APPENDIX

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

(*13799—9511	Wt. 44067—3384 150W 1	14 T.S. 700	FOR TH	E MONTH O	Octob	er. 19.44	
DATE	AIRCRAFT Type & Number	Crew	Duty	-	Time	DETAILS OF SORTIE OR FLIGHT	P
4th Oct.	Halifax III	(Captain)	es Bombing	Up 05:42	Down	\$100 mag 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	REFERENCES.
	"V" NP-948		osDuwang	W.144	12:12	The state of the s	
***************************************		7 200	·/······		-	Glear, visibility good, Target identified visually	
				-	ļ	and by red P.I. and M/B. Bombed at 09:31.3 hours from	
		107 370707		- A-	-	15,000 feet on A/P. N/B said to bomb visually, Four	
				1		A/C bombed as this one did and large sheets of flame seen	
						as bombs straddled A/P, grey smoke rising 8 - 9,000 feet.	
		<u> </u>				Only one undershoot seem. Considered a yeary good attack,	
	- /	<u> </u>				concentration of A/C excellent and M/B was clear. Tactics	ı İ
						were "bang op".	
1						<u> </u>	
5th Oct.	Halffex III	Target, all A/C:- "HEL	IGOLAND" (Garde	ning - Ro	semary	Area) mento de en relacionar de Callinar de Pres de la	(Appendix "B"
		Later 1979					Battle Order
5th Octa	Halifax III	(Captain) Ji 9626 F/O J.L. Reger	Gardening	17:56	22:20	Visibility good, 2/40ths cloud 1500 feet, Mined at	No. 162
	"K" LV-941		11.15			20:18 hours from 12,000 feet, at a position 5400W 0808E,	attached)
						dropping 1 x 7632/14B, 1 x &114 and 2 x B230. Parachutes.	
			of the forces	4575		seen to open, Good trip, accourate navigation, Lended	
						at Tholthorpe	
		Greekly	un vin errori i		et tee	Country of the transport of Early As because of the country of	
5th Octa	Halifax III	(Captain) J26064 F/L C.A. Appleto	on Cardening	\$7:56	22:30	Clear of cloud, visibility excellent. Gardened at	
	"B" LV-967			271668		20:17.3 house from 12,000 feet at a position 5400 0808g,	
	* * * * * * * * * * * * * * * * * * * *		A			dropping 1 x D406, 2 x 0716 and 1 x B230. Successful	
			- 5 AT AT 2			operation, Landed at Tholthorpe,	
4		10.00		- A		1 - 20 - 20 - 10 - 10 - 10 - 10 - 10 - 1	
437					7		
	, , , , , , , , , , , , , , , , , , ,		-v 5rc+2rciv'd				
		(*** prop)		· · · · · · · · · · · · · · · · · · ·			
	11 - 6 200				778		

DATE	AIRCRAFT	CREW	DUTY	1	'IME		
	Type & Number		Doir	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
5th Oct.	Halifax III	(Captain) J25885 F/L D.F. McC	ath Cardening	18:00	22:18	Whathility good, no cloud, Gardened at 20rd 8 hours	
	"C" MZ-807					from 12,000 feet at a position 5400N 0805E, dropping	***************************************
	- 4					1 x P632/14B, 1 x M14 and 2 x B230, All parachutes	
						opened, Z/A encountered at 20:20 hours, 54030 08025,	
	2						***************************************
			***************************************			10,000 feet, corksorewed to port and lost atthe of A/Ca	***************************************
			***************************************			No demages Landed at Tholthorpes	
5th Octa	Halifax III	(Captain)		4			
JE: 0012	"N" NP-944	J19884 F/O W.T.G. Wat	son Gardening	18:03	23:02	Gardened at 20:20 hours from 12,000 feet, lat. 54	
	A RF-944					degs. N. lat. 08 degs. 10 mins. E. (Garden), dropping	
			***************************************			1 x D406, 2 x G716 and 1:x B230. A/C attacked by JU 188	
	<i>y</i>					fighter, Rear Gunner was killed and A/C shot up generally.	
						JU 188 probably destroyed. E/A seen to dive into sea	
						after turning on its back. Landed at Carnaby.	
5th Oct.	Halifax III	(Captain) J26783:F/O J. Burch	Gardening	17:46	23:14	Cardened at 20:22 hours from 12,000 feet, late 54	***************************************
	"H" MZ-909					degs. N., long. 08 degs. 08 mins. E., dropping 2 x B230	****************
						and 2 x 6716, One MB 210 or 410 seen at 20:10 hours,	
					-		
					***************************************	lat. 54 degs. N., long. 07 degs. 43 mins. E. Did not	······
***************************************				7		attack, apparently did not see this A/C. Landed at , Carnaby.	***************************************
						Carriery	
th Oote	Halifax III	(Captain)	all Gardening		/		
******************	"J" MZ-905	01 205 S/L C.C.W. Marsh	all Gardening	1/122	22116	Scattered patches of stratms at 1500 feetle. Garden-	
	*		***************************************			ed at 2014-7 hours from 12,000 feet, 53562N 0755Rg	
						eropping 2 x B230 and 2 x G716. Parachutes opened.	
······································		***				Diverted to Tholthorpe due to weather. Good trip, done	
						according to plane	

MANNIN SOURCE

08992 F/Lt. J. E. German

OPERATIONS RECORD BOOK

APPENDIX

R.A.F. FORM 541

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

SECRET

DATE	AIRCRAFT Type & Number	CREW	Duty	***************************************	TIME	DETAILS OF SORTIE OR FLIGHT	
	1 YPE & NUMBER			UP	Down		References.
4th Octa	Halifax III	Target, all A/C:- "BERG	DY".			Bomb load for each following A/C:- 9 x 1000 lbs. & 2 x 500	(Appendix "A
		(Cambada)			15.5		Battle Order
4th Octa	Helifax III	(Captain) J19626 E/O J.L. Egger	Bombing	05:44	12:05	Clear, visibility good. Target identified visually	No. 161
	"A" NR-120					and by mathema, Bombed at 09:30 hours from 14,000 feet	attached)
				ļ		on left edge of moke as instructed by M/S. Pair concentration of bombs in T/A. Good concentration of A/C over	
t		**************************************	Market Co.	-		target. Pair trip, no trouble. Pighter cover seen.	
4th Oct.	Halifax III "C" MZ-807	(Captain) J25885 F/L D.F. McGrath	Bombi ng	05:40	12:43	· Visibility goed, Target identified visually and by markers, Bombed at 09:31 hours from 13,500 feet on A/Pa	
-							-
				-		Little undershooting, good concentration in T/A, Large explosions seen in T/A at 09:32,2 hours, large red flames.	(90)
						and smoke. Target well bombed. No trouble emocuntered. Good concentration of A/C all the way. Fighter cover	
0 ms 2 6 2*	No. of Bellinson	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 20		7 (2)	Yery good.	
4th Octo	Halifax III	(Captain) J88051 P/O G.R. Valentin	e Bombing	05:39	12:42	Clear, visibility good. Target identified visually	
	"D" LV-972					and by markers. Bombed at 09:29.5 hours from 15,000 feet	
04-04-1	• •					on left side of snoke on instructions of M/B. T/A	
	Marian Ka					partially covered in smoke on arrival. Markers well plac-	
	······································					ed and bombing concentratedon A/P. Good trip, no trouble.	3
						Good concentration over target. Fighter cover good on	-/4
						way in and out) to a series to a dark to a series.	
						250 27 27 27 10 10 11 17 17 17 17 17 17 17 17 17 17 17 17	
		*********	L Internal			*	
				200			
		THE SECOND SECOND					

DATE	AIRCRAFT	Crew	Doty	1	DME		REFERENCE
DATE	Type & Number	CREW	DOTY	Up	Down	DETAILS OF SORTIE OR FLIGHT	KEFERENCE
4th Octa	Halifax III	(Captain) N9884 F/O W.T.G. Wa	tson Bombing	05:45	12130	Olear, visibilitygood, Target identified visually	
	"E" MZ-818					and by markers. Bombed at 09:30.2 hours from 12.500	
	• •				la Sa	feet on A/P of smoke. Bombing just opened as A/C arrived.	
***************************************		-				Concentration was good, M/B gave instructions to bank	
	1 ,				-%	visually. Large explosion seen at 09:33 hours with flame.	
						and black smoke up to 10,000 feet. Smokesseen 120	***************************************
						miles from target on way home. Concentration of A/C good	
						all the way. Fighter cover very good and target very well	
			from month	1000	10100	*prenged*, * - over/ * over	
1.7		(= 10)B -				14 1.7 kg 1.3 kg 1.4 kg	
4th Oota	Halifax III	(Captain) J19459 F/O E.R. Smyt	h Bombing	05:44	12:27	Target identified visually, Bombed at 09:29 hours	
	"H" MZ-909					from 14,000 feet on A/P. M/B gave instructions to bomb	
						visually. Bombing generally very good and concentrated,	
	7					several near misses directly in front of pens. Snoke seen	
						in huge billow to 12,000 feet. Large explosion seen at	
						09:34 hours. Good effort, excellent concentration of .	
	TATELS T	ar in the section.	or the pro-	14	11.5	A/G, M/B was good,	
-		(1 2774)					
4th Oota	Halifax III	(Captain) J87692 P/O A.T. Bond	Bombing	05:47	12:37	Glear, visibility good, Target identified wisually.	
	"L" MZ-425					Bombed at 09:34.5 hours from 13,500 feet on centre of smoke	
						Mass of smoke covered target, bombing was yery good.	
		,				compentrated in A/P. M/B corrected a tendency to under-	. 40
			653			shoots Considered a "bang on" raid, no trouble and it was	
, de la constante de la consta		1				an all round good efforts	Terms et
and of motion street			(C) = ()	V-1	F		
***************************************	***************************************				1		

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

SECRET

DATE	AIRCRAFT Type & Number	CREW	Duty	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
43.0-4		(Captain)				713,10000 00 x 200 00 00 00 00 00 00 00 00 00 00 00 00	
th Oct	Halifax III	J16120 F/O N.D. Mara	Borbing	Ø :38	12:46	Glean, visibility good, Target identified visually,	
	"H" NP-944					Bombed at 09:29.4 hours from 13,000 feet on A/P, "stood	
						out like a sore thunb", Three or four sticks seen on	************
						A/P on arrivel, later good concentration seen. M/B very	
						good, large explosion seen in T/A. Markers not seen en	
	The State of the S					the right. Good consentration of A/C before and after	
			5-16-HE	6.13		target. Fighter cover very good especially over target.	
		200, 11				No Warwicks seen, good trip all around,	
	7		- 1				
4th Octa	Halifax III	(Captain) J10246 S/L E.B. Van	Slyck Bombing	05:43	12:11	Clear, target identified visually, Bombed at 09:34.2	
	"O" NP-936	A 7 4 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		34.5		hours from 12,000 feet visually on sub pen and waterfront.	
	17			1100	1	Bombs seen straddling area completely. Smoke was billow-	
14				100		ing to 500 feet, M/B was not heard. Excellent attack,	***************************************
		1 - 01 4			4 4	concentration very good.	
		ICAPTONO P					,
4th Octa	Halifax III	(Captain) J27746 F/O R.F. Bertre	m Bombing	05±24	11:59	Clear, visibility very good. Target identified	
	"Q" MZ-417					visually. Bombed at 09:31.5 hours from 12,000 feet on	
	* * ;				1000	A/P in middle of B/S. Smoke of Tel's seen. Borbed	
		24 "				visually on instructions of M/B. No bombs on A/P on	
And -			14 17.			arrival. "Good prang", commentration of A/C good in and	·····
	1	telephone of the				out. Attack seemed early. Mustangs and Mesquites seen	
\$ - ii	7.18			1		alongside on way out a feet of the contract of	
		27.87	. 1			THE A TO SERVE OF THE THE TRUSKS THE TATE OF THE TOTAL	
th Oota	Halifax III	(Captain) J27738 F/O R.A. Russel	1 Bombing	05:22	12+01	Target identified visually and with the help of the	- /- /- /-
	"S" MZ-883					M/B. Bombed at 09:30.2 hours from 15,500 feet on centre	
	7.4 4 7	recording to	4000000			of smeke, Large explosion with orange white flame rising	
8923						to 1000 feet seen at 09:31 5 hrs. Bombing concentrated.	7
Baccal Copy of		1217 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	THE COR			Red T.I. not seen. Considered an excellent raid.	

DATE	AIRCRAFT	CREW		Duty	T	IME	DETAILS OF SPRIE OF FLIGHT	REFERENCE
DATE	Type & Number			2011	UP	Down	DETAILS OF SORTE OR PLICET	REFERENCE
4th Oota	Halifax III	(Captain) R189237 F/S Saunders,	R.F.	Bombing	05:54	12:18	, Good clear visibility. Target identified visually	
	"U" MZ-448	20,145			-	1124	and by T.I. and M/B. Bombed at 09:29 hours from 13,500	
	(424 Sqdn. A/C)		****				feet on centre of A/P. Bombe lended just to port of A/P. Majority of bombing was good. N/B corrected tendency	
							to undershoot, also heard to correct overshoots. Red T.I. was appriximately in the centre of A/P's, rather	
							close to the waterline. Eighter cover good, A/C concentrated and leading seemed good.	
							Administration of a state of the state of th	
4th Octa	Helifax III	(Ceptain) J88439 P/O W.J. Parker		Bombing	05H7	12:15	Clear, visibility good. Target identified visually	
	"X" MZ-815	Louisida L.					and by red T.I. Bombed at 09:31.7 hours from 12,500	
							feet on A/P. Two large balls of flame seen at 09:32	
	2						hours as bombs went into moke. M/B, instructed A/Cite ,	
							bomb visually and said bombing was good. Smoke was	
				-			billowing up to 3,000 feet plus. A very good effort,	
		13 Santa 12 11 10	et e	Des Fa	e rin	1:21	bombing was 'excellent, concentration of 'A/C very good and'	
					2		fighter cover around throughout attack. Good trip.	
				-			No service est College my element	
Sth Oct.	Halifax III	(Captain) J29592 F/L W.C. Pierce	В	ombing	05±15	12:35	Clear, visibility good. Target identified visually.	
	"Y" MZ-910						Bombed at 09:31 6 hours from 12,000 feet on smoke, as	
	* 1.						instructed by M/S, told to watch undershoot. Bombing	
							generally good and well concentrated. Slight tendency	
							to undershoot and M/B was correcting this 1 x 1000 lbs.	
							hung up, jettisoned at 09:40 hours, 10,000 feet, 6028N	
				1			0420E, safe, A very good effort, met very good, no	
1		(a 4) n					difficulties encountered	

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APPENDIX.....

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By No. 435 (R.C.A.F.) Squadron

SECRET

DATE	AIRCRAFT	CREW	Duty		TIME		_
	Type & Number	ALCOHOL: N	DUTY	" Up	Down	DETAILS OF SORTE OR FLIGHT	REFERENCES
5th Oct.	Halifax III	(Captain) J26099 P/L P.M. Helm	Gardening	18:01	22:24	Clear of cloud, visibility excellent, Cardened at	
	"L" 108-425	5 4				20:16.3 hours and 20:20.7 hours from 12,000 feet dropping	
		<u> </u>				two mines each time, 4 x 0716, at a position 55 degra	
		Section 1			5-10 5-50-60	56 mins, 30 secs. Na, 07 degs. 55 mins, 20 secs. E.	
						Lended at Tholthorpes	*******************
5th Oota	Halifax III	(Captain) J27/38 F/O R.A. Bus	sell Gardening	17:51	22:31	Pleth Name and SAGA	
	"Q" MZ-417	patrophic .	ini za yak	1		Wishbirty good, 5/A0tha cloud, 8,000 feet top, 4,000 base, hamy, Cardened at 20:17:15 hours from 12,000	
		(mand)			-	feet, at a position 53 degs. 56 mins. 50 sees. Na., 07 Degs.	
			44		1.00	55 mins. B., dropping 2 x G716, 1 x D406 and 1 x 4114.	***************************************
	and the state of t	gen and a			***************************************	Successful trip, as planned, tactics good, Landed at Thol-	
						therpe.	
th Oote	Halifax III	(Captain) J26677 F/O R.J. Mount					
	"S" 1/2-883	assault If w. H. a. a. Moth	Tord Gardening	17.845	22:27	Visibility good, no aloud, full moon, Cardened at .	
		School of the Superi				20:15.5 hours from 12,000 feet at a position 53558 07558.	
		(686, 16)			· · · · · · · · · · · · · · · · · · ·	dropping 1 x 2632/14B, 1 x A114 and 2 x G716, H2S outs-	
						ing out intermittently. Good trip, Landed at Tholthorpe,	
th Octa	Helifex III	(Captain)					
	"T" MZ-284	127868 F/O S.V. McKel	ler Gardening	17:49	22:32	· Clear of cloud, visibility excellent, Gardened at	
						20r16-7, hours from 12,000 feet, four seconds spart, at a	7.
			······································			position 53 degs. 56 mins. 30 secs. No. 07 degs. 55 mins.	
						E., dropping 1 m At14, 1 x Dice and 2 x B230, Success-	
		· · · · · · · · · · · · · · · · · · ·				ful speration. Landed at Tholthorpe.	
				.,		the same and the s	
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11.05.0							
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						A PROPERTY OF THE PROPERTY OF	
COLUMN TO	# 757		THE REAL PROPERTY.	PARTITION OF			

DATE	AIRCRAFT	CREW	Dury		TIME		STATE OF THE STATE
	Type & Number	1	2011	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
6th Oct.	Halifax III	Target, All A/C:- "DO	PETMUND"			Bomb load for each fallowing A/C:- 10 x 500 lbs.	(Appendix "C"
pragation (1 to 1							Battle Order
		(Ceptain)				A state of the sta	No. 163,
6th Oct.	Halifax III	J26677 F/O R.J. Moun	ford Bombin	g 16±09	22:23	Clear, target identified by red-and green T.I's.	attached)
	"A" NR-120	<u> </u>			1	Bombed at 20:27.7 hours from 20,000 feet on centre of -	
						T.I's. Fewer than ususel T.I's seen. Bombing was well .	
						on them. Many dumny 2.I's seen. A.R.T. aerial shot in	
A				1.00	1	half. Quiet route but T/A very lively. Danded at	
		(30°49'7') mp				Chedburgh due to weather.	
		/a	-			The area of the property of the control of the cont	
6th Oct.	Halifax III	(Captain) J25885 F/L D.F. McGre	th Bombing	16 :44	22:16	No cloud, alight haze. Target identified by red and	1
	"B" IN-267				1	green P.I. Bombed at 20:26.5 hours from 19,000 feet on	
				1000		centre of red and green T.I. which were well concentrated.	1
		(calcase)			1 3 1	My visual check of canal, T.I. appeared to be on NP.	
					-	A/C was early on target, but on leaving, target appeared	
						to be getting well "pranged". Landed at Lavenham.	Ado
		7				and the second	1
6th Oct.	Balifax III	(Captain) J85132 P/O J.L. Smale	DEM _ Bombing	16:40	23:11	. Clear with some haze. Target identified by red Tal.	
	"D" LV-972	- 12 A		100	177	Bombed at 20:36 hours from 18,000 feet en red T.I. Mario-	
		(600 (600))				ing was good and was concentrated. Pires and a large	
-		1				orange emplosion seems Landed at Midlenhall.	
		(Captain)		-			
6th Oct.	Halifax III	J88051 P/O G.B. Valent	tine Bombing	16:00		This A/C failed to return from this operation.	1
	"G" I#-129					A Company and Section 1 months of the local value of a 100	
				1000	100	Name of the second of the seco	
		(misero)		2.00			
		Telesaria de la companya della companya della companya de la companya de la companya della compa					

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APPENDIX

RAF. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

DATE	AIRCRAFT Type & Number	CREW	DUTY		TIME		
	TPE & NUMBER		2011	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
6th Oct.	Helifax III	(Captain) J87692 P/O A.T. Bond	Bombing	16#20	22;18	No cloud, visibility good, Target identified by	
	"I" WZ-425					red and green T.I. Bombed at 20,26 hours, orbitted and	
						bombed again at 20;32 hours from 20,000 feet on concen-	6
						tration of fires, Red and green T.I. seen disappearing	
					1	in fires. Three large explosions seen at 20:30 hours.	
		Single Color			1	Fires and bombing well concentrated, good tripe Landed	·
					-stix	at Laverham,	
		(Captain)					***************************************
6th Oct.	Halifax III	J27716 F/O R.F. Bertra	n Bombing	16:03	22;26	No cloud, visibility good, some light hase. Target	
	"R" NP-949	-		6		identified by green T. L. Bombed at 20:28 hours from	
						19,000 feet on green T.I. and fires. Early in attack,	
		***************************************				bombing definitely in centre of built up area. One	
						large explosion seen with black moles. T.I's were on	
				Contrary of		time and well concentrated. Attack seemed good, concen-	
*		THE A VERY NOT				tration of bombs good, Good bomber stream, some to	***************************************
				1		starboard of target, bombing may have been scattered.	
th Oct.	Halifax III	(Captain) J17866 P/L T.H. Prescot					
	"S" 1/2-003	J17000 F/L Talla Prescot	tt Bombing	16:12	22:13	No cloud, visibility good, Target identified by	
						red and green T.I. Bombed at 20:20,5 hours from 18,700	
Brack of Land		A STATE OF THE STA	7 7 7		*************************	feet on consentration of red and green ?. I. which were	
-						well concentrated, .Two large explosions seen at 20:27	
						hours lasting 10 seconds with flames rising approximately.	
		7				2,000 feet, By visual check of built area, fires and	
						bombing appeared to be in T/A. Landed at Lavenham.	
*		The state of the s					
	72	• •					

	AIRCRAFT		Dury	Ty	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCE
DATE	Type & Number	Crew	DOTY	Up	Down	Drinto of our	1
6th Oct.	Helifax III	(Captain) J16126 F/O D.F. Guy	Bombing	16:32	22:06		
	"C" MZ-807			100 8100		Clear, good visibility, no haze. Target identified	
						by red and green T.I. Bombed at 20:32.0 hours from	
						17,000 feet on centre of main concentration of T.I. T.I.	
					/	may have been late, only one red T.I. down at first, then	
			-			green and red T.I. and fires more seen. Most of the	
			0.00	/	11/201	bombs seemed consentrated on the T.I. Good concentration	
	-2					on way in, no congestion. "Good prang". Landed at	
A		(Quarter)				Levenhama Co	
						A COURT	
		(Captain)	Bombing	16:31	22:20	No cloud, slight hase. Target identified by red	
oth Oct.	Halifax III "E" ME-818	J16120 P/O N.D. Mare				and green T.I. Bombed at 20:32.4 hours from 17,000	
						feet on centre of red and green T.I. which were well	
					1	concentrated. Large fires seen around T.I. One large	
			***************************************	1.83		explosion seen at 20:32 bours lasting 3 seconds. No.	
					EB.	congestion over target, if:PFF accurate it should be a	
					100	successful reid. Landed at Lawenham.	
		Comments		-			
6th Oct.	Halifax III	(Ceptain) J27738 F/O R.A. Russe	ell Bombing	16:21	22:11	No cloud, visibility good, Target identified by	
th Cots	"J" MZ-905	J2/120 E/V Rane Diame		- Indiana		green T.I. Bombed at 20:29.4 hours from 18,000 feet	
			***************************************			on centre of green T.I. which was concentrated on built	
						up area by visual check. One large explosion seen at	
	, p					20:28 hours. Pires were all around green T.I. No	
						congestion over target, should be successful raid.	
		Action of Carta Action				Landed at Lavenham,	
		To all the same of		· · · · · · · · · · · · · · · · · · ·			
				-			4-51-51

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APPENDIX

RAF. FORM 541

DETAIL OF WORK CARRIED OUT
By Mo. 433 (R.C.A.F.) Squadron

SECRET

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(*12761-9511) Wt. sses9-1124 70M 8/43 T.S. 780 (*13799-9511) Wt. 44067-3384 150M 1/44 T.S. 780 FOR THE MONTH OF October, 19 44 TIME AIRCRAFT Type & Number DUTY DETAILS OF SORTIE OR FLIGHT Up Down REFERENCES. Halifax III (Captain)
J26783 F/O J. Burch Bombing 6th Oct. 16:24 22:17 No cloud, visibility good, slight hase. Target . "K" IN-941 identified by red and green T.I. going down, bursting at 4,000 feet. Bombed at 20:25.2 hours from 17,000 feet on centre of come of T.I. A/C was early, bombs seemed on target. T.I. was on time and concentrated. Large gas fire with black smoke seen. Seemed good at this stage, moncentration good, no congestion. Landed at Lavenham. Halifax III (Captain)
Halifax III J10246 S/L E.B. Van Slyck Bombing 6th Oct. 16:05 21:59 No cloud, visibility good, Target identified by "N" MZ-857 green and red T.I. Bombed at 20:31 hours from 18,500 feet on starboard of A/P, 2 miles, Only one red T.I. seen, green well concentrated with fires around them. One large explosion near green T.I. seen at 20:30 hours. No congestion at target, if T.I. accurate should be a successful raid. A/C was attacked by fighter as it was making bombing rum. Landed at Levenham. (Captain)
J2864.7 F/O T.J. Kelly Bombing 6th Oct. Halifax III 16:11 22:27 Bombed at 20:31 hours from 18,000 feet, Over the target the B/A was indured when the nose of the A/C was blown off, believed by friendly incendiaries. At the name time a JUSS came in and fired. M/U returned fire. Bombing appeared concentrated and fires were going.

	AIRCRAFT	CREW	Duty	1	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCE
DATE	Type & Number	CREW	DOIY	UP	Down	See the second s	
6th Oct.	Halifax III	(Captain) J86735 F/O R.A. Forbes	Bombing	16:24	22 135	No aloud, slight base. Target identified by ged and	,
	"V" NP-948					green T.I. Bombed at 20:29.5 hours from 20,000 feet	
						on red T.I. By visual check red T.I. appeared to be	
						near A/P. Fires covered area of 2 square miles. Should	
						be a very successful raid. Landed at Lavenham.	
th Oct.	Halifax III	(Captain) J26784 F/O J.D.R. Nixon	n Bombing	16:26	22:25	No cloud, patchy, visibility good, hazy. Target	
	"W" I#-122	sowet sie der				identified by red T.I. Bombed at 20:25.2 hours from	
		7.500				19,000 feet slightly to starboard of red T.I. concen-	
			***************************************			tration. No green T.I. seen at first, came down later.	
	······					Red T.I. on target. Few fires and bombs seen bursting.	
						Seemed a good attack, concentration good to target,	
						no confusion over target. Landed at Levenham.	

6th Oct.	Halifax III	(Captain) J27868 P/O S.V. McKell	ar Bombing	16:29	22:22	Patchy cloud, visibility goods Made orbit to	
	"P" NP-937	SETONO AZ S MATA ARMAN				identify target, yellow and red T.I. seen on 2nd run-	
•						Bombed ato 20:32.5 hours from 17,000 feet on cone of red	
	***************************************	- Carrier	Ť.			T.I. T.I. seemed about five minutes late but were well	
	***************************************					cencentrated when they appeared. Much smoke seen on bomb-	
			/	T		ing run with good fires and explosions, one til explosion	
***	***************************************			١,٠	-	with black smoke to 8,000 feet. Three holes on top of	
	***************************************				1	main plane in the centre. No congestion over target,	
	***************************************	***************************************				"good do". Lane as Loverham.	
			***************************************	1		22 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
6th Oct.	Halifax III	(Captain) R155131 F/S Jensen, W.	- Bombing	16:07	20:15	NC returned early with starboard outer engine U/S.	
	"0" NP-936	Ribbiot P/S Jensen, 1.		1		Jettisoned, safe, 4 x 500 lbs. 5405N 0140E, 19:20 hours,	
						3500 feet.	

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RAF. FORM 541

DETAIL OF WORK CARRIED OUT

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

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(*13761-9511) Wt. 23629-1124 70H 8/43 T.S. 788 (*13799-9511) Wt. 44057-3384 130H 1/44 T.S. 788 FOR THE MONTH OF October. 19 44 AIRCRAFT Type & Number TIME DETAILS OF SORTIE OR FLIGHT Up Down Halifax III (Captain) J29592 F/L W. G. Pier 6th Oct. Bombing 16 \$13 22 238 No cloud, visibility good, slight industrial haze, "Y" MZ-910 Target identified by red and green T.I. concentration. Bombed at 20:30.6 hours from 17,000 feet on centre of all T.I. A few large explosions with black smoke to 5,000 feet seen. Moderate concentration of T.I. over large area and bombs were in this concentration, seemed good. Effective attack, concentration good, no congestion over target, Landed at Lavenham. (Captain)
J26324 F/L O.L. Orendorff Bombing 16:11 22:12 Bomb load for each of the two following A/C:- 10 x 500 lbs. 6th Oct. Halifax III "0" MZ-417 Clear, slight haze, visibility goods Target identified by red and green T.I. Bombed at 20:29.5 hours from 20,000 feet on concentration of red and green T.I. Excellent concentration of T.I's. Large explosion seen in the T/A at 20:26 hours. Incendiary fires burning in good concentration and whole target seemed well bombed. Considered a very good effort, no difficulty experienced, PFF seemed late but marking was excellent. Diverted to Lavenham. (Captain) J19459 F/O E.R. Smyth Halifax III Nil cloud. Target identified by red and green T.I. 16:08 22:10 "H" MZ-909 Bombed at 20:32 hours from 19,000 feet on centre of two green T.I. Many red and green T.I. to starboard, east and south of target, Green T.I. quite concentrated. Many fires and a very large explosion seen at 20:35 hours. Many red flares dropped over bomber stream as route through France and Germany. No difficulties, 1 x 500 lbs. hung up, taken off at diversion of Lavenham. A really good attack

DATE	AIRCRAFT	CREW	Duty		IME	- DETAILS OF SORTIE OR FLIGHT	REFERENCES.
DAIR	Type & Number			UP	Down	100 (100 (100 (100 (100 (100 (100 (100	
9th Oct.	Halifax III	Target, all A/C:- "BD	CHUM"			Bomb load for each A/C:- 16 x 500 lbs.	(Appendix "D",
		1000 1000					Battle Order
9th Oct.	Halifax III	(Captain) J19526 F/O J.L. Egger	Bombing	16:56	23:06	5/10ths strate ou., visibility good. Target identi-	No. 164,
	"A" NR-120		74.74	100	- A.T.	fied by red T.I. Bombed at 20:33 hours from 18,000 feet	attabhed)
-	*.					on red T.I. which were scattered. I.B. scattered over	
			TEMPORE I	101.6	1000	two miles square. One large explosion seen at 20:33 hours	
		(0001871)				No congestion, believed to be a good raid.	
						The state of the s	
9th Oct.	Halifax III	(Captain) J25885 F/L D.F. McGra	th Rombing	17:02	23:41	3/10ths strato ou., visibility good. Target identi-	
yen occ.	"C" MZ-807	J23003 F/L Dere Most	DAME DOMESTIC			fied by red T.I. Bombed at 20:37.8 hours from 18,000 .	
				- 25.2	-	feet between two salvos of red T.I. Few fires seen.	
						String of 1 - 13 T.I's scattered over two square miles.	
	***************************************				ļ	Raid appeared to be well concentrated.	
	······						
		(Captain) J25839 F/O A.P. Heath	oote Rombing	17:00	23:25	7/10ths strato oo, tops 12,000 feet, visibility good	
9th Oct	"F" NP-992	323037 170 2010		- intrinsion	- minimum	Target identified by flares, red and yellow stars and	
		Conference of the conference o		-		red T.I. Bombed at 20:36.8 hours from 19,000 feet on	
						glare of red T.I. Target obscured by cloud, hard to	-
**************************************		-		1 1 1 1 1		assess results. Should be a successful raid.	
		1 1				The state of the s	100
	H TTT	(Captain) J26064 F/L C.A. apple		47.001	22 44	7/10ths cloud, 5,000 feet. Target identified by red	
9th Oct.	Halifax III "B" LV-967	J26064 F/L C.A. apple	ton Bombing	1.7:00	22304	Tel's Bombed at 20:32.5 hours from 18,000 feet on	
	2 21-301					Centre of red T.I's and large explosion, orange colour	
						with black snoke. Some bombs were overshooting T.I's,	-
	BON (85-05)	 				others going into red T.I's, Good tactics, concentration	
				-		of bomber stream very good.	-
						of tomber serem very goods	

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APPENDIX.....

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

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(*12761-9511) WL 22209-1134 70M 8/43 T.S. 768 (*13799-9511) WL 44067-3384 150M 1/44 T.S. 768 FOR THE MONTH OF October, 1944 REFERENCES. AIRCRAFT Type & Number DETAILS OF SORTIE OR FLIGHT CREW DUTY Up Down (Captain) 9th Oct. Halifax III J85132 P/G J.L. Smele DEM Bembing 17201 23:09 9/10ths thin aloud, tops 4,000 to 5,000 feet. Target "L" MZ_425 identified by red T.I's. Bombed at 20:34 hours from 20,000 feet on centre of red T.I's. Sky markers went down first and first ground markers seen were five minutes after bombing. One explosion seen with flames shooting up. Sky markers were concentrated. Cloud prevented assessment of (Ceptain) J26783 F/O J. Burch 16:47 23:28 7/10ths strato oue, visibility fair. Target identi-9th Oct. Halifax III fied by red flares, yellow stars and red T.I. Bombed at "S" MX_883 20:35.1 hours from 19,000 feet on red T.I. Red T.I. was concentrated and incendiaries scattered. If first red T.I. was accurate it should be a successful raid. (Omptein), 10246 S/L B.B. Van Slyck Bombing 16:46 25:04 10/10ths clouds, 7 - 5,000 feet tops. Target identi-Halifax III "N" MZ-857 fied by red sky markers. Bombed at 20:38.9 hours from 18,200 feet on centre of red sky markers. Sky markers spread out in a line. Five or six explosions seen through cloud, seemed scattered. Bombing seemed undershot, first sky marker definitely an undershoot. . (Captain)
J48146 F/L W.H. Miller Bombing A/C returned early with starboard outer engine U/S. Halifax III 16:57 20:10 Jettiaoned bomb load, safe, 5413N 0130B, 19:19 hours, "0" NP-936 5,000 feet.

DATE Oth Octa	AIRCRAFT TYPE & NUMBER Halifax III "P" NP-937 Halifax III "Q" ME-417	(Captain) J27868 F/O S.V. MoDe	Dury llar Bombing	Ur 16:50	Down 23:17	DETAILS OF SORTHE OR FLIGHT 6/10ths strato cu., tops 15,000 feet, visibility good. Target identified by red T.I. Bombed at 20:37 hours from 19,000 feet on red T.I. Red T.I. was scattered. Few fires but some strings of I.B. seen. No congestion over	
	"P" NP-937	J27868 7/O SaVa Mota	Diar Bombing	16:50	23:17	Target identified by red T.I. Bombed at 20:37 hours from 19,000 feet on red T.I. Red T.I. was scattered. Fow fires but some strings of I.B. seen. No congestion over	
9th Octa	Halifax III	(Captain)		22-13		19,000 feet on red 7.I. Red 7.I. was scattered. Pow fires but some strings of I.B. seen. No congestion over	
9th Octs		(Captain)				fires but some strings of I.B. seen. No congestion over	
9th Oct.		(Captain)		124.114			
9th Octa		(Captain)					
9th Octa		(Coptain)		55.0		target, good route.	
9th Oct.		(Ceptain)	***************************************	(*	
yth Oct.			Bombing	16:49	23113	9/10ths thin cloud. Target identified by fires and	
						red T.I's. Bombed at 20:35 hours from 20,000 feet on	
	V 2311	3,953				red T-I's and on black smoke rising from fires. Three	·
				on altigo		medium fires seen in a triangular shape on port side,	A
				7	100	blue smoke billowing up. Sky markers seen going in T/A,	*****
						some fell short. Should be a good "preng".	
	Halifax III	(Captain) J27738 F/O R.A. Russ	all Bombing	16:45	23:03	7/10ths strato cue, tops 12,000 feet, visibility	
9th Oct.	"R" NP+949	J2/138 F/O Reas Russ	Dun			good. Target identified by red T.I. and H2S. Bombed at	
						20:35.5 hours from 18,000 feet on red T.I. Red T.I.	
						scattered, incendiaries scattered over 2 to 3 miles.	
Α		(Balleria)				One very large fire seen near red T.I. Raid appeared to	
						be scattered.	
				0.2101		1	
		(Captain)		16:43	23:18	9/10ths thin cloud, tops 5,000 to 6,000 feet. Tar-	
9th Oct.	Halifax III	J26677 F/O R.J. Moun	STIOPS BORNETING		1	get identified by sky markers and incendiaries. Bombed	
						at 20:38 hours from 19,000 feet on centre of red sky	
					***************************************	markers. Large area covered by burning incendiaries,	
		-				no large fires seen, marking was thin. Considering	
					i	weather, it looked like a good attack.	
045		/email:05					F

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R.A.F. FORM 541.

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

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	Wt. 44067—3384 250W 2/4	- Inches and the second second second	FOR 12	MONTH OF		er. 19.44	
DATE	AIRCRAFT Type & Number	Crew	Duty	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES
9th Oct.	Halifax III	(Captain) J17866 F/L T.H. Prescott	Bombing	16:542	22:57	5/10ths strato cu., visibility good. Target identi-	
***************************************	"V" NP-948					fied by red T.I., red flares and yellow stars. Bombed	
						at 20:34.5 hours from 20,000 feet on centre of red T.I.	
						Red T.I. rather scattered, no large fires seen, bombing	
						was around red T.I. 1 x 500 lbs. hung up. Raid appeared	***************************************
						to be scattered. Hongup was brought bask.	***************************************
		(Ontain)					
9th Oct.	Halifax III	J26784 F/O J.D.R. Nixon	Bombing	16;54	23:11	9/10ths cloud, tops 10,000 feet. Target identified	
	- IA-122			0.50		by sky markers. Bombed at 20:37.4 hours from 17.500	
						feet on sky markers and glare on ground. One good fire	
						on southern outskirts of city. Markers were poor, not	
						enough and scattered. Scattered bombs seem bursting in	
						T/A. Plak encountered at 20:39 hours, 17,000 feet,	
						5038N 0717E. Good tastics, bomber stream concentrated	
		<u> </u>				over T/A.	. 20
9th Oct.		(Captain)					
yea oct.	Halifax III	J29592 F/L W.C. Pierce	Bombing	16:44	23:36	10/10ths cloud. Target identified by sky markers.	
	1 22-710					Bombed at 20:35 hours from 17,500 feet on centre of sky	
					2	markers. Red glow under cloud, Pales seen falling but	
				·		were lost in cloud. Markers seemed spread out. Many	- 75
						fighter flares seen.	
		,				3 3	
						4 .	
in from the							
-							
							A PASSA

	7000			T	Гие	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
DATE	AIRCRAFT Type & Number	Crew	Dury	Up	Down	12 Sec. 1	
	***	Target, all A/C:- "DUIS	BURG"	1.	1	Bomb load, each A/C:- 7 x 1000 lbs. & 6 x 500 lbs.	(Appendim "E"
4th Oct.	Halifax III	Target, and ay		-			Battle Order
		(Captain) 19826 F/O J.L. Egger	Bombing	06±58	11:32	9/10ths aloud, 9,000 feet. Target identified visually	ly No. 166,
14th Oct.		319626 F/O J.L. Egger	Bowning	COPO	1111	Bombed at 08:52.2 hours from 20,000 feet on factory. No	attached)
	"D" LV_972					T.I's were seen, pimpointed on river and canal. Bombing	
	9 1-7.		***************************************			spread out and not concentrated.	
				-	-		
		(Captain) J29268 F/L J.H. Howes	Bombing	06:38	11:27	5/10ths cloud, 15,000 feet tops. Target identified	
4th Oct.			Bombing		1	visually and by green T.I's. Bombed at 08:49 hours from	
	"B" IN-967		***************************************	-	-	19,000 feet on centre of green T.I's. Position was	
				-	-	checked by marshalling yards, T.I. concentration good,	
			***************************************			bombing appeared undershot, some west of marshalling	
						yards, two sticks seen across Rhine river. Looked like a	
						"bang on" show.	
	A						
	Marco (construction and construction and	(Captain) 125885 F/L D.F. McGrath		06:24	11:26	Clear, target identified visually. A/C bombed	
14th Oct.	Halifax III		A Bompang	00.264		DUSSELDORF at 08:47 hours from 17,000 feet on railroad	
	"C" MZ-807	***	***************************************		-	intersection and large buildings. No other bombing seen	
				-	1	on Dusseldorf. M/B heard at 08;46 hours saying to bomb	
	***************************************	-				freehand, Plak was very heavy, encountered at Dusseldorf	
						08;47 hours, 17,000 feets	
						50	
		(Captain) 187692 P/O A.T. Bond		06 - 2E	11:48	6/10ths cloud, 6,000 feet tops. Bombed at 08:54 hou	ura
14th Oct.	Halifax III		Bombing		1. 1. 1. 2mm	from 19,000 feet on large square building. Low concentra	-
	E MZ-818		.,			ted bombing north of canal and heavis smoke seen from	
			-			built up area and west of canal on west side of Rhine.	
						1 x 1000 lbs, hung up. Bombed built up area on instructiof deputy M/B.	ons

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DETAIL OF WORK CARRIED OUT

By No. 435 (R.C.A.F.) Squadron

SECRET

(*13999511)	Wt. 44067-3384 150W 1/44	T.S. 700	FOR TH		Octob	or, 19 44	
DATE	Aircraft Type & Number	Crew	Duty	Up	TIME	'DETAILS OF SORTIE OR FLIGHT	REFERENCES
14th Oct.	Halifax III	(Captain) J86368 F/O H.G. Solomo	os Bombing	06:42	11:36	10/10ths strato ou. Target identified by bends in ,	
	"F" NP-992					Rhine River. Bombed at Q8:51.3 hours from 18,500 feet	
			et John D	10.00	1	after 5 seconds on east. shore of Rhine River in bomb sight.	***************************************
		A STATE OF THE STATE OF				No T.I's were seen. Target obscured by cloud and smoke	
				127		on arrival. M/B heard to give. "Freehand". Bombing seem-	
				-27.5	-	ed to be in 1/A.	
14th Oct.	Halifax III	(Captain) J28618 P/L G.L.D. O'Gr	adv Bombing	06±43	11 = 34	Clear, target identified visually. Bombed at 08:49.3	
	"H" MZ-909					hours from 18,000 feet on large factory with three smoke stacks. Bombing on primary was spread out, this A/C's	***************************************
				-		bombs fell across railroad track beside factory. No con-	·····
						gestion. 1 x 1000 lbs. hung up. whong up was brought	Law.
				7.5.2	10 1,27	18	
14th Oct.	Halifax III	(Captain) C1205 S/L C.C.W. March		06:37	12:18	8/10ths cloud, Target identified by H2S bearing on	
	"J" 112-905	CHANNEY THE CHEST WAS BEE	sarre Bomoruff	-	***************************************	Krefeld. Bombed at 08:49.5 hours from 18,300 feet by	
					7000	H2S, bearing. Bombing was scattered around large area.	
						One large explosion seen at 08:50 hours. Small scattered	
		Total Visit Sugar	and the second	awiteh.	1150	fires seen. Poor effort, target, obscured, by cloud, M/B	
					S VE	heard to give /prechand.	
14th Oct.	Halifax III	(Omptain)	Bombing	06:32	11:22	10/10 ths strato cus, tops 8,000 feet, visibility goods	
	"K" LV-941					Target identified by bends in the River Rhine, Embed at	
			4-2-5-5			08:43.8 hours from 18,000 feet ten seconds after bend of	
	()	100000000000000000000000000000000000000	spelienskepale			river south of Airdrome. Target obscured by cloud, bomb	- 5 2 5 8
		recommendation of the contract of			4	bursts reflecting on clouds all over city, also some on	
				6.75T		west side of Rhine. 1 x 500 lbs. hung up and brought back.	
						Early on target, good concentration of WF A/C behind.	
Washington of		a Souther Atlanta Company of the		San	SEP\$2500		A CONTRACTOR OF THE PARTY OF TH

				Ti	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCE
DATE	AIRCRAFT Type & Number	CREW	DUTY	UP	Down	· · · · · · · · · · · · · · · · · · ·	
	-	(Captain)		06:33	11:40	7/10ths cloud, target identified by bend of Rhine.	
4th Oct.	Halifax III	J85132 F/O J.L. Smale	DFM Bombing	00:22	11140	Bombed at 08:44.3 hours from 19,000 feet five seconds from	
	"L" 1/Z-425	***************************************	***************************************			Phins River. Markers seen going down after bombing, also	
		·		************	-	many bomb bursts going up in built up area. By visual	
			***************************************			check of Rhine and Rhur, bombing appeared to be on built	
		***************************************	***************************************			up area.	
			***************************************			1247 0	
					11:30	10/10ths strato cue, 10/12,000 feet, visibility good.	E
45h Oct.	Halifax III	(Captain) J26783 F/O J. Burch	Bombing	06:29	11:30	Target identified by H2S. Bombed at 08:49 hours from	
***************************************	"м" мг-419	*****************************		-		20,000 feet on H2s bearing from Krefeld. WB heard to	
***************************************		***************************************				give "Freehand" on second run in at 08 348 hours. Should	
						not be a successful raid on account of meather. 1 x 1000	
				-		lbs. hung up.	***
				************	-		
,		(Captain)		~ ~	11:54	7/10ths cloud, visibility good, Target identified	
14th Oct.	Halifax III	(Captain) J27716 P/O R.P. Ber	tran Bombing	06:23	11:24	by phine River and port area. Bombed at 08:52 hours from	1
	"I(" MZ-857	***************************************				17,000 feet visually. WB heard to give "Prechand" at	
						08.47 hours, Bombing scattered all over built up area.	
,			-	-		1 x 1000 lbs. believed to have broken through bomb doors	
				-		at a position 5352V 0134W, 11:12 hrs., 3,000 feet.	
					-	Markers were seen on other A/P.	
		********************************		-			-
14th Oct.		70-4-57		66	5 09=1	1 A/C returned early. Both airspeed indicators were	
	Halifax III	(Captain) J27868 F/O S.V. McI	Cellar Bombing	06 14	07:1	U/S, covers were left on, unable to close pilet's escape	
	"0" NP-936					hatch. Jettisoned safe, 4 x 1000 lbs., and 4 x 500 lbs.	•
		and the same of th		-	-	5429N 0138E, 08:11 hours, 4,000 feet. Remaining bombs	
				-		were brought back. Returned only.	

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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 Type & Number	Crew	Dury		TIME	P	
	TPE OF NUMBER			Up	Down	DETAILS OF SORTE OR FLIGHT	REFERENCE
14th Oct.	Palifax III	(Captain) J89320 P/0 W.T. Jens	en Bombing	06 22	11 :41	7/10ths cloud. Target identified by River Rhine.	
	"Q" MZ-417					Bombed at 08:50.5 hours from 18,200 feet visually, port	-
						of bridge. No markers were seen, M/B heard to give	***************************************
						"Prechand" at 08:48 hours. Should not be successful raid,	
		*	A 20 Lab			appeared very scattered.	
		(Captain)					
14th Oct.	Halifax III	J27738 F/O R.A. Russ	all Bombing	06:21	11:23	5/10ths strato co., tops 12,000 feet, visibility good.	***************************************
	"R" NP-949					Target identified visually and by green T.I. Bombed at	-/
						08:49 hours from 19,000 feet visually on steel mills north	*******************
						of town. M/B gave "Prechand" and A/C bombed green T.I.	***************************************
						as instructed. Cloud was obscuring target fast, bombing	
						of built up area could not be seen. No congestion.	
		(Captain)	-51			*/3	
14th Oct.	Halifax III	J28667 F/O R.H. Simps	on DFC Bombing	06:26	11:51	7/10ths cloud, target identified by River Rhine and	
	"S" MZ-883					port area. Bombed at 08:49 hours from 18,500 feet on	
						built up area south of airdrome. M/B heard at 08:46 hours	
					ing ing	gave "Prechand". Bembing was scattered, no markers seen.	
		·y	//				
14th Oot.	Halifax III	(Captain) R189237 F/S Saumlers,	R.F. Bombing	06:30	11 445	9/10ths cloud, 8,000 feet tops, Target identified	
	"T" 102-284	2/3	100000000			visually. Bombed at 08:50 hours from 18,000 feet on	
						block of factories in built up area. No T.I's seen on	
			90.00			A/P, bombed a time run from river in relation to canal	
						docks. Dock area appeared hard hit, lots of smoke from .	100000000000000000000000000000000000000
					0	there. Bombing was spread out but heavy. M/B first	
,				A		heard at 08:30 hours, instructed to bomb "Freehand"	
		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				at 08:44 hours.	
550 × 1	1.17	1.00					
					1915		

	1			Te	ME	DETAILS OF SORTIE OR FLIGHT	REFERENCE
DATE	AIRCRAFT Type & Number	Crew	Duty	Up	Down		
	Halifax III	(Captain) J26677 F/O R.J. Mount	ord Rombing	06:27	12:06	9/10ths cloud, 7,000 feet tops. Target identified	
14th Oct.	"U" NR-117	J200// F/O R.D. ID				visually. Bombed at 08:50.7 hours from 17,500 feet on	
	"0" AR-117	***************************************				built up area. No markers seen and little seen from A/P.	
						Good fire with black smoke seen on dock area. Very	
		***************************************				scattered bombing.	
				1			
		(Captain) J86735 F/O R.A. Portie	- · · pombing	06:28	11:38	7/30ths cloud, target identified by River Rhine.	
14th Oct.	Halifax III	J86735 F/O R.A. FOIUE	Bonne			Bombed at 08:49.5 hours from 17,000 feet visually on	
	"V" NP-948			- 4		marshalling yards north of target. M/B heard giving .	
						"Prechand" at 08,44 hours. T.I. seen disappearing in	
						clouds. Appeared scattered over large area.	
		(centain)	Bombing	06±31	11 =49	5/10ths aloud, 10,000 feet tops. Target identified	
14th Octa	Halifax III	(captain) J26784 F/O J.D.R. Nix	on Bontonia	1		visually. Bombed at 08;51 hours from 20,000 feet on	
	"W" LW-122		***************************************			built up area. M/B gave instructions to bomb "prechand"	
						at 08 14 hours. A/C bombed built up area just north of	
						canal docks, concentrated bombing seen in this area.	
						One fire seen across Rhine due west of MP. No congestion	n.
					-		
	***************************************	(Captain) J29592 F/L W.C. Pier	e Bombing	06:25	11:29	5/10ths strato co., tops 10,000 feet, visibility	
14th Oct.	Halifax III	J29592 F/L W.C. Plen	se Rompruk	00:27	1	good. Target identified by River Rhine, Bombed at 08:43	.2
	"Y" MZ-910				1	hours from 20,000 feet on built up area south of Airdrene	
					1	No markers seen, M/B heard to say "Prechand". Target	
						obscured by cloud, hard to assess results. Early on	
						target as PFF backer up.	
					-		
\		(3) Loo (1)		-			

MANAY POLICE

APPENDIX

RAF.

DETAIL OF WORK CARRIED OUT

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

SECRET

DATE	AIRCRAFT Type & Number	Crew	DUTY	-	DOE	DETAILS OF SORTIE OR FLIGHT	D
	TYPE & NUMBER	-		UP	Down	DETAILS OF SORTIE OR PLIGHT	Reverences.
14/15 Oct.	Halifax III	Target, all A/C:- "DI	TSBURG".			Bomb load for each following A/C:- 7 x 1000 lbs & 6 x 500	*(Appendix "F
		(centein)				3	Battle Order
14/15 Oct.	Halifax III	(Captain) J26064 F/L C.A. Apple	ton Bombing	22:56	04:27	3/10ths scattered cloud, visibility good. Target	.No. 167,
	"B" LV-967			1000		identified by red and green T.I. Bombed at 01:39.1 hours	attached)
Mary						from 20,500 feet on centre of red and green. T.I. well	
						concentrated and A/P appeared well "pranged". Glow of	
		(2017)		1		fire seen 60/75 miles away. Good raid.	
14/15 Oct.	Halifax III	(Captain) J86368 F/O H.G. Solom	os Bombing	22:54	04:31	3/10ths thin cloud, Bombed at 01:43.8 hours from	
	"F" NP-992		20 24 M		0.13	19,500 feet on centre of green T. I's which were concep-	
						trated. Many fires burning, very large fire on port side	
		S 80 S 44		- her	P. Service	of A/C. Appeared a good effort.	
		NAME OF STREET					
14/15 Oct.	Halifax III	(Captain)	r Bombing	22:432	04:33	4/10ths thin cloud, Target identified by ground and	
	"J" MZ-905				9	sky markers. Bombed at 01:41.4 hours from 21,000 feet .	
,						on centre of green T.I's. T.I's were spread out, plenty	
						of smoke on A/P, north A/P well lit up. Glow of fires	
					2 553-3	seen practically to Dutch coast.	
Ballet Free	-0.00	and the second					
14/15 Oct	Halifax III	(Captain) J85132 F/O J.L. Smale,	DFM Bombing	22 422	04:39	3/10ths cloud, visibility good, Target identified	-
	"L" MZ-425	profession of the second				by red and green T.I. Bombed at 01:41.16 hours from	
						20,000 feet on centre of red and green. Concentration	
						of T.I. good, only a few fires on A/P but the A/P was	- 548
					0	very good, Very good raid. Jettisoned safe, 5405N	
						0137E, 7500 feet, 1 x 1000 lbs.	
		Contraction Land	rummum jrð ræmmum.				
Bular I		1 1 2 5 5 6					
					***************************************	···	

DATE	AIRCRAFT	CREW	Duty	Ti	ME	DETAILS OF SORTIE OR FLIGHT	REFERENCES
	Type & Number			UP	Down	DETAILS OF SORTIE OR PLIGHT	REFERENCE
14/15 Oct.	Halifax III	(Captain) R189237 F/S R.F. San	inders Rombing	22:36	02:30	A/C returned early with starboard outer engine W/S.	
	"M" MZ-419	M.I. K. T. K. I. M. A. R. S. M. T.				Jettisoned, safe, 3 x 1000 lbs., 2 x 500 lbs., 54171 110g,	***************************************
			***************************************			01:10 hours, 6500 feet and remaining bombs were brought	
	·	-	-	-		back	
	***************************************		***************************************		***************************************		
14/15 Oct	Halifax III	(Captain) J10246 S/L B.B. Van	Slyck Bombing	22 442	04:12	3/10ths cloud, visibility good. Target identified	***************************************
	"N" MZ-857	M. I. S. P. S. S. M.				by red and green T.I. and by marshalling yards. Bombed at	***************************************
		**************************************		1		01:40.4 hours from 20,000 feet on centre of green T.I.	
						Markers checked on H2s were slightly scattered but on A/P.	***************************************
						One large explosion seen at 01:41 hours. NC early on	**************
		***************************************	***************************************		***************************************	target but A/P going well. No congestion, 1 x 1000 lbs.	2
						hing up. Hang up was brought back.	****
		(Captain)				-	
14/15 Oct.	Halifax III	J28324 F/L O.L. Oren	dorff Bombing	22:55	04:42	3/10ths thin cloud. Target identified by green and	
	W 22417		***************************************			red T.I's. Bombed at 01:41.1 hours from 19,200 feet on	
			······	 		centre of green T.I's. Green T.I's were concentrated.	
						Northern area of town well alight, own target just starting	***************************************
		***************************************		-		to burn. "Good prang".	
		(Centein)		-			
14/15 Oct.	Halifax III	(Captain) J27716 F/O R.F. Bert	ran Bombing	22;30	04:24	3/10ths scattered cloud, visibility good. Target	
	"R" NP-949					identified by red and green T.I. Bombed at 01 238,5 hours	
***			*************************************			from 20,500 feet on centre of red and green. T.I. well	
						concentrated, many small fires starting to take a good held-	
-						No congestion, if T.I. were accurate it should be a very	
						good raid.	4.4
				V	. 6	4	

WANN OUTO

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R.A.F.

DETAIL OF WORK CARRIED OUT

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

SECRET

	Amonar			T).	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE	Aircraft Type & Number	Crew	Duty	Up	Down	DETAILS OF SORTE OR PEIGHT	
4/15 Oct.	Halifax III	(Captain) J17866 F/L T.H. Prescott	t Bombing	22;32	04:18	5/10ths thin cloud, 5,000 feet tops. Target identi-	
- Automorphism - Auto	"S" 102=883		-			fied by red and green T.I's and by fires. Bombed at 01:39.5)
-			*	1		hours from 20,000 feet on centre of smoke and green T.I.	
	,		1000			Numerous fires spread over large area. Few Wangamii seen	
			130000000000000000000000000000000000000			falling above T.I's. Fires seen 100 miles away. Looked	
t ,		3-174,97				as if whole city was ablaze,	
	*				1		
14/15 Octa	Halifax III	(Captain) J88439 P/O W.J. Parker	Bombing	22:452	04:07	3/10ths cloud, visibility good, Bombed at 01:39.8	
7.200	"V" NP-948	July Pin S. S. Berner		A STATE OF THE STA		hours from 19,500 feet on centre of green T.I's. T.I's	***************************************
						well concentrated, first greens good believed scattered	
						later. Fires just starting but more seen on leaving	
2 /					100	targeg. Bombing looked good.	***************************************
T.		/ 2 / -		- 1 -1	(100,00		
14/15 Oct.	Halifax III	(Captain) J26784 F/O J.D.R. Nimon	Rombine	22 412	04:28	3/10ths scattered cloud, visibility good. Target	
- Jan 19 19 19 19 19 19 19 19 19 19 19 19 19	"W" IW-122	and the second second				identified by green and red Eligi Bombed at 01:42.3 hours	
	9					from 20,000 feet on centre of red and green T.I. T.I.	
				3 3 3 3		scattered over one square mile. Many fires around T.I.	
-						Clow of fires seem about 100 miles away, A/P also well	
The same			-		1	ablase. Congestion on way out of target.	
T. A. Control			435.435	Name of the			
D #6 c-t	Halifax III	(Captain) J2#868 F/O S.V. McKella	ar Bombing	22:47	04:30	3/10ths scattered cloud, visibility good. Target	
14/15.0ct.	"Y" MZ-910	SACTOR SACTOR MODELLE	177			identified by red and green T.I. Bombed at O1:41.5 hours .	
Addings of the						from 21,000 feet on centre of red and green T.I. T.I.	***************************************
	***************************************				9	well concentrated, fires starting to take hold. Glow of	
		2		100	35.2	fires seen 60 miles away, should be a very successful raid.	
	, Y	Congress Const				1 x 500 lbs. hung up. Berg up hangle book.	
	E 100 (1944)						
				1,31	1 5 2		
						Thomas Action in the Control of the	12.00

DATE	AIRCRAFT	Curw	DUTY	T	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
Dain	Type & Number			UP	Down	DETAILS OF SORTE OR PERMIT	NAFEKEROES.
14/15 Oct.	Halifax III	(Captain) J87692 P/O A.T. Bond	Bombing	22:40	04:35	Bomb load; 7 x 1000 lbs. & 4 x 500 lbs.	
	"E" MZ-818					Clear, visibility hazy. Target identified by green	
					4	and ged T.I's and relationship to northern target. Bombed	4
		-	-			at 01:45 hours from 20,000 feet on centre of green T.I.'s.	
		7				Good concentration of green T.I's, northern-target well	
						lit up, fires all over, ours barely started. Looked like a very good effort.	
						a very good errort.	
		.,					
14/15 Oct.	Halifax III	(captain) J28618 F/O GaLaDa O	Grady Bombing	22:59	03:42	Bomb load:- 7 x 1000 lbs. & 5 x 500 lbs	
	"н" м2-909			÷		Clear, visibility good. Target identified by red	
				1. ·		and green T.I's. Bombed at 01,42.5 hours from 19,000 feet	
	-					on centre of green T.I's. Red and green T.I's well	
						concentrated with bombing well on them. Explosion seen	
						with billowing black smoke at 01 1/1 hours. Many small	
						fires in T/A. "Bang on" effort. Landed at Downham Mar-	
/					***************************************	ket due to shortage of petrol.	
1		*	17.1				
15th oot.	Halifax III	Target, all WC:- "W	THIMSHAVEN*		25	Bomb load, each A/C:- 1 x 2000 lbs. H.C.N.I., & 11 x 500	Appendix "G
of Assertances						Clusters fused 42 Capsale C/10.	Battle Orde
	2.00			-	*****	and the same of th	No. 168
15th Oct.	Halifax III	(Captain) J19626 F/O J.L. Egge	e Rombing	17:24	22:30	Haze, visibility good, cloud to 20,000 feet, elec-	attached)
	"A" NR-120					trical storms. Target identified by red and green T.I's.	
		Tok S				Bombed at 19:51.1 hours from 19,000 feet on centre of	
		V.				all T.I. T.I. was scattered, other bombing seen to be	
						about T.I. Pires seem from second leg to sea. Diverted	
	,		The State of the S			to Bottesford due to weather. "Good prang".	
		f.	**************************************	-	7 6 1		

MANN POLICE

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R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT
By Mo. 433 (R.C.A.F.) Squadron

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(*12762-9511) Wt. 22569-1224 70H 8/43 T.S. 700 (*13799-9511) Wt. 44067-3384 150H 1/44 T.S. 700 FOR THE MONTH OF October, 19 44 AIRCRAFT Type & Number DETAILS OF SORTIE OR FLIGHT REFERENCES. Up Down (Captain) Halifax III J26064 P/L C.A. Appleton Bombing Fog and rain, visibility very poor. Target identi-15th Oct. 17:30 21:52 "B" IN-967 fied by red T.I. Bombed at 19:542 hours from 18,500 feet on red T.I. Target obscured owing to weather conditions. Swirted T Risutt 15th Oct. Halifax III J26577 F/O R.J. Mountford Bombing 17:26 22:18 Broken cloud over T/A, misty, visibility poor. "B" MZ-818 Target identified by red and green T.I. Bombed at 19:49 hours from 18,000 feet on centre of all T.I. T.I. cone on time, bombs pretty well on T.I., some scattered mmerous fires seen in area. Diverted to Catfoss due to Halifax III J86368 F/O H.G. Solomos Bombing 17:31 22:23 Target identified by glow on ground, no T.I. seen. "F" NP-992 H25 used for dropping bombs. Bombed at 19:50.3 hours from 17,500 feet on glow checked by time run on H2S. Numerous small fires around target. +T.I. all obscured, seem on T/A after bombing run. No congestion in stream or over target. One A/C over target with no light burning. Diverted to Molesworth due to weather. 15th Oct. Halifax III J26099 F/L P.H. Holmes Visibility poor. Target identified by red and green 17:33 22:21 T.I. Bombed at 19:50.2 hours from 17,000 feet on mixed "J" M2-905 green and red T.I. Many smoke fires when A/C bombed, markers were in three distinct sets quite a distance apart. No large explosions seen. Glow could be seen under alous as far away as Heligoland. Diverted to Attlebridge due to weather.

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R.A.F. FORM 541.

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

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DATE	AIRCRAFT	Crew		DUTY	-	TME	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
	Type & Number				UP	Down	DETAILS OF SURILE OR FLIGHT	AEPERENCES.
15th Oct.	Halifax III	(Captain) J26064 F/L C.A. Apple	ton	Bombing	17:30	21 252	Fog and rain, visibility very poor. Target identi-	-
	"B" LV-967					195,459	fied by red F.I. Bombed at 19:54 hours from 18,500	
	**	100					feet on red T.I. Target obscured owing to weather condi-	
			-				tions. Surerted & Resett	
15th Oct.	Halifax III	(Captain) J26677 F/O RaJ. Mount	ford	Bombing	17;26	22;18	Broken eloud over T/A, misty, visibility poor.	
	"E" MZ-818						Target identified by red and green T.I. Bombed at	
		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					19:49 hours from 18,000 feet on centre of all T.I. T.I.	
		2 2 2 2 2				55.5	cone on time, bombs pretty well on T.I., some scattered	
						2. 2.	numerous fires seen in area. Diverted to Catfoss due to	
							weather.	
								2 .
15th Oct.	Halifax III	(captain) 386368 F/O H.G. Solom	10s	Bombing	17:31	22:23	Target identified by glow on ground, no T.I. seen.	
	"F" NP-992				1 Hint		H2S used for dropping bombs. Bombed at 19:50.3 hours	-
6.5				10000	11000	17000	from 17,500 feet on glow checked by time run on H2g.	
							Mumerous small fires around target. +T.I. all obscured,	
		82:7-2-8 - garage					seen on T/A after bombing run. No congestion in stream	
							or over target, One A/C over target with no light burn-	
		a.					ing. Diverted to Molesworth due to weather	
		2						
15th Oct.	Halifax III	(Captain) J26099 F/L P.H. Holme		Bombing	17:33	22:21	Visibility poors Target identified by red and green	
	"Ј" 1/2-905	TALL SALES				E E	T.I. Bombed at 19:50.2 hours from 17,000 feet on mixed	
							green and red T.I. Many smoke fires when A/C bombed,	
					6		markers were in three distinct sets quite a distance	
		* ·					apart. No large explosions seen. Glow could be seen under ellous as far away as Heligoland. Diverted to	- 6 '
			l				Attlebridge due to weather.	p'

DATE	Aircraft Type & Number	Crew	Dury	Time			
27/16		CREW	Dury	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
15th Oct.	Halifam III	(Captain) J28667 F/O R.H. Simp	son DFC Bombing	17=30½	22:11	Wisibility very poor, much haze over target. Target	
	"L" MZ-425			19	3	identified by H2S and green T.I. Bombed at 19:54 hours	
						from 19,000 feet on centre of green T.I. Red T.I. were	
-						burning out when A/C arrived over target. Good concen-	
						tration of green T.I. around A/P. Fires could be seen	***************************************
		- 4			,	as glow through cloud 50 - 60 miles away. One explosion	
						seen about 19:55 hours to port in vicinity of T.I. markers.	***************************************
	, , , , , , , , , , , , , , , , , , , ,					No difficulties.	***************************************
				/		M	***************************************
5th oct.	Halifax III	(captain) J26783 F/O J. Burch	Bombing	17:34	21:51	Nil cloud, base 14,500 feet, visibility very poor.	
	"M" MZ-419				-14/	Target identified by red and green T.I. and flares, red	***************************************
						with yellow stars. Bombed at 19:51.2 hours from 13.500	
						feet on built up area. Ground marking very scattered.	
			***************************************			not many fires seen when A/C attacked. Diverted to	
						Carnaby due to weather.	
7						Carraby due to weather.	
5th Oet.	Halifax III	(Captain) R189237 F/S Saunders,		47.70	04 57		
Jen Omes	"N" MZ-857	R10925/ F/S Saunders	R.F. Bombing	17:32	21:57	Very thin cloud, visibility poor. Target identified	
	N 22-051					by green and red T.I. Bombed at 19:51.7 hours from	
						18,000 feet on centre of red and green T.I. which were in	
						three places but far apart in shape of a triangle but	
						in the vicinity of A/P. PFF may have been late as A/C	••••
						was almost on target before T.I's. No ground detail seen,	
						two large fires observed at east and west end of city.	
						Not much bombing when this A/C bombed. Snow encountered	
						in T/A which made visibility very poor.	

WANNING LUGG

APPENDIX

R.A.F. FORM 541

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

SECRET

PAGE No. 15

(*12761-9511) WL seesy-1124 70m 8/43 T.S. 700 (*13799-9511) WL 44067-3384 150m 1/44 T.S. 700 FOR THE MONTH OF October, 19 44 TIME DUTY DETAILS OF SORTIE OR FLIGHT REFERENCES. Up Down Halifax III (Captain) J89320 P/O W.T. J 15th Oct. Bombing 17:25 22:26 Very hazy, duff weather, T.I. only visibile. Target "O" NP-936 identified by red and green T.I. Bombed at 19:49.2 hours from 17,500 feet on one cluster of red and green T.I. T.I's sparce. Not much visibility in haze, few fires seen, Wangamui seen after WC left. Too early to assess damage to target. Congestion in stream due to poor visibility, almost two collisions. Diverted to Attlebridge due to weather. Halifax III J3484 W/C.A.J. Lewington Bombing 15th Oct. 17:27 21:56 Thin cloud, base 13,000 feet, tops 19,000 feet, "P" NP-937 visibility poor. Target identified by red T.I. Bombed at 19:52 hours from 16,500 feet on centre of about four or five red T.I. Green T.I. were dropped when this A/C bombed, 'Some bombs were short of and to port of T.I. Green T.I's were quite concentrated. About seven br eight fires were seen when A/C left T/A, giving off a yellowish black smoke. No difficulties encountered. Halifax III (Captain) 15th Oct. Bombing 17:35 22:35 . Visibility poor, haze very thick. Target identified "R" NP-949 by red T.I. Bombed at 19:51.7 hours from 19,000 feet on centre of three clusters of red T.I. Green T.I. were almost burned out when A/C arrived. Many small incendiary fires seen. Red T.I. were about 200 yards apart in three separate groups in a line at right angles to track. Results of attack could not be seen to make accurate assessment. Diverted to Ossington due to weather. severted to ossing ton

DATE	AIRCRAFT	CREW	Dury	T	IME		
	Type & Number		DUTY	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
15th Oct.	Halifax III	(Captain) J86735 F/O R.A. Fort	es Bombing	17:29	22:11		
	"V" NP-948			11:42	26511	The state of the s	
						Bombed at 19:51.4 hours from 18,500 feet on centre of	
						red T.I. markers, four separate clusters. Marking was	
					***************************************	spread out. Red T.I. were on A/P and fairly well concen-	
			***************************************			trated. Most fires observed were incendiary types which	
<u></u>		<u> </u>				gave outline of streets and city. One A/C hombed primary	
		β			***************************************	T.I. short of target. A very good trip. Diverted to	
			***************************************			Coltishall due to weather.	
15th Oct.	Halifax III	(captain) .J88439 P/O W.J. Parke	r Bombing	17:25	23:15	Clear below cloud with good visibility. Target	***************************************
	"W" LW-122	3.000	1			identified by red and green T.I. Hombed at 19:50.1 hours	
						from +7,000 feet on centre of large concentration of red	
				1 4 1		T.I. in centre of all T.I. T.I. scattered, incendiaries	***************************************
			***************************************			also scattered. Whole place well lit with flares, seemed	***************************************
		***************************************	******************************			badly scattered. Pair attack. Diverted to Coltishall	
						due to weather.	***************************************
15th Oct.	Halifax III	(Captain) J27868 F/O S.V. McKell		17:40	22:22	10/10ths cloud, tops 19,500 feet, base 10,000 feet,	
	y? "Q" MZ-417	STAND BYU S.V. MCKET	LAF Bombing				
***************************************		***************************************		-		visibility poor. Target identified by red T.I. Bombed	
						at 19:54.7 hours from 19,000 feet on centre of red T.I.	••••••
						about five clusters. Huge glow seen through cloud when A/C	•••••
						left target. Not much of attack seen. No day markers	
						used, built up area outline could be seen. Target well	
			***************************************			marked, green T.I. were concentrated on built up area.	
			-			Diverted to Attlebridge due to weather.	
1				1	-		

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DETAIL OF WORK CARRIED OUT

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

SECRET

DATE	AIRCRAFT				or Oct	ober	
DAIL	Type & Number	Crew	Duty	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
21st Oct.	Halifax III	Target, all A/C:-	"HANNOVER".			Bomb load, each A/C:- 1 x 2000 lbs. & 11 x 500 lbs.	-
	- 10° - 11	1:		****		7 2 2000 BBs, 2 11 X 500 Ibss.	(Appendix "F
21st Oct.	Halifax III	(Captain)					Battle Orde
	"A" NR-120	J19626 P/O J.T. E88	per Bombing	16:14	19=22	17 NO 15 UTS; 5415N 0040E; 8:000 feet:	No. 170.
,	- AM-120					Brought back 1 x 500 lbs. and jettisoned remainder of	attached)
						bombs 18 441 hours, 5410N 0120E, 7500 feet, safe.	
04-4		(Captain)					
21st Oct	Halifax III	(Captain) J26785 F/O J. Burch	Bombing	16:11	19:43	MC recalled at 18:00 hours, 51221 01228, 8,000 feet.	
	"E" MZ-818				1	Brought back 3 x 500 lbs. and jettisoned remaining bombs,	
				-		540% 01225, 4500 feet, 19:00 hours, safe.	
						17100 Boiles, safe.	
21st Oct.	Halifax III	(Captain) JB6368 F/O H.C. Splo	mos Bombing	16 12	19:40	1	
	"F" NP-992	70. 11.01. 20.10	Bombing	10712	17340	A/C recalled at 18:00 hours, 5121N 0126E, 8,000 feet.	
		+ .				Jettisoned, safe, 8 x 500 lbs., 19:01 hours, 540%	
	***************************************					0123E, 4500 feet, and brought back remaining bombs.	
21st Oct.	Halifax III	(Captain)			-		-
	"H" MZ-909	J28618 F/O G.L.D. 010	rady Bombing	16:13	19:38	A/C recalled at 18:04 hours, 5105H 0144E; 8,000 feets	***************************************
						Brought back 1 x 2000 lbs. 2 3 x 500 lbs., jettisoned	
			***************************************		7	remainder of bomb load, 54:10% 0122E, 17:59 hours, 8,000	·····
						feet, safe,	
		y					
21st Oct.	Halifax III	(Captain) J85132 F/O J.L. Smale	DPM Bombing	16:22	19:34	MC recalled at 48.05 have 54.05	
	"K" LV-941		A TOTAL STATE OF THE STATE OF T			A/C recalled at 18:05 hours, 51.13N 0133B, 7,000 feet.	
				***************************************		Brought back 8 x 500 lbs., and jettisoned remainder,	
E.c.	- 1					19:00 hours, 7,000 feet, 54:10N 0122E, safe,	
21st Oct.	Halifax III	Captain) 19459 F/O E.R. Smyth			-		
	"M" MZ-419	11 XESS F/O E.R. SMYth	Bombing	16:15	19:49	A/C recalled at 17:55 hours, 5144N 0054E, 8,000	
	/					feet. Brought back 3 x 500 lbs., jettisoned remainder .	
						8 43 hours, 5410N 0120E, 8,000 feet.	
							, 8

DATE	AIRCRAFT	Crew		Tr	ME		
DATE	Type & Number	CREW	DUTY	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES
21st Oct.	Halifax III	(Captain) J26099 F/L PaHa Holmes	Bombing	16:31	19:36		
	"G" LW-129					Brought back 7 x 500 lbs. and jettisoned remainder of	
						load, 5410N 0120E, 18 43.5 hours, 7500 feet, safe.	***************************************
	***************************************					1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
21st Oct.	Halifax III	(Captain) J27716 F/O R.F. Bertre	n Bombing	16:03	19:19	Recalled 17:47 hours, 5152# 0050E, 8,000 feet.	
	"N" MZ-857			T.A.T.		Jettisoned 7 x 500 lbs., safe, 18:38.5 hours, 5409N	***************************************
	- V			- ini		0122E, 8,000 feet and brought back remainder of bombs.	13

21st Oct.	Halifax III	(Captain)					
	"0" NP-936	J89320 P/O W. T. Jensen	Bombing	16:05	19:18	Recalled 17949 hours, 5152N 0048E, 7500 feet	
						Brought back 7 x 500 lbs., jettisoned remaining bombs,	***************************************
		* * * * * * * * * * * * * * * * * * * *			1	18:38.2 hours, 5409N 0223E, 6,000 feet, safe.	
		(Oaptain)					
21st Oct.	Halifax III	J27868 F/O S.V. McKell	ar Bombing	16:08	19:47	. Turned back at 18:02 hours, 5119m 0132m, 8,000 feet,	
	"P" NP-937					when recalled at 17:55 hours. Brought back 1 x 2000 lbs.	
						and 3 x 500 lbs., jettisoned remaining bombs between .	
						19:01 hours and 19:05 hours, 5420N 0120E and 5410N 0120E,	***************************************
					***************************************	8.000 feet. 14ve.	
21st Oct.	Halifax III	(Captain)	Bombing	46.04	40.04		
	"Q" 102-417	J16126 F/O D.F. CUY	Bombing	16:21	19 \$21	Turned back at 5145N 0105E, 7500 feet, 17:54 hours.	
*****	4 20411					Brought back 7 x 500 lbs. and jettisoned remaining bombs,	
						safe, 540921 0120E, 18:47 hours, 3,000 feet	••••••
***************************************		(Ometain)					
1st Oct.	Halifax III	(Captain) J29268 F/L J.H. Howes	Bombing	16:19	19:54	Turned back at 18:03 hours; 5115N 0130E; 8:000 feet.	
	"R" NP-949					Brought back 1 x 2000 lbs. and 2 x 500 lbs. and jettisoned	
				2 3	1	remaining bombs, safe, 5410N 0110E, 19:10 hours, 8,000	
*	1 1				A CO	foot.	

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APPENDIX.....



DETAIL OF WORK CARRIED OUT

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

SECRET

DATE	AIRCRAFT Type & Number	CREW	Duty		Гіме		
	TIPE OF NUMBER	MHER	Dutt	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
21st Oct.	Halifax III	(Captain) R89420 P/O R.F. Saund	ers Bombing	16:09	17:58	/C returned early with starboard inner engine U/S.	
***************************************	"S" MZ-883					Jettimoned total load, safe, 5444H 0150E, 5500 feet,	
						17:11 hours.	
					1		-
21st Oct.	Halifax III	(captain) J88439 P/O W.J. Parker	r Bombing	16:07	20:39		
	"T" MZ-284		200020	1020/	20:37	27 10 10 10 10 10 10 10 10 10 10 10 10 10	
	****					Brought back 1 x 2000 lbs. & 3 x 500 lbs., jettisoned	
***************************************		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				remaining bombs, safe, 20.07 hours, 5417H 0120R, 11,000	
				-		feet.	
		(Captain)					
21st Oct.	Halifax III	J86735 F/O R. A. Forber	Bombing	16:04	19:23	Turned back at Brodwell Bay, 8,000 feet, 17:49 bours,	
	"V" NP-948		3 - 32 - 12 -			when recalled. Brought back 1 x 2000 lbs. & 1 x 500 lbs.	
						jettisoned remaining bombs, safe, 540920 0121E, 18,44 hrs.	
					**************	8,000 feet.	2
						2,000 1666	
21st Oct.	Halifax III	(Captain) J28647 F/O T.J. Kelly				•	-
	"W" IW-122	JZD04/ F/O T.J. Kelly	Bombing	16:10	20,02	Turned back at 17:47 hours, 51591 0042E, 8,000 feet,	
			1 19			when recalled. Brought back 6 x 500 lbs., jettisoned	
	······································					remaining bombs, safe, 5415N 0150E, 7500 feet, 19:14 hrs.	1
1							
23rd Oct.	Halifax III	Target, all A/C:- "ESSI	2N"	853		Bomb load, each No 1 x 2000 lbs., 5 x 1000 lbs., &	(Appendix "I"
						6 x 500 lbs.	
							Battle Order
25ml Oct.	Halifax III	(Captain) J19459 F/O E.R. Smyth	Bombing	16:22	22:08	10.001	No. 171,
	"A" NR-120	DISTRICT PU Delle Suy MI			***************************************	10/10ths cloud, tops 12,000 feet, layered, Target	attached)
	La tabala					identified by green and red Wanganui. Bombed at 19:44.5	
						hours from 21,000 feet on centre of three red sky markers.	
						Three red and one green flare seen when bombing, flares	
						being scattered. No results seen. Navigation lights	
						seen to 0400g. gold cone over target. No difficulties,	1000 20
		The second secon				trip 0.K.	***************************************

DATE	AIRCRAFT Type & Number	CREW	Dury	Time			1
-			DOTT	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
23rd Oct.	Halifax III	(Captain) J25885 F/L D.F. McCr	ath Bombing	16:19	22:03	10/10ths cloud, tops over target about 20,500 feet	
	"C" MZ-807		- 10 - 12 × 15 / 2 / 2	-	1	cirries layer, main tops at 6,000 feet, visibility good.	***************************************
	***************************************					Target identified by green flares checked by H2s. Bomb-	
					.,		
		\	***************************************		***************************************	ed at 19:45.5 hours from 20,000 feet on five green flares	
						seem going down. Target not seem, flares seemed scatter-	
						ed, same reds in run up about two miles to port, greens	
						on other side. Cone of N/C good over target. Little	
					***********	action over target. Required corkscrew ones, photo flash	
						off over England, coast eight miles west of Nottingham.	
-		(matein)					***************************************
23rd Oct.	Halifax III	(Captain) 119884 F/O W.T.G. Wat	son Bombing	16,25	22:15	10/10ths thick cloud, tops 16/17,000 feet, visibility	
	"E" MZ-818					good. Target identified by red sky markers but were	
	***************************************		-			very feeble in colour, nombed at 19:57 hours from 20,000	
					***************************************	feet on glow under alord average 19:57 hours from 20,000	
					***************************************	feet on glow under cloud, Markers very scarce, only a	
				-		few seen and these were burned out when A/C arrived. A/C	
	pt .			-		overshot and bombed glow. Bomber stream not very concen-	***************************************
						trated.when A/C arrived.	
3rd Oct.	Halifax III	(Captain) 186368 F/O E.S. Solomo			····	*	
	"D" LV-972	700368 F/O R.S. Solomo	s Bombing	16:31	22:41	10/10ths cloud, tops 10/12,000 feet, visibility good.	
						Target identified by red and green sky markers. Bombed	-
		* *				at 19:46.8 hours from 19,500 feet on centre of three red	
						sky markers. Green sky markers went out quickly, a few	***************************************
						white sky markers seen. Red T.I. markers and green went	***************************************
						through cloud and could not be seen on ground, well,con-	
						centrated until they disappeared into cloud. A large .	
		(10) 10 10 10 10 10 10 10 10 10 10 10 10 10				glow seen through cloud, one decoy seen to starboard on	
						run up about 5 miles away. 1 x 500 lbs. hung up.	

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APPENDIX:

R.A.F. FORM 541

DETAIL OF WORK CARRIED OUT

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

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(*12761-9511) Wt. 44869-1284 70W 8/43 T.S. 708 (*13799-9511) Wt. 44867-3384 130W 1/44 T.S. 709 FOR THE MONTH OF ____October, ___1944 TIME AIRCRAFT TYPE & NUMBER DETAILS OF SORTIE OR FLIGHT REFERENCES. Up Down (Captain)
Halifax III J25839 F/O A.P. Heathcote Bombing 23rd Oct. 16:18 22:10 10/10ths cloud, tops 15,000 feet, strata ou., visibi-"G" IW-129 lity good. PFF seemed late, bombed on ETA checked by H2S and aky flares. Bombed at 19 45 hours from 19,000 feet on green flares. Few green flares seen at time of bombing. Reds seen to go down behind after bombing. No congestion over target, cone of A/C good, H2s would be more sucful if on early. Cloud height was met and some difficulty from French coast, otherwise satisfactory. (Captain) 23rd Oct. Halifax III J28618 F/O C. L.D. O'Grady Bombing 16:11 22:21 10/10ths cloud, tops 13/14,000 feet, visibility good. "H" 1/2-909 Target identified by green sky marking flares. Bombed at 19:43.2 hours from 18,500 feet on glow through cloud and seven green sky markers. Sky markers badly scattered so A/C bombed green, other A/C seen bombing in this manner also. (Captain) J26099 F/L P.H. Holmes Halifax III 23rd oct. 16:13 21:30 10/10ths cloud, tops 14/15,000 feet, visibility good, "J" 1/2-905 Target identified by red and green sky markers. Bombed at 19:45.6 hours from 18,000 feet on centre of three red sky markers. T.I's cascaded into cloud and then disappeared, five green sky markers were well to starboard. Large glow seen through cloud. A very rought trip for navigation, not a good attack. Landed at Stradishall.

DATE	AIRCRAFT	CREW	Dury	Tì	ME		1
	Type & Number		Duit	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
23rd oct.	Halifax III	(Captain) J28667 F/O R.H. Sim	son DFC Bombing	16:24	22:36	A/C bombed GIADBECK. 10/10ths cloud, tops 10,000	
	"K" LV-941				2.25	feet, visibility good. No markers were seen. Bombed at	***************************************
						19:49 hours from 21,000 feet on cloud and H2s check on	
						built up area. A/C was past target so bombed first H2S	
						position that could be procured. No results seen of .	
						bombing and no markers in vicinity. A very poor trip,	
						and a number of NC seen with navigation lights on on	
					**************	approaching Rhure	
				7 - 37			
23rd Oct.	Halifax III	(captain) J85132 F/O J.L. Small	e DFM Bambing	16:12	22:07	10/10ths cloud, tops 11 - 12,000 feet, visibility	***************************************
- ,-	"L" MZ-425					good. Target identified by green sky markers. Bombed at	*************************************
			***************************************			19:39.7 hours from 20,500 feet on centre of two scattered	
			***************************************			green sky markers. Large glow seen through cloud also in	
				***************************************		bomb sight. Not many markers when A/C bombed. PFF sky	
						marking scarce and badly scattered over a wide area. NC	***************************************
						very concentrated over target.	
						Total Committee or at largets	***************************************
23rd Oct.	Halifax III	(Captain) J26783 F/O J. Burch	Bombing	16:23	21:56	0.000	••••
- 2, 1	"M" MZ-419		2000000	10122	21:20	10/10ths cloud, tops 12/14,000 feet, visibility.	
				-		very good. Target identified by red and green sky markers.	
						Bombed at 19:45.8 hours from 20,000 feet on centre of	
			-			4/5 red sky markers. Huge explosion seen at 19:45.3 hours.	
		***************************************				No fires seen due to thick low cloud. More green than	•••••
			*************************************			red but green to starboard. Sky maskers very concentrated.	
-						Red ground markers disappeared altogether through cloud.	
				,	-	Concentration of A/C over target very good. No.	
· · · · · · · · · · · · · · · · · · ·						difficulties encountered. A/C climbed after bombing due to icing possibilities.	

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APPENDIX.....

R.A.F. FORM 541

DETAIL OF WORK CARRIED OUT

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

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(*12762-9511) Wt. 28889-1124 70W 8/43 T.S. 788 (*12799-9511) Wt. 44067-3384 150W 1/44 T.S. 789 FOR THE MONTH OF October, 1944 TIME Up Down AIRCRAFT TYPE & NUMBER DETAILS OF SORTE OR FLIGHT REFERENCES. (Captain) Halifax III J27738 F/O R.A. Bussell Bombing 16:22 21:46 23rd Oct. 10/10ths cloud up to 13,000 feet. Target identified by red T.I's seen going down about 19:44 hours. Bombed "N" MZ-857 at 19:48.5 hours from 19,500 feet on two red sky marker flares. Good glow seen below the cloud. (Ceptain) J89320 P/O W.T. Jensen 23rd Oct. Halifax III Bombing 16:15 21:36 10/10ths cloud, tops 18/19,000 feet. Target identi-"0" NP-936 fied by red and green sky markers. Bombed at 19:46.3 hours from 18,700 feet on centre of three red to one white sky marker. Very few sky markers seen. The one's this A/C bombed were quite well concentrated but green T.I. was to starboard. Due to cloud no results of attack could be seen. Landed at Stradishall. (Captain)
J27868 F/O S.V. McKellar Bombing 23rd Oct. Halifax III 16:25 22:45 10/10ths cloud, tops 12/14,000 feet. Target identi-"P" NP-937 fied by red and green Wanganui. Bombed at 19:49.4 hours from 21,000 feet on centre of four clusters of green flares going down on red. Markers scattered and T.I's dispersed. No congestion and no difficulties, front higher than briefed. Jettisoned 1 x 1000 lbs. and 1 x 500 lbs., safe, 21:07 hours from 16,000 feet, 5147N 0244E, hung up over target

DATE	AIRCRAFT	CREW	DUTY	Tr	ME	DETAILS OF SORTIE OR FLIGHT	
Date	Type & Number		2011	UP	Down	DETAILS OF SORTIE OR PLIGHT	REFERENCE
3rd Oct.	Halifax III	(Captain) J16126 F/O D.F. Cuy	Bombing	16:21	22:35	A/C bombed GLADBECK. 10/10ths cloud, tops 12,000	
	"Q" MZ-417	2				feet, visibility quite good. Bombed at 19:55 hours from	
						18,000 feet on H2S on built up area. No markers were	1.1
						seen and when passing target activity could be seen be-	-
						hind but A/C could not get back in time to bomb so A/C	
			100			bombed first H2S position that could be seen. Glow from	
						Essen seen on way home. A poor trip.	
ard Oct.	Halifax III	(Captain) J29268 F/L J.H. Howes			***************************************		
Ta oce.	"R" NP0949	J29268 F/L J.H. Howes	Bombing	16:17	22:44	Minimum Minimum Market	
	"R" NP 949		***************************************			fied by red Wanganui and green and red flares. Bombed	************
						at 19:44.9 hours from 21,000 feet on centre of three	
						red flares. Wangarui not concentrated, seemed to come	
						down singly with no grouping but within reasonable area.	
						Starboard outer engine out 20 minutes before target,	
						possibly due to predicted flak experienced north edge	
			9 1797			of Cologne. It was not necessary to feather engine, .	***************************************
						emergency revs. O.K. but no boost. Good raid but scatt-	
						ered in Essen area. A/C early but Pilot did not dog-leg	***************************************
						because of meta	
ird Oct.	Halifax III	(Captain)				2010	······································
	"T" MZ-284	J88439 P/O W.J. Parker	Bombing	16:20	22:17	10/10ths cloud, thus 15/16,000 feet, visibility	
			······································			good. Bombed at 19:45.4 hours from 29,500 feet on centre	· · · · · · · · · · · · · · · · · · ·
						of four red and white sky marking flares. Green T.I. on	
						both sides of red sky markers which A/C bombed, Glow seen through cloud which could be seen from 50/60 miles.	

						More green than red sky markers seen. Large sky markers	
-				1		burned for about five minutes. Believed to be a good attack.	

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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 Type & Number	Crew	Dury	-	ME	DETAILS OF SORTIE OR FLIGHT	REFERENCES
23rd Oct.	Halifax III	(Captain) J26677 F/O R.J. Moun	tford Bombing	UP 16:49	22:25	10/10ths strata one, tops 15,000 feet, visibility	
******	"S" 14Z-883	7		10149			
	3 82-00)					good above. Target identified by green and red Wanganui	
						down port when past target, ETA check. Bombed at 19:46.5	
						hours from 20,000 feet where burned out greens were.	
						Results not seen, Wanganui scattered and out on arrival.	-0
						Red seem later, slightly behind and alightly to port.	
. La operation						Attack seemed scattered but whole target lit up well	
						when A/C left. No congestion, good cone, good trip.	
23rd Oct.	Halifax III	(Captain) J86735 F/O R.A. Forb	es Bombing	16:14	22:04	10/10ths thick aloud, tops 10/12,000 feet, visibility	
	"V" NP-948			- 1		good, Target identified by red and green sky markers.	to a Ho
	1					Bombed at 19:48 hours from 19,500 feet on centre of three	
			s en komme	2 25 1		red sky markers. Ground marking not seen, green sky	
						markers 2 miles port. No fires seen, not enough sky	
					2. 4	markers seen. Red T.I. seen cascading when A/C bombed.	
	7					Green sky markers were to port. No trouble	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,

23rd Oct.	Halifax III	(Captain) J28647 F/O TeJ. Kelly	Bombing	16:27	22:20	10/10ths stratus cloud, 15,000 feet. Target identi-	
	'V' LW-122	AND ALL ALVANA MELLY				fied by red and green flares and H2S fix. Bombed at 19:49	
		****				hours from 19,400 feet on centre of all red and green	6
						flares. Red seen to go down as bombs away, flares seemed	
						scattered. No congestion, good tripe	
						no congestion, good trip.	
3rd Oct.	Halifax III	(Captain) J29592 F/L W.C. Piero					
	"Y" MZ-910	J29592 F/L W.C. Plero	e Bombing	16:16	22:38	10/10ths cloud, tops 10/12,000 feet, visibility good. Target identified by green and red sky markers and red T.I.	
				-			
						B ombed at 19:49.3 hours from 18,500 feet on centre of	
1		-				three green sky markers. Ground markers not seen due to cloud. Large red glow seen in sky through cloud when A/O lefts. A good trips.	

DATE	AIRCRAFT	Crew	Dury	Tr	ME	Principal Company Company Company Company Company	1
-	Type & Number			UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
24/25 Oct.	Halifax III	Target, all A/C:- "C	SLO" (Gardening)				(Appendix "J
	****	(0.1.1.)				Market 1	Battle Order
24/25 Oct.	Halifax III	(Captain) _J86735 F/O R.A. Forb	es Gardening	17:49	19:29	A/C returned early with starboard outer engine U/S	No. 172,
	"V" NP-948					due to overheating. All mines, 1 x B230, 2 x D414 and	attached)
						1 x B502, were brought back.	
		72					3
24/25 Oct.	Halifax III	(Captain) J25885 F/L D.F. McGr	ath Gardening	17:52	00:48	10/10ths low cloud, tops 8,000 feet, clear above.	
	"R" NP-949					A/C mined at 21:43 hours, from 12,000ffeet, at a position	
						5951.36N 1040.00E, dropping 4 x D414. Good trip, recep-	
						tion of Gee was poor, weak but otherwise good. Some	
			,			slight predicted flak over Oslo, about 2 mile off porta	***************************************
						1	
24/25 Oct.	Halifax III	(Captain) J29268 F/L J.H. Hower	S. Gardening	17:51	00:40	10/10ths aloud, tops 10,000 feet, clear above.	
	"M" MZ-419					A/C mined at 21:43 hours, 12,000 feet, at a position	1
						5952,36% 1040E, dropping 1 x B230, 2 x D414 and 1 x E502.	
					eviser)	Good trip and good tactics. Flak from Oalo all burst-	
					p	ing too low at 11,000 feet, scattered barrage.	
24/25 Oct.	Halifax III	(Captain) J26677 F/O R.J. Mount	ford Gardening	17:45	00:45	10/10ths strata ou. below, tops 6,000 feet, visibi-	
	"Y" MZ-910					lity good, clear above. A/C mined at 21:47 hours from	
						12,000 feet at a position 5952.3@N 1040E, dropping .	
						1 x B230, 2 x,D414 and 1 x E502. Good trip and mines	***************************************
						laid in allotted areas. Diverted to Kinloss. see combat	***************************************
			/ Lan 1			mport.	***************************************
						* * * * * * * * * * * * * * * * * * *	
		1.0000	13371-2				

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

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DATE	AIRCRAFT Type & Number	CREW	Dury		Time		
	THE STATES		2011	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
25th Oct.	Halifax III	Target, all A/C:-	"HOLBURG".			Bomb load, each A/C:- 6 x 1000 lbs. & 8 x 500 lbs.	(0
		(0-1-1-5		1	1	7.00	(Appendix
25th Oct.	Halifax III	(Captain) J19459 F/O E.R. Smp	rth Bombing	13#14	18:2	4 10400	Battle Or
	"A" NR-120					Target	No. 173,
					***************************************	identified by green flares, homed down lattice bire.	attached)
						Bombed at 15:49.3 hours from 16,000 feet en two green	
	2-					flares on instructions of M/B. Bombing seemed concentra- ted. Pighter cover on the way in and way out. Concentra-	
		* *	1000		4.5	tion of A/C over target very, good. If markers on raid	
	······································		L			ahould be good. No trouble, M/B very clear.	
						Country of the closer.	
5th Oct.	Halifax III	(Captain) J25839 F/O A.P. Heat	hoote Book	47.44			
	"G" LW-129	-	Domoing.	13:16	18113	10/10ths cloud, tops 6,000 feet, visibility good. Target identified by green flares, homed down lattice	
						line. Bombed at 15:49.8 hours from 17,000 feet on green	
						flare, on instructions of M/B. Other markers seen to fade	
						out as A/C reached R.P. Good concentration of A/C over	***************************************
				- 4	30,000	target. Trip very good, no trouble encountered. Pighter	
						seen on may in and out.	over
th Oct.		/>					
th Oct.	Halifax III	(Captain) J28618 F/O G.L.D. 0°C	cady Bombins	13:17	18#19		
-	"H" MZ-909			12.17	10719	10/10ths stratus qu., tops 6,000 to 7,000 feet,	
		re				clear above. Target identified by green flavor and Con-	
	11 76 1					Sizer, outline good. Bombed at 15:49.6 hours from 17,500	3.0
						feet, D.R. run on Gee and ETA. Green flares difficult to	
	5,000 500000				A	see, seemed fairly numerous but not seen before bombing	
						My clear, not confusing, heard early. May be scattered	
						bombing but mainly in area. Met. as briefed or better	
						A/C not congested, good concentration.	
						· · · · · · · · · · · · · · · · · · ·	

DATE	AIRCRAFT TYPE & NUMBER Halifax III "J" MZ-905	(Captain) J87692 P/O A.T. Bond	Bombing	Ur 13:15	Down 18:17		References
25th Oot.			Bombing	13:15	18:17		
	"I" NZ-905						******************
						above, winds little high. Target identified by green	
						flares checked by Gee. Bombed at 15:48.5 hours from .	
					-	18,000 feet on centre of two green flares. Flares seen	
		***************************************				with difficulty. N/B heard early and clearly, not con-	
	***************************************					fusing, instructed A/C to bomb sky markers. Markers seem-	
			or series	1741	3 14/2-	ed sparse. Good concentration over target, no congestion,	-
***************************************						good trip.	
25th Oct.	Halifax III	(Cap tain) J27868 F/O S.V. McKel	lar Booking	13:12	18120	- 10/10ths cloud, tops 9,000 feet, visibility goods	
7. 7. 7.	"K" LV-941					Homed down lattice line at 15:49.1 hours. Bombed at	
			-			15:49.1 hours from 18,500 feat by D.R. on instructions	
	-					of M/B, dropped bombs on green markers, seen going down	
	-					after leaving target. Good concentration of A/C over	
			3 - 201		7.12	target. Bombing moderately scattered. Good trip and	
***************************************						M/B helpful. Fighter cover seen on way in and out.	
25th Oct.	Halifax III	(Captain) J85132 F/O J.L. Smale	new Bombing	13:10	18:07	10/10ths cloud, tops 6,000 feet, visibility goods	10
	"L" MZ-425					Target identified by two green T.I's and homing down	
	~	**************************************				lattice line on Gee. Bombed at 15:48.7 hours from	
		***************************************				19,000 feet on centre of two green flares. If flares on	
	***************************************	***************************************				it should be a good attack. Fair trip, no trouble en-	
***************************************					2.5.0.0	oountered.	
				1			
	***************************************				171 CARRESTON (11137) MA		

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PPENDIX.....

R.A.F. FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

DATE	AIRCRAFT	Crew	Down	T	IME		
	Type & Number		Dury	Up	Down	DETAILS OF SORTE OR FLIGHT	REFERENCES
25th Oct.	Halifax III	(Captain) J89320 P/O W.T. Jens	sen Bombing	13:08	18#26	10/10ths aloud, 1000 feet, visibility good. Target	
	"0" NP-936					identified by green flares. Bombed at 15:49.6 hours	
					To the	from 16,500 feet on green flare, Bombing compentrated	
						around green flare. M/B instructed A/C to bomb markers.	
		here the	1			Other green flares seen to starboard. Fighter cover seen	
	5.0	8				on part side. Brought back 1 x 1000 lbs. Good cencen-	
2.0			······································	-	100	tration of A/C seen over target. If markers were "bang .	
					***************************************	on should be successful. No trouble.	***************************************
25th Oot.	Halifax III	(Captain) J16126 P/O D.F. Quy					***************************************
	Q MZ-417	W10120 F/V U.F. GUY	Bombing	13:11	18:26	TOTAL TOTAL TRANS TRANS TRANS TO THE PARTY OF THE PARTY O	
	3				*************	above. Target identified by flares and Gee. Booked at	
man of mountain and or						15:49.8 hours from 17,000 feet on single flare fading out.	
						Smoke trails in air. Flares poor and scarce. W/B heard	
						giving instructions. No results seen. Only fair because	-
-			***************************************			other A/C did not seem to be keeping right heading, raid	
<i>y</i>						was on area however. No difficulties.	
		(Centain)				Control Contro	19
5th Oct.	Halifax III	(Captain) J28567 F/O R.H. Simps	on DFC Bombing	13#13	18109	10/10ths stratus ou., tops 8,000 feet, visibility	
-	"8" MZ-883					good above. Target identified by green flares and Gee	
-						check and ETA check. Bombed at 15:49.7 hours from 17,500	
	-	1				feet on centre of three green flares. Cone of flares good	
						bur A/C had to be on top of flares to see. Good raid and	
		201 201 1 201 E				hit obtained on flares. Good cone of stream over target.	-
				The state of	1	No congestion, no difficulties,	
			· Santa	0		* * * * * * * * * * * * * * * * * * * *	
		CALADA C	AND THE PERSON NAMED IN	1			
	4.						
al artists			CHARLES AND A				

DATE	AIRCRAFT Type & Number	CREW	DUTY	Tr	ME	DETAILS OF SORTIE OR FLIGHT	
	TYPE & NUMBER			Up	Down	DETAILS OF SORTIE OR PLIGHT	Reference
25th Oct.	Halifax III	(Csptain) J88439 P/O W.J. Parker	Bombing	13:03	18:03	10/10ths cloud, tops 5/6,000 feet, visibility good.	
	"U" NR-117					Target identified by green flares. Bombed at 15:49.3	ď-
						hours from 18,000 feet on green flares. Three green	
						markers seem well concentrated, bombed centre. Fighter	
	·	ļ				cover seen on way out. If markers well placed it should	,
		a)				be a good "prang". Concentration of A/C over target very good.	
		223 2	in the same	10-0		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
25th Oct.	Halifax III	(Captain) J28647 F/O T.J. Kelly	Bombing	13:09	17:53	TOO A	
	"N" MZ-857					Ostend, unable to hold height or speed. Jettisoned entire	
						load, 16:12.5 hours, 9500 feet, 5126N 0240E, safe,	
						shipping checked,	
		(Captain)					
25th Oct.	Halifax III	(Captain) J86368 F/O H.G. Solomor	s Bombing	13:18	18:23	Bomb load:- 6 x 1000 2bs. & 7 x 500 1bs.	***************************************
	"F" NP-992				***************************************	10/10ths cloud, tops 7,000 feet, clear above. Target	***************************************
						identified by green sky marker and some use of Gee (H2S).	***************************************
			***************************************			Bombed at 15:58.3 hours from 16,500 feet on centre of	
					***************************************	three green flares in centre of concentration. Markers	/ -
						not seen on arrival, made orbit, and about 8 flares were	
						seen. M/B heard. Flares difficult to see in sun. Mark-	
						ers seen after bombing. 1 x 1000 lbs. hung up over target,	25.
						brought back. Flares scattered over area, winds less than	
						briefed and no medium cloud en route. Headings of bombing	
						seemed wrong and bombs seemed to drop prior to target and	
						ETA.	

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DETAIL OF WORK CARRIED OUT

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

SECRET

DATE	AIRCRAFT	Crew			TIME	toher, 19.44	
	Type & Number	CREW	Dury	UP	Dow	DETAILS OF SORTIE OR FLIGHT	References
28th Oct.	Halifax III	Target, All A/C:-	OOLOGNE"				
						Bomb load, each A/G:- 1 x 2000 lbs. & 1080 x 4 lbs. I.B.	(Appendix
28th Oct.	Halifax III	(Captain) J19459 F/O E.R. Smy	th Bombing	42.4	1 18:5		Battle Ord
	"A" NR-120		1	1211	1815	Target	No. 174,
						identified by red T.I. and north bridge on Rhine. Bombed	attached)
	***************************************					at 15:54.2 hours from 18,000 feet on centre of smoke east	***************************************
. 1			· · · · · · · · · · · · · · · · · · ·			of bridge. Smeke drifting to the east and obscuring tar-	
						get. Brownish black smoke rising 14,000 feet and fires	
	······································				-	taking very good hold. M/B weak and poor, should be	***************************************
#	*******************************	***************************************				very successful raid.	
Sth Oct.	Halifax III	(Captain)					
	"D" LV-972	(Captain) J16120 F/O N.D. Mara	Bombing	13:10	18±58	4/10ths broken cloud, visibility good. Target identi-	***************************************
	2 11-9/2					fied by red and yellow T.I. and bend in Rhine. Bombed at	
						15:54 hours from 18,500 feet on centre of red and yellow	
						T.I. By visual check T.I. appeared to be on A/P. At	
						about 15:50 hours and 1	***************************************
						about 15:59 hours one large fire was seen around A/P and	
				1	*****	getting obscured by smoke. Poor concentration, good	
***************************************		-		***************************************	***************************************	fighter, cover, A/P well "pranged", M/B heard faintly.	
th Oct.	Halifax III	(Captain) J19884 F/O W.T.G. Wat	non Books	47.00		* *	
	"E" MZ-818		ANAL ANALONE	13:09	18:23	Clear, visibility good. Target identified visually	TC - 1
******						and by red T.I. Bombed at 15:54 hours from 19,000 feet	
1		***************************************				on centre of concentration of red T.I. Target was en-	
			***************************************			veloped in smoke to 10,000 feet, M/B was weak and instruc-	
	***************************************					ted to bomb red T.I. Fires could be seen starting to	
d 20-1						take hold as A/C was leaving . PFF was good and marians	
		7 - (seemed S/B and S/W of A/P. 180 x 4 lbs. I.B. hung up	
				4		and brought back. Flak in M/U turret over target, 15:53	
						hours, 19,000 feet. Should be a good "prang", good tection	
						A Sout Cottos	

DATE	AIRCRAFT	Crew	Dury	1 , 3	Гиме	DETAILS OF SORTIE OR FLIGHT	
	Type & Number		DOIT	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
26th Oct.	Halifax III	(Captain) J25885 F/L D.F. McGr	ath Bombing	13:01	18:34	4/10ths strate cumulus, tops 6,000 feet, visibility	
	"P" NP-992					good. Target identified by red T.I. and Rhine River.	
						Bombed at 15:54 hours from 19,500 feet on red T.I. over-	-
						shot by 4 seconds. Few red T.T. seen short of A/P, which	
			***************************************			was obscured by smoke but bombing was concentrated on ita	
						Brought back 30 x 4 lb. I.B. hung up. Poor concentration	
			, e	1000	anish.	of A/C, good fighter cover, N/B not heard, by visual	***************************************
			***************************************			check should be a successful raide	
)		-				
28th Oct.	Halifax III	(Captain) J25839 F/O A.P. Heath	hoote Bombing	13:19	19:52	4/10ths strata cumulus, tops 10,000 feet, visibility	***************************************
	"G" LW-129					good, Target identified visually and by red T.I. Bombed	
			*			at 15:53.6 hours from 20,000 feet on centre of smoke and	***************************************
		1				concentration of red T.I. as instructed by M/B. T.I's	***************************************
						were "bang on" and well concentrated. Bombink good around	
				331		A/P, target area covered in smoke, M/B clear and O.K.	***************************************
						180 x 4 lbs. I.B. hung up and brought back. Should be	
					41	a good raid if markers on, good concentrations of bombing	
		4				, , , , , , , , , , , , , , , , , , , ,	
8th Oct.	Halifax III	(Captain) J28518 F/O G.L.D. 0'G	rady Bombing	13:02	18:30	. Clear, visibility good, Target identified visually	***************************************
	"H" MZ-909					and by red T.I. Bombed at 15:53.7 hours from 20,500	
			1	7		feet on centre of red T.I. T.I's were concentrated	***************************************
						around AP and bombing was very good. Incendiaries beginn-	
				100		ing to take hold. Brownish grey smoke rising 6-7,000 feet.	****************
					J = 0,5	Rather difficult to assess because of smoke. M/B not	······································
				100		heard, too weak. Looked like a good attack, concentration	her care
						not maintained, tactics O.K.	

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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 Type & Number	CREW	Dury		TIME		
	. TPE OF PUMBER		2011	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
28th Oct.	Halifax III	(Captain) J87692 P/O A.T. Bone	Bombing	13:07	19:55	Clear, visibility good. Target identified by red T.I.	
	"K" LV-941		1 / 2			and visual pinpoint of river. Bombed at 15:54 hours	
						from 21,000 feet on centre of about 4 groups of red T.I.	
0							
					1-3	Smoke and fires covering immediate T/A. Red T.I's were	
				-	-	on A/P. M/B heard. Good concentration of bombing, smoke	
					-	5-6,000 feet. 30 x 4 lbs. I.B. hung up over target and	
	***************************************			***************************************	-	brought back, Successful attack, stress good to target	
					-	and over target. No congestion, good trip.	
		(Captain)	·····				
28th Oct.	Halifax III	J85132 F/O J.L. Smal	e DFM Bombing	13:03	18:53	3/10ths broken cloud, tops 10,000 feet, clear and	***************************************
	"L" MZ-425					visibility good. Target identified visually. Bombed at	
·····						15:55 hours from 18,000 feet visually on A/P. Bombing	
				10.00	14 11 1	was well concentrated and A/P was being bombed well.	
				10.2		Smoke column seen rising 8 - 10,000 feet, A/C seen	
					- 1	jettisoning incendiaries S.E. of target 10 miles. Con-	
	-		The state of the s	27.500		centrated raid, should be a good attack. Concentration	
			***************************************			of A/C good over target, but not before or after.	
8th Cot.	Halifax III	(Captain)					*******************
	"M" MZ-419	J26783 P/O J. Burch	Bombing	13:15	18:25	-7/10ths cumulus, visibility excellent in patches,	
Western Commencer Commence	•					A/P cleap. Target identified visually, by yellow T.I.	
						and bridges and River RhineBombed at 15:53.9 hours	
	1					from 18,500 feet on yellow 7.1. A/P partly obscured by	
						smoke 6-7,000 feet. T.I. mainly burned out. M/B hard	
					Yalis I	to hear over static. No congestion over target, hed	
						difficulty in keeping briefed altitudes on route in.	
						a locate in	
		1 . All 19 HI					
	100						

DATE	AIRCRAFT Type & Number	Crew	Dury	1	тме		
	TYPE & NUMBER			Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
28th Octa	Halifax III	(Captain) J89320 P/O W.T. Jens	en Bombing	12:59	20:03	4/10ths broken cloud, visibility good. Target identi-	
	"0" NP-936					fied by north bridge over Rhine River and by anoke.	
						Bombed at 15:54.6 hours from 19,000 feet on centre of	
						smoke. Smoke rising to 15,000 feet. A/P seemed to be	
		,				well "pranged". 1080 x 4 lbs. brought back hung up.	***************************************
						Concentration of A/C strung out, should be successful-	***************************************
						raid.	
28th Oct.	Halifax III	(Captain) J27868 F/O S.V. McKell	lar Bombing	13:08	19:54	6/10ths broken cloud, visibility good. Target identi-	
	"P" NP-937					fied by red T.I., bridge and bend in Rhine River.	
			***************************************			Bombed at 15:55 hours from 19,500 feet on built up area,	
						500 yards S.E. of bridge. Smoke rising to 10,000 feet,	
	••••••••				***************************************	small fires well concentrated around A/P, taking good hold.	
						M/B not heard clearly, should be very successful raid.	
						Liver and the second of the se	
28th Oct.	Halifax III	(Captein) J16126 F/O D.F. Guy	Bombing	13:05	18:56	7/10ths broken cumulus, tops f2/13,000 feet, visibi-	
	"Q" MZ-417					lity good. Target identified visually and by red Tale	
						Bombed at 15:54-5 hours from 20,000 feet on centre of	***************************************
						red T.I. Red T.I. were on A/P in a ring. Huge column	***************************************
						of orange brown smoke rising to 10,000 feet seen on leav-	
						ing tanget. M/B too weak to hear. 210 x 4 lbs. hung up	
						and brought back, Seemed like a good "prang", Scattered	
						concentration of 🎝 C.	
				100	ing		***************************************

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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 Type & Number	CREW	Duty	1	Гіме	was bridge and	
	TYPE & NUMBER			UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
28th Oct.	Halifax III	(Captain) J28667 F/O R.H. Sim	pson DFC Bombing	13:00	18:59	3/10ths strata cumulus, tops 10,000 feet, visibility	
······································	"S" M2-883		100000000000000000000000000000000000000			good. Target identified visually. Bombed at 15:51	
					1	hours from 20,500 feet with 2 second overshoot as per	
						instructions of M/B. M/B was weak on run up. Clear over	
***************************************						target, bombed centre of smoke. Bombing was very concen-	
		,				trated and a huge column of manake rose to 10,000 feet,	
				- '		could be seen for 1 an hour after leaving target. Good	·
						concentration of bombs on A/P, should be a good attack.	
28th Oct.	Halifax III	(Captain) J88439 P/O W.J. Park	er Bombing	12:55	18#21	3/10ths broken cloud, visibility good. Target identi-	
						fied by red T.I. and river and north bridge. Bombed	
						at 15:53.7 hours from 21,000 feet on red T.I. Bombing	
						concentrated around A/P. Three large explosions seen at	T.
						15:52 hours and one at 15:57 hours. A/P obscured by smoke.	/
						Appeared to be very successful raid, concentration of NC	***************************************
						not very good.	
				11		- Jacob case in significant to a series	
28th Oot.	Halifax III	(Captain) J26677 F/O R.J. Mour	atford Bombing	12:56	17:45	Clear, 3 to 4/10ths cumulus, tops 4 to 5,000 feet,	
	"U" NR-117					visibility good. Target identified visually. Bombed	
	/*					at 15:57 hours from 18;000 feet on centre of smoke.	
						M/B instructed A/C to bomb red T.I. but none visible.	7,
						Bombing seen was very good and well concentrated, smoke	
						column rising to 10-12,000 feet, M/B dlear but reception	
						noisy. H/F encountered at target, 15:55 hours, 18,000	
9.	131000000000000000000000000000000000000					feet. Incendiaries from another A/C damaged allerons	
						and nose of A/C S/B rudder bar almost severed. Seemed	
No.		et est est	37 7500			to be "bang on" raid. Landed at Wood bridge.	
	1					At #000 Orldge	
1 2 3 1 1	A STATE OF THE PARTY OF THE PAR	THE RESIDENCE OF THE REAL PROPERTY.					

DATE	AIRCRAFT	Crew	Duty	1	IME	DETAILS OF SORTIE OR PLIGHT	REFERENCES
	Type & Number			Up	Down	DETAILS OF SORTIE OR PLICHT	REFERENCES
28th Oct.	Halifax III	(Captain) J86735 F/O R.A. Forb	es Bombing	13:04	18:28	. 4/10ths broken cumulus, tops 8 to 9,000 feet,	
	"V" 1/2-464					visibility good. Target identified visually and by red	
						T.I. Bombed at 15:52.5 hours from 18,500 feet on centre	
	***************************************		<i>p</i> 4			of red T.I. as instructed by M/B. T.I. on A/P, bomb	-
			·			bursts in good concentration around A/Pa Orange black	
			***************************************	,,		smoke seen rising to 8,000 feet. M/B was weak. Good	
						effort, target should be well bombed, tactics C.K.	
28th Oct.	Halifax III	(Captain) J28547 F/O T.J. Kelly	Bombing	13:06	18:39	6/10ths broken cloud, visibility good. Target	
	"W" LH-122		•••••			identified by smoke and bend in Rhine River. Bombed at	
			(111111)			15:57 hours from 19,000 feet onbuilt up area, one mile sho	rt
						of A/P. Column of brownish smoke seen rising to 15,000	
						feet. A/C was late on target, no markers seen. Concen-	
						tration of A/C very poor in and out of targets Appeared	
		4				to be very masuecessful raid.	
		,			111		
28th Oot.	Halifax III	(Captain) J27738 F/O R.A. Russe	11 Bombing	12:53	18136	4/10ths broken cloud, visibility good, Target	
	"Y" MZ-910					identified by red T.I., River Rhine and north bridge	4
						Bombed at 15:53.8 hours from 19,500 feet on centre of red	-
					***************************************	T.I. By visual check red T.I. appeared on A/P, which,	-
						was obsoured by smoke. No big fires seen. W/B heard	***************************************
					<u> </u>	clearly and was helpful. Smoke still seen about 50	
						miles from target.	
						Y - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	
1		- 1 4 h		-			

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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		Time		-	
	Type & Number	-	Dury	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
30th Oct.	Halifax III	Target, all A/C:-	COLOGNE".			Bomb load, each A/C:- 1 x 2000 lbs., 6 x 1000 lbs. &	(Appendix ")
						5 x 500 lbs.	Battle Orde
		(Captain)				A STATE OF THE PARTY OF THE PAR	No. 175,
30th Oct.	Halifax III	(Captain) J19459 F/O E.R. Smy	th Bombing	17:30	23:40	10/10ths cloud; tops 14/15,000 feet, cirries above	· attached)
	"A" NR-120			-	- 150	at about 20,000 feet. Target identified by red and green flares and Gee line (Rhur chain). Bombed at 21:07.9	
						hours from 21,000 feet on centre of red flares. H2S U/S.	
30th Oct.	Halifax III	(Captain)					
	"C" <u>и</u> Z-807	C858 W/C F.R. Sharp	Bombing	17:34	23:31	10/10ths cloud, below, moonlight. Target identified by red, green and white sky markers. Bombed at 21:08.9	
						hours from 20,500 feet on red T.I's. Reds were concen-	
*		* *	e seetle	-		trated and greens scattered. A/C well concentrated and	
						all bombing on the correct heading, should toomstan	
30th Oct.	Halifax III	(Captain) J19884 F/O W.T.G. Wa	Bombing	17:35	23:19		
	"E" 1/2-818		teon DFC	111.25	23119	10/10ths cloud, target identified by sky markers.	•
No.		A	***************************************	N = 1		Bombed at 21:07.5 hours from 20,000 feet on centre of red	
-			1.50	1 40	13.00	white and green sky markers. Good concentration of markers and of A/C. Landed at Foulsham.	
30th Oct.	Halifax III	(Captain) J16120 F/O N.D. Mara	Bombing	17#40	23:36	10/10ths aloud, tops 12,000 feet, bright moonlight.	
	"P" NP-992					Target identified by red, white and green sky markers.	
						Bombed at 21:09.2 hours from 19,500 feet on middle of 4	
						reds forming square. Sky markers and flashes over and in	
					0	alous Ments & + relation	
Oth Oct.	Halifax III	(Centain)					
	"G" IF-129	(Captain) J25839 F/O A.P. Heath	cote Bombing	17#27	23:15	10/10ths cloud, tops below 15,000 feet. Parget identified by all marks	
					The state of the s	fied by sky markers. Bombed at 21:08 hours from 19,000 ft. on centre of 4 green and 2 red T.I's. Bombing well concentrated on markers, results difficult to assess and the state of the sta	

DATE	AIRCRAFT	Crew	Dury	-	ME	DETAILS OF SORTIE OR FLIGHT	REFERENCE
DATE	Type & Number		20	UP	Down		
30th Octa	Helifax III	(Cap tain) J85132 F/O J.L. Small	e DFM Bombing	17:16	23:29	10/10ths cloud, tops believed up to 10,000 feet,	
	"L" MZ-425		774	100		bright moonlight. Target identified by red, white and	
	- /-					green sky markers. Bombed at 21:06.7 hours from 18,000	
		V-				feet on centre of concentration of red, white and green	
	***************************************					markers. Bombing appeared to be well concentrated. Good	***************************************
		1		7.5		concentration of A/C, defences were very slight. Biretial	·····
30th Oct.	Helifax III	(Captain) J86783 F/O J. Burch	Bombing	17123	23:29	10/10ths cloud, target identified by red, white and	**********************
AX. MA	"M" MZ-419					green flares. Bombed at 21:07.8 hours from 21,000 feet	********
						on centre of group of greens. Clow seen under cloud.	****
			Bott Tito			Marking was accurate and attack believed well concentrated	
			***************************************			Landed at Foulsham	

30th Oct.	Halfax III	(Captain) J29268 F/L J.H. Howe	s Bombing	17:42	23:18	10/10ths cloud, target identified by red, amber and	
AND AND ADDRESS OF THE PARTY OF	"N" MZ-857					green Wanganue flares. Bombed at 21:12.1 hours from	
					1	20,500 feet on centre of red flares. PFF marking and-	
		di desi • egas-	D. 46	1 100-		timing seemed very good, seemed a successful attack.	
		TE VIEW				Landed at Foulsham	
30th Oct.	Halifax III	(Captain) J89320 P/O W.T. Jens	en Bombing	17:25	23:50	10/10ths cloud below, 3 - 7/10ths above. Target	
	"O" NP-936			100		identified by red, white and green flares. Bombed at	
			e e e e e e	1000		21:11 hours from 20,300 feet on centre of all sky markers.	
			1 1/2			Large explosion seen at 21:11 hours. Sky markers well	
					ų .	concentrated, Durited & pulting	
-							Ne la gran
			10073				

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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 Type & Number	CREW	Dury	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
	TYPE & NUMBER			UP	Down		TEPERENCE!
30th Oct.	Halifax III	(Cap tain) J27868 F/O S.Y. McKellar	Bombing	17:39	23:34	10/10ths cloud, tops 12-14,000 feet. Target identi-	
	"P" NP-937					fied by markers. Bombed at 21:16 hours from 16,000 feet	
						on centre of concentration of reds and greens. Markers	
					197.1	well concentrated over T/A. Cloud obstructed all view	
	***************************************	4			1000	of ground. Slight icing in medium cloud. Markers	-
	· · · · · · · · · · · · · · · · · · ·				4	well concentrated and glow of fires was seen through	
			ti de la compania	1000	100	cloud. Diverted to Foulsham.	1
		Control of				1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	-
30th Oct.	Halifax III	(Captain) J28667 F/O R.H. Simpson	DFC Bombing	17:37	23:38	10/10ths cloud over target, tops to 8,000 feet, moon-	
	"S" 14Z-883					light, good visibility above cloud. Target identified	
						by red, white and green sky markers. Bombed at 21:11	
				11.500		hours from 19,000 feet on centre of three reds. Red mark-	
8		(66 m 19 19 19 19 19 19 19 19 19 19 19 19 19		e i hêr i		ers well concentrated. Green markers a bit scattered.	
	1 -00-		1 - 15			Navitad to forestand.	
30th Octa	Halifax III	(Captain) J88439 P/O W.J. Parker	Bombing	17:38	23:40	10/10ths cloud, tops up to 6,000 feets. Target	
	"T" 16Z-284					identified by red, white and green markers. Bombed at	
		- 3 - 7 -				21:12.1 hours from 18,500 feet on centre of red sky mark-	
		into a living or manager	177			ers. Good concentration of red markers seen, green mark-	
	i les de la company					ers were a little to porta Visibility was good above	ed a serie
Bed Town	7 7 -	1 1 1 2 2 2 10 10 10 10				cloud and the attack was considered well concentrated	
	400		Carry No. 1			and should produce good results, if the marking was	1- 50-1
						accurates swinted to amblem.	
	10 10 10 10 10 10 10 10 10 10 10 10 10 1		00 10 10 10 10 10 10 10 10 10 10 10 10 1				
Oth Oct.	Helifex III	(Ceptain) J6681 F/L L.D. Allatt	Bombing	17±28	23:42	10/10ths cloud, tops 10,000 feet. Target identified	
	"V" MZ-464	THE REPORT OF THE PARTY	y men set		2025-66	by red and green sky markers. Bombed at 21:11-4 hours	
		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				from 20,000 feet on red sky markers. Red markers were	
		and the same of the last	Santa -		4 2 3	concentrated and greens rather scattered. If markers were	Secret Section
			O	Faller		accurate then bombing must have been good. Landed at Foul-	
						the state of the s	

	AIRCRAFT	CREW	Dury	Tr	ме	DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE	Type & Number		Don	UP	Down		
30th Oct.	Halifax III	(Captain) J27738 F/O R.A. Russe	Bombing	17:43	23:50	10/10ths cloud, tops 12/14,000 feet. Target identi-	
	"W" LW-122		10000000	Anger	118	fied by sky markers. Bombed at 21:16 hours from 20,000	
						feet on centre of red sky markers of concentration of	
-				1		reds and greens. Markers dropped on time. Diverted to	
-	***************************************					Foulsham, Markers very well concentrated. Flak medium	
			4		1 /2	heavy, bursting exceptionally high, 22,000 feet.	
-						ekses to sake here.	
Oth Oct.	Halifax III	(Captain)	Bombing ston DEC	17:41	23:43	. 10/10ths cloud. Target identified by red and green	
	"Y" 12-910	1 1 1 1 1	100		- 31	flares. Bombed at 21:15.8 hours from 20,500 feet on single	
						red flare. Some glow seen under cloud. Sky markers were	
				1-	1-	in right place and good concentration of A/C over markers.	
						Landed at Foulsham.	
					- 1		
50th Oct.	Halifax III	(Captain)	Bombing	17:36	23:23	10/10ths cloud, target identified by sky markers.	
	"X" 1/2-815	#10120 F/W Data 1849				Bombed at 21:17.3 hours from 20,000 feet on single red	-
***************************************					***************************************	flare. Some bright flashes seen below cloud. Marking	
	***************************************			6 10 1	-0.4	seemed scattered, with * tresler.	
50th Oct.	Halifax III	(Captain) J28618 F/O G.L.D. 01	Grady Bombing	17:31-	23:24	10/10ths cloud, tops approximately 15,000 feets	
	"H" MZ-909	NAME OF THE OWNER		-		Target identified by markers. Bombed at 21:15 hours from	***************************************
						19,500 feet on centre of red markers. Red markers well	***************************************
	***************************************					commentrated, greens off to port slightly. Starboard	
			***************************************		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	inner engine feathered twice of own accord. Bombing	
						seemed well consentrated on markers which were also	
						concentrated well. Diverted to Foulsham.	
		(off Mallian	Later Description of the Control of				
						Lord Control of the C	5 5 kg 246 -

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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		Truce		19 <u>14</u>		
	Type & Number	(Captain)	Dury	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE	
Oth Oct.	Halifax III "J" MZ-905	J17146 F/L W.H. M	ller Bombing	17:18	23:27	10/10ths strata cumulus, 12-15,000 feet, visibility		
	-3- 12-905				1-1-0-	good above. Target identified by red, green and white		
						flares. Bombed at 21:08.5 hours from 18,500 feet on		
						green and red flares. Bombed between red and green alv		
The contract of the	***************************************					markers, greens were port of reds and reds seemed scatter-		
-				-		ed. Only one white flare seen. Glow of explosions seen	******************	
***						on cloud at 21:10 hours lasting for 4 seconds. Raid	***************************************	
						should be O.K. if markers were on. Concentration of A/C		
			***************************************			good, no difficulty. Landed at Debach.	***************************************	
		***************************************		-				
	, , , , , , , , , , , , , , , , , , ,	***************************************		-		Jo Agambling 4	10	
, 1				-		(A. J. Lewington) Wing Commander,		
			***************************************	-		Officer Commanding		
	, , , , , , , , , , , , , , , , , , ,		A	-		No. 433 (R.C.A.F.) Squadron.		
		1 20	/ / /	-				
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		50. EN		7			·	
			200				10/2/20	
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		Sandan day		Was a second	of white first			
Alto Food	Company and extra	Charles and the					100000	