08992 F/L. J. E. German

### OPERATIONS RECORD BOOK

APPENDIX

A.F. FORM 541.

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

SECRET

DATE	AIRCRAFT	Crew			Time		Part of the same
DAIL	Type & Number	CREW	DUTY	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
1st Nov.	Halifax III	Target, all A/C:- "	OBERHAUSEN".			Bomb load, each A/C:- 1 x 2000 lbs., 6 x 1000 lbs. &	(Appendix "A"
						4 x 500 lbs.	Battle Order
_		12 13 1				AS A	No. 176,
1st Nov.	Halifax III	(Captain) J19626 F/O J.L. Eggs	er Bombing	17:06	22:47	5/10thà broken stratà, tops 6,000 feet, visibility	attached)
	"A" NR-120						·
		22.2				good. Target identified by Rhine River and red and yellow flares. Bombed at 20:28, J hours from 21,000 feet on	-
		1		1 -1 -2			
		······································			-	centre of red and yellow flares. About five or six flares seen at time of bombing, red and yellow fairly	
		· · · · · · · · · · · · · · · · · · ·			-		
		***************************************	ļ			well concentrated. One large explosion seen at 20:30	
						hours. No congestion, through break in clouds bombs	
				-	-	appeared to be falling where markers were going downa .	
						Bombed, heading 046T, speed 155 mapaha	
		70	***************************************			Participant of the second of t	
1st Nove	Halifax III	(Captain) C858 W/C F.R. Sharp	Bombing	17.139	23:31	No oloud, visibility good. Target identified by	
	"C" MZ-807					red and yellow flares. Bombed at 20:34 hours from 17,500	
The sec				1 111		feet on visual of built up area of ESSEN, is A/C was	***************************************
						making rum up on target it was attacked by a JUSS. A/C	***************************************
				×		corkscrewed to starboard and came back to target but	
	2 1			1		bombs hung up so A/C bombed ESSEN as a last resort, using	
						jettisoning bar. Bombed, heading 291, speed 180 mepshs	
				-		The state of the s	
1st Nov.	Halifax III	(Captain) J19884 F/O W.T.G. Wat	D-3.5		23:15		
	"E" MZ-818		son bombing	17:19	-2.13	7/10ths broken cloud, tops 6,000 feet, visibility	
	1.01.51					good. Target identified by green and sed flares. Bombed	
						at 20:30.3 hours from 20,000 feet on centre of red and	
•						green. Target area covered with strings of I.B., some	
						starting to take a good hold. About five explosions seen	
						at 20:30 to 20:32 hours. If marking accurate it should	
					10.00	be a successful raid. Bombing heading 045T, speed 155 map.h	
COLUMN TO STATE OF THE PARTY OF	Man Land	and the same of the same of	Salah Sa		Mile and a	Experience of the second secon	

DATE	AIRCRAFT Type & Number	CREW		Dury	1 7	TIME		
-	TIPE & MURBER	10		DOIT	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENC
1st Nov.	Halifax III	(Captain) J86368 F/O H.G. Sol	omos	Bombing	17:16	23112	-5/10ths broken aloud, visibility good. Target	
	"F" NP-992				28:18	1.5534	14-14-14	-
					-		identified by red and green flares, Gee homing. Bombed	
			-	***************************************	-	-	at 20:30.1 hours from 19,500 feet on centre of red and	
***************************************	***************************************		-		-	-	green. Red and yellow good, green scattered. Many	
-			-		-		strings of bombs seen on ground and many fires burning.	-
-			-				smoke rising to 6500 feet. Appeared to be successful on	7
-						- 3	observation after leaving target. Bombed, heading C45T,	
					19.1	12 115 137	160 mapsha	
					1			
1st Nove	Halifax III	(Captain)	P	Bombing	17:07	20150		
	"G" LW-129	MANAGE MANAGEMENT AND ASSESSMENT ASSESSMENT AND ASSESSMENT AND ASSESSMENT ASSES	gron, M	<u>au</u>	1/10/	22:58	7/10ths broken cloud, tops 6,000 feet, visibility	
	······································				-		good. Target identified by red yellow and green also	
-					713-5	1	by "H" "W" and Gee homing. Bombed centre of red at	
-	······································						20:29 hours from 19,000 feet, heading 045T, speed 155	******************************
							mapaha Flares fairly well comcentrated. Two explosions	***************************************
						1	seem at 20:31 hours, strings of Mandarin seem on ground.	
							No congestion, if markers accurate should be fairly	-
							successful raida	
			***************************************			-	Subcessful Faid.	
st Nova	Halifax III	(Captain)			-		3	
	"H" MZ-909	J19459 F/O E.R. Smyth	Во	ombing	17:18 2		10/10ths thin stratu cumulus, 6-7,000 feet, visibi-	
							lity good, Target identified by red flares and Gee check.	***************************************
						,	Bombed concentration of 8 flares at 20:39.5 hours from	***************************************
				95.67	45,000	5-2-6	19,500 feet, heading 045T, speed 195 map-ha Main con-	
							centration of reds "bang on", some greens scattered.	
							Could be seen and seed and seen and seed and seen and seed and see	
	<u> </u>	Andrew Street	* _ 1 - 1 / 1 / 1 / 1		-		Could not be assessed accurately but after leaving target	
- 1				***************************************		-	many fires and much smoke seen. Seemed like a "bang on"	
							effort if flares were on target, route and tactics O.K.	2015

WALL OUTO

APPENDIX

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By No. 433 (R.C.AF.) Squadron

SECRET

DATE	AIRCRAFT TYPE & NUMBER	CREW	Dury		TIME		_
	TYPE OF NUMBER		2011	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
1st Nov.	Halifax III	(Captain) J16120 F/O N.D. Mars	Bombing	1.7:11	23:21	4/10ths strate oumslus, tops 6,000 feet; visibility	
	-3- 112-905					good. Target identified by red and yellow flares, Gee	
						and H2S check. Bombed at 20:30.2 hours from 20,000 feet,	
				1000		heading 045T, speed 155 map.ha, on bentre of red and yell-	
***************************************			***************************************		-	owe Small concentration of red and yellow, green on port	
						of large concentration of 12 of red and yellow which A/C bombed. Rather hard to assess, lit up south and west of	
	·····					target. Should be a good effort if flares on target,	
	***************************************				ļ	very good concentration of A/C in stream. Tactics O.K.	
1st Nov.	Halifax III	(Captain) J6681 F/L L.D. Allatt	Bombing	17:17	07.00		***************************************
	"K" LV-941	- VOODS SYL LINE ALLETS	E	1/11/	23:22	10/10ths thin cloud, visibility good. Target identi-	
	- ALA			-		fied by red, yellow and green, Gee homing. Bombed centre	***************************************
			0			of red and yellow at 20:30.6 hours from 20,500 feet,	
		***************************************				heading O42T, speed 155 m.p.h. Red and yellow well con-	
						centrated, bunches of red and green to starboard. Many	
						scattered fires and bombing well concentrated. No con- gestion, black snoke rising up to 4,000 feets	
						South and the state of the stat	
1st Nov.	Halifax III	(Captain) J85132 F/O J.L. Smale	DEM Bombing	16:59	22:53	5 - 6/10ths alta cumulus, tops 6-8,000 feet,	
	"L" 1/Z-425		W	7		visibility good. Target identified by red and yellow	
						flares, Gee homing. Bombed on centre of 4 red and 3 yellow at 20:50.3 hours from 21,000 feet, heading 0,5%,	
				2 -	10	speed 160 m.p.h. Marking very good, some green and red	
		*			10 35	flares seemed pale in color and were off track to port.	
						Marking on target very good and well concentrated. Fires	
						and smoke were seen through breaks in cloud with smoke to	
S(0-46)			1901			4-5,000 feet. Seemed like a "bang on" do if flares were	
						on. Concentrations of A/C good, tactics C.K.	- C
STATE OF STREET							

DATE	AIRCRAFT	CREW	Dury		TIME		1
	Type & Number		Doll	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES
1st Nov.	Halifax III	(Captain) J87692 P/O A.T. Bon	d B ombing	17:05	23:14	5/10ths thin broken cloud, visibility good. Target	
	"N" MZ-419			A House of		identified by red and yellow flares, homed on Gee.	
	*		1			Bombed centre of red, overshoot of 2 seconds, at 20:20.5	
						hours from 20,500 feet, heading 045T, speed 155 m.p.h.	
			*	-	-		
		***************************************		***************************************	17	Flare marking adequate. Huge explosion at 20:29 hours,	
					-	many strings of I.B. seen on starboard short of markers.	
		-		-	-	One A/C flying on wrong heading, passed from port to star-	
	<del></del>		-		-	board and seen bombing.	
		(Cantain)				. (	
1st Nov.	Halifax III	(Captain) J89320 P/O W.T. Jens	en Bombing	17:13	23:03	4-7/10ths cloud, tops 5,000 feet, visibility goods	-
	"0" NP-936		ļ			Target identified by red, green and yellow markers.	
						Bombed centre of concentration of reds, greens and yellows	***************************************
			1	2.11		at 20:29.8 hours from 19,300 feet, heading Outor, speed	***************************************
						155 m.p.h. Target seemed to be well covered with bombs.	
						Large fires seen on leaving, markers well concentrated on -	
				P		run up. One red sky marker seen 21,000 feet. Target	
	4			4		seemed fairly well pranged. Good compensation of A/C.	
					100	over target, bombing concentrated around markers, no	***************************************
					1	trouble following tactics. Fair trip and should be a	
	***************************************		100		- 4	"good prang".	
					> .	1 · · · · · · · · · · · · · · · · · · ·	
st Nov.	Halifax III	(Captain) J27868 F/O S.V. McKel	lan Booking	17:14	22:56	8/400% - 4	
	"P" NP-937	MALE MELE	and noneing	11.11	-21.70	8/10ths strata cumulus, tops 8,000 feet, visibility good. Target identified by red and yellow flares, Gee	67
						and H2S check. Bombed concentration of approximately	
			132.181.72.3	1200			
						15 reds and yellows, at 20:29.8 hours from 19,000 feet,	
	***************************************					heading 045T, speed 160 m.p.h. Greens were scattered and 2-3 miles to port of main concentration. After leaving T/A bombing seemed good and fires starting. Explosion 20:30 hrs.	

WALL OUDS

APPENDIX.....

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

DATE	AIRCRAFT	CREW	DUTY	-	TIME	DETAILS OF SORTIS OR FLIGHT	
	Type & Number	1,		UP	Down	DETAILS OF SORTIS OR PLIGHT	REFERENCES
1st Nov.	Halifax III	(Captain) J16126 F/O D.F. Guy	Bombing	17:08	22:57	7/10ths strata cumulus, tops 10,000 feet, visibility	
	"Q" 1/2-417					good, Target identified by red, yellow and green. Bombed	
						centre of red at 20:30.1 hours from 19,500 feet, heading	
		-	1 1 1 1 1 1 1 1 1			O45T, speed 155 mapaha Red and yellow well concentrated	***************************************
						Green scattered to starboard. Large fires observed on	***************************************
		r	3-1-1	1 4 1 4		leaving target. No congestion, one large explosion seen	
			5		1	at 20:35 hours, illuminated sky for 10 minutes.	
			2		1 1		
1st Nov.	Halifax III	(Captain) J29268 F/L J.H. Howe	Bombing	17:03	22:52	10/10ths thin strata, tops 6,000 feet, visibility	······································
	"R" NP-949					good. Target identified by red, green and yellow, H2S and	***************************************
		,		1		Gee homing. Bombed on concentration of 6 red flares at	
	- 25					20:28.9 hours from 20,000 feet, heading 045T, speed 155	
						m.p.h. Excellent concentration of red flares on which 1/C	
						bombed, some off 2 mile to starboard. As A/C left target	
			en terretie	1000	1000	fires and bomb bursts seen through thin cloud, could be	
	***************************************			- 2		seen for at least 30 miles after target. Should be a good	
				12.5		effort. Met. was better than briefed, tactics very good.	
						Marking could have been earlier but was goods	***************************************
					1.32	Sun Color Co	
1st Nov.	Halifax III	(Captain) J28667 F/O R.H. Simps	Bombing on DFC	17:20	22:50	1/10ths broken cloud, visibility good. Target identi-	
	"S" MZ-883		1.75		<u> </u>	fied by yellow, red and green flares and Gee fix. Bombed	
	10 10 20 10 10					centre of red T.I. at 20:29.5 hours from 20;500 feet,	
						heading O45T, speed 155 m.p.h. Red and yellow concentrated,	
		State of the state of			(0)	green scattered. A/C early on target, not much seen. 1 x	
1000			A Ser	568		1000 lbs. brought back due to hang up., No congestion, .	
						bombs appeared to be concentrated around markers, if	
	NO.		4		- gwa-	markers accurate should be a good raid.	
		,					
The second second second second	The same of the sa	THE RESERVE OF THE PARTY OF THE	AND THE RESIDENCE OF SHIPPINGS	SCHOOL STREET	Charles and the same of the sa		***************************************

DATE	AIRCRAFT	CREW	Dury	1 1	TIME		1.00
	Type & Number		Doll	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES
1st Nov.	Halifax III	(Captain) J88439 P/O W.J. Parker	Bombing	17:21	22:44	3/10ths stratus, tops 8,000 feet, visibility good.	
	"T" MZ-284			100000		Target identified by red, green, Gee and H2S. Bombed	73
	M			1		centre of red and yellow-flares at 20:30-2 hours from	19/2
						21,000 feet, heading 045T, speed 150 m.p.h. Reds and	
	-					greems dropped on starboard of Gee line, about 1 minute	
		3	·			later reds and yellows cascaded directly shead on Gee line.	
				-		Second lot of flares well concentrated. Clow of fire re-	
×						flected on clouds, smoke 6 to 7,000 feet, Concentration	
			The street			of A/O very good, tactics O.K.	
st Nov.	Halifax III	(Captain) J27738 F/O R.A. Russell	Bombing	17:15	23:15	4/10ths broken cloud, tops 7/8,000 feet. Target	
	"W" IW-122					identified by red and yellow flares and H2S. Bombed	***************************************
						centre of red and green flares at 20:30.9 hours from	••••••
						20,500 feet, heading 045T, speed 150 mepeh. Red and	
			27. 33		***************************************	yellow flares concentrated with green flares to star-	•
						board. One large explosion seen at 20:30 hours and also	
				11:50		at 20:32 hours, many bomb bursts observed. No conges-	
		2				tion, good raid.	
					-	4 2	
st Nov.	Halifax III	(Captain) J26677 F/O RaJa Mountfor	ed. Bombine	17:09	23:24	8/10ths strate annual to 5 ( 000 c	
	"X" MZ-815					8/10ths strate oursilus, tops 5-6,000 feet, visibility	•••••••••••••••••••••••••••••••••••••••
			- 1			goods. Target identified by fed and green flares, Gee fix. Bombed centre of losse compentration of 4 reds and 4 greens	•
				***************************************	***************************************	at 20:29 hours from 21,000 feet, heading 04,57, 150 map.ha	•••••
			······				
		***	Marker 19			Some reds and yellow seemed slightly port, short of the flares A/C bombed. Some explosions and bomb bursts, fires	
							***************************************
	~					starting. Rather difficult to assess. Should be a good effort if flares were on target. Route and tactics very good.	

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APPI	ENDIX		

FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

DATE	AIRCRAFT	CREW	Duty	1	IME	Part	
DATE	Type & Number		DUTY	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
1st Nov.	Halifax III	(Captain) J29592 F/L W.C. Piero	e Bombing	17:12	23:36	6/10ths cloud, visibility good. Target identified	
	"Y" MZ-910					by red, yellow and green. Bombed at 20:30.2 hours from	
						20,500 feet, heading 048T, 155 m.p.h., owershot.starboard	
P-2						of flares by 10 seconds. No flares on arrival at target;	
						went down a few seconds later, turned starboard on bombing	
		0.02 2 10 1 10		1 1 1 1		If accurate should be successful raid, one large explosion	· I
			1 5 2			seen at 20:32 hours.	
\						(%)	-
2nd Nov.	Halifax III	Target, all A/C:- "DU	SSELDORF"		<i>A</i>	Bomb load, each A/C:- 1 x 2000 lbs., 6 x 1000 lbs., & 4 x 500 lbs.	(Appendix "B'
							No. 177,
2nd Nove	Halifax III	(Captain) J19626 F/O J.L. Egger	Bombing	16:07	22:05	No cloud, visibility very good. Target identified by	
	"A" NR-120	.019625 F/U. J. L. Egger		10101		red and green T.I. and red flares, Gee check. Bombed	
-						centre of fire and smoke when T.I. red had fallen, at	
				- 1 - 1		19:20.7 hours from 19,000 feet, heading 120 degs. T, speed	
						155 m.p.h. Marking very good, centre of T/A burning well.	
***************************************	***************************************					Best attack seen yet. Bomber stream well concentrated	
				***************************************		over target.	
			- '			775	
2nd Nov.	Halifax III	(Captain) J19884 F/O W.T.G. Wats	Bombing on DFC	16:08	22:02	Nil cloud, visibility fair. Target identified by	4
	"E" MZ-818		119,0			Rhine River and green T.I. Bombed 2 green T.I. Sust	
		1	o	11		over river in city area, at 19:20.2 hours from 18,500 feet	
						heading 115T, speed 165 mapsha Ground marking good	
	"				70 編	but red and green sky flares were too far east of target.	
	ing of the		100000000000000000000000000000000000000			Many fires and explosions in centre of city, received -	
						most of the attack. One large explosion on S/E of city	
						and much macke seen. H/F encountered at target, 19:22 hrs. 18,500 feet. A very successful attack.	

D	AIRCRAFT	CREW	Dury	T	TIME	DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE	Type & Number		DOT	UP	Down	Delate of John on Comme	
2nd Nov.	Halifax III	(Captain) J19459 F/O E.R. Smyth	Bombing	16:00	22:13	Clear over target, visibility good. Target identi-	7
	*F* NP-992			9.355.03		fied by red T.I. and visually from River Rhine and bomb'	
						bursts over target. Bombed dentre of 3-4 red T.I. clusters	
						at 19:20.3 hours from 18,000 feet, heading 110T, speed	
	-			w		160 mapaha Green T.I. beginning to cascade, sky markers	
		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.000	1000	L. Sake	also bursting above. T.I. well placed in centre of town.	
						Good concentration of bombs, incendiaries burning at edge	
. 1			-1-1-1-1			of town on river. Good attack, very successful, no	
-			Mary Say	1		difficulties	
nd Nov.	Halifax III	(Captain) J3484 W.C.A.J. Lewingto	Bombing on DFC	15:57	21:52	No cloud, visibility good, slight ground baze.	
	"C" IW-129					Target identified by red T.I. and green, H2S. Bombed	
						centre of 5-6 red T.I. which were well together, at	
		1.1.2.2.2.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.	31	11:5		19:20.1 hours from 18,500 feet, heading 113T, speed 155	
					-	m.p.h. Rhine River seen clearly, red and green T.I. were	J + J 113
						all on target. Red and green flares seen. Many bomb	
		1				bursts seen but no fires started though smoke and dust	1 - 3 - 1
						up to 2/3,000 feet. A very good attack in all respects.	
	- /					1 2 2 4 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
2nd Nov.	Halifax III	(Captain) J16120 F/O N.D. Mara	Bombing	15:56	21:11	Olear, slight haze, visibility good. Target identi-	
	"J" 1/Z-905					fied by red T.I. and visually with river and dummy fire.	
- 1				1		Bombed centre of two groups of red T.I. at 19:25.9 hours	
						from 17,000 feet, heading 120T, speed 140 mapaha T.I.	
		1 2 - 1 1			3	well on, bombs well concentrated around A/P, smoke drift-	
			A Table of the	1 1/2		ing S.E. About seven large explosions seen on run up.	
	-					Fires burning brightly. Landed at Manston, port outer engine U/S, height and speed could not be maintained except	
				1/ /		by excess fuel consumption. Excellent attack, no difficul- ties except as above.	

MAN PORTION

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

SECRET

PAGE No. 5

(\*12761-9511) WL 22229-1124 788 5/45 T.S. 780 (\*13799-9511) WL 44067-3384 150% 1/44 T.S. 780

FOR THE MONTH OF November, 19 44 TIME Up Down DATE AIRCRAFT Type & Number DUTY DETAILS OF SORTIE OR FLIGHT REFERENCES. (Captain) C858 W/C F.R. Sharp 2nd Nov. Halifax III Bombing 15:58 22:31 Target identified visually by Rhine and town streets "K" LV-941 and red T.I. Bombed centre of red T.I. which was in centre of town, at 19:21.6 hours from 19,500 feet, heading 1117, speed 152 map.h. Red T.I. accurate, greens slightly to north of tanget on edge of town. Bombs bursting in centre of town. Few fires at this time, much smoke. Excellent. attack, no difficulties, good stream. (Captain) 2nd Nov. Halifax III J85132 F/O J.L. Smale, DFM 16:01 22:28 4-5/10ths stratus, tops 4,000 feet, visibility good. "L" MZ-425 Target identified visually by Rhine and red and green T.I., Gee check. Bombed centre of red T.I. at 19:21.4 hours from 20,000 feet, heading 415 degs., speed 160 m.p.h. Bombing seemed to be in southern section of city, red T.I. on A/P which A/C bombed. Green markers came down to starboard of red. Black smoke ross to 1500 feet, fires burning well. Very good effort, target should be well "pranged", tactics and route O.K. H alifax III (Captain) J87692 P/O A.T. Bon 2nd Nova 16:03 22:23 No cloud, target identified by green T.I. Bombed "M" MZ-419 centre of green at 19:22 hours from 20,500 feet, 135T, speed 155 map.h. Green appeared on A/P, one large . explosion seen at 49:20 hours, many fires around T.I. Successful raid by visual check of River Brine. Combat with S/E E/A. . Some damage, was claimed to E/A but the bomber suffered no casualties or damage.

DATE	AIRCRAFT	CREW	Dury	T	IME		
DAIR	Type & Number		DUTY	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES
2nd Nov.	Halifax III	(Captain) J27716 F/O R.F. Ber	tran Bombing	16:05	22:40	Clear, visibility good. Target identified by red	7.5
	"N" MZ-857					and green T.I. and flares, visual on river and built up	
		***************************************				area. Bombed at 19:18.4 hours from 19,500 feat, heading	***************************************
						118T, speed 160 mapshs, oncentre of red T.I's. Fires	***************************************
						burning around T.I's, bombing all well concentrated.	
						Large fire to starboard of A/P, smoke to 1,000 feet.	
				1. 5.5		Excellent attack, target was well "pranged", tactics and	
						route 0.R.	***************************************
	*.,	····					***************************************
nd Nov.	Halifax III	(Captain) J89320 P/0 W.T. Jens	sen. Bombing	16:04	22:20	Clear, visibility 40 miles. Target identified by red	. 1
	"0" NP-936					green T.I. and visual of Rhine. Bombed centre of con-	
	3 12 12 12		-			centration of Tal. clusters at 19:19.8 hours from 20,300	***************************************
						feet, heading 108T, speed 155 mapaha Good concentration .	
						of T.I., also sky markers. Large orange explosion to	***************************************
		•				starboard of target on run in, bombing well concentrated.	***************************************
1			5		o 65 g 31	Very good attack, concentrated stream, no confusion	
		grynd oo	1. 1.544				
nd Nov.	Halifax III	(Captain) J27868 F/O S.V. McKe	llar Bombing	16:09	22:04	6-7/10ths thin broken cloud, visibility good. Target	•••••
	"P" NP-937					identified by green flares and red T.I., H2S. Bembed two	
						red T.L. at 19:20.5 hours from 20,500 feet, heading 176T,	,
						speed 155 m.p.h. Marking well concentrated, PFF on time,	***************************************
			b			many fires all over city and river seen easily. Plenty	
	:		1			of black smoke rising from target. Very little of attack	
-	2		ar to temp	Sec. 1		could be seen.	
			and a few second				
		27 (5.72)					
5		***************************************					

MANN POLITICE

APPENDIX

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

DATE	AIRCRAFT Type & Number	CREW	Dury	-	Тіми	DETAILS OF SORTIE OR FLIGHT	
		(Captain)	-	UP	Down	Delaga OF SORTIE OR FLIGHT	REFERENCES
2nd Nov.	Halifax III	J16126 F/O D.F. Guy	Bombing	16:06	21:59	. Nil cloud, visibility very good. Target identified	
	"Q" MZ-417				1.	by red and green T.I. and Gee check. Bombed red T.I. and	***************************************
						smoke at 19:20.7 hours from 21,000 feet, heading 115T,	
			A- 34-11	4	150 - 6	speed 155 m.p.h. T.I. were well concentrated and checked	
	***			Sec. 4.		by Gee. Plenty of smoke when A/C bombed, many explosions	
-							
	4-					and fires seen when leaving. At 19:20 hours a very large explosion with orange fires seen about 100 miles from	
				******************			***************************************
						the target. A very good attack in all respects.	
2nd Nov.	Halifax III	(Captain) J6681 F/L L.D. Allat					***************************************
	"R" NP-937		t Bombing	15:55	22:30	No cloud, visibility good. Target identified by	
*******************						River Rhine and red and green T.I. Bombed three red and	*******************************
					,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	green T.I. at 19:20.1 hours from 20,500 feet, heading 110T,	
				immina		speed 155 m.p.h. Some fires starting when A/C bombed	
•						about north central part of town. Many bomb bursts seen	
						in city. Very large explosion seen at bembing time.	
-						Very concentrated and clouds of smoke from fires and	
						bombing seen. A very good raid.	
2nd Nov.	Halifax III	(Captain) J38439 P/O W.J. Parke	rBombing	16:02	21:51	Ceiling and visibility unlimited. Target identified	
	"T" 142-284					by red and green T.I., also by flares and visually in	
						photo flashes. Bombed at 19:22.8 hours from 20,000 feet,	***************************************
						heading 130T, speed 150 m.p.h., on red T.I., greens seen	
		100 F 100 P				cascading on run up. T.I. well concentrated and on	
			4.52.53			time. Thuch smoke and bombs exploding on run in. Other	
						bombs well concentrated in centre of town. Good attack,	
			***************************************				
7		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				stream fairly normal over target, no difficulties.	
					-		
						A STATE OF THE PROPERTY OF THE	

	AIRCRAFT	1		T	Тиме	DETAILS OF SORTIE OR PLIGHT	REFERENCES
DATE	Type & Number	CREW	Duty	Up	Down	DETAILS OF SORTIE OR PLIGHT	REPERENCES
2nd Nove	Halifax III	(Captain) J27738 F/O R.A. Russe	ell Bombing	16:25	21:53	No cloud, visibility good. Target identified visual-	
- 1	"C" MZ-807		1	100		ly by explosions, green T.I., HW and Gee. Bombed one	
7		,	- 1			cluster of green T.I. at 19:21 hours from 19,500 feet,	
	-					heading 139T, speed 155 mapsh. No red T.L. seen when A/C	
						bombed. Many incendiary fires in target area visible.	
						Many large explosions throughout attack, smoke up to	
						5/6,000 feet and many large fires seen. Red and green	
		-		1		flares were very accurately placed. Northern part of city	
			***************************************	-	1	burning furiously, bomber stream very concentrated at time	
		-		-	-	of bombing.	
						6.	7 2
and Nov.	Halifax III	(Captain) J26677 F/O R.J. Mount	tford Bombing	16:04	22:24	Coiling and visibility unlimited over target. Tar-	
	"X" MZ-815					get identified by red and green T.I. checked by Gee lattice	ļ
						line and visually by Rhine, Bombed, at 19:22,7 hours	(····
					1	from 19,000 feet, heading 120T, speed 155 mapsha on centre	(maganasa)
					- innerent	of green T.I. concentration, red T.I. seen to starboard,	
-						already burning, not seen in smoke in run up. Concen-	
						tration of markers fair, concentration of bombing was good,	
7						first on reds then spread northward on green T.I. Many	
						good explosions and one large one seen on leaving T/A.	
\$199/1-380-1			,	0		Good attack, concentration good, many "kites" bombing with	16.
				-	1	this A/C, no difficulties.	
2nd Nov.	Halifax III	(Captain) J89420 P/O R.F. Saund	ders Bombing	15:59	22:26		
	"Y" MZ-910					and green T.I. and river. Bombed slightly to port of red	7-
	1 1	1				T.I. at 19:24 hours, from 21,000 feet, heading 109T, 155 may	-
		17839		No.	C	Green T.I. to port. Complete city covered in flame, ground	
\	- · · ·					marking was very good, the sky marking seen was a little latter a large red explosion seen 19:25 hours. No difficulties.	tea

WWW.Onio

APPENDIX

RAF. FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

DATE	AIRCRAFT	CREW	Dury		Гіме	THE RELEASE OF THE PROPERTY OF	Destinant
DATE	Type & Number	UREW	DUTY	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
4th Nov.	Halifax III	Target, all A/C:- "B	OCHUM"			Bomb load, each A/C:- 1 x 2000 lbs., 7 x 1000 lbs., &	(Appendix "C"
		8.7.5				4 x 500 lbs.	Battle Order
h.		1 - 4 5 2 2 2 2	1000	1,340	\$5 X	10. 120 THE LEADING THE TRANSPORT AND TO THE TOTAL	No. 178,
4th Nov.	Halifax III	(Captain) J19626 F/O J.L. Egget	Bombing	17:15	22:34	No cloud, visibility very good. Target identified	attached)
	"A" NR-120	. 6				by red and green T.I. and fires and smoke. Bombed fires	
				12. 14.5	10,5 2,	at 19:34.1 hours from 18,500 feet, heading 122 T, speed	. pre
	,					155 m.p.h., T.I. were obscured by fire and smoke.	1.19
		523				Markers were falling in fire and smoke when A/C bombed,	
				-		fairly well concentrated with a few undershoots, Several	
		li mate i	- 19 - 19			good explosions seen, bombing should be well concentrated.	
(Carport				1.00	la e	No troubles.	
		the state of the state of					
4th Nov.	Halifax III	(Captain) C858 W/C F.R. Sharp	Bombing	17:20	22:38	No cloud, visibility good. Target identified by	
	"C" 1/Z-807					red.T.I. and bomb bursts in built up area. Bombed two	
			11			red T.I. at 19:35.2 hours from 18,000 feet, heading 109,	
			24		-A	speed 155 m.p.h. Green T.I. were scattered to port to	
	-					N/E of city. Two large explosions seen about 19:35.6	
					100	hours to 19:35.2 hours. Factory chimneys seen in first	
			1	STATE V		explosion. Bombing put out first red T.I. seen. Sky	
2.9				Magnetic States	100	markers nearly hit A/C.	1 1
4th Nov.	Halifax III	(Captain) J25839 F/O A. P. Heat	Bombing	17:24	21:39	Arrived over target 19:35 hours, 17,500 feet, heading	
	"G" NR-137	2 40 - 3- 05	Kening		1	1137, speed 160 map.h. Brought back 7 x 1000 lbs and	
	å					4 x 500 lbs. jettismed 1 x 2000 lbs. 5129V 01/98	
Sall State						21:15 hours, 1000 feet, safe, wiring system shot away of the	HE HIS MISSO!
		(1 ( ) ( ) ( ) ( ) ( )	1-1-1-1			Ran up on green T.I. markers well bunched. After leaving	
N. Sander						T/A fires were beginning to get well alight. Some fighter	126574
	Mass State					flares on run into target. Several, probably Jet in T/A.	
					45.00	Lended at Woodbridges	

DATE	AIRCRAFT	Crew	Dury	1 4 1	IME	Mark the second	
	Type & Number	- OALH	DOTY	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
4th Nov.	Halifax III	(Captain) J19459 F/O E.R. Smy	th Bombing	17:18	22:48	Clear with haze, visibility good. Target identified	
	"H" MZ-909				-		-
					*************	by red and green T.I. checked by Cee, Bombed centre of	
		, .	-			red and green T.I. at 19:35.3 hours from 17,000 feet,	
				-		heading 155 T, speed 160 map.ha T.I's seemed to be a bit	
						scattered with reds to starboard and green to port.	
						Several explosions seem, seemed to be a wall of fire	
	***************************************					across from N/E to S/W of city. Explosions seen for 50	
	***************************************					miles after target. A very good effort and should be a	***************************************
					-	good raid if T.I's were well placed. Route and tactics O.K	
	***************************************						
4th Nov.	Halifax III	(Captain) J85132 F/O J.L. Smal	DE Poubles	17:14	00.15		***************************************
	"L" MZ-425		- MAR BORROLLING	1.7.1.14	22145	Clear, visibility good. Target identified by red	
				1		T.I. checked by Gee. Bombed centre of concentration	
*****************			***************************************			of red T.I's at 19:35.7 hours from 16,400 feet, heading	***************************************
	•••••			-		120 T, speed 165 map.h. T.I's seemed to be right on A/P.	
	***************************************				***************************************	Large explosion and large fire illuminated a very large	
		***************************************			***************	industrial plant. Quite a few small fires and plenty of .	
		***************************************				black snoke to 5-6,000 feet. Very good "prang", should	***************************************
		***************************************				be "a number one job," Concentration excellent, tactics	***************************************
	***********					and route .O.K.	
		•					
th Nov.	Halifax III	(Captain) J87692 P/O A.T. Bond	Bombing	17:19	22:49		
	"M" MZ-419	water and a good	- John IIIg	17:12		Clear, visibility good, some hase. Target identi-	
						fied by red and green T.I. and visual pin - position of	
		-				18,500 feet, heading 120T, speed 160 m.p.sh. T.I. rather	
						river north of target, checked by Gee fir. Bombed centre of two chisters of red and green at 19:35.5 hours from 18:500 feet heading 12CT, speed 160 mp.h. T.I. rather few at time of attack but well on target. Numerous fires and smoke 5-5,000 feet large crange explosion with mash-rooms of black mokes. Target well lit up, seen from 50 miles beyond. 1 x 1000 De.	3
			·			bayond. 1 x 1000 lbs. hung up over target and remained when jettison toggle pulled. Very good attack well concen-	
						trated. Stream good, no difficulties. "Hang up" was brought back.	***************************************

NAMI-OUDS

DETAIL OF WORK CARRIED OUT (\*12762-9511) WL 22299-E124 70M 8/43 T.S. 700 (\*13799-9511) WL 44067-3384 150M 1/44 T.S. 700

By No. 443 (R.C.A.F.) Squadron

SECRET

DATE	AIRCRAFT TYPE & NUMBER	CREW	Duty		Тисе	ober 19.44	
		10		UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENC
4th Nov.	Halifax III	(Captain) J10246 S/L E.B. Van	Bombing Slyck DFC	17:28	22:21	No cloud, visibility very good. Target identified	
	2 22-010					by red T.I., H2S, Gee and API check. Sombed three red	
						T.I. in a semi-pirole at 19:35 hours from 18,000 feet,	
						heading 119 T, speed 155 m.p.h. Green T.I. were cascading	
***************************************						to next of the rest of the res	
					**************	to port of red T.I. PFF marking quite good though bomb-	
			Figure 184			ing probably scattered. Several explosions noticed,	***************************************
				-		many incendiary fires after A/C left target, not many	1,
						fires when A/C bombed. M/B would have assisted greatly	
		***************************************			· · · · · · · · · · · · · · · · · · ·	on this attack.	
th Nov.	Halifax III	(Captain)		-			***************************************
	"0" NP-936	J89320 P/O W.T. Jens	en Bombing	17121	22:51	Good visibility, 8-10 miles with slight haze, no	***************************************
				-		aloud. Target identified by red T.I. with green cased	***************************************
						ing on run up. Bombed centre of three red T.I. clusters	
***************************************						at 19:34.9 hours from 17,500 feet, heading 112T, smeed	***************************************
***************************************						157 map.h. T.I's concentrated, well placed, much smoke,	
		* *		-		few incendiaries. Orange explosion with billowing black	
						smoke seen. Excellent, good concentration, no inter-	***************************************
						ference. No difficulties.	
		70					
	Halifax III	(Captain) J89420 P/O R.F. Saund	ers Bombing	17:26	22:58		
<i>P</i> -	"D" LV-972				1000	Nil cloud, slight haze, Target identified by red	
						.I. Bombed between explosion and red T.I. at 19:36 hours	
					m	from 17,000 feet, heading 112 T, speed 160 map.h. Green	
19			***************************************			els to part of red, off the A/P. Canal could be seen	
		*5 *	360		8	outh of target after bombing. Bombing well concentrated	
					. Di	ut green T.I. were left alone. Huge explosions at 10.35 d	***************************************
	1000				no	burs before A/C bombed. Built up area visible from	0.02/2
					15	ight of explosions in T/A.	
							***************************************

DATE	AIRCRAFT Type & Number	CREW	Dury	1	Гиме		
	TYPE & NUMBER	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2011	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES
4th Nov.	Halifax III	(Captain) J16126 F/O D.F. Guy	Bombing	17:25	22:42	Clear, wisibility good, slight hase. Target identi-	
	"Q" 1/Z-417				100	fied by red and green T.I. and Gee fix, also by green T.I.	
						cascading. Bombed middle of two groups of red T.I. and	
				12-1		several green at 19:33.8 hours from 16,500 feet; heading	
						0907, speed 155 mapsha Tal. good. Three explosions on	
		* *	L s	1 4		run up, considerable snoke and explosions after leaving	
		1111	-			target. Excellent attack, no difficulties except some	<del></del>
						slip-stream on bombing run.	
			1	1		Say Sur on Wilbring rule	•••••
4th Nov.	Halifax III	(Captain) J6681 F/L L.D. Allat	Bombing	17:16	00.55		
	"R" NP-949	TOOL TY THE PARTY ALLEY	- Annexative	1.7.10	22:55	Nil cloud, target identified by red and green T.I. and API homing check. Bombed two or three red T.I. at	***************************************
			1			19:34.6 hours from 17,500 feet, heading 128T, speed	
		***************************************		***************************************			
	-				·····	155 m.p.h. Bombs were blowing up T.I. markers throughout attack. Many small fires started and most fires in	
		* *	-	15-2-1			
		***************************************				centre of city. No scattered markers. Sky marking	
		***************************************			···········	flares to port and past T/a. One large explosion seen at	***************************************
						19:34 hours, to starboard, N/W of city.	
th Nov.	Halifax III	(Captain)	······································	·			
	"S" MZ-883	J28667 F/O R.H. Simps	on DFC Boobing	17:23	22:39	Clear, visibility good, slight hase over target.	••••
						Target identified by red T.I. and Gee check, green das-	
		***************************************				cading on run up. Bombed centre of two red T.I. at	
		***************************************				19:33.5 hours from 18,000 feet, heading 116T, speed	
				,		155 m.p.h. T.I. right on, much smoke and concentrated	
						bomb explosions seen. A few good fires burning as A/C left.	
						Very good attack, T.I. and bombing well concentrated,	
			1			stream fairly well concentrated, no congestion, no diffi-	
	2.1					oulties.	

MAN POUDE

APPENDIX

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

DATE	AIRCRAFT Type & Number	Crew	Duty	-	TIME	DETAILS OF SORTIE OR FLIGHT	15.63
	. THE OLD HUMBER	6		UP	Down	DETAILS OF SORTIE OR PLIGHT	REFERENCE
4th Nov.	Halifax III	(Captain) J88439 P/O W.J. Park	er Bombing	17:22	22:20	Nil cloud, visibility good. Target identified by	
	"T" MZ-284			-1243		red and green T.I. and green flares with red stars, Gee	
						check. Bombed centre of 3/4 green T.I. mixed with red	-
		A 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				at 19:33.8 hours from 17,500 feet, heading 090T, speed	ļ
		artin training				155 m-p.h. Green and red mixed, some red to starboard.	
		Market Calmains and	To so rus			Large explosion at:19:33.5 hours, some good fires star-	
		***************************************			-		***************************************
			***************************************		-	ted and smoke rising when A/C left. One very large ex-	
***************************************						plosion at 19:39 hours. Most fires were to port of red.	
					-	and green T.I. Smoke covered T.I's on run up at times.	
						Bomber concentration very good at targeta	
		/2					***************************************
th Nove	Halifax III	(Captain) J27716 F/O R.F. Bertr	an Bombing	17:13	22:23	Clear, slight haze, visibility good. Target identi-	
7	"V" NZ-464	Name of the said		Tense	Join 1	fied visually and by red and green T.I., Ged check.	***************************************
			·			Bombed centre of red and green T.I. at 19:33.8 hours from	
	1			-	****************	17,000 feet, heading 110T, speed 160 mapaha Large fire	
						port of A/P, explosion at 19:32.5 hours resulting in large	
	***************************************					fire. Bombing was in tight concentration around T.I's.	
			······································			PFF very good. Very good "prang", should be well taken .	
						care of.	
		(Captain)					1 1 1
th Nova	Halifax III	J27738 F/O R.A. Russel	11 Bombing	17#27	22:33	Nil cloud, visibility good. Target identified by	
	"W" LW-122	,14 4 120	to an inches		1	red T.I. and good Gee fixes and API homing. Bombed red	**************************************
						and green T.I. concentration and centre of smoke at	
	A 10					19:33.8 hours.from 16,500 feet, heading 120T, speed 155	
					1	m.p.h. Red and green T.I. marking was well ognoentrated.	
	2	177			2007 27 100 27 2000		
						No scattered bombing seen. Three large explosions between 19:324 hours and 19:32.34.35 hours. One good fire on port	
233						A MANUE AND MANUEL AND SELECTION OF AMORE AND DOMBING WAS	)
					1	well concentrated. Height too low for bombing on this target	t.

DATE	AIRCRAFT	CREW	DUTY	1 1	Тіме		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	Type & Number		Dolt	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
4th Nov.	Halifax III	(Captain) J26677 F/O R.J. Mou	ntford Bombing	17:08		This A/C is missing from this operation.	1
	"F" NP-992					J26677 F/O R.J. Mountford, Pilot - 21 trips, 108:35 hours	06
				1	1	J37776 F/O.R.M. Madill, Navigator # 20 trips, 102:45 hour	0 01
						R103353 W/O I.H. Jervis, W/Op 20 trips; 102:45 hours.	71 0
			4	1		J36889 F/O H.W. Langlands, Air Bomber - 20 trips, 102:45	
					-	R251732 F/S Christie, J.H., A/Gun 20 trips, 102:45 hrs	71 /
						1821004 Sgt. Bell, J.S., Flt/Engine 20 trips, 102:45 h	
			1		-	CAN2174 W/O Manro, E.G., M/U Gun 20 trips, 102:45 hrs.	
				-		[ Name ]	71
6th Nova	Halifax III	Target, all A/C:- "G	ELSBIKTROHBU"	-	·/·········	Book load back 1/00 day coop to a second	
					***************************************	Bomb load, each A/C:- 1 x 2000 dbs. & 1080 x 4 lbs. I.B., 108 x 4 lbs. I.B.,	(Appendix 'Battle Orde
	***************************************	72				Lance	N o. 179,
th Nova	Halifax III	(Captain) J19626 F/O J.L. Egge	Bombing	12:02	16:50	6/10ths strata cumulus, tops 1000 feet, visibility	attached)
	"A" NR-120	- 01 A				good. Target identified by Gee fix over target. B ombed	***************************************
						built up area at 14:12.3 hours from 29,500 feet, heading	****************************
					7	071T, speed 155 mapaha Column of smoke up to 3/4,000	
						feet, small fires under clouds. Good concentration of	12
						A/C on way in. Heard M/B give second hand at 14:07 hrs.	-
th-Nov.	Halifax III	(Captain) J25885 F/L D.F. McGra	th Bombing	11:59	16:59	8/10ths cloud, some broken, tops 8,000 feet, visibi-	<b></b>
	"C" MZ-807	1.00				lity year good. Target identified visually, API homing.	<del> </del>
	2.1					also by two canals. B ombed built up area, "Y" of rail-	·
				-		way, one mile west of target, at 14:13.1 hours from	
				-			
						21,000 feet, heading 078T, speed 150 mapsh. Centre of	-
					***************************************	city well bombed and much smoke over city, some crews went	
	***************************************					past target to find breaks in cloud to bomb through. Target (Gelsenkirchen) well attacked.	

WWW.OUGS

APPENDIX

R.A.F. FORM 541

DETAIL OF WORK CARRIED OUT

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

SECRET

DATE	Type & Number	CREW					
			Duty	UP	Down	DETAILS OF SORTIE OR PLIGHT	REFERENCES
6th Nov.	Halifax III	(Captain) J87692 P/O A.T. Bond	Bombing	12:05	17:07	6 to 7/10ths cloud, tops 12,000 feet. Target identi-	
	"D" LV-972				100	fied by Gee fix and visually. Bombed centre of smoke,	
-						at 14:14 hours from 20,500 feet, heading 086T, speed	
						155 I.A.S. Lots of smoke, cloud partially govered T/A.	
		10.25 0.00			-	No markers seen, factory aflame in T/A, also big oil fire,	
			(rear Carrieral)			black smoke, deep orange flame. Several NO noticed	
						receiving predicted H/F. Concentration of bomber stream good.	
		<u> </u>					
6th Nov.	Halifax III "H" MZ-909	(Captain) J19459 F/O E.R. Smyth	Bombing	12:03	16:52	6/10ths cloud, 10,000 feet, visibility good. Target identified by Gee and D.R. run also H2S. Bombed cloud	
······································	п 22-707			-			
-				-		at 14:12.5 hours from 20,000 feet, heading 077F, speed	
				-		155 m.p.h. Much smoke and fires in centre of city and .	
-				-		outskirts of city after bombing, seen through break in -	
				-		cloud. Many bursts seen and fires seemed to be more to	
						west of city. A pretty fair effort.	
Cas Warr	Halifax III	(Captain) J16120 F/O N.D. Mara		1			
6th Nov.	"J" MZ-905	J16120 F/U N.D. Mara	Bombing	12:002	16.156		
	*J* NZ-905			-		good. Target identified visually on built up area.	
		<u> </u>				Bombed small village adjacent to railway running W to E.	
				-		north of target, at 14:13.9 hours from 19,500 feet, head-	
						ing OGOT, speed 150 mapsha M/B said to bomb freely at	
					***************************************	14:05 hours, 2000 lb. bomb hit in this small village.	
						Some A/C, bombed on cloud, large factory well hit just be-	
						fore A/C bombed, about three snoke stacks and on isolated	
						area N/E of city. Smoke seen, believed to be from primary	
						target. Bomber stream well concentrated at T/A. A scatter-	4 305
						ed attack. 60 x 4 lb. I.B's hung up and brought back.	STEEL

DATE	AIRCRAFT	CRRW	Duty	T	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCE
DATE	Type & Number	CREW	Duli	UP	Down	DETAILS OF SORTIE OR PLIGHT	REFERENCE
6th Nov.	Halifax III	(Captain) C858 W/C F.R. Sharp	Bombing	11:55	16:54	Gloud from M/Y's stretching to the coast, clear patch	
	"K" LV-941					to east. Target identified visually from pin-point on	
	i i					Rhine and on M/Y's, target checked by Gee fix. Bombed	-
	-		- 31			western end of M/Y's at 14:13.4 hours from 18,000 feet,	
			***************************************			heading OSOT, speed 155 m.p.h. No T.I. seen, most of town	
						obscured in cloud, one large fire on factory building .	
		-				near M/I's. Not much bombing seen, M/B heard clearly,	
		ring		(	71.5	gave "second hand". Not much seen, good concentration	
					-	of NC, no difficulties.	
							-
th Nov.	Halifax III	(Captain) J85132 F/O J.L. Smal	DFM Bombing	11:45	16:45	Alternative, bombed HOFSTEDE about mile north of	
	*L* MZ-425	1. 1. 6.				Bochum. 7/10ths cloud, tops 7,000 feet. Target identi-	
						fied wisually. Bombed centre of built up area at 14:13.2	
						hours from 19,500 feet, heading 091T, speed 165 L.A.S.	
						Bombing seen on Bochum also on two factories west of	
					1 17-	Hofstede. Factories covered with incendiaries, some	
	- ,					short coming up. Bombed alternative on instructions of	
						м/в.,	-
th Nov.	Halifax III	(Captain) C20393 F/L R.W. Patt	erson Bombing	12:04	17:02	Bombed secondary target on instructions of 1/B,	
	"M" MZ-419					other bombing in this area about 10 miles N/E of target.	
					-	Nil visibility over target, breaks in cloud. Target .	
		-4				identified visually through cloud breaks. B orbed centre	<i>J.</i> 1.
/						of the built up area at BUER, north of canal, at 14:15.5	
				1		hours from 20,000 feet, heading 060T, speed 155 mapaha	
					4 (0	Primary obscured in smoke and cloud, no T.I., N/B heard	
	7					clearly, "second hand". Others on BUER, most bombing scattered, good attack.	

MAN POULDE

APPENDIX

R.A.F.

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

SECRET

PAGE No. 11

(\*12761-9511) Wt. samp-1124 70M 6/43 T.S. 760 (\*13799-9511) Wt. 4465-3384 150M 1/44 T.S. 760 FOR THE MONTH OF NOVEMber, 19 44 AIRCRAFT Type & Number DETAILS OF SORTIE OR FLIGHT CREW DUTY REFERENCES. DATE Down (Captain) Halifax III J89320 P/O W.T. Jen 17:00 4 - 6/10ths cloud, good visibility at secondary tar-Bombing 11:50 "0" NP-936 get. Target identified visually on pin-point beyond A/P. Bombed factory in built up area to south of canal Rhine Heuve, at 14:14.5 hours from 20,000 feet, heading 0320, speed 160 m.p.h. T.I. son seen, M/B heard giving "second hand" at 14:11 hours. Bombing at target not seen due to cloud. Bombing scattered. Brought back 60 x 4 lbs. I.B. hung up over target. One hole on port tail plane D.N.A. Very scattered, concentration of A/C was very good but 123 bombing impossible due to weather. (Captain) Bo J28567 F/O R.H. Simpson DFC Bombing Halifax III 6/10ths cloud, tops 8/10,000 feet, visibility good. 11:57 16:41 "P" NP-937 Target identified by Gee fix. Bombed through cloud at 14:12.5 hours from 21,000 feet, heading 071T, speed 155 : m.p.h. Bombs should have hit in built up area seen through hole in cloud just after A/C bombed. Smoke rising from under cloud to 10/11,000 feet. No difficulties, many A/C in front bombing in one spot. Believed to be a good attack. Halifax III (Captain) J16126 F/O D.F. Guy 6th Nov. Bombing 11:48 16:43 7/10ths stratus cumulus, hazy below, visibility "Q" 1/2-417 clear above. Target identified by green T.I., vague but checked on Gee fixes and E.T.A. Bombed centre of built up area and green T.I's at 14:12.8 hours from 20,500 feet, heading 070T, speed 155 mapsh. T.I. not clear, due to haze, seemed spread over area. M/B heard on Marconi only, gave order "second hand", other bombing not seen clearly. Brought hank 30 x 4 1b. I.B. hung up over targed due to technical difficulties. Scattered attack, stream wall concentrated, both to and over target.

DATE	AIRCRAFT	CREW	Dury	T	TIME	A MICHAEL MARKET SERVICE AND A	100
DAIL	Type & Number	CREW	DOTT	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES
6th Nov.	Halifax III	(Captain) J6681 F/L L.D. Allatt	Bombing	11:47	16:53	8/10ths st. ou., tops 8,000 feet, visibility good.	
	"R" NP-949				1	Target identified by Rhine River and D.R. from Gee fix	-
=			***			and Gee homing to R.P. Bombed smoke and fires from built	
						up area at 44:13.1 hours from 20,000 feet, heading 076T,	
			7 9 4		1	speed 155 m.p.h. Many fires with greying black smoke ris-	,
			***************************************			ing into sky also many bomb bursts and string of I.B. on	
		-				ground. Good concentration of A/C, M/B heard at 13:57	
J					/	hours giving "second hand".	
th Nov.	Halifax III	(Captain) J88439 P/O W.J. Parker	Bombing	11:51	16:57	5/10ths cloud, tops 8/10,000 feet, some holes visible	
	"T" MZ-284				[ ]	in cloud. Target identified visually, fires seen in centre.	
		, , ,				Bombed fires and snoke at 14:11.1 hours from 19,500 feet,	
		4				heading 070T, speed 155 m.p.h. Hole in cloud just AC	
	L		(*) (*) (*)		122	bombed, factory seen to go up, believed to be 4,000 or	
						2,000 lb. bomb and 9-10 miles from target giving off black	
						smoke. Many fires around A/P with smoke to cloud top.	***************************************
		-				Mich built up area in vicinity of target. Bomber stream	***************************************
						well concentrated in T/A. Belissed to be a good attack.	
th Nov.	Halifax III	(Captain) J89420 P/O R.F. Saunders					
at nove	"V" 16Z-464	J89420 P/O R.F. Saunders	s Bombing	11:52	16:57	10/10ths cloud, some holes, tops 10,000 feet, visibi- lity good. Farget identified visually. Bombed on four	***************************************
						chimneys in factory at 14:13.7 hours from 19,000 feet,	***************************************
							•••••
						heading 032T, speed 160 m.p.h. Believed to have bombed	
				-	1 / T	Buen north of primary, four chimneys in factory, four	
				-		cookies landed right in centre of this factory. 2000 lb.	
	لبسنسيا					bomb hit factory and black snoke came out. 60 x 4 lb. I.B.	
- 1	1	( <-1		1	J'	hung up and brought back. Target may have been clear 1/2 an hour after attack was over.	

WWW.OUGS

APPENDIX

R.A.F.

DETAIL OF WORK CARRIED OUT

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

SECRET

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(\*12761-9511) Wt. 12229-1224 70W \$/43 T.S. 700 (\*12799-9511) Wt. 44067-3384 150W 1/44 T.S. 700 FOR THE MONTH OF November, 19 44. Aircraft Type & Number DETAILS OF SORTIE OR FLIGHT REFERENCES. CREW DUTY Up Down (Captain) Halifax III J27738 F/O R.A. Russell Bombing 6 - 8/10ths stratus cumulus, visibility good, target 12:10 16:48 "W" LW-122 seen through gaps. Target identified by green and red T.I. and other bombing checked by Gee fixes. Bombed red and green T.I. visually on west side of built up area at 14:14.4 hours from 21,000 feet, heading 092T, speed 155 m.p.h. B.I. well placed, M/B heard but some interference, instructions seemed C.K. Previous bombing seemed well concentrated, snoke about 10,000 feet. After bombing PFF was noticed marking factory outside of area and at least three N/C bombed on this. Good attack, well concentrated stream over target but no extra congestion. No difficulties except one motor none too good, climbed to 21,000 feet for extra height. (Captain) 186368 F/O H.G. Solomos Bombing Halifax III 11:532 16:46 5 - 7/10ths cloud, tops 10,000 feet. Target identified visually and by red T.I's and Gee fix. Bombed centre of smoke and red T.I's showing through smoke, at 14:14-1 hours from 20,000 feet, heading 135T, speed 160 I.A.S. Huge explosion with flames reaching to 1000 feet, heavy black smoke billowing up. Several other fires seen with quite of bit of smoke. A/C's 2,000 lb. bomb seen to land on factory. Cloud obscured most of marking. Many incendiaries seen burning in built up area. Due to congestion A/C above forced this A/C to turn-to starboard after bombs were released, this may spoil photo.

DATE	AIRCRAFT TYPE & NUMBER	CREW	1	Dury	1 7	тме		
	THE CLITCHBER	1/2		DUTY	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENC
6th Nov.	Halifax III	(Captain) J27716 F/O R.F. Berr	tran	Bombing	11:45	16:4	7 Secondam to a secondam	REFERENCE
****	"N" MZ-857	-	-				target - BOGHOM. 8/10ths cumulus with	1
	***************************************						breaks, visibility good above, hazy below. No f.I. seen overran fires slightly starboard of track, boshed a built	
	*****************************						Un area Co- My Startboard of track, bombed a built	
							up area, Gee fix on R.P. at edge of Bochum. Bombed at	
	<del></del>						14:14 hours from 20,000 feet, heading 678F, speed 155	
	***************************************						m.p.h. T.I's not seen before bombing, one group of green	
							T.I. seen in field after turn off. T.I. scattered, other	***************************************
		***************************************					bombing seemed scattered in T/A. IL/B heard faintly,	
							"second hand" only heard. 90 x 4 lbs. I.B. hung up over	******************
							target, brought back. No difficulties, concentration of	***************************************
				***************************************			A/C good on way in, spread a bit later. Fighter escort	
						***************************************	8000	
h Nov.	THAT IS III	(Captain) J29592 F/L W.C. Pierce	В	ombing	11:53	16:51	7/00	
***************	"Y" MZ-910						7/10ths stratus, breaks over target, visibility	***************************************
							above good, haze below. Target identified by snoke and	***************************************
							fires checked by Gee fix. B ombed at 14:13.7 hours from	
							21,000 feet, heading 072T, speed 155 mapaha on M/Y's seen	-
							visually. T.I. not seen and MB not heard. Other bomb-	
							ing at target seemed concentrated. A/C's bombing seemed	
**********************			***********				effective, black moke in dense clouds to 10,000 feet.	***************************************
***************************************							brought back 90 x 4 lb. I.B. hung up over target, techni-	
-			************				al difficulties. Good attack, some bombing seen to port	
						0	f. way out after bombing. Good stream concentration.	***************************************
						n	o difficulties	***************************************
	***************************************				-		-	***************************************
1			************					***************************************

White bounds

APPENDIX

RAF. FORM 541.

DETAIL OF WORK CARRIED OUT

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

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DATE	AIRCRAFT Type & Number	Crew	Dury	-	Тіме	DETAILS OF SORTIE OR FLIGHT	References.
-	TYPE & NUMBER	, , , , , , , , , , , ,		UP	Down	DETAILS OF SORTIE OR PLIGHT	REFERENCES.
11th Nove	Halifax III	Target, all A/C:- "C	SLO AREA" (Gard	ening)			(Appendix "E
	*************************	6					Battle Order
11th Nov.	Halifax III	(Captain) J86368 F/O H.G. Sole	nos Emdening	16:03	22:41	Nil cloud, much haze. Cardened at a position 5950 54	No. 183,
	"J" 14Z-905				1	1037 488, dropping 1 x K1010, 1 x C308 and 2 x G706 at	attached)
						19:57 hours from 15,000 feet, speed 205 mep.he, track 030.	
						1 x K1010 hung up and brought back, reason unknown.	
					- 34	Slight icing but no difficulties.	
		76					
11th Nov.	Halifax III	(Captain) J25885 F/L D.F. McGra	th Gardening	16:02	22:38	Strata cumulus 4/10ths, much haze. Gardened at a	
	"E" MZ-818					position 5950.54N 1037.48E, dropping 1 x K1010, 2 x C308	. 7
					41	and 1 x G706 at 19:52.7 hours from 15,000 feet, speed	
						195 m.p.hs, track 038. A very good trip.	3
11th Nov.	Halifax III	(Captain)					
	"G" NR_137	J26783 F/O J. Burch	Gardening	15:57	22:33	The state of the s	
	"G" NR_137					ty poor, much haze. Gardened at a position 5950.54N	
						1037.48E, dropping 1 x K1010, 2 x 0308 and 1 x 0706 at	
						19:57 hours from 15,000 feet, speed 200 map.h., track 036.	
		***				No blackout across Norway on route.	
11th Nov.	Halifax III	(Captain)				Pamer	
11th nov.	"N" MZ-857	J29268 F/L J.H. Howes	Gardening	15:58	23:07	Nil cloud, slight haze, Gardened at a position	
						595306N 104448E, dropping 1 x K1010, 2 x C308 and 1 x G706	
						at 20:11.8 hours from 15,000 feet, track 065, speed 204	
						mapaha A very good tripa	
						3 2	
· .						•	
							100 Sec. 16
STATE OF THE PARTY	STATE OF STA			1	No. of the last		

DATE	AIRCRAFT	CREW	Dury	1	Гиме		1 2 7 7 7 7
DAIR	Type & Number		DUIY	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES
11th Nov.	Halifax III	(Captain) J86735 F/O R.A. Forbes	Maritening	16:01	22:37	2 - 4/10ths low cloud, much haze. Gardened at a	col
	"Y" 1/Z-910				17-19-14	position 595054N 103748E, dropping 1 x K1010, 2 x C308 and	
						1.x.0706 at 19:57.1 hours from 15,000 feet, track 030,	
	,		*			speed 200 m.p.h. Tactics on route out were good but not	
						very good for return trip. Visual identification at	,
			*******************************			garden impossible due to haze.	4
11th Nov.	Halifax III	(Captain) J27738 F/O R.A. Russel	1 Gardening	16:00	22:53	No low cloud, 6 - 7/10ths light cirus at 15,000 feet,	
	"Q" MZ-417					visibility only fair. Gardened at a position 595054N	
				7	-	103746E, dropping 1 x C308, 1 x K1010 and 2 x G706 at	
			.0			19:58.1 hours from 15,000 feet, track 030, speed 199 m.p.h	
				7-4.1	- 1-1	Harbour easily seen when mines dropped.	
		· · · · · · · · · · · · · · · · · · ·	- 7	-			
16th Nov.	Halifax III	Target, all A/C:- "JULI	CCH*		1	Bomb load, each A/C:- 1 x 2000 lbs., 7 x 1000 lbs. &	(Appendix 1
						4 x 500 lbs.	Battle Ord
						horang days a see a second as	No. 185,
6th Nova	Halifax III	(Captain) J19626 F/O J.L. Egger	Bombing	12:53	17:59	Slight ground haze, visibility good, nil cloud.	attached)
	"A" NR-120					Target identified by timed frun from Aachen bending	
						Autoban midway Aachen to T/A, target haze of smoke.	
	8.5	2 0				Bombed at 15:41.3 hours from 16,500 feet, heading 048T,	
,		1 ~ 4				speed 160 m.p.h. on red and green T.I's immediately beyond	
						Pickwick. T/A covered with dense smoke, target to port	
						and starboard plainly visible, 1 x 1000 lbs, hung up,	1
	- 0					shook loose 5146/0249, 16:33 hours, 11,000 feet. Left	
, ,						main bomb door holed by loose bomb. Very good concentra-	
. 100						tion of bombing, T/A enveloped in smoke, good effort, M/B	
		/				indistinct.	***************************************

MANN SOLUTION

APPENDEX.....



(\*12762-0511) Wt. 2220-1124 708 8/43 T.S. 700

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

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DATE	AIRCRAFT	CREW	Duty	TIME			
	Type & Number		DUTY	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
16th Nov.	Halifax III	(Captain) J17146 F/L W.H. Miller	Bombing	12:47	18:23	No cloud, hazy, visibility good. Target identified	
	"B" LV-967					by timed run from Aachen checked with Gee, river and make.	
						Bambed at 15:41.5 hours from 17,000 feet, heading 048T,	
						speed 160 mapaha on up wind edge of amoke. M/B heard givin	,
	1000					"Pickwick." Very good bombing on A/P. Target obscured by	2
4		-				smoke at time of bombing. Jettisoned, safe, 5406N 0130E,	
						17:25 hours, from 14,000 feet, 1 x 2000 lbs. Should be	
						very successful raid.	
		10-11-1		E			
16th Nov.	Halifax III	(Captain) J25839 F/O A.P. Heatho	ote Bombing	13:08	17:58	3 - 4/10ths gloud, tops 10,000 feet, visibility good,	
	"F" MZ-872				100	slight ground haze. Target identified by concentration of	
/1	F 7 C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					smoke into which red T.I. disappeared, checked visually	***************************************
	A. C. M. T.	To a second of		7		on river and roads also checked by Gee fix. Bombed at	
						15:40.3 hours from 16,500 feet, heading 048T, speed 160	
	Servi-					map.h. on centre of smoke obscuring A/P, checked by run in	
						on Gee. T.I. obsoured in smoke, M/B not heard. Concen-	
						trated bombing on target good, several bomb explosions	
		, 100 mag 100				seen and glow of fires in amoke rising to 9 - 10,000 feet.	
			4,412.5			Starboard outer engine feathered at Orfordness. Excellent	
						attack, concentration good, no congestion over target, no	
						difficulties.	
						• • • • • • • • • • • • • • • • • • • •	
							SNA 96. 17- 1
-						Land to the state of the state	
		(automa)					
	0	S 10 2 2 2 10 10				2.5.2.2.	
	+			A STATE OF			
2.00							

DATE	AIRCRAFT TYPE & NUMBER	CREW	Duty		Тик		
-	THE R. HOMBER	10	DOTY	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFEREN
16th Nova	Halifax III	(Captain) J28618 F/O G.L.D.	O'Crady Bombing	13:07	18:21		REFERENC
	"H" MZ-909					may, rair visibility. Target identified by rail-	- 4
	***************************************				1	road orossing Autoban west of T/A, timed run from Machen.	-
						Bombed at 15:41 hours from 16,000 feet, heading 0507,	
						speed 160 m.p.h., on "Pickwick". T/A covered with dense	
						smoke, dark spiral of smoke rising from centre, given	
			1			"Pickwick" before leaving Aachen. Stream well concentrated	l,
						bombing appeared well placed on T/A, good effort.	
6th Nov.	Halifax III	Saptain)	Bombing	47.01			
	"L" 16Z-425		Dawing.	13:04	18:17	5/10ths broken cloud, visibility good. Target identi-	
					3	Tied by bend of railway running into town, river and Gee	
						Lix at target. Bombed at 15:41 hours from 15,000 feet.	
				***************************************		heading 046T, speed 165 m.p.h., on centre of snoke.	
						No T.I. seen, concentrated bombing on smoke, target doscur-	
						ed by smoke, one large explosion at 15:42 hours. No con-	
						gestion but bombs and I.B. going down very near A/C, N/B	***************************************
				-		not heard clearly. Result of previous raid seen with	***************************************
		-				column of smoke rising to 8,000 feet.	
th Nov.	Halifax III	(Captain) J25885 F/L D.F. McGra		-	-		-
	"J" 1/2-905		til Bombing	12:58		Clear but hary, visibility faint. Target identified	**************
				0		Visually and by D.R. and timed run. Bombed at 15:10 3 house	
**)						170m 15,500 feet, heading 049, speed 160 mep.h. on	***************************************
	- 1	***************************************				"Pickwick" and yisually. M/B instructed A/C to book	***************************************
		***************************************				"Flowwick", conpentration of bombers very good, none	P.
						scattered. Explosion of bombs seen through haze and smokes	
- 1				-		covering centre of target. Raid considered years mod	
				-	1	no difficulty, tactics and route 0.K.	

WWW.OUGO

R.A.F. FORM 541.

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

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(*13799-9511)	Wt. 44067-3384 150M E/44	TS. 766 FOR THE MONTH OF November, 19 44									
DATE	Aircraft Type & Number	CREW	Dury	Time		DETAILS OF SORTIE OR FLIGHT	REFERENCES				
				Up	Down						
16th Nov.	Halifax III	(Captain) C858 W/C F.R. Sharp	Bombing	13:06	18#25	Clear, visibility good. Target identified visually,					
	"K" LV-941					D.R. run and time check. Bombed at 15:40.6 hours from 15,5	00				
						feet, heading 060, speed 160 m.p.h., on waves S/B of town.					
		31				As timed run not, up undershot, at 060 degrees and bombs					
						thought to have gone into wood S.E. of target. There					
k i						was other bombing going on in woods at the same time.	- 2.3				
				-	4,44,1	Jettisoned, safe, 1 x 2000 lbs., 5400N 0140E, 17:29 hours,					
			A Planta			8500 feet, hung up. Should have been a good raid.	F.				
	neg ree										
16th Nov.	Halifax III	(Captain) J27716 F/O R.F. Bertra	an Bombing	12:51	18:20	No cloud, much ground haze. Target identified by					
	"N" 1/Z-857		1,1355			Autoban south of Sulick and railways into town checked					
	2.12.3.4					by Gee and other bombing. Bombed at 15:42 hours from	,				
			1,74-10			17,000 feet, heading 0,2T, speed 160 m.p.h., visually	11.75				
						on built up area of town checked by features in outskirts.	- 1,1				
						T.I. not seen, WB not heard. Bombing very concentrated					
				10.00		on town, much smoke rising over 5,000 feet, glow of fires					
No.		<u> </u>	To Complete A		150	burning in smoke. Excellent attack, excellent concentra-	1 34				
						tion of bombers on route over target, no difficulties.					
	7 7										
16th Nov.	Halifax III	(Captain) J89320 P/O W.T. Jensen	Bombing	13:00	18:15	No gloud, visibility good. Target identified by rail-					
	"P" NP-937					way north and south of town and river. Bombed at 15:39.8					
1.00			a This was rest			hours from 16,500 feet, heading 0487, speed 160 m.plh.,					
	1 2 1 1 1	and the second			0.5	on centre of smoke around built up area. 'No markers.'					
						Very good concentration of bombing on A/P, phecked visually					
			A most		r-Tent	Many small fires, large explosion in north part of target					
		-1008 504				at 15:39.6 hours. Very good concentration of A/C as to	Y 12 1				
						height and dispersion. M/B not heard, very concentrated					
***************************************					***********************						

raid, fighter cover good.

DATE	AIRCRAFT	CREW	Duty	Time		DETAILS OF SORTIE OR FLIGHT	
DAIL	Type & Number		Dell	UP	Down	DETAILS OF SORTIE OR PLIGHT	REFERENCES.
16th Nov.	Halifax III	(Captain) J16126 F/O D.F. Guy	Bombing	13:02	18:07	5/10ths stratus, tops 8,000 feet, visibility fair.	
	"Q" 1/Z-417					Target identified by visual check with D.R. and timed rune	
q		1,7 (1)	1 150	- 41/F		Bombed at 15:40.7 hours from 16,000 feet, heading 042,	- 114
						speed 160 m.p.h., on centre of town. T.I's seen on run up	
						but not visible at bombing time. Bombed visually on .	
					101.0	centre of town after pin-pointing. Bombing very concen-	
		A Astger			100	trated, smoke obscured the area making assessment diffi-	
				ritis Series		cult. Considered a "bang on" attack, some congestion due	
			4.00			to close concentration, route and tactics O.K.	
	1 243					Contraction of the second	
16th Nov.	Halifax III	(Captain) J27738 F/O R.A. Russel	11 Bombing	12:59	18:19	· · · Clear over target, visibility only fair, much haze.	
	"R" NP-949					Target identified by smoke up to 7,000 feet over target,	
						roads leading into town and forest on starboard. Bombed at	
						15:42.hours from 15,500 feet, heading 046, speed 160 m.p.h.	,
			F. N. 14.			on centre of smoke, fire and explosions and some (very	
					4-1679	little) built-up area. What appeared to be incendiary	
						bombs seen in T/A. This target was a mass of snoke and	
					***************************************	fires. Commentration of bombing was terrific. One huge	
						explosion seen about 15:41 hours, no scattered bombing,	
						a completely successful attack in every way. M/B only	
				9.11	41.03	heard to say bomb "Pickwick". Encountered predicted	
	***************************************					H/F, 51150 0610E, 15:51 hours, 15,500 feet. Bomber stream	
						in a good concentration but there were some stragglers	
	2 2 3 Year	123 8 3 3					
				24			

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APPENDIX



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

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(\*12761-9511) Wt. 88899-8184 70m 8/43 T.S. 780 (\*12799-9511) Wt. 44007-9384 150m 1/44 T.S. 780 FOR THE MONTH OF November, REFERENCES. DETAILS OF SORTIE OR FLIGHT AIRCRAFT Type & Number CREW Up Down (Captain) Bomb J28667 F/O R.H. Simpson DFC Bombing Halifax III 13:03 18:14 Nil cloud but much haze. Arrived over target at 15:41 hours, 15,000 feet on a heading 046 true. T/A cover "S" 14Z-883 ed in smoke and dust, Aachen was clouded over, target could not be identified visually. M/B not heard nor were any T.I. markers seen when A/C was on bombing run. Brought back total load, could not identify target. Bomber stream well concentrated over T/A on run up. (Captain) 189420 P/O R.F. Ser Halifax III No cloud but heavy haze. Target identified by road ers Bombing 12:43 18:05 16th Nove "Y" 1/2-910 to port and part of built up area. Bombed at 15:43 hours. from 15,500 feet, heading 020, speed 160 m.p.h., on centre of T/A and snoke. M/B not heard, no markers seen, bombing very concentrated but there may have been some overshoots. Some fires seen in built up area. Heavy haze made visual identification very difficult. Stream well concentrated. (Captain) J86735 F/O Raa. Forbes Bombing 12:49 18:21 16th Nov. Halifax III Clear, visibility good. Target identified visually, D.R. run and timed run. Bombed at 15:41.4 hours from 16,000 feet, heading 045, speed 160 m.p.h., on Pickwick. M/B instructed A/C to bomb Pickwick. Bombing seemed to be in a solid mass covering the whole target. Smoke column to \$,000 feet, drifting starboard. Jettisoned 1 x 2000 1b safe, 521 N 0257E, 16:37 hours, 15,000 feet. Seemed like an excellent raid, target well covered, concentrations of A/C very tight, route and tactics O.K.

DATE	AIRCRAFT	CREW	DUTY	Trace			1
	Type & Number	-	DOTT	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
18th Nov.	Halifax III	Target, all A/C:- "MENS	TER"			B cmb load, each 4/C:- 16 x 500 lbs.	(Appendix "G
		4				A CONTRACT OF THE PARTY OF THE	Battle +Order
18th Nov.	Halifax III	(Captain) J19626 F/O J.L. Egger	Bombing	12:17	18:32	.10/10ths strata cumulus, tops 10,000 feet, visibility	N o. 186.
	"A" NR_120					good. Target identified by red and green checked by Gee.	
						Bombed at 15:03.8 hours from 17,000 feet, heading 066,	MENMONEY.
				100.00		speed 160 m.p.h., on red flares. Flares were scattered	
				E GE		over a large area and no concentration. The flares were in	1
		( ) ( ) ( ) ( )	1965年			three bunches, one red and two green. Green ahead of red	
					1	a considerable distance and more green off to starboard.	
						Diverted to Great Orton. Uncertain attack as flares at	
						this A/C's time were scattered and concentration of A/C not	
						good. It may have developed better later on.	
18th Nov.	Halifax III	(Captain)					
	"B" LV-967	J17146 F/L W.H. Miller	B ombing	12:16	18:57	10/10ths strata ournilus, tope 9 - 10,000 feet,	
-		· · · · · · · · · · · · · · · · · · ·				visibility good. Target identified by red and green and	
		***************************************				Gee check. Bombed at 15:04.3 hours from 16,500 feet, head-	
						ing 066, speed 160 mapaha, on Gee. Made a good run up on	-
***************************************						red flares but just before bombing flares faded out, A/C had a good Gee and bombed on this as it was better than try	
	***************************************	***************************************					-
						ing to make connection and lose heading. Diverted to	
						Crosby - on - Eden. Uncertain attack, however, if PFF	
		***************************************	a de la composición dela composición de la composición dela composición de la compos			marking accurate raid should prove fair. Good concentration of N/C over target.	n .
	***************************************					or are over targeta .,	
							<del></del>
(A)							
					70 200		

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

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(\*12762-9511) Wt. 22229-1124 70M 8/43 T.S. 780 (\*12799-9511) Wt. 44067-3384 150M 1/44 T.S. 780 

DATE	AIRCRAFT	CREW	CREW DUTY		TIME		1000000
	Type & Number		Dell	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
18th Nov.	Halifax III	(Captain) J25885 F/L D.F. McGrath	n Bombing	12:21	18:30	10/10ths strata cumulus, tops 5,000 feet, visibility	
	"C" MZ-807					good. Target identified by red and green, Bombed at	1
		1.00				15:05-4 hours from 16,000 feet, heading 066, speed 160	***************************************
	110,000					m.p.h., on red flares. Ref flares checked O.K. with Gee,	
	4.00	La Laboration				greens were off to starboard bow approximately three miles.	
						M/B heard. Diverted to Great Orton. Attack Booked scatter	
						ed, majority of A/C seemed to bomb on red at this A/C's	
				-		time. Uncertain raid, concentration of A/C loose, no	
				Jacob		trouble.	
***************************************							
18th Nov.	Halifax III	(Captain) J25839 F/O A:Pa Heathco				10/00/2014	
adminimization.	"E" MZ-818	MAJOJJ R/W. ALP & Heathco	te Bombing	12:26	18:38	10/10ths cloud over target. B cabed at 15:03.1 hours	
		CHESCO L La				from 16,500 feet, 072 degrees, Diverted to Great Orton.	
					-	***************************************	
18th Nove	Halifam III	(Captain) C20393 F/L R.W. Patters					•
	"F" MZ-872	020393 F/L R.W. Patters	n Bombing	12:22	18:17	10/10ths cloud, tops 10/12,000 feet, visibility good.	
					-	Target identified by sky markers. Bombed at 15:10 hours	
						from 17,000 feet, heading 066 degrees true, speed 160	
***************************************						mapahas Marking very scattered and A/C was forced to make	
						an orbit over target, load failed to release and went	
						two minutes later as salvo. Flares went down immediately	
	······································	* * * * * * * * * * * * * * * * * * * *				behind where bombs went.' Very poor raid, although good	
						concentration of A/C. Diverted to Leaning.	
		(Ceptein)					
1th Nov.	Halifax III	J28618 F/O G.L.D. O'Grad	y Bombing	12:29	18:41	10/10ths cloud over target. Bombed at 15:03.6 hours	
	"H" MZ-909	ASSET LEAST				from 17,500 feet, heading 072. Diverted to Great Orton.	
							0.0
					7799		
Part I					Section 1		

DATE	AIRCRAFT	Crew	Dury	Trace			1207357197
	Type & Number		DUIT	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
18th Nov.	Halifax III	(Captain) C858 W/C F.R. Sharp	Bombing	12:25	19:14	Bombed as ordered at 15:03,6 hours from 18,100 feet,	
	"K" LV-941		1,536			heading 072 M. Jettisoned on target fuse bomb tit, frozen	
						up, fused. Diverted to Silloth.	
·					78.		
8 th Noy.	Helifax III	(Captain) J16126 F/O D.F. Guy	Bombing	12:27	19#20	10/10ths cloud, 18,000 feet, visibility good. Target	***************************************
	"D" LV-972					identified by Gee fix and green flares. Bombed at 15:06.6	
		**************************************				hours from 16,000 feet, heading 066T, speed 160 I.A.S.,	
					100	on contre of cluster of three green flares. Red flares	
						off to port about half a mile. Heavy cloud. Heavy flak,	
				-0.4		5143N 0625E, 14:53 hours, 16,500 feet, holed fuselage.	
			dest lesson	12-65-	1 : 1	Diverted to Silloth, Good concentration of A/C up to tar-	
					milionybinutu	get area but appeared to be spoiled due to scattered flares.	
				- Section	200	Good fighter cover.	
						Sec. 1.4 (a) 5343 A	************************
8th Nov.	Halifax III	(Captain) J10246 S/L E;B; Van	Bombing Blyck DFC	12:12	17:36	10/10ths cloud, tops 10,000 feet, visibility goods	
	"N" MZ-857					Target identified by H28, red flares, Gee check, homing	***************************************
						to within 10 miles of target then used H2S. Bombed at	
						15:03.1 hours from 17,000 feet, heading 056, speed:160 m.p.h	•,
						between red and green sky flares. Four to five red flares	
	ę.					to port and green on starboard in a bunch, these red flares	
		***************************************				were running parallel with tracks. No results of attack	*******************************
						observed. A very scattered raid. Red flares were to	
		***************************************	Land Control			north and west edge of, city and a number of crews bombed	
						these. Stream over target not as good as msual, fairly	
			cal Tea Califo	100001	HOLE STORY OF	well scattered.	
						100	

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APPENDIX



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

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FOR THE MONTH OF November, (\*12761-9511) Wt. 20239-1284 70m 8/43 T.S. 700 (\*13709-9511) Wt. 44067-3584 150m 1/44 T.S. 700 TIME CREW DATE DETAILS OF SORTIE OR FLIGHT REFERENCES. Up Down M alifax III (Captain) J89320 P/O W.T. Jensen Bombing 12:14 18:44 10/10ths cloud, tops 6,000 feet, visibility good. "0" NP-936 Target Mentified by red and green flares, checked with Gee. Bombed at 15:04.7 hours from 16,500 feet, heading 0777, speed 160 m.p.h., on centre of five red markers. . Ref flares bombed, seemed very slightly to starboard of Munster, other red three or four to port, green flares scattered. Bombing seemed concentrated on red flares this ▲C bombed. Diverted to Great Orton. Concentration to target of A/C good, slight congestion over target. Fighter cover very excellent, no difficulties. (Captein) J27716 F/O R.D. Bert an Bombing Halifax III 18:45 10/10ths cloud over target. Bombed at 15:04 hours "P" NP-937 from 17,500 feet, 071 degrees M. Diverted to Great Orton Halifax III 12:23 18:45 10/10ths strata cumulus, tops 8 - 10,000 feet, "S" MZ-883 visibility good. Target identified by red and green flares. Bombed at 15:02.9 hours from 17,500 feet, heading 066, speed 160 mapaha, on red flares. Bombed a good concentration of 10 red flares, greens were off to head. Diverted to Croshy-on-Eden. If PFF were on the attack should have been successful. Marking was good, no trouble o

DATE	AIRCRAPT Type & NUMBER	CREW	Dury	1000	Time		
-	TYPE & NUMBER		Dorr	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENC
18th Nove	Halifax III	To 11000 TIM Lette Fre	spott Bombing	12:20	17:45	10/10ths thin cloud, 12,000 feet, visibility good.	
	T 14-264					Target identified by red flares and Gee fix. Bonbed at	-
					1	15:03.7 house from 17 000 feat half see Fix. Borbed at	
					4	15:03.7 hours from 17,000 feet, heading 066T, speed 160	
		Jan 1	- 1-1-1-1			m.p.h., on tentre cluster of a group of three red flares.	-
	1-1			1		Two dummy red flares shot up to starboard on run up to	
			35.50	+	-	target and puff of flak which appeared to be simed at	
T				-		Wanganui. Heard M/B clearly, instructed to bomb "overhead"	
				-		A/C strung put on run up and over target, unable to assess	-
-						results due to bloud cover. Weather closing in over tar-	-
						get, balance of route good.	
	-	(Cont. to)		Allendar .			
18th Nov.	Halifax III	(Captain) J27738 F/O R.A. Russe	ell Bombing	12:19	17:40	120000000000000000000000000000000000000	
	"V" 102-464		1000		25,72567	10/10ths cloud, visibility good. Target identified by red flares followed by green, Gee fix. Bombed at	
			AL	100	120	15:03-5 hours from 18 000 data thread a 4600	***************************************
						15:03.5 hours from 18,000 feet, heading 166T, speed 155	-
			arminia armid communicate			I.A.S., on centre of five red flares parallel to track.	
						Nothing but red and green flares and heavy clouds, If	
						marking accurate it was a commentrated effort. Borber	
				-		stream compact on converging on A/P, flares on track and	
		-			-	checked with Gee. Good fighter supports	
9th Nova		(Captain)					***************************************
th nove	Halifax III	+J89420 P/O R.F. Saund	lers Bombing	12:16	18:48	10/10ths about 1000	
	1 2-910				SELECTION OF THE PARTY OF THE P	10/10ths strate cumulus, tops 8,000 feet, visibility good. Target identified by red flares. Bombed at 15:03.5	***************************************
-						hours from 16,000 feet, heading 066, speed 160 mepshe, on	
						String of the med Clause and Clau	
						string of five red flares. Bombed centre of string of	
						five reds, green bunch scattered over shead and starboard	151511
away in				-		of track. Diverted to Great Orton. If red flares were on	
1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		2 2 3 5 7 0	-	V	target should be well hit. Good compentration of A/C and heading seemed good.	

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(\*12761-0521) Wt. 20020-2724 70W 8/41 T.S. 700

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

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DATE	AIRCRAFT	Crew	D	1	TIME		
	Type & Number	CHEW	Dury	Up	Down	DETAILS OF SORTIE OR FLIGHT	References.
21st Nov.	Halifax III	Target, all A/C:- "C	STROP-RAUXEL*	- 1		Bomb load, each.A/C:- 16 x 500 lbs.	(Appendix "H"
Of at N		(Captain)				·	Battle Order
21st Nov.	Halifax III	(Captain) J19626 F/O J.L. Egger	Bombing	15:56	21:33	Nil cloud, some haze, visibility good. Target .	No. 190,
	"A" NR-120					identified by red T.I. and Gee check. Bombed at 19:08.8	attached)
				-		hours from 19,000 feet, heading 132, speed 155 m.p.h., on	a v vaoitou)
						centre of all red and green T.I. Two red T.I. slightly	
*			de attaca	1	1110	off to port, no land detail visible. A fair sized fire	
				- 10		in T/A and some scattered fires around T/A, smoke up to	
-						about 6/7,000 feet. A really successful attack and mark-	
-						ing excellent. A good route and concentration of bomber	
-						stream over target very good.	
		(Captain)					
1st Nov.	Darriax III	J17146 F/L Walla Miller	Bombing	15:58	21:35	Nil aboud, wisibility good. Target identified by	
	"B" LV-967					red and green T.L. Bombed at 19:05.4 hours from 18,000	
						feet, heading 450, speed 175 m.p.h., on centre of red and	
						green T.I. seen. Marking was terrifically concentrated	
					153	and bombing also. Markers were stretched across target	
						in an east to west line. Bomb flashes were on markers.	
						One huge explosion seen at 19:04 hours which ilduminated	
	- A		2 3 3 5			built up area north of target. Two very good fires seen	
	48-4					as A/C left. Avery good trip.	
						1.00	
						138.00 13 13 14 14 14 14 14 14 14 14 14	
						3	
					\$30x5.6		
	. 7.55	Age to the second				•	
		1					
					3000		
and a			60		NAME OF STREET		

21st Nov. Halifax III (Captain)  No cloud, visibility good, Target identified by red  T.I., Autoban, Gee fix. Borbed at 19:03.6 hours from  T.I., Autoban, Gee fix. Borbed at 19:03.6 hours from  T.I., Autoban, one salve of green short about two miles.  Good bombing on A/P. No congestion, bombing at Sterkade  seem at 19:30 hours.  21st Nov. Halifax III (Captain)  Jisizo F/O N.D. Mara Bombing  16:24 21:55 (Glear over-target, visibility good, Target identified by red and green on the seem at 19:30 hours.  21st Nov. Halifax III (Captain)  Jisizo F/O N.D. Mara Bombing  16:24 21:55 (Glear over-target, visibility good, Target identified by red and green T.I. checked by Gee. Bombed at 19:06.4 hours from 18,000 feet, beading 16%, speed 160 hap-he.  12 clusters red T.I. with centre of green T.I., about  6 clusters. T.I. at this time were rather scattered over about four square miles. Bombing seemed over the built up area. A large fire with grange flame of one minute duration seem in target area on run in. Good effort for a small target, no difficulties.	DATE	AIRCRAFT Type & Number	CREW	Dury	1 1	Trace		
Pat Nov. Halifax III J25885 PAL D.P. MoDeath Bombing 15:59 21:57 No cloud, visibility good. Target identified by red  "C" MZ-807  T.I., Autoban, Gee fix. Bombed at 19:03.6 hours from  17,000 feet, heading 1507, speed 160 m.p.h., on centre of red N.J. Concentration of red and green on A/P by visual check of Autoban, one salve of green short about two miles.  Good bombing on A/P. No congestion, bombing at Sterkade seem at 19:30 hours.  21st Nov. Halifax III J150 F/O N.D. Mara Bombing 16:24 21:56 Olear over-target, visibility good. Target identifies by red and green T.I. checked by Gee. Bombed at 19:06.4 hours from 18,000 feet, heading 1657, speed 160 m.p.h., 12 clusters red L.I. with centre of green T.I., about 8 clusters. T.I. at this time were rather scattered over about four square miles. Bombing seemed over the built up area. A large fire with grange flams of one minute duration seem in target area on run in. Good effort for a small target, no difficulties.  Met Nov. Halifax III (Gaptain) 16:00 21:30 Olear, excellent visibility. Target identified by rev. Mac-848  Tet MX-848  Tet MX-848  Tet MX-848  Tet MX-848  The learning 1589, speed 160 m.p.h., on centre of a small contraction of red T.I. Tet. Red and green T.I. well compon- traced and clearly visible, appeared to be accurately bembed.		TYPE & NUMBER		DOTY	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
T.I., Autoban, Cee fix. Bombed at 19:03,6 hours from  17,000 feet, heading 1597, speed 160 m.p.h., on centre of rid T.I. Oncentration of red and green on A/F by visual check of Autoban, one salve of green short about two miles.  Good bombing on A/F. No congestion, bombing at Sterkade seem at 19:30 hours.  21st Nov. Halifax III (Captain) 16:24 21:56 Clear over target, visibility good. Target identifies by red and green T.I. checked by Gee. Bombed at 19:06.4 hours from 18,000 feet, heading 1697, speed 160 u.p.h., 12 clusters red T.I. with centre of green T.I., about 8 clusters. T.I. at this time were rather scattered over about four square miles. Bombing seemed over the built up area. A large fire with grange flame of one minute duration seem in target area on run in. Good effort for a small target, no difficulties.  21st Nov. Halifax III (Captain) 15:03 F/O A.P. Heatbooks Bombing 16:00 21:30 Clear, excellent visibility. Target identified by red T.I. cascading. Bombed at 19:04.5 hours from 19,000 feet, heading 15:8, speed 160 m.p.h., on centre of a monomentation of red 7,71s. Red and green T.I's well amonoment trated and clearly visible, two large explosions seem.  A/P clearly visible, appeared to be accountedly bembed.	21st Nov.	***************************************		ath Bombing	15:59	21:37	No cloud, visibility good. Target identified by red	
17,000 feet, heading 1397, speed 160 m.p.h., on centre of red T.I. Occentration of red and green on A/P by visual check of Aytoban, one salvo of green short about two miles.  Good bombing on A/P. No congestion, bombing at Sterkade seem at 19:30 hours.  21st Nov. Halifax III (Captain) 15:22 F/O N.D. Hara Bombing 16:24 21:56 (Thear over target, visibility good. Target identified by red and green T.I. checked by Gee. Bombed at 19:06.16 hours from 18,000 feet, heading 16:77, speed 160 m.p.h., 12 clusters red T.I. with contre of green T.I., about 6 clusters. T.I. at this time were rather scattered over about four square miles. Bombing seemed over the built up area. A large fire with grange flame of one minute duration seen in target area on run in. Good effort for a small target, no difficulties.  21st Nov. Halifax III (Captain) 12:839 F/O A.P. Heatbooks Bombing 16:00 21:30 (Chear, excellent visibility. Target identified by red T.I. cascading. Bombed at 19:00.3 hours from 19,000 feet, heading 15:8, speed 160 m.p.h., on centre of a minocentration of red T.I. Red and green T.I. swellemognetrated and clearly visible, two large explosions seem.  A/F clearly visible, appeared to be accurately bended.		"C" MZ-807	1					
constraint of red and green on A/P by visual check of Antoban, one salve of green short about two miles.  Good bombing on A/P. No congestion, bombing at Sterkade seem at 19:30 hours.  21st Nov. Halifar III J16120 F/O N.D. Mara Bombing 16:24 21:56 Glear over-target, visibility good. Target identified by red and green T.I. checked by Gee. Bombed at 19:06.4 hours from 18:000 feet, heading 16:7, speed 160 hip.hs.  12 clusters red T.I. with centre of green T.I., about 8 clusters. T.I. at this time were rather scattered over about four square miles. Bombing seemed over the built up area. A large fire with grange flame of one minute duration seem in target area on run in. Good effort for a small target, no difficulties.  21st Nov. Halifar III (Captain) J. School R. Heathooke Bombing 16:00 21:30 Glear, excellent visibility. Target identified by red T.I. casceding. Bombed at 19:00.3 hours from 19:000 feet, heading 158, speed 160 map.h., on centre of a minoentration of red T.I.s. Red and green T.I's well-amognochrated and clearly visible, two large explosions seem.  A/P clearly visible, appeared to be accurately bombed.								
check of Autoban, one salve of green short about two miles.  Good bombing on A/F. No congestion, bombing at Sterkade  seem at 19:30 hours.  21st Nov. Halifax III (Captain)  16:24 21:56 Clear over target, visibility good. Target identified  by red and green 7.1. checked by Geo. Bombed at 19:06.4  hours from 18,000 feet, heading 16:7, speed 160 m.p.h  2 clusters red 7.1. with centre of green 7.1., about  8 clusters. 7.1. at this time were rather scattered over  about four square miles. Bombing seemed over the built  up area. A large fire with grange flame of one minute  duration seem in target area on run in. Good effort for a  small target, no difficulties.  21st Nov. Halifax III (Captain)  22339 F/O A.P. Heathcote Bombing 16:00 21:30 Clear, excellent visibility. Target identified by  red 7.1. cascading. Bombed at 19:00.3 hours from 19,000  feet, heading 15:8, speed 160 m.p.h., on centre of a sm-  centration of red 7.1's. Red and green 7.1's wellcompentrated and clearly visible, two large explosions seen.  A/F clearly visible, appeared to be accurately bembed.		***************************************					red T.I. Concentration of and	
Good bombing on A/P. No congestion, bombing at Sterkade seen at 19:30 hours.  21st Nov. Halifax III (Captain) 115120 F/O N.D. Mars Bombing 16:24 21:55 Glear over target, visibility good. Target identified by red and green T.I. checked by Gee. Bombed at 19:06.4 hours from 18:000 feet, heading 16:7, speed 160 N.p.h., 12 clusters red T.I. with centre of green T.I., about 8 clusters. T.I. at this time were rather scattered over about four square miles. Bombing seemed over the built up area. A large fire with grange flame of one minute duration seem in target area on run in. Good effort for a small target, no difficulties.  21st Nov. Halifax III (Captain) 12:339 F/O A.P. Heatbooke Bombing 16:00 21:30 Clear, excellent visibility. Target identified by red T.I. cascading. Bombed at 19:04.3 hours from 19,000 feet, heading 15:8, speed 160 m.p.h., on centre of a small central and clearly visible, two large explosions seem.  A/F clearly visible, appeared to be accurately bombed.							check of Autohan one salvo of annual check of Autohan one salvo of annual	
21st Nov. Halifax III J25319 F/O A.P. Heathcote Bombing 16:00 21:30 Clear, excellent visibility. Target identified by red II. canceding. Bombed at 19:00.4 hours from 18,000 feet, heading 16:21, speed 160 h.p.h., about 8 clusters. T.I. at this time were rather scattered over about four square miles. Bombing seemed over the built up area. A large fire with grange flame of one minute duration seep in target area on run in. Good effort for a small target, no difficulties.  21st Nov. Halifax III J25319 F/O A.P. Heathcote Bombing 16:00 21:30 Clear, excellent visibility. Target identified by red T.I. canceding. Bombed at 19:04.5 hours from 19,000 feet, heading 158, speed 160 m.p.h., on centre of a small carry visible, appeared to be accountely bembed.						100000		
21st Nov. Halifax III (Captain) 16120 F/O N.D. Mara Bombing 16:24 21:55 (Clear over target, visibility good. Target identified by red and green T.I. checked by Gee. Bombed at 19:06.4 hours from 18,000 feet, heading 16:7, speed 160 M.p.h  12 clusters red T.I. with centre of green T.I., about 8 clusters. T.I. at this time were rather scattered over about four square miles. Bombing seemed over the built up area. A large fire with grange flame of one minute duration seem in target area on run in. Good effort for a small target, no difficulties.  21st Nov. Halifax III (Captain) 12:539 F/O A.P. Heathcole Bombing 16:00 21:30 (Clear, excellent visibility. Target identified by red T.I. cascading. Bombed at 19:00.3 hours from 19,000 feet, heading 158, speed 160 m.p.h., on centre of a manoentration of red T.I.'s. Red and green T.I.'s wellcampentrated and clearly visible, two large explosions seem.			E Commence of		-			
by red and green T.I. checked by Gee. Bombed at 19:06.4  houre from 18,000 feet, heading 162T, speed 160 u.p.h  12 clusters red T.I. with centre of green T.I., about  8 clusters. T.I. at this time were rather scattered over about four square miles. Bombing seemed over the built  up area. A large fire with grange flame of one minute  duration seen in target area on run in. Good effort for a  small target, no difficulties.  21st Nov. Hallfax III (Captain)  22s319 F/O A.P. Heathcote Bombing 16:00 21:30 Clear, excellent visibility. Target identified by  red T.I. cascading. Bombed at 19:00.3 hours from 19,000  feet, heading 158, speed 160 m.p.h.; on centre of a man- centration of red T.I's. Red and green T.I's well compon- trated and clearly visible, two large explosions seen.  Aff clearly visible, appeared to be accurately bembed.						00.000	seen at 19:30 hours,	***************************************
by red and green T.I. checked by Gee. Bombed at 19:06.4  houre from 18,000 feet, heading 162T, speed 160 u.p.h  12 clusters red T.I. with centre of green T.I., about  8 clusters. T.I. at this time were rather scattered over about four square miles. Bombing seemed over the built  up area. A large fire with grange flame of one minute  duration seen in target area on run in. Good effort for a  small target, no difficulties.  21st Nov. Hallfax III (Captain)  22s319 F/O A.P. Heathcote Bombing 16:00 21:30 Clear, excellent visibility. Target identified by  red T.I. cascading. Bombed at 19:00.3 hours from 19,000  feet, heading 158, speed 160 m.p.h.; on centre of a man- centration of red T.I's. Red and green T.I's well compon- trated and clearly visible, two large explosions seen.  Aff clearly visible, appeared to be accurately bembed.	21st Nov.	Halifax III	(Captain) J16120 F/O N.D. Mara	Bombins	16:24	21:56	Clear over treat at 15 to 15	
houre from 18,000 feet, heading 1677, speed 160 h.p.h.,  12 clusters red T.I. with centre of green T.I., about  8 clusters. T.I. at this time were rather scattered over about four square miles. Bombing seemed over the built  up area. A large fire with grange flame of one minute  duration seem in target area on run in. Good effort for a  small target, no difficulties.  21st Nov. Halifax III  (Captain)  125839 P/O A.P. Heathorte Bombing  16:00 21:30 Chear, excellent visibility. Target identified by  red T.I. cascading. Bombed at 19:00+3 hours from 19,000  feet, heading.158, speed 160 m.p.h., on centre of a sm- centration of red T.I.'s. Red and green T.I.'s well compen- trated and clearly visible, two large explosions seen.  A/P clearly visible, appeared to be accurately bembed.		"D" MZ-845					THE LOCAL LANGUAGE WAS THE LOCAL THE	
12 clusters red T.I. with centre of green T.I., about  8 clusters. T.I. at this time were rather scattered over about four square miles. Bombing seemed over the built  up area. A large fire with grange flame of one minute  duration seem in target area on run in. Good effort for a  small target, no difficulties.  21st Nov. Halifax III J25839 F/O A.P. Heathcote Bombing 16:00 21:30 Clear, excellent visibility. Target identified by  red T.I. cascading. Bombed at 19:00.3 hours from 19,000  feet, heading. 158, speed 160 m.p.h., on centre of a small contraction of red T.I.s. Red and green T.I's wellowness—  trated and clearly visible, two large explosions seen.  A/P clearly visible, appeared to be accountedly bembed.			× ×			***************************************		
8 clusters. T.I. at this time were rather scattered over about four square miles. Bombing seemed over the built up area. A large fire with orange flame of one minute duration seem in target area on run in. Good effort for a small target, no difficulties.  21st Nov. Halifax III (Captain) J25839 F/O A.P. Heathcote Bombing 16:00 21:30 Chear, excellent visibility. Target identified by red T.I. cascading. Bombed at 19:004-3 hours from 19,000 feet, heading.158, speed 160 m.p.h.; on centre of a small captain of red T.I.'s. Red and green T.I's well omnorned trated and clearly visible, two large explosions seem.  AP clearly visible, appeared to be accurately bembed.		and an all and a second				***************************************	12 clusters and 7 7	
about four square miles. Bombing seemed over the built  up area. A large fire with orange flame of one minute  duration seem in target area on run in. Good effort for a  small target, no difficulties.  21st Nov. Halifax III J25339 F/O A.P. Heathcole Bombing 16:00 21:30 Chear, excellent visibility. Target identified by  red T.I. cascading. Bombed at 19:00, 5 hours from 19,000  feet, heading. 158, speed 160 m.p.h., on centre of a small contraction of red T.I.s. Red and green T.I's well compentation of red T.I.s. Red and green T.I's well compentated and clearly visible, two large explosions seen.  A/P clearly visible, appeared to be accountedly bembed.				- File and the second		***************************************		
up area. A large fire with orange flame of one minute  duration seem in target area on run in. Good effort for a  small target, no difficulties.  21st Nov. Halifax III (Captain) J25839 F/O A.F. Heathcote Bombing 16:00 21:30 Chear, excellent visibility. Target identified by  red T.I. cascading. Bombed at 19:04-3 hours from 19,000  feet, heading. 158, speed 160 m.p.h.; on centre of a man-  centration of red T.I.s. Red and green T.I's wellowness—  trated and clearly visible, two large explosions seen.  A/P clearly visible, appeared to be accurately bembed.								
duration seem in target area on run in. Good effort for a small target, no difficulties.  21st Nov. Halifax III (Captain) J25839 F/O A.P. Heathcote Bombing 16:00 21:30 Clear, excellent visibility. Target identified by red T.I. cascading. Bombed at 19:00.43 hours from 19,000 feet, heading. 158, speed 160 m.p.h., on centre of a smooth contration of red T.I.s. Red and green T.I's wellowness—trated and clearly visible, two large explosions seen.  AP clearly visible, appeared to be accurately bembed.				***************************************				
amaration seem in target area on run in. Good effort for a small target, no difficulties.  21st Nov. Halifax III (Captain)  "E" NZ-818				***************************************	-			
21st Nov. Halifax III (Captain) "E" MZ-818  (Captain)							duration seem in target area on run in. Good effort for a	
"E" MZ-818  "E " MZ-818  "E" M							small target, no difficulties.	
red T.I. cascading. Bombed at 19:04.3 hours from 19,000  feet, heading 158, speed 160 mp.h.; on centre of a man- centration of red T.I.s. Red and green T.I's well compon- trated and clearly visible, two large explosions seen.  A/P clearly visible, appeared to be accurately bembed.	1st Nov.	***************************	(Captain) J25839 F/O A.P. Heatho	note Bombing	16+00	24+30	Clear, executive visits and	
feet, heading 158, speed 160 m.p.h.; on centre of a sen- centration of red T.I.s. Red and green T.I.s wellowncen- trated and clearly visible, two large explosions seem.  A/P clearly visible, appeared to be accurately bembed.		"E" MZ-818			10.00	61120	red T.I. coseeding Perhad at 1000 I at identified by	
centration of red T.I.'s. Red and green T.I's well concentrated and clearly visible, two large explosions seen.  A/P clearly visible, appeared to be accurately bembed.	/							
trated and clearly visible, two large explosions seen.  A/P clearly visible, appeared to be accurately bombed.							contraction of and M. T.	
AP clearly visible, two large explosions seen.  AP clearly visible, appeared to be accurately bembed.								
			/ market					
Uneventful trip.					-			
			***************************************				Uneventful trip.	
	· · · · · · · ·	4.25	1 50° 10° 10° 10° 10° 10° 10° 10° 10° 10° 1			124		

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APPENDIX.....



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

SECRET

DATE	AIRCRAFT Type & Number	Crew	Dury	-	IME		
	100	(Captain)	D 17 17 17 17 17 17 17 17 17 17 17 17 17	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
21st Nov.	Halifax III	J29592 S/L W.C. Pier	coe Bombing	16:00	22:02	No cloud, slight haze, visibility good. Target iden	#-
	"J" MZ-905					fied by red and green T.I. Bombed at 19:07.4 hours from	A contract
						18,000 feet, heading 144F, speed 160 map.h., on centre of	
						red and green. Red and green well concentrated, bombing	
						on Tel's. One explosion on port of Tel's at 19:07 hours,	
						smoke rising 8/10,000 feet, no large fires seem. No congestion, should be good raid if PFF accurate.	
		70					
elst Nov.	Helifax III	(Captain) J87692 P/O A.T. Bond	Bombing	16:13		This A/C failed to return from this operation,	
-	"T" MZ-284	over seek to leave				J87692 P/O A.T. Bond - 19 sorties, 103:10 hours.	66 Prs.
			All the state of the			J37779 P/O Watson, R.A., Nav 16 sorties, 87:45 hours	55 /
		la constitution and the consti				R205116 F/S Robson, A.S., WOP 16 sorties, 87:45 hours.	55 6
						R192761 F/S Seymour, J.R., A/B 16 sorties, 87:45 hours.	55 -
				-		R123313 Sgt. Slack, K.E.C., A/G - 16 sorties, 87:45 hours.	552
						545829 Sgt. Weir, J., F/E - 16 sorties, 87445 hours.	55 "
·						R261671 F/S Allan, R., M/U A/G 16 sorties, 87:45 hours.	65V
1st Nova	Halifax III	(Captain)				676	
-	"N" 112-857	J28324 F/L O.L. Orend	orff Bombing	15:46	21:19	Clear, visibility imlimited. Target identified by red T.I. checked by H2S. Bombed at 19:03.3 hours from	
						13,000 feet, heading 096T, speed 180 mepaha, on centre	
						of cluster of red T.I. Greens seen cascading 19:05 hours,	
						Target not well seen due to excitement over target, no	
						other bombing seen, only one group T.I. seen; none other	
	28 L 18			- 7		seen off target. A/C coned during attack. Stream very	
DA A•	<u> </u>			1176		good. Combat with E/A, MB 110. Possible damage to E/A,	
		(87)(8)(8)				but no damage to bomber or casualties to crew.	
				<b>C</b> 25 57			
	, The Control of the				7.53 B		

DATE	AIRCRAFT	CREW	DUTY	T	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE	Type & Number	CREW	DUTY	Up	Down	DETAILS OF SORTIE OR FLIGHT	REPERENCES
21st Nov.	Halifax III	(Captain) J89320 P/O W.T. Jensen	B ombing	15:49	22:04	. 2/10ths strate cumulus, tops 5,000 feet, visibility	
	"O" NP-936					good. Target identified by green and red T.I. Bombed at	
	-					19:05.4 hours from 18,000 feet, heading 1607; speed 160	
						m.p.h., on centre of red T.I. Reff T.I. well bunched and	1
						green T.I. about 500 yards short of them. Large fire among	B
waterinari (#1141 1770 ) * * * *						green. One, large explosion 2/3 miles short, of target at	
					91787	19:04-hours. No congestion over target, bombing well	
				1	2767	oonoentrated on markers.	
21st Nov.	Halifax III	(Captain) J16126 F/O D.F. Guy	Bombing	15:57		This A/C failed to return from this operation.	
	"R" NP-949					J16126 F/O.D.F. Guy, Pilot - 21 sorties, 109:05 hours.	74 Prs.
					9	J36331 F/O C.H. Love, Nav 20-sorties, 103:40 hours.	10 1
						R151393 F/S Ramey, L.P., WOP 20 scrties, 103:40 hours.	70 -
						J24517 F/O H.A. McLennan, A/B - 20 sorties, 103:40 hours.	70 -
	<u></u>					J89786 P/O R.D. Malachlan, A/G - 30 sorties, 155:40 hours.	1010
						1594980 Sgt. Lookey, T.A.S., F/E - 20 sorties, 103:40 hours	4 70V
				V.75.5	6 0	R207973 F/S Scott, J.J., M/U A/G - 20 sorties, 104+50 hours	11
21st Nov.	Halifax III	(Captain) J17866 F/L T.H. Prescott		15:50	21:28	Clear, slight haze, visibility good. Target identi-	
ciac nova	"S" MZ-883	J1/006 F/L Tana Frescott	Bombing	13.30	21420	fied by red and green T.I. Bombed at 19:03.2 hours from	
	37 22-003						
						18,000 feet, heading 148, speed 160 m.p.h., on centre of mixed concentration of red and green T.I. Markers were	
					***************************************	best ever seen, reds went down first, greens down merging	
				***************************************		with reds, more reds later and formed excellent pattern	
						of tight marking on A/P. All bombs were going into marked	<u>.</u>
-			******************************			area and bomb flashes were continuous in the area, make	-
			1 1 5 m			coming up to approximately 8,000 feet. If T.I's were on taget it should be wiped out as raid looked like one of the	> 1

White Culps

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(\*12761-9511) Wt. 2229-1724 70W 8/45 T.S. 70 (\*13799-9511) Wt. 4465-2584 130W 1/44 T.S. 79

FOR THE MONTH OF November. 1044

	AIRCRAFT			,	Time	10/4	
DATE	Type & Number	Crew	Duty	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
21st Nov.	Halifax III	(Captain) J6681 F/L L.D. Allatt	t Bombing	15:53		Nil cloud, visibility good. Target identified by	
	"V" MZ-464						
						red and green T.I's. Bumbed at 19:05 hours from 19,000	
	***************************************			-		feet, heading 172, speed 160 m.p.h., on centre of concen-	
						tration of red T.I's. Cee check - good overlap of red and	
						green T.I's. Large explosion endtting orange flames at	
***************************************			······································			19:05 hours. Numerous smoke puffs. 1 x 500 lbs. dropped	
				-		into bomb bay immediately after leaving target, did not	1 1 1
				-		show as a hang up, brought back. Good concentration of	
						bombing, met. good, target well marked. T/A wind had	
						veered 40 degrees and dropped 20 m.p.h. compared to broad-	
						Cast.	
		-				L	
21st Nov.	Halifax III	(Captain) J27738 F/O R.A. Bussel	11 B ombing	15:52	21:25		
	"W" LW-122			10,		red and green T.I. checked by Gee and ETA. Borbed at	
		1		100		19:03.7, hours from 18,000 feet, heading 156T, speed 160.	
		20 M 10 M 10 M 10 M	- Vice in t	10.00		m.p.h., on centre of one mass of red T.I. with green inter-	******************
	1		warner neg 11	System (A)	100	mingled and slightly to starboard. T.I. seemed concen-	
	100					trated on A/P. Two large explosions in T/A at about	
						19:03 hours, other bombing seemed on A/P. Stream concen-	
						trated to target and on return. No congestion over tar-	
			***************************************			get at this stage, it looked as though attack would be	
						•	
Sign of the same o							
1st Nov.	Halifax III	(Captain)		45.10	00-06		
	"X" 1/Z-815	J28647 F/O T.J. Kelly	Bombing	15:48	22:06	Clear, visibility good. Target identified by red T.I.	
*		*				Bombed at 19:03 hours from 17,000-feet, heading 154, speed	
						165 m.p.h. Concentration of red T.I. seemed to be right	
		and the second s				on A/P. Bombing good on markers. Explosion seen as A/C	
						left target. Rather early to assess raid, segmed to be very good, T.I's were excellent and well placed, A/C concentrated.	
WINDS TO STATE OF THE PARTY OF			messa and a second	S. Charles .	No. Olean		

DATE	AIRCRAFT	CREW	Doty		Trace	DETAILS OF SORTIE OR FLIGHT	1.
	Type & Number	1 March 1971		Up	Down	DETAILS OF SORTIE OR PLICAT	REFERENCES.
21st Nov.	Halifax III	(Captain) J89420 P/O R.F. Saund	iers Bombing	15:51	21:53	Slight haze, visibility good. Target identified	199.
*	"Y" MZ-910				1000	visually by red T.I's cascading. Bombed at 19:05 hours	
						from 18,000 feet, heading 158 degrees, speed 160 m.p.h.,	1
						on concentration of red T.I's. Gee fix on run up - target	9
						verified by canal to N.W. Greens and reds well mixed.	
			-		- 550/5	Great explosion emitting red flames as bombs dropped.	
	***************************************					Good concentration of bombing, A/P well marked. Effective	-
						grip.	
21st Nov.	Halifax III	(Captain) C20393 F/L R.W. Patte	rson Bombing	16:25	22:12	Clear, visibility good. Target identified by red and	L
	"A" NR-227				1	green T.I's and fires. Bombed at 19:09.9 hours from 18,00	0
	424 Sqdn. A/C)				2 823	feet, heading 160, speed 163 m.p.h., on red T.I. concentra	-
			19		1 = 0 - 1	tion. Marking concentrated around the aiming point, a few	,
			-			reds and green scattered. Bombing good around the T.I's,	
						couple of large explosions on run up. 1 x 500 lbs. hung u	D
					100	and brought back. A good effort, concentration of A/C see	
V						ed to be good and good raid should result.	
				11.00	200		
25 Nov.	Halifax III	Target, "KATTEGAT"	(Yewtree)				(Appendix "I"
						The same of the second	Battle Order
√25 Nov.	Halifax III	(Captain) J28618 F/O G.L.D. 0'G	rady Gardening	01:14	08:07	10/40ths cloud, tops 14,000 feet, visibility goods	No. 192
	"H" MZ-909	2				A/C gardened at a position 5723N 1037.30E, dropping	attached)
. I	1.		100			1 x G718, 1 m F634/19G, and 2 x F638/22, at C4:48.2 hours	
						from 14,000 feet, track 196, speed 180 m.p.h. A very	1
			A			quiet trip. Diverted to Kinlase.	
		3- 27 - 1					
	574						-

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	WL 44007—3384 250M 1/44	The second secon		1	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
DATE	AIRCRAFT Type & Number	Crew	Duty	UP	Down	DETAILS OF SORTIE OR PLOOF	
27th Nov.	Helifey III	Target, all A/C:- "NEUS	is"			Bomb load for each following A/C:- 1 x 2000 lbs. &	(Appendix "J"
Z/th nova			- 4			1080 x 4 lb. I.B. 10% I.B. "X" Type.	Battle Order
						,	No. 194.
	Helifax III	(Captain)	Bombing	16:50	22:18	6/10ths strata ou., visibility good. Target identi-	attached)
27th Nov.	"A" NR-120	J19626 F/O J.L. Binger			No. edi	fied by red and green T.I. and green flares with yellow	
	A MI-120					stars. Bombed at 20:33 hours from 47,000 feet, heading	
						091T, speed 165 map.h., on centre of fires. At time of	
						bombing T.I. were burnt out, many fires where T.I. had	
				i Sassaga		burnt out. One very large explosion at 20:30 hours,	
			1 1 2			illuminating cloud base for one minute. Diverted to Old	
				4 5 20 8		Buckenham. No. congestion, should be very successful raid.	
						Late on target on account of wrong wind. Combat with an	
						unidentified S/S E/4. Some hits scored on E/A but no dama	ge
27th Nov.	Halifax III	(Captain) J17146 F/L W.H. Miller	Bombing	16:48	22:35	3/10ths cloud, tops 6 - 8,000 feet, thin, visibility	
	"B" LV-967	11/110-1/11				good. Target identified visually and checked by markers.	
			Section in the second			Bombed at 20:31.4 hours from 18,000 feet, heading 0827,	
		469-2000-200-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2	i			speed 175 m.p.h., on centre of fires and bomb bursts chec	ced.
						visually on streets seen in illuminated target. Flares	
						down earlier than bombing, not seen at time of bombing.	
						T/A covered with incendiary fires, several large explosion	ns
						lit up sky. Other bombing seemed on A/P. Jettisoned	
						180 x 4 lb. I.B., 5145N 0153E, 21:50 hours, 7,000 feet,	1-3
5 T P						hung up over target. Diverted to Old Buckenham. Good	
						attack, many fires and bombing in T/A: Stream concentra-	
			ASC CARREST	IA	1000	ted to target and only slightly spread on way out, no	
		17.7				difficulties.	
		-				A A A A A A A A A A A A A A A A A A A	35.5
							~
					-		

	AIRCRAFT	1			Time		REFERENCE
DATE	Type & Number	CREW	Duty	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
27th Nov.	Halifax III	(Captain) J25839 F/O A.P. Heath	ote Bombing	16:57	22:24	6/10ths broken cloud, visibility good. Target identi-	
	"E" MZ-818					fied by green flares and yellow stars, Bombed at 20:19.4	
						hours from 17,000 feet, heading 082T, speed 165 m.p.h.,	
						on centre of Wanganui. At time of bombing flares were gett	ing
	8.31.9					scattered, many fires seen on ground. Diverted to Old	25
						Buckenham. No congestion, should be successful if PFF	
						accurate.	
	1/2						
27th Nov.	Halifax III	(Capta in) 386368 F/O H.C. Solomo	e Bombing	16:46	22:33	10/10ths cloud, tops 5,000 feet, visibility 0.K.	
4240	"F" MZ-872				Jack	Target identified by green flares and yellow stars. Bomb-	
						ed at 20:33.5 hours from 18,000 feet, heading 082, speed	
				10000	HOST OF	160 m.p.h., on concentration of green flares. PFF good	
		1				and both marking good, large fires burning and bombs burst-	-
		1	***************************************		-	ing in the marked area. Several large explosions seen.	
	**************************************					90 x 4 lb. I.B. hung up and brought back. Diverted to	
						Old Buckenham. Should be a fairly successful raid. Would	-
						have been excellent if Met. winds had been successful.	
		/	de La Ma			Concentration lesse.	······
			x-100		-	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	
27th Nov.	Halifax III	(Capta in)	Bombing	17:04	22:43	9/10ths strata cu., tops 6 - 8,000 feet, visibility	
	"X" MZ-419	\$11319 P/L W.H. Cook	and and	11.55		good. Target identified by green flares with yellow stars.	_
<u></u>		1/2 - 2 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -				Bombed at 20:30.1 hours from 17,000 feet, heading 079	
<del> </del>						degrees, speed 180 m.p.h., on concentration of green flares	
						and yellow stars. Green flares well concentrated, one	***************************************
		·				large explosion seen at 20:30 hours, lasting about 30/40	
						seconds. 30 x 4 lb. I.B. hung up and brought back. Diver-	
						seconds. 30 % 4 15. 1.5. hung up and orought back. Daver- ted to Old Buckenham. Looked pretty good, belt of fires in oval shape east to west in T/A. No difficulty encountered.	

MAN POLICE

APPENDIX



DETAIL OF WORK CARRIED OUT

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

SECRET

DATE	AIRCRAFT Type & Number	CREW	DUTY	-	Time	DETAILS OF SORTIE OR FLIGHT	
	-	1		UP	Down	STATE OF STREET OF PLIGHT	REFERENCES
27th Nov.	Halifax III					Bomb load for each following A/C:- 2 x 1000 lbs. & 1080 x	
		(Gaptain)	1			4 lb. I.B. 10% I.B. "X" Type	
27th Nov.		J25885 F/L D.F. McGrat	h Bombing	16:51	22:19	Hazy, 9/10ths strata cu., broken over target. Target	
	"C" 1/Z-807					identified by red T.I's, Bombed at 20:30.5 hours from	
						19,000 feet, heading 054; speed 175 m.p.h., visually on	
						reds and fires. WC ran up on sky markers but changed to	-
	••••••••••••••••••					visual as greaks in cloud permitted this. Target well	
						ablaze and hombing good. Two large explosions on run up	
						and several later. Diverted to Old Buckenham. Met. boobed	
						on winds badly. Prang should be very good as target was	
						well ablaze. Met, was only difficulty encountered.	
		(0 )		la live			
7th Nov.	HALLIFAX III	(Captain) M6120 F/O N.D. Mara	Bombing	17:00	22:17	10/10ths cloud, tops 6,000 feet, visibility very good.	
	"J" 1/Z-905					Target identified by red T.I. and green sky flares, Gee	
						check. Bombed at 20:31.5 hours from 19,000 feet, heading	
						081, speed 170 m.p.h., on centre of fires checked by sky	
						markers. Only two Wanganui flares seen. Ground marking	
						out when A/C arrived. Rear Gunner observed about nine	-
						separate fires when A/C left target and several large	
					,	explosions. One explosion about 20:30 hours lasting for	
						20 seconds. Many incendiary fires in T/A. 60 x 4 lb. I.B.	
						hung up and brought back. Diverted to Old Buckenham.	
						Believed to be quite a good attack, many fires could be	
-						seen in T/A when A/C was leaving.	
							1
							•
							- American (1)

DATE	AIRCRAFT	CREW	Dury		TIME		0.44755000
DAIL	Type & Number	CREW	DOTY	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
27th Nov.	Halifax III	(Captain) J86735 F/O R.A. Forbes	Bombing	17:05	22:29	7/10ths cloud, tops 4/5,000 feet, visibility good.	
	"V" 1/2-464		(1) 41 TO			Target identified by red T.I., sky markers and marshalling	
						yards. Bombed at 20:31.4 hours from 18,000 feet, heading	***************************************
						070, speed 160 m.p.h., on cluster of red T.I. Sky markers	
						went out before A/C could bomb through them. Red T.I. were	***************************************
			4 5			cascading in centre of fires, the whole area was on fire	***************************************
						covering most of the city. Several huge explosions came for	Om.
		/ // E				fires in T/A. Diverted to Old Buckenham. A very good	vem
			510 Tell (80)		100	raid, high winds made timing impossible.	
		470				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	***************************************
7th Nov.	Halifax III	(Captain) J89420 P/O R.F. Saunder	s Bombing	17:01	22:38	5 3 3 3 2	***************************************
	"Y" MZ-910					good. Target identified visually from fires and explosions	
				-		checked by Wanganui and Gee. Bembed at 20:32 hours from	
				1 3 3 2	10	18,000 feet, heading 062T, speed 160 map.ha, oncentre of	
	*************************			2 -1 - 4	V s	fires and edge and 3 - 4 groups of red Tale Tale down	***************************************
				Tarana Y	P. 3699	on time, seen on ground on bombing. Wanganui burnt out	······································
						at time of bombing. Incendiary fires and large explosions	
						seen in T/A. A few incendiaries short of target. Other	
						bombing seemed well on A/P. 90 x 4 lb. T.B. hung up over	***************************************
					355	target, jettisoned 5140N 0225E, 21:50 hours, 6,000 feet,	
						through opening in cloud. Diverted to Old Buckenham.	
				Et A		Good attack with good concentration of bombing with several	***************************************
			12-2-63	EAST XIV	2015	large explosions giving good red glow at time of bombing.	•••••
		, , , , , , , , , , , , , , , , , , , ,	9		56.6	Stream not concentrated due to wind change. Some congestion	***************************************
			1.00	10,000		over England. No difficulties.	
	14 77 147						

MAN SOLUPE

APPENDIX



DETAIL OF WORK CARRIED OUT

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

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(\*12761-9511) Wt. 22829-1124 70M 8/43 T.S. 708 (\*13799-9511) Wt. 44867-3384 130M 1/44 T.S. 708 FOR THE MONTH OF November, 1944 TIME Up Down AIRCRAFT Type & Number DATE DETAILS OF SORTIE OR FLIGHT REFERENCES. (Captain) J27716 F/O R.F. Bertran 27th Nov. Halifax III Bombing 10/10ths very thin cloud, tops 5/6,000 feet, visibility 16:49 22:21 "O" NP-936 good. Target identified by red T.I. and green Wanganui fires checked by Gee. Bombed at 20:30.8 hours from 18,000 feet, heading 083, speed 175 m.p.h., on centre of flares in centre of burning area. Creen sky markers were not good enough to bomb on. Huge explosion seen at 20:28 . hours. A huge red glow could be seen through the thin cloud. Observed a large explosion in Munchan Gladbeck area seen on run in to target. Photo flash jettisoned, safe, 5125N 0215E, 7,000 feet, 21:44 hours. 60 x 4 lb. I.B. hung up and brought back. Diverted to Old Buckenham. Huge fires indicated a successful attack, high winds three A/C off on Halifax III J19246 S/L E.B. Van Sl 27th Nov. 18:09 2/10ths cloud, tops 3/4;000 feet, visibility good. 22:03 "S" 1/Z-883 Target identified visually, explosions, incendiary fires, checked with H2S. Bombed at 20:32.5 hours from 19,000 feet heading O82T, speed 155 m.p.h., on centre of concentrated fires and explosions. Markers not seen in T/A, seemed to be sidely scattered in high wind. Dumy markers seen in area. One very large explosion in T/A at about 20:31 hours, mushroomed for some tome, penetrating bottom aloud, Second explosion on run out of target. Diverted to Old Buckenham. Very good attack, some congestion over England, wind change made T.O.T. a little late. Very nice stream and leading over target. No difficulties.

66	AIRCRAFT	CREW	Duty		Time	DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE	Type & Number	CREW	DUTY	UP	Down	DEIGHE OF STREET	
27th Nov.	Halifax III	(Captain) J27868 F/O S.V. McKellar	Bombing	16:56	22:23	7/10ths alto strata, visibility good. Target identi-	
	"R" NR-136			13000		fied by green flares and yellow stars. Bombed at 20:29.2	
-		A				hours from 17,000 feet, heading 082T, speed 170 m.p.h., on	
						centre of green flares and yellow stars. Wangamui well	
						concentrated. One large explosion at 20:28 hours, also	
	1 2 1			T	T	at 20:40 hours, both with large billows and flames rising	
		100000000000000000000000000000000000000	9			into sky. Diverted to Old Buokenham. Late on target on	
		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				account of winds. Should be very successful raid.	
					1	The second secon	
27th Nov.	Halifax III	(Captain)	Bombing	17:03	22:34	4/10ths cloud, tops 5,000 feet, visibility good.	
2/34 0014	"F" I#-122	J21/36 E/N E164		1:		Target identified by green T.I. Bombed at 20:29.5 hour's	
	***************************************					from 19,000 feet, heading 090T, speed 155 m.p.h., on centre	-
	AMERICAN STREET, STREE					of green T.I. Green T.I. well concentrated, many fires around	1
						T.I's. Tree large explosions at 20:27, 20:28 and 20:29	
						hours, illuminating target for 5/10 seconds. Diverted to	
			***************************************	-		Old Buckenham. No congestion, good raid, slightly scattered	d.
	****			-	1		
27th Nov.	Helifax III	(Captain) J28647 F/O T.J. Kelly	Bombing	16:58	22:28	8/10ths strata cu., tops 4,000 feet, visibilità O.K.	
	"X" MZ-815					Turget identified by both flares and red T.I. Bombed at	-
						20:34 hours from 17,000 feet, heading 062, speed 185 m.p.h.	
					-	on fires. T.I's were out as A/C was over target, but good	-
						visual was had on fires. Target was blasing well, fires	
	. ,		***************************************		1000	all over area. Diverted to Old Buckenham. Looked like a	-
					1	good effort. Navigation winds were duff so A/C was late on	
***************************************						target. No difficulty encountered.	
				1	1		
palater or commence or commen						28.279 * 10.000 COS - 1	1500

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

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DATE	AIRCRAFT Type & Number	CREW	Duty	-	Тіме	DETAILS OF SORTIE OR FLIGHT	1.
	PE & NUMBER	-		UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
30th Nov.	Halifax III	Target, all A/C:- "DUI	ISBURG"			Bomb load, each A/C:- 16 x 500 lbs.	(Appendix "K"
		(Captain)	»······		-	-	B attle Order
30th Nov.	Halifax III	J19626 F/O J.L. Egger	Bombing	16:44	23:31	10/10ths stratus, tops 5 - 6,000 feet, bright moon	No. 195,
	"A" NR-120				1888	visibility excellent. Target identified by red T.I's,	attached)
	· · · · · · · · · · · · · · · · · · ·					cascading red and yellow Wanganui. B ombed at 20:09.8	
·······························						hours from 19,000 feet, heading 078, speed 155 map-ha, on	
			······································			two clusters red and yellow Wanganui, dead on track aimed	
						at centre. Homed to target on Gee. Nothing but sky mark-	
•••••••••••••••••••••••••••••••••••••••					0 /	ing and odd flak burst. Red glow about one mile to port	
			·	-		on run up to target. Excellent concentration of A/C in .	
						bomber stream, marking sufficient and well grouped but	
		***************************************	<u> </u>			heavy cloud obscured target. Several of our A/C firing	
						colours of the day between French and English coast on	
						homeward-trip.	
						esta francisco de la companya de la	_
Oth Nov.	Halifax III	(Captain) J17146 F/L W.H. Miller	Bombing	16:43	23:13	10/10ths strata cu., tops 6-8,000 feet, visibility	
	"B" LV-967					good. Target identified by red flares checked b. Gee.	
					59	Bombed at 20:09.3 hours from 18,000 feet, heading 072	
						degrees, speed 155 m.p.h., slightly to starboard of con-	4 3
						centration of red flares. Markers seem to have been rather	19
						scattered and bombs alightly to starboard of a string of	
						flares. A series of explosions seen at 20:11 hours. No	
						assessment. Seemed like a good effort, concentration	
						very good, route and tactics 0.K.	
		<u> </u>			<i></i>		

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

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	AIRCRAFT			TIME TIME			
DATE	Type & Number	Crew	DUTY	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
30th Nov.	Halifax III	Target, all A/C:- "Di	JISBURG"			Bomb load, each A/C:- 16 x 500 lbs.	(Appendix "K
			5			3	-
30th Nov.	Halifax III	(Captain) J19626 F/O J.L. Egger	Bombing	16:44	23:31	10/10ths stratus, tops 5 - 6,000 feet, bright moon	B attle Orde
	"A" NR-120				-2.2		No. 195,
						visibility excellent. Target identified by red T.I's, cascading red and yellow Wanganui. B ombed at 20:09.8	attached)
						hours from 19,000 feet, heading 078, speed 155 m.p.h., on	-
		-	······································		-	two clusters red and yellow Wanganui, dead on track aimed	
***************************************						at centre. Momed to target on Gee. Nothing but sky mark-	
			·····			ing and odd flak burst. Red glow about one mile to port	
						on run up to target. Excellent concentration of A/C in	
						bomber stream, marking sufficient and well grouped but	
						heavy cloud obscured target. Several of our A/C firing	4 - 4 - 4
						colours of the day between Franch and English coast on	- B
						homeward-trip.	
30th Nov.	Halifax III	(Captain) J17146 F/L W.H. Miller	Bombing	16:43	23:13	10/10ths strata cu., tops 6-8,000 feet, visibility	
	"E" LV-967			6		good. Target identified by red flares checked by Gee.	
						Bombed at 20:09.3 hours from 18,000 feet, heading 072	***************************************
						degrees, speed 155 m.p.h., slightly to starboard of con-	Mar Town St
4				*	- 5-1-	centration of 'red flares. Markers seem to have been rather	
						scattered and bombs slightly to starboard of a string of	
						flares. A series of explosions seen at 20:11 hours. No	,
						assessment. Seemed like a good effort, concentration	
				\$E.(*)		very good, route and tactics O.K.	
		2000 to 100 to 100 to 100 to				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
9							
				-			-
		To get a la		122			

DATE	AIRCRAFT	CREW	DUTY	Truce		DETAILS OF SORTIE OR FLIGHT	REFERENCE
	Type & Number	CREW	DUTY	Up	Down	DETAILS OF SORTIE OR PLIGHT	REFERENCE
30th Nov.	Halifax III	(Captain) J29592 S/L W.C. Pierce	Bombing	16:45	23:21	10/10ths cloud, 5,000 feet, visibility good. Target	
	"C" MZ-807					identified by red flares with yellow and Gee fixes. Bomb-	
						ed at 20:10 hours from 17,000 feet, heading 082, speed	
						160 m.p.h., on centre of about 12 red flares with yellow	
						stars. Some red T.I. seen to be dropped but disappeared	
						through cloud. Sky marking was very good when bombing	21
						target. Fairly large faint red glow could be seen through	
			4 1 48	nisalvi.		cloud. A very quiest trip.	1 1 1
					V. I. S		b,
Oth Nov,	Halifax III	(Captain) J25839 F/O A.P. Heathor	te Bombing	16:49	23:10	10/10ths strate ou. visibility good. Target identi-	
-	"E" MZ-818		***************************************	man distribution of		fied by red flares, yellow stars, checked by Gee. Bombed	-
					-8	at 20:09.5 hours from 17,000 feet, heading 078, speed	
						165 m.p.h., on concentration of red and yellow stars.	
***************************************		1	19 1-1-12			Flares were very good and well bombed, overshot two reds	
-		1		Say See		and bombed on good concentration. Quite a few very bright	
						flashes seen on ground. Cloud was well lit up over target.	100
-						Should be a good effort, concentration of A/C excellent,	
						route and tactics O.K.	
	***************************************						
th Nov.	Halifax III	(Captain)	Bombing	16:48	22:52	10/10ths cloud, tops 6,000 feet. Target identified	
	"P" MZ-872	100,000 2,0 11.00 501.00				by red flarew with yellow stars and Gee homing. Bombed at	4. F. S.
						20:10.2 hours from 19,000 feet, heading 078, speed 160	d'armonist
•	to the	La company and the				M.P.H., on centre of 12 red sky marking flares. Excellent	0*C1-\$
	······································	10/14/14/14				sky marking, bomb bursts seen through cloud and well con-	
						centrated. Good concentration at target and heading very	
			***************************************	4	W	good of most A/C. Rear Gunner could see reflection of	
	The second second		***************************************		<b>-</b>	fires on cloud and explosions seen after markers went out.	•
					1		

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APPENDIX.....

RA.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

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(\*12761-9511) Wt. 22229-1224 70H 8/43 T.S. 700 (\*12799-9511) Wt. 44067-3384 150H 1/44 T.S. 700

FOR THE MONTH OF NOVEMBER, 19 44

DATE	AIRCRAFT	CREW "	Dury	Truce		DETAILS OF SORTIE OR FLIGHT	D.
2,16	Type & Number		DOIY	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
30th Nov.	Halifax III	(Captain) J28618 F/O G.L.D. O	Grady Bombing	16:53	23:11	10/10ths strata ou., tops 8 - 10,000 feet, visibility	
	"H" MZ-909					good. Target identified by red and yellow stars thecked	
						by Gee. Bombed at 20:09.3 hours from 13,000 feet, heading	
				()	1000	078, speed 160 m.p.h., on ref flares, Flares were good and	
						bombed on good concentration, bomb flashes seemed well con-	
						centrated below. Not possible to make observation due to	
						oloud, Jettisoned 1 x 500 lb., 5150N 0230E, 21:35 hours,	
						8,000 feet, live. If markers were good raid should be 0.K.	
						Good concentration all the way, tactics and route 0.K	
		10	46				
50th Nov.	Halifax III	(Captain) C1649 W/C G.A. Tambl	ing Bombing	16:46	23:30	10/10ths strata cu., tops 10-12,000 feet, visibility	
	"J" 11Z-905					good. Target identified by red flares checked by Gee.	
						Bombed at 20:09.4 hours from 17,000 feet; heading 078 degree	8,
						speed 160 m.p.h., on concentration of flares. Flares were	
-		* * * *				good and bombing seemed on them. No assessment due to	
						oloud. Jettisoned 1 x 500 lb., safe, 5150N 0230B, 7,000	
						feet, 21:47 hours. If flares were good should be a success-	
						ful effort. Tactics very good, no trouble encountered.	
		(Contata)				•	
30th Nov.	Halifax III	(Captain) J11319 E/L W.H. Cook	Bombing	16150	23:23	10/10ths cloud, tops 6-8,000 feet, clear above. Tar-	
	"L" 112-425					get identified by sky markers checked by homing on Gee.	
						Bombed at 20:08.7 hours from 19,000 feet, heading 0787,	
						speed 170 m.p.h., on centre of 5 sets of markers. Merkers	
						were 'scattered but seemed over A/P. No conflict with other	4
100		•••		100		A/P. Slight glow seen through cloud only. Seemed like a	
		·····				concentrated attack, stream good to target, no congestion.	
						No difficulties except rear turnet went U/S.	
A Single worth	SHOW THE PARTY OF	Married and the San Park and a	THE RESERVE AND ADDRESS OF THE PERSON OF THE	MAKE BUILDING	BOTTO PLOTE OF		

DATE	AIRCRAFT	CREW	Dury	Trace		DETAILS OF SORTIE OR FLIGHT	D
	Type & Number	URL W	DOTT	UP	Down	DETAILS OF SORTIE OR PLIGHT	REFERENCE
30th Nov.	Halifax III	(Captain) J16120 F/O N.D. Mara	Bombing	17106	23:16	. 10/10ths strata cu., tops 7-8,000 feet, visibility	
	"Q" MZ-417					good. Target identified by red flares checked by Gee.	
			2.0296.3			Bombed at 20:09.9 hours from 18,000 feet, heading 073,	
						speed 160 m.p.h., on cluster of three reds. Marking appear	_
						ed good, none soattered, only glow seen on cloud and '	
		entito never beating				flashes, no explosions. Cloud prevented assessment.	
						1 x 500 lb. hung up and brought back. Best concentration	
						of A/C seen, raid should be subcessful if marking accurate.	
<u> </u>						No trouble, good route.	-
50th Nov.	Halifax III	(Captain)	n Bombing	16:42	23:18	10/10ths cloud, tops 10-12,000 feet, visibility above	
	"N" MZ-857			5		excellent. Target identified by sky markers checked on Gee	
	***************************************					homing. Bombed at 20:08.9 hours from 17,000 feet, head-	E3.
						ing 676, speed 160 m.p.h., on centre of three Wangami.	
						Markers well grouped, both A/P seen marked for min up at	
						about 20:00 hrs. at 35 miles. Nothing seen below cloud as	
						glow or fires. Not too successful on attack because noth-	
		2.52.5				ing seen of effects of attack. Stream good to target but-	
			5 0 3 369			seemed to be some confusion over target with A/C going	-
						90 degrees to bombing heading. No difficulties.	
		,				V1. 3. 3. 3. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4.	
30th Nov.	Halifax III	(Captain) J89320 P/O W.T. Jensen	Bombing	16:41	23:26	10/10ths cloud, 5-6,000 feet, visibility good. Target	
	*0* NP-936					identified by red flares and yellow stars. B ombed at 20:10	0.4
						hours from 19,200 feet, heading 072, speed 158 m.p.h., dead	
						on two clusters on track. Red flares to port on other tar-	
						get. Sky marking plentiful and well timed. Bull red glow seen through clouds on leaving target. D.R. 10 miles from target. FFF marking accurate, target well lit.	

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APPENDIX

CA.F. FORM 541.

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

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(\*12761-9511) Wt. 22229-1724 70M 5/43 T.S. 700 (\*13799-9511) Wt. 44067-3384 150M 1/44 T.S. 700 FOR THE MONTH OF NOVEMBER, 1944. DETAILS OF SORTIE OR FLIGHT REFERENCES. CREW Up Down (Captain) J27868 F/O S.V. McKellar Bombing 10/10ths cloud, tops 7-8,000 feet, visibility very good. 30th Nev. Halifax III 16:47 23:28 "P" NP-937 Target identified by red flares and yellow stars. Bombed at 20:15.5 hours from 18,000 feet, heading 074, speed 170 m.p.h., on E.T.A. and Gee. No flares visible when A/C bombed, they went out about 20 seconds before. Marking, when seen, was quite well concentrated, only a small red glow through oloud. Very faint in two small areas. A/C was late on target and no markers were seen when it bombed. (Captain)
J6681 F/L L.D. Allatt Bombing Halifax III 16:36 23:25 10/10ths cloud, visibility good. Target identified by red flares and yellow stars, Gee and A.P.I. check. "R" NR-136 Bombed at 20:09.8 hours from 17,500 feet, heading 078T, speed 160 m.p.h.; on centre of two red flares. One large explosion at 20:21 hours, illuminating target for 3/5 seconds. Good concentration of A/C. (Captain)
J27758 F/O R.A. Russell Bombing 30th Nov. Halifax III 16:35 22:37 10/10ths strata cu., tops 5,000 feet, visibility good Target identified by red flares and yellow stars. Bombed at 20:09.5 hours from 19,000 feet, heading 071T, speed 155 m.p.h., on centre of red flares and yellow stars. Flares fairly well concentrated. Two large explosions at 20:08.5 hours. Bombing concentrated on flares. Slight congestion, hard to assess on account of clouds.

DATE	AIRCRAFT Type & Number	CREW	Duty	Time		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
30th Nov.	Halifax III	(Captain) J7344 F/L E.E. Barsby,	Bombing	16:37	23:05	10/10ths cloud, 6,000 feet, ceiling and visibility un-	
	"T" NR-135					limited. Target identified by yellow stars in red flares.	
		- 1				A/C'did not bomb owing to technical difficulties, fuses	
					1	out of fuse panel in bombing circuit. All bombs brought	
						back. Bomber stream over target good and most A/C on	
			Name of the			correct headings.	
		A Supraville					
		(Captain)	Bombing	16151	23:22	10/10ths thick cloud, tops 4-5,000 feet, visibility	
30th Nov.	Halifax III	J86735 F/O R.A. Forbes			441	good. Target identified by red T.I's and red flares with.	
	4 121-104			-	•	yellow stars. Bombed at 20:09.1 hours from 17,000 feet,	
				- 100		heading 072, speed 160 m.p.h., midway between two clusters	
						of red and yellow Wangarui. Gee fix, nothing visible over	
						7/A but Wartganuri. Difficult to assess, good concentration	
						of A/C in stream, Wanganui well concentrated.	***************************************
		<del> </del>		1.56			
30th Nov.	Halifax III	(Captain)	Bombing	16:352	23:35		
	"X" NZ-815					by red flares and yellow stars. Bombed at 20:09.2 hours	-
						from 19,000 feet, heading 078, speed 160 m.p.h., on centre	
	***************************************					of red flares. Three red flares in a triangle well con-	
			1000			centrated, two large explosions at 20:06 hours. Jettison-	
	***************************************					ed 1 x 500 lb., safe, 5400N 0100E, 22:42 hours, 6,000 feet	
			1000		1	No congestion, hard to observe result on account of 10/10t	hs
<del></del>	***************************************			10	135	cloud.	
				Territorial (in	1		
30th Nov.	Halifax III	(Captain) J89420 P/O R.F. Saunde	no Bobbino	16:40	23:09	10/10ths cloud, visibility good. Target identified by red flares and yellow stars. Empled at 20110.6 hours from	
	"Y" MZ-910	159420 F/O R.F. Saunde	The second second			18,000 feet, heading 072, speed 160 m.p.h., on centre di	
						but FFF kept on marking accurately. No congestion, and go glow under cloud base, seen 35 miles away. Large explosion	n n

at 20:21 hours.

Concluded Page 28.....

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

SECRET

PAGE No. 28

DATE AMERICAN
TYPE & NOMBER

CERW

DUTY

TAME

TOM

DOWN

DITABLE OF SORTHE ON PLACET

(G. A. Translating)

(G. A. Translating)

No. 4,33 (R.G.A.F.) Squadrons.