C8992 F/Lt. J. E. German

OPERATIONS RECORD BOOK

APPENDIX A.A.

A.F.

DETAIL OF WORK CARRIED OUT

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

SECRET

DATE	AIRCRAFT	Crew	DUTY		IME	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
	Type & Number	The strength of the strength of		UP	Down	DETAILS OF SORIE OR FLIGHT	AEPERENCES.
4/5 Apr.	Bencaster I	Target, all A/C:- "M				Bomb load, each A/C:- 1 x 4000 lbs., 6 x 250 lbs. & 4 x 50	Appen. B.4
4/5 Apr.	Lancaster I	(Captain) R171272 W/O Smyth, M	R. Bombing	18:09	03:00	7 to 10/10ths stratus, visibility he good horizontall	Battle Orde
	"A" RF-149					Target identified by ground and sky markers, N/B, H2S,	No. 269.
				1000		API homing. Bombed at 2250 hours from 18400 feet, heading	
		- y 484- y 487- kil				137T, speed 179 TAS, on centre of 2 red T.I's. Only 2	
						ground markers seen, some sky markers. Dummy sky markers	17.6
						off starboard i mile, not as bright as ours. No results	
						of bambing seen. M/B instructed to bamb T.I's at 2248 hrs.	
			27/1/19			Hard to assess as nothing could be seen. Seemed some diffi	
						culty in M/B getting organised as to instructions between	
	11.11					ground and sky markers. Tactics and route good, straight.	
		4011	181212			and level for photo.	
4/5 Apr.	Lancaster I	(Captain) C35376 F/O W.G.R. Sir	mpson Bombing	18:02	02:57	7/10ths strate cu., tops 7-9000 feet, visibility good.	
figs - or	"C" PB-908					Target identified by sky markers checked on Gee. Bombed	
						at 2247.8 hours from 18700 feet, heading 137, speed 179T,	
						nil wind, one of two red with reen stars, first two cas-	1-719 z - 1 2-12 o
		100000000000000000000000000000000000000				caded at 2246.5 hours, on instructions of M/Pa. Sky mark-	
			2000年1月1日本1月 1000年1月1日本日			ers seemed 62 minutes late, two down during run up. M/B	
						heard clearly about 2247 saying "Bomb sky markers". Other	
						bombing not seen. One large grange coloured explosion lit	
						base of cloud and hung for few seconds at about 2251 hrs.	
	NET ALS COLUMN	4				Fair attack, marking sparce, seemed late. Winds much	
		9.00				stronger than briefed, required dog-legging and wasting of	
				-210	e Lessa	time. Met. over England not as briefed. No other difficul-	
		200000000000000000000000000000000000000	a Transport	AY	1,52,73	ties, straight and level for photo	
		ARCHAY MERCE					
EU-22			Carlo Chan A				Address to the
				(A. V. 61			
10		of 538 32 32 5	6 0 1000			1-	

	AIRCRAFT		Dury	T	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE	TYPE & NUMBER	Crew	DUTY	UP	Down	PETAL .	
4/5 Apr.	Lancaster I	(Captain) J92115 P/O B.H. Jensen	n Bombing	17:59	0331	10/10ths strato cu., tops 34000 feet, visibility	
47	"F" PB-903				10	above good. Target identified by sky markers, checked	
	1 15 707					roughly on H2S. Bombed at 2250.2 hours from 19000feet,	
-						heading 136r, speed 174, nil wind, on mean centre of 8	201-12
					To de	sky markers on instructions of M/B. Sky markers a bit .	
		1.		· · ·		late, down at 2247 hours, (estimated), requiring 'S' turn.	1.11
						WB heard but was talking to deputy and not giving instruc	£
			-			tions at time of bombing. Other sky markers down later.	100
						Fires below cloud referred to by M/B after target left. M	0
						large explosions seen. 2 x 250 lbs. hung.up and brought	
						back. Fair raid except that PFF was not satisfactory.	
						Route and tactics O.K., met. good, no difficulties, cork-	1
						sorew during photo.	
		(Captain)			-	0.10.000.0.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	
4/5 Apr.	Lancaster I	J89607 P/O G. Walton	Bombing	18:11	05:08		
	"C" PB-893					good. Target identified by sky markers and other bombing.	-
						Bombed at 2248.7 hours from 16,900 feet, heading 1377,	-
	1. 20-55					speed 182T, nil wind, on mean of 6 sky markers on instruc-	
	a government	1007 - 30 - 10 - 10 -				tions of M/B. Sky markers cascaded about 2245 hours, T.I.	4
						had been down earlier. M/B heard clearly at 2240 hrs.,	4
						Said, "Bomb red with green stars, sky marking". No result	63
				-		seen. Not satisfactory PFF, seemed undecided and not enough	agh .
		The second second	er consens			time left for sky marker bombing. Sky markers too sparce.	
			i.	э.		Met. not as briefed, winds over continent required many	
		E1112808078788	4.0000000000000000000000000000000000000	1850	1	dog-legs. Straight and level for photo.	
					10		
	-						
				-			The string

APPENDIX A.4

A.F.

DETAIL OF WORK CARRIED OUT
By No. 453 (R.C.A.F.) Squadron

SECRET

DATE	AIRCRAFT Type & Number	Crew	DUTY	Time		DETAILS OF SORTIE OR FLIGHT	REFERENCES
D	A PPE OF INUMBER	(0-1-1-)		UP	Down		
√5 Apr.	Lencaster I	(Captain) J39642 F/O R.E. Johns	tone Bombing	18:14	03:21	10/10ths strato cu., tops 8-10,000 feet, visibility	-
	"J" 101-779					good. Target identified by sky markers, DR. check.	
						Bombed at 2248.8 hours from 17200 feet, heading 1371, spee	d
						181T, nil wind, on estimated position of sky markers cas-	
						cading on starboard at 2244 hours (estimated), requiring	
						large 'S' turn to starboard. Markers very scarce, only	
						two seen on A/P, later more down after bombing, also late.	
					6-	M/B heard, but not clearly at 2240 hours, giving instruc-	
			sa il Wirth per D	+ :	-	tions to PFF but not to M/F. No results seen. Not satis-	
				- Weigh		factory raid, met. not as briefed, route and tactics O.K.	
		track allowers		2011	1000	Dog-legging and time wasting required on route to target.	1 1 1 1 1 1
		Alexander Sandar	n-years - when equals			No difficulties except nearly caught in S/L's after target	
	r , ee'e	14 BY 247 1-7				Straight and level for photo.	
/5 Apr.	Lancaster I	(Captain) J16729 F/L E.J. Meek	Bombing	18:07	03:14	8/10ths broken cloud, tops 10,000 feet, visibility	
	"N" NG-496	ed to see the paper of the paper.	4000			good.above. Target identified by red and green T.I's, .	
Wayne or *	-13-		real condition			M/B's instructions. Bombed at 2250 hours from 17500 feet,	
	* -					heading 165T, speed 177 TAS, on centre of green T.I's.	e venetari
						Marking a little late but plentiful, T.I's and sky marking	
	-	endine in the state of				Two big orange explosions seen at 2250.5 hours and one at	
		And a second	The Sent Capital Reserve			2256 hours. M/B heard at 2247 hours. Dummy T.I's and	
			and the second			sky markers and explosions in Magdeburg area. Red T.I's	
		n • • • • • • • • • • • • • • • • • • •				seen were paler than ours. Seemed good attack, route and	
	in the second second second					tactics O.K. Straight and level for camera.	
				A.C		1 2 1 2 1 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2	15 - Pi - ye ye
				- THE	CORNER 1	/ No	- 4 New America
		Colonia su il					
		, A	4.	3 1 1	4.		SERVICE MAN
1						· · · · · · · · · · · · · · · · · · ·	State and

DATE	AIRCRAFT	CREW	Dury	7	TIME		
	Type & Number		201,	. Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES
4/5 Apr.	Lancaster I	(Captain) J90885 P/O J.A. Forbe	es Bombing	17:55	03:29	\$-10/10ths strato.cu., tops 8000 feet, visibility	
	"P" RA-509		/			good. Target identified by sky markers, on second run	
						sky markers came down. Bombed at 2305.1 hours from 17800	
		1.00				feet, heading 137T, speed 228, on patch of green T.I. seen	in the fall of
,					4	in hole in cloud among fires and other bomb pursts. Mark-	
						ers were late, T.I. down earlier but obscured in cloud.	
		[·				M/B heard, instructed to bomb T.I. at 2248 hours. A/C	
						went to bomb what was later thought to be spoof raid. When	
	(a second secon	7 Sept. 10 S				M/B said bomb sky markers at 2249 hours, made orbit to	S
	4			1	(Carried States	bomb red with reem stars. Fires seen through cloud at	12 12 2
-	1		A		KE STATE	bombing, several large oil explosions lighting cloud bases	0.43
						Not satisfactory. PFF seemed late and undecided about what	100
-						to bomb even to bombing 'Centre of fires'. Route and tac-	
	1					tics,- Max. ht. of 8000 feet gave severe icing over contin-	/
	1	and the second		18 50		ent at one time. Winds stronger than briefed, requiared	
						dog-legging. No major difficulties, straight and level	-
4/5 Apr.	Lancaster I	(Captain) J35635 F/O R.A. Christ	tenson Bombing	18:04	03:43	10/10ths stratus, 9,000 feet, visibility-good above.	
	"Q" RA-511					Target identified by fires under cloud, blue smoke puffs	***************************************
	19-1-1		Element visit			seen going down, M/B's instructions. Bombed/At 2002 hours	
8		- continues of a No.				from 18,000 feet, heading 170T, speed 184 TAS, on centre	
6.7			- 18 - 12 - 1 - 1894; 1 - 1			of glow from fires, instructions of M/B. Total load hung	
	1 1 1 1 1 1 1 1 1	Company of the Compan	The second second	100		up. Clow seen under cloud, some T.I's burning on ground	
			,		2	around fires. M/B heard at 2345 hours but instructions	
	(- 1 . St)	the state of the s	- na sida makkana		4	changed after and confusing. Whole load jettisoned, 5012N	
A5125-		7.3.00000.000	7.19-17-17-17			0005E, 0210.5 hours from 9000 feet, felt unsafe to land.	
	*	(0.72)				Not a good effort, seemed scattered. Difficulty with chang-	
4						ing instructions from M/B. Route and tactics O.K.	***************************************

APPENDIX A.4

A.F.

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

SECRET

DATE	AIRCRAFT Type & Number		Dury	Time		DETAILS OF SORTIE OR FLIGHT	I SUVER
other management	TYPE & NUMBER	16		UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
4/5 Apr.	Lancaster I	(Captain) J8382 F/L J.E. Creepe	r DFC Bombing	18:00	03:06	10/10ths stratus, 9500 feet, visibility good above.	
	"R" RA-505					Target identified by sky markers and flash of explosions	2
			water to second			through aloud. Bombed at 2248.1 hours from 18400 feet,	1
						heading 137T, speed 179 TAS, on centre of group of blue	
			<u> </u>	17		smoke puffs Sky marking plentiful but scattered. Mark-	deservice de la constante
	The second second second	receive to the second				ing 5 minutes late, no T.I's could be seen through cloud.	-
		1000				Bomb explosions seen through cloud. W/B not heard clearly	
		13		_		due to difficulty with set. 2 x 250 lbs., jettisoned	
						5028N 0027E, 0145 hours, 7000 feet, not safe for landing.	3
						Not considered a good effort, too small a target for sky	
			and the second			markers. Markers scattered, route and tactics O.K. Doubt	
7.		**************************************	1800111	5.00	43/76	ful if A/C straight and level for photo due to another A/C	
				(Asya)(V)		PPiophoto taken. Dumny attack near Magdeburg using red	
*******		(Captain) r				and green T.I's, color pale compared to ours.	
/5 Apr.	Lancaster I	J41145 F/O W.K. Otton	Bombing	17:56	03:16	10/10ths stratus, tops 10/12,000 feet, wisibility	
	"S" RA-512					good above. Target identified by H2S, glow under cloud, .	Fr tim
						DR. good. Bombed at 2248 hours from 18800 feet, heading	
		ray and a straight for	4 - market			140T, speed 187 TAS, on centre of glow seen under cloud,	
				2 M V 1000		M/B heard ordering bombing on Nav. aids. No markers seen	
						before bombing, sky markers seen after. Red orange glow	
		er caret, respectations	174			through cloud. Flashes of explosions under cloud. N/B	fige = 1 - falls
						heard early, instructed to bomb on Nav. aids. Hard to	
		reaction and the second				assess as no marking used and no visual results. M/B seem-	
			and the same	29		ed in difficulties due to cloud obscuring ground markers	
						and interval before sky markers came down. Route and tac-	
		1000				tics O.K., straight and level for photo.	9/1975
£71 ≥	100000000000000000000000000000000000000	Shak !	110314			File Committee C	promised .

				-43		
AIRCRAPT TYPE & NUMBER	Crew	Dury	-	1	DETAILS OF SORTIE OR FLIGHT	REFERENCES
Lancaster I	(Captain) J41154 F/O D. Pleiter	Bombing	17:58		8-9/10thg at m. tone 10-14 000 each of 10-10	
"T" NG-498					above good. Target identified by day replaced	-
					H2S. Boxbed at 2248.7 hours from 19 000 feet bestime the	
					speed 173, nil wind, on starboard edge of red T.I. on	1
					instructions of M/B, following ran in on sky markers. T.I	
					markers down in time, sky markers down about 2245 hours.	
		0			M/B heard clearly, "Bomb red T.L.on ground or sky markers on correct heading", at 2246 hours. Later when gloud brok	
					he instructed to bomb T.I. showing through. No results	
					seen. Scattered raid, route, tactics and met. not too bed	
210 5305					No difficulties, straight and level for photo.	
Lancaster I	Target, all A/C:- "CSLO	ARRA"			The last each After 6 - 4000 10 Mg	
Lancaster I	(Captain)		19:19	02+05		Appen. B.42
"H" NG-232					and distance. Mined at 2302.06 hours from 10,000 feet,	No. 269.
					heading 347, speed 170 knots. 8/10ths strata ou., tops	
					7,000 feet, visibility good. F24 at release. Tactics goo	1.
					met. a little off, good cloud cover, quiet trip. H2S not	
Lancaster I	(Captain) J92764 F/O R.K. Harrison	Gardening	19:24	02:26	- Mile AL Dille	-
"K" NG-459	34			Yi din E. Bridy	and distance. Mined at 2315.10 hours from 10,000.feet,	,
					7,000 feet, visibility good. Tactics sound, met. as brief-	
				100	ed, area readily adentified on H2S. Oribtted due to selec-	Commence and
		7,000			tor box difficulties. Visual check on mines leaving, laid	
S ADMINAT	TOPIA NO LOS					
	Lancaster I Lancaster I	Lancaster I Lancaster I Target, all A/C:- "ONO Lancaster I Lancaster I Lancaster I Lancaster I (Captain) JS9783 F/O JaB. O'Neil "H" NG-232 Lancaster I (Captain) JS9784 F/O R.K. Harrison "K" NG-459	Type & NOMBER Lancaster I Juli54 7/0 D. Fleiter Bombing "T" NG-498 Lancaster I Target, all A/C:- "OMO ARRA" (Captain) J89783 F/O J.D. O'Nell Gardening "R" NG-252 Lancaster I (Captain) J89783 F/O J.D. O'Nell Gardening "R" NG-259 Lancaster I J92764 F/O R.K. Harrison Gardening "K" NG-459	Lancaster I July 20 D. Pleiter Bombing 17:58 "Target, all A/C:- "CELO AFFA" (Captain) Lancaster I Target, all A/C:- "CELO AFFA" (Captain) J80783.F/C.J.D. O'Neil Cardening 19:19. "R" NG-252 Lancaster I (Captain) J80783.F/C.J.D. O'Neil Cardening 19:24. Lancaster I (Captain) J80783.F/C.J.D. O'Neil Cardening 19:24.	Type & Nomber Lancaster I January (Gaptain) January 17:58 03:32 #TWO NO-498 Lancaster I Target, all A/O:- "CMLO AFFA" Captain) J89783 F/O Jan. O'Neil Cardening 19:19 02:05 #TWO NO-459 Lancaster I (Captain) J89783 F/O Jan. O'Neil Cardening 19:19 02:05	Lancaster I Lanca



DETAIL OF WORK CARRIED OUT

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

SECRET

DATE	AIRCRAFT	C				April 1945	
	TYPE & NUMBER	CREW	Dury	Up	Time	DETAILS OF SORTIE OR FLIGHT	
4/5 Apr.	Lancaster I	(Captain) J6269 F/L J.E. Vall	ance Gardening		02:34		REFERENCE
	U 10E-457			12:11	102134	1041.07E, H2S bearing	
		*	1			and distance. Mined at 2318.05 hours from 10,000 feet,	
						heading 1787, speed 171 knots, 6-8/10ths aloud, tops 6000	
						feet, visibility good, Camera run straight and level and course maintained but mines were not released on this run,	
		1990				orbited and duplicated run. Tactics O.K., Engineer saw	
		0 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -			1	mines go down. Met. was not as briefed on winds and cloud.	***************************************
-/5 Apr.	Lancaster I	(Captain)				E28 was very good.	
	"V" SW-273	J9554 F/L R.W. Andres	Gardening	19:23	02:01	Mined at a position 5924-48N 1031-18E, H2S bearing	
						and distance. Mined at 2258 hours from 10,000 feet, heading	
	1 1					346, speed 170 knots. 7-8/10ths s.c., tops 5000 feet,	
			1			visibility good. F24 at release. Tactics O.K. except it	
						was still daylight. H2S good, mines checked by Engineer and laid as briefed,	
/9 Apr.	Lancaster I	Target, all A/C:- "HA	MBURG"				
/9 Apr.	Landaster 1	(Captain) R171272 W/O Smyth, W.I	R. Bombing	19:24	01:48	Bomb load, each A/C:- 1 x 4000 lbs., 6 x 250 lbs., 6 10 x A	ppen, B.43
	"A" RF-149	OF SHIPE					No. 271.
						at 2235 hours from 18,000 feet, heading 180, speed 175 knots,	
	-					on main centre of 2 red and green Wanganui. Reflection of	
					4	red and green T.I's on ground. M/B indistinct and unable	
						to contact on V.H.F. Billows of black smoke and flashes	
-						of bomb bursts. Meather diversion to Turweston. Tadtics good, more cloud than briefed T/A. Markers ample and well	
				9	1	placed for concentration of A/C and bombing. Steady camera	
3372.4					2	run, difficult to assess results	
						and the second s	
	7 × 200 ×						
							·

DATE	AIRCRAFT	CREW	DUTY	T	IME .	DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE	Type & Number		DUIY	UP	Down	DETAILS OF SORTIE OR FLIGHT.	KEFERENCE
8/9 Apr.	Lancaster I	(Captain) 035376 F/O W.G.R. St	mpson Bombing	19:14	01:52	10/10ths thin strata cu., tops 3000 feet, visibility	
	"C" PB-908					good, Target identified by H2S as briefed also T.I's and	
-			1. 100, 514.			Wanganui. Bombed at 2231.6 hours from 18700 feet, heading	
		Water Street Control				184, speed 187 knots, H2S as briefed. One huge explosion	
		January Control	- Carlos Santa			on target, well marked, glow through cloud. One huge ex-	
		V-1-76-4 (4)		4 1.4		plosion at 2234 hours. Weather diversion to Turweston.	
The same	13.000 to the total degree of					Tactics sound, winds varied and weaker, marking plentiful.	ii a faga
						Good H2S cut. Markers seen going down on Cavennude. Mark	-
		Property Company				ers closely with H2S. Good raid.	
8/9 Apr.	Lancaster I	(Captain) J89607 F/O G. Walton	· Berbing	19:23	01:40	10/10ths thin stratus, tops 2 to 3,000 feet, visibi-	
	"G" PB-893					lity good. Target identified by red and green T.I's cas-	
						cading. Bombed at 2242.8 hours from 19,000 feet, heading	
		and the second		and the same of		173, speed 200 knots, on glow on green T.I's as instructed	
		Dan San San		221.23		by M/B. Numerous bomb bursts, 2 large explosions at 2240	
			Te in constant			and at 2239 hours. Sky markers dropping at time of bombin	g.
	7					Glow could be seen for 30-40 miles. Weather diversion to	
						Turweston. Tactics good, late arriving on target, marking	
		建基础				ample, raid fairly scattered.	
8/9 Apr.	Lancaster I	(Captain) J39642 F/O R.E. Johns	tone Bombing	19:22	01:34	10/10ths low stratus, tops 1000 feet, visibility good	A
The state of the s	"J" NN-779		The Control of the s	-np n str		Target identified by red and green T.I's cascading. Bomb-	
						ed at 2236.8 hours from 16900 feet, heading 190, speed 175	pomera, eVilla
						knots, on centre of glow of red tel's, WB indistinct.	2 1
						2 large explosions at 2236 and 2237 hours, persistent	- 3
	The Marie A					orange glow lasting 1 min. Marking fairly well concerntra-	
,	a special paral		obore and the second			ted. Weather diversion to Turweston. Tactics good, met.	
					9	fairly accurate, good concentration of A/O on target, good	
	14- 36590 3-70-8652				- V. A.	glow under cloud, should be a good effort. Evading other	3,-20,00-20

TIONS RECORD BOOK

APPENDIX A.4

A.F. FORM 541.

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

SECRET

DATE	AIRCRAFT	CREW	Duty	1	TME		
	Type & Number	CREW	DUTY	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES
8/9 Apr.	Lancaster I	(Captain) J13353 F/L J.P. Brow	n Bombing	19:27	01:51	10/10ths low aloud, tops 3-4000 feet, visibility good.	
	"K" NG-459					Target identified by T.I's, Wanganui, Gee fix, heard M/B.	
				1-1-1-10		Bombed at 2236.5 hours from 17200 feet, heading 165. speed	
			own and self-		09-10-10	176 knots, on far edge of mixed red and green T.I's as per	
					0.00	M/B. M/B clear on Marconi but poor on V.H.F. Plenty of	
						markers, target readily identified. 2 large explosions	************
Person of	Color Color Color Color					lit up area just after bombs away. Weather diversion to	
0.500						Turweston. Tactics good, met. as briefed, N/B had attack	
			and the second	COL	11:50	well in hand. Marking ample and well concentrated. Good	
		A CONTRACTOR				concentration of A/C on target. Bomb explosions seen in	2.2.2.3
						centre of markers. Good effort for cloud conditions.	
8/9 Apr.	Lancaster I	(Captain) J35635 R/O R.A. Chris	Bombing	19:16	01:30	10/19ths low.stratus, tops 3000 feet, estimated,	
	"Q" RA-511					visibility good. Target identified by fed flares and green	
						stars. Bombed at 2237.5 hours from 17800 feet, heading 1807,	
100 mm.	Accessed to the		G Paralists			speed 185 knots, nil wind, on starboard edge of 3-4 flares	
		fe total	On the second			on instructions of M/B. Sky marking was good and well plac-	-
	4				aray e la	ed. 11/B heard clearly on V.H.F., concise from 2227 hrs.	
				(65)		and directed "Centre of sky marking". Several large ex-	
					Barren de	plosions in T/A. Other bombing seemed concentrated about	
						markers, Weather diversion to Turweston. Good raid, route	
						and tactics O.K., met. good. No difficulties, weaving to	
		171				evade bomber at time of photo.	
		Seferal services of					
				4517			
			_,,,,,,,,,,	43		THE STATE OF THE S	
		Service Control					
	100 100 100					Caratago e e e e e e e e e e e e e e e e e e e	
	You and a second				200-700-6		
			. 6				

DATE	AIRCRAFT	CREW	Duty	1	IME		to the second
	Type & Number		Deli	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES
8/9 Apr.	Lancaster I	(Captain)	. Bombing	19:19	02:20	10/10ths low stratus, tops 14,000 feet, visibility	
	"R" RA-505			2275		good. Target identified by reflection of T.I's on ground	
				8.		red Wanganui, M/B. Bombed at 2239.1 hours from 18,100	
						feet, heading 185, speed 175 knots, on centre of 3 red	
						(green stars) as per M/B. M/B heard on V.H.P. but very	
						noisy. Target readily identified, fair marking, bright	
					4	orange glow through aloud. 1 x 500 lbs. hung up and	
						brought back. Weather diversion to Silverston. Tactics	tien i d
	en som græntignigt	1,789/5.4				sound, met. as briefed. No photo flash. M/B appeared to	
				1000		have attack well under control. Good raid.	
8/9 Apr.	Lancaster I	(Captain) J41145 F/O W.K. Otton	Bombing	19:12	02:32	10/10ths thin cloud. Target identified by centre of	
	"S" RA-512				4.0	glow of glow from red T.I's. Bombed at 2232 hours from 18	400
						feet, heading 1907, speed 150 knots, on centre of glow of	
		• • • • • • • • • • • • • • • • • • • •				red T.I. Red T.I. seen cascading into cloud, bombed on	
		911				M/B's instructions, they were to bomb first red T.I's seen	light in the
						Diverted to Little Staughton. Combat reported, no claims.	Appen. C. 2
8/9 Apr.	Lancaster I	(Captain) J41154 F/O D. Pleiter	Bombing	19:15	01:43	10/10ths strata cu., very low, visibility very good.	
	"T" NG-498					Target identified by red and green T.I's cascading, Wangan	ui,
	in to bounders	į.				heard M/B, H2S. Bombed at 2238.7 hours from 18,700 feet,	
	- digit to a gradual digital					heading 190, speed 174 knots, on green Wanganui as per M/B	
						Good concentration, markers on ground and Wanganui dead	
						above. Heard M/B distinctly giving instructions, heard	
						bomb explosions. Target illuminated against clouds. Wea-	y hage some stall
	- 10 Y 140	the armed are segretarily				ther diversion to Turweston. Marking ample and closely .	
	after a particular	\$1000 Personal Property (1997)				grouped, bombing appeared concentrated. Fair concentra-	
NA-P		Artist (19	3/1		9 8	tion of A/C on target. Steady camera run. Good effort	
	1		Tanah Tra			under cloud conditions.	

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APPENDIX A.

A.F.

DETAIL OF WORK CARRIED OUT

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

SECRET

*15323-9511)	Wt. 28722-2156 75M 10/4	4 T.S. 790	FOR THE	MONTH OF	·	April, 1945.	
DATE	AIRCRAFT Type & Number	Crew	DUTY	3.45	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
	TYPE & NUMBER	(Captain)		UP	Down		
8/9 Apr.	Lancaster I	J92115 P/O B.H. Jensen	Bombing	19 #26	03:40	10/10ths cloud, tops 2000 feet, visibility good. Ter	4
Letter 1	"Y" RA-513				- 142	get identified by sky markers, red with green stars and	
						DR. Bombed at 2236 hours from 19,000 feet, heading 180T,	
						speed 180 knots, on sky markers. Marking was sufficient,	
	- 43					well concentrated and punctual. Target was cloud becured	,
					,	At 2240 hours a large reddish explosion in the T/A was re-	
					3.1	flected on the cloud. Weather diversion, landed at Tarrar	+
By -						Rushton. Camera run satisfactory, tactics were very good. Two combats reported, no claims or damage to bomber	Appen. C.26
8/9 Apr.	Lencaster I	(Captain) J41011 F/O R.M. Dahl	Bombing	19:47	02:05	10/10ths low stratus; visibility good. Target identi	
	"D" 108-375					fied by red T.I's, Wanganui and illuminating flares and My	3.
						Bombed at 2237.2 hours from 17,500 feet, heading 180,	18
	100000000000000000000000000000000000000					speed 176 knots, on red Wanganui as per M/B. Good con-	
				7		centration of Wanganui, red glow through cloud, numerous	
a grande es	j-1					bomb flashes. Weather diversion to Turweston. Tactics	
		e mar films, best s				sound, met, as briefed, target readily identified and well	10.5
	Marine Commen		H-			marked. M/B loud and clear and had attack well under con-	555
	San San State Control					trol. Attack went as briefed.	
9/10 Apr.	Lancaster I	Target, all A/C:- "KIEL	BAY"			Mine load, each A/C:- 6 x 1750 lbs. Mk. VI Mines.	Appen, B.44.
9/10 Apr.	Lancaster I	(Captain) J89783 F/C J.D. O'Neal	Gardening	19:28	01:11	Mined at a position 543600N 105430E. H2S bearing and	Battle Order
	"H" NG-232					distance. Mined at 2237.40 hours from 12,000 feet, headin	No. 272.
				district of		028T, speed 179 knots, Some haze, low stratus 6/10ths,	
			e Carlo			tops 500-1000 feet, visibility good. F24 at time of re-	
						lease. Good raid, tactics good, no difficulties. Tuning	
						of H2S made bombing a little late, definition of datum goo	
						after set tuned. 7 mile range hardly adequate for run up.	
						I was a second and the second and th	
						The state of the s	
			100				

DATE	AIRCRAFT	CREW		1000	TIME		1
DATE	Type & Number	CREW	Duty.	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
9/10 Apr.	Lancaster I	(Captain) J8917 F/L D.S. Roger	rs Gardening	19:30	01:14	Mined at a position 543600W 105430E, H2S bearing and	
4	"L" NG-441					distance. Mined at 2240 hours from 12,000 feet, heading	
	F					028T, speed 170 knots. 3/10ths st., 1000 feet tops,	
						visibility good above, F24 at release. Good trip, route	
		ļ				and tactics good. One combat reported. Enemy A/C was	
		<u> </u>			ļ	damaged, strikes deserved and large flash on starboard	Appen. C.28.
	tioned topological					side. No damage to bomber or crew.	
9/10 Apr.	Lancaster I	Gaptain J6681 F/L L.D. Allat	t Gardening	19:31	01:03	Mined at a position 543600N 105430E, H2S bearing and	
	"N" NG-496	100 Sept. 2017 10 1				distance. Mined at 2234.43 hours from 12,000 feet, head-	
<i>g</i>						ing 038T, speed 168 Enots. 7/10ths st. cu., tops 1000	
						feet, visibility good above. F24 at release. Good effort	1.24
		/*				tactics and route O.K. No difficulties encountered.	
9/10 Apr.	Lancaster I	(Captain) J92764 F/O R.K. Harr	ison Gardening	19:33	01:12	Mined at a position 543600N 105430E, H2S bearing and	./-
N. C.	*U* 1E-457					distance. Mined at 2234.48 hours from 12,000 feet, heading	3
	46		7.5.			031T, speed 168 kmots. 2-3/10ths stratus, tops 1000 feet,	
						visibility above good. F.24 at release. Seemed very succession	
		San San San San				ful, route and tastics O.K., met. not as briefed.	
	~	erica e vere eriak	and the state of				
9/10 Apr.	Lancaster I	(Captain) J16536 F/L A. Streld	huk Gardening	19129	01:22	Mined at a position 543600N 105430E; H2S bearing and	
	"V" SW-273	re comment to a part	Halling of the	2,36.0		distance. Mined at 2249.40 hours from 12,000 feet, heading	
		10-10-10-20-20-2	Entrar Section			032T, speed 170 knots. 3/10ths low stratus, tops 500-1000	
						feet, visibility moderate. F24 at release. Good trip.	······································
	-977 5 53	the state of the state of				Orbit to starboard in garden area, due to faulty bomb re-,	
		ragin of all all and a second				lease gear on first run. Tactics especially good. Good	
		1-10.00 m. 15. 14.				definition of datum in H2S. No other difficulties	
	1	Cylin Village Sta					
	F1 338 7 34 17 18 17 18 18 18 18 18 18 18 18 18 18 18 18 18		2 1/4			E - 1 3 20 20 20 30 10 20 20 20 20 20 20 20 20 20 20 20 20 20	

FIDNS RECORD BOOK

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APPENDIX A.4



DETAIL OF WORK CARRIED OUT

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

SECRET

Page No....7

DATE	AIRCRAFT Type & Number	Crew	DUTY		Тіме	DETAILS OF SORTIE OR FLIGHT	
	TYPE & NUMBER			UP	Down	DETAILS OF SORTIE OR PLIGHT	REFERENCES.
10th Apr.	Lencaster I	Target, all A/C:- "Li	EIPZIG*			Somb load, each A/C:- 1 x 4000 lbs., 6 x 250 lbs., & 8 x	Appen. B.45
10th Apr.	Lencaster I	R55562 W/O Beliveen,	Relia Bombing	13:39	21.141	Mil cloud but alight hase and smely on ground. Target	Battle Orde
	"G" PB-893			1	2.00	identified visually and by red ToI's. Bombed at 1759.0	No. 273.
						hours from 16800 feet, heading 126T, speed 188 knots, on	
						the centre of the M/I. Marking was punctual and mostly	
			1000			accurate and concentrated. Visually identified by distinc-	
						tive M/I and Leipsig. Very early and no bombs were seen	
	- 27	4				bursting. M/B at 1756ghrs., said to M/F, "Bomb to left of	
						Tol's and one second over". V.H.P. was very clear. H/F,	
						predicted over target at 1758 hours, 16800 feet. Camera	
						rum not completed due to evasive action from H/F. Not cer-	
					2.2500	tain of heading when A/C turned. Tactiqs were good. Tim-	
		\$ 198 M C				ing on gaggle was not too good. Very good attack.	
10th Apr.	Lancaster I	(Captain) J89832 P/O R.J. Grist	ale Bombing	13:17		This A/C failed to return from this operations	re established
	"F" PB-903					J89832 P/O R.J. Grisdale, Pilot, 2 trips, 7 pts., 11:50	
						hours. 340890 P/O I.B. Eierler, Navigator, 1 trip, A pts.,	0.0
						4:30 hours. R205383 Sgt. Hirsk, JaM., W/Op., 1 trip, 4 pts.	•
			47			4:30 hours. J39929 F/O W.G. McLeod, Air Bomber, 1 trip,	
						4 pts., 4:30 hours. R274963 Sgt. Seeles, F.G., Rear Gunner,	
						1 trip, 4 pts., 4:30 hours. 1896557 Sgt. Thurston, W.A.,	
	ner Carrette	Z 3000 (1300)				R.A.F. Flight Engineer, 1 trip, 4 pts., 4:30 hours.	
						R273241 Sgt. Roberts, D.W., Mid-upper Gunner, 1 trip,	
						4 pts., 4:30 hours. According to witnesses' statements.	
ASSESSED FOR THE PARTY OF THE P					A STATE OF THE PARTY OF THE PAR	this A/C was hit by predicted flak just short of the target. The starkeard inner engine caught fire, instantly being	
		A Milder Str. Sans Barrier	Margh Minnerson			feathered, and the fire was extinguished immediately. The	
logy size	14 THE LOCK B. P. L.					THE PARTY OF THE PROPERTY OF T	
Lagy 15 A*	757014763	Contains				occurred which flipped the A/C on its back and it then spiral	sd.
			A		PROSESS OF THE RESIDENCE OF THE PARTY OF THE	for thered, and the fire was extinguished insciditely. The ACS was seen to less height to starbeard when an explorion cocured which flipped the ACS on its back and it then spiral into the ground where the bash lead exploded. He chartes were seen to open and it seems very improbably that any of the crass survived. The leosation of the crass was 54928 M	A

				1 7	ME		
DATE	AIRCRAFT Type & Number	CREW	Dury	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
10th Apr.	Lancaster I	(Captain) J39642 F/O R.E. Johns	stone Bombing	13:22	21:57	Slight ground hame, visibility good, Target identi-	rea 🔛
in a same	"S" NN-779	7-10-20				fied visually, pin-pointed for 50 miles, heard M/B, red	
		Daniel Company				T.I's on ground, Bombed at 17:59.5 hours from 16,200	
						feet, heading 111, speed 180 knots, on centre of M/X's,	
			THE TOTAL			close to red T.I. Red T.I's circled A/P, M/B directed to	
						aim at first T.I's. M/S not heard clearly on V.H.F. Bomb	7 J
		alaski ilikus saida				barsts on markers on runoup after leaving target, great	
	- 6					billows of smoke up to 3000 feet. Building seen to get	
						direct hit just north of A/P. Good gazgle formation to	
			4			target and homeward but slightly congested over T/A. Figh	-
						er cover very good. Bombing really concentrated on Mi's.	
						Good raid.	5 - 5
		(congress)	4.5 × × × × ×	The same of			
10th Apr.	Lencaster I	(Captain) J13353 F/L J.P. Brown	Bombing	13:19	21134	Ident ground hase, visibility good, Target identifie	
	"K" NG-459		1 - X 194 -			by red T.I's cascading, map read 20 miles, heard M/S.	
		I	- Carpone -			Bombed at 1759.3 hours from 16800 feet, heading 125, speed	
						176 knots, on centre of M/I's. M/B instructed to overshoo	.
		200	Service Services	Sevel-ret		first T.I. by one second. First message from M/B was,	
	7	1 - 21 - 22 22		50,60		"Bomb T.I's, theore bang on". A/P readily identified as	
1			- A Vijekskyn S. Box		2	A/C flew over of ty, circled by red T.I's, Cockies explos-	
	1 - 4 - 1 - 5					ing within circle of T.I's. A few from first A/C to star-	
			The Company	7.5		board and short. Gaggle fermation good but leaders flow	
gate in		·	45.4		3	too fast which necessitated whole gaggle dog legging on	
			······	77.75	31101	three occasions. Heard M/S commenting on previous bomb-	
		(2 pts/84)		1000	->>	ing. Fighter cover good, definitely a good and effective	
			100			effort.	

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APPENDIX A-4

A.F.

DETAIL OF WORK CARRIED OUT

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

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	Wt. 18711-1156 75W 10/4			7	IME -	Thus:	
DATE	AIRCRAFT Type & Number	CREW	Dury	Up	Down	DETAILS, OF SORTIE OR FLIGHT REFERE	NCES
10th Apr.	Lancaster I	(Captain) J9554 F/L R.W. Andres	Bombing	13:21	21:32	Wil cloud, slight ground hase, good visibility. Tar-	
	"0" RA-506	(*) J				get identified visually and by T.I's red and H2S. Sombed	
						at 1758,3 hours from 16500 feet, heading 1167, speed 171	.,
			00408707	1712	10.500	knots, on fal's on centre of Wi. Marking was accurate,	L policy
		1.0 cont.				punctual and concentrated. Visually identified by distinc-	
12.3-				9.		tive M/I and railway to starboard and Leipnig. Bombing	
Web-						was well concentrated on T.I's. Large yellowish explanion	
	- 246					at 1759 hours, Wh's first instruction to W/F at 1758	
						hours, "Bomb port red markers". Gamera run straight and	
						level and course maintained. Tactics were good, A grand attack,	
10th Apr.	Lancaster I	(Captain) J90885 P/O J.A. Forbes	Booking	13:23	21:52	Slight ground hase, visibility good, Target identi-	
	"P" RA-509					fied by red 7.1's on ground, map read 50 miles to target;	
	The state of the s					heard M/R. Bombed at 1759.2 hours from 15,000 feet, head-	
						ing 110, speed 168 knots, on three fading T.I's on centre	
1071						of M/Y's as instructed by M/R. Only 3 stale T.I's down,	
						target becoming obsoured with thick smoke where bombs ex- pleding. One large explosion that flashed through smoke	
						(orange) at 1800 hours, Target soon from Halle, Gaggle	
						well concentrated. For one hour previous to target lost	
						starboard inner engine at 1743 hours and lost height and	
					I O V	speed dropping behind our gaggle. Steady camera run, bomb-	
-						ing well concentrated, Fighter cover adequate and effec-	
		mere a la companya de la companya del companya de la companya del companya de la		10		tive.	
			i i		to the con-	and the second s	1011
		Application to the second					
Carrier .						The second second second second	
	w / 15			EST.			
State			<u> </u>		Sale Sales		166

N		la company and a	Maria Cara Cara Cara Cara Cara Cara Cara	Ti	ME	DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE	AIRCRAFT Type & Number	Crew	Dury	UP	Down	DETAILS OF SORTIE OR PERON!	
10th Apr.	Lencaster I	(Captain) J35635 F/O R.A. Chris	stenson Bombing	13:28	21 140	Slight ground hase, visibility good. Target identi-	
	"Q" RA-511				Tigas	fied by red T.I's, map read 30 miles, heard M/R. Bombed	
			Tage to the Tage of			at 1800 hours from 16800 feet, heading 116, speed 179 knot	
			and the same of			on southern edge of M/I's, no instructions from M/S. Only	
					T. L. V. L. S.	a few T.I's red on ground, rather scattered. Cookies ex-	
				rapal		ploding on M/I's. Fairly good gaggle but winds off and	da decem
						too many dog legs, ample fighter cover, avoiding other A/C	
						on bombing rum. Appeared to be developing into effective	
	••••						
		(Captain)				Hil cloud, slight ground make or base, visibility.	
10th Apr.	Lenoaster I	J92120 P/O W.S. Hark	er Bombing	13125	21155	good. Target identified visually and by red Tal's cas-	
	"R" RA-505	*, *, *, *, *				The state of the s	
						cading. Bombed at 1758.0 hours from 16500-feet, heading	
-		Tara transaction				1227, speed 180 knots, on round house in centre of M/I's	
		-100 07 070 00° • 100		1000	1175	Marking was on and one half min. late but accurate and	
4		-40%. Calle	Aug Section of Section	marine.		concentrated. Visual is Autobahn to port and railway to	
		Land to the state of the state	di compresi di Nicola			starboard on rum in and the M/I's itself. Early in attack	
			and the second second second	100		but bembing concentrated and many fires left smoke rising	
			×4000	E		to 15,000 feet. M/B first heard talking to M/F at 1756	
			- 16 - S. A.			hours and advised, "Bomb centre of red T.I's". Cemera ru	
				1	200	straight and level and course maintained, tactics were go	A,
						a very god attack.	Sec. 11.00
		(Captain)				WAR 5000 07058 4678 home	V
10th Apr.	Lenoaster I	J41011 P/O R.M. Dahl	Bombing	13:27	19:33	Abertive sertie, NO.E.T., 5200 07058, 1638 hours,	
	"T" NG-498					16200 feet, Jettisoned full bomb load in North Sea allotted area, safe, clear below at 1814 hours. Fort inn	•
	F.August San					engine failed as a result of oil leak. Kept going until	
		-	-				
		(5.76.3				necessary to feather prop and then attempted to keep up to	
			Fire-tile -	1		gaggle on three engines. Unable to maintain height or speed.	12

ATTONS RECORD BOOK

APPENDIX A

.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 "		_
	TIPE & NUMBER			UP	Down	N DETAILS OF SORTIE OF FLIGHT	REFERENCES
13/14 Apr.	***************************************	(Captain) Target, all J89783 F/O J.D. B'Net	A/C:- "KIEL)	INE 2012	02:2	Mine lead, each A/C:- 6 x 1000 lbs, Mr. VII Mines	Appen, B.4
	"H" NG-232					Mined at a pendition 54410M 10450M, B2S hearing and distance. Mined at 2323,30 hours from 12,000 feet, head-	Battle Ord
		<u> </u>	***************************************			ing 133E, speed 169 knots. 10/10ths low stratus, tops	
						1500 feet, visibility fairs F24 at time of release. Defi	ni-
			······································		-	tion of datum point good, Heng up of mine in position 8	
identification				-	-	due to jamming of release mechanism, required orbit-for	
					-	this mine. Successful trip, net, not as briefed through	
	······································					more trip. Houte and tactics fine, no major difficulties	
3/14 Apr.	Lencaster I	(Captain)	······································	-	-	Slip-stream caused wabbling at time of release. Diverted to kruntingthorpe due to weathers.	
	"K" NG-459	J92764 P/O R.K. Herris	son Gardenin	20:30	02:35	Mined at a position 544100 104500 Hos. Mined at	
	A 85-409					2323.08 hours from 12,000 feet, heading 1327, speed 174	
					-	knots. No cloud over garden, visibility poor. Success-	
-						ful gardening, met. winds were out badly. Camera operated,	
-		• • • •	THE BOTH WATER	100	okers.	Started to descend after gardening finished on account of	
-4.	•	(Captain)				fighters. Diverted to Bruntingthorpe due to weathers.	
3/14 Apr.	Lancaster I	J16536 J/L A. Strelchu	k Gardening	20\$24	03:17	Mined at a position 544100 104500, H2S. Mined at	
	"Q" RA-511					2324-38 hours from 12,000 feet, heading 133T, speed 174	
				- 99.		knots. No cloud, visibility fair. On 10 station fusing	
					- 3-110	went with mine, faulty fusing bex, Tactics good, met, not	
14 Apr.	Lencaster I	(Captain)				as briefed, successful reid, camera operated straight and lavel. Diverted to Bruntingthorpe are to mathers.	
	"U" ME-457	J6681 P/L L.D. Allatt	Gardening	20:32	02:23	Mined at a position 5641000 1065000, Hos. Mined at	
						2327.58 hours from 12,000 foet, heading 1337, speed 170	
X-12-0	Winds to a	0.000.000.000.000.000				knots. 10/10ths thin stratus, tops 3000 feet, visibility	
		(off pasts)				not goed. One mine lung up on 11 station, release gear,	
			minimum punity			failure, brought back. Tactics good, met. waen't as brief-	4 4 4
Kila P						ed. Successful gardening. Camera operated straight and	
						level. Diverted to Bruntingthorpe due to weather.	
						All the second s	

	AIRCRAFT	CREW	Dury	Tı	ME	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
DATE	Type & Number	CREW	Derv	UP	Down	Tarana di angganan	
3/14 Apr.	Lencaster I	Target, all A/C:- "RIE	L" (Bombing)			Bomb load, each A/0:-1 x 4000 lbs., 4 x 1000 lbs., & 8 x	Appen. B.A.
3/14 Apr.	Lancaster I	(Captain) J13353 F/L J.P. Brown	Bombing	20123	02:12	10/10ths stratus, tops 5000 feet, visibility goods	No. 274a
	"B" PA-225					Target identified by illuminating flares and green T.J.	
						Bombed at 2555,8 hours from 15,500 feet, heading 1947,	
	9-9	1	in real and			speed 178 knots, near edge of centre of preen T.I's on	
10.10		Contract Name and Contract of the				instructions of M/B. Well illuminated and good concentra-	
				Daller St		tion of green T.I's. M/S heard clearly and concentration	
	y					of bombs good. Diverted to Bruntingthorpe due to weather.	100
					Nr	Good concentration although early in attack. Good concen-	
<u>- 15 / 1- 51 - 1</u>		3428-7-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	essent.	7.123	7 N.	tration of bombs on target. Taction good, camera operated straight and level.	
13/14 Apr.	Lancaster I	(Captain) C35376 F/O W.G.R. Simp	eon Bombing	20105	02:14	10/10ths stratus, tops 1000-2000 feet, visibility fai	Fa
	"C" PB-893	100000000000000000000000000000000000000				to good. Target identified by green T.I., illuminating	
						flares, red T.I., checked H2S roughly. Bombed at 2333.7	
	7 Salama Gartin					17,000 feet, heading hours from 1607, speed 182 knots, on centre of green T.I.	
M. Switz	1650 gyly 90		ar en Lina		411	cascading at about 2532 hours on instructions of M/S, Red	
						T.I. burnt out at time of bombing, green T.I. were good,	
						concentration plentiful, well grouped. M/B heard clearly,	
						said, "Boub centre of green, T.I.". Heard from 2315 to	
	go digram to di s					2334 hours. Other bombing flashes seen amongst T.I. Dive	-
- 4	e i garan	And the second second				ted to Bruntingthorpe due to meather. Good raid if T.I's	
		Marine of the space of				on. No difficulties except flak on east coast of Denmark	
	6					on run into target. Net. notes briefed with no cloud over	
		The second of the second of				target. No congestion over target, Straight and level for	<u> </u>
	4500000					photo because port wing dropped.	50. C.
		(certain) serves, at		1.0			

Control Same and Same

MORE RECURS HOUR

WWW. OULD

APPENDIX A.4



DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE NO

DATE	AIRCRAFT	CREW	Dury	1	TIME	THE WAY TO A POTATION OF BUILDING THE PARTY OF THE PARTY	
	Type & Number		Della	UP	Down	DETAILS OF SORTIE OR PLIGHT	REFERÊNCE
13/14 Apr.	Lencaster I	(Captain) J39642 PMO R.E. John	stone Bombing	20114	02:18	10/10ths low stratus, tops 3/4000 feet, visibility	1 1
	J NN-779			-		fair. Target identified by green T.I., checked H2S.	periodic all a
	NAPO CONTRACTOR					Bombed at 2334.3 hours from 14900 feet, heading 1847, spee	4
						179 knots, on centre of glow of green T.I. beneath cloud	
						on instructions of M/S. Green T.I. only seen, cascaded.	
Bayer Street						2530 hours to time of bombing, good concentration, plenti-	
						ful, seemed well placed, .W'S heard clearly V.H.F. from	
						H-15, instructed to bomb centre of green T.I. 2330 on	
974						frequent intervals. Other bombing and explosions amongst	
						T.I. Diverted to Bruntingthorpe due to weather. Good	Comment of the last
		ASSTRUCT NEW YORKS	•••			raid if T.I. on. No congestion over target, route and tac-	
				-		tics O.K. H2S worked well in this area but range small.	
Bernon -						No difficulties. Last of photo run may not have been atraight and levels.	
13/14 Apr.	Lencaster I	(Captain) J92115 P/O B.H. Jenses	n Bombing	20:09	02:58	10/16ths stratus (thin), visibility god, Target	
	"L" NG-441					identified by green T.I's, illuminating flares and H2S.	
						Bombed at 2332.2 hours from 15200 feet, heading 1757,	p
						speed 183 knots, on green glow as instructed by M/S. Green	
						glow large and well concentrated and bomb bursts well con-	
		3 3-5 - 3-6				centrated. Diverted to Bruntingthorpe due to weather.	G. Cara
	3					Tactics O.K., PFF very good, M/B very clear and his instruc	- / /
						tions were wisely understood. Looked like successful raid	
						if PFF accurate, Large number of A/C had navigation	
						lights on to Dannish coast. Camera operated straight and	
				国民 [4]		10701s	
		STATE OF THE PARTY		4			
		fettigere)					

DATE	AIRCRAFT	CREW	Dury	T	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCE
DATE	Type & Number		DOIY	UP	Down	DETAILS OF SORTIE OR FLIGHT	KEFERENCE
13/14 Apr.	Lancaster I	(Captain) Ja1011 F/O R.M. Dahl	Bombing	20116	02:25	10/10ths cloud, tops 4-5000 feet, visibility goods	
	"N" NG-496					Target identified by illuminating flares, red and green	+ 1 - 4 - 5
		10 10 10 10 10 10 10 10 10 10 10 10 10 1				T.I., greens cascading at 2331, API check, Bombed at 2330	
		Contract Contract	pi., 21 15			hours from 16700 feet, heading 250F, speed 185 knots, on	
					100	centre of green T.I. cascading, on instructions of M/S.	-1
	- H. Poughtage	1.				Red T.I. well burnt out at time of bombing green T.I. and	7
						concentration plentiful, seen through cloud. M/S heard	
						clearly from 2315 to 2335 hours, instructed to bomb centre	
			19 m			of green T.I. Results not seen through cloud. Jettisoned	
		Total water transfers				1 x 1000 lbs., safe, 0046 hours, 5446N, 0435E, 4000 feet,	
		en 181 Augenman dum	The state of the			hung up over target. Diverted to Bruntingthorpe due to	
11.00	vitral entire e	1825177777 *** *emis	or Cope out 1	e ass		weather. Seemed like a good raid if T.I. well placed.	
	71	forther to)				Route and tactics 0.K., no difficulties. Commerc didn't operate.	
3/14 Apr.	Lancaster I	(Captain) R55562 W/O Beliveau,	R.L. Bombing	20129	02:30	10/10the low stratus, 3-4000 feet, visibility goods	
	"A" EF-149					Target identified by green T.I. Bumbed at 2335.hours	
<u> </u>						from 16700 feet, heading 210T, speed 170 knots, on centre	
						of glow of T.I. through aloud on instructions of M/B. No	
						red T.I. seen. Green T.I. cascaded from 2328 hours and	
						good concentration and grouping below cloud. WB clearly	
						heard and gave instructions to, Bomb centre of green T.I.	
			1			First heard at H-15, Other bombing seemed well emot. I.	
	<i>i</i>					Good glow under aloud. Jettisoned 1 x 500 lbs., live,	
			geren ja Tanta			1520N 0850E, 2043 hours, 17,000 feet, hung up over targets	
		Charles No. 12			3.3	Diverted to Bruntingthorpe due to weather. Fairly good	again land a
		(cv-tvtsi)				attack, good concentration over target, route and tactics	
11.0	Sandy Ser	- 5m2	S. Martin			O.K. Considerable flak along east coast of Demark. No major difficulties. Straight and level for phote.	and the same
				N	yfa.	Control of the state of the sta	

DETAIL OF WORK CARRIED OUT

No. 433 (R.C.A.P.) Squadron

SECRET 4

	WL 25722-2156 75M 10/4			1	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCE
DATE	Type & Number	Crew	Dury	UP	Down	DETAILS OF SORTIE OR FLIGHT	NEFERENCE
13/14 Apr.	Lencaster I	(Ceptain) J9554 P/L R.W. Andres	Bombing	20#12	02131	10/10ths stratus, tops 4-5000 feet, visibility goods	
Ø	"Y" SW-273					Target identified by green T.I., illuminating flares,	
erist .			THE WALL OF THE PARTY.			checked H2S. Bombed at 2332.5 hours from 15800 feet, head-	
				- 377		ing 1957, speed 181 knots, on centre of green T.I's, 6	
					-	clusters seen cascading on run up about 2331 to 2332.5	
						hours. Green T.I. well grouped, numerous. No reds seen	
						on main A/P. M/B not heard on any frequency. Other bomb-	
		All persons a regular being				ing explosions a smed centred on green T.I. Jettisoned	
	200200	1				1 x 1000 lbs., safe, 0104.5 hours, 5432.54N 0249E, 3000	
4-7				<i>r</i>		feet, hung up over target, techincal failure. Diverted	
					1,52	to Bruntingthorpe due to weather. If T.I. on it was a good	Ľ
	F 10 100 10 10 10 10 10 10 10 10 10 10 10					attack but no ground detail seen. Route and tactics 0.K.	
of in the	nones hands	2000 - A		to a h	11.7	but met. not as briefed over whole journey. No congestion	
- V		More Report Control				over target. Difficulty dog-legging to port from starboard	
-		Laboration in the				edge of stream. He difficulties, camera may not have eperated, waving at any rates.	
13/14 Apr.	Lencaster I	(Captain) J90885 P/O J.A. Forbes	Bombing	20115	02533	10/10ths stratus, thin, tops 2000 feet, Target ident	
	"Y" RA-513				6 MAG	fied by green T.I's and illuminating flares. Bombed at	
						2333.5 hours from 17000 feet, heading 1807, speed 178 knots	
					0	near edge and centre of green glow as per M/B instructions.	•
						Good concentration of T.I's lighting up through the cloud.	A
						Good concentration of bombing. Diverted to Bruntingthorpe	574
				1	10	due to weather. Taotics O.K., met. off, PFF good, M/B	
						heard clearly, "Bomb green T.I's, then, bomb near edge".	
				AV	September 1	S/S fighter seem in Kiel canal area. Camera operated	32.5
			4			straight and level.	
		And sared	4.3		- interior	1 1 0 au	
					1	A CONTRACTOR OF THE STATE OF TH	Control of the contro
					17.7		
					-	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	

DATE	AIRCRAFT Type & Number	CREW	Dury		IME	DETAILS OF SORTIE OR PLIGHT	Section 1
	***************************************	(Captain)		UP	Down	DETAILS OF SORTIE OR PLIGHT	REFERENCE
3/14 Apr.	Lencaster I	J92120 P/0 W.S. Harker	Bonbing	20111	02:15	Bomb load for next 2 A/C:- 1 x 4000 lbs., 4 x 1000 lbs.,	
	"R" RA-505				1000	10/10ths stratus (thin), tops 4000 feet. Target iden	d-
	- *					fied by green T.I's, 4 illuminating flares. Bombed at	
			L SEE SEE	1000		2329.5 hours from 16100 feet, heading 165T, speed 180 knots	,
		<u> </u>				on centre of green T.I's on M/B's instructions. Good con-	
						centration of marking, bomb bursts well concentrated for	
						early in attack. Diverted to bruntingthorpe due to weather	(A)
						Tactics very good, marking sufficient and well concentrated	19
-						M/S heard clearly. A/C with mavigation light to beyond	
-		7.00	707.07	7	1**	78. Not sure if camera operated but straight and level for	

		(Captain)				edge of pures. So diff outlies, sive or nor have	
		J35635 F/O R.A. Christer	son Bombing	20110	02:28	6/10ths thin stratus, visibility good. Target identi-	
	"S" RA-512					fied by green T.I's. Bombed at 2330 hours from 16400 feet,	
						heading 220T, speed 183 knots, on centre of green Tal's,	
						bombed on M/B's instructions. Good concentration of green	Z
		100 100 100 100 100 100 100 100 100 100		uk .	tales a	T.I's, no ground visible. Large reddish orange glow under	
						the cloud. Diverted to Bruntingthorpe due to weather.	
	200104					Tactics O.K., met. wasn't as briefed, looked like a success-	
_						ful raid. Slight bank to starboard on camera run.	
				-			
		epiterston					- 11 34
		Abalawani .					

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DETAIL OF WORK CARRIED OUT

DATE	AIRCRAFT Type & Number	CREW -	Dury		Time	19.45	
	TIPE OF NUMBER		Dutt	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
16/17 Apr.	Lancaster I	Target, all A/0:- "	SCHWANDORF"			Bomb load, each A/0:- 1 x 4000 lbs. & 11 x 500 lbs.	
16/17 Apr.	Lencaster I	(Captain) J92764 F/O R.K. Harr	rison Bombing	23:12	08:07		Appena Bak
	"K" NG-459	21244		1		No cloud, alight ground hase, visibility fair. far- get identified by red and green and bend of river. Rosbed	Batgle Ord
			Paralli Co.			at 040409 hours from 10,500 feet, heading 088, speed 170	
						brote on man 3 7	-
						knots, on green T.I. By visual check of river bends T.I. on A/P. Boshing on T.I's target getting obscured by black	
5.27-	- 1						
Liver de	-tuol tiles is	*1515 to ** **			-	smoke. Tactics good, A/C straight on bombing run. M/B	
					-	heard clearly at H-5 telling B.U. not to drop Wangamui	
6/17 Apr.	Lancaster I	(Captain)					
	B PA-225	J13353 F/L J.P. Brow	n Bombing	23:30	07:52	Low stratus, visibility good. Target identified by	
			*			red and green T.I. and river. Bombed at 0403.4 hours from	
						11,700 feet, heading 100, speed 167 knots, on centre of	
						red and grom 7-1. By visual check from river 7-1. appear-	***************************************
			1000			ed to be on A/P. T.I. well concentrated, also bombings	
						Two large explosions at 0401 hourse. Tactics good but speed	
						slow, met, as briefed to target, Bysaive action at time of	
+		1005 1 . 1000	name of the same			camera run. 1/3 heard clearly at H-15 saying to PFF to	
		(nech na)				drop F.1.	
	Lemoaster I	(Captain) 35376 P/O W.G.R. Sim	neon Bookin-	23129	07:45	Clary Make State	
	"G" PB-893					Clear, alight mist on ground. Target identified by red and green T.I's, good concentration. Bombed at 0403-3	
						hours from 11,400 feet, heading 100T, speed 172 knots,	
0			- 104			on centre of red and green T.I's as per M/B's instructions.	
		- 14 man 20 18 18 20 1		75.40		Markers well concentrated and bomb bursts well concentrated	
						on T.I's. Tactics very good and Pilot satisfied that it	
3		fruit overes		·		was a very successful preng. M/B heard very clearly. Not.	
Section 1					4	as briefed, no congestion in I/A. Camera operated straight	
				Mark Vol.		and levels	

DATE	AIRCRAFT Type & Number	CREW	Dury	1	TIME	MANAGEMENT OF THE PROPERTY OF	1
+	TYPE OF INUMBER	(Captain)	2011	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
16/1# Apr.		J89783 F/O J.D. O'Net	l Bombing	23:06	07:49	Ground hase, visibility poor. Target identified by	
	"H" NG-232					red and green T.I. Bombed at 0403-1 hours from 11,100	
						feet, heading 098, speed 171 knots, on centre of red and	
						green T.I. Red and green T.I. well concentrated, bombing	
						concentrated around T.I Five large explosions in T/A at	
						04-13 hours. Good tactics, met. poor, visibility hasy.	
<u> </u>			rea weeps.			Straight and level on bombing run. M/B heard clearly at	
		(Captain)				0346 hours, time check.	
16/17 Apr.	Lancaster I "J" NN-779	J39642 F/O R.E. Johnst	one Bombing	22:59	08:13	Heavy ground hase, visibility good. Target identifie	1
	- N-119		4.15			by red and green T.I.Bombed at 0403.1 hours from 10,800	***************************************
						feet, heading 089, speed 177 knots, on centre of red T.I.	
						cascading. T.I's well bunched and bombing very concentrate	
						on T.I's. One large explosion at 0408 hours, owners	
						colored explosion lasting about 10/15 seconds, smoke ris-	
						ing to 3000 feets, Good tactics, A/C straight and level on	
أهتأت جوني				Henry	e re	bombing run. M/B heard clearly at H-15 giving time check.	
		(Captain)				Should be a very successful raid.	
	Lancaster I	J92115 P/O B.H. Jensen	Bombing	23:09	08:04	No cloud, ground hase as fog. Target identified by	
	"L" NG-441					river seen on run in, red and green T.I's cascading and	
						DR. Bombed at 0402.4 hours from 10,200 feet, heading	
						075T, speed 169 knots, on green T.I's as per instructions	
					-,-	of M/B. Red and green F.I's and bomb bursts well concentra-	
	-					ted. No detail seen. Taotics good, met, as briefed, no	
	The state of	100 100 100			16.20	congestion of A/C in T/A, raid looked successful. Camera	
•						operated straight and levels	4 - 1
		E PROPERTY OF THE PROPERTY OF			U		
			1042- H			and the second s	
			16.40		- Auto-	1000	
						60 may 2 m	

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DETAIL OF WORK CARRIED OUT

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

SECRET.

DATE	AIRCRAFT	CREW	Dury	1	Гіме	sea feet to the season and another the season at the seaso
DATE	Type & Number	Laurent State Control of the Control	DUTY	UP	Down	DETAILS OF SORTIE OR FLIGHT REFERENCE
16/17 Apr.	Lencaster I	(Captain) J93063 P/O H.E. Batty	Bombing	23:34	08:09	No cloud, thin ground hase, visibility good. Target
	"P" RA-509	A-2 - 2 - 2	established in		-	identified by red and green T.I., bends of river. Bombed
						at 0400.8 hours from 12,000 feet, heading 092, speed 168
						knots, 260 yards starboard of green T.I's, By visual check
						of river T.I. appeared on A/P and bombing on A/P. One
			20"			large explosion at 0403 hours. T/A covered with balck
le i						smoke rising up to 10/11,000 feet. Tactics good on account
				4.4		of low hie ghts and not using oxygen. A/C straight on bomb-
	State Land	STOROGRAM LANGE			0.00	ing run. M/B heard very clearly at H-10 directing PFF.
16/17 Apr	Lencaster I	(Captain) J92120 P/O W.S. Harker	Bombing	22:48	08:11	No cloud, slight hase, visibility good. Target identi-
	"R" RA-505	A. 1. 2. 4. 2. 4. 2. 4. 2. 4. 2. 4. 2. 4. 2. 4. 2. 4. 2. 4. 2. 4. 2. 4. 2. 4. 2. 4. 2. 4. 2. 4. 2. 4. 2. 4. 2.			100	fied by red and green T.I's, illuminating flares and DR.
					1 - 3	Bombed at 0404.3 hours from 11,700 feet, heading 084T,
	1 199					speed 180 knots, on green glow as per M/B's instructions.
		2.4	d representation of the		W G	Good concentration of T.I's and target was very smoky.
	a au est()					bomb bursts were seen well concentrated. Tactics being on,
	STRUCTURE, T	AND THE RESERVE			or Larren	met, as briefed, PFF marking excellent and bombing was
	Art Salar				1	concentrated, If T.I's O.K. the attack should be very
					mis vs	successful. M/S heard, bentire of green glow. Campra operated, straight and level but humpy.
16/17 Apr.	Lancaster I	(Captain) J36536 F/O R.A. Christs	enson Bombins	22150	08:03	No cloud, ground hase, visibility goods. Target iden-
	"S" RA-512					tified by red and green T.I. Bombed at 0405 hours from
	* * * * * * * * * * * * * * * * * * * *					11,400 feet, heading 105, speed 184, on centre of red T.I.
					9.45	Tale very well concentrated, bombing on Tal's Balok moke
		and the same of the		12.7 0	> 350	rising to 5,000 feet. Two large explosions at 0430 hours.
id it str	Authoritans					Tactics good, winds very variable. A/C straight on bomb-
7		(-thistical)				ing run. M/B heard clearly at H-15a
				• 050	October 191	

DATE	AIRCRAFT	CREW	Duty		IME	DETAILS OF SORTIE OR FLIGHT	REFERENCE
	Type & Number		DUIT	UP	Down	DETAILS OF SORTIE OR PLIGHT	REFERENCE
16/17 Apr.	Lancaster I	(Captain) J41154 F/O D. Fleiter	Bombing	23104	07:53	Clear except for ground hase. Target identified by	
	"T" NG-498	The second second second			100	red and green T.I's and cascading T.I's and bomb employions	
						Bombed at 0404-7 hours from 11,100 feet, heading 0847,	
	* Feb.					speed 176K, on centre of red and green T.I's on M/B's instr	7110-
-		1				tions. Good concentration of red and green T.I's. Four	
Earl of the	ANNECCA T	Contract to the second	selger seems		1	large crange colored explosions and large squart of black	
		(cubitan)				billowing amoke up to 8000 feet. Very successful raid and	
-					1964	tactics very good, no congestion over 1/A. Met. as briefer	
		Land Sile				and M/S heard distinctly. Camera operated straight and lev	
16/17 Apr.	Lancaster I	(Captain) J9554 F/L R.W. Andres	Bombing	2332	07:44	10/10ths low cloud, tops 500 feet, visibility good.	
5.5	"V" SW-273					Target identified by red and green T.I. Bombed at 0402.7	
						hours from 10,500 feet, heading 1117, speed 167 knots, on	
				-162		centre of glow, T.I. very well concentrated, no scattered	
	-/					bombing. Tactics good, met. as briefed on route. Straight	:
						on bombing run. M/B heard at H-10, base flight plans	
print (by	Secretary 7		on published	44.4	Fe0.		
16/17 Apr.	Lancaster I	(Captain) J90685 P/O J.A. Forbes	Bombing	23:31	06:30	Clear but ground hase, visibility good, Target .	
	"Y" RA-513	and the same of				identified by ground markers and M/R, river seen. Bombed	
			t man maring			0403.3 hours from 10,200 feet, heading 108T, speed 171 knot	a,
		, ,				on centre of red and green glow as instructed by M/R. Mark	-
						ers seen under hase well concentrated, bomb explosions and	
	1	ments	The Conference	10000		smoke. Bombing seemed accourate in relation to markers. W	В
	in in in in in					heard clearly from 0548 hrs., ordered bomb centre of red	s yer
	45 12 45	y- u- u-wangay			ny tany	and green glow. Changed instructions of ten. Port inner	(a)
	- SVI,		A SAMPLE	ry war of particular to of		engine caught fire due to runaway prop, 0417 hrs., 49428	W.
		(Sapraca)			19,	1122E, 8000 feet. At 0553 hrs., 5025N 054CE, 8000 ft., set course for Manston, decided to land at nearest field due to	
			Some Editors	EVA		engine trouble, landed at Melbrook near Brussels at 0530 hr Very good attack depending on accuracy of markers, met, as	4

THOMS RECORD (BOOK

briefed. Due to engine trouble unable to follow prescribed route home. Well looked after in Brussels. Route and tactics good. Straight and level for photo.

APPENDIX 44

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

DATE	AIRCRAFT Type & Number	CREW	DUTY		IME	DETAILS OF SORTIE OR FLIGHT REFERENCE
		(Captain)		Up	Down	**************************************
16/17 Apr.	Lencaster I	J27847 F/O L.J. Kensit	Bombing	23:28	08206	No cloud, slight base, visibility good, Target identi-
	"A" RF-149	1 2 2 2 2 4 4 1 1 1 1 1 1 2 2 2 2 2 2 2	on Augal		2517.1	fied by red and green T.I's and illuminating flares, heard,
						M/B. Bombed at 0411.5 hours from 12,000 feet, heading 1401,
			•			speed 168 knots, on centre of make column, late on target
	14.					and T.I's were burnt out. Large high column of smoke, no
						other details seen. Tactics good, not, as briefed, no Gee
	37 - 18	and the second second second		E 150		on H2S. M/B heard giving time check and PFF instructions.
	11564					Camera operated straight and level.
16/17 Apr.	Lencaster I	(Captain) J6681 F/L L.D. Allatt	Bombine	23:35	07:56	No cloud, alight ground hame, visibility good. Tar-
(, w ₀ , ("n" ng-496	1				get identified by red and green T.I. and visually by bends
						of river. Bombed at 0402,7 hours from 9900 feet, heading
	aring the co					110, speed 168 knots, between red and green T.I. By visual
						check T.I. appeared to be on M/Ids, they were well concen-
						trated. Rombing on P.I. but a few undershoots. One large
						explosion at 0401 hrs. Tactics very good, evasive action
		(White I all a line is			***********	when camera turned, M/S heard clearly at H-10 saying,
						Bomb red F.I. If F.I. accurate should be successful
						Lage the state of the last of the state of t
16/17 Apr.	Lencaster I	(Captain) J16729 F/L E.J. Meek	Booking	23:15	08:02	No cloud, visibility good, Target identified by red
	"B" 108-375		-			and green T.I. and bends in river. Bombed at 0403.5 hours
	12.2				1	from 10,800 feet, heading 116, speed 175 knots, on green
			24 - 150			T.I. By visual check green T.I. on A/P. Bombing well
						concentrated, wiping out T.I. as they went down. Many
	and the second second			- 9		explosions larger than gookie. Target getting decured by ,
					2-6	smoke. Tactics good, straight on hombing. M/B heard clear-
					Delatio	ly at H-15 giving time check. Should be a very successful raid.
		339 17 88				The chart and the control of the con
		4				

		ME	Tu	D	CREW	AIRCRAFT	DATE
References	DETAILS OF SORTIE OR FLIGHT	Down	UP	Dury -	CREW	Type & Number	DATE
Appen. B.45	Mine load, each A/C:- 6 x 1500 lbs. Mr. IV Mines.			TEGAT!	Target, all A/C:- "E	Lancaster I	21/22 Apr.
Battle Ord	Mined at a position 57 degrees, 51' 20'48, 11 degrees	02:20	20:00	son Gardening	(Gaptain) G35376 F/O W.G.R. Si	Lencaster I	21/22 Apr.
	00' 00' E, H2S bearing and distance. Hine at 2340,40			٦ . ا		"C" P9-908	
	hours from 10,000 feet, heading 078T, speed 172 knots.						
	8/10ths strata ou., tops 14-15,000 feet, visibility fair.			1.0			4.0
	F24 at time of release. Satisfactory trip, H2S faded				ex- March		
. ,	during run up, came back about 12 min. after dropping mine			property		total and an analysis	
	computed mines dropped about 13/4 short of A/P. Saw good				COM RECORDS	2949	
	definition bearing run up faded at R.P. then came back on turn after targets. Route and taction O.K., met. as briefe			5			
	The state of the s				(Captain)		
	Mined at a position 57 degrees, 51' 50''N 11 degrees,	02:23	20106	Gardening	J13353 P/L J.P. Bross	Lancaster I	21/22 Apr.
	04' 00!'E, H2S bearing and distance. Binked at 2345.16			Address of the		"J" NN-779	
-	hours from 10,000 feet, heading 066, speed 166 knots.			ar the same of the late	and the second second		
	Broken stratus to 11,000 feet, garden target olear, visibi-			Amerika diselektra	a marine like alternal		
	lity good, F24 at release, Good trip, tactids 0.K, Good concentration in garden. No difficulties,				al-Mariara		
	Mined at a position 57 degrees, 511 30 N. 11 degrees	02+44	20+04	L. Gardening	(Captain) J16536 F/L Strelchuk,	Lencaster I	21/22 Apr.
	Oh' CO'E, H2S bearing and distance. Mined at 2344,10 hrs.	NAMA.A.				"R" RA-505	w.compounding.
	from 10,000 feet, heading 059T, speed 166 knets. 5/10ths						-
	broken strata ou., 11-12,000 feet, visibility fair to good		7		The second second		
	F24 at time of release, Successful trip, route and tac-						
1-	tics good, definition of Skaw good throughout. Ne difficu					- 7723	
	tion						
<u> </u>	Mined at a position 57 degrees, 51' 30'N, 11 degrees	02131	20:03	Gardening	(Captain) J6269 P/L J.E. Vallan	Lancaster I	21/22 Apr.
	04' 00'E, H2S bearing and distance. Mined at 2343.05 hrs	10		date of the second		"U" 108-457	40.44 550
Tudanse)	from 10,000 feet, heading 0697, speed 172 knots. Clear, visibility fair. F2k at time of release. Good trip, route and tactics O.K., met. fair. Definition of Skew only fair at time of release but good prior to that. No major					1787 2 24 7 24 1787 2 24 7 24 2 22 7 7 24	

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APPENDIX 44

DETAIL OF WORK CARRIED OUT

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

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DATE	AIRCRAFT	CREW	DUTY	T	IME	DETAILS OF SORTIE OR FLIGHT	D
DAIL .	Type & Number		DOIY	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES
21/22 Apr.	Lancaster I	(Captain) J93063 F/O H.E. Batt	r Gardening	20:04	02:26	Mined at a position 57 degrees, 51' 30' N, 11 degrees	
	"T" NG-498		344			04° 00° E, H2S bearing and distance. Kined at2344.18.	
	* * *					hours from 10,000 feet, heading 066, speed 169 knotse	
1	10000	10 - 10 Too 1	Cara Property C	200		Clear, visibility fair. F24 at time of release. Condition	
	1-1-2352.335	(GAZ BACH)		(11.0)		of static line suggests that two chutes failed to open.	
						Satisfactory trip, Skaw good Cafinition. Route and tao-	
						tics O.K. except air speed too alow for rough weather over	
Y 1						sea, much stronger than briefed but direction good.	i en e
2nd Apr.	Lencaster I	(Captain) Target. all J85983 F/O.C.M. 04114	Ambineng		4.0	Somb load, each A/C:- 1 x 4000 lbs., 6 x 1000 lbs., 4 x 250	whhere well
	"B" PA-225		ter very	\$5156	19120	Returned early at 1612 hours, 7500 feet. Jettisoned	No. 278.
	* * * * * * * * * * * * * * * * * * * *					whole load, 52230 0317E, 1741.5 hours, 8000 feet. Star-	
		- 2 94-05				board outer engine U/S. Engine trouble developed at 7000	
						feet over base. Unable to maintain good rate of climb so	
						proceeded to jettison area thence back to base. 10/10ths	•
	Secretary Sec	(Ceptain)	e			st. ou., tops 5000 feet in jettison area.	
2nd Epr.	Lancaster I	J27847 F/O L.J. Kenst	t Bombing	15:54	21:46	A.Q.E.T. at target 1854 hours. 8-9/10ths cloud, tops	
	"P" PA-325					7000 feet, visibility good. Target identified visually	
						on run up bout aloud over target. M/S not heard to call	, , ,
						the main force. Jettisoned at 5347W-0147E, 2051 hours,	
	2-2-2					11,000 feet, safe, 2 x 1000 lbs., & 4 x 250 lbs, remainder	
						brought back. Tactics good, gaggle quite close but strung	and the second of
		-,	1000			out. Quite likely could have bombed if we had made an orbi-	
						as cloud was moving from the city. Considerable interference	00
				20		from some one with V.H.F. on transmit.	
					41.5		
11		fortiste 1					
Complete Section 15 - 15 - 16 - 16 - 16 - 16 - 16 - 16 -	MARK CONTRACTOR OF THE PARK OF	And the second s	CONTRACT AND THE SECOND	The State of the S	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		

DATE	AIRCRAFT	CREW	Duty	Tı	ME		421
DATE	Type & Number		DUTY	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
22nd Apr.	Lencaster I	(Captain) J8917 F/L D.S. Roger	s Bombing	15:51	21:43	A.O.E.T. over target 1853 hours. 10/10ths aloud over	
	"C" PB-893		de la la			target to 6000 feet, visibility good. Did not hear M/B.	
	-17					Jettisoned 1 x 1000 Ibs., & 4 x 250 lbs, 54N 0150B, 8000	
*						feet, headint 031T, as advised by W.T., brought back re-	
						mainder. 4/10ths cloud on run up but the aiming point was	e one the contract
						obscured, M/B was not heard. Caggle was too long at	
						1910 hours. A conversation was heard over V.H.F. carried	
						on by persons named Joe, Don and Smithy, saying, "How's	
	offer organization					the gaggle;. "Shall we signal with Aldia." "How far be-	
THE WAR	M.S. 10 10 10 10 10 10 10 10 10 10 10 10 10	entent for the section of		1.05	55.580	hind is the gaggle".	
22nd Apr.	Lancaster I	(Captain) J93279 P/O M.P. Geor	ge Bombing	16:09	22:24	A.O.E.T. at target at 1855 hours. 7-8/10ths cloud,	7 4 6
	"H" NG-232					tops 6000 feet, visibility good. Town seem but not A/P.	
J-6	• • 507567E		Castern Sales and			M/B heard giving winds but no further instructions. Whole	
					n'e	load brought back. Tactics satisfactory, gaggle fairly goods	
22nd Apr.	Lancaster I	(Ceptain) J92764 F/O R.K. Harr		16:07	21,35	A.O.E.T. over target 1854 hours 9/10ths s.c., tep	
	"K" NG-459	84	AGRICATE .	4		good, visibility good. Did not hear M/Bs Jettisomed	
		100 mg 20 1 mg	1 2 0 0 0 0		10-	as ordered by W.T. 4 x 250 lbs. & 2 x 500 lbs., 10,000 feet	m
						5303W 0038E, speed 190 knots, brought back remainder.	
in the state	- 100 -1-10-10	1-46 mm				Caggle was losely formed, timing was good. 9/10ths s.c.	
		AND PARTY				over target made bombing impossible. M/B was not heard.	
22nd Apr.	Lancaster I	(Captain) R55562 W/O Baliveau	R.L. Bombine	15:52	21:53	Abortive O.E.T. at target at 1852 hours. 7/10ths	
	"N" NG-496		- 1	-		aloud with one large aloud over target. Target identified	
					9 x x 6	visually on run up but cloud obscureed at last minute.	
art or a track	A SUBSTITUTE OF	21 State 10 - 10 - 10 - 10 - 10 - 10 - 10 - 10	o agains	So toer		M/B not heard, no markers were seen. Jettisoned in allotte	4
		To saley				area, safe, 2101 hours, 10,000 feet, 2 x 1000 lbs. & 4 x 250 lbs. Semainder brought back. Tactics satisfactory,	
			1000			gaggle very good. M/B could not be heard.	Burner

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DETAIL OF WORK CARRIED OUT
By No. 4.33 (R.C.A.P.) Squadron

*15313-9511)	WL 18722-2156 75H 10/4	14 1.5. 100	FOR TH	E MONTH OF		19 45.
DATE	AIRCRAFT TYPE & NUMBER	CREW	Duty	Up	Down	DETAILS OR SORTIE OR FLIGHT . REFERENCES
22nd Apr.	Lancaster I	(Captain) J92120 P/O W.S. Harker	Bombing	15:53	22:17	A.O.E.T. over target 1852,7 hours, 10/10ths a.c.,
	"O" RA-506	1		1		The state of the s
No.						tops 7000 feet, visibility good. Jettisoned 4 x 250 lbs.,
					-	2 x 500 lbs., 2058 hours, 5230N 0305E, 11,000 feet, head-
-				-		ing 111T, speed 206, as ordered by W.T. Remainder brought
						back. Gaggle too long, 4/10ths s.c. on run in but aiming
						point was obscured, M/B was not heard. A conversation
	210 67 600 7	(Gaptain)	200 0		1.15	was carried over V.H.F. by Don, Joe and Smitty.
22nd Apr.		335635 F/O R.A. Christe	mson Bombing	15:57	22115	A.O.E.T. at target at 1855 hours. 8/10ths cloud, tops
	"Q" RA-511		2.53			7000 feet, visibility good, M/B not heard at all. Jetti-
					1947	soned in allotted area, 2059 hours, 10,000 feet, safe,
	and the second		1947			4 x 250 lbs., 2 x 500 lbs. and brought back remainder.
						factics were good, gaggle was too long on the way to the
				7.150		terget.
22nd Apr.	Lencaster I	(Captain) J41145 F/O W.K. Otton	Boobing	15:50	22:00	
	"8" RA-512	972740 Sky sv • • • • • •	our or or o	10105		soured, visibility good. Load brought back. Gaggle was
	45 A 27 7	(65,4 × 25)			hh	loose and poor, tracking and timing good, 4/10ths s.c.
	The street of the					on last leg but over the A/P was obscured. M/B was heard
						to give time check and W/V but no instructions. On V.H.F.
4						a conversation was heard at 1910 hrs, carried on by Don,
22nd Apr.	Lancaster I	(Captain) J39642 F/O R.E. Johnston	- P-M 1	15:58	24 4 4 0	
	"R" RA-505					Remb lead for this A/G:- 6 x 1000 lbs:, 4 x 250 4 4 x 500 lbs: Abortive O.S.T. at 1852-5 hours, 17,800 feet, at tar-
						get, 9-10/10ths clouds, tops 6,000 feet, vis. good. Tar-
85/21						get not identified, M/B was not heard clearly on V.H.F. or
The same of the sa		reformance and an army				1196 and first heard speaking to main force at 1851 hrs.
		(36) 654)			***************************************	
			The state of the s			with "Gengerbread" order. Jettisoned 4 x 250 lbs, 2 x 500
						lbs. 5350W 0140E, 2051 hours, 10,000 feet, brought back
						remaining bombs. Mission abandoned over target on M/B's
						instructions. Tactics satisfactory.
				Marin I	Service of the servic	

DATE	AIRCRAFT	CREW	D.	1	Гіме	The state of the s	
	Type & Number	5.00	Duty	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES
25th Apr.	Lancaster I	Target, all A/C:- "MANGEROOGE"			The state of	Bomb load, each After 7 v 1000 The and	- THE SHERCES
25th Apr	Lancaster I	(Captain)		The second		Bomb load, each A/0:- 7 x 1000 lbs. & 9 x 500 lbs.	Appen. B.
- management	"A" RF-149	J85183 P/O C.M. G1774	Bombing	15:03	19:3	Target	No. 280.
		-				identified visually and by M/B's orders. Bombed at 1722.	2
-		<u> </u>				hours from 11,700 feet, heading 108r, speed 168 knots	
***************************************						Pickwick as ordered by M/B. Only 1 red T.I. seen due to	F16-240-251
			100 x 4170		- 11	smoke, many bomb explosions. Good bombing but some A/C	120
						bombed Spickerpog. M/B heard clearly, 1721 hours ordered	
-						bomb Pickwick. Reasonably good attack, route and tactics	
		Market Transport				good, gaggle good, A/C well concentrated over T/A. Straig	
5th Apr.	Lancaster I	(Captain) 035376 F/O W.G.R. Simps	- P-W	4157			
	"C" PB-908	mag to the law of the control of	on amoing	14:53	19 = 10	Taranta and the same of the sa	
		(099770)				check, ground markers and M/B. Bombed at 1721.7 hours fro	
	,					11,400 feet, heading 106T, speed 166 TaS, on Pickwick on	
						orders from M/B. Much smoke covering central part of	
						island, only one red T.I. seen, bombing seemed accurate.	
						Heard M/B elearly at 1719 hours, ordered bomb Pickwick.	
						Pretty good attack, route and tactics good. Caggle good	
		(Captain)	9 1 Spar 125	+		into target, 4/0 fairly well concentrated over T/A. Straight and level for photo.	···/··································
th Apr.	Lancaster I .	793279 P/O M.P. George	Bombing	15:06	19:39	Clear but mokey in T/A, visibility good, Target	
						identified visually, M/B's orders. Bombed at 1721 hours	
						from 12,000 feet, heading 090T, speed 168 TAS, on Pickwick	
						as ordered by M/B. No markers seen, plenty of smoke and	
						bomb explosions, bombing concentrated in T/A. One large	
		u»				explosion at 1725 hours with grey smoke up to 1000 feets	
			Thomas -	131.3	22	Heard M/B order Pickwick at 1719 hours, Pretty good effor	
		more program.				gaggle good, route and tactics O.K. No difficulties, good	
		537 732 V		a constant		concentration over target. Straight and level for phic.	

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DETAIL OF WORK CARRIED OUT

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

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DATE	AIRCRAFT	-		Т	IME	CONTRACTOR OF THE PROPERTY OF	
DAIL	Type & Number	(Captain)	DUTY	Up	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
25th Apr.	Lancaster I	J27033 F/L R.R. McPhe	e Bombing	15:02	19:32	Clear except for mmoke from bombing, visibility good	
	"G" PB-893				1000000	Target identified by red T.I's, smoke, map read from	
						Spickeroog, heard M/B. Bombed at 1722 hours from 11,700	-
		-					
					-	feet, heading 110, speed 166 knots, on Pipkwick as per M/	
						at 1721 hours. Layer of smoke over area with some ourling	
	100704		Tree.			up from bomb explesions, A/C well placed in gargle, M/B	
have a						good and directed attack effectively. Effective bombing,	
						fighter cover ample over target.	
OCAL A.		(Captain)					
25th Apr.	Lancaster I	J92120 P/O W.S. Harker	Bombing	15:08	19:25	Smoke from bombing, visibility good. Target identi-	-
	А пс-409					fied, M/B, pin-pointed adjacent island. Bombed at 1722	V-1986-
						hours from 11,400 feet, heading 098, speed 171 knots, on	
	W.					Pickwick as per M/B at 1721 hours. M/B heard clearly and	
			factions are			changed instructions just before bombing. Numerous bomb	
Decree 1	7.00	games the second				bursts, 3 large explosions throwing up smoke and red orang	
	-1-7-1-47					flames, No markers seem. Jettisoned, live, 1 x 1000 lbs.	4
Terryone	Francisco y	Britain of Page 12 at 12				5400M 0735E, 1732.5 hours, 11,400 feet, hung up, jettison-	<u> </u>
	222	(especia)				ed manually, Gaggle a bit drawn out going in, met, as	
						priefed, M/S clearly heard and attack well directed. Plenescort over T/A, well co-ordinated attack.	
		(Captain)				The state of the s	
25th Apr.	Lancaster I	J35635 P/O R.A. Christe	maon Bombing	15:07	19:27	Clear with slight hase and smoke, visibility good.	
	"N" NG-496					Target identified visually, M/B's instructions. Bombed at	
	Service Co.					1722 hours from 12,000 feet, heading 110T, speed 168 TAS,	
						on Pickwick as ordered by M/B. No markers seen, much smoke	
			The State of	26		bomb explosions and fires seen. Ecmbing seemed concentra-	
						ted and accurate. WB heard clearly 1719 hrs., ordered	
		reflective /		4		bomb Pickwick. Jettisoned 1 x 500 lbs., safe, 1737 hrs.,	
	1 2 2 2 2 2 2 2					5415N 0610E, 12,000 ft, and 1 x 1000 lbs. brought back.	
						Good attack, route and tactics good, very good gaggle, A/C well concentrated over target. Straight and level for photo-	
						well concentrated over target. Straight and level for photo	

DATE	AIRCRAFT Type & Number	Crew	Duty	/ T	IME	A DESCRIPTION OF THE PROPERTY	14. 14.
	TYPE & NUMBER	(Captain)		• Up	Down	DETAILS OF SORTIE OR FLIGHT.	REFERENCE
25th Apr.	Lancaster I	J41011 F/O R.M. Dahl	Bombing	15:05	19:38	Glear but amokey, visibility good. Target identified	
	"0" RA-506		- 7.55			visually, M/B's instructions. Bombed at 1722.3 hours from	
						11,700 feet, heading 110T, speed 167 TaS, on Pickwick as	-
						ordered by M/B. No markers seen, much smoke and fires see	
		1987 W 20 S S S S S S S S S S S S S S S S S S				Bomb explosions were concentrated and accurate. Heard M/B	
					1.001	1720 hrs., ordered bomb Pickwick. Good attack, no difficul-	•
			r			ties, route and tactics good, gaggle O.K. A/C well con-	35.02
						centrated, just nice for bombing. Straight and level for	1
						photo.	
25th Apr.	Lancaster I	(Captain) R55562 W/O Beliveau, I	R.L. Bombing	14:54	19#35	81/ 44	
	"T" NG-498				12.522	Slight ground hase, visibility good. Target identified, heard M/B, pin-pointed another island. Bombed at	
						1720.7 hours from 11,400 feet, heading 115, speed 168 knots	
						undershot Pickwick 400 yds. as per M/B at 1719 hrs. Dense	
						clouds of smoke up to 5000 ft. No T.I's but heard M/B	
						direct earlier into T.I's. Jettisoned 1 x 1000 lbs.,	***************************************
						5358N 0758E, 1727 hre., 11,400 feet, live, hung up. Tac-	
	1000000000000				10410	tios sound, met. poor on return over England. Close gaggle	
		Tong to be 1				escort in evidence over target. Well concentrated bombing	
		(Captain)				and M/B clear and had attack well under control.	
5th Apr.	Lancaster I	J23438 F/L G.W.A. Gard	ner Bombing	15:01	19:33	Clear but same moke, visibility good. Target identi-	
	"V" SW-273					fied visually, Gee check, M/B's instructions. Bombed at	
		er en reduce da la				1722 hours from 12,000 feet, heading 118T, speed 168 TaS,	
						on point 400 yds. upward edge of smoke on M/B's orders. No	
						markers seen, much macke and bomb explosions. Smoke visi-	
				1000	(E)	ble 120 miles on return. Rembing seemed accurate, M/B heard	
		(697,800.07				at 1720 hrs. ordered bomb 400 vds. unward edge of smoke Cond	
1997 A						attack, route and tactics O.K., no difficulties, gaggle good concentration good over target. Straight and level for photo	

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A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

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	W1. 25722-2156 75H, 10/44	Crew	Dury	Time		DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE	Type & Number		2011	UP	Down		
5th Apra	Lencaster I	(Captain) J8917 F/L D.S. Rogers	Bombing	14:48	19125		,
	"Q" RA-511		14			Clear, visibility excellent. Target identified, M/B	
		E Nov. Control Film				instructed to bomb on Pickwick. Bombed at 1721 hrs., from	
			and supplied the first			12,000 feet, heading 112, speed 168 knots, everahot Bick-	
	Y A TO SHOW			200		wick by 400 yds. as per M/B. Gum pits along north side	
	TAKE T					of the island, remainder a cloud of smoke blowing away	
						from A/P. Bomb explosions seem. M/B heard clearly. Gaggl	
						cloud up and good from "O" to target and back to "Y". Tao	
						tics and met. as briefed except winds lighter than brief-	
						ed. M/B clearly heard and directing attack in relation to	
						Pickwick and markers from 1700 hrs. on. Concentrated and	
					1 1 2 2 2	well directed attacks	
						resident and a second s	
						Fish Thursling to	
						(G. A. Tambling) Wing Commander,	
						Officer Commanding,	
						No. 433 (R.D.A.F.) Squadron.	
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