

OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 3

(11281-224) W.L. 2242-114; P.W. 413; E.S. 788
(11289-221) W.L. 2242-114; P.W. 414; E.S. 788

FOR THE MONTH OF October, 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
4th Oct.	Halifax III "V" NP-948	(Captain) J86735 P/O R.A. Forbes	Bombing	05:42	12:12	Bomb load: 7 x 1000 lbs. & 4 x 500 lbs. Clear, visibility good. Target identified visually and beyond F.I. and M/B. Bombed at 09:23 hours from 15,000 feet on A/P. M/B said to bomb visually. Four 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. Only one undershoot seen. Considered a very good attack, concentration of A/C excellent and M/B was clear. Tactics were "bang on".	
5th Oct.	Halifax III	Target, all A/C:- "HELIKOLAND" (Gardening - Rosemary Area)					(Appendix "B", Battle Order
5th Oct.	Halifax III "K" LV-944	(Captain) J19826 P/O J.J. Egger	Gardening	17:56	22:20	Visibility good, 2/10ths cloud 1500 feet. Mined at 20:18 hours from 12,000 feet, at a position 5400N 0808E, dropping 1 x F632/4B, 1 x A114 and 2 x B230. Parachutes seen to open. Good trip, accurate navigation, Landed at Tholtharpe.	No. 162 (attached)
5th Oct.	Halifax III "B" LV-967	(Captain) J26064 P/L C.A. Appleton	Gardening	17:56	22:30	Clear of cloud, visibility excellent. Gardened at 20:17 hours from 12,000 feet at a position 5400N 0808E, dropping 1 x D406, 2 x G716 and 1 x B230. Successful operation. Landed at Tholtharpe.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
5th Oct.	Halifax III "C" ME-807	(Captain) J25885 F/L D.F. McGrath	Swimming	18:00	22:18	Visibility good, no cloud. Gardened at 20:18 hours from 12,000 feet at a position 5400N 0805E, dropping 1 x F632/448, 1 x M14 and 2 x B230. All parachutes opened. E/A encountered at 20:20 hours, 5400N 0802E, 10,000 feet, corked to port and lost side of A/C. No damage. Landed at Tholthorpe.	
5th Oct.	Halifax III "M" ME-944	(Captain) J25886 F/O W.T.G. Watson	Gardening	18:05	23:02	Gardened at 20:20 hours from 12,000 feet, lat. 54 degs N, lon. 08 degs. 10 mins. E, (Garden), dropping 1 x D406, 2 x G716 and 1 x B230. A/C attacked by JU 188 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 "H" ME-909	(Captain) J26783 F/O J. Burch	Gardening	17:46	23:14	Gardened at 20:22 hours from 12,000 feet, lat. 54 degs N, lon. 08 degs. 08 mins. E, dropping 2 x B230 and 2 x G716. One ME 210 or 410 seen at 20:10 hours, lat. 54 degs N, lon. 07 degs. 43 mins. E. Did not attack, apparently did not see this A/C. Landed at Carnaby.	
5th Oct.	Halifax III "J" ME-905	(Captain) J205 S/L C.C.W. Marshall	Gardening	17:53	22:16	Scattered patches of stratus at 1500 feet. Gardened at 20:14.7 hours from 12,000 feet, 5356N 0755E, dropping 2 x B230 and 2 x G716. Parachutes opened. Diverted to Tholthorpe due to weather. Good trip, done according to plan.	

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OPERATIONS RECORD BOOK

APPENDIX

R.A.F.
Form 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 1

(11791-2811) W/L 2222-2224 708 814 U.S. 700
 (11792-2811) W/L 2225-2228 1208 1314 U.S. 700

FOR THE MONTH OF October, 19 44

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
4th Oct.	Halifax III	Target, all A/C:- "BERGEN".				Bomb load for each following A/C:- 9 x 1000 lbs. & 2 x 500 lbs. (Appendix "A"	Battle Order
4th Oct.	Halifax III "A" NR-120	(Captain) 349626 P/O J.L. Egger	Bombing	05:44	12:05	Clear, visibility good. Target identified visually and by markers. Bombed at 09:30 hours from 14,000 feet on left edge of smoke as instructed by M/B. Fair concentration of bombs in T/A. Good concentration of A/C over target. Fair trip, no trouble. Fighter cover seen.	Now 161 attached)
4th Oct.	Halifax III "C" ME-807	(Captain) 325885 P/O D.F. McGrath	Bombing	05:40	12:43	Visibility good. Target identified visually and by markers. Bombed at 09:31 hours from 13,500 feet on A/P. Little undershooting, good concentration in T/A. Large explosions seen in T/A at 09:32.2 hours, large red flames and smoke. Target well bombed. No trouble encountered. Good concentration of A/C all the way. Fighter cover very good.	
4th Oct.	Halifax III "D" LV-972	(Captain) 388051 P/O G.E. Valentine	Bombing	05:39	12:42	Clear, visibility good. Target identified visually and by markers. Bombed at 09:29.5 hours from 13,000 feet on left side of smoke on instructions of M/B. T/A partially covered in smoke on arrival. Markers well placed and bombing concentrated on A/P. Good trip, no trouble. Good concentration over target. Fighter cover good on way in and out.	

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
4th Oct.	Halifax III "H" ME-818	(Captain) 719884 P/O W.T.G. Watson	Bombing	05:45	12:30	Clear, visibility good. Target identified visually and by markers. Bombed at 09:30.2 hours from 12,500 feet on A/P of smoke. Bombing just opened as A/G arrived. Concentration was good. M/B gave instructions to bomb visually. Large explosion seen at 09:33 hours with flame and black smoke up to 10,000 feet. Smoke seen 120 miles from target on way home. Concentration of A/G good all the way. Fighter cover very good and target very well "pranged".	
4th Oct.	Halifax III "H" ME-909	(Captain) 719459 P/O E.R. Smyth	Bombing	05:44	12:27	Target identified visually. Bombed at 09:29 hours from 14,000 feet on A/P. M/B gave instructions to bomb visually. Bombing generally very good and concentrated, several near misses directly in front of pens. Smoke seen in huge billow to 12,000 feet. Large explosion seen at 09:31 hours. Good effort, excellent concentration of A/G. M/B was good.	
4th Oct.	Halifax III "L" ME-425	(Captain) 757692 P/O A.T. Bond	Bombing	05:47	12:37	Clear, visibility good. Target identified visually. Bombed at 09:31.5 hours from 13,500 feet on centre of smoke. Mass of smoke covered target, bombing was very good, concentrated in A/P. M/B corrected a tendency to under-shoot. Considered a "bang on" raid, no trouble and it was an all round good effort.	

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OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 2

*1278-2211 Wt. 4280-212 10x 8 1/2 T.S. 700
*1279-2211 Wt. 4280-212 10x 8 1/2 T.S. 700

FOR THE MONTH OF October, 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
4th Oct.	Halifax III "M" NP-944	(Captain) J16120 P/O H.D. Mara	Bombing	05:38	12:46	Clear, visibility good. Target identified visually. Bombed at 09:29.4 hours from 13,000 feet on A/P, "stood out like a sore thumb". Three or four sticks seen on A/P on arrival, later good concentration seen. M/S very good, large explosion seen in T/A. Markers not seen on the right. Good concentration of A/C before and after target. Fighter cover very good especially over target. No Warwick seen, good trip all around.	
4th Oct.	Halifax III "O" NP-936	(Captain) J10246 S/L. H.B. Van Slyck	Bombing	05:43	12:11	Clear, target identified visually. Bombed at 09:31.2 hours from 12,000 feet visually on sub pen and waterfront. Bombs seen straddling area completely. Smoke was billowing to 500 feet. M/S was not heard. Excellent attack, concentration very good.	
4th Oct.	Halifax III "Q" ME-417	(Captain) J27746 P/O R.F. Bertran	Bombing	05:24	11:59	Clear, visibility very good. Target identified visually. Bombed at 09:31.5 hours from 12,000 feet on A/P in middle of R/S. Smoke of T.I.'s seen. Bombed visually on instructions of M/S. No bombs on A/P on arrival. "Good prang", concentration of A/C good in and out. Attack seemed early. Mustangs and Mesquitos seen alongside on way out.	
4th Oct.	Halifax III "S" ME-883	(Captain) J27738 P/O R.A. Russell	Bombing	05:22	12:01	Target identified visually and with the help of the M/S. Bombed at 09:30.2 hours from 12,500 feet on centre of smoke. Large explosion with orange white flame rising to 1000 feet seen at 09:31.5 hrs. Bombing concentrated. Red T.I. not seen. Considered an excellent raid.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OF FLIGHT	REFERENCES
				UP	DOWN		
4th Oct.	Halifax III "U" NZ-418 (424 Sqdn. A/C)	(Captain) R189237 F/S Saunders, R.F.	Bombing	05:54	12:18	Good clear visibility. Target identified visually and by T.I. and M/B. Bombed at 09:29 hours from 13,500 feet on centre of A/P. Bombs landed just to port of A/P. Majority of bombing was good. M/B corrected tendency to undershoot, also heard to correct overshoots. Red T.I. was approximately in the centre of A/P's, rather close to the waterline. Fighter cover good. A/U concentrated and landing seemed good.	
4th Oct.	Halifax III "X" NZ-815	(Captain) 388339 P/O W.J. Parker	Bombing	05:17	12:15	Clear, visibility good. Target identified visually 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 hours as bombs went into smoke. M/B instructed A/C's to bomb visually and said bombing was good. Smoke was billowing up to 5,000 feet plus. A very good effort, bombing was excellent, concentration of A/U very good and fighter cover around throughout attack. Good trip.	
4th Oct.	Halifax III "Y" NZ-910	(Captain) 329592 P/L W.C. Pierce	Bombing	05:15	12:35	Clear, visibility good. Target identified visually. Bombed at 09:31.6 hours from 12,000 feet on smoke, as instructed by M/B, 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 0420E, safe. A very good effort, not very good, no difficulties encountered.	

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OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 4

(12264-5511) W/L 2222-1124 700 813 T.S. 700
(12264-5511) W/L 2222-1124 1300 1141 T.S. 700

FOR THE MONTH OF October, 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
5th Oct.	Halifax III "L" ME-425	(Captain) J26029 P/L F.W. Helmer	Gardening	18:01	22:24	Clear of cloud, visibility excellent. Gardened at 20:16.3 hours and 20:20.7 hours from 12,000 feet dropping two mines each time, 4 x G716, at a position 53 degs. 56 mins. 30 secs. N., 07 degs. 55 mins. 20 secs. E. Landed at Thelthorpe.	
5th Oct.	Halifax III "Q" ME-417	(Captain) J27738 P/O R.A. Russell	Gardening	17:51	22:31	Visibility good, 5/10ths cloud, 8,000 feet top, 4,000 base, haze. Gardened at 20:17.45 hours from 12,000 feet, at a position 53 degs. 56 mins. 50 secs. N., 07 Degs 55 mins. E., dropping 2 x G716, 1 x D406 and 1 x A114. Successful trip, as planned, tactics good, Landed at Thelthorpe.	
5th Oct.	Halifax III "S" ME-683	(Captain) J26677 P/O R.J. Mountford	Gardening	17:45	22:27	Visibility good, no cloud, full moon. Gardened at 20:15.5 hours from 12,000 feet at a position 53 degs. 0755N, dropping 1 x F632/14B, 1 x A114 and 2 x G716. H28 cutting out intermittently. Good trip, Landed at Thelthorpe.	
5th Oct.	Halifax III "Q" ME-284	(Captain) J27868 P/O S.V. McKellar	Gardening	17:49	22:32	Clear of cloud, visibility excellent. Gardened at 20:16.7 hours from 12,000 feet, four seconds apart, at a position 53 degs. 56 mins. 30 secs. N., 07 degs. 55 mins. E., dropping 1 x A114, 1 x D406 and 2 x B230. Successful operation. Landed at Thelthorpe.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
6th Oct.	Halifax III	Target, All A/C:- "DORMUND"				Bomb load for each following A/C:- 10 x 500 lbs.	(Appendix "C", Battle Order No. 163, attached)
6th Oct.	Halifax III "A" LN-120	(Captain) J26677 P/O R.J. Mountford	Bombing	16:09	22:23	Clear, target identified by red and green T.I.'s. Bombed at 20:27.7 hours from 20,000 feet on centre of T.I.'s. Fewer than usual T.I.'s seen. Bombing was well on them. Many dummy T.I.'s seen. A.R.T. aerial shot in half. Quiet route but T/A very lively. Landed at Shedburgh due to weather.	
6th Oct.	Halifax III "B" LN-967	(Captain) J25885 P/O D.F. McGrath	Bombing	16:44	22:16	No cloud, slight haze. Target identified by red and green T.I. Bombed at 20:26.5 hours from 19,000 feet on centre of red and green T.I. which were well concentrated. By visual check of canal, T.I. appeared to be on A/P. A/C was early on target, but on leaving, target appeared to be getting well "pranged". Landed at Lavenham.	
6th Oct.	Halifax III "D" LN-972	(Captain) J85132 P/O J.L. Smales	Bombing	16:40	23:11	Clear with some haze. Target identified by red T.I. Bombed at 20:36 hours from 18,000 feet on red T.I. Mark- ing was good and was concentrated. Fires and a large orange explosion seen. Landed at Mildenhall.	
6th Oct.	Halifax III "G" LN-129	(Captain) J88051 P/O G.B. Valentine	Bombing	16:00		This A/C failed to return from this operation.	

OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 5

(12780-0511) WL 8888-1124 2008 241 T.S. 700
(12780-0511) WL 4087-3281 1208 124 T.S. 700

FOR THE MONTH OF October, 19 44

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
6th Oct.	Halifax III "I" ME-425	(Captain) J87692 P/O A.T. Bond	Bombing	16:20	22:18	No cloud, visibility good. Target identified by red and green T.I. Bombed at 20:26 hours, orbited and bombed again at 20:32 hours from 20,000 feet on concentration of fires. Red and green T.I. seen disappearing in fires. Three large explosions seen at 20:30 hours. Fires and bombing well concentrated; good trip. Landed at Levenham.	
6th Oct.	Halifax III "R" NR-949	(Captain) J27746 P/O R.F. Bertran	Bombing	16:05	22:26	No cloud, visibility good, some light haze. Target identified by green T.I. 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 smoke. T.I.'s were on time and well concentrated. Attack seemed good, concentration of bombs good. Good bomber stream, some to starboard of target, bombing may have been scattered. Landed at Levenham.	
6th Oct.	Halifax III "S" ME-983	(Captain) J17866 P/L T.H. Prescott	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 feet on concentration of red and green T.I. which were well concentrated. Two large explosions seen at 20:27 hours lasting 10 seconds with flames rising approximately 2,000 feet. By visual check of built area, fires and bombing appeared to be in T/A. Landed at Levenham.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
6th Oct.	Halifax III "C" ME-807	(Captain) 346126 P/O D.F. Guy	Bombing	16:32	22:06	Bomb load for each following A/C:- 13 x 500 lbs. 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 were seen. Most of the bombs seemed concentrated on the T.I. Good concentration on way in, no congestion. "Good prang". Landed at Lavenham.	
6th Oct.	Halifax III "E" ME-818	(Captain) 346120 P/O N.D. Ware	Bombing	16:31	22:20	No cloud, slight haze. Target identified by red 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 concentrated. Large fires seen around T.I. One large explosion seen at 20:32 hours lasting 3 seconds. No congestion over target, if PFF accurate it should be a successful raid. Landed at Lavenham.	
6th Oct.	Halifax III "J" ME-905	(Captain) 327728 P/O R.A. Russell	Bombing	16:21	22:11	No cloud, visibility good. Target identified by 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 20:28 hours. Fires were all around green T.I. No congestion over target, should be successful raid. Landed at Lavenham.	

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OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 6

(17174-5511) Wt. 2220-1124 70W 843 T.S. 799
(17174-5511) Wt. 2220-1124 70W 843 T.S. 799

FOR THE MONTH OF October, 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
6th Oct.	Halifax III "K" IV-241	(Captain) J26783 P/O J. Burch	Bombing	16:24	22:17	No cloud, visibility good, slight haze. Target 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 cone 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, concentration good, no congestion. Landed at Lavenham.	
6th Oct.	Halifax III "H" ME-857	(Captain) J10246 S/L E.B. Van Slyck	Bombing	16:05	21:59	No cloud, visibility good. Target identified by green and red T.I. Bombed at 20:34 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 run. Landed at Lavenham.	
6th Oct.	Halifax III "I" ME-815	(Captain) J28647 P/O P.J. Kelly	Bombing	16:11	22:27	Bombed at 20:31 hours from 18,000 feet. Over the target the B/A was injured when the nose of the A/C was blown off, believed by friendly incendiaries. At the same time a JU88 came in and fired, W/U returned fire. Bombing appeared concentrated and fires were going.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
6th Oct.	Halifax III "V" NP-946	(Captain) J26735 P/O R.A. Forbes	Bombing	16:24	22:35	No cloud, slight haze. Target identified by red and 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.	
6th Oct.	Halifax III "W" NP-122	(Captain) J26784 P/O J.D.R. Nixon	Bombing	16:26	22:25	No cloud, patchy, visibility good, hazy. Target identified by red T.I. Bombed at 20:25.2 hours from 19,000 feet slightly to starboard of red T.I. concentration. 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 Lavenham.	
6th Oct.	Halifax III "P" NP-937	(Captain) J27868 P/O S.V. McKellar	Bombing	16:29	22:22	Patchy cloud, visibility good. Made orbit to identify target, yellow and red T.I. seen on 2nd run. Bombed at 20:32.5 hours from 17,000 feet on one of red T.I. T.I. seemed about five minutes late but were well concentrated when they appeared. Much smoke seen on bombing run with good fires and explosions, one still explosion with black smoke to 8,000 feet. Three holes on top of main plane in the centre. No congestion over target, "good do". <i>Landed at Lavenham.</i>	
6th Oct.	Halifax III "O" NP-936	(Captain) R155131 P/S Jensen, W.T.	Bombing	16:07	20:15	A/C returned early with starboard outer engine W/S. Jettisoned, safe, 4 x 500 lbs. 5402N 0140E, 19:20 hours, 3500 feet.	

OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 7

(12791-2511) Wt 2889-2124 700 843 T.S. 700
(12790-2511) Wt 4407-3281 1374 1244 T.S. 700

FOR THE MONTH OF October, 19 44

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
6th Oct.	Halifax III "Y" ME-940	(Captain) J29592 P/L W.C. Pierce	Bombing	16:13	22:38	No cloud, visibility good, slight industrial haze. 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 congest- ion over target. Landed at Lavenham.	
6th Oct.	Halifax III "Q" ME-417	(Captain) J28324 P/L O.L. Orendorff	Bombing	16:11	22:12	Bomb load for each of the two following A/C:- 10 x 500 lbs. Clear, slight haze, visibility good. Target identi- fied 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. IFF seemed late but marking was excellent. Diverted to Lavenham.	
6th Oct.	Halifax III "H" ME-909	(Captain) J12459 P/O R.R. Smyth	Bombing	16:08	22:10	Nil cloud. Target identified by red and green T.I. 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.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
9th Oct.	Halifax III	Target, all A/Cs:- "BOCHUM"				Bomb load for each A/C:- 16 x 500 lbs.	(Appendix "D", Battle Order
9th Oct.	Halifax III "A" NR-120	(Captain) J19526 F/O J.L. Egger	Bombing	16:56	23:06	5/10ths strato cu., visibility good. Target identified by red T.I. Bombed at 20:33 hours from 18,000 feet on red T.I. which were scattered. I.B. scattered over two miles square. One large explosion seen at 20:33 hours. No congestion, believed to be a good raid.	No. 164, attached)
9th Oct.	Halifax III "C" ME-807	(Captain) J25885 F/L D.F. McGrath	Bombing	17:02	23:41	3/10ths strato cu., visibility good. Target identified by red T.I. Bombed at 20:37.8 hours from 18,000 feet between two salvos of red T.I. Few fires seen. String of 1 - 13 T.I.'s scattered over two square miles. Raid appeared to be well concentrated.	
9th Oct.	Halifax III "F" NR-992	(Captain) J25839 F/O A.F. Heathcote	Bombing	17:00	23:25	7/10ths strato cu., tops 12,000 feet, visibility good. Target identified by flares, red and yellow stars and 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 assess results. Should be a successful raid.	
9th Oct.	Halifax III "B" LV-967	(Captain) J26064 F/L C.A. Appleton	Bombing	17:00	22:44	7/10ths cloud, 5,000 feet. Target identified by red T.I.'s. Bombed at 20:32.5 hours from 18,000 feet on Centre of red T.I.'s and large explosion, orange colour with black smoke. Some bombs were overshooting T.I.'s, others going into red T.I.'s. Good tactics, concentration of bomber stream very good.	

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OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
Form 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 8

(1946-5511) Wt. 2200-2724 70W 8143 T.S. 708
(1949-5511) Wt. 1490-2381 130W 1144 T.S. 706

FOR THE MONTH OF October, 1944.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
9th Oct.	Halifax III "L" ME-425	(Captain) J85132 P/O J.L. Smale	Bombing	17:01	23:09	9/10ths thin clouds, tops 4,000 to 5,000 feet. Target 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 attack.	
9th Oct.	Halifax III "S" ME-883	(Captain) J2783 P/O J. Burch	Bombing	16:47	23:28	7/10ths strato cum, visibility fair. Target identified by red flares, yellow stars and red T.I. Bombed at 20:35.4 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.	
9th Oct.	Halifax III "N" ME-857	(Captain) J10246 S/L E.B. Van Slyck	Bombing	16:46	23:04	10/10ths clouds, 7 to 5,000 feet tops. Target identified 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.	
9th Oct.	Halifax III "O" ME-936	(Captain) J1146 P/L W.H. Miller	Bombing	16:57	20:10	A/C returned early with starboard outer engine V/S. Jettisoned bomb load, safe, 5:15N 0130E, 19:12 hours, 5,000 feet.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
9th Oct.	Halifax III "P" NP-937	(Captain) J27868 P/O S.Y. McEellar	Bombing	16:50	23:17	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 target, good route.	
9th Oct.	Halifax III "Q" ME-417	(Captain) J27716 P/O R.P. Bertram	Bombing	16:49	23:13	9/10ths thin cloud. Target identified by fires and red T.I's. Bombed at 20:35 hours from 20,000 feet on red T.I's and on black smoke rising from fires. Three medium fires seen in a triangular shape on port side, blue smoke billowing up. Sky markers seen going in T/A, some fell short. Should be a good "prang".	
9th Oct.	Halifax III "R" NP-949	(Captain) J27738 P/O R.A. Russell	Bombing	16:45	23:03	7/10ths strato cu., tops 12,000 feet, visibility 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. One very large fire seen near red T.I. Raid appeared to be scattered.	
9th Oct.	Halifax III "S" ME-284	(Captain) J26677 P/O R.A. Mountford	Bombing	16:43	23:18	9/10ths thin cloud, tops 5,000 to 6,000 feet. Target 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 weather, it looked like a good attack.	

OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 9

(11295-5511) W.L. 4489-1124 70W 844 T.S. 700
(11390-5511) W.L. 4487-1124 120W 2144 T.S. 700

FOR THE MONTH OF October, 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
9th Oct.	Halifax III "Y" NR-948	(Captain) J47866 P/L T.H. Prescott	Bombing	16:54	22:57	5/10ths strato cu., visibility good. Target identified 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. <i>Hang-up was brought back!</i>	
9th Oct.	Halifax III "W" LW-122	(Captain) J25784 P/O J.D.R. Nixon	Bombing	16:54	23:11	9/10ths cloud, tops 10,000 feet. Target identified by sky markers. Bombed at 20:37.1 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 seen bursting in T/A. Flak encountered at 20:39 hours, 17,000 feet. 5028N 0747E. Good tactics, bomber stream concentrated over T/A.	
9th Oct.	Halifax III "Y" ME-910	(Captain) J29592 P/L W.G. Pierce	Bombing	16:44	23:36	10/10ths cloud. Target identified by sky markers. Bombed at 20:35 hours from 17,500 feet on centre of sky markers. Red glow under cloud, flares seen falling but were lost in cloud. Markers seemed spread out. Many fighter flares seen.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
14th Oct.	Halifax III	Target, all A/Cs- "DUSSELDORF"				Bomb load, each A/C:- 7 x 1000 lbs. & 6 x 500 lbs.	(Appendix "B", Battle Order
14th Oct.	Halifax III "D" LW-972	(Captain) 219226 P/O J.L. Egger	Bombing	06:58	11:52	9/10ths cloud, 9,000 feet. Target identified visually Bombed at 08:52.2 hours from 20,000 feet on factory. No T.I.'s were seen, pinpointed on river and canal. Bombing spread out and not concentrated.	No. 166, attached)
14th Oct.	Halifax III "B" IW-967	(Captain) 229268 P/L J.H. Howes	Bombing	06:58	11:27	5/10ths cloud, 15,000 feet tops. Target identified visually and by green T.I.'s. Bombed at 08:49 hours from 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.	
14th Oct.	Halifax III "C" MZ-807	(Captain) 225895 P/L D.P. McGrath	Bombing	06:24	11:26	Clear, target identified visually. A/C bombed DUSSELDORF at 08:47 hours from 17,000 feet on railroad intersection and large buildings. No other bombing seen on Dusseldorf. M/B heard at 08:46 hours saying to bomb freehand. Flak was very heavy, encountered at Dusseldorf 08:47 hours, 17,000 feet.	
14th Oct.	Halifax III "E" MZ-818	(Captain) 287592 P/O A.T. Bond	Bombing	06:25 1/2	11:48	6/10ths cloud, 6,000 feet tops. Bombed at 08:54 hours from 19,000 feet on large square building. Low concentra- ted bombing north of canal and heavy 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 instructions of deputy M/B.	

OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 10

*1276-5211 WL 4289-5211 104 114 TS 700
*1276-5211 WL 4289-5211 104 114 TS 700

FOR THE MONTH OF October, 19 44

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
14th Oct.	Halifax III "P" NP-992	(Captain) J26568 P/O H.G. Solomos	Bombing	06:42	11:36	10/10ths strato cu. Target identified by bends in Rhine river. Bombed at 08:51.3 hours from 18,500 feet after 5 seconds on east shore of Rhine river in bomb sight. No T.I.'s were seen. Target obscured by cloud and smoke on arrival. M/B heard to give "freehand". Bombing seemed to be in T/A.	
14th Oct.	Halifax III "H" MZ-909	(Captain) J28618 P/L G.L.D. O'Grady	Bombing	06:43	11:34	Clear. target identified visually. Bombed at 08:49.3 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 congestion. 1 x 1000 lbs. hung up. <i>hang up was brought back.</i>	
14th Oct.	Halifax III "J" MZ-905	(Captain) C1205 S/L C.C.W. Marshall	Bombing	06:37	12:18	8/10ths cloud. target identified by H2S bearing on Erfeld. Bombed at 08:49.5 hours from 18,300 feet by H2S bearing. Bombing was scattered around large area. One large explosion seen at 08:50 hours. Small scattered fires seen. Poor effort. target obscured by cloud. M/B heard to give "freehand".	
14th Oct.	Halifax III "K" LN-941	(Captain) J17146 W/L W.H. Miller	Bombing	06:32	11:22	10/10ths strato cu., tops 8,000 feet, visibility good. Target identified by bends in the river Rhine. Bombed at 08:43.8 hours from 18,000 feet ten seconds after bend of river south of Airdrome. Target obscured by cloud, bomb bursts reflecting on clouds all over city, also some on west side of Rhine. 1 x 500 lbs. hung up and brought back. Early on target, good concentration of M/F A/C behind.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
14th Oct.	Halifax III "I" NZ-425	(Captain) 385132 P/O J.L. Smale	DEF BOMBING	06:33	11:40	7/10ths cloud, target identified by bend of Rhine. Bombed at 08:44.3 hours from 19,000 feet five seconds from Rhine 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.	
14th Oct.	Halifax III "M" NZ-419	(Captain) 326783 P/O J. Burch	BOMBING	06:29	11:30	10/10ths strato cu., 10/12,000 feet, visibility good. Target identified by H2S. Bombed at 08:49 hours from 20,000 feet on H2S bearing from Krefeld. M/B heard to give "prehand" on second run in at 08:48 hours. Should not be a successful raid on account of weather. 1 x 1000 lbs. hung up.	
14th Oct.	Halifax III "H" NZ-857	(Captain) 327416 P/O R.F. Bertram	BOMBING	06:23	11:54	7/10ths cloud, visibility good. Target identified by Rhine River and port area. Bombed at 08:52 hours from 17,000 feet visually. M/B heard to give "prehand" 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 5352N 0134W, 11:12 hrs., 3,000 feet. Markers were seen on other A/P.	
14th Oct.	Halifax III "O" NP-936	(Captain) 327868 P/O S.V. McKellar	BOMBING	06:45	09:11	A/C returned early. Both airspeed indicators were U/S, covers were left on, unable to close pilot's escape hatch. Jettisoned safe, 4 x 1000 lbs., and 4 x 500 lbs., 5429N 0138E, 08:11 hours, 4,000 feet. Remaining bombs were brought back. <i>Returned early.</i>	

OPERATIONS RECORD BOOK

Appendix _____

R.A.F.
Form 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 11

(11791-5511) WL 4889-5184 Form 8141 T.S. 790
(11791-5511) WL 4887-5381 Form 1141 T.S. 790

FOR THE MONTH OF October, 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
14th Oct.	Halifax III "Q" ME-417	(Captain) J89320 P/O W.T. Jensen	Bombing	06:22	11:41	7/10ths cloud. Target identified by River Rhine. Bombed at 08:50.5 hours from 18,200 feet visually, port of bridge. No markers were seen, M/B heard to give "freehand" at 08:48 hours. Should not be successful raid, appeared very scattered.	
14th Oct.	Halifax III "R" NF-949	(Captain) J27738 P/O R.A. Russell	Bombing	06:21	11:23	5/10ths strato co., tops 12,000 feet, visibility good. 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 "freehand" 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.	
14th Oct.	Halifax III "S" ME-883	(Captain) J28667 P/O R.H. Simpson DFC	Bombing	06:26	11:51	7/10ths cloud, target identified by River Rhine and 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 gave "freehand". Bombing was scattered, no markers seen.	
14th Oct.	Halifax III "T" ME-284	(Captain) R189237 P/O S Saunders, R.F.	Bombing	06:30	11:45	9/10ths cloud, 8,000 feet tops. Target identified visually. Bombed at 08:50 hours from 18,000 feet on block of factories in built up area. No T.I.'s seen on A/P, bombed a time run from river in relation to canal docks. Dock area appeared hard hit, lots of smoke from there. Bombing was spread out but heavy. M/B first heard at 08:30 hours, instructed to bomb "freehand" at 08:44 hours.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
14th Oct.	Halifax III "U" NR-117	(Captain) J26677 F/O R.J. Mountford	Bombing	06:27	12:06	9/10ths cloud, 7,000 feet tops. Target identified visually. Bombed at 08:50.7 hours from 17,500 feet on built up area. No markers seen and little seen from A/P. Good fire with black smoke seen on dock area. Very scattered bombing.	
14th Oct.	Halifax III "V" NR-948	(Captain) J26735 F/O R.A. Forbes	Bombing	06:28	11:38	7/10ths cloud, target identified by River Rhine. Bombed at 08:49.5 hours from 17,000 feet visually on marshalling yards north of target. M/B heard giving "freehand" at 08:44 hours. T.I. seen disappearing in clouds. Appeared scattered over large area.	
14th Oct.	Halifax III "W" LR-122	(Captain) J26784 F/O J.D.R. Nixon	Bombing	06:31	11:49	5/10ths cloud, 10,000 feet tops. Target identified visually. Bombed at 08:51 hours from 20,000 feet on built up area. M/B gave instructions to bomb "freehand" at 08:44 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 A/P. No congestion.	
14th Oct.	Halifax III "Y" NR-910	(Captain) J29592 F/L W.C. Pierce	Bombing	06:25	11:29	5/10ths strato co., tops 10,000 feet, visibility good. Target identified by River Rhine. Bombed at 08:43.2 hours from 20,000 feet on built up area south of Airbase. No markers seen, M/B heard to say "freehand". Target obscured by cloud, hard to assess results. Early on target as PFF backed up.	

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OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
Form 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 12

111741-12111 WL 4222-121 708 813 T.S. 708
111740-12111 WL 4222-121 708 814 T.S. 708

FOR THE MONTH OF October, 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
14/15 Oct.	Halifax III	Target, all A/C:- "DUISBURG".				Bomb load for each following A/C:- 7 x 1000 lbs & 6 x 500 lbs.	(Appendix "P",
14/15 Oct.	Halifax III "B" LW-967	(Captain) J26064 P/L C.A. Appleton	Bombing	22:56	04:27	3/10ths scattered cloud, visibility good. Target identified by red and green T.I. Bombed at 01:39.1 hours from 20,500 feet on centre of red and green. T.I. well concentrated and A/P appeared well "pranged". Glow of fire seen 60/75 miles away. Good raid.	.No. 167, attached)
14/15 Oct.	Halifax III "P" NP-992	(Captain) 385368 P/O H.G. Solomos	Bombing	22:54	04:31	3/10ths thin cloud. Bombed at 01:43.8 hours from 19,500 feet on centre of green T.I's which were concentrated. Many fires burning, very large fire on port side of A/C. Appeared a good effort.	
14/15 Oct.	Halifax III "J" MZ-905	(Captain) 317146 P/L W.H. Miller	Bombing	22:43 1/2	04:33	4/10ths thin cloud. Target identified by ground and 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 seen practically to Dutch coast.	
14/15 Oct.	Halifax III "L" MZ-425	(Captain) 385132 P/O J.L. Smale, DFM	Bombing	22:42 1/2	04:39	3/10ths cloud, visibility good. Target identified 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 very good. Very good raid. Jettisoned safe, 5400 ft. 01:57.2, 7500 feet, 1 x 1000 lbs.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
14/15 Oct.	Halifax III "M" NZ-419	(Captain) R189237 P/S R.F. Saunders	Bombing	22:36	02:30	A/C returned early with starboard outer engine U/S. Jettisoned, safe, 3 x 1000 lbs., 2 x 500 lbs., 541# 110E, 01:10 hours, 6500 feet and remaining bombs were brought back.	
14/15 Oct.	Halifax III "N" NZ-857	(Captain) 110246 S/L E.P. van Slyck	Bombing	22:44	04:12	3/10ths cloud, visibility good. Target identified by red and green T.I. and by marshalling yards. Bombed at 01:40 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. A/C early on target but A/P going well. No congestion. 1 x 1000 lbs. hung up. <i>hang up was brought back.</i>	
14/15 Oct.	Halifax III "Q" NZ-417	(Captain) 128324 P/L O.L. Orendorff	Bombing	22:55	04:42	3/10ths thin cloud. Target identified by green and red T.I.'s. Bombed at 01:41 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".	
14/15 Oct.	Halifax III "R" NP-949	(Captain) 127716 P/O R.F. Bertran	Bombing	22:30	04:24	3/10ths scattered cloud, visibility good. Target identified by red and green T.I. Bombed at 01:38,5 hours from 20,500 feet on centre of red and green. T.I. well concentrated, many small fires starting to take a good hold. No congestion, if T.I. were accurate it should be a very good raid.	

OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 13

11791-0511 171 2222-1124 700 810 T.S. 700
11792-0511 171 2222-1124 1300 1164 T.S. 700

FOR THE MONTH OF October, 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
14/15 Oct.	Halifax III "G" NP-883	(Captain) 317866 P/L T.H. Prescott	Bombing	22:32	04:18	5/10ths thin cloud, 5,000 feet tops. Target identified by red and green T.I.'s and by fires. Bombed at 01:39.5 hours from 20,000 feet on centre of smoke and green T.I. Numerous fires spread over large area. Few Wanganui seen falling above T.I.'s. Fires seen 100 miles away. Looked as if whole city was ablaze.	
14/15 Oct.	Halifax III "V" NP-948	(Captain) 38839 P/O W.J. Parker	Bombing	22:45 1/2	04:07	3/10ths cloud, visibility good. Bombed at 01:39.8 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 target. Bombing looked good.	
14/15 Oct.	Halifax III "W" IP-122	(Captain) 326784 P/O J.D.R. Nixon	Bombing	22:44 1/2	04:28	3/10ths scattered cloud, visibility good. Target identified by green and red T.I.'s. Bombed at 01:42.3 hours from 20,000 feet on centre of red and green T.I. T.I.'s scattered over one square mile. Many fires around T.I. Glow of fires seen about 100 miles away, A/P also well ablaze. Congestion on way out of target.	
14/15 Oct.	Halifax III "Y" NP-910	(Captain) 328368 P/O S.V. McKellar	Bombing	22:47	04:30	3/10ths scattered cloud, visibility good. Target identified by red and green T.I. Bombed at 01:41.5 hours from 21,000 feet on centre of red and green T.I. T.I. well concentrated, fires starting to take hold. Glow of fires seen 60 miles away, should be a very successful raid. 1 x 500 lbs. hung up. <i>Hang up brought back.</i>	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
14/15 Oct.	Halifax III "F" NZ-818	(Captain) J87692 P/O A.T. Bond	Bombing	22:40	04:35	Bomb load:- 7 x 1000 lbs. & 4 x 500 lbs. Clear, visibility hazy. Target identified by green and red T.I.'s and relationship to northern target. Bombed at 01:45 hours from 20,000 feet on centre of green T.I.'s. good concentration of green T.I.'s, northern target well lit up, fires all over, ours barely started. Looked like a very good effort.	
14/15 Oct.	Halifax III "H" NZ-909	(Captain) J28618 P/O G.L.D. O'Grady	Bombing	22:59	03:42	Bomb load:- 7 x 1000 lbs. & 5 x 500 lbs. Clear, visibility good. Target identified by red 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 01:44 hours. Many small fires in T/A. "Bang on" effort. Landed at Downham Market due to shortage of petrol.	
15th Oct.	Halifax III	Target, all A/C:- "WILHEMSHAVEN"				Bomb load, each A/C:- 1 x 2000 lbs. H.C.N.I., & 11 x 500 Clusters fused 42 Capsule C/10.	Appendix "G", Battle Order No. 168
15th Oct.	Halifax III "A" NR-120	(Captain) J19626 P/O J.L. Egger	Bombing	17:24	22:30	Hazy, visibility good, cloud to 20,000 feet, electrical storms. Target identified by red and green T.I.'s. Bombed at 19:51.1 hours from 19,000 feet on centre of all T.I. T.I. was scattered, other bombing seen to be about T.I. Fires seen from second leg to sea. Diverted to Pottesford due to weather. "Good prang".	attached)

OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 4

*1276-3311 WT. 6820-122, 700 813 T.S. 700
*1379-3311 WT. 6820-122, 1300 114 T.S. 700

FOR THE MONTH OF October, 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
15th Oct.	Halifax III "B" IV-967	(Captain) J26064 P/L C.A. Appleton	Bombing	17:30	21:52	Fog and rain, visibility very poor. Target identified by red T.I. Bombed at 19:54.3 hours from 18,500 feet on red T.I. Target obscured owing to weather conditions. <i>Diverted to Rumburg</i>	
15th Oct.	Halifax III "E" NZ-818	(Captain) J26377 P/O R.J. Mountford	Bombing	17:26	22:18	Broken cloud over T/A, misty, visibility poor. 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. come on time, bombs pretty well on T.I., some scattered numerous fires seen in area. Diverted to Catfoss due to weather.	
15th Oct.	Halifax III "F" NP-992	(Captain) J26368 P/O H.C. Solomon	Bombing	17:31	22:23	Target identified by glow on ground, no T.I. seen. H2S 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, seen 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 "J" NP-905	(Captain) J26099 P/L P.H. Holmes	Bombing	17:33	22:21	Visibility poor. Target identified by red and green 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, markers were in three distinct sets quite a distance apart. No large explosions seen. Glow could be seen under clouds as far away as Heligoland. Diverted to Attlebridge due to weather.	

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OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 4

*1276-3311 W/L 4222-122 708 814 I.A. 700
*1276-3311 W/L 4222-122 1204 1144 T.R. 700

FOR THE MONTH OF October, 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
15th Oct.	Halifax III "B" W-967	(Captain) J2606 F/L C.A. Appleton	Bombing	17:30	21:52	Fog and rain, visibility very poor. Target identified by red T.I. Bombed at 19:54 hours from 18,500 feet on red T.I. Target obscured owing to weather conditions. <i>diverted to Kessett</i>	
15th Oct.	Halifax III "B" W-818	(Captain) J2677 F/O R.J. Mountford	Bombing	17:26	22:18	Broken cloud over T/A, misty, visibility poor. 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. come on time, bombs pretty well on T.I., some scattered numerous fires seen in area. Diverted to Catfoas due to weather.	
15th Oct.	Halifax III "B" W-992	(Captain) J2648 F/O H.G. Solomon	Bombing	17:31	22:23	Target identified by glow on ground, no T.I. seen. H2S 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, seen 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 "J" W-905	(Captain) J26099 F/L P.H. Holmes	Bombing	17:33	22:21	Visibility poor. Target identified by red and green 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, markers were in three distinct sets quite a distance apart. No large explosions seen. Glow could be seen under clouds as far away as Heligoland. Diverted to Attlebridge due to weather.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
15th Oct.	Halifax III "L" ME-425	(Captain) 28667 F/O R.H. Simpson	DFG Bombing	17:30 1/2	22:11	Visibility very poor, much haze over target. Target 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 concentration of green T.I. around A/P. Fires could be seen 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.	
15th Oct.	Halifax III "M" ME-419	(Captain) 26783 F/O J. Burch	Bombing	17:34	21:51	Nil cloud, base 14,500 feet, visibility very poor. 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.	
15th Oct.	Halifax III "N" ME-857	(Captain) R189237 F/O S. Saunders	R.F. Bombing	17:32	21:57	Very thin cloud, visibility poor. Target identified 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. FFF 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.	

OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 15

(*) 2264-5211 Wt. 4800-1124 700 8143 T.S. 700
(*) 13700-5211 Wt. 4400-1124 1500 8144 T.S. 700

FOR THE MONTH OF October, 19 44

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
15th Oct.	Halifax III "O" NP-936	(Captain) 38920 P/O W.T. Jensen	Bombing	17:25	22:26	Very hazy, duff weather, T.I. only visible. Target 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 sparse. Not much visibility in haze, few fires seen, Wanganui seen after A/C left. Too early to assess damage to target. Congestion in stream due to poor visibility, almost two collisions. Diverted to Attlebridge due to weather.	
15th Oct.	Halifax III "P" NP-937	(Captain) 33484 W/C A.J. Lewington	Bombing	17:27	21:56	Thin cloud, base 13,000 feet, tops 19,000 feet, 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 or eight fires were seen when A/C left T/A, giving off a yellowish black smoke. No difficulties encountered.	
15th Oct.	Halifax III "R" NP-949	(Captain) 32968 P/L J.H. Brown	Bombing	17:35	22:35	visibility poor, haze very thick. Target identified 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. <i>Diverted to Ossington</i>	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
15th Oct.	Halifax III "V" NP-968	(Captain) 386735 P/O R.A. Forbes	Bombing	17:29	22:11	Target identified by ICS check and green and red T.I. 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 gave outline of streets and city. One A/C bombed primary T.I. short of target. A very good trip. Diverted to Coltishall due to weather.	
15th Oct.	Halifax III "W" LW-122	(Captain) 38839 P/O W.J. Parker	Bombing	17:25	23:15	Clear below cloud with good visibility. Target identified by red and green T.I. Bombed at 19:50.1 hours from 17,000 feet on centre of large concentration of red T.I. in centre of all T.I. T.I. scattered, incendiaries also scattered. Whole place well lit with flares, seemed badly scattered. Fair attack. Diverted to Coltishall due to weather.	
15th Oct.	Halifax III "Q" MQ-417	(Captain) 327668 P/O S.V. McKellar	Bombing	17:40	22:22	10/10ths cloud, tops 19,500 feet, base 10,000 feet, 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 sky 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.	

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 16

11251-22111 W/L 42222-212 700 814 T.S. 700
11252-22111 W/L 42222-232 1200 114 T.S. 700

FOR THE MONTH OF October, 1944.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
21st Oct.	Halifax III	Target, all A/C:- "HANNOVER".				Bomb load, each A/C:- 1 x 2000 lbs. & 11 x 500 lbs.	(Appendix "H",
21st Oct.	Halifax III "A" NR-120	(Captain) J19626 P/O J.L. Egger	Bombing	16:14	19:22	A/C recalled at 17:48 hours, 54:15N 0040E, 8,000 feet. Brought back 1 x 500 lbs. and jettisoned remainder of bombs, 18:41 hours, 54:10N 0120E, 7500 feet, safe.	Battle Order No. 170, attached)
21st Oct.	Halifax III "B" NZ-818	(Captain) J26783 P/O J. Birch	Bombing	16:11	19:43	A/C recalled at 18:00 hours, 54:23N 0122E, 8,000 feet. Brought back 3 x 500 lbs. and jettisoned remaining bombs, 54:09N 0122E, 4500 feet, 19:00 hours, safe.	
21st Oct.	Halifax III "P" NR-992	(Captain) J66368 P/O H.C. Solomon	Bombing	16:12	19:40	A/C recalled at 18:00 hours, 54:21N 0126E, 8,000 feet. Jettisoned, safe, 8 x 500 lbs., 19:01 hours, 54:09N 0123E, 4500 feet, and brought back remaining bombs.	
21st Oct.	Halifax III "H" NZ-909	(Captain) J28618 P/O G.L.D. O'Grady	Bombing	16:13	19:38	A/C recalled at 18:04 hours, 54:02N 0144E, 8,000 feet. Brought back 1 x 2000 lbs. & 3 x 500 lbs., jettisoned remainder of bomb load, 54:10N 0122E, 17:59 hours, 8,000 feet, safe.	
21st Oct.	Halifax III "K" LN-941	(Captain) J85132 P/O J.L. Gault	Bombing	16:22	19:34	A/C recalled at 18:05 hours, 54:13N 0133E, 7,000 feet. Brought back 8 x 500 lbs., and jettisoned remainder, 19:00 hours, 7,000 feet, 54:10N 0122E, safe.	
21st Oct.	Halifax III "M" NZ-419	(Captain) J18459 P/O E.E. Smyth	Bombing	16:15	19:49	A/C recalled at 17:54 hours, 54:44N 0054E, 8,000 feet. Brought back 3 x 500 lbs., jettisoned remainder 18:43 hours, 54:10N 0120E, 8,000 feet.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
21st Oct.	Halifax III "G" LW-129	(Captain) J26099 P/L R.H. Helmes	Bombing	16:31	19:36	Turned back at 17:50 hours, 54:9N 0050E, 7500 feet. Brought back 7 x 500 lbs. and jettisoned remainder of load, 54:10N 0120E, 18:43.5 hours, 7500 feet, safe.	
21st Oct.	Halifax III "H" ME-857	(Captain) J27716 P/O R.F. Bertman	Bombing	16:03	19:19	Recalled 17:47 hours, 5152N 0050E, 8,000 feet. Jettisoned 7 x 500 lbs., safe, 18:38.5 hours, 5409N 0122E, 8,000 feet and brought back remainder of bombs.	
21st Oct.	Halifax III "O" NP-936	(Captain) J89320 P/O W.T. Jensen	Bombing	16:05	19:18	Recalled 17:49 hours, 5152N 0048E, 7500 feet. Brought back 7 x 500 lbs., jettisoned remaining bombs, 18:38.2 hours, 5409N 0223E, 6,000 feet, safe.	
21st Oct.	Halifax III "F" NP-937	(Captain) J27868 P/O S.V. McKellar	Bombing	16:08	19:47	Turned back at 18:02 hours, 5119N 0132E, 8,000 feet, when recalled at 17:55 hours, brought back 1 x 2000 lbs. and 3 x 500 lbs., jettisoned remaining bombs between 19:04 hours and 19:05 hours, 54:20N 0120E and 54:10N 0120E, 8,000 feet, live.	
21st Oct.	Halifax III "Q" ME-117	(Captain) J16126 P/O D.F. Guy	Bombing	16:21	19:21	Turned back at 54:5N 0105E, 7500 feet, 17:54 hours. Brought back 7 x 500 lbs. and jettisoned remaining bombs, safe, 54:09N 0120E, 18:47 hours, 3,000 feet.	
21st Oct.	Halifax III "R" NP-949	(Captain) J29268 P/L J.F. Brown	Bombing	16:19	19:54	Turned back at 18:03 hours, 5115N 0130E, 8,000 feet. Brought back 1 x 2000 lbs. and 2 x 500 lbs. and jettisoned remaining bombs, safe, 54:10N 0110E, 19:10 hours, 8,000 feet.	

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 17

(1924-2511) W.L. 2222-2124 FOR 813 T.S. 700
(1929-2511) W.L. 2222-2124 FOR 813 T.S. 700

FOR THE MONTH OF October, 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
21st Oct.	Halifax III "G" ME-883	(Captain) 88920 P/O R.F. Saunders	Bombing	16:09	17:58	A/C returned early with starboard inner engine U/S. Jettisoned total load, safe, 54:41N 0150E, 5500 feet, 17:11 hours.	
21st Oct.	Halifax III "G" ME-284	(Captain) 88639 P/O W.N. Parker	Bombing	16:07	20:39	Turned back at 18:19 hours, 5110N 0155E, 7500 feet. Brought back 1 x 2000 lbs. & 3 x 500 lbs., jettisoned remaining bombs, safe, 20:07 hours, 54:17N 0120E, 11,000 feet.	
21st Oct.	Halifax III "V" NP-948	(Captain) 88675 P/O R.A. Forbes	Bombing	16:06	19:23	Turned back at Brodeur Bay, 8,000 feet, 17:49 hours, when recalled. Brought back 1 x 2000 lbs. & 1 x 500 lbs. Jettisoned remaining bombs, safe, 54:09N 0121E, 18:41 hrs., 8,000 feet.	
21st Oct.	Halifax III "W" LN-122	(Captain) 88647 P/O T.J. Kelly	Bombing	16:10	20:02	Turned back at 17:47 hours, 5153N 0042E, 8,000 feet. when recalled. Brought back 6 x 500 lbs., jettisoned remaining bombs, safe, 54:15N 0150E, 7500 feet, 19:14 hrs.	
23rd Oct.	Halifax III	Target, all A/C - "ESSEN"				Bomb load, each A/C - 1 x 2000 lbs., 5 x 1000 lbs., & 6 x 500 lbs.	Appendix "I", Battle Order No. 171, attached
23rd Oct.	Halifax III "A" NP-120	(Captain) 88659 P/O E.R. Smyth	Bombing	16:22	22:08	10/10ths cloud, tops 12,000 feet, layered. Target identified by green and red Wanganui. Bombed at 19:44.25 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 04:00E. could came over target. No difficulties, trip O.K.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
23rd Oct.	Halifax III "C" ME-807	(Captain) 225685 F/L D.F. McGrath	Bombing	16:19	22:03	10/10ths cloud, tops over target about 20,500 feet cirrus layer, main tops at 6,000 feet, visibility good. Target identified by green flares checked by H2S. Bombed at 19:45.3 hours from 20,000 feet on five green flares seen going down. Target not seen, flares seemed scatter- ed, some reds in run up about two miles to port, greens on other side. One of A/C good over target. Little action over target. Required corkscrews once, photo flash off over England, coast eight miles west of Nottingham.	
23rd Oct.	Halifax III "F" ME-818	(Captain) 19884 F/O W.F.C. Watson	Bombing	16:25	22:15	10/10ths thick cloud, tops 16/17,000 feet, visibility good. Target identified by red sky markers but were very feeble in colour. Bombed at 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 overshot and bombed glow. Bomber stream not very concen- trated when A/C arrived.	
23rd Oct.	Halifax III "D" LV-972	(Captain) 26368 F/O H.B. Solomes	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 glow seen through cloud, one decoy seen to starboard on run up about 5 miles away. 1 x 500 lbs. hung up.	

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
Form 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 18

*1295-5511) WL 4482-1214) 700 814) 1A 700
*1295-5511) WL 4482-1214) 1300 114) 1A 700

FOR THE MONTH OF October, 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
23rd Oct.	Halifax III "G" LN-129	(Captain) J25839 P/O A.P. Heathcote	Bombing	16:18	22:10	10/10ths cloud, tops 15,000 feet, strata cu., visibility good. PFF seemed late, bombed on ETA checked by H2S and sky 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 useful if on early. Cloud height was met and some difficulty from French coast, otherwise satisfactory.	
23rd Oct.	Halifax III "H" MZ-909	(Captain) J26418 P/O C.L.D. O'Grady	Bombing	16:11	22:21	10/10ths cloud, tops 13/14,000 feet, visibility good. 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.	
23rd Oct.	Halifax III "J" MZ-905	(Captain) J26099 P/L P.H. Holmes	Bombing	16:13	21:30	10/10ths cloud, tops 14/15,000 feet, visibility good. 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 rough trip for navigation, not a good attack. Landed at Stradishall.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
23rd Oct.	Halifax III "K" LV-941	(Captain) J28667 P/O R.H. Simpson	Bombing	16:24	22:36	A/C bombed GLADECK. 10/10ths cloud, tops 10,000 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 A/C seen with navigation lights on on approaching Rhur.	
23rd Oct.	Halifax III "L" NZ-425	(Captain) J85132 P/O J.L. Smale	Bombing	16:12	22:07	10/10ths cloud, tops 11 - 12,000 feet, visibility 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. A/C very concentrated over target.	
23rd Oct.	Halifax III "M" NZ-419	(Captain) J26783 P/O J. Burch	Bombing	16:23	21:56	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 markers 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.	

OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 19

W. 4488-1111 WL 4488-1111 10W 444 1.5 798
W. 4488-1111 WL 4488-1111 10W 444 1.5 798

FOR THE MONTH OF October, 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
23rd Oct.	Halifax III "N" NZ-857	(Captain) J27738 F/O R.A. Russell	Bombing	16:22	21:46	10/10ths cloud up to 13,000 feet. Target identified by red T.I's seen going down about 19:44 hours. Bombed at 19:48.5 hours from 19,500 feet on two red sky marker flares. Good glow seen below the cloud.	
23rd Oct.	Halifax III "O" NP-936	(Captain) J89320 F/O W.T. Jensen	Bombing	16:15	21:36	10/10ths cloud, tops 18/19,000 feet. Target identified by red and green sky markers. Bombed at 19:46.5 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/O 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.	
23rd Oct.	Halifax III "P" NP-937	(Captain) J27868 F/O S.V. McKellar	Bombing	16:25	22:45	10/10ths cloud, tops 12/14,000 feet. Target identified 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	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
23rd Oct.	Halifax III "Q" NZ-417	(Captain) J16126 P/O D.F. Ouy	Bombing	16:21	22:35	A/C bombed GLADEBECK. 10/10ths cloud, tops 12,000 feet, visibility quite good. Bombed at 19:55 hours from 18,000 feet on H2S on built up area. No markers were seen and when passing target activity could be seen behind but A/C could not get back in time to bomb so A/C bombed first H2S position that could be seen. Glow from Essen seen on way home. A poor trip.	
23rd Oct.	Halifax III "R" NP049	(Captain) J29268 P/O J.H. Howes	Bombing	16:17	22:44	10/10ths strata cu., 12/15,000 feet. Target identified by red Wanganui and green and red flares. Bombed at 19:44.9 hours from 21,000 feet on centre of three red flares. Wanganui 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 of Cologne. It was not necessary to feather engine, emergency revs. O.K. but no boost. Good raid but scattered in Essen area. A/C early but Pilot did not dog-leg because of mist.	
23rd Oct.	Halifax III "T" NZ-284	(Captain) J88439 P/O W.J. Parker	Bombing	16:20	22:17	10/10ths cloud, tops 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 burned for about five minutes. Believed to be a good attack.	

OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 20

14194-5511 W. 4889-512 700 813 T.S. 708
14199-5511 W. 4889-512 1308 134 T.S. 708

FOR THE MONTH OF October, 19 44

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
23rd Oct.	Halifax III "S" ME-883	(Captain) J26677 F/O R.J. Mountford	Bombing	16:49	22:25	10/10ths strata cu., tops 15,000 feet, visibility 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. Red seen later, slightly behind and slightly to port. Attack seemed scattered but whole target lit up well when A/C left. No congestion, good cone, good trip.	
23rd Oct.	Halifax III "V" NP-948	(Captain) J86735 F/O R.A. Forbes	Bombing	16:14	22:04	10/10ths thick cloud, tops 10/12,000 feet, visibility good. Target identified by red and green sky markers. Bombed at 19:48 hours from 19,500 feet on centre of three red sky markers. Ground marking not seen, green sky markers 2 1/2 miles port. No fires seen, not enough sky markers seen. Red T.I. seen cascading when A/C bombed. Green sky markers were to port. No trouble.	
23rd Oct.	Halifax III "W" LM-122	(Captain) J28647 F/O T.J. Kelly	Bombing	16:27	22:20	10/10ths stratus cloud, 15,000 feet. Target identified by red and green flares and H28 fix. Bombed at 19:49.2 hours from 19,400 feet on centre of all red and green flares. Red seen to go down as bombs away, flares seemed scattered. No congestion, good trip.	
23rd Oct.	Halifax III "T" ME-910	(Captain) J29592 F/L W.C. Fience	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. Bombed at 19:49.3 hours from 18,500 feet on centre of three green sky markers. Ground markers not seen due to cloud. Large red glow seen in sky through cloud when A/C left. A good trip.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
24/25 Oct.	Halifax III	Target, all A/C:- "OSLO" (Gardening)					(Appendix "J", Battle Order
24/25 Oct.	Halifax III "V" NP-948	(Captain) J26735 F/O R.A. Forbes	Gardening	17:49	19:29	A/C returned early with starboard outer engine U/S due to overheating. All mines, 1 x B230, 2 x D414 and 1 x E502, were brought back.	No. 172, attached)
24/25 Oct.	Halifax III "R" NP-949	(Captain) J25885 F/L D.F. Mowbrath	Gardening	17:52	00:48	10/10ths low cloud, tops 8,000 feet, clear above. A/C mined at 21:43 hours, from 12,000 feet, at a position 5951.36N 1040.00E, dropping 4 x D414. Good trip, reception of Gee was poor, weak but otherwise good. Some slight predicted flak over Oslo, about 1/2 mile off port.	
24/25 Oct.	Halifax III "M" NZ-419	(Captain) J29268 F/L J.H. Howes	Gardening	17:51	00:40	10/10ths cloud, tops 10,000 feet, clear above. A/C mined at 21:43 hours, 12,000 feet, at a position 5952.36N 1040E, dropping 1 x B230, 2 x D414 and 1 x E502. Good trip and good tactics. Flak from Oslo all bursting too low at 11,000 feet, scattered barrage.	
24/25 Oct.	Halifax III "Y" NZ-910	(Captain) J26577 F/O R.J. Mountford	Gardening	17:45	00:45	10/10ths strata cu. below, tops 6,000 feet, visibility good, clear above. A/C mined at 21:47 hours from 12,000 feet at a position 5952.36N 1040E, dropping 1 x B230, 2 x D414 and 1 x E502. Good trip and mines laid in allotted areas. Diverted to Kinloss. <i>see combat report</i>	

OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 21

11790-0111) W1. 12242-1114) 1204 411) T.S. 708
11790-0111) W1. 11047-1114) 1204 1114) T.S. 708

FOR THE MONTH OF October, 1944.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
25th Oct.	Halifax III	Target, all A/C:- "ROSBURG".				Bomb load, each A/C:- 6 x 1000 lbs. & 8 x 500 lbs.	(Appendix "K"
25th Oct.	Halifax III "A" NB-120	(Captain) J19459 F/O E.R. Smyth	Bombing	13:14	18:21	10/10ths cloud, 8,000 feet, visibility good. Target identified by green flares, homed down lattice wire. Bombed at 15:42.3 hours from 16,000 feet on two green flares on instructions of M/B. Bombing seemed concentrated. Fighter cover on the way in and way out. Concentration of A/C over target very good. If markers on raid should be good. No trouble, M/B very clear.	Battle Order No. 173, attached)
25th Oct.	Halifax III "C" LH-129	(Captain) J25839 F/O A.P. Heathcote,	Bombing	13:16	18:13	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.F. Good concentration of A/C over target. Trip very good, no trouble encountered. Fighter cover seen on way in and out.	
25th Oct.	Halifax III "H" ME-909	(Captain) J28618 F/O G.L.D. O'Grady	Bombing	13:17	18:19	10/10ths stratus cu., tops 6,000 to 7,000 feet, clear above. Target identified by green flares and Gee check, outline good. Bombed at 15:49.6 hours from 17,500 feet, D.R. run on Gee and ETA. Green flares difficult to see, seemed fairly numerous but not seen before bombing. M/B clear, not confusing, heard early. May be scattered bombing but mainly in area. Met. as briefed or better. A/C not congested, good concentration.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
25th Oct.	Halifax III "J" NZ-905	(Captain) JB7692 P/O A.T. Bond	Bombing	13:15	18:17	10/10ths cloud, tops 5,000 feet, visibility good 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. M/B heard early and clearly, not confusing, instructed A/C to bomb sky markers. Markers seemed sparse. Good concentration over target, no congestion, good trip.	
25th Oct.	Halifax III "K" LV-941	(Captain) J27868 P/O S.V. McKellar	Bombing	13:12	18:20	10/10ths cloud, tops 2,000 feet, visibility good. Homed down lattice line at 15:49.1 hours. Bombed at 15:49.1 hours from 18,500 feet 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 target. Bombing moderately scattered. Good trip and M/B helpful. Fighter cover seen on way in and out.	
25th Oct.	Halifax III "L" NZ-425	(Captain) JB5132 P/O J.L. Seal	Bombing	13:10	18:07	10/10ths cloud, tops 6,000 feet, visibility good. 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 encountered.	

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OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 22

(1942-45) W. 4889-124 700 810 T.S. 700
(1940-41) W. 4889-124 1200 1164 T.S. 700

FOR THE MONTH OF October, 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
25th Oct.	Halifax III "O" NP-936	(Captain) J89320 P/O W.T. Jensen	Bombing	13:08	18:26	10/10ths cloud, 1000 feet, visibility good. Target identified by green flares. Bombed at 15:49.6 hours from 16,500 feet on green flare. Bombing concentrated around green flare. M/B instructed A/C to bomb markers. Other green flares seen to starboard. Fighter cover seen on port side. Brought back 1 x 1000 lbs. Good concentration of A/C seen over target. If markers were "bang on" should be successful. No trouble.	
25th Oct.	Halifax III "Q" ME-417	(Captain) J16126 P/O D.F. Gay	Bombing	13:11	18:26	10/10ths cloud, tops 10,000 feet, visibility good above. Target identified by flares and Gee. Bombed at 15:49.8 hours from 17,000 feet on single flare fading out. Smoke trails in air. Flares poor and scarce. M/B heard giving instructions. No results seen. Only fair because other A/C did not seem to be keeping right heading, raid was on area however. No difficulties.	
25th Oct.	Halifax III "S" ME-883	(Captain) J28667 P/O R.H. Simpson DFC	Bombing	13:13	18:09	10/10ths stratus cu., tops 8,000 feet, visibility good above. Target identified by green flares and Gee check and ETA check. Bombed at 15:49.7 hours from 17,500 feet on centre of three green flares. One of flares good but A/C had to be on top of flares to see. Good raid and hit obtained on flares. Good cons of stream over target. No congestion, no difficulties.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
25th Oct.	Halifax III "U" NR-117	(Captain) J288439 P/O W.J. Parker	Bombing	13:03	18:03	10/10ths cloud, tops 5/6,000 feet, visibility good. Target identified by green flares. Bombed at 15:49.3 hours from 18,000 feet on green flares. Three green markers seen well concentrated, bombed centre. Fighter cover seen on way out. If markers well placed it should be a good "prang". Concentration of A/C over target very good.	
25th Oct.	Halifax III "N" NZ-857	(Captain) J28647 P/O S.J. Kelly	Bombing	13:09	17:53	A/C returned early, starboard outer engine U/S at Ostend, unable to hold height or speed. Jettisoned entire load, 16:12.5 hours, 9500 feet, 512GN 0240E, safe, shipping checked.	
25th Oct.	Halifax III "P" NP-992	(Captain) J25268 P/O H.G. Solomos	Bombing	13:18	18:23	Bomb load:- 6 x 1000 lbs. & 7 x 500 lbs. 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, 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.	

OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 23

(11790-2511) WL 2889-2124 700 814 T.S. 700
(11790-2511) WL 4400-2351 1204 1144 T.S. 700

FOR THE MONTH OF October, 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
26th Oct.	Halifax III	Target, All A/C:- "OCCUPANTS"				Bomb load, each A/C:- 1 x 2000 lbs. & 1080 x 4 lbs. I.B.	(Appendix "L"
28th Oct.	Halifax III "A" NR-120	(Captain) J19459 F/O E.R. Smith	Bombing	13:11	18:55	6/10ths broken cloud, visibility good. Target identified by red T.I. and north bridge on Rhine. Bombed at 15:54.2 hours from 18,000 feet on centre of smoke east of bridge. Smoke drifting to the east and obscuring target. Brownish black smoke rising 14,000 feet and fires taking very good hold. M/B weak and poor, should be very successful raid.	Battle Order No. 174, attached)
28th Oct.	Halifax III "D" LV-972	(Captain) J16120 F/O N.D. Mars	Bombing	13:10	18:58	4/10ths broken cloud, visibility good. Target identified 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 15:59 hours one large fire was seen around A/P and getting obscured by smoke. Poor concentration, good fighter, cover, A/P well "pranged", M/B heard faintly.	
28th Oct.	Halifax III "E" MZ-818	(Captain) J19884 F/O W.F.G. Watson	Bombing	13:09	18:23	Clear, visibility good. Target identified visually and by red T.I. Bombed at 15:54 hours from 19,000 feet on centre of concentration of red T.I. Target was enveloped in smoke to 10,000 feet, M/B was weak and instructed to bomb red T.I. Fires could be seen starting to take hold as A/C was leaving. FFF was good and marking seemed S/E and S/W of A/P. 180 x 4 lbs. I.B. hung up and brought back. Flak in M/U turret over target, 15:53 hours, 19,000 feet. Should be a good "prang", good tactics.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
26th Oct.	Halifax III *P# NP-992	(Captain) J25885 P/L D.F. McGrath	Bombing	13:01	18:34	4/10ths strato cumulus, tops 6,000 feet, visibility good. Target identified by red T.I. and Rhine River. Bombed at 15:54 hours from 19,500 feet on red T.I. overshoot by 4 seconds. Few red T.I. seen short of A/P, which was obscured by smoke but bombing was concentrated on it. Brought back 30 x 4 lb. I.B. hung up. Poor concentration of A/C, good fighter cover, M/B not heard, by visual check should be a successful raid.	
28th Oct.	Halifax III *G# LW-129	(Captain) J25839 P/O A.P. Heathcote	Bombing	13:19	19:52	4/10ths strata cumulus, tops 10,000 feet, visibility good. Target identified visually and by red T.I. Bombed at 15:53.6 hours from 20,000 feet on centre of smoke and concentration of red T.I. as instructed by M/B. T.I.'s were "bang on" and well concentrated. Bombing good around 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 a good raid if markers on, good concentrations of bombing	
28th Oct.	Halifax III *H# NZ-909	(Captain) J28818 P/O G.L.D. O'Grady	Bombing	13:02	18:30	Clear, visibility good. Target identified visually and by red T.I. Bombed at 15:53.7 hours from 20,500 feet on centre of red T.I. T.I.'s were concentrated around A/P and bombing was very good. Incendiaries beginning to take hold. Brownish grey smoke rising 6-7,000 feet. Rather difficult to assess because of smoke. M/B not heard, too weak. Looked like a good attack, concentration not maintained, tactics O.K.	

OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 24

(12781-5511) WL 8822-1124 704 8/45 T.S. 700
(12780-5511) WL 4409-1124 1304 1/44 T.S. 700

FOR THE MONTH OF October, 19 44

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
28th Oct.	Halifax III "K" LV-941	(Captain) J87692 P/O A.T. Bond	Bombing	13:07	19:55	Clear, visibility good. Target identified by red T.I. and visual pinpoint of river. Bombed at 15:54 hours from 21,000 feet on centre of about 4 groups of red T.I. 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, stream good to target and over target. No congestion, good trip.	
28th Oct.	Halifax III "L" NZ-425	(Captain) J85132 P/O J.L. Smale DM	Bombing	13:03	18:53	3/10ths broken cloud, tops 10,000 feet, clear and visibility good. Target identified visually. Bombed at 15:55 hours from 18,000 feet visually on A/P. Bombing was well concentrated and A/P was being bombed well. Smoke column seen rising 8 - 10,000 feet. A/C seen jettisoning incendiaries S.E. of target 10 miles. Concentrated raid, should be a good attack. Concentration of A/C good over target, but not before or after.	
28th Oct.	Halifax III "M" NZ-419	(Captain) J26783 P/O J. Burch	Bombing	13:15	18:25	7/10ths cumulus, visibility excellent in patches. A/P clear. Target identified visually, by yellow T.I. and bridges and River Rhine. Bombed at 15:53.9 hours from 18,500 feet on yellow T.I. A/P partly obscured by smoke 6-7,000 feet. T.I. mainly burned out. M/B hard to hear over static. No congestion over target, had difficulty in keeping briefed altitudes on route in.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
28th Oct.	Halifax III "O" NP-936	(Captain) J89320 P/O W.T. Jensen	Bombing	12:59	20:03	4/10ths broken cloud, visibility good. Target identified by north bridge over Rhine River and by smoke. 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 "P" NP-937	(Captain) J27868 P/O S.V. McKellar	Bombing	13:08	19:54	6/10ths broken cloud, visibility good. Target identified 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.	
28th Oct.	Halifax III "Q" NZ-417	(Captain) J16126 P/O D.F. Guy	Bombing	13:08	18:56	7/10ths broken cumulus, tops 12/13,000 feet, visibility good. Target identified visually and by red T.I. 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 leaving target. M/B too weak to hear. 210 x 4 lbs. hung up and brought back. Seemed like a good "prang". Scattered concentration of A/C.	

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OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 25

(1941-45) W.L. 4889-1124 700 8161 T.S. 700
(1939-45) W.L. 4887-1124 1208 1144 T.S. 700

FOR THE MONTH OF October, 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
28th Oct.	Halifax III "S" NZ-883	(Captain) J28667 F/O R.H. Simpson DFC	Bombing	13:00	18:59	3/10ths strata cumulus, tops 10,000 feet, visibility good. Target identified visually. Bombed at 15:51 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 concentrated and a huge column of smoke rose to 10,000 feet, could be seen for 1/2 an hour after leaving target. Good concentration of bombs on A/P, should be a good attack.	
28th Oct.	Halifax III "T" NZ-284	(Captain) J88439 F/O W.J. Parker	Bombing	12:55	18:21	3/10ths broken cloud, visibility good. Target identified 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 15:52 hours and one at 15:57 hours. A/P obscured by smoke. Appeared to be very successful raid, concentration of A/C not very good.	
28th Oct.	Halifax III "U" NR-117	(Captain) J26677 F/O E.J. Mountford	Bombing	12:56	17:45	Clear, 3 to 4/10ths cumulus, tops 4 to 5,000 feet, 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. Bombing seen was very good and well concentrated, smoke column rising to 10-12,000 feet, M/B clear but reception noisy. H/P encountered at target, 15:55 hours, 18,000 feet. Incendiaries from another A/C damaged ailerons and nose of A/C. S/B rudder bar almost severed. Seemed to be "hang on" raid. Landed at Wood bridge.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
28th Oct.	Halifax III "V" ME-464	(Captain) J86735 P/O R.A. Forbes	Bombing	13:04	18:28	4/10ths broken cumulus, tops 8 to 9,000 feet, visibility good. Target identified visually and by red T.I. Bombed at 15:52.5 hours from 18,500 feet on centre of red T.I. as instructed by M/B. T.I. on A/P, bomb bursts in good concentration around A/P. Orange black smoke seen rising to 8,000 feet. M/B was weak. Good effort, target should be well bombed, taction @.K.	
28th Oct.	Halifax III "W" LE-122	(Captain) J28647 P/O T.J. Kelly	Bombing	13:06	18:39	6/10ths broken cloud, visibility good. Target identified by smoke and bend in Rhine River. Bombed at 15:57 hours from 19,000 feet on built up area, one mile short of A/P. Column of brownish smoke seen rising to 15,000 feet. A/C was late on target, no markers seen. Concentration of A/C very poor in and out of target. Appeared to be very unsuccessful raid.	
28th Oct.	Halifax III "Y" ME-910	(Captain) J27738 P/O R.A. Russell	Bombing	12:53	18:36	4/10ths broken cloud, visibility good. Target identified by red T.I., River Rhine and north bridge. 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 obscured by smoke. No big fires seen. M/B heard clearly and was helpful. Smoke still seen about 50 miles from target.	

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OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 26

(12126-2511) WL 2229-212 700 843 T.S. 700
(12129-2511) WL 2229-212 1300 843 T.S. 700

FOR THE MONTH OF October, 19 44

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
30th Oct.	Halifax III	Target, all A/C:- "COLOGNE".				Bomb load, each A/C:- 1 x 2000 lbs., 6 x 1000 lbs. & 5 x 500 lbs.	(Appendix "M" Battle Order No. 175,
30th Oct.	Halifax III "A" NR-120	(Captain) J19459 F/O E.R. Smyth	Bombing	17:30	23:40	10/10ths cloud; tops 14/15,000 feet, cirrus above 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. <i>direct to outer.</i>	attached)
30th Oct.	Halifax III "C" ME-807	(Captain) G858 W/C F.E. 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 concentrated and greens scattered. A/C well concentrated and all bombing on the correct heading. <i>direct to truck</i>	
30th Oct.	Halifax III "B" ME-818	(Captain) J19884 F/O W.T.G. Watson	Bombing	17:35	23:19	10/10ths cloud, target identified by sky markers. Bombed at 21:07.5 hours from 20,000 feet on centre of red white and green sky markers. Good concentration of markers and of A/C. Landed at Foulsham.	
30th Oct.	Halifax III "P" NR-992	(Captain) J16120 F/O N.D. Mars	Bombing	17:40	23:36	10/10ths cloud, tops 12,000 feet, bright moonlight. 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 cloud. <i>direct to truck</i>	
30th Oct.	Halifax III "Q" IR-129	(Captain) J25839 F/O A.F. Heathcote	Bombing	17:27	23:15	10/10ths cloud, tops below 15,000 feet. Target identified by sky markers. Bombed at 21:08 hours from 19,000 feet on centre of 4 green and 2 red T.I's. Bombing well concentrated on markers, results difficult to assess. <i>direct to truck</i>	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
30th Oct.	Halifax III "L" ME-425	(Captain) JB5132 F/O J.L. Smale	DFM Bombing	17:16	23:29	10/10ths cloud, tops believed up to 10,000 feet, bright moonlight. Target identified by red, white and green sky markers. Bombed at 21:06.7 hours from 18,000 feet on centre of concentration of red, white and green markers. Bombing appeared to be well concentrated. Good concentration of A/C, defences were very slight. <i>Skirted Foulsham.</i>	
30th Oct.	Halifax III "M" ME-419	(Captain) JB6783 F/O J. Burch	Bombing	17:23	23:29	10/10ths cloud, target identified by red, white and green flares. Bombed at 21:07.8 hours from 21,000 feet on centre of group of greens. Glow seen under cloud. Marking was accurate and attack believed well concentrated. Landed at Foulsham.	
30th Oct.	Halifax III "N" ME-857	(Captain) JB2968 F/L J.H. Howes	Bombing	17:42	23:18	10/10ths cloud, target identified by red, amber and green Wanganue flares. Bombed at 21:12.1 hours from 20,500 feet on centre of red flares. PFF marking and timing seemed very good, seemed a successful attack. Landed at Foulsham.	
30th Oct.	Halifax III "O" NP-936	(Captain) JB9320 F/O W.T. Jensen	Bombing	17:25	23:50	10/10ths cloud below, 3 - 7/10ths above. Target identified by red, white and green flares. Bombed at 21:11 hours from 20,300 feet on centre of all sky markers. Large explosion seen at 21:11 hours. Sky markers well concentrated. <i>Skirted Foulsham.</i>	

OPERATIONS RECORD BOOK

APPENDIX _____

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 27

11108-0311) WL 2222-0311) FOR A/C, T.S. 700
(11109-0311) WL 2222-0311) 1204 110 T.S. 700

FOR THE MONTH OF October, 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
30th Oct.	Halifax III "P" NP-937	(Captain) J27868 F/O S.V. McKellar	Bombing	17:39	23:34	10/10ths cloud, tops 12-14,000 feet. Target identified by markers. Bombed at 21:16 hours from 16,000 feet on centre of concentration of reds and greens. Markers well concentrated over T/A. Cloud obstructed all view of ground. Slight icing in medium cloud. Markers well concentrated and glow of fires was seen through cloud. Diverted to Foulsham.	
30th Oct.	Halifax III "S" NZ-883	(Captain) J28667 F/O R.H. Simpson DFC	Bombing	17:37	23:38	10/10ths cloud over target, tops to 8,000 feet, moonlight, good visibility above cloud. Target identified by red, white and green sky markers. Bombed at 21:11 hours from 19,000 feet on centre of three reds. Red markers well concentrated. Green markers a bit scattered. <i>Diverted to Foulsham.</i>	
30th Oct.	Halifax III "M" NZ-284	(Captain) J38439 F/O W.J. Parker	Bombing	17:38	23:40	10/10ths cloud, tops up to 6,000 feet. Target identified by red, white and green markers. Bombed at 21:12.1 hours from 18,500 feet on centre of red sky markers. Good concentration of red markers seen, green markers were a little to port. Visibility was good above cloud and the attack was considered well concentrated and should produce good results, if the marking was accurate. <i>Diverted to Foulsham.</i>	
30th Oct.	Halifax III "V" NZ-464	(Captain) J6681 F/L L.D. Allatt	Bombing	17:28	23:42	10/10ths cloud, tops 10,000 feet. Target identified by red and green sky markers. Bombed at 21:14.4 hours from 20,000 feet on red sky markers. Red markers were concentrated and greens rather scattered. If markers were accurate then bombing must have been good. Landed at Foulsham.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
30th Oct.	Halifax III "W" ME-122	(Captain) J27738 F/O R.A. Russell	Bombing	17:43	23:50	10/10ths cloud, tops 12/14,000 feet. Target identified by sky markers. Bombed at 21:16 hours from 20,000 feet on centre of red sky markers of concentration of reds and greens. Markers dropped on time. Diverted to Foulsham. Markers very well concentrated. Flak medium heavy, bursting exceptionally high, 22,000 feet.	
30th Oct.	Halifax III "Y" ME-910	(Captain) J2888 F/O A.J. Lewington	Bombing DFC	17:41	23:43	10/10ths cloud. Target identified by red and green flares. Bombed at 21:15.8 hours from 20,500 feet on single red flare. Some glow seen under cloud. Sky markers were in right place and good concentration of A/C over markers. Landed at Foulsham.	
30th Oct.	Halifax III "X" ME-815	(Captain) J16126 F/O D.F. Day	Bombing	17:36	23:23	10/10ths cloud, target identified by sky markers. Bombed at 21:17.3 hours from 20,000 feet on single red flare. Some bright flashes seen below cloud. Marking seemed scattered. <i>initial 8 markers.</i>	
30th Oct.	Halifax III "H" ME-909	(Captain) J28618 F/O G.L.D. O'Grady	Bombing	17:31½	23:24	10/10ths cloud, tops approximately 15,000 feet. Target identified by markers. Bombed at 21:15 hours from 19,500 feet on centre of red markers. Red markers well concentrated, greens off to port slightly. Starboard inner engine feathered twice of own accord. Bombing seemed well concentrated on markers which were also concentrated well. Diverted to Foulsham.	

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