the same of the sa |   |
| 11/12 April        | Halifax III                            | (Captain) (SSSC PAO. D. Brown (SSSC PAO. D. Brown (SSCSC PAO. Bushle, B (AO. ) (AO. ) (AT Bushle, B (AT Bushle, B (AT Bushler) | Gardening   | 20:21         | 03:04   | 79-33  |   |
|                    | "K" IV-944                             | (Navigator)  |             |               |         |  |   |
|                    |  | (W/Op.)  | J           |               |         |  |   |
|                    |  | (Air Bomber)   | • = "       | 1 - 1 - 1 - 1 |         |  |   |
| 1.1-0,446          |  | (Air Camper)   | ood. K.     | 50116         | 100     |  |   |
|                    | ······································ | (Flight Engineer)<br>(804557 Sgf. Capon, R<br>(Mid-upper Canner)<br>145466 F/O A.W. Jennik   | .J.         | The State of  |         |  |   |
|                    |  | (Mid-upper Gunner)   | ngs         |               |         |  |   |
|                    |  |  |             | 200           |         |  |   |
| 11/12 April        | Halifax III                            | (Captain)<br>J85056 P/O J.L. James   | Cardening   | 20:17         | 02:23   | 315 · 1246   |   |
|                    | "L" 1#-368                             | (Mayisator)<br>H156866 F/S Smeaton,<br>(U/Opa)<br>1577102 Set. Gubbins,<br>(Air Bomber)  | G-B-        |               |         |  |   |
|                    |  | (1/0g.)  | J.          |               | 42.53   | (1.00 pt 1.00  |   |
|                    |  | (Air Bomber)<br>R174053 Sgt. Lord. A.  | J.          |               |         |  |   |
|                    |  | R 7:053 Set, Lord, A. (Air Camer)<br>R:85576 Set, Schade,<br>(Flight Engineer)<br>1694544 Set, Berber,   | C.B.        |               |         |  |   |
|                    |  | (Flight Engineer)  | S.E.        |               |         |  |   |
|                    |  | (Mid-upper Cunner)<br>Rt 90889 Sgt. Bretsch.   | J.H.        |               |         | Section of the second section of the second section of the section of the second section of the  |   |
|                    |  |  |             |               | 1       | Contract very contract to the second of the  |   |
| 1132 827           | 1 107 Sek 117                          | Sec. 100 100   |             |               | 1       | 84444  | 75 to 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |
|                    |  |  |             |               | PE C    |  |   |
| Name to the second | The section of                         | 484 5 6  | 37.         |               | 600     |  |   |
|                    |  |  | ereid.      | JAG M         |         | TRANSPORT TRANSPORT  | ;<br>(1)                                  |

WANN POLLIPS

APPENDIX



DETAIL OF WORK CARRIED OUT

By No. 433 (R.C.A.F.) Squadron

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|             |                           |   |                | Tı                                      | ME      |  | REFERENCES. |
|-------------|---------------------------|---|----------------|---|---------|--|-------------|
| DATE        | Aircraft<br>Type & Number | CREW  | Duty           | UP                                      | Down    | DETAILS OF SORTIE OR FLIGHT  | REFERENCES  |
| 11/12 April | Halifax III               | (Captain)<br>1319273 F/S Hall, G.E.   | Gardening      | 20:20                                   | 02:47   | The state of the s |             |
|             | "B" IV-967                | 1319273 P/S Hall, G.S.<br>(2nd Pilot)<br>J21448 P/O J.R. Harris   | on ·           |   |         | •  |             |
|             |                           | (Mavigator)<br>171305 P/O W.J. Bernar<br>(W/Op.)  | 4.             |   |         |  |             |
|             |                           | (W/Op.).<br>170293 P/O E.A. Shaul   |                |   |         |  |             |
|             |                           | 470293 P/O E.A. Shaul<br>(Air Bomber)<br>(69644 P/O F.C. Brocke   | 8              |   |         | · · · · · · · · · · · · · · · · · · ·  |             |
|             | - 5                       | NZ44 5267 P/O C.R. Mole   | ren            |   |         |  |             |
| 14/1        |                           | (Flight Engineer)<br>1623207 Sgt. Jones, T.<br>(Mid-upper Camner)   | L.             | 1.50                                    | 7-15-   |  |             |
|             |                           | Mid-upper Canner)   | h , R.         |   |         | 2  |             |
| STY -       |                           | <u> </u>  | 12 Y 12        | 12.55                                   |         |  |             |
| 1/12 April  | Halifax III               | (Captain)<br>R157469 E/S Thomas, R.<br>(Navigator)<br>R164133 F/S McNaughton  | Gardening      | 20:44                                   | 02:31   |  |             |
|             | "R" 1#-364                | H161133 F/S MoNaughton  | ; J.G.         |   | ,       |  |             |
|             |                           | 1318978 Sgt. Willer, B  | .v.            |   |         |  |             |
|             |                           | (Air Bomber)<br>Ri68405 Sgt. Keen, W.D<br>(Air Cunner)<br>B206069 Sgt. Wallbank,                                    | <b>.</b>       |   |         |  |             |
|             |                           | #206069 Sgt. Wallbank,  | D <sub>8</sub> |   |         |  |             |
|             |                           | (Flight Engineer)<br>1024126 Sgt. Mackey, W<br>(Mid-upper Gunner)<br>R 67209 Sgt. Goodman,                          | .G.            |   |         |  |             |
|             |                           | 2167209 Sgt. Goodnan,   |                |   | 75.15   |  |             |
| BALL        |                           |   |                |   | 20.1    |  |             |
| 11/A2 April | Halifax III               | (Captain)<br>1388906 F/S Reinelt, R.<br>(2nd Pilet)   | C. Cardening   | 20:27                                   | œ:11    |  | -           |
|             | -K. TA-970                | (2nd Pilet)<br>J22978 F/O D.G. Linklet<br>(Mavigator)<br>J21098 F/S Hardes, A.F<br>(\$000)<br>J2482 Sgt. Parker, S. | er .           |   |         |  |             |
|             | 4                         | (1321098 F/S Hardes, A.F.   |                |   |         |  |             |
|             |                           | (Air Bomber)  | iC.            |   |         |  | 1.00        |
|             |                           | (Air Bosber).<br>154246 F/O Wade<br>(Air Gunner)  |                |   |         |  |             |
| V           |                           | Air Gamer)<br>R51074 Set. Brkes, G.<br>(Flight Engineer)<br>1426837 Set. Peppercoim                                 |                |   |         |  |             |
|             |                           | (Mid-upper Cupper)  |                |   |         |  |             |
| 132 100     |                           | Rt 35945 Set. Carruthers  | a Daffa        |   |         |  |             |
|             |                           |   |                |   |         |  |             |
|             |                           |   |                |   |         |  |             |
|             |                           |   | 4.0            | 100000000000000000000000000000000000000 | 2400000 |  |             |

|             | AIRCRAFT        | 4.1  | Dury             | Tì        | MR ·     | DETAILS OF SORTIE OR FLIGHT   | REFERENCES |
|-------------|-----------------|--|------------------|-----------|----------|---|------------|
| DATE        | Type & Number   | Crew   | DOTY             | UP        | Down     | DETAILS OF SORTIE OR PLICAT   |            |
| 11/12 April | Halifax III     | (Captain)<br>R152746 F/S Edmondson   | , P.R. Cardening | 20:23     | 02:28    |   |            |
|             | "T" 1#-370      | (Navigator)<br>14943 P/S Jones, L.I  |                  |           |          |   |            |
|             |                 | MODa)  | M.C.             |           |          |   |            |
|             |                 | J26530 F/O H.A. Ellis  |                  | 2/4       |          |   |            |
|             |                 | (Air Cunner)<br>J28282 F/O Rughes, L   | GL :             |           |          |   |            |
|             |                 | (MI4 sh & Business   |                  |           |          |   |            |
|             | _               | (Mid-upper Cumper)   | in:              |           |          | Education and the American State of the Control of |            |
|             |                 | TIEDIO SELL UVINEUO  |                  | Sept. V   | 1/18     |   |            |
| 11/12 April | Walifam TTT     | (Captain)<br>Rt 38996 P/S Sturms . 1   | I I Condender    | 20:28     | 02:49    |   |            |
| 11/12 April |                 | (Mavigator)<br>Rt 33342 W/O haylor,  | leva Gardening   |           |          |   |            |
|             | *V* HX-290      | (W/Ops)  | isHa             |           |          |   |            |
|             |                 | (M/Op)<br>134,5933 Sgt. Barron,<br>(Air Bomber)<br>J25068 R/O A.R. Thres                                 | J.F.             |           |          |   |            |
|             |                 | J25068 P/O A.R. Thras<br>(Air Cunner)<br>R198002 Sgt. McInnis  | ther             |           |          | I A A A A A A A A A A A A A A A A A A A   |            |
|             |                 | (Witcht Engineer)  |                  |           |          |   | 7.82.6.5   |
|             |                 | 1801125 Sgt. Morgan,<br>(Mid-upper Cunner)<br>R204056 Sgt. Fellows                                       | L.               | -         |          |   | -          |
|             | - 1             | \$1000000000000000000000000000000000000  |                  |           |          |   |            |
|             | None of Section | Action 1997  | • America        | 100       | 0.57     |   | ·····      |
| 18/19 April | Halifax III     | Target - all A/C -   | "NOISY LE SEC"   | Bomb lo   | ad for e | ach A/C listed bleow:- 5 x 1000 lb. M.C. & 10 x 500 lb. M.C   |            |
|             |                 | Section 19 14 The Section  | - 3 •            | 2 2 2 2 2 |          |   |            |
| 18/19 April | Halifax III     | (Captain)<br>J22978 F/O J.D. Link  | ater Bombing     | 20:34     | 02:34    | Clear, visibility good, Target identified visually  |            |
|             | "A" HX-258      | 32223 F/O M.W. Rimer   | <b>1</b>         |           |          | and by red and green T.I's. Bombed at 23:562 hours from   |            |
|             |                 | (W/Opa)  | E.W.             |           |          | 15,600 feet on centre of all red and green T.I's. Three   | ļ          |
|             |                 | J27401 P/O R. Benford  |                  |           |          | red Tal's seen down on ground and about one minute before   |            |
|             |                 | 4 38 8978 Sgt. Willey,<br>(Air Bomber)<br>32 Mon P/O B. Benfore<br>(Air Cunner)<br>Bi 97364 Sgt. Burgens | N.C.             |           |          | A/C bombed, the mixed red and green T.I's were dropped  |            |
|             |                 | 1894 14 Set. Ashelfor  | d. R.C.          | 7.50      | HO ES    | right on top of them. Some short bombing seen but no  |            |
| DW 250      | Con part        | (Mid-upper Gunner)<br>R208668 Sgt. Adams, J  |                  |           |          | other results observed,   |            |
|             |                 | AMERICAN NEWS AND ADDRESS OF THE SAME SAME SAME SAME SAME SAME SAME SAM                                  |                  |           | 8163     |   |            |
|             |                 | 1  |                  |           |          |   |            |

Manay Politice

APPENDIX

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By No. 433 (R.C.A.F.) Squadron

SECRET

| D.m.        | AIRCRAFT           | CREW DI  | UTV -                         | Time   | DETAILS OF SORTIE OR FLIGHT  | REFERENCES    |
|-------------|--------------------|--|-------------------------------|--------|--|---------------|
| DATE        | Type & Number      |  | UP                            | Down   | The same of the sa |               |
| 18/19 April | Halifax III        | (Captain) J20947 F/O E. Byjolfson Bom  | bing 20:44                    | 02:25  | Clear with some haze, visibility good, Target identi-  |               |
|             | "C" HX-352         | (Navigator)<br>J22228 F/O C.E. Willner   |                               |        | fied by green and red T.I's, Bombed at 23:57 hours from  |               |
|             |                    | (W/Op.)<br>R142388 F/S Hawthorne, W.S.   |                               | -      | 15,600 feet on red T.I's. Target well marked with good   |               |
|             |                    | (Air Bomber)<br>128362 P/O Kinney, J.M.<br>(Air Gunner)<br>R212653 Sgti Strickland, F.N.   |                               |        | concentration. Reflection of glow could be still seen from   |               |
| 10-11-1     |                    | (Air Gunner)<br>R21 2653 Sgti Strickland; F.N.   |                               |        | English coast  |               |
|             |                    | (Flight Engineer)  |                               |        |  |               |
|             | A                  | (Mid-upper Gunner)<br>2263757 Sgt: Armstrong; J.D.   |                               |        |  |               |
|             |                    | Jesseld Standar .  |                               |        |  |               |
| 18/19 April | Halifax III        | (Captain)<br>J21448 P/O J.R. Harrisoh Box  | mbing 20:35                   | 02:49  | No. cloud, some hame, visibility good, Target identi-  |               |
|             | "D" <b>EV-</b> 842 | (Navigator)<br>J20875 F/O J.F. Kinder  | ş                             |        | fied by red and green T.I's, Bombed at 23:562 hours from   |               |
|             |                    | J2.065 P/O L.E. Dubreimin  | -5-4                          |        | 15,500 feet on red and green T.I's, P.F.F. good, bomb  |               |
|             |                    | (Air Bomber)<br>J27284 P/O E.T. Widenoja   |                               |        | bursts seen to starboard of markers, Route 0.K., good trip   |               |
| Others of   |                    | (Air Gunner)<br>R1436.0 Sgt. Beaudette, J.G.J.   | R.                            |        | with no difficulties encountered. Should be a successful   |               |
|             | water bollen       | (Flight Engineer)  | 1 1                           |        | effort,  |               |
|             |                    | (Mid-upper Cunner)<br>R255048 Sgt. Bourne, R.  |                               |        | Williams Comments of the Comme |               |
|             | 6_ 1667            | Language of the Committee of the Committ |                               |        | 2 7  |               |
| 18A9 April  | Halifax III        | (Captain)<br>R139513 W/O Bourgeault, J. 1  | Bombing 20:37                 | 02:22  | No aloud, good visibility, Target identified by red  |               |
| 1902.4      | *R* IV-840         | (Navigator)<br>BB6113 W/O Dennstedt, W.G.  |                               |        | and green T.I. Bombed at 00:02 hours from 15,600 feet on   |               |
|             |                    | (W/Opa) R1 28889 W/O Miller, T.A   | 1 1 1 1 1 1 1 1 1 1           |        | centre of red and green T.I's, Good P.F.F. effort, bombs   |               |
|             |                    | (Air Bomber)<br>J25586 P/O J.W. Guignion   |                               |        | seen bursting in good concentration on target. Large   |               |
|             |                    | (Air Cunner)   | er stock over been region     |        | explosion seen - seemed to be large building, red flame  |               |
|             |                    | (Flight Engineer)  |                               |        | with smoke obsouring it.   |               |
|             |                    | (Mid-upper Cunner)<br>R202087 Sgt. Laframboise, J.   | Administration and the second |        | # 1. * 0 000 60 000 ft 1 200 000 ft 60 00 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1  |               |
|             |                    | The Control of the Co |                               | 1      |  |               |
|             |                    |  |                               | 363.65 |  |               |
|             |                    | Post realization and the second  |                               |        |  |               |
|             |                    |  |                               |        | The state of the s | 13.14 54 1.35 |
|             |                    |  | <b>100</b> 10 5 5 8           |        |  | 1 1           |
|             |                    |  |                               |        |  |               |

| 10/9 April Balifar III (Captain) English W.H. Boshing 20154 (2:43 (Harry visibility good, Target identified by red and from 15/60 feet on centre of red and greens were seen in the red and greens. Markers were well concentrated and banking was accounted.  18/49 April Balifar III  18/49 April Bal  | 18/9 April Halifas III (Captain)  Mid-255 WO Bright, W.H. Booking  20:54 C2:43 Clear, visibility good, Target identified by red and Mid-Mid-Mid-Mid-Mid-Mid-Mid-Mid-Mid-Mid-   | 10/9 April Maifer III (Opptain)  Mid-255 W/O Bright, w.H. Boshing  7" III-991  Mid-255 W/O Bright, w.H. Boshing  20:54 C2:43 Cheer, visibility good, Target identified by red and Mid-Market (Sci 27) Date, Temmend  20:54 C2:57 Date, Temmend  Mid-256 W/O Croule, J.  At Research (Sci 27) Date, Temmend  Mid-Will Mid-Market (Mid-Sci 27)  Mid-Will Mid-Market (Mid-Mid-Sci 27)  Mid-Will Mid-Market (Mid-Mid-Sci 27)  Mid-Will Mid-Market (Mid-Mid-Sci 27)  Mid-Will Mid-Market (Mid-Mid-Sci 27)  Mid-Will Mid-Market (Mid-Mid-Mid-Mid-Mid-Mid-Mid-Mid-Mid-Mid-  | DATE        | AIRCRAFT      | CREW                                     | Dury                                     | -      | IME    | DETAILS OF SORTIE OR FLIGHT                                 | REFERENCES |
|---|--|--|-------------|---------------|--|--|--------|--------|---|------------|
| 18/19 April Balifar III Hala255 w/O Bright, will Bonking 20:54 C2:45 Clear visibility good, Target identified by red and Time III 19/10 Care in the red and green I.1's, H.2.5, and host hwates. Sombed at 21:55 hours from 15:600 feet on centre of red and green I.1's, Red III 19/10 Care in the red and green I.1's, Red III 19/10 Care in the red and green I  | 18/49 April Balifar III MAA255 #O Bright, will Boshing 20:54 Clear, visibility good, Target identified by red and Time III 19/10 18/20 Job Date, Townsend Seem T.1's, H.2.5, and hosb bursts. Reshed at 21:55 hors in the control of red and green T.1's, B.2.5 and hosb bursts. Reshed at 21:55 hors in the control of red and green T.1's, B.2.5 and hosb bursts. Reshed at 21:55 hors in the control of red and green T.1's, B.2.5 and hosb bursts. Reshed at 21:55 hors in the red and green T.1's, B.2.5 and hosb bursts. Reshed at 21:55 hors in the red and green T.1's real first and an A/C case in the red and greens were canonading. Made a second run to bomb on the mixed red and greens. Market were well concentrated and bushing was accurated.  18/49 April Balifar III Control, D.1. Reshing 20:53 C2:14 Sees ground hase, visibility good, Target identified by red and green T.1. Reshed at CO:00 hours from 15,800 feet on centre of red and green T.1's, P.F.F. marked for control of red and green T.1's, P.F.F. marked target small, best concentration seen yet, Sacke from target small green to 1,000 feet. No difficulties encountered, it arget should be well bushed.  18/49 April Balifar III (Coptain) 18.5 Reshing 20:30 feet. Red ifficulties encountered, it arget should be well bushed.  18/49 April Balifar III (Coptain) 18.5 Reshing 20:30 feet. Red ifficulties encountered, it arget should be well bushed.  18/49 April Balifar III (Coptain) 18.5 Reshing 20:30 feet. Red ifficulties in the price of the control of the price of th | 18/49 April Balifax III MILLESS WO Bright, W.H. Bombing 20:54 C2:45 Miller good, Terryst identified by red and Tru 15-901 (1992 A) Daily Trument 12822 A/O no. Novement 12822 A/O no. Novement 1282 A/ |             | Type & Number |  |  | UP     | Down   |   |            |
| Air Bosher)  (Air Bosher)  (Ai  | Ar Bosber    Ar Bosber    Ar Stoff MO Crouler    Ar Stoff Mo Crouler | As the backer, a transformation of the state | 18/19 April | Helifax III   | R144285 W/O Wright, W                    | .H. Bombing                              | 20:54  | 02:43  | Clear, visibility good, Target identified by red and        |            |
| Air Bosher)  (Air Bosher)  (Ai  | Ar Bosber    Ar Bosber    Ar Stoff MO Crouler    Ar Stoff Mo Crouler | As the backer, a transformation of the state |             | "I" IV-911    | (Navigator)<br>J21822 F/O D.G. Town      | end                                      |        |        | green T.I's, H.2.S. and bomb bursts, Bombed at 23:59 hours  |            |
| Cancelling. Made a second run to bomb on the mixed red and (Piliph Engineer)  (Piliph Eng  | Section Set. Borton, D.E.,  (Pichi Set. Borton,  | SAP April Bairer III  (Septan)  (Sap Sart Periods, N.L.  (Sap Sart Periods)  |             |               | 1264167 F/S Gambold.                     | L. ·                                     | 44.00  | - 1    | from 15,600 feet on centre of red and green T.I's, Red      |            |
| Street Broton, D.E.,  (Pick) Set. Borton, D.E.,  (Pick) Set. Broton, D.E.,   | Section of the standard of the standard and section of the | Gancading. Made a second run to bank on the pixed red and greens. Markers were well concentrated and banking was accurated.  (Hid-wayser Cannool by M.D.  18/90 April Mairax III  (Oprishing to Obbit), M.D.  18/90 April Mairax III  (Oprishing to Obbit)  (Oprishing to Obbit) |             |               | (Air Bomber)                             |  |        |        | T.I's fell first and as A/C came in the red and greens were |            |
| BA9 April Baifax III (Coptain)  **S* HK-275   Monoham, G.M. Booking 20:53 02:14   Some ground hase, visibility good, Target identified by red and green T.I. Booked at 00:01 hours from 15,800 (Monoham) in 20:25 F/S Out is, W.A. foet on centre of red and green T.I. Booked at 00:01 hours from 15,800 (Monoham) in 20:05 Set. Society J.H. foet on centre of red and green T.I. Booked at 00:01 hours from 15,800 foet on centre of red and green T.I. Booked at 00:02 hours from 15,800 foet on centre of red and green T.I. Sooke from target well, best concentration seen yet. Shock from target well, best concentration seen   | BA9 April Balifax III (Captain) Monoban, C.M. Boshing 20:53 Octive Some ground hase, visibility good, target identified by red and green f.I. Boshed at Octo, hours from 15,800 (Monobar) in 28:25 Feb Ortics, V.A. foot on centre of red and green f.I. Boshed at Octo, hours from 15,800 (Monobar) in 15,800 Set South, J.R. foot on centre of red and green f.I. Boshed at October 7.1 in P.F. marked target sell, best concentration seem yet. Shoke from target for the first contract of the f | BAPS April Balifax III (Copy and State of State  |             |               | (Air Gunner)                             | D.B.                                     | ~      |        | cascading. Made a second run to bomb on the mixed red and   |            |
| 8/9 April Balifax III (1974) Monolan, G.M. Bosking 20:53 02:14 Some ground hase, visibility good, Target identified by red and green T.I. Boshed at 00:01 hours from 15:800 (1975) S.t. Pearson V.J. feet on centre of red and green T.I. Boshed at 00:01 hours from 15:800 (1975) S.t. Pearson V.J. feet on centre of red and green T.I. Boshed at 00:01 hours from 15:800 (1975) S.t. Pearson V.J. feet on centre of red and green T.I. Boshed at 00:01 hours from 15:800 (1975) S.t. Boshe from target well, best concentration seem yet. Shoke from target well, best concentr  | 8/9 April Balifax III (Contain) Monoham, G.M. Booking 20153 O2:14 Some ground hase, visibility good, Target identified by red and green T.I. Bombed at O0:01 hours from 15,800 fort on centre of red and green T.I'm, P.F. marked (Miss Booker) F. H. (Some St. South France) for red and green T.I'm, P.F. marked (Miss Booker) F. H. (Some St. South France) for red and green T.I'm, P.F. marked (Miss Booker) F. H.J. (Miss Bo | 8/19 April Halifax III Compath & Monoham, c.M. Rosbing 20153 02144 Some ground hase, visibility good, Target identified by red and green T.I. Boshed at 0010 hours from 15,800 feet on centre of red and green T.I. Boshed at 0010 hours from 15,800 feet on centre of red and green T.I. Boshed at 0010 hours from target shall be better on centre of red and green T.I. Boshed at 0010 hours from target shall be better on centre of red and green T.I. Boshed at 0010 hours from target shall be better on centre of red and green T.I. Boshed at 0010 hours from target shall be better on centre of red and green T.I. Boshed at 0010 hours from target shall be better on centre of red and green T.I. Boshed at 0010 hours from target shall be better on centre of red and green T.I. Boshed at 0010 hours from target shall be better on centre of red and green T.I. Boshed at 0010 hours from target shall be better on centre of red and green T.I. Boshed at 0010 hours from target shall be better on centre of red and green T.I. Boshed at 0010 hours from target shall be better on centre of red and green T.I. Boshed at 0010 hours from target shall be better on centre of red and green T.I. Boshed at 0010 hours from target shall be better on centre of red and green T.I. Boshed at 0010 hours from target shall be target shall b |             |               | (Flight Engineer)                        | H.K.                                     |        |        | greens, Markers were well concentrated and bushing was      |            |
| BA9 April Baifax III (Coptain)  **S* HK-275   Monoham, G.M. Booking 20:53 02:14   Some ground hase, visibility good, Target identified by red and green T.I. Booked at 00:01 hours from 15,800 (Monoham) in 20:25 F/S Out is, W.A. foet on centre of red and green T.I. Booked at 00:01 hours from 15,800 (Monoham) in 20:05 Set. Society J.H. foet on centre of red and green T.I. Booked at 00:01 hours from 15,800 foet on centre of red and green T.I. Booked at 00:02 hours from 15,800 foet on centre of red and green T.I. Sooke from target well, best concentration seen yet. Shock from target well, best concentration seen   | BA9 April Balifax III (Captain) Monoban, C.M. Boshing 20:53 Octive Some ground hase, visibility good, target identified by red and green f.I. Boshed at Octo, hours from 15,800 (Monobar) in 28:25 Feb Ortics, V.A. foot on centre of red and green f.I. Boshed at Octo, hours from 15,800 (Monobar) in 15,800 Set South, J.R. foot on centre of red and green f.I. Boshed at October 7.1 in P.F. marked target sell, best concentration seem yet. Shoke from target for the first contract of the f | BAPS April Balifax III (Copy and State of State  |             |               | Mid-upper Gunner)<br>R22539 Sgt. O'Reil: | y, M.D.                                  |        |        | accurates   |            |
| By red and green T.I. Bombed at Octo hours from 15,800    1,500 Sgt. Scott, J.B.   Feet on centre of red and green T.I.s. P.F.F. marked   | By red and green 7.1. Boshed at Ocioi hours from 15,800    12,006 Sgt. Scott, J.R.   feet on centre of red and green 7.1's, P.F. marked target seell, best concentration seen yet, Scoke from target seel from the seen seen seel seel seel seel seel see  | ** R-275 R 2265 Fg Ourtis, v.A. by red and green I.I. Boshed at 00:01 hours from 15,800  *** R 2265 Fg Ourtis, v.A. feet on centre of red and green I.I's, P.F.F. marked  *** A 25 Ref. Person V.J. target well, best concentration seen yet. Snoke from target well, best concentration seen yet. Snoke from target well, best concentration seen yet. Snoke from target red to the concentration seen yet. Snoke from target red target well, best of the target well, best of target well, best of the target well, best of target well |             | - 1           | 7 1                                      | S Spene                                  |        |        | 1 2   |            |
| Country   Coun    | 19.50 sgt. Sout; J.R.   feet on centre of red and green T.I's, P.F.F. marked   | 100    | 8/19 April  | Halifax III   | 250158 F/S Monohan                       | G.M. Bosbing                             | 20:53  | 02:14  | Some ground haze, visibility good, Target identified        |            |
| ## 1551 Set Pearson W.J.  ## 15978 Set Noticerall, H.J.  ## 15978 Market H.J.   | ## 155 Set Pearson W.J. target well, best concentration seen yet, Smoke From target ## 150768 Set Mothers III, H.J. get rose to 1,000 feet, No difficulties encountered, [5:05] Set Mothers J.F. target should be well bombed.   | ## House State Person  Air Camper  ## 50768 Set; Nothersilf, H.J.  ## 150768 Set; Nothersilf, H.J.  | 4.5         | *S* HX-275    | R 28268 F/B Curtis,                      | V.A.                                     |        |        | by red and green T.I. Bombed at 00:01 hours from 15,800     |            |
| Mid-Grant Morrows N.J.   Service   S  | ### Section of the se | High Said Person Val.  (Air Campt Notices II), H.J.  (Bet rose to 4,000 feet, No difficulties encountered,  (Flight Engines)  (Sold) Sat Infights J.F.  (Captain)  (Captain)  (Ray Said Paylor, Call.  (Said Said Sat Holmis, J.F.  (Sold) Sat Holmis, J.F.  (Sold) Sat Holmis, J.F.  (Sold) Sat Holmis, J.F.  (Sold) Sat Holmis, H.J.  (January)  R 1900 Sat Holmis, H.J.  (Jing Sandra)  (Sold) Sat Holmis, H.J.  (Indianger Canner)  (Ray Sat, Norgin, L.)  (Mold-upper Canner)  (Ray Sat, Norgin, L.)  (Mold-upper Canner)  (Ray Sat, Norgin, L.)  (Mold-upper Canner)  (Ray Sat, Norgin, L.)  | e-resigned  |               | 545246 Sgt. Scott,                       | J.R.                                     |        |        |   |            |
| Solid State Market   J.W.   Solid       | Solid St. Religits   J.W.  | Companies   Jaw.   Sale   Sa   |             |               | Mi 61551 Sgt. Pearson                    | W.J.                                     |        |        |   |            |
| Solid Solid Research   J.M.   Solid Solid Research   Solid Solid Research   Solid Solid Research   Solid R    | Solid Section   Jw.   Solid    | Mode   Set   String   Set   String   Set   String   Set   String   Set   |             |               | H 90788 Sgt. Mothers                     | 11, H.J.                                 |        |        |   |            |
| Barton   Copy   Set   Nible   LR  | SAPS April   Balifar III   Ba 3996 2/S Shirmy   W.J.D. Bombing   201392   Thise a/O Tailed to return;   Thise a/O Tailed to    | BA99 April   Balifar III   B 3806 E/S String, Wajab   Boobing   201301   This a/O Tailed to return   |             |               | 1630363 Set. Kriishts                    | J.W.                                     |        |        |   |            |
| 18/99 April Balifar III B 3896 2/S Shirmy, W.J.D. Boobing 20:39½ This A/O Yailed to return,  "U" BX-287 R 5332 2 WO Taylor, C.R.  [Most Barbon, J.P.  [Lif Rumor]  [M. 2800 Sati Molmis N.I.  [Yl.pit Engineer)  [Oli-typer Gammer]  [Oli-typer Gammer  | (Spining Shirm, W.J.D. Boubing 2019) This A/O Tailed to return,  "U" HX-287 H5331 Set; Barron, J.F.  (Lift Runner) H5802 Set; Holmais Nil.  (Fight Spineer) (Olity Sgr. Rorgan, L: (Hid-type Gamer) R0000 Set. Follow S.M.   | 18/19 April Balifar III (Captain) 13096 2/S Sturmy, W.J.D. Boobing 20:302 Take a/C Valled to return.  "U" EX-287 Minimal Work Townson J.P.  (Air Boobse Nol.R. Breaker  (Air Gunner) 15068 870 k.R. Breaker  (Air Gunner) 15058 Set. McJmnis N.J.  (Tilph Inglancer) (20072 Set. Mcgmn, L.)  (MA-upper Canner) 20070 Set. Pollows S.S.   |             |               | H21024 Sgt. Nield,                       | LRP                                      |        |        |   |            |
| BAP April   Balfar III   b 36956 3/S Shirm, W.J.D. Bobbing   20:392   These A/C valued to return,   | BAP April   Balfax III   b   | 18/79 April Balifar III B 38996 3/8 Shirmy, W.J.D. Borbing 20:399 These 4/6 relies to return (Maringator) (Ma |             | 24            | 7  | the state of                             |        |        | <u> </u>  |            |
| (\$6.593) Sett. Barron, J.P.  Jarobse P.O. R.R. Breaker  (Air Games)  Rescot Sett. Mofmis, N.I.  (Clust Engineer)  (Clust | (\$4553 Sgt; Barron, J.F.  Jarobs Fyo A.R. Breaher  (Lir Games)  Ry8002 Sgt; McInnis Nil.  (Ling Engineer)  (Ot 2 Sgt. Mc Sgn)  (Ei-upper Games)  ROUCE Sgt. Follow S.S.   | (\$4.593) Set; Berron, J.P.  (Air Bomber 175.06 F/O L.R. threather  (Air Ganner)  (R 1900 Set; McInnie, Nil.  (Flight Engineer)  (100125 Set, Mcogn, Li.  (BEI-upper Ganner)  (BOUGS Set, Pollows S.#.   | 8/19 April  | Halifax III   | B 38996 P/S Sturmy                       | W.J.D. Bonbing                           | 20:392 | . ACTO | This A/C failed to return,                                  |            |
| ### Action  | ### Food 7/0 1.R. thrasher  [Air Ganner]  ### Stood Sett Monmie Nil.  [Plight Engineer]  400125 Sett Norgan, L:  [Kid-upper Canner]  #### RECOUGE Sett Pollown S.#.  | ### Foot 7/0 1.2, Thresher  (Air Canner)  ### Soot Sati Mounie Nil.  (Flight Engineer) (Molt2 Sati Morgan, Li (Mis-upper Canner) (Molt2 Sat, Follows)  Safe  |             | *U* HX-287    | Mayigator)<br>M133342 W/O Taylor,        | G.H.                                     |        |        |   |            |
| JESOS 7/0 1.R. Pursahler  ((ir Gamer) R 9002 Set: Molumis Nil.  (Plight Engineer) (80142 Set: Morgan L: (Md-upper Gamer) R20075 Set. Pollows S.#.   | JESOS F/O 1.R. Euracher  (Air Canner) R19002 Sgri Molmmis Nils  (Plight Engineer) (801425 Sgr. Morgan UKda-upper Canner) R201075 Sgr. Pollows S.#.   | ## ## ## ## ## ## ## ## ## ## ## ## ##   |             | 6             | 35933 Set Barron,                        | J.P                                      |        |        |   |            |
| H: 9002 Sgt; Merimis Nil.  [Plight Engineer) (80162 Sgt; Mer gen L: 1066-upper Canner) (80162 Sgt; Mer gen L: 1066-upper Canner) (8006-upper Canne  | R; SOCQ Sgri Molmis Nil.  [Flight Engineer) (SO(125 Sgri Morgan, L: (Bid-upper Canner) (BOUGS Sgri, Pollown S.#.   | R SOOZ Set: Motimia Nil.  [[I]i.sht Engineer] [60125 Set. Norgan, L: [Mis-upper Ganner] [20055 Set. Follows Set. [20055 Set. [20055 Set. Follows Set. [20055 |             |               | J25068 F/O A.R. Thra                     | sher '                                   |        |        |   |            |
|   |  |  |             |               | Di 98002 Sets McTmis                     | NIT                                      |        |        |   |            |
|   |  |  |             |               | (80)125 Sgt. Morgan,                     | L;                                       |        |        | ea-20 to 1650-5-60 Superior Control to                      |            |
|   |  |  |             |               | R204056 Set. Pollows                     | 's.w.                                    |        |        | 100   |            |
|   |  |  |             |               | 1  | e2.                                      |        |        | N 0   |            |
|   |  | TEMA   | 1-15 02     |               | 1 81 8 G . 23 F.                         | 10 10 10 10 10 10 10 10 10 10 10 10 10 1 | 1.01   | - 20   |   |            |
|   |  | EDIA.  |             |               | L'alleren                                |  |        |        |   |            |
|   | Table 1  |  | L and       |               |  | 100                                      |        |        |   |            |
|   |  |  |             |               |  |  |        |        | ien.  |            |

APPENDIX.....

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By No. 433 (R.C.A.F.) Squadron

SECRET

| DATE         | AIRCRAFT<br>Type & Number               | Crew  | Duty              | Up        | Down      | DETAILS OF SORTIE OR FLIGHT  | References  |
|--------------|---|---|-------------------|-----------|-----------|--|-------------|
|              | TYPE & NUMBER                           | (Captain)   |                   | UP        | DOWN      |  |             |
| 18/19 April  | Halifax III                             | J16496 F/O G.C. Burn  | s Bombing         | 20:532    | 02:57     | Clear, visibility good, Target identified by red and   |             |
|              | "W" HX-291                              | (Navigator)<br>1575061 Sgt. Dunford                               |                   |           |           | green T.I's and flares, Bombed at 23:58 hours from 15,500  |             |
|              |   | (W/Op.)<br>1514254 Sgt. Morris                                    | T4N#              |           |           | feet, on centre of missed red and green T.I. Bombing was   |             |
|              |   | (Air Bomber)<br>1868329 Sgt; MacDoug                              | all, D.C.         |           |           | good on the markers and considerable make seen rising  |             |
|              |   | (Air Gunner)<br>J38459 P/O A.S. Holm<br>(Flight Engineer)         |                   | 10.00     |           | from target area,  |             |
|              |   | (Flight Engineer)<br>R96659 Sgt. Bedard.                          | J.P               |           |           |  |             |
| -            | *************************************** | (Mid-upper Gunner)  |                   |           |           |  |             |
|              |   |   |                   |           |           |  | *           |
| 48A9 Arril   | Halifax III                             | Bomb load fre each  | C listed below:   | - 7 x 100 | 00 lb. 16 | G. & 6 x 500 IB, M.C.  |             |
|              |   |   |                   |           |           |  |             |
| 1940 1-13    | Halifax III                             | (Captain)<br>(39273 F/S Hall, G.B<br>(Navigator)                  | Bombing           | 20:42     | 02:40     | 3 to 5/10ths thin aloud, visibility good. Target   |             |
| 19213 ALE AL | "B" IV-967                              | (Navigator)   | N                 |           |           | identified by green and red T.I's. Bombed at 00:01 hours   |             |
|              |   | 171304 P/O W.J. Berns<br>(W/Op.)<br>170293 P/O E.A. Shaul         |                   |           |           | from 15,600 feet on green and red T.I's, P.F.F. good and   |             |
|              |   | (Air Bober)<br>16964 P/O F.C. Brook                               |                   |           |           | target well marked. A large brilliant explosion of cran  | ge          |
|              | *************************************** | (Air Gunner)<br>NZ44 3267 P/O G.R. Mol                            |                   |           |           | red flame rose to approximately 200 feet then died down.   |             |
|              |   | (Flight Engineer)   |                   |           |           | Clow of target could be seen from Prench coast on way in.  |             |
|              |   | (Mid-upper Gumer)   |                   |           |           | - Company - Comp |             |
|              |   | M 701206. OSVA. LOWANA Y  | G13               |           |           | San Commercial State of the Commercial Comme |             |
| 48 A 9 A     | Halifax III                             | (Captain)<br>R139775 W/O Mitchell                                 | J.R. Bothing      | 20:402    | 02:57     | Clear, visibility good, Target identified by red and   |             |
| 10/12 2/12   | <b>*F*</b> НХ-288                       | (Navigator)<br>J22076 P/O J.K. Shedd                              |                   |           |           | green T.I's and bomb bursts. Bombed at 00:03 hours from  |             |
|              |   | (W/Op.) R90809 W/O MeDougall,                                     |                   |           |           | 15,600 feet on centre of concentration of red and green  |             |
|              |   | (Air Boxber)<br>J23428 F/O R.D. Wilso                             |                   |           |           | T.I's. Good concentration of surkers. There was such a   |             |
|              |   | (Air Cunner)  |                   |           | 300       | concentration of A/C above, this A/C turned off and made a   |             |
|              |   | R191976 Sgt. Bodely.<br>(Flight Engineer)<br>1590538 Sgt. Lumbdon | C.                |           | 0.7       | second run. Many bomb bursts seen right on the markers.  |             |
|              |   | (Mid-upper Gunner)  | The second second |           |           | One large explosion noted at 23:57 hours, and some fires   | 100         |
| 1011         |   | Pt 87569 Set. McDoness  | Ma. Maria         |           |           | with a lot of smoke.   |             |
|              |   |   |                   |           |           |  | i Greek and |
|              |   |   |                   | -         |           |  |             |
|              |   |   |                   |           |           |  |             |

| D            | AIRCRAFT      | CREW   | Dury                          | Tr       | ME    | DETAILS OF SORTIE OR FLIGHT                                | REFERENCES                              |
|--------------|---------------|--|-------------------------------|----------|-------|--|---|
| DATE         | Type & Number |  | Delt                          | UP       | Down  | DEIALS OF SORIE OR FEIGHT                                  | NET EKE NOW                             |
| 18/19 April  | Halifax III   | (Captain)<br>J19897 P/O J.J. Major   |                               | 20:38    | 02:31 | Clear, visibility good. Target identified by red and       |   |
|              | "J" IV-990    | (Navigator)<br>121978 F/O'R.N. Bower   |                               |          |       | green T.Its, bomb bursts and Ha2.Sa Borbed at 23:59% hour  | 3                                       |
|              |               | (Navigator)<br>121975 FAO R.N. Bower<br>(W/Op.)<br>1182489 F/S Nose, R.F   |                               |          |       | from 15,600 feet on red and green T.I's centred in bomb-   |   |
|              |               | Air Bomber)  | S.                            |          |       | sight. Red T.I's only seen when A/C first crossed target,  | k                                       |
|              |               | (Air Gunner)<br>Rt 91 238 Sgt. Greening  | . J.G.                        | i Prejig |       | made a dummy run, and on second run bombed on mixed red an | ı                                       |
|              |               | (Air Cunner)<br>Rt 91 238 Sgt. Greening<br>(Flight Engineer)<br>1459461 Sgt. Summer.   | A.                            |          |       | green T.I's. A number of large explosions were noted aroun | d                                       |
|              |               | (Mid-upper Gunner)<br>PH 70629 Set. Coughlin   | . H.J.                        |          |       | the markers,   |   |
| 4040 4-m47   | Helifax III   | (Captain)<br>P145912 F/S Devine, I   | t Booking                     | 20:36    | 01:50 | Clear, visibility good. Target identified by red and       |   |
| 19212 AJK-JH | "K" IV-941    | (Navigator)<br>Rt 75175 Set. Wilkins   | C.F.                          |          |       | green T.I's Bombed on red T.I. Target area appeared to     |   |
|              |               | /w /n- 1   |                               |          |       | be a mass of white flares. Seemed to be successful raid,   |   |
|              |               | M. 75.384 Sgt. Cowan, M.<br>(Air Bosber)<br>228354 P/O L.C. Grent<br>(Air Ganner)  | ed elle                       |          |       | Landed at Long Marston                                     |   |
|              |               | (Air Gunner)   | n A.P.                        |          |       |  |   |
|              |               | (Flight Engineer)  |                               |          |       |  |   |
|              |               | (Flight Engineer)<br>96379 Sgt. Watley, I<br>(Mid-upper Cunner)<br>PM 65074 Sgt. Sminders  | P.D.                          |          |       |  | *************************************** |
|              |               | MODO/4 Sets Sammer   | , AD.                         |          |       |  |   |
| 18/19 April  | Halifax III   | (Captain)<br>15822 F/L G.B. Edmond   | a Bombing                     | 20:30    |       | This airgraft failed to return.                            |   |
|              | "N" LV-874    | R55498 W/O Ryan, T.M.  |                               |          |       |  |   |
|              | 4             | (M/Op.)<br>(AS/65 Sgt. For, H.)<br>(Air Bomber)<br>R158723 Sgt. Lansdown   |                               |          |       |  |   |
|              |               | (Air Bomber)<br>R458723 Sgt. Lansdown  | ne, E.A.                      |          |       |  |   |
|              |               | (Air Gunner)   |                               |          |       |  |   |
|              | -             | Might Engineer) (Might Engineer) (80187) Set. Wilkinse (Mid-upper Cunner)  | m. A.W.                       |          |       |  |   |
|              |               | (Mid-upper Cunner)   | D <sub>4</sub> B <sub>4</sub> |          |       |  |   |
|              |               | The state of the s | A.C. Market                   |          |       | O  |   |
|              |               |  | Cherry Philips                |          |       |  |   |
|              |               |  |                               | 100      |       |  |   |
|              |               |  |                               |          |       |  |   |

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APPENDIX.....



DETAIL OF WORK CARRIED OUT
By No. 433 (R.C.A.F.) Squadron

SECRET

PAGE No.7

FOR THE MONTH OF April, 511) Wt. 12159-1164 70m 8/45 T.S. 700 Time Up Down DUTY DETAILS OF SORTIE OR FLIGHT REFERENCES. DATE (Captain) Slight low haze, visibility good, Target identified Halifax III R157169 F/S Thomas, R. Bosking 20:31 01:59 18/19 April MO/109 F/3 Intonan, R.

Movington, J. M.

Moving "P" LV-966 by red and green T.I's, Bombed at 23:58 hours from 15,600 feet on red T.I's, P.F.F. were very good, Bombing well concentrated around the markers. Intermittent explosions and mushrooms of red flame doserved. No trouble en-(Cap tain)
188906 E.S. Reinelt, R.C. Bombing 20149 01:49 1/10th cloud or hase below. Target identified by red
2nd Pilot)
18466 F/O T. Milison
(Marigator)
18408 F/S Hardes, A.R.W. 15,600 feet on centre of red and green T.I. mixture, Mark
18408 F/S Hardes, A.R.W. err very well concentrated in a dassling group, One or two
(Air Bomber) 18/19 April Halifax III "Q" HX-353 15,600 feet on centre of red and green T.I. mixture. Mark-(Air Bomber) 151246 F/O G.M. Wade bomb bursts seen just short of them, but none seen right or Ar Camer) Ref 074 Set. Brices, C. (Flight Engineer) 1426857 Set. Peppersonn, Jak. (Mid-upper Camer) Ri 35945 Set. Carruthers, D.E. markers. Two good fires seen buring smid markers. 10/2 April Halifax III Target - all A/C - "LEES" Bomb load - all A/C - 9 x 1000 lb, M.C.T.D. 025 & 4 x 500 lb, MC.T.D. (Ospisin)
(Ospis 20/21 April Halifax III "A" HX-268 Johns Pol Lak Harrama (Ar Bonbard & Hidenoja (Ar Gunner) 27284 Pol S.J. Hidenoja (Ar Gunner) 2843540 Sgt. Boundette, J.G.R. (Flight Magineer) 1628919 Sgt. Mhitbread, D.L. (Mid-Upper Gunner) 2855046 Sgt. Bourne, R. as this A/C bombed on reds at 23:45 hours, there was a large explosion that lit up the whole area in a bright crange colours 234 1.14

| DATE                                    | AIRCRAFT<br>Type & Number | CREW   | DUTY           | Up                             | Down      | DETAILS OF SORTIE OR FLIGHT  | REFERENCE |
|---|---------------------------|--|----------------|--------------------------------|-----------|--|-----------|
|   |                           | (Captain)  |                | UP                             | Down      |  |           |
| 20/21 April                             | Halifax III               | 1319273 F/S Hall, G.B.   | ' Bombing      | 21 514                         | 01 168    | 3 to 6/40ths aloud, tops 6,000 feet, visibility good   |           |
|   | "B" IN-967                | 171304 P/O V.J. Berner   | <b>4</b> · · · |                                |           | above. Target identified by flares, red and green T.I. and   |           |
|   |                           | +(Navigator)<br>1/304 P/O V.J. Berner<br>(W/Op.)<br>1/0293 P/O E.A. Shaul  | ***            |                                |           | He2.Se Bombed at 23:44 hours from 8500 feet on centre of   |           |
|   |                           | (Air Bonber)<br>169644 P/O F.C. Brooke<br>(Air Gunner)   | 6              |                                |           | two salvos of red T.I. P.F.F. very good and well concen-   |           |
| 111111111111111111111111111111111111111 |                           |  |                |                                |           | trated and bomb bursts were well around the markers, One   |           |
| C 1 3 27                                |                           | (Flight Engineer)  | 1,2            | 0.000                          | 201/3     | large explosion seen at 23:42 hours just beside red markers,   |           |
|   |                           | (Flight Engineer)<br>(1623207. Sgt. Jones. T.<br>(Mid-upper Gmner)<br>Rt 98382 Sgt. Darnbroug  | h, R.          |                                | 0.875     | and another at 23:46 hours with a lot of black smoke ris-  |           |
| N W W                                   | 17.712                    | Satist - In the -  |                | dilate                         | 21        | ing up 2 2 1   |           |
|   |                           |  |                |                                | Alexander |  |           |
| 0/21 April                              | Halifax III               | (Captain)<br>J20947 F/O M. Ryjolfso  | n Bohing       | 21:03                          | 02:16     | 3/40ths light cloud at 3-4000 feet, visibility good  |           |
|   |                           | (Navigator)  |                |                                |           | to fair. Target identified by yellow and red T.I's. Bomb-  |           |
|   |                           | (W/Op.)  | W.S.           |                                | 110       | ed at 23:54 hours from 8600 feet on concentration of yell-   |           |
| -                                       |                           | J28361 P/O J.M. Kinney   |                |                                |           | ow T.I's, with red T.I's apparentmentally 100 yards to star-   |           |
| 7.7                                     |                           | (Air Gunner)<br>#203757 Set. Armstrong<br>(Flight Engineer)<br>#729008 Set. Swarbrick  | . J.D.         |                                |           | board, Difficult to see detail, except markers, Bombs  |           |
| row to                                  |                           | (Flight Engineer)  | . A.G.         |                                |           | seem to burst in T.I's.  |           |
|   |                           | (Mid-upper Cunner)<br>R206039 Sgt. Mohan, V.   | R.             | 1.1640                         |           | The Secret . I have seen the secret to the secret to a   |           |
| April Indian                            | Total Committee           | THE RESIDENCE OF THE PARTY OF T | • sector is    | and the                        | 12.155    | Parameter of Great Comment of the last continuous conti |           |
| 0/24 April                              | Halifax III               | (Captain)<br>Bh 39513 M/O Bourgeault   | . J. Bombing   | 21:06                          | 02:19     | 7/10ths cloud, visibility good above. Target identi-   |           |
|   | "E" LV-840                | R86115 W/O Demstedt  | W.G.           |                                |           | fied by red and green T.I. Bombed at 23:44 hours from  |           |
|   |                           | (W/Opt.)<br>R1 28889 W/O Miller. T.  | A              |                                |           | 8500 feet, on red and green T.I's, Bombed on a single red  |           |
|   |                           | J23586 P/O J.W. Guibril  | bn'            |                                |           | and just as bombs gone a cluster of greens fell on the same  |           |
|   |                           | (Air Bomber)<br>123586 P/O J.W. Guilmi<br>(Air Cunner)<br>B164776 Sgt. Plante, L   |                |                                |           | spots Large number of bomb bursts seen, all on the markers.  |           |
|   |                           | (Flight Engineer)<br>(324-297 Sgt. Bowerman,<br>(Mid-upper (Ammer)   | D.R.           |                                |           | Large orange coloured explosion seen at time of bombing  |           |
|   |                           |  |                |                                |           | that lit up the whole area   |           |
|   |                           | (Mid-upper Gunner)<br>R202087 Set. Laframboi   | se. J.         | TEACHER A LIFE TO BE A SPECIAL |           |  |           |
|   |                           | (Mid-upper Gunner)<br>B202087 Sgt. Laframboi   | se, J.         | ·                              | -1:5      | ,  | 700       |
|   |                           | R202007 Sgt. Laframbon   | se, J.         | - 12/1                         |           | 3  |           |

MANNING THE

APPENDIX.....

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT
By No. 4.35 (R.C.A.F.) Squadron

SECRET

| (*12761-9511) | WL 22239-2284 200 8/43 | T.S., 700  | For the       | MONTH OF            | Aril    | 3 19 <del>1/4</del>  |             |
|---------------|------------------------|--|---------------|---------------------|---------|--|-------------|
| DATE          | AIRCRAFT               | CREW   | Dury          |                     | IME     | DETAILS OF SORTIE OR FLIGHT  | References  |
|               | Type & Number          |  |               | UP                  | Down    | Daniel of Court of Louis   | REFERENCES  |
| 20/24 April   | Halifax III            | (Captain)<br>RM 39775 W/O Mitchell,                                    |               | 21:051              | 02:04   | 3/10ths cloud, tops 5,000 feet, visibility good above.   |             |
|               | "7" HX-288             | (Navigator)<br>J22076 F/O J.K. Shedd                                   | •             |                     |         | Target identified by red and green T.I's, Bosbed at 23:44  | r           |
|               |                        | 190809 W/O McDougall,  | 's.           |                     |         | hours from 8500 feet on red T.I. eluster. There were two   |             |
|               |                        | (Air Bomber)<br>J23428 F/O R.D. Wilso                                  | n * *         |                     |         | clusters of red T.I. and three of green well scattered,  |             |
|               |                        | (Air Gunner)<br>Rt 91976 Sgt. Bodaly,                                  | S.È. · ·      | Source              | 100     | This A/C bombed on the largest cluster of red T.I. Some  |             |
|               |                        | (Flight Engineer)  | G.            |                     |         | bomb bursts seen, all within the marked area. A large  |             |
| 00000         |                        | 1590538 Sgt. Lamsdon,<br>(Mid-upper Gunner),<br>Rt 87569 Sgt. McSongue | J.R.          |                     |         | crange coloured explosion seen in target area at 23:442  |             |
|               |                        |  |               |                     |         | hours.   |             |
|               |                        | 7.779.4 - 10.000   |               |                     | 100     |  | 1           |
| 0/21 April    | Halifax III            | *(Captain)<br>J9201 S/L J.G. MoNeil                                    | DPC Bombing   | 21:24               | 02:10   | 5 - 8/10ths thin layer cloud at 5 - 6,000 feet, viai-  |             |
|               | <b>"V"</b> НХ-290      | (Navigator)<br>J14242 F/O G.F. Harkis                                  | 18            |                     |         | bility clear, Target identified by red and green T.I.  |             |
|               |                        | (45604 P/0 C.R. Rowse  | a.            |                     |         | Bombed at 23:462 hours from 8500 feet on red T.I's, T.I's  |             |
|               |                        | (Air Bomber)<br>J10449 F/O J.G. MoNice                                 | 1             |                     |         | were concentrated, could be seen well but not ground de-   |             |
|               |                        | (Air Gunner)<br>R78367 W/O Graham, M.                                  | <b>6</b> ,    |                     | - 5.9.  | tail-due to cloud. Good concentration of A/C from French   |             |
|               |                        | (Flight Engineer)<br>627745 F/S Hargreaves                             | ir:           | -1-1-22-0           |         | coast to target. Very little opposition encountered.   |             |
|               |                        | (Mid-upper Gunner)<br>1210183 Sgt. Glaisher                            |               |                     | 100     | The second of th |             |
| 5 V-q         |                        |  | STATE OF      | Citation            | Se pro- |  |             |
| 10/21 April   | Halifax III            | (Captain)<br>R145912 F/S Devine, E                                     | J. Bombing    | 2117                | 02:11   | Thin layer cloud 4 - 5/10ths at 4 - 5000 feet, visibili  | -           |
|               | "K" LV-944             | Ri 751 75 Set. Wilkins,  | G.P.          |                     |         | ty good. Target identified by one cluster of yellow three  |             |
|               |                        | RI 75381 Sgt. Cowan, W.  | J.M.          |                     | 1000    | minutes before red and green T.I's. Bombed at 23:46 hows   |             |
|               |                        | (Air Bomber)<br>J28354 P/O I.C. Grant                                  | 1000          |                     |         | from 8500 feet on red T.I's seen at 23:44 hours, P.P.F.  | (           |
|               |                        | (Air Gunner)<br>R194344 Set. Cousiness                                 | . A.P.        | n neer toler on his |         | good, explosion seen at 23:43 hours, a large mushroom of   |             |
|               |                        | (Flight Engineer)<br>996397 Sgt. Nutley, R.                            | •             |                     |         | orange flame rose 150 - 200 feet lasting about 4 - 5 seconds   |             |
|               | 25.7                   | (Mid-upper Gunner)<br>Ri65074 Sgt. Saunders                            | R.D.          |                     | 0       | then died down.  |             |
| X of the sec  | 2.5                    | STOLY WITH THE PARTY   | water project |                     | 1       | TP-87777781177211784   |             |
|               |                        |  |               |                     |         |  |             |
|               |                        |  |               |                     |         | DISCOUNT OF THE PARTY OF THE PA | _ startough |
|               |                        |  | 43-15-07      | 5/60                |         |  |             |
|               |                        | Charles Services   |               | (Salasin)           |         |  |             |

| DATE        | AIRCRAFT      | Crew   | Dury         | T       | IME   | DETAILS OF SORTIE OR FLIGHT                                       | le kur en                               |
|-------------|---------------|--|--------------|---------|-------|---|---|
|             | Type & Number |  | Deit         | UP      | Down  | DETAILS OF SORTIE OR FLIGHT                                       | References                              |
| 20/24 April | Helifax III   | (Captain)<br>J19897 P/O J.J. Major   | Bombing      | 21:00   | 02:33 | 5/10ths thin aloud to 5,000 feet, visibility goods                |   |
|             | "R" 1#-361    | (Navigator)  | 2            | 1 2 3 3 |       | Target identified by red and green T.I's. Bombed at 25:46         | - N - 10                                |
|             |               | 1182489 F/S Mose, B.F  | .A.          |         |       | hours from 8500 feet on red and green T.I's seen at 23:43         | ,                                       |
|             |               | MAIR Bomber)   | s. · ·       |         |       | hours, P.F.F. good and target well marked, Bomb bursts            |   |
|             |               | (Air Gunner)   | E. J.G.      |         |       | seen to be in area. Explosion seen at 23:44 hours, a.             |   |
|             |               | (Air Camer)<br>Et 91 238 Sgt. Greenin<br>(Flight Engineer)<br>14.39461 Sgt. Samer, | ۸,۰۰         |         |       | whitish yellow flame lasting approximately thirty seconds,        |   |
|             |               | (Mid-upper Gammer)<br>R1 70629 Sgt. Coughlin                                       | . н.ј.       | ra ani  |       | then died out.  |   |
|             |               | A STATE OF A   |              | S. Sign | -     | [   |   |
| 20/21 April | Halifax III   | (Captain)  | Bonbing      | 21:21   | 02:24 | 7/A Oths cloud, tops 5,000 feet, visibility good above.           |   |
|             | "0" HX-280    | (Navigator).   | J.W.         |         |       | Target identified by red and green T.I. markers, Bombed           |   |
|             |               | 1514254 Set. Morris.   | r.N.         |         |       | at 23:46 hours from 8500 feet on centre of two clusters of        | *************************************** |
|             |               | Pi 68329 Set. MacDours   | 11. D.C.     |         |       | red T.I. One very large explosion seen at 23:44 hours             | br                                      |
|             |               | J38159 P/O A.S. Holme  |              |         |       | about two miles W/S.W. of the markers, Another seen right         | *************************************** |
|             |               | (Flight Engineer)<br>R96659 Sgt. Bedard, J   |              | 1 30    |       | on the markers at 23:48 hours, 1 x 500 lb, MC.T.D. hung           |   |
|             |               | (Mid-upper Gumer)<br>R171245 Sgt. Des Rochs  | es. J.       |         |       | up and brought back,  | ligerij to sel                          |
|             |               | Clark Congress and   | distribution | 1000    | Sugar | 1 - 18 - 44 (16 16 16 14 A) - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - | Partie parties                          |
| 20/24 April | Halifax III   | (Captain)<br>R50158 F/S Monoban, G   | w Bombing    | 21 204  | 01:40 | 5/10ths stratus at 4 - 5000 feet, visibility goods                |   |
|             | *Q* IW-972    | (Navigator)  |              |         |       | Target-identified by red and green T.I's, Bombed at               |   |
|             |               | (M/Op.)<br>1545246 Set. Scott, 5<br>(Air Bomber)<br>B151551 Set. Pearson.          | 1            |         |       | 23:47 hours from 8500 feet on red T.I's, Target well mar-         |   |
|             |               | (Air Bomber)   | W.J.         |         |       | hed, P.P.F. concentration good. Sombs seen burgting well          |   |
|             |               | (Air Gunner)   | I. H.J.      |         |       | within marker concentrations. Large explosion seen at             |   |
|             |               | (Flight Engineer)<br>1630353 Sgt. Enights  |              |         |       | 23:465 hours with yellow flame, Glow could be seen from           |   |
|             |               | (Mid-upper Gunner)<br>R210241 Set. Nield, L  |              |         |       | target to French coast on way home.                               |   |
|             |               | ANGA SCHOOL ME NEL MARKANA ANGA  |              |         |       |   |   |
| á ,         |               | Section 1  |              |         |       | ***************************************                           |   |
|             |               | September 2  |              |         |       |   |   |
|             | 448.8         |  |              | -       |       |   |   |

APPENDIX

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By No. 433 (R.C.A.F.) Squadron

SECRET

|            | AIRCRAFT      | CREW   | Duty                                 |       | IME   | DETAILS OF SORTIE OR FLIGHT  | REFERENCES |
|------------|---------------|--|--------------------------------------|-------|-------|--|------------|
| DATE       | Type & Number |  | 2011                                 | UP    | Down  | Control of the second s |            |
| 0/21 April | Halifax III   | (Captain)<br>R157169 F/S Thomas, I             | Bombing                              | 21:01 | 02:08 | Small patches of strata ou, 4 - 5000 feet, visibility  |            |
| 721 2012   | *P* LV-966    | (Navigator)<br>R161133 P/S McNaughto           | 2 +4                                 |       |       | good. Target identified by yellow and red T.I. Bombed  |            |
|            | -F D1-700     | (W/Op.)<br>W/O Butson, L.                      | D.s. of able                         |       |       | at 23:45 hours from 8500 feet on red T.I's seen at 23:44.  |            |
|            |               | (Air Bomber)<br>R168405 Sgt. Keen. W.          |                                      |       |       | hours, & large explosion seen at 23:44 hours, yellowish  |            |
|            |               | (Air Gunner)<br>R188911 Sgt. Grant, I          | LA.                                  |       |       | mushroom effect, lasted for about five seconds, then died  |            |
|            |               | (Flight Engineer)                              |                                      |       | weg   | down, P.F.F. good, some ground detail could be seen by   |            |
|            |               | (Mid-upper Cunner)<br>Rt 67209 Sgt. Goodnan    |                                      | 1.7   | orte. | bomb bursts, F. Address A.   |            |
|            |               | (0-1-4-1)                                      |                                      |       |       | 5/Oths cloud, tops 5000 feet, visibility good above,   |            |
| 0/21 April | Halifax III   | (Captain)                                      | Bombing                              | 21:02 | 02:47 | Target identified by yellow, red and green T.I's, Bombed   | h 2        |
|            | "S" HX-275    | (Navigator)<br>R156866 F/S Smeaton,<br>(W/*Op) | G.B.                                 |       |       | at 2567 hours from 8600 feet on red T.I's, Tellow T.I.   |            |
|            |               | 1577402 Sgt. Cubbins,                          | J.                                   |       |       | visible on run in, but they went out, so A/C bombed on   |            |
|            |               | No The OFT COME Throad A                       | J.                                   |       |       | red T.I. One large explosion with a short bright flame   |            |
| -          |               | (Air Gunner)<br>2185576 Sgt. Schade,           | C.B.                                 |       |       | · · · · · · · · · · · · · · · · · · ·  |            |
|            |               | (Flight Engineer)<br>1694944 Sgt. Barber,      | S.E.                                 |       |       | seen at 23:44 hours, another at 23:54 hours,   |            |
|            |               | (Mid-upper Gunner)<br>P1 90889 Sgt. Bretsch,   | JaH.                                 |       |       |  |            |
|            | 100           | Placer and But second                          |                                      |       |       |  | -4- 000    |
| 0/24 April | Halifax III   | (Captain)<br>R152746 F/S Edmondson             | , F.R. Bombing                       | 20:57 | 02:50 | 5/4 Oths ou cloud patches at 5000 feet, visibility   |            |
|            | "T" I#-370    | *(Nevigator)<br>Ri49413 F/S Jones, L           | z.                                   | A     | 77.77 | good. Target identified by yellow and red T.I's. Bombed  |            |
|            |               | (W/Op.)  | #2018 (2018) - COMP & SECTION (1997) |       | -     | at 23t45 hours from 800 feet on red TJ's seen at approxi   | <u> </u>   |
|            |               | (Air Bomber)<br>J24539 F/O H.A. Elli           | 5 g                                  |       |       | mately 25:42 hours, Cloud obsoured ground detail, markers  |            |
|            |               | (Air Gunrer)<br>J28282 F/O L.G. Hush           |                                      |       |       | could be seen distinctly. Bombing as a whole seemed con-   |            |
|            |               | (Flight Engineer)                              | J-H-                                 | 1     |       | centrated in this area. Some congestion of A/C over  |            |
|            |               | (Mid-upper Gunner)                             | . G.                                 | - 91  |       | tergets  |            |
|            |               | 11.  |                                      |       | 2     | Tage ages content and the  | 1          |
| 22 T 1 T 1 |               |  |                                      |       | 2012  |  |            |
|            |               | (68 (+ 3)                                      |                                      |       |       |  |            |
|            |               | 7  | Levi mar &                           |       |       |  | -          |
|            |               |  |                                      |       |       |  |            |

|             | 1  |   |              | Tn         | Œ       | DETAILS OF SORTIE OR FLIGHT  | REFERENCE |
|-------------|--|---|--------------|------------|---------|--|-----------|
| DATE        | AIRCRAFT<br>Type & Number  | Crew  | Duty         | UP         | Down    |  |           |
|             | Halifax III  | (Captain)<br>J22978 F/O J.D. Linkl  | ater Bombing | 20:58      | 02:15   | 5 to 6/10ths aloud, tops 5/6,000 feet, visibility good   |           |
| 0/24 April  |  | (Navigator)<br>122234 F/O M.W. Bumet  |              |            |         | above. Target identified by red and green T.I's, Bombed  |           |
|             | "W" HX-291   | (V/Opa) Sgt. Parker,  | d 0 70       |            |         | at 23:46 hours from 8500 feet on centre of green T.I's,  |           |
|             |  | (Air Bomber)<br>127401 P/O R. Benford   |              |            | SS NEWS | Red markers were very dim when A/C made run so bombed the  |           |
|             |  | (Aim Channer)   |              |            |         | centre of all greens, At 23s45 hours a very bright yellow  |           |
|             |  | B197364 Set. Bur sons.  | NaGa         | Vide selve |         | explosion seen to left of the markers.   |           |
|             |  | 4894344 Set. Ashellor   | Ga Hava      | -          |         |  |           |
|             |  | (Mid-upper Gunner)<br>1208668 Sgt. Adams, A   |              |            |         | •  |           |
|             |  | 13.12. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2  |              |            |         | 5 to 4A Oths cloud, tops 7,000 feet, visibility good   |           |
| 20/24 April | Halifax III  | (Captain)   | wson Bombing | 21 918     | 01:50   | above. Target identified by red, green and yellow II's and   |           |
|             | "N" IV-992   | (Gertain)<br>1959 3A H.T. Patt<br>(Marigator)<br>1382 F.O.B. C. Dmin<br>1582 F.O.B. C. Cruit<br>(Air Bomber)<br>1296 F.A. J.A. Cruit<br>(Air Commer)<br>7204 F.O. W.J. Pry<br>7204 F.O. W.J. Pry<br>7204 F.O. W.J. Pry<br>7216 T. Mannery |              |            |         | bomb bursts, Bombed at 23:47 hours from 8500 feet on red   |           |
| - 10        |  | 69674 P/O Ormson, W   |              |            |         | T.I. As A/C came in to bomb, a single grown fell, then a   |           |
|             |  | 1 2986 F/L J.A. Grui  | kshank       |            |         | single, red right beside it. One large sheet of flame shot   |           |
|             |  | 172204 P/O W.J. Pry   |              |            |         | up a good 100 feet right beside the markers, and a few oth   | or        |
|             |  | 457377 F/L K.N. Dous  | •            |            |         | bomb bursts seen close to the markers,   |           |
|             |  | (Mid-upper Camper)<br>1396652 Sgt. Dean, R  | P            |            |         | Doing durate seed  |           |
|             | The State of the S | group of the property   |              |            |         |  |           |
| 22/23 April | Helifex III  | Targes - all A/C -  | *DUSSELDORF* | Bomb lo    | ad for  | fellowing A/O:- 1 x 2000 lbs. H.C.N.I.s. 56 x 30 lbs. I.Ba., 480 x 4 lbs., I.B. & 60 x 4 lbs., "I" type I.B  |           |
| -4          | "A" 750-260  |   | P. Carlotte  |            |         |  |           |
|             | Halifax III  | (Captain)   | Bombing      | 92125      | 04;26   | A/C in vapour trails, visibility good. Target identic  |           |
| 22/23 April | "A" HX+268   | (Navigator)<br>J20875 P/O J.F. Kin  |              |            |         | fied by green and red T.I's, Bombed at O1:25 hours from  | -         |
|             |  | (1/005) P/O L.E. Dur  | estne'       |            |         | 19,200 feet on centre of green T.I's, Reds were burned   | -         |
|             |  | (Air Bomber)  | iofa         |            |         | out and groens seemed somewhat scattered. Target area mas  | 8         |
|             |  | (Air Gunner)<br>R143640 Sgt. Beauch   | T.C.P.       | C-127      |         | of fires. A/C seemed congested over route and over target  | <b>.</b>  |
|             |  | (Flight Engineer)   | n t          | 10,0       |         | No difficulties encountered.   | -         |
|             |  | (Mid-upper Gunner)  |              | -1 - 2 /   |         | ( ) - ( ) - ( ) - ( ) - ( ) - ( )  |           |
|             |  | R255048 Set. Bourne   |              |            |         |  |           |
|             |  |   |              |            |         | The second secon | 1 500     |
|             | 1 7 2 4  |   |              |            | 7       |  |           |

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WALL OUGS

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APPENDIX.....



DETAIL OF WORK CARRIED OUT

By No. 433 (R.C.A.F.) Squadron

SECRET

| AIRCRAFT YPE & NUMBER                   | CREW                               | Dury   | Tn   | Œ  | DETAILS OF SORTIE OR FLIGHT  | REFERENCES.  |
|---|------------------------------------|--|--|--|--|--|
| YPE & NUMBER                            | CREW                               |  | -  |  | DETAILS OF SOUTH ST.   |  |
| 15 W 17 2 W 18 10                       |                                    |  | UP   | Down   |  |  |
| Halifax III                             | (Captain)<br>J20947 F/O E. Eyjolfs | on Bombing   | 22:34  | 04:30  | 2 to 3A0 the aloud to 20,000 feet, visibility poor   |  |
| WT # TW_368                             | (Navigator)                        |  |  |  | due to smoke haze and vapour trails, Target identified by  | -  |
| <u> </u>                                | (W/Ope) BA Wainthown               | W.S.   |  | A consistent   | red and green T.I. and visual pinpoint on river bend. Bonk   | ped  |
|   | (Air Bomber)                       | J. HANGE   |  |  | at of :30 hours from 20,000 feet on centre of smoke covered  | i .  |
|   |                                    |  |  |  | area. Me was late due to engine prouble, On arrival red  |  |
|   | (Flight Engineer)                  | S. J.D.  |  |  | T.I's were falling on both sides of the river. The eastern   | 2 2  |
| -                                       | 1729008 Sgt. Swarbrid              | k. A.G.  |  |  |  |  |
|   | 8206039 Sgt. Mohan.                | ***  |  |  |  |  |
|   | \                                  |  |  |  |  | <u>a</u>   |
|   |                                    |  |  |  |  |  |
|   |                                    |  |  |  |  |  |
|   | (Captain)                          |  | 2249   | 05.55  | Very thin cloud and vapour trails encountered, visibi-   |  |
| *************************************** | (New cetor)                        | Bouning  |  |  | lity very good. Target identified by many fires, very fe   | 7  |
| *D* IV-842                              | 625604 Set. Boustead               | . ReRede   |  |  |  |  |
|   | 119497 Set. Hailey                 | J  |  |  | river. Bombed at 01:24 hours from 21,000 feet on red and   |  |
|   | 320221 P/S Oldman,                 | aKa .  |  |  | green T.I's, very close together. Very large arcs of fire  |  |
|   | 1023820 Set. Davis.                | aK.  | - 311  |  | seen, appeared to be well concentrated around red T.I's,   |  |
|   | 1697466 Set. Meares.               | 8.   |  |  | The state of the s |  |
|   | m 880% Sgt. Neil,                  | taJa   |  |  |  |  |
|   | . 1                                | • •  |  |  |  |  |
| Halifax III                             | (Captain)                          | t, J. Bombing  | 22:22  |  |  |  |
| "E" IN-840                              | R86115 W/O Dennstedt               | W.G.   |  |  |  |  |
|   | My 28889 W/O Miller.               | T.A.   |  |  |  | 1. 444   |
|   | (Air Bonber)                       | Control of the last of the las |  |  |  |  |
| - 11.                                   | (Air Gunner)                       | Control of the Control of the Control of   |  | -  |  | -  |
| water and the                           | (Witcht Bod neer)                  |  |  | 1  | 1  |  |
|   | (Mid-upper Gunner)                 | oise, J.   |  |  |  |  |
|   |                                    | BESSA  |  |  |  |  |
|   |                                    |  |  | The second   | 1  |  |
| I .                                     | Halifax III                        | MAJOS P/S Hawthorne Air Bomber  DENGE P/O JM. Kirms  (Air Gunner)  DENGE P/O JM. Kirms  (Air Gunner)  DENGE P/O JM. Kirms  (Air Gunner)  DENGE P/O JM. Kirms  (Air Bomber)  DENGE P/O JM. Smith  (Air Bomber)  DENGE P/O JM. Meller  (Air Bomber)  DENGE P/O JM. Meller  Meller M. Meller  DENGE P/O JM. Gunner  DENGE P/ | W. Co. Sala Marticorte, W.S.  Air Bomber)  123/52 P.O. Jak. Kirmey  (Air Commer)  (Air Commer)  (Air Commer)  (Air Commer)  (Picht Raniner)  (Picht Raniner)  (Picht Raniner)  (Rid-upper Gurner)  (Rid-upper Gurner)  (Ravinator)  (Air Scher)  (Bartantor)  (Castal Raniner)  (Castal Raniner)  (Castal Raniner)  (Castal Raniner)  (Ravinator)  (Rav | MAZSS 7/S Hawthorne, WaSa  Air Bombor   Day 5/5 P.O. M. Kirney   Air Gamer)   Day 5/5 P.O. M. Kirney   Air Gamer)   Day 5/5 P.O. M. Kirney   Air Gamer)   Day 5/5 Sgt. Armstrong, JaD.   Place of the manney   Day 5/5 Sgt. Armstrong, JaD.   Day 5/5 Sgt. Armstrong, JaD.   Day 5/5 Sgt. Mohana 1.5.   Day 6/5 P.O. J.O. Shith Bombing   Day 10-04.2 (62604 Sgt. Boustead, Rakela   Day 10-04.2 (62604 Sgt. Boureaga   Day 10-04.2 (62604 Sgt. Boureag | MAZSS 7/S Hawthorne, WaSa  Air Bombor   Day Soft Pro J.M. Kirney   Air Gamer)   Day Soft Pro J. Kirney   Air Gamer)   Day Soft Pro J. C. Shith Bombing   Day J. C. Shith Bomb | red and green 7.1. and visual pinpoint on river bend. Bost  1 17 Bosto 7/8 Havithorns, V.S.  at 0:10 hours from 20,000 feet on centre of smake covered  (in former)  (in forme |

|             | AIRCRAFT      | CREW   | Duty         |         | IME    | DETAILS OF SORTIE OR FLIGHT  | REFERENCES.  |
|-------------|---------------|--|--------------|---------|--------|--|--------------|
| DATE        | Type & Number |  | Dell         | UP      | Down   | THE RESERVE AND THE RESERVE AN |              |
| 22/23 April | Halifax III   | (Captain)  | ' Bombing    | 22:21   | 04:21  | High broken strate ou and contrails 14 - 15,000 feet,  |              |
|             | "I" IV-911    | (2nd Pilot)  |              |         | 1,62   | visibility good to fair, Target identified by red T. I's,  | (            |
|             |               | (Navigator)<br>(600880 F/S Emble, H  | 101          |         |        | Bombed at O :25 hours from 21,400 feet on red T.I. Not   |              |
|             |               | (W/Op.)<br>1367700 F/S Surtees,  | 76°          |         |        | many T.I's going down at time of bombing, Very good con-   |              |
|             |               | (Air Bomber)   |              |         |        | centration of fires around T.I's, Several small explosions   | - 2          |
|             |               | (Air Camer)<br>129446 Sgt. Brotherh<br>(Flight Engineer)<br>1804657 Sgt. Capon, B  | ood, ka      | 144     |        | seen, but smoke obscured detail. Glow of fires could be  |              |
|             |               | (Flight Engineer)  | .J.          | 1000    |        | seen for 100 miles,  |              |
|             |               | (Mid-upper Gunner)   | nigs         |         |        |  |              |
|             |               | 10000  | N.           |         |        | 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2  |              |
| 22/23 Anril | Halifax III   | (Captain)<br>J35056 P/O J.L. James   | * Bombing    | 22:11   | 04:04  | Clear, wisibility fair, vapour trails, Target identi-  |              |
|             | *S* HX-275    | (2nd Pilot)<br>J25000 F/0 J.A. Morg  |              |         |        | fied by red and green T.I's, Bombed at Ot : 24 hours from  |              |
|             |               | (Navigator)  | G.B.         |         |        | 20,200 feet on centre of red T.I's, Markers and bombing  |              |
|             |               | (W/Op.)<br>1577102 Set. Gubbins  |              |         |        | very well concentrated. An area of about five a quare miles  |              |
|             |               | (Air Bomber)<br>B171053 Sgt. Lord, A   | JA           | 2/5     | 02:15  | was one mass of fires.   |              |
|             |               | R4 90889 Set. Bretsch  | J.H.         |         |        |  |              |
|             |               | (Flight Engineer)<br>169494 Sgt. Barber.<br>(Mid-upper Cunner)<br>Et 85576 Sgt. Schade.  | S.E.         | 10,500  | 2.746  |  | ·            |
|             |               | (Mid-upper Cunner)<br>P4 85576 Sgt. Schade.  | C.B.         |         |        | The second section of the Control of |              |
|             |               |  |              |         |        |  | +            |
| 2/23 April  | Helifax III   | (Captain)  | . F. Bombing | 22:15   | 03:52  | No cloud, visibility poor due to vapour trails. Targ   | t            |
| 4~4-        | "T" LW-370    | (Captain) H 52746 P/S Edmonding (Mayigator) H 58644 J P/S Jones, L<br>(W/Ops.) H 18644 Set. Gorman,<br>(Air Bouber) 1925 Se P/O H.A. Elli<br>(Air Gumer) |              |         |        | identified by red and green T.I's, Bembed at Ot:22 hours   |              |
|             |               | Re 3864 Set. Corman.   | M.C.         |         |        | from 21,000 feet on centre of red T.I's. Fires and T.I's   | <del> </del> |
|             |               | J24550 P/O H.A. Elli   |              | 5000    |        | well concentrated in one mass, One large yellow coloured   | -            |
|             |               | (Air Cunner)<br>J28262 F/O L.G. Rush<br>(Flight Engineer)<br>1850082 Sgt. Elliot.  | ,            |         |        | explosion seen at O :22 hours, A/C were above, below and   | <u> </u>     |
|             |               | (Flight Engineer)  | A.H.         |         | 1      | on both sides when this A/C-bombed. Vapour trails were   | -            |
|             |               | (Mid-upper Gunner)   | n. G         |         |        | very heavy all along the route and over the targets  |              |
|             |               |  |              |         |        |  |              |
| 31745       |               | A SHEET MARKET SHEET   |              |         |        |  |              |
|             |               |  | 100          |         | 17 200 | Topic Comments of the Comments |              |
|             |               |  | 130          |         |        | t nimety September   | 40           |
|             |               |  |              | 1715-10 |        | continue out the second of the | At -1,751-A  |
|             |               |  |              |         |        |  | HOUR SHE     |

APPENDIX.....

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By No. 433 (R.C.A.F.) Squadron

SECRET

Page No. 11

| (*Is/ei9511) v                        | ft. 02109—1114 70m 8/43   |   |   | E MONTH OF | IME        |  | REFERENCES. |
|---------------------------------------|---------------------------|---|---|------------|------------|--|-------------|
| DATE                                  | AIRCRAFT<br>Type & Number | CREW  | Duty  | UP         | Down       | DETAILS OF SORTIE OR FLIGHT  | KEFERENCES. |
|                                       | TITE C. NOMBER            | (Oaptain)   | •   |            |            | 318 2 4 4 4 4 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1  |             |
| 22/23 April                           | Halifax III               | R157469 F/S Porter,   | R.L. Bombing                                | 22:28      | 04:24      | Bigh haze to 2000 feet, visibility good, Target iden   |             |
|                                       | "O" HX-280                | (Navigator)<br>1579560 P/S Rathbone   | , V.  |            |            | fied by red and green T.I's. Sombed at O :30 hours from  |             |
|                                       |                           | (W/Op.)<br>P105506 W/O Bonnett;   | L.D.  | 1          |            | 19,000 feet on green T.I's. Ten or twelve fairly large   |             |
|                                       | rpain (c. de l. )         | (Air Bomber)<br>10601524 Flt/Off. Re  | msdell, C.                                  |            |            | fires seen, seemed somewhat southered; Good route, target  |             |
|                                       | - 300                     | (Air Cunner)<br>R206069 Sgt. Wallban  | k, D.                                       |            |            | seemed to be well pranged.   |             |
| -A                                    | and the second            | (Flight Engineer)   | .G.   | 1-1-       | 7100       |  |             |
|                                       |                           | (Mid-upper Gunner)<br>By 89537 Sgt. Bucking                                       |   |            |            |  |             |
|                                       |                           | PRODUCTOR TO THE  |   |            | 1-2-2-5    |  |             |
| 22/23 April                           | Halifax III               | (Captain)   | ater Bombing                                | 22:23      | 04:01      | Vapour trails very dense, nil cloud, visibility very   |             |
| 4-4                                   | "V" HX-290                | (Navigator)   |   |            |            | good. Target identified by red and green T.I's seen on   |             |
|                                       |                           | (W/Op.)<br>P/O C.R. ROWS  | 53.22                                       |            | 1 17 TO CO | ground. Bombed at 01:23 hours from 20,000 feet on red T.I.   |             |
|                                       |                           | (Air Bomber).<br>J27401 P/O R. Banford  | 4   |            | -          | marker on ground. Many fires seen over a vast area and   |             |
|                                       |                           | (Air Guner)   | N.C.  |            |            | appeared to be meetly short of T.I. markers, At 04:22 hrs.   |             |
|                                       |                           | (Air (amer)<br>H 97364 Sgt. Burgess<br>(Flight Engineer)<br>(894,14 Sgt. Ashelfor | A P.C.                                      |            | 68259      | a large explosion seen in target area, lasting about two   |             |
| -                                     |                           | (Mid-upper Gumer)   |   | -          |            | seconds. 30 x 4 lbs. hung up and brought back. Large   |             |
|                                       |                           | R208668 Sgt. Adams,   | •   | -          |            | number of No over target area at time of bombing - slight  |             |
|                                       |                           | Save services   | 3   |            |            | congestion enscuntered   |             |
|                                       |                           | Carried of a company  | •   | -          |            | - 9- · · · · · · · · · · · · · · · · · ·   |             |
|                                       |                           | (Captain)   |   | 22:24      |            | - This siroraft failed to return from the operations   |             |
| 22/23 AF11                            | Halifax III               | (Navigator)   | or man                                      | T. MINAMA  | 753/55     |  |             |
|                                       | "W" HX-291                | (W/On.)   | A CANADA AND AND AND AND AND AND AND AND AN |            |            |  |             |
|                                       |                           | 12895 F/O P.A. Sohn   | ODD   |            |            | And the second of the second o |             |
|                                       | - 1                       | Rt 21204 W/O Boisseva   | in, He                                      |            |            |  |             |
| 4-11-11                               |                           | (Air Gunner)<br>1818930 Sgt. Camenzu<br>(Flight Engineer)                         |   |            |            | - Marie Control of the Control of th |             |
|                                       |                           | (Mid-upper Cunner)  | And the section of the section of           |            |            |  |             |
|                                       |                           | R204543 Set. Seedhou  | e, H.C.                                     | 14.19      |            | 2  |             |
|                                       |                           |   | -   |            | -          |  | 19.500.60   |
| 226199                                |                           |   |   |            | -          |  |             |
| 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |                           |   |   |            | 122        |  |             |

| T           | AIRCRAFT       |   |                  | Т           | IME            |  | REFERENCES.            |
|-------------|----------------|---|------------------|-------------|----------------|--|------------------------|
| DATE        | Type & Number  | CREW  | Duty             | UP          | Down           | DETAILS OF SORTIE OR FLIGHT  | REPERENCES.            |
| 22/23 April | Halifex III    | Bomb load for each fo   | llowing aircraft | :- 1 x      | 2000 1ъ.       | H <sub>2</sub> C <sub>2</sub> N.I., 48 x 30 lb <sub>4</sub> I <sub>2</sub> B <sub>2</sub> , 390 x 4 lb <sub>4</sub> I <sub>2</sub> B <sub>2</sub> , & 60 x 4 lb <sub>4</sub> | .B. "X"typ             |
|             |                |   | 1                |             |                |  |                        |
| 22/23 April | Halifax III    | (Captain)   | Bombi ng         | 22:27       | 03:44          | Light Mayer of cirus cloud to 21,000 feet, numerous  |                        |
|             | "B" LV-967     | (Navigator)<br>17130h P/O Walls Berns<br>(WOpa)                                 | rd ·             |             |                | vapour trails, visibility fair to good, Target identified  |                        |
|             |                | 470293 P/O R.A. Shaul   |                  | 7.52        |                | by two salvees of red and one salve of green T.I's seen on   |                        |
|             | - 4            | (Air Bomber)<br>(69644 P/O F.C. Brook<br>(Air Gunner)<br>HE44 3267 P/O G.R. McL |                  |             |                | ground. Bombed at 01:23 hours from 21,000 feet on red  |                        |
| N - 20      |                | MZ44 3267 P/O G.R. McL  | aren             |             |                | T.I's on ground. Only a few red and green T.I's seen at  |                        |
|             |                | (Flight Engineer)<br>1623207 Sgt. Jones, 1                                      | -Ira             |             |                | time of bombing, but several more seen cascading immediate   | <del>-</del>           |
|             | e <sup>d</sup> | (Mid-upper Gumer)<br>R198382 Sgt. Darnbrou                                      |                  |             |                | ly afterwards. 8 x 30.1b. and 180 x 4 lb. hung up and brou   | ght                    |
|             |                |   |                  |             |                | back.  |                        |
|             |                | Minges with the et a  | •                |             |                |  |                        |
| 22/23 April | Halifax III    | (Captain)   | raon Borbing     | 22:27       | 03:35          | Clear, visibility good, Target identified by red and   |                        |
|             | "N" IV-992     | (Navigator)   | bar '            |             |                | green Tal. and Ha2aS. Bombed at Or: 20 hours from 20,500 .   | Salata and Application |
|             | ry e a salaki  | (Navigator)<br>#13821 F/O H.G.S. Dun<br>(W/Op.)<br>169574 P/O W. Ormson         |                  | - 30        |                | feet on centre of red T.I's, Markers very well concentra-  |                        |
|             |                | (Air Bomer)<br>312986 F/L J. Cruicks<br>(Air Gunner)                            | hank             | Transfer of |                | ted and fires were just starting as A/C bombed. The fires.   |                        |
|             |                | (Air Gunner).   |                  | 100         | 1000           | grew-rapidly and after leaving the target there was an   |                        |
| T           |                | (Flight Engineer)<br>R62121 Sgt. Fowell, W                                      | 9                |             |                | area of flame about five miles square, One large explosion   |                        |
|             |                | (Mid-upper Gunner)  | -04              |             | and the second | seen at 01:26 hours, 4 x 30 lbs, hung up and brought back,   |                        |
|             |                | 1270922 Set. Dean, R.   |                  |             |                |  |                        |
| 22/23 April | Halifax III    | (Captain)<br>R157169 F/S Thomas, R  | Boshin e         | 22120       | 03:44          | No aloud, visibility good, Target identified by red  |                        |
|             | "P" IN-966     | (2nd Pilot)   | encroft          |             | 67             | and green T.I's. Bombed at O :25 hours from 20,500 feet  |                        |
| 7           |                | (Navigator)   |                  |             |                | on red Tile. T.I. concentration good, numerous fires and   |                        |
|             |                | (W/Op.)<br>R90379 W/O Butson, L   | G.               | Sortini.    |                | bomb bursts seen in the target area. Large explosion and   | × 100 100              |
| -           |                | (Air Bomber)<br>R68405 Sgt. Keen, W.  |                  |             |                | immense ball of orange flame seen at 0,:23 hours lasting   |                        |
|             |                | (Air Gunner)<br>Ri88911 Sgta Grant, D   | • •              | :           |                | for ten seconds, then died down. Black moke obsoured   | 7-                     |
|             |                | (Flight Engineer)   |                  |             |                | further views Good trip and should be a very successful  |                        |
|             |                | (Mid-upper Gunner)  | II. Aldra        |             | S              | effort.  |                        |
| - 4         |                | R167209 Sgt. Goodman  | R.M.             |             |                |  | -                      |

APPENDIX



DETAIL OF WORK CARRIED OUT
By No. 435 (R.C.A.F.) Squadron

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PAGE No. 12

AIRCRAFT Type & Number · DUTY DETAILS OF SORTIE OR FLIGHT DATE Up Down (Captain) P16496 F/O G.C. Burns Bombing This aircraft failed to return from the operation, Halifax III 22/23 April (Navigator)
(57505) Sgt. Dunford J.W.
(57505) Sgt. Mouris, T.M.
(Air Bomber) Rh6329 Sgt. MacDongall, D.C.
(Air Gunner)
(30159 FV A.S. Holmes
(F13t Enginer)
(F15t Enginer)
(H125) Sgt. Bedard, J.W.
(Mid-tupper Gunner)
H1255 Sgt. Des Boobes, J. "J" IN-390 22/23 April Halifax III R50/58 W/O Monahan, G.M. Bombing 22:10 03:38 High patch strata ou to 20,000 feet, visibility goods "Q" IM-982 (Tayla two Ourris, W.A.

(WOp.)

(MOp.)

(M Target identified by red T.I's and H.2.S. Bombed at 01:202 hours from 21,000 feet on red T.I's. The green T.I's seemed to be scattered over a large area, but the reds were close together. Large mass of fire seen near red T.I. and incendiary fires seen over a wide areas (Mid-upper Gunner) R21024 Sgt. Nield, L.R. Bomb load for following 4/0:- 1 x 2000 lb. H.c.N.I., 48 x 30 lb. Inc., 390 x 4 lb. Inc., and 60 x 4 lb. "X" type (4 min.) 24/25 April Halifax III Target - all 4/0 - "KARLSURHE" 24/25 April Halifax III (Captain) 21:342 03:59 10/10ths layers of mist, visibility poor, Target identified by red T.I. Bombed at 00:50 hours from 20,500 (Mayinator) 600800 B/S Rumble, H (M/Op.) 55348 F/L P.K. Brown "K" IV-941 feet on red T.I. P.F.F. red markers scattered, fires scattered over a large area. Appeared to be very scattered 2 P/O R.L. De raid, hard to assess on account of clouds. North of trad outward and homeward, landed at Woodbridge. 30 x 4 lb. hung up and brought backs of Lit by heavy flot 4918 N 0826 Eatoo solu

| 140         |  |  |            | 1 To     | ADE.    |   |             |
|-------------|--|--|------------|----------|---------|---|-------------|
| DATE        | Aircraft<br>Type & Number              | CREW   | DUTY       | UP       | Down    | DETAILS OF SORTIE OR FLIGHT   | REFERENCES. |
| 24/25 April | Halifax III                            | (Captain)<br>En 57169 P/S Thomas, R              | Bombing    | 21 :30   | 04:47   | Cirrus cloud 20 - 23,000 feet, visibility good under-   |             |
|             | "P" LV-966                             | (2nd Pilet)                                      |            |          |         | neath. Target identified by red T.I's. Bombed at 00:442   |             |
|             |  | (Navigator)                                      | 1. J.G.    |          |         | hours from 20,000 feet on red T.I's. P.F.E. seemed well   |             |
|             |  | (W/Op.)<br>R90579 W/O Butson, L.<br>(Air Bomber) | ) <b>.</b> |          |         | concentrated and well marked, target well alight on and   |             |
|             |  | (Air Bomber)<br>R168405 Sgt, Keen, W.            | ) <u>.</u> |          |         | around markers, other fires scattered. No difficulty on   |             |
|             |  | (Air Gunner)<br>P188911 Sgt. Grant, D.           |            |          |         | route. Good trip, attack successful, somewhat scattered.  |             |
|             |  | (Flight Engineer)                                |            | 100      | mra.    | The property of same what arrests have the or   |             |
|             |  | (Mid-upper Guncer)<br>R167209 Sgt. Goodman.      | D.V.       |          |         |   |             |
|             |  | ALVIAVZ DENA MINIMA                              | Alema.     |          |         | -4040 800-1 000 000 000 000 000 000 000 000 000   |             |
| 24/25 April | Halifax III                            | (Captain)<br>R50158 F/S Monahan, G               | w Bombing  | 21 : 321 | 04:11   |   | 8           |
| OH/2) APITI | *0* IV-972                             | (Navigator)<br>M 28258 F/S Cartis                | ialia      |          |         | Target identified by green T.I's, Bombed at 00:502 hours  |             |
|             | 4 14-7/5                               | (W/Op.)<br>1545246 Sgt. Scott,                   | H          |          |         | from 22,000 feet on two green T.I's, the only ones visible  |             |
|             |  | (Air Bomber)<br>B161551 Sgt. Pearson.            | <b></b>    |          |         | at bombing time. Too much cloud or haze to make assessment  |             |
|             | ······································ | (Air Gunner)                                     |            |          |         | 8 x 30 lb. I.B. hung up and brought back. Came back on  |             |
|             |  | R190788 Sgt. Mothersi<br>(Flight Engineer)       | 7-4        |          |         | track to 0500, then straight to Ostend, Bradwell Bay, then  | Art Street  |
|             |  | (Mid-upper Cunner)                               | 4-3-3      |          |         | home. Ioing encountered to 22,500 feet and spasmodic stati  | 0           |
|             | - 1                                    | R210241 Sgt. Nield, I                            |            |          |         | electricity. P.F.F. scattered over a very wide area and   |             |
|             |  |  |            |          |         | raid also very scattered. Not a very good effort,   |             |
|             |  | 197790 or • 19 500                               |            |          |         | Lagrandia (1981)  |             |
| 24/25 April | Halifax III                            | (Captain)<br>R157469 P/S Porter, I               |            | 21:291   | 04:27   | Very har, 10/10ths strata ou, visibility poor, Tar-   | ( <u>-</u>  |
| ay 25 April |  | (Navigator)                                      |            | -111-72  | - STAFI | get identified by H.2.S. check, no markers seen. Bombed   |             |
|             | *U* 13-415                             | H 30160 W/O Yacoback,                            | dalla      |          |         | at 00:48 hours from 23,500 feet, on Ha2.S. check. A/C was   |             |
|             |  | (W/Op.)<br>R: 05506 W/O Bonnett,<br>(Air Bonber) | Hell's     |          |         | over target eight minutes waiting for markers to cascade  | - Chryngs   |
|             |  | (Air Cuner)<br>R206069 Sgt. Wallbank             |            |          |         | or be seen. Off track from target to base, flew by D.R.,  | her 1,50    |
|             |  | (Flight Engineer)                                |            |          |         | unable to get a fix until just east of Flamborough Head.  |             |
|             |  | (Mid-upper Gunner)                               |            |          |         | Light loing encountered at 5025N, 0550S at 22,500 feet,   |             |
|             |  | (Mid-upper Gunner)<br>PM 89537 Sgt. Bucking      | am, J.     |          |         | lasted until reaching Belgium coast on rouge to base, Not<br>good effort, P.P.P, believed to be off, Met was definitely |             |

CPERATIONS RECORD

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APPENDIX.....

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT
By No. 433 (R.C.A.F.) Squadron

SECRET

| Leain of the following A 0:- 1 x 2000 lb. H.C.N.I., 40 x 30 lb. Inc., 390 x 4 lb. Inc., & 60 x 4 lb. To 178 1/0 J.T. Linklater Roshing 21:30 5:10 10/4ths cloud, base 19,200 feet, top 24,000 feet, visibility good, Target identified by fires caused by visibility good, Target identified by fires caused by incendiaries, Roshed at 00:47 hours from 22,000 feet on fires, Markers seen cascading at 00:48 hours, red T.I.4 0 plo 18 banford only seen at this time. Red flares with red stars seen in dat Engineer M.S. E. Barbelford, R.C. the sky after turn of booking. Six of seven fairly large fires seen when leaving target area, 30 x 4 lb. hung up and brought back. Returned to base on route, was about 75 miles off track to starbeard.  158 No. 169 J.L. James Bosbing 21:33 0:582 7 to 10/40ths alto cu, tops above 2200 feet, Target identified by red and green T.I's. Bosbed at 00:43 hours on 19,500 feet on red T.I. markers. Red and green T.I's sattered. Many fires seen when covering target area, 30.3 starballon, J. 200 Set. adulting J. 300 Set. Bosbed through a break in the 300 Set. Set. adulting J.  | DATE       | AIRCRAFT           | Crew  | Duty                  | -        | IME      | DETAILS OF SORTIE OR FLIGHT  | REFERENCES |
|--|------------|--------------------|---|-----------------------|----------|----------|--|------------|
| Tean 19/0 J.T. Linklater Bombing 21:50 S:10 10/4ths cloud, base 19,200 feet, top 24,000 feet, 128 1/20 M.W. Bomett visibility good, Target identified by fires caused by incendiaries, Roubed at O0:47 hours from 22,000 feet on fires, Markers seen cascading at O0:48 hours, red 7.1'q 1.1'q 1 | DATE       | Type & Number      |   |                       | UP       | Down     |  | (4 mina)   |
| visibility good, Target identified by fires caused by.  12. F/S Shaw-Brown, K.M.  10. P/O S. Banford  12. O F/O S. Banford  12. O F/O S. Banford  13. O F/O S. Banford  14. O F/O S. Banford  15. St. Bargess N.C.  15. St. Adams, A.  15. St. Bargess N.C.  15. St. Adams, A.  15. St. Adams, A.  16. St. Adams, A.  17. St. Bargess N.C.  17. St. Bargess N.C.  17. St. Adams, A.  18. St. Bargess N.C.  18. St. Adams, A.  18. St. Bargess N.C.  18. St. Adams, A.  19. St. Adams, A.  19. St. Adams, A.  19. St. Adams, A.  19. St. Adams, A.  10. St. Adams, A.  10. St. Adams, A.  10. St. Adams, A.  10. St. Bargess N.C.  10. St | /25 April  | Helifax III        | Bomb load for each of                       | the following A       | /C:- 1 x | 2000 1ь. | H.C.N.I., 40 x 30 B. Inc., 390 x 4 D. Inc., & 60 x 4 B.  | "X" type   |
| visibility good, Target identified by fires caused by.    10   10   10   10   10   10   10     10   10   |            |                    |   | 3 .                   |          |          | •  |            |
| incendiaries, Roshed at Onio 7 hours from 22,000 feet on locate of the Barbers  Gamer)  Gamer) | 4/25 April | Halifax III        | (Captain)<br>J22978 F/O J.T. LinkI          | ater Bombing          | 21 :30   | 05:102   |  |            |
| Souther Commercy Of 190 St. Banford Of 190 St. Banf |            | "V" <b>EX-</b> 290 | (Navigator)<br>122234 F/O M.W. Enmet        | t                     |          |          |  |            |
| the sky after turn of boshing. Six of seven fairly large  The sky after turn of boshing. Six of seven fairly large  fires seen when leaving target area. 30 x 4 hb. hung up  and brought backs. Returned to base on route, was about  75 miles off track to starboard.  tain)  75 miles off track to starboard.  75 miles off track to starboard.  102 NO JAKE Morsin  From 19,500 feet on red T.I. markers. Red and green T.I's  Bosher)  102 Sgt. Smakhon, G.B.  Bosher (Six Lord, A.J.)  102 Sgt. Gubbins. J.  103 Sgt. Retsach.  104 Sgt. Retsach.  105 Sgt. Bretsach.  106 Sgt. Bretsach.  107 Sgt. Barber.  108 Sgt. Bretsach.  108 Sgt. Bretsach.  109 Sgt. Bretsach.  109 Sgt. Bretsach.  109 Sgt. Bretsach.  100 Sgt. Bretsach.  100 Sgt. Bretsach.  101 Sgt. Barber.  102 Sgt. Bretsach.  103 Sgt. Bretsach.  104 Sgt. Barber.  105 Sgt. Bretsach.  106 Sgt. Bretsach.  107 Sgt. Barber.  108 Sgt. Bretsach.  108 Sgt. Bretsach.  109 Sgt. Bretsach.  109 Sgt. Bretsach.  109 Sgt. Barber.  109 Sgt. Bretsach.  100 Sgt. Bretsach.  100 Sgt. Bretsach.  101 Sgt. Barber.  102 Sgt. Barber.  103 Sgt. Barber.  104 Sgt. Barber.  105 Sgt. Barber.  105 Sgt. Schade,  105 Sgt. Sch |            |                    | (W/Op.)<br>1 367324 P/S Shaw-Brow           | n, K.M.               |          |          |  |            |
| the sky after turn of bonding. Six of seven fairly large  The sky after turn of bonding. Six of seven fairly large  fires seen when leaving target area, 30 x 4 h. hung up  and brought back. Returned to base on route, was about  75 miles off track to starbeard.  tain)  75 miles off track to starbeard.  101 No. 14.8 Moretin  102 No. 14.8 Moretin  103 No. 14.8 Moretin  103 No. 14.8 Moretin  104 No. 14.8 Moretin  105 Six Lord, A.J.  106 Six Sanaton, G.B.  106 Six Sanaton, G.B.  107 Six Lord, A.J.  108 Six Bretiach  109 Six Lord, A.J.  109 Six Lord, A.J.  100 Six Lord, A.J.  100 Six Bretiach  101 Six Lord, A.J.  101 Six Lord, A.J.  102 Six Lord, A.J.  103 Six Lord, A.J.  104 Six Bretiach  105 Six Lord, A.J.  105 Six Lord, A.J.  106 Six Bretiach  107 Six Bretiach  108 Six Bretiach  109 Six Bretiach  |            |                    | (Air Bomber)<br>J27401 P/O R. Banford       |                       |          |          |  |            |
| the sky after turn of boaking. Six of seven fairly large  "The Sta Bainstoned, R.C."  The Sta Bainstoned, R.C.  The Sta Adams,  and brought back. Returned to base on route, was about  75 miles off track to starbeard.  This is a starbeard.  The 10/10ths alto ou, tops above 2200 feet. Target identified by red and green T.I's. Boaked at 00:43 hours  10.10 Is a shaton, G.B.  Boaker   This is a starbeard.  So Is a shaton, G.B.  Boaker   Starbeard.  Boaker   Starbeard.  So Is a shaton, J.  Boaker   Starbeard.  So Is a starbeard.  So Is a shaton, J.  Collided with a 47, R. U/I. A/C, their port wing hitting the special starbeard.  So Is a starbeard.  S     |            | te l               | (Air Gunner)<br>R197364 Sgt. Burgess,       | N.C.                  |          |          | only seen at this time. Red flares with red stars seen in  |            |
| fires seen when leaving target area. 30 x 4 B. hung up  and brought back. Returned to base on route, was about  75 miles off track to starbeard.  75 miles off track to starbeard.  21:35 C4:581 7 to 10/10ths alto ou, tops above 2200 feet. Target  101 10 10 10 10 10 10 10 10 10 10 10 10  |            |                    | (Flight Engineer)                           |                       | 11       |          | the sky after turn of bombing. Six of seven fairly large   |            |
| and brought back. Returned to base on route, was about  75 miles off track to starbourd.  76 miles off track to starbourd.  77 miles off track to starbourd.  78 miles off track to starbourd.  80 miles identified by red and green T.I's.  80 miles starbourd.  80 miles off track to starbourd.  80 miles starbourd.  80 miles off track to starbourd.  80 miles starbourd.  80 miles off track to starbourd.  80 miles starbourd.  80 miles off track to starbourd.  80 miles  |            |                    | (Mid-upper Gunner)<br>R208668 Sgt. Adams, A | Transfer to the party |          |          |  |            |
| tgin)  1 tgi |            |                    |   |                       |          |          | and brought back. Returned to base on route, was about   |            |
| tgin/O J.L. James Bombing 21:35 Ot.:58: 7 to 10/10/ths alto ou, tops above 2200 feet, Target identified by red and green T.I's. Bombed at 00:43 hours 100 LVO J.A.W. Moreon 1.1 s. Bombed at 00:43 hours 12 from 19,500 feet on red T.I. markers. Red and green T.I's scales. Oc. 3 ft. Lord, A.J. scales. Sat. Ambina J. scales. Sat. Sat. Ambina J. scales. Sat. Sat. Sat. Sat. Sat. Sat. Sat. Sat  |            |                    |   |                       |          |          | 75 miles off track to starboard.   |            |
| identified by red and green T.I's. Bombed at 00:43 hours 00 P/O J.A.W. Moretin 1925cc 00 P/O J.A.W. Moretin 1925cc 1935cc 1956 FFS Smeaton, G.B. 1950cber 19 |            |                    | ,   |                       |          |          |  | 3          |
| Pilot) 03 70 1.4. M. Morsin 103 for 19,500 feet on red T.I. markers. Red and green T.Is 806 FR Sarbaton, G.B.  Romber) 051 Sgt. Lord, A.J.  Romber) 102 Sgt. Gubbins. J.  Romber 103 Sgt. Restach.  Romber 104 Sgt. Restach.  Romber 105 Sgt. Restach.  Romber 105 Sgt. Restach.  Romber 105 Sgt. Restach.  Romber 106 Sgt. Restach.  Romber 107 Sgt. Restach.  Romber 108 Sgt. Restach.  Romber 109 Sgt. Restach.  Romb | /25 April  | Halifax III        | (Captain)                                   | * Borbing             | 21 :33   | 04:582   | 7 to 10/10ths alto cu, tops above 2200 feet. Target  |            |
| from 19,500 feet on red T.I. markers. Red and green T.I's  Roober)  Roober)  Roober)  Roober)  Roober)  Roober)  Roober)  Roopered, Many fires seem when covering target area,  Roopered very scattered. Boshed through a break in the  Roopered very scattered. Boshed through a break in the  Roopered very scattered. Boshed through a break in the  Roopered very scattered. Roopered through a break in the  Roopered very scatte | 404        | "S" B=-361         | (2nd Pilot)                                 | Andrew                |          |          | identified by red and green T.I's. Bombed at 00:43 hours   |            |
| Booker)  Old Sgt. Lord, A.J.  appeared very scattered. Boshed through a break in the  appeared very scattered. Boshed through a break in the  ounser.  On Bertach, Jah.  oloud. At Oct2 hours, 4916N, 0727E, 21,000 feet this A/C  get Engineer.  Sch. Sgt. Bester.  Sch. Sgt. Bester.  Sch. Sgt. Bester.  Sch. Sch. Schede, O.D.  ioing conditions encountered from French coast to target  area. Rearly had collisions with several A/C, they were  Plying in all directions.  |            | HY 275             | (Navigator)                                 |                       |          |          | from 19,500 feet on red T.I. markers. Red and green T.   | 8          |
| appeared very scattered. Some at through a break in the  appeared very scattered. Some at through a break in the  coloud. At 00:32 hours, 49:68, 0727E, 24,000 feet this A/C ght Engineer)  ght Engineer)  ght Engineer)  ght Engineer)  ght Engineer)  the starboard elevator and rudder and damaging them, Slight ioing conditions encountered from French coast to target  area. Nearly had collisions with several A/C, they were  flying in all directions.   |            |                    | (Air Bomber)                                | 7.1                   |          | 10:00    | scattered, Many fires seen when covering target area,  |            |
| Coloud At 00:32 hours, 43:68, 0727E, 21,000 feet this A/C  |            |                    | (w/on-)                                     |                       |          |          | appeared very scattered. Bombed through a break in the   |            |
| ght Engineer)  ght Engineer)  ght Engineer S.E.  collided with a 47, E. U/I, A/C, their port wing hitting  ght Engineer Gammer)  ght Engineer Gammer)  the starboard elevator and rudder and damaging them, Slight  ioing conditions encountered from French coast to target  area, Nearly had collisions with several A/C, they were  flying in all directions.   |            |                    | (Air Cunner)                                |                       |          |          | oloud. At 00:32 hours, 4916N, 0727E, 21,000 feet this A/   |            |
| -upper Gunner)  7.6 Set. Schade,  Galla  the starboard elevator and rudder and damaging them, Slight  ioing conditions encountered from French coast to target  area, Nearly had collisions with several A/C, they were  flying in all directions.   |            |                    | (Flight Engineer)                           | Name                  |          |          | collided with a 47, E. U/ I. A/C, their port wing hitting  |            |
| ioing conditions encountered from French coast to target area. Rearly had collisions with several A/C, they were flying in all directions.   |            |                    | (Mid-upper Gunner)                          |                       |          |          |  |            |
| Flying in all directions.  |            |                    | in 022/9 Sgt. Sonade,                       |                       |          |          |  |            |
| Plying in all directions,  |            |                    |   |                       |          |          | area. Nearly had collisions with several A/C, they were  |            |
|  |            |                    | P   |                       |          |          | flying in all directions,  |            |
|  |            |                    |   |                       | 6        |          | The sea Advance control and the season of th |            |
|  |            |                    |   |                       |          |          |  |            |
|  |            | 1                  | •   |                       |          |          |  |            |
|  |            |                    |   |                       |          |          |  |            |
|  | D/18.      |                    |   |                       |          |          |  |            |
|  |            |                    |   |                       |          |          |  | -          |

|  |                           | CONT.  |                    | Time     |        | DETAILS OF SORTIE OR FLIGHT  | REFERENCES |
|--|---------------------------|--|--------------------|----------|--------|--|------------|
| DATE   | AIRCRAFT<br>Type & Number | Crew   | Duty               | UP       | Down   |  |            |
| 4/25 April                                     | Halifax III               | (Captain)<br>120947 F/O E. Eyjolfs   | n Bombing          | 24:34    | 05:19  | 5/10ths cloud, tops 20/21,000 feet, visibility poor.   |            |
| 40 4   | "L" 134-368               | (Navigator)<br>J22228 F/O C.E. Willne  | er                 |          |        | Target identified by fires on ground and Halasaa no markers<br>were visible, built up area seen. Bombed at 00:48 hours   |            |
|  |                           | R142388 P/S Hawthenne  | , W.S.             | -        |        | from 20,000 feet on glow of fires. Made a dumy run over  |            |
|  |                           | J28362 P/O J.M. Kinne  | <u></u>            |          |        | two groups of pale red Tal's well apart, but they looked   |            |
|  |                           | (Air Gunner)<br>2203757 Sgt. Armstron<br>(Flight Engineer)                           | E. J.D.            |          |        | funry, so bombed the fires on ground. Met poor, had a  |            |
|  |                           | k 720008 Set. Swarprag   | c, A.G.            |          |        | hard time identifying target, 30 x 4 lb, hung up and broug   | ht         |
|  |                           | (Mid-upper Gunner)<br>206039 Sgt. Mohan, E   |                    | -        | 9      | baok   |            |
|  |                           | -  |                    |          |        |  |            |
|  |                           | (Captain)  | H. Borbing         | 21:39    | 04:562 | Alto ou to 21,000 feet, visibility poor, Target iden   | <u> </u>   |
| 24/25 April                                    | Halifax III               | (Navigator)<br>121822 F/O D.G. Towns   |                    |          |        | tified by what was considered the red T.I's, Borbed at .   | -          |
|  | -1- M-M#                  | (W/Op.)  |                    |          |        | 00:53 hours from 24,000 feet on glow of T.I's, Just a  |            |
|  |                           | (Air Bomber)   |                    |          |        | few fires seen after leaving target area, Target totally   |            |
|  |                           | (Air Cunner)   | 200                |          |        | obscured on bombing run. Comsidered rather a poor effort   | -          |
|  |                           | (Widght Rhm neer)  |                    |          |        | on account of weather conditions prevailing, 90 x 4 lb.  | -          |
|  |                           | 875224 Sgt. Partridge<br>(Mid-upper Gammer)<br>822539 Sgt. O'Reill                   | W.D.               |          |        | I.B. hung up and brought back.   | +          |
|  |                           | R225391 Sgt. U-Rella   |                    |          |        |  |            |
|  |                           | (Captain)  | Bombing            | 21:52    | 04:52  | Alta cirries and hase to 47,000 feet, visibility   | +          |
| 24/25 April                                    |                           | (Navigator)  |                    |          |        | varying to poor. Target identified visually and by red   |            |
|  | "B" 13-967                | (W/Opa)  | 3                  |          | 200    | T.I's, Bombed at O :00 hours from 17,000 feet on concen-   |            |
|  |                           | (W/Op.)<br>70295 P/O B.A. Shau<br>(Air Bomber)<br>6964 P/O P.C. Brook<br>Air Gunner) | loo) · ·           |          | 1000   | tration of fires. Fires were scattered, although there   |            |
|  |                           | (Air Gunner)   |                    | -        |        | were several large ones burning in the area, 30 x 4 lb.  |            |
|  |                           | WIMA 3267 P/O G.R. Mc<br>(Flight Engineer)<br>1623207 Sgt. Jones.                    | - T                | 10 10 10 | 2017   | hung up and brought back. Weather made navigation diffi-   |            |
| 10. 12. 14. 14. 14. 14. 14. 14. 14. 14. 14. 14 |                           | (Wid-amner Camper)   | Florida Same Cont. |          | The St | cult. Attack seemed very poorly concentrated. Had weath  | er         |
|  |                           | R 98382 Sgt. Darnbrs   | Mella Ma           |          |        | been good route would have been 0.K. A disappointing   |            |
|  |                           |  |                    |          |        | effort.  |            |
|  |                           |  | -                  |          |        | The state of the s |            |

APPENDIX



DETAIL OF WORK CARRIED OUT
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FOR THE MONTH OF April, AIRCRAFT Type & Number DETAILS OF SORTIE OR FLIGHT REFERENCES. CREW DUTY DATE UP Down (Captain) J19897 P/O J.J. Major 24/25 Anril Halifax III Bombi ng 21:361 05:03 Cirries cloud to approximately 25,000 feet, visibili-Navigator)
J21975 F/O R.N. Bower
(WODA)
J21975 F/O R.N. Bower
(WODA)
J21975 F/O Mose, BaP. A.A.
(Air Bomber)
P124284 F/S Joung, J.S. "R" IN-361 ty good, Target identified by red glow on cloud, Bombed at 00:48 hours from 19,500 feet on red glow on ground, Cloud totally obscured target and no P.F.F. seen, assess-HI 2620 F/S Toung, J.S. (Air Gunner) H 91218 Sgt. Greening, J.G. (Flight Engineer) 165664 Sgt. Summer, A. (Mid-upper Gunner) H 70623 Sgt. Coughlin, H.J. ment impossible. Weather made navigation difficult. Consider effort to-night rather poor, P.F.F. ?. Bomb load for Sada A/O:+-1 x 2000 Hand B-O:No.I., 40 x 30 Ha. Inc., 390 x 4 Hb. "Y" type. (4 min.) 24/25 April Halifax III Contain)
7/1045 E/O J.C. Smith Bombing 21:35 Ok:492 5/10ths cloud, 18 to 20,000 feet, visibility fair. "D" LV-842 (Navigator) . 162560, Sgt. Bountead, W.R. Target identified by E.T.A., markers fell after bombing. Wop.) 197 Sgt. Hailey, J. Bombed at 00:44 hours from 22,000 feet through cloud. (Air Bonber) 132022 - P/S Oldman, J.K. (Air Gunner) 1023820 Sgt. Davis, A.E. Bombed on E.T.A., markers fell at the same time on approxi mately the same spot. Returned on second route due to (Flight Engineer) 1697166 Sgt. Mearca, E. (Mid-upper Guner) R188074 Sgt. Neil, R.J. being late. Ran into ice. (Captain)
121446 P(O, J.R. Harrison Bombing: 21:36 O5:072 19/10ths cloud, base 18,000 feet, 5/10ths cloud below.
(Ravigator)
120075 P(O J.P. Kinder Target identified by green and red T.I. and red Tlares with
(EVO)
120055 P(O L.E. Dufresne green stars and visually, This A/E carrying 1 x 2000 H.C. 24/25 April Helifax III (Air Bomber) 127281 P/O. E.P. Widenoja N.I., 40 x 30 Ib. Inc., and 390 x 4 lb. "X" type (4 min.) (Air Cumer). Rt45640 Sgt. Beaudette, Edg. (Flight Engineer) 1624919 Sgt. Enithread, D.L. (Mid-upper Cumer) Rt55048 Sgt. Bourne, E. bombed at 00:50 hours from 17,000 feet on red Tel's. No greens burning when A/C bombed and sky warkers were dropped as run was made. Markers were scattered and some fires were visible in and around them. Ha2aS. became iced up. Ran into ice about one hour before reaching targets. Attac scattered due to weather, A/C could not climb so bombed low,

| DATE        | AIRCRAFT      | CREW   | Duty            | Carpen Value of the | IME        | DETAILS OF SORTIE OR FLIGHT  | REFERENCES   |
|-------------|---------------|--|-----------------|---------------------|------------|--|--------------|
| DATE        | Type & Number |  |                 | UP                  | Down       |  |              |
| 24/25 April | Halifax III   | (Captain)<br>J920 S/L J.G. McNeil  | 11 DFC Bombing  | 21 :38              | 04:37      | 10/10ths aloud, tops 23,000 feet; visibility mile  |              |
|             | "N" LV-992    | (Navigator)<br>14242 F/O G.F. Hark<br>(W/Op.)                              | ns              | feet and the        |            | Target identified by E.T.A. and red T.I. seen falling.   |              |
|             |               | 146604 P/O. C.R. Rows  |                 |                     |            | This A/C carrying 1 x 2000 lb. H.C.N.I., 48 x 30 lb. Inc.,   |              |
|             |               | Air Bomber J.G. Moni   | ol ···          |                     | -          | and 390 x 4 lb. "X" type (4 min.), bombed at 00:52 hours   |              |
|             |               | (Air Gunner)   | у.              |                     |            | from 19,000 feet on cloud where red T.I. had fallen prev-  |              |
|             |               | (Flight ngipeer)<br>627745 F/S Hargreave                                   | . J.            |                     |            | iously. Cloud up to 21,000 feet, at the Ruhr had gone up   |              |
|             |               | (Mid-upper Cunner)   | LaPa.           |                     |            | to 23,000 feet. At the target the A/C dropped down to  |              |
|             |               |  | mar and all     | 4.00                | F3: (43)   | 19,000 feet to try 'to get under it, but no lucke Cross-   |              |
|             |               |  |                 |                     |            | ed a S/L belt and observed a T.I. marker fall, bombed on   |              |
|             |               | geren et e   |                 | 2 - 2               |            | the spot where it was last seen. 60 x 4 lb. hung up and  |              |
|             |               | ilania - manat   | •               |                     |            | brought back. Nothing could be seen with high cloud,   |              |
|             |               | 130000000  | • •             |                     |            | expect attack to be a failure.   |              |
| 6/27 April  | Halifax III   | Target - all A/C -   | "ESSEN"         | Bomb los            | d for fo   | llowing A/C:- 64.x 30 lb. Inc., 570 x 4 lb. Inc., & 60 x 4 l   | b. "X" (4mi  |
|             |               | Ambath and an america.   | •               | 127 20              | 1          |  |              |
| 26/27 April | Halifax III   | (Captain)<br>J20947 F/O E. Byjolf:<br>(Navigator)<br>J22228 F/O C.E. Wills | on Bombing      | 22:45               | 04:13      |  |              |
| 575         | "A" HX-268    | (Navigator)  | ner,            | -8/179              | 500        | identified by red and green T.I. Bombed at O1:33 hours   |              |
| 4           |               | (W/Op.)<br>Rt42388 F/S Hawthorn  |                 | A SAS               |            | from 20,000 feet on red T.I's. P.F.F. very good and fires  |              |
|             |               | (Air Bomber)<br>J28362 P/O JaM. Kinn                                       |                 |                     |            | taking hold well. Centre of fires were on the T.I. area.   | Section 1981 |
|             |               | (Air Gunner)<br>R203757 Sgt. Armstro                                       |                 |                     | 2000       | Route O.K. and no opposition encountered. Consider raid a  |              |
|             |               | (Flight Engineer)<br>1729008 Sgt. Swarbri                                  |                 |                     |            | very good effort.  |              |
|             |               | (Mid-upper Gamer)<br>R206059 Sgt. Moham,                                   | 1               |                     |            |  |              |
|             |               | ARCHYMAZ, MAKANINA S   |                 |                     | FBans      | The state of the s |              |
|             |               | 2. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3.                                  |                 | 15-6-3              |            | A Do may assert the large of the property  |              |
|             |               |  | eves November   |                     | The second |  | AT SURE      |
|             |               | I see and the see and  | San Marin Caran |                     |            | A CONTRACTOR OF THE CONTRACTOR | Mary Inc.    |
|             |               | 400 40 70  |                 |                     | E          |  |              |
|             |               | <u> </u>   | -               |                     |            |  | -            |
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APPENDIX.....



DETAIL OF WORK CARRIED OUT
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|--|---------------------------|---|--|---|-------------|---|--|
| DATE   | Aircraft<br>Type & Number | Crew  | Duty   | UP  | Down        | DETAILS OF SORTIE OR FLIGHT   | REFERENCES   |
| 26/27 April  | Halifax III               | (Captain)<br>1319273 F/S Hall, G.I                        |  | 22:47                                       | 01 :53      | This A/C returned early due to the oxygen system not  |  |
|  | "C" HX-352                | (Navigator)   | rd.  |   |             | fuctioning. Brought back full bomb load.  |  |
|  |                           | (W/Op.)<br>170293 P/O E.A. Shaul                          | AND THE RESERVE OF THE PARTY OF |   |             |   |  |
|  |                           | (Air Borber)  | eš '   |   |             |   |  |
|  |                           | NZ4 3267 P/O G.R. McI                                     |  |   |             | English 1980  |  |
|  |                           | (Flight Engineer)<br>1623207 Sgt. Jones, 7                | L.   |   |             | erg: · officers of the regulation where   |  |
|  | _ 0                       | (Mid-upper Gunner)  | ch. R.   | -   |             |   |  |
| X 13   |                           |   |  |   | 1117        | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1   |  |
| 6/27 April   | Halifax III               | (Captain)   | h Bombing  | 23:16                                       | 03:55       | Clear, visibility excellent, heavy vapour trails at   |  |
|  | "D" LV-842                | (Navigator)   | . W.R.   |   |             | 21,000 feet, Target identified by red and green T.I. and  |  |
|  |                           | 1449497 Set; Heiley,                                      | Ĵ. · ·   |   |             | fires. Bombed at 01:30 hours from 22,000 feet on red T.I.   |  |
|  |                           | 1320221 F/S Oldman, 3                                     | .x.  |   |             | with a green T.I. right on it, Markers concentrated and   |  |
|  |                           | (Air Gunner)  | ,x. · ·  |   |             | fires started quite early and burning well. Some congestion   | n,   |
| 100  |                           | (Flight Engineer)   |  |   |             | such as a Lancaster directly overhead with bomb doors open.   |  |
|  |                           | (Mid-upper Gumer)<br>R188034 Sgt. Neil, R.                | j. `   |   | Name of the | Wery good efforts 4 x 30 lb, hung up and brought back.  |  |
|  |                           |   |  |   |             |   |  |
| 6/27 April   | Halifax III               | (Captain)<br>R144285 W/O Wright, W                        | .H. Bombing  | 22:48                                       | 04:30       | Very good visibility, Target identified by red and  |  |
|  | "I" IV-911                | (Navigator)<br>J21822 F/O D.G. Towns                      | end  |   |             | green T.I. flares and yellow stars, Bombed at O :33 hours   |  |
|  | 6                         | (W/Op.)<br>1264467 F/S Gambold,                           |  |   |             | from 21,500 feet on red T.I's, .P.F.F. very good in their   |  |
|  |                           | (Air Bomber)  |  |   |             | marking. Engraous fires well concentrated in target area.   |  |
|  |                           | (Air Gunner)<br>Ph76443 Sgt. Horton,<br>(Flight Engineer) | D.E.   |   |             | One large explosion seen at 01:30 hours, large mass of red  |  |
|  |                           | R/5224 Set. Partridge                                     | a Haba   | 20 (20 (20 (20 (20 (20 (20 (20 (20 (20 (    |             | flame shot up to 1000 feet then died down. Dense black  | 1000   |
|  |                           | (Mid-upper Gunner)<br>R225391 Sgt. O'Reilly               | , M.D.   |   |             | smoke rose to quite a height. 90 x 4 De I.B. hung up  | 3  |
|  |                           |   |  | -   | 7           | and brought back.   |  |
| X-2  |                           |   |  |   |             |   |  |
|  |                           | (1987) H. P. (1987)                                       |  |   |             |   |  |
| 5,544  |                           |   |  |   |             | 100 A |  |
|  |                           |   |  |   |             |   | 4  |
| Charles of the last of the las |                           |   |  | THE RESERVE AND PARTY AND PERSONS ASSESSED. |             |   | Bullion of the Park of the Par |

| DATE 1<br>/2/ Agril | Type & Number Halifax III |  |                            |                 |        |  |    |
|---------------------|---------------------------|--|----------------------------|-----------------|--------|--|----|
| /21 April           | Halifax III               |  |                            | UP              | Down   | Control of the contro |    |
|                     |                           | (Captain)<br>J13468 F/O T. Ellison   | Bombing                    | 22:51           | 04:36  | No cloud, visibility good, many vapour trails above us   |    |
|                     | "O" HX-280                | (Navigator)  | ey                         |                 |        | Target identified by red and green T.I's and fires, Borbed   |    |
|                     |                           | (W/Op.)<br>1365032 Sgt. Henderso   | n, R.G.                    |                 |        | at 01:33% hours from 18,000 feet just to right of a red T.I  |    |
|                     |                           | J26648 F/O D.B. MoKin  | non                        |                 |        | between the T.I. and the fires. Not many markers seen but  |    |
|                     |                           | (Air Gunner)<br>R21078 Sgt. Stevens,   | P.A.                       | 1 1 1 1 1 1 1 1 |        | they were well concentrated with fires spread all around   |    |
|                     |                           | (Flight Engineer)  | 4.                         |                 |        | them and heavy smoke was rising thickly over them. 4 x .   |    |
|                     |                           | (Mid-upper Gunner)<br>R212187 Set. Stowe, R  | .s.                        |                 |        | 30 lb, hung up and brought bank,   |    |
|                     |                           |  |                            |                 |        |  |    |
| /27 April           | Halifax III               | (Captain)<br>J19897 P/O J.J. Major   | 'Bombin g                  | 22156           | 04:24  | Nil cloud, considerable haze, visibility very good,  |    |
|                     | "R" IW-364                | (Navigator)<br>J21978 F/O R.N. Bower   |                            |                 |        | Target identified by red T.I. on ground, Bombed at O : 312   |    |
|                     |                           | (W/Op.)<br>1182489 P/S Mose, B.  | -i-                        |                 |        | hours from 22,000 feet on red and green T.I., well con-  |    |
|                     |                           | (Air Bomber)<br>Bi 21,284 W/O Young, J   | Ś.                         |                 |        | centrated. Two fairly large explosions seen on approach .  |    |
|                     |                           | (Air Gunner)   |                            |                 | 200    | to target and four explosions seen when over target. Clow  | -3 |
|                     |                           | (Flight Engineer)  |                            |                 | 0.2    | of two large fires seen as far as the Dutch coast after  |    |
|                     |                           | (Mid-upper Gumer)  | S = 41 S = 1 S = 1         |                 |        | leaving target. P.F.F. very well concentrated, Consider-   |    |
|                     |                           | The same of the sa | 2 p*x •                    |                 |        | able S/L activity in target area, but L/C was not comed  |    |
|                     |                           | 1310% NO N.S. NO   | E - 1 cappación            | 6547.6          | 45750  | although it was held for about half a minute at one time,  |    |
| /07 4-43            | Halifax III               | (Cap tain)<br>J85056 P/O J.L. Mame   | Bombing                    | 22:53           | 04:21  | 2 to 3/10ths cloud, tops 21,000 feet, visibility good  | •  |
| /27 Aril            | "S" HX-275                | (Navigator).<br>N 56866 W/O Smeaton.   | J.B.                       |                 |        | Target identified by red and green T.I. and fires. Embed   | -  |
|                     |                           | (1/0p.)<br>(577102 Sgt. Gubbins  | `J.                        |                 |        | at 01:33 hours from 21,000 feet on centre of a close   |    |
|                     |                           | (Air Bomber)<br>Pi 71053 Sgt. Lord, A  | J                          |                 |        | group of four of five red T.I. Markers well concentrated   | -  |
|                     |                           | (Air Gunner)   | C.B.                       |                 |        | and fires starting around them. Some bursts seen right of  | 4  |
|                     |                           | Air Gumer)<br>B18576 Sgt. Schade,<br>[Flight Engineer]<br>1694944 Sgt. Barber,   | S.B.                       |                 |        | the markers, Clow of fires still visible at enemy coast  |    |
|                     |                           | Ofid-upper Gunner)<br>En 90689 Sgt. Bretsch  | Constitution of the second | a beday         |        | on retarne   |    |
|                     |                           | 112002 950 2100  |                            | - Asis          |        | The second section of the second seco |    |
|                     |                           | 7.30.74-2.32.6   |                            |                 |        |  |    |
|                     |                           |  |                            |                 |        |  | R  |
|                     | Cherry                    |  |                            |                 |        | 1  |    |
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|                     |                           |  | and the second             |                 |        | And the state of t |    |

APPENDIX

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT
By No. 433 (R.C.A.F.) Squadron

SECRET

| A Section 1   | AIRCRAFT      | CREW  | Duty               | 1             | IME       | DETAILS OF SORTIE OR FLIGHT  | REFERENCES. |
|---------------|---------------|---|--------------------|---------------|-----------|--|-------------|
| DATE          | Type & Number | CREW  | Dorr               | UP            | Down      | The state of the s |             |
| 6/27 April    | Halifax III   | (Captain)<br>EM 52746 F/S Edmondson   | F.R. Bombing       | 22:54         | 04:15     | Nil cloud, slight hase and many contrails, visibility  |             |
|               | "T" I#-370    | (Navigator)<br>R149413 W/O Jones, L.J   | 10.                | 27-15-        |           | very good. Target identified by red T.I. cascading en  |             |
|               |               | (W/Op.)<br>M 38644 Sgt; Gorman,   | vi                 |               |           | approach to target. Bombed at 01:31 hours from 21,000 .  |             |
|               |               | (Air Bomber)<br>124530 F/O R.A. Ellis   |                    |               |           | feet on several red T.I. Both red and green P.F.F. very  |             |
|               |               | (Air Gunner)  |                    |               |           | concentrated. Several large explosions seen in target are  | 8           |
|               |               | Air Gunner)<br>128282 F/O L.G. Rughe<br>(Flight Engineer)<br>850082 Sgt. Elliot         | , .m.;             |               | -         | on approach to target. Considerable congestion over targ   | et          |
|               |               | (Mid-unner Gumer)   |                    |               | Figure 10 | area, otherwise trip very good,  |             |
|               |               | 1125515 Set. Ovington   |                    |               | 7.5       |  |             |
| C (co. 1 - 17 | Halifax III   | (Captain)<br>J22978 F/O J.T. Linkle   | ter Bombing        | 22:49         | 04:17     | Clear, vapour trails, visibility good, Target identi   |             |
| 6/27 April    | *V* HI-290    | (Navigator)   |                    |               |           | fied by red T.I. and two good fires. Bombed at 01:332 hou  | s           |
|               | T IMPERO      | (W/Op.)<br>R161276 F/S Russell,   | n.c.               |               |           | from 21,000 feet on red T.I. Only one red T.I. visible   |             |
|               |               | (Air Bomber)<br>J27401 P/O R. Banford   | ) · · ·            |               |           | when this A/C bombed and it was well circled by a good   |             |
|               |               | (Air Camner)  |                    |               |           | area of fires.   | - 63        |
|               |               | M 97364 Sgt. Burgess,<br>(Flight Engineer)  | 1                  |               |           | 1. 12 Consider the Constant of | - 1         |
|               |               | (Flight Engineer)<br>189414 Set. Asherica<br>(Floupper Curner)<br>R208668 Set. Adams, A | d, RaGa            | 10.87.2       |           |  |             |
|               |               | R208668 Sgt. Adams, A   | A                  |               | 12.50     | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1  |             |
| al int        |               |   |                    | d'amainmentre |           | x 4 lb, Inc., and 60 x 4 lb, "X", (4 min),   |             |
| 26/27 April   | Halifax III   | Bomb load for follow  | ing A/C:- 50 X     | 20 10 1       | no., 400  |  |             |
|               |               | (Captain)   |                    | 22:50         | 04:06     | Thin curus at 20,000 feet, about 3/10ths, visibility   |             |
| 26/27 April   | Halifax III   | (Captain)<br>J9201 S/L JaGa McNeil<br>(Navigator)                                       | 1 DFC Bombing      | 22:50         | 04100     | good, Target identified by red and green T.L. and fires.   |             |
|               | "N" IV-992    | (Navigator)<br>July 242 F/O G.F. Harki  | ne .               | -             |           | Bombed at 01:34 hours from 22,000 feet on centre of red and  |             |
|               |               | 146604 P/O C.R. Rowse   | 31.                |               |           | green P.I. concentration, Good concentration of markets  |             |
|               |               | (Air Bomber)<br>P1049 F/O J.G. McNic<br>(Air Gunner)                                    | 6),                | -             |           | to borb on and large fires sprang up very quickly all  | 1           |
| error or      |               | R78367 W/O Graham, M. (Flight Engineer)   | 4.                 |               |           | around them. Very good effort, attack developed very quick   | by a        |
|               |               | 627745 F/S Hargreaves   | , J.               |               |           |  |             |
| mist 57       |               | (Mid-upper Gunner)  | L.P.               |               |           |  |             |
|               |               |   |                    |               |           | -  | 1           |
| 13749         |               | 2 7 8 8 3   | 4                  |               |           |  | -           |
|               |               |   | THE REAL PROPERTY. |               |           |  |             |

| DATE        | AIRCRAFT      | Crew Crew  | Dury         | 1       | TIME        | The control of the co |           |
|-------------|---------------|--|--------------|---------|-------------|--|-----------|
| DATE        | Type & Number |  | DOTY         | UP      | Down        | DETAILS OF SORTIE OR FLIGHT  | REFERENCE |
| 26/27 April | Halifax III   | (Captain) H57469 F/S Thomas,   | R. Bombing   | 22:46   | 03:47       | Clear, visibility good, Target identified by red T.I.  |           |
|             | "P" LV-966    | (2nd Pilot)<br>J21433 P/O J.C. Val)  | • •          | 100000  |             | Bombed at 01:30 hours from 22,000 feet on red T.I. Quite   |           |
|             |               | (Navigator)  | whten        |         |             | a few incendiary fires were beginning to take held and four  |           |
| -           |               | 190579 W/O Butson, L.  | G.           |         |             | explosions seen, one at CI :28 hours and others two or three   |           |
| 1.0         |               | (Air Bomber)<br>R168405 Sgt. Keen, W.  | D.           |         |             | minutes later. Large balls of crange flames lasting five   |           |
|             |               | (Air Gunner)<br>H188911 Sgt. Grant, I  |              | - Yevis |             | to ben seconds rose and then died down. P.F.F. very good   |           |
|             |               | (Flight Engineer)  | 20.000       | 125:163 | 761835      | and target very well marked, Some consession of A/C over   |           |
|             |               | (Mid-upper Gunner)   |              |         | ac medition | target   |           |
| L           |               | 1167209 Sgt. Goodman   | ly ReMe      |         |             | 2  |           |
| 26/27 April | Halifax III   | (Captain)<br>R50158 W/O Monahan, G   | w Bombing    | 22:57   | 03:56       | Slight ground hase, visibility clear, Target identi-   |           |
|             | "Q" IV-972    | (Navigator)  | *#*          |         | ٠,,,        | fied by red and green T.I. Bombed at 0,:30 hours from  |           |
|             |               | (W/Op.)<br>1545246 Sgt. Scott, J   | <u>.</u>     |         |             | 21,300 feet on red T.I. P.F.F. good and target was well  |           |
|             |               | (Air Bomber)   | elle.        | 1       |             | alight from incendiary fires which were merging into large   |           |
| -           |               | (Air Bomber)<br>M 64551 Sgt. Pearson,<br>(Air Curner)<br>R 90788 Sgt. Motherai | Masia        | -       |             | fires as A/O left the area, Very good prang", and route  |           |
|             |               | (Flight Engineer)  |              |         |             | was excellent and trouble free, 30 x 4 lb, I,Bs hang up  |           |
|             |               | (Mid-upper Gunner)   |              | -       |             | and brought hade   |           |
| 84          |               | R210241 Sgt. Nield, L  | -Ra          | -       |             |  |           |
|             | X             | (Cep tain)   |              |         | 25.7        | ***************************************  |           |
| 6/27 April  | Halifax III   | (Cap tain)<br>Ri57469 F/S Porter, R<br>(Navigator)<br>(579560 Sgt. Rathbone    | L. Bowhing   | 22:52   | 04:05       |  |           |
|             | "U" I#-115    | (579560 Sgt: Rathbone  | , A.         |         |             | good, Target identified by red and green T.I. cascading,   |           |
|             |               | R105506 W/O Bonnett  |              | -       |             | Bombed at Ol:34 hours from 21,500 feet on red T.I. on the  |           |
|             |               | 10601526 F1t/Off Rame  | sdell, C.    |         |             | ground, Many red and green markers seen on the ground,   |           |
|             |               | (Air Gumer)<br>R206069 Sgt. Wallbank<br>(Flight Engineer)                      | . D.         |         |             | Many fires burning and markers were well concentrated. At  |           |
|             |               | 1569915 Sgt. Wood, D.(<br>Mid-upper Ganner)                                    | <b>.</b>     |         |             | Ot:50 hours a large, explosion was seen in the target, area.   |           |
|             | -1            | Rt 89537 Sgt. Buckings   | m, J.        | 1000    |             | Target area very congested. A very concestrated raid.  |           |
| 1 × t = - 1 |               | J-120  | 7. 1/ 2-1-05 |         |             | Village in the second second second  |           |
|             |               |  |              |         |             |  |           |

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APPENDIX

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT
By No. 433 (R.C.A.F.) Squadron

SECRET

| DATE        | AIRCRAFT      | CREW   | DUTY         | -                                 | IME         | DETAILS OF SORTIE OR FLIGHT  | REFERENCES |
|-------------|---------------|--|--------------|-----------------------------------|-------------|--|------------|
| Date        | Type & Number |  |              | UP                                | Down        | The state of the s |            |
| 77/28 April | Helifex III   | Target, all A/C:- "AULHO!  | E". Bomb lo  | nd, all                           | /c:- 5      | x 1000 lb, M.C. 4025 sec, T.D., 10 x 500 M.C. 4025 sec, T.D.   |            |
| 27/28 April | Halifax III   | (Captain)<br>J21448 P/O J.R. Harrison  | Boshing      | 00:07                             | 04:53       | Hazy to 6,000 feet, visibility good, Target identifies   |            |
|             | "A" HX-268    | (Nevigator)<br>J20875 P/O S.P. Kinder  |              |                                   |             | by bround detail, red and yellow markers. Bombed at 02:02  |            |
|             |               | (W/Op.)<br>J2005 P/O:L.E. Dufresno   |              |                                   |             | hours from 6,000 feet midway between red and yallow T.I's,   |            |
|             |               | J27281 P/O E.T. Widenoja   |              |                                   |             | as directed by Hannibal. Rear gumner saw numerous bomb   |            |
|             |               | (Air Camer)<br>R145640 Sgt. Beaudette,                                       | J.G.R.       |                                   |             | bursts in vicinity. If P.P.F. were accurate and if M. of   |            |
|             |               | (Flight Engineer)<br>1624919 Sgt. Whitbread, 1                               | Dil.         |                                   |             | Ca correct in direction, then raid should be good,   |            |
|             |               | (Mid-upper Gunner)<br>R155048 Sgt. Bourne, R:                                |              |                                   |             | 3  |            |
| 27/26 April | Halifax III   | (Captain)<br>1319273 F/S Hall, G.E:  | Bombing      | 00:09 <sup>1</sup> / <sub>2</sub> | Q+:32       | No clouds, hery, visibility good, Target identified  |            |
|             | "C" HX-352    | (Navigator)  | * *          |                                   |             | by red T.I. Bombed at 02:03 hours from 6,000 feet on red   |            |
|             |               | 1 70293 P/O B.A. Shaul   |              |                                   |             | T.I. as instructed from master bomber, Red T.I. well con-  |            |
|             |               | (Air Bomber)<br>169641 P/O F.O. Brooks                                       |              |                                   |             | centrated, Severel sticks of bonbs seen stradiling mark-   |            |
|             |               | NZ41 3267 P/O G.H. Molleren  |              |                                   |             | ers. Heavy congestion at time of bombing. If bombing   |            |
|             |               | 1724 3267 P/O G.R. Molleren<br>(Flight Engineer)<br>1623207 Sgt. Jones, T.L. |              |                                   |             | accurate, master bomber very helpful; was heard very clear-  |            |
| <u> </u>    |               | (Mid-upper Gurner)<br>H 98382 Sgt. Darnbrough,                               | R. (** 1)    |                                   | V 2*        | lya  | 4- N.A.    |
| 7/28 April  | Halifax III   | (Captain)  | Bodri ng     | 00:20                             | 04:21       | Hase and thin strata to 5,000 feet, visibility goods   |            |
| *           | "B" DV-842    | (2nd Pilet)<br>h 988 P/O W.T.G. Watson<br>(Navigator)                        |              |                                   |             | Target identified by yellow 2.I's, Bombed at 02:07 hours   |            |
|             |               | 1 b25b(L Sot Bountead;   | are a        |                                   |             | from 6,000 feet on red T.I. sumrounded by yellow T.I.  |            |
|             |               | (W/Op.)<br>1449.97 Sgt. Hailey, J.<br>(Air Bomber)<br>132022 F/S Oldman, .K. |              |                                   |             | Numerous bomb bursts seem near T.I. markers, If T.I's  |            |
|             |               | (Air Bomber)   |              |                                   | 40          | accurate, should be successful raid. This A/C was late,  |            |
|             |               | 1023820 Sgt. Davis, A.K.   | Fig. 1 - 125 | 11000                             | 3           | saw numerous A/C ahead over T/A, At 02:05 hours large ex-  |            |
| New York    |               | (Flight Engine er)   | •            |                                   |             | plosion seen, quite red, in centre, of T.I. markers.   |            |
|             |               | (Mid-upper Garmer)<br>Rt 880 V. Sgt. Neil, R.J.                              | 6 2          |                                   |             |  |            |
| 5 m         | 24.534        | 74.  | (p.1) A      |                                   | -           | 77.23 A B B \$2.05   |            |
|             | grant,        |  | STATE OF     | Vertical Co                       | F (F L) (6) |  |            |

| -10-2       |   | a Company of Same                                   |             |          |        |  |              |
|-------------|---|---|-------------|----------|--------|--|--------------|
| DATE        | AIRCRAFT<br>Type & Number               | CREW  | Duty        | Up       | IME    | DETAILS OF SORTIE OR FLIGHT                                  | REFERENCES   |
|             | 1112 (4 110232                          | (Captain)   | 1200        | UP       | Down   |  |              |
| 27/28 April | Halifax III                             | R144285 W/O Wright,                                 |             | 23:59    | 05:04  | Nil cloud, visibility good, Target identified by red,        |              |
|             | "I" IV-911                              | (Navigator)<br>J21822 F/O D.C. Tom                  | send        | 1 200    |        | yellow and green markers. Bombed at 02:06 hours from 6,000   |              |
|             | AND DESCRIPTION                         | (W/Op.)<br>1264167 F/S Gambold,                     | La          |          |        | feet between group of red and green T.I'S, as directed by    |              |
|             |   | (Air Bomber)<br>Rt 25056 W/O Croulz,                | <b>.</b>    |          | 11.00  | master bomber. Large explosion seen at 02:04 hours, appear   |              |
|             | 100000000000000000000000000000000000000 | (Air Curner)<br>Rt 76443 Sgt. Horton                | D.E.        |          |        | ed to, be an oil or gas dump. Flenty of smoke in target      |              |
|             |   | (Flight Engineer)                                   | е. н.к.     |          | 161    | area. No difficulties encountered, good trip all around.     | Alexander II |
|             |   | (Mid-upper Gunner)<br>R225391 Sgt; O'Reill          | у, Ц.Д.     | <u> </u> | 1200   | 1 x 1000 M.C. hung up and brought back.                      |              |
| 27/28 April | Halifax III                             | (Captain)<br>120947 F/O E. Ryjolfs                  | on' Bombing | 00:06    | 04:581 | . Slight cloud to 3,000 feet, visibility good, Target        |              |
|             | "L" 1#-368                              | (Navigator)<br>J22228 F/O C.E. Willr<br>(W/Op.)     | <b>e</b> -  |          | y      | identified by ground detail and red T.I's, and on direction  |              |
|             |   | R142388 P/S Hawthorne<br>(Air Bomber)               | , W.S.      |          |        | of Hannibal. Bombed at 02:05 heres from 6,000 feet on red    |              |
|             | -                                       | J28362 P/O J.M. Kinne                               | 7           |          |        | T.I's. Fires seen in two places to N.E. and S.W. of T/A.     |              |
|             |   | (Air Gunner)<br>B203757 Sgt. Armstron               | E. J.D.     |          |        | Numerous bomb bursts seen close to T, I's, Should be a       |              |
|             |   | (Flight Engineer)<br>1729008 Sgt. Swarbrio          | k, A.G.     |          |        | good rain if P.F.F. were accurate. No congestion.            |              |
|             |   | (Mid-upper Gunner)<br>R206059 Sgt. Mchan,           | Ba          |          |        |  |              |
|             |   | 12.47.47.47.40.00.00.00.00.00.00.00.00.00.00.00.00. |             |          |        |  |              |
| 27/28 April | Halifax III                             | (Captain)   | R: Bombing  | 00:03    | 04:09  | No cloud, medium haze up to 5,000 feet, visibility           |              |
|             | *0* HX-280                              | (Navigator)<br>R161133 W/O McNaughto                | ni Ji ·     |          |        | good. Target identified by red T.I. Bombed at 02;02 hours    |              |
|             |   | (W/Op.)<br>R90379 W/O Butson, L                     | .G          |          |        | from 6,000 feet east of red T.I. seen cascading at 01:57 hrs | •            |
| 2 (2.17)    |   | (Air Bomber)<br>R168405 Sgt. Keen.W.D               |             |          |        | as instructed by master bomber. Red T.I. were well con-      |              |
|             |   | (Air Gunner)<br>R188911 Sgt. Grant, D               | .A.         |          |        | centrated, many bomb bursts observed around them. Slight,    |              |
|             |   | (Flight Engineer)<br>(024136 Sgt. MacKay.           | W.G.        |          |        | congestion at time of boming.                                |              |
|             |   | (Mid-upper Gunner)<br>R167209 Sgt. Goodman.         |             |          |        | · ·  |              |
|             |   | /   |             |          |        |  |              |
|             |   | 1   |             | 3        |        |  |              |
|             |   |   |             |          |        |  |              |
|             | 22.00                                   | 1 1 1 1 1 1 1 1 1                                   |             |          | 165    |  | VSING NAME   |

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APPENDIX

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By No. 433 (R.C.A.F.) Squadron

SECRET

| (*1276t-951I) 1 | Wt. 22209—EEE4 2014 8/43                 | T.S. 700  | For th  | E MONTH O |             | 12. 1944.  |               |
|-----------------|--|---|---|-----------|-------------|--|---------------|
| DATE            | AIRCRAFT                                 | Crew  | Dury  | -         | Гіме        | DETAILS OF SORTIE OR FLIGHT                                | REFERENCES.   |
|                 | Type & Number                            |   |   | UP        | Down        |  |               |
| 27/28 April     | Halifax III                              | (Captain)<br>J19897 P.O. J.J. Majo                                | Bombing   | 00:10     | 05:02       | Thin broken clouds, visibility good. Target identified     | ı             |
|                 | "R" 1#-361                               | (Navigator)<br>J21978 F/O R.N. Bowe                               | +   |           | 1           | by red, yellow and green T.I. Bombed at 02:05 hours from   |               |
| 100             |  | (W/Op.)<br>1182489 F/S Moss, B.                                   | P-4-  |           | 0.000       | 6,000 feet between red and yellow T.I. as instructed by    |               |
|                 |  | (Air Bomber)  |   |           |             | master bomber. Many bombs seen bursting on rails between   |               |
|                 |  | (Air Gunner)<br>R191238 Sgt. Greening                             | E. J.G.   |           | •           | yellow and red T.I. One large explosion seen at 02:03 hrs. | HE at 0146 A. |
|                 |  | F191238 Sgt. Greening<br>(Flight Engineer)<br>1459461 Sgt. Semmer | A.  |           |             | near yellow T.I. Jettisoned safe 1 x 1000 lb. MC.A Slight  | 37E at 0246 M |
|                 |  | (Mid-upper Cunner)<br>Pt 70629 Sgt. Coughli                       | n. HaJa   |           |             | congestion, master bomber very helpful.                    |               |
|                 |  |   |   |           |             |  |               |
| 27/28 April     | Halifax III                              | (Captain)<br>J85056 P/O J.L. Jame<br>(Navigator)                  | ' Bombing                                       | 00:11     | 04:11       | No clouds, heav, visibility good, Target identified        |               |
|                 | "S" HX-275                               | R1 56866 W/O Smeaton.   | J.B.  |           | -           | by red, yellow and green T.I. Bombed at 02:04 homes from   |               |
|                 |  | (W/Op.)<br>157/102 Set. Subbins                                   | J.  |           |             | 6,000 feet between red and yellow T.I., as instructed by   |               |
|                 |  | R171053 Sgt. Lord, A  | J.  |           | -           | master bomber. Red and yellow T.I. well concentrated and   |               |
|                 |  | (Air Cunner)<br>R1 90889 Sgt. Bretsch                             | J.H.  |           | 13          | many bomba seen bursting between them. No congestion,      |               |
|                 | - 4                                      | (Flight Engineer)   | S.E.  |           | 1 de 1      | master bomber helpful and heard clearly.                   |               |
| -11             |  | (Mid-upper Gunner)<br>Rt 85576 Sgt. Schade,                       | C.B.  | -:        |             |  |               |
| 27/28 April     | Halifax III                              | (Captain)<br>R152746 P/S Edmondson                                | . F.R. Bombing                                  | 00:05     | Olut14      | Nil cloud, slight haze, visibility very good. Target       |               |
|                 | "T" LW-370                               | (Navigator)<br>P149413 W/O Jones,                                 |   |           |             | identified by red, green and yellow T.I's. Bombed at       |               |
|                 |  | W/Og.)<br>R138644 Sgt. Gorman,                                    | M.C.  |           |             | 02)01, hours from 6,000 feet on red T.I. markers, Green    |               |
|                 | Life to the                              | (Air Bomber)<br>J24530 F/O H.A. Ellis                             | THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS. |           |             | T.I. appeared to be well off to starboard. One large ex-   |               |
|                 |  | (Air Gunner)<br>J28282 P/O DaGa Hughe                             |   |           |             | plosion seen at 02:04 hours when leaving target; a column  |               |
|                 |  | (Flight Engineer)   |   | N. 75 35  | (e)         | of black smoke rising above target, Master bomber not      |               |
|                 |  | (Mid-upper Gunner)  |   |           |             | heard. Target area was well lit up.                        |               |
|                 | grander of said                          | The same transport  |   | 6         |             |  |               |
| Solitor 1 M     |  | A 2000  | rent management                                 |           |             |  |               |
| toling          |  | January Committee   | ***************************************         |           |             |  |               |
|                 |  |   |   |           |             | See                    | 16 1 1 1 2 N  |
|                 | 20 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - |   |   |           |             |  |               |
|                 |  |   |   |           | ELECTION OF |  |               |

| DATE        | AIRCRAFT                                 | CREW   | Dury                                    | 1      | IME                        |   |   |
|-------------|--|--|---|--------|----------------------------|---|---|
|             | Type & Number                            | 1  | DOIY                                    | Up     | Down                       | DETAILS OF SORTIE OR FLIGHT                                 | REFERENCE                               |
| 27/28 April | Halifax III                              | (Captain)<br>J22978 F/O J.T. Link  | ater Bombing                            | 00:13  | 04:49                      | Haze to 4,000 feet, visibility good, Target identi-         | 1                                       |
|             | "V" HX-290                               | (Navigator)  |   |        |                            | fied by reds and greens to starboard and by ground detail.  |   |
|             |  | HOD TO RUSSELL   | F.S.                                    |        |                            | Bombed at 02:02 hours from 6,000 feet on red T.I. on direc- |   |
|             | . A                                      | (Air Bomber)<br>J27401 P/O R. Banford  |   |        |                            | tion of Hamibal. Reds appeared to be too far west of A/P.   |   |
|             |  | (Air Gunner)<br>RM 97364 Sgt. Burgess,   |   |        |                            | Pive sticks seen to burst beside red T.I's, Target well     |   |
|             |  | (Flight Engineer)  |   |        |                            |   |   |
|             |  | 1894,314 Sgt. Ashedor<br>(Mid-upper Gunner)<br>8208668 Sgt. Adams, A   | d, R.C.                                 | -      |                            | marked. Heard Hannibal who changed to 220 degs after bomb-  |   |
|             |  | #208668 Sgt. Adams, A  |   |        |                            | ings  |   |
| m /no       |  |  |   |        |                            | 1   |   |
| 2//28 AFT1  | Halifax III                              | Bomb load for the fo   | llowing A/C:- 5                         | x 1000 | Lb. M.C                    | 025 sec. T.D., and 8 x 500 lb. M.C025 sec T.D.              | 11,                                     |
|             |  |  |   |        |                            |   |   |
| 27/28 April | Halifax III                              | (Captain)  | rson Bombing                            | 23:56  | 04:59                      | No clouds, hazy. Target identified by red and yellow        |   |
|             | "N" IV-992                               | 1 3924 P/OST C Pumber  |   |        |                            | T.I. Bombed at 02:04 hours from 5500 feet between yellow    |   |
|             |  | 169674 P/O W. Ormson   |   |        |                            | and red T.I. as instructed by master homber, P.F.F. yellow  | *************************************** |
|             | 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1 | (Air Bomber)   | •                                       |        |                            | well concentrated. One large explosion seen at 02:00 hours  |   |
|             |  | (Air Gunner)<br>A4552 F/L K.R. Patter  |   |        |                            |   |   |
|             |  | (Flight Engineer)<br>R62121 Sgt. Powell. W.  |   |        |                            | between red and yellow T.I. Bombs observed falling on rail- |   |
|             |  | (Mid-upper Gunner)   |   |        |                            | way tracks. No congestion, if master bomber accurate        |   |
|             | ***************************************  | 1396652 Sgt. Dean, R.  | •                                       |        |                            | should be successful raid.                                  |   |
| 27/28 April | W-1/4                                    | (Captain)  |   |        |                            |   |   |
| 1/20 AFT    |  | (2nd Pilot)  | Bombing                                 | 00:04  | 04:38                      | Nil cloud, slight haze, visibility good, Target iden-       |   |
|             | V 14-9/2                                 | (2nd Pilot)<br>J21433 P/O J.C. Valk<br>(Navigator)   | •                                       |        |                            | tified by red, yellow and green T.I's on the ground, Bomb-  |   |
|             |  | (Navigator)<br>1600880 F/S Rumble, H.  |   |        |                            | ed at 02:10 hours from 6,000 feet on green T.I. marker.     |   |
|             |  | 367700 F/S Surtees, U  |   |        |                            | Many bomb bursts seen in target area. Some small explosions |   |
|             |  | 1.9252 P/O R.L. Demone   |   |        | CONTRACTOR DESIGNATION     | seen on leaving target. Master bumber directed this A/C to  |   |
|             |  | (Air Curner)<br>74103 P/O K. Brothern  | bood                                    |        | INVESTMENT OF THE PARTY OF | bomb on green T.I. markers, well concentrated, Many A/C     |   |
|             |  | Flight Engineer)<br>804657 F/S Capion, R.J.  |   |        |                            | encountered right over target. A very good trip.            |   |
|             | 3.6 - 3.4 - 34.5 (3.60)                  | Mid-upper Gunner)  |   |        |                            | and the factor a ray good tribe                             |   |
|             |  | A CONTRACTOR OF THE PARTY OF TH | • | -      |                            |   |   |

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# OPERATIONS RECORD BOOK DETAIL OF WORK CARRIED OUT BY Mo. 433 (R.C.A.P.) Squadron



SECRET

| I I        | AIRCRAFT      | 4.000   | Dury                                   | Tı        | ME        | DETAILS OF SORTIE OR FLIGHT                               | REFERENCES |
|------------|---------------|---|--|-----------|-----------|---|------------|
| DATE       | TYPE & NUMBER | Crew  | DOTY                                   | UP        | Down      |   |            |
| 7/28 April | Halifax III   | (Captain)<br>R457469 F/S Porter, R.                                       | L. Bombing                             | 00±12     | 04:021    |   |            |
|            |               | (Navigator)<br>1579560 F/S Rathbone,                                      |  |           |           | Target identified by red, yellow and green T.I's. Bombed  |            |
|            |               | (W/Op.)<br>PM 05506 W/O Bornett,  |  |           | 4,14,16-0 | at 02:00 hours from 6,000 feet on cluster of red T.I. on  |            |
|            |               | (Air Homber)  |  |           |           | ground, Arrived early on target. Red T.I. seen going down | L          |
|            |               | (Air Ganner)<br>R206069 Sgt. Wallban                                      | . D.                                   | ,         |           | at Ot:55 hours, Two sticks of bombs seen to burst, one    |            |
|            |               | (Plich + Engineer)  |  |           |           | across red T.I's, Greens seen to go down at O1:58 hours,  |            |
|            |               | 1569815 Sgt. Wood D. (Mid-upper Gunner)                                   |  |           |           | yellow and red followed in succession. As A/C left T/A,   |            |
|            |               | Pt 89537 Sgt. Buokingh  | Wa                                     |           |           | rear gunner reports many bomb bursts seen in centre of    |            |
|            |               |   |  |           |           | L.L's, M. of C heard to say reds best to bomb on, A/C     |            |
|            |               |   |  |           |           | seen directly above on run in. If T.I. markers accurately |            |
|            |               |   |  | -         |           | placed then it is a good raid.                            |            |
|            |               | -   |  |           |           |   |            |
|            |               | Target - all A/C:-  | "SCHATN" Bomb                          | lond each | A/C:= 4   | x 1000 lb, M.C.T.D. ,025, 9 x 500 lb, G.P.T.D. ,025,      |            |
| 30/51& 1/5 | Halifax III   | Target - all'A/Ci-  | BURLIN DOIL                            |           |           |   |            |
|            |               | (Captain)   | Bombing                                | 21:21     | 01:47     | Nil cloud, hasy, visibility fair to good, Target          |            |
| 30/414 1/5 | Halifax III   | (Captain)<br>19897 P/O J.J. Major<br>(Navigator)                          | Bonoing                                |           | UITI      | identified by yellow T.I. markers on ground, Boghed at    |            |
|            | "H" NZ-285    | 121978 F/O R.N. Bower   | ······································ |           |           | 23:33 hours from 8000 feet on yellow T.I's, Target area   |            |
|            |               | (W/Op.)<br>1182489 F/S Mose, B.<br>(Air Bomber)<br>Ph 24284 W/O Young, J. | 2Ax                                    | -         |           | covered with smoke early in attack, Master bombers disa-  |            |
|            |               | Air Cunner) Ri 91 238 Sgt. Greening                                       | 3                                      |           |           | greed on markers to be bombed and were not assistance on  |            |
|            |               | (Flight Engineer)   |  |           | 7 95      | this target, A large explosion seen in target area at     |            |
|            |               | (Mid-upper Qunner)  |  |           |           | 23:34 hours with flame rising. A considerable amount of   |            |
|            |               | R170629 Sgt. Coughlin   | , Н.Ј.                                 |           |           | congestion in target area encountered.                    |            |
|            |               |   |  |           |           |   |            |
|            |               |   | 1 .                                    | -         |           |   |            |
|            |               |   |  |           |           |   |            |
|            |               | 1237  | 3                                      | -         | -         |   |            |
|            | Q'            | -1 x2, v x / /  |  |           |           |   |            |
|            | EVE :         | CONTRACTOR OF CAR   | Section 1                              |           |           |   |            |
|            |               |   |  |           |           |   |            |

|            | AIRCRAFT      | CREW  | Duty                 | T     | IME   | DETAILS OF SORTIE OR FLIGHT  | REFERENCES                              |
|------------|---------------|---|----------------------|-------|-------|--|---|
| DATE       | Type & Number | CREW  | DOIY                 | Up    | Down  | DETAILS OF SORTIE OR PETON   |   |
| 30/4 - 1/5 | Halifax III   | (Captain)<br>RM 39775 W/O Mitchell  | J.E. Bombing         | 21:22 | 02:00 | No cloud, a lot of smoke which cut visibility. Target  |   |
|            | "F" L#-122    | (Navigator)<br>J22076 F/O J.K. Shedd<br>(W/Op.)   | len                  |       |       | identified by red and yellow T.I's, red and green spot fire  | 8                                       |
|            |               | R90809 W/O McDougall  | S.                   |       |       | and illuminating flares. Borbed at 23:39 hours from 8000   |   |
|            |               | (Air Bomber)<br>123428 F/O R.D. Wilso   | <u> </u>             |       |       | feet on red T.I's, When A/C made run in the two master   |   |
|            |               | (Air Gumer)<br>B191976 Sgt. Bodely,   | S.H.                 |       |       | bombers were undecided what to bomb, orbited and made  |   |
|            |               | (Flight Engineer)<br>1590538 Sgt. Lumsdeor<br>(Mid-upper Gunner)                          | G. G.                |       |       | second run, master bombers still couldn't decide, so this  |   |
|            |               | R187569 Sgt. McDonous   | h. J.F.              |       |       | A/C bombed on red T.I's. One very large explosion follow-  |   |
|            |               |   |                      |       |       | ed by heavy smoke rising 2000 to 3000 feet was seen at   |   |
|            |               |   |                      |       |       | 23:35 hours. P.F.F. could have been better and if the  |   |
|            |               | 300000000000000000000000000000000000000   | (1 to 1 to 1 to 1 to |       | 1000  | master bombers could have made up their minds, they would  |   |
|            | 100           |   |                      |       |       | have been more helps   |   |
|            |               |   |                      |       |       |  |   |
| 30/4 - 1/5 | Halifax III   | (Captain)<br>J21448 E/O J.R. Harri  | son Bombing          | 21:23 | 02:36 | Clear, some low haze to 4000 feet, visibility 5.to 10  |   |
|            | "J" 1/Z-284   | (Navigator)<br>J20875 P/O J.F. Kinder   | F                    |       |       | miles. Target identified by green spot fires, yellow T.I's   | *************************************** |
|            |               | (W/Op.)<br>J24065 P/O L.E. Ducre  | sne.                 |       |       | and visually. Bombed at 23:47 hours from 8,000 feet on   |   |
|            |               | (Air Bomber)<br>J27281 P/O E.T. Widen   |                      |       |       | green flares and yellow T.I's, per master bomber instruction   | is.                                     |
|            |               | (Air Gunner)<br>R143640 Sgt. Beaudett   | e, J.G.R.            |       |       | P.F. were very late and took too long to get tanget. Bomb  | 1                                       |
| /          | -1-1-1-1      | (Flight Engineer)<br>1624919 Sgt. Whithrea<br>(Mid-upper Gunner)<br>En 55048 Sgt. Bourne, | d. D.L.              | 100   |       | seen bursting across T.I's. Large explosions with orange   |   |
|            |               | (Mid-upper Gunner)<br>E155048 Sgt. Bourne,  | R.                   | 1000  |       | flame seen at 23:33 hours. Rather pour effort for P.F.F.   |   |
|            |               | -1  |                      |       |       |  | ••••••                                  |
| 0/4 - 1/5  | Halifax III   | (Captain)<br>R157169 F/S Thomas, R  | Bombing              | 21:19 | 01:46 | Clear visibility. Target identified by red spot fires.   |   |
|            | "P" LV-966    | (Navigator) Ri 61133 W/O McNaugirto (W/Op.)   | n, J.G.              |       |       | Bombed at 23:312 hours from 8,000 feet on marshalling yards.   |   |
|            |               | (W/Op.)<br>R90379 W/O Butson, La  | <b>7.</b> .          |       |       | Bombed visually as no T.I's were seen but illuminating flare   | 8                                       |
|            |               | (Air Bomber)<br>Ri68405 Sgt. Keen, W.   | 0.                   |       |       | lit up target clearly. P.F.F. were late in marking target.   | 2                                       |
|            |               | (Air Gunner)<br>Rt 88911 Sgt. Grant,  |                      |       |       | Marshalling Yards were wiluminated very well by Flares, and  |   |
|            |               | (Flight Engineer)<br>1024136 Set. MacKey.<br>(Mid-upper Curner)                           |                      |       |       | as no T.I's were seen at bombing time, this A/C bombed vis-<br>ually. Bombs seen hunsting small red Spot fires. One ex-<br>plosion seen at 25,35 hours, Too much time lost by master |   |
| 61000      |               | R167209 Sgt. Goodman,   | R.M.                 |       |       | pumbers trying to make up their minds on which markers to  | 1                                       |

MANN SOURCE

## OPERATIONS RECORD BOOK DETAIL OF WORK CARRIED OUT

APPENDIX

SECRET

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By No. 433 (R.C.A.F.) Squadron

| DATE      | AIRCRAFT       | CREW  | DUTY   |          |             | DETAILS OF SORTIE OR FLIGHT.   | REFERENCES |
|-----------|----------------|---|--|----------|-------------|--|------------|
| DATE      | Type & Number  |   | NV te  | UP       | Down        |  | William of |
| 0/4 & 1/5 | Halifax III    | (Captain)<br>J21433 P/O J.C. Valk                                   | Bombing  | 21:25    | 02:28       |  |            |
| 18000000  | "R" 1#-361     | (Navigator)<br>En 351 76 W/O Tolmie, J                              | ۸.   |          |             | identified by green and yellow T.I's, Borbed at 23:47 hours  | 8          |
|           |                | (W/Op.)<br>J2L060 P/O J.C. Sprott                                   |  |          | to the same | from 8,000 feet on yellow T.I. and green spot fire, Bombs  |            |
|           |                | (Air Bomber)<br>J14730 F/O G. Scott                                 |  |          |             | bursting as good concentration in T.I. and there seemed to   |            |
| -         |                | (Air Gunner)  | D  | 1        |             | be some confustion between the master bombers. P.F.F. were   |            |
|           |                | (Flight Engineer)   | , R.I.   |          |             | late. Apart from this, effort seemed good, Master bombers  |            |
|           |                | (Mid-upper Gunner)  |  |          |             | took too long making their decisions,  | iji Acada  |
|           |                | J20198 P/O MaHa Plemi   |  |          |             | 0,   |            |
| A & 1/5   | Halifax III    | 7   |  | 21:117   | 02:22       | No cloud, some haze, wisibility good. Target identi-   |            |
| 7 a 1/5   | "V" HX-290     | (Captain) J22578 F/O J.D. Linkle (Navigator) J22234 F/O N.W. Emmett | t Editor Ing   |          |             | fied by red, green and yellow T.I. Bombed at 23:40 hours   |            |
|           | . 114-270      | (W/Op.)   | 1 Mary 1 and 7 de 2010 and 2012  |          | 1           | from 8,000 feet on green and yellow markers, Made three  |            |
|           |                | (Air Romper)  |  |          |             | runs on bombing, orbiting to port on first run and star-   |            |
| -         |                | 127401 P/O h. Banford<br>(Air Gunner)<br>Rt 97364 Sgt. Burgess,     | N.C.   |          |             | board on second run, and bombing on the third, all done  |            |
| -         |                | (W) 4 cht Engineer  |  |          | -           | according to orders of the master bomber. This delay was   |            |
| -         |                | (Mid-upper Gunner)  |  |          |             | caused by some A/C bombing while master bomber kept tell-  |            |
| -         |                | B208668 Set. Adams, A   |  | ,        | -           | ing them to hold off so he could re-mark the target.   |            |
|           | <del></del>    |   |  |          | 7.          | Attack appeared to be somewhat scattered.  |            |
|           | and the second | A Section of  |  |          |             |  |            |
|           | Halifax III    | Gardening - "LORIENT  | AREA"  |          |             | Four No, listed below with their respective crews an   | •          |
| 0/4 & 1/5 | "D" IN-842     | (Cap tain)  | and the same of th | 21 159   | 03:01       | mine loads, gardened in the Larient area, dropping mines   |            |
|           | 2 21-042       | (Navigator)<br>(74,322 P/O W.R. Boust                               | end Lond:- C-70  | O, A-114 |             | between 00:33 hours and 00:432 hours from 15,000 feet.   |            |
|           |                | (W/Op.)<br>114.95.97 Sgt. Hariley,                                  | 1  |          | <b>E</b> 0  | No cloud and good visibility was encountered from coast to   |            |
|           |                | (Air Bosber)<br>(320221 F/S Oldman.                                 | 1.8.   |          | 100         | ocast in the allotted area, Flak was alight to moderate,   |            |
|           |                | (Air Camper)<br>(O23820 F/S Davis, A                                | x.   | . 0      | <b>N</b>    | predicted and accurate. No chutes were seen to open. All   |            |
|           |                | (Flight Engineer)   |  |          | at a san    | A/C returned safleys   | 4 22 23    |
| 14 17     |                | (Mid-upper Gunner)  |  |          |             |  |            |
|           | 0.00           | H 880% Set. Neil, R   | 1  | S(1)     |             | The second secon |            |
|           |                | - All   |  |          |             |  | 7.3756.    |

| Type & Num  30/4 & 1/5 Halifax I | BER   | Dury   | UP    | Down  | DETAILS OF SORTIE OR FLIGHT  | REFERENCES.  |
|----------------------------------|---|--|-------|-------|--|--------------|
|                                  | (Captain)   |  |       |       |  | 6.5          |
| "B" LV-96                        | 122221 -1- 24 22  | Gardening  | 22:00 | 02:57 |  |              |
|                                  | 7 (Navigator)<br>17-239 P/O H. Rumble<br>(W/Op.)<br>1367700 F/S Surtees,  | Load:- G.700                                     | D.40+ |       |  | -            |
|                                  | (Air Bomber)  | ű.   |       | -     |  |              |
|                                  | (Air Bomber)<br>19252 P/O R.L. Rent<br>(Air Gunner)   | de'  |       |       |  |              |
|                                  | (Air Currer) (7405 P/O K.R. Brod (Flight Engineer) (80457 P/S Capon, F  | herhood  |       |       | ,  |              |
|                                  | (Mid-upper Gunner)<br>145466 P/O A.W. Jen   | J.   |       |       |  | -            |
|                                  | 145466 F/O A N. Jeni  | ings   |       |       |  |              |
| 30/4 & 1/5 Halifax II            | I (Captain)<br>1 1388906 P/S Reinelt,   | P.C. Candening                                   | 22:00 | 03:06 | Mine load:- 6,700, 4414,   |              |
| *Q* IN-972                       | (Navigator)   | E D W  |       | 1     |  |              |
|                                  | (Navigator)<br>1321098 F/S Hardes,<br>(W/Ops.)<br>656842 F/S Williams<br>(Air Bomber)<br>151246 F/O Made, G.                                    | D. W.  |       |       |  |              |
|                                  | (Air Bomber)  |  |       |       | (2)  |              |
| E Contractor                     | (Air Gunner)  |  |       |       |  |              |
|                                  | (Flight Engineer)   | orn, J.E.  |       |       |  |              |
|                                  | Air Gamer, ye<br>Air Gamer, Dries, G<br>(Flight Engineer)<br>1426837 Sat. Pepper<br>(Mid-tupper Gamer)<br>Rt 359.5 Sgt. Carruth                 | ers, D.E.  |       |       |  |              |
|                                  |   |  |       |       |  |              |
| 30/4 & 1/5 Halifax II            | I RSO 58 WO Mormhan,  | J.M. Gardening                                   | 22:02 | 03:03 | Mine load:- B-204 18 hours, 5 days, and D-404.   |              |
| "N," LV-992                      | (Navigator)   | V-A-   |       |       |  |              |
|                                  | (T/Opa)   | w.   |       |       |  |              |
|                                  | (Air Boxber) Mot 571 F/S Pearson, (Air Gunner) H 90788 F/S Motherst (Filight Englarer) 163055 Sate Anlante (Mid-upper Cunner) H21024 Sate Miche | WaJa -   |       |       |  |              |
|                                  | P1 90788 F/S Mothersi   | ll, HaJe   |       | ļ     | Line and the second sec |              |
|                                  | 1630353 Sgt. Knights  | J.W.   |       |       |  |              |
|                                  | R210241 Set. Mield,   | L-R.   |       |       | 1, 6, 9.   |              |
|                                  | 4   |  |       |       | Alto Stura bed   | 1            |
|                                  |   | <del></del>                                      |       |       | (C. B. Sinton) Wing Commander,   | -            |
|                                  |   | <del>                                     </del> |       |       | No. 433 (R.O.A.F.) Squadron.   | -            |
| All the Market                   |   |  |       |       | Hot 42 (uson a s) advancant  | [ The second |
| P                                | 4. u  |  |       |       | •  |              |

APPENDIX



DETAIL OF WORK CARRIED OUT
By No. 433 (R.C.A.F.) Squadron

SECRET

Page No. 20

| AIRCRAFT Come Day TIME Design on Screen on Front |               |   |  |             |          |  |             |
|--|---------------|---|--|-------------|----------|--|-------------|
| DATE   | TYPE & NUMBER | Crew  | Dury   | UP          | Down     | DETAILS OF SORTIE OR FLIGHT                                | References. |
| 30/4 & 1/5                                       | Halifax III   | (Captain)<br>R157469 F/S Porter, I                                  |  | 21:22       | 01:31    | Wil aloud, visibility good. Target identified by red       |             |
|  | "U" L#-115    | (Navigator)<br>(579560 F/S Rathbone,                                | J  | 1000        |          | spot fires and illuminating flares. Bombed at 23:30 hrs.   |             |
|  |               | (W/Op.)<br>21 05506 W/O Bonnett,                                    | L-D-   |             |          | from 8,000 feet on centre of red spot fires. About ten     |             |
|  |               | 10601524 Fit/Off. C.  | Ramsdell   |             |          | red spot fires seen in a big cluster on the ground and     |             |
|  |               | (Air Gunner)<br>R206069 Sgt. Wallbank                               | , D.   |             |          | two illuminating flares. Stick seen to explode about 300   |             |
|  |               | (Flight Engineer)   |  |             |          | yards to starboard of red spot fires. A very large orange  |             |
|  |               | (Mid-upper Gunner)<br>Rt 89537 Sgt. Bucking)                        |  |             |          | coloured explosion seen at 23:33 hours. Too early in       |             |
|  |               |   | 3  | 1           |          | attack to assess results, No difficulties encountered,     |             |
|  | 45.00         |   |  | Lamenton Co |          |  |             |
| 30/4 & 1/5                                       | Halifax III   | Bomb load for each fo   | llowing A/C:- 15   | x 500 11    | . G.P. 1 | .D025  |             |
| 30/4 à 1/5                                       | Halifax III   | (Captain)   | Bombing  | 21:24       | 02:04    | Clear, visibility good. Target identified by red spot      | 8,          |
|  | "I" IV-911    | (Navigator)<br>121822 F/O D.G. Tosma                                |  |             |          | red T.I's, yellow T.I's and flares, Bombed at 23:35 hours  | 11372       |
|  |               | (W/Op.)<br>(26467 F/S Sambold,                                      |  |             |          | from 8,000 feet between red and yellow T.I. Yellow T.I's   |             |
|  |               | (Air Bomber)  |  | 1           |          | seemed to be covered by smoke and fires. Smoke was blott-  |             |
|  | A             | (Air Gunner)<br>R176443 Sgt. Houten,                                | Service Control of the Control of th |             |          | ing out ground detail. P.F.F. were late.                   |             |
|  |               | (Flight Engineer) R75234 Sgt. Partridge                             |  |             |          |  |             |
|  |               | (Mid-upper Gunner)<br>R225391 Sgt. O'Reilly                         | , M.D.   |             |          |  |             |
| 30/4 & 1/5                                       | Halifax III   | (Captain)<br>J20947 F/O.E. Evjolfs                                  | Booking  | 21:26       | 02:08    | Nil cloud, haw, visibility good, Target identified         |             |
|  | "E" L#-4 20   | Navigator)<br>(Navigator)<br>122225 F/O G.E. Willn                  |  |             |          | by green markers cascading and yellow T.I's on ground,     |             |
|  |               | (W/Op.2)  |  |             |          | Boobed at 25:34 hours from 8,000 feet on yellow T.I's on   |             |
|  | 4 3           | R142388 W/O Hawthorne<br>(Air Bomber)<br>J28362 P/O J.M. Kirme      | , V.S.   |             |          | ground. Masters of ceremonies A/O were arguing about which |             |
|  |               | (Air Gunner)  |  | at a A      |          | markers to bomb. Markers were a little spaced out. Good    |             |
|  |               | 8203757 Sgt. Armstron<br>(Flight Engineer)<br>1729008 Sgt. Swarbrio | s JD.  |             |          | concentration of A/C in target area.                       | 75.75       |
|  |               | (Mid-upper Gunner)  |  |             |          | odioditation of No in target area.                         |             |
|  |               | R206039 Sgt. Mohan. V   | R.   |             |          |  |             |
|  |               |   |  |             | 1979     |  |             |
|  |               |   |  |             |          |  |             |

| DATE       | AIRCRAFT A November | CREW  | Dury   |          | Time  |  |                |
|------------|---------------------|---|--|----------|-------|--|----------------|
|            | Type & Number       |   | DUTY   | UP       | Down  | DETAILS OF SORTIE OR FLIGHT                                  | REFERENCES     |
| 30/4 & 1/5 | Halifax III         | (Captain)<br>R145912 F/S Devine, E<br>(Navigator)   | J. Bombing   | 21:26    | 02:13 | Nil cloud, visibility very good. Target identified by        |                |
|            | *C* HX-352          | R175175 Sgt. Wilkins.   | G.P.   |          |       | red spot fires seen on approach to target. Bombed at 23:33   |                |
|            |                     | W/Op.)<br>En 75381 Sgt. Cowan, W.   | л.н.   |          |       |  |                |
|            |                     | (Air Bomber)<br>U28351 P/O I.C. Grant   |  |          | -     | hours from 8,000 feet on red T.I's seen on ground, P.F.F.    |                |
|            |                     | (Air Gunner)  |  |          |       | were late on target. Master, of ceremonies A/C were un-      | 236.31         |
| -          |                     | R19-341 Set. Cousineau<br>(Flight Engineer)<br>996397 Set. Nutley, R.   | A.F.   |          |       | decided as to what markers to bomb. Many markers seen in     |                |
|            |                     | 996397 Sgt. Nutley, R.  |  |          |       | target area while bombing. Only difficulty encountered       |                |
|            |                     | (Mid-upper Gunner)<br>R165074 Sgt. Saunders,  | R.D.   |          |       | was master of ceremonies indecision as to what markers to    |                |
|            |                     |   |  |          |       | bomb.  |                |
|            |                     | TRANSIL MOS   |  | - 1      |       |  |                |
| 0/4 & 1/5  | Halifax III         | (Captain)<br>J85056 P/O. J.L. Bance   | Booki na   | 21 #16   | 0.13  | ****   |                |
|            | *O* HX-280          | (Navigator)   | 1000118  | สกง      | 01:43 | Target Ited by   |                |
|            |                     | (W/Op.)   | GaBa   |          |       | yellow T.I. and illuminating flares, Bombed at 23:34 hours   |                |
| *          |                     | (Navigator)<br>B156856 W/O Scenton,<br>(W/Op.)<br>1577102 Sct. Subbine<br>(Air Bomber)  | Jaha   | ļ        |       | from 7850 feet on centre of yellow T.I's. Only yellow        |                |
|            |                     | MA 053 Set, Lord, A.J.  |  |          |       | T.I's down when A/C made its run. Bombed on yellow, on       |                |
|            |                     | Rt 90889 Set. Bretsch   | J.H.   |          |       | master bomber's instructions. Two large explosions seen      | ************** |
|            |                     | (Flight Engineer)<br>1694944 Sgt. Barber, S   | .E.  |          |       | at 23:35 hours, one of them was really terrific.             | ł              |
|            |                     | (Mid-upper Gunner)<br>R185576 Sgt. Schade. C  |  | STATE OF |       | Joseph Carrieros   |                |
|            |                     | A Tanana |  |          | Kk.,  |  |                |
| 14 & 1/5   | Halifax III         | (Captain)   |  |          |       |  |                |
|            | B. B                | P152746 F/S Edmondson,<br>(Navigator)   | The state of the s | 21:32    | 02:10 | No cloud, smoke or hase obscured visibility. Target          |                |
|            | A 1A-200            | H149413 W/O Jones, LE.  | e?   |          |       | identified by red, green and yellow markers, and illuminat-  |                |
|            |                     | Air Bomber)   | .C.  |          |       | ing flares, Bombed at 23:44 hoursfrom 8,000 feet on centre   |                |
|            |                     | J24530 F/O H.A. Ellis   |  |          |       | of mixture of green and yellow. Red T.I's visibile on first  |                |
|            |                     | (Air Gunner)<br>128282 F/O L.G. Hughes  |  |          | 74    | run in, but master bomber ordered a standby, A/C orbited to  |                |
|            |                     | (Flight Engineer)<br>1850082 Sht. Elliot, A.  |  |          |       |  |                |
|            |                     | Mid-upper Cunner  |  |          |       | port, and on the second run orbited to starboard when order- |                |
|            |                     | 125515 Sgt. Ovington,   | MA   |          |       | ed to stand by again. On third run ordered to bomb green     |                |
| ******     |                     | <u> </u>  | *  |          |       | and yellow. One large explosion seen at 23:35 hours and      |                |
|            |                     |   |  |          |       | numerous bomb bursts seen all around markers. Afraid attack  |                |
|            |                     |   | 200  |          | 1     | while master bombers couldn't agree on what to bomb one      |                |

White Outlo