

CB892 F/Lt. J. E. German

OPERATIONS RECORD BOOK

APPENDIX A-4

A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 1

*15131-2211) Wt. 5722-2156 72M 10/64 T.S. 700

FOR THE MONTH OF April, 19 42.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
4/5 Apr.	Lancaster I	Target, all A/C:- "MERSBURG"				Bomb load, each A/C:- 1 x 4000 lbs., 6 x 250 lbs. & 4 x 500 lbs.	Appen. B.49
4/5 Apr.	Lancaster I	(Captain) F171272 W/C Smyth, M.R.	Bombing	18:09	03:00	7 to 10/10ths stratus, visibility no good horizontally.	Battle Order
	"A" RP-149					Target identified by ground and sky markers, M/B, H2S, APT homing. Bombed at 2250 hours from 18400 feet, heading 157°, speed 179 TAS, on centre of 2 red T.I's. Only 2 ground markers seen, some sky markers. Dummy sky markers off starboard 1/2 mile, not as bright as ours. No results of bombing seen. M/B instructed to bomb T.I's at 2248 hrs. Hard to assess as nothing could be seen. Seemed some difficulty in M/B getting organised, as to instructions between ground and sky markers. Tactics and route good, straight and level for photo.	No. 269.
4/5 Apr.	Lancaster I	(Captain) G35376 F/O W.G.R. Simpson	Bombing	18:02	02:57	7/10ths stratus, tops 7-9000 feet, visibility good. Target identified by sky markers checked on Ges. Bombed at 2247.6 hours from 18700 feet, heading 157, speed 179T, nil wind, one of two red with green stars, first two cascaded at 2246.5 hours, on instructions of M/B. Sky markers seemed 6 1/2 minutes late, two down during run up. M/B heard clearly about 2247 saying "Bomb sky markers". Other bombing not seen. One large orange coloured explosion lit base of cloud and hung for few seconds at about 2251 hrs. Fair attack, marking sparse, seemed late. Winds much stronger than briefed, required dog-legging and wasting of time. Met. over England not as briefed. No other difficulties, straight and level for photo	
	"C" RP-908						

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
4/5 Apr.	Lancaster I	(Captain) J92115 P/O B.H. Jensen	Bombing	17:59	03:31	10/10ths strato cu., tops 3-4000 feet, visibility above good. Target identified by sky markers, checked roughly on H2S. Bombed at 2250.2 hours from 19000 feet, heading 136T, speed 174, nil wind, on mean centre of sky markers on instructions of M/B. Sky markers a bit late, down at 2247 hours, (estimated), requiring 'S' turn. M/B heard but was talking to deputy and not giving instructions at time of bombing. Other sky markers down later. Fires below cloud referred to by M/B after target left. No 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-screw during photo.	
	"P" PB-903						
4/5 Apr.	Lancaster I	(Captain) J89607 P/O G. Walter	Bombing	18:11	03:08	10/10ths strato cu., tops 8-10,000 feet, visibility good. Target identified by sky markers and other bombing. Bombed at 2248.7 hours from 16,900 feet, heading 137T, speed 182T, nil wind, on mean of 6 sky markers on instructions of M/B. Sky markers cascaded about 2245 hours, T.I. had been down earlier. M/B heard clearly at 2240 hrs., said, "Bomb red with green stars, sky marking". No results seen. Not satisfactory PFF, seemed undecided and not enough time left for sky marker bombing. Sky markers too sparse. Met. not as briefed, winds over continent required many dog-legs. Straight and level for photo.	
	"C" PB-893						

OPERATIONS RECORD BOOK

APPENDIX A-1

A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 2

*13201-13211 WL 4722-4115 71M 10/44 U.S. 700

FOR THE MONTH OF April, 19 45

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
4/5 Apr.	Lancaster I	(Captain) J39642 F/O R.E. Johnstone	Bombing	18:14	03:21	10/10ths strato cu., tops 8-10,000 feet, visibility good. Target identified by sky markers, DRs check, Bombed at 2248.8 hours from 17200 feet, heading 137T, speed 181T, nil wind, on estimated position of sky markers cascading 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. M/B heard, but not clearly at 2240 hours, giving instructions to FFF but not to M/B. No results seen. Not satisfactory raid, met. not as briefed, route and tactics O.K. Dog-legging and time wasting required on route to target. No difficulties except nearly caught in S/L's after target. Straight and level for photo.	
	"J" N1-779						
4/5 Apr.	Lancaster I	(Captain) J16729 F/L E.J. Meek	Bombing	18:07	03:14	8/10ths broken cloud, tops 10,000 feet, visibility good above. Target identified by red and green T.I.'s, M/B's instructions. Bombed at 2250 hours from 17500 feet, heading 165T, speed 177 TAS, on centre of green T.I.'s. Marking a little late but plentiful, T.I.'s and sky marking. Two big orange explosions seen at 2250.5 hours and one at 2256 hours. M/B heard at 2247 hours. Dummy T.I.'s and sky markers and explosions in Magdeburg area. Red T.I.'s seen were paler than ours. Seemed good attack, route and tactics O.K. Straight and level for camera.	
	"N" NG-496						

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
4/5 Apr.	Lancaster I	(Captain) J90885 P/O J.A. Forbes	Bombing	17:55	03:29	8-10/10ths strato. cu., tops 8000 feet, visibility good. Target identified by sky markers, on second run sky markers came down. Bombed at 2305.1 hours from 17800 feet, heading 137T, speed 228, on patch of green T.I. seen in hole in cloud among fires and other bomb bursts. Markers 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 M/B said bomb sky markers at 2249 hours, made orbit to bomb red with green stars. Fires seen through cloud at bombing, several large oil explosions lighting cloud base. Not satisfactory. PFF seemed late and undecided about what to bomb even to bombing 'Centre of fires'. Route and tactics, Max. ht. of 8000 feet gave severe icing over continent at one time. Winds stronger than briefed, required dog-legging. No major difficulties, straight and level for photo.	
	"P" RA-509						
4/5 Apr.	Lancaster I	(Captain) J35635 P/O R.A. Christensen	Bombing	18:04	03:43	10/10ths stratus, 9,000 feet, visibility good above. Target identified by fires under cloud, blue smoke puffs seen going down, M/B's instructions. Bombed at 2302 hours from 18,000 feet, heading 170T, speed 184 TAS, on centre of glow from fires, instructions of M/B. Total load hung up. Glow seen under cloud, some T.I.'s burning on ground around fires. M/B heard at 2345 hours but instructions changed after and confusing. Whole load jettisoned, 5012N 0005E, 0210.5 hours from 9000 feet, felt unsafe to land. Not a good effort, seemed scattered. Difficulty with changing instructions from M/B. Route and tactics O.K.	
	"Q" RA-511						

OPERATIONS RECORD BOOK

APPENDIX A.4

A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

By No. 433 (R.O.C.A.E.) Squadron

SECRET

PAGE No. 3

*13311-3511) Wt. 2722-4156 754 10/44 T.S. 700

FOR THE MONTH OF April, 19 45

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
4/5 Apr.	Lancaster I "R" RA-505	(Captain) J8382 F/L J.S. Creeper	DPC Bombing	18:00	03:06	10/10ths stratus, 9500 feet, visibility good above. Target identified by sky markers and flash of explosions through cloud. Bombed at 2243.1 hours from 18400 feet, heading 137T, speed 179 TAS, on centre of group of blue smoke puffs. Sky marking plentiful but scattered. Marking 5 minutes late, no T.I.'s could be seen through cloud. Bomb explosions seen through cloud. M/B not heard clearly due to difficulty with set. 2 x 250 lbs., jettisoned 502BN 0027E, 0145 hours, 7000 feet, not safe for landing. Not considered a good effort, too small a target for sky markers. Markers scattered, route and tactics O.K. Doubtful if A/C straight and level for photo due to another A/C. FFI photo taken. Dummy attack near Magdeburg using red and green T.I.'s, color pale compared to ours.	
4/5 Apr.	Lancaster I "S" RA-512	(Captain) J41145 F/O W.K. Otton	Bombing	17:56	03:16	10/10ths stratus, tops 10/12,000 feet, visibility good above. Target identified by H2S, glow under cloud. DE. good. Bombed at 2248 hours from 18800 feet, heading 140T, speed 187 TAS, on centre of glow seen under cloud, M/B heard ordering bombing on Nav. aids. No markers seen before bombing, sky markers seen after. Red orange glow through cloud. Flashes of explosions under cloud. M/B heard early, instructed to bomb on Nav. aids. Hard to assess as no marking used and no visual results. M/B seemed in difficulties due to cloud obscuring ground markers and interval before sky markers came down. Route and tactics O.K., straight and level for photo.	

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
4/5 Apr.	Lancaster I	(Captain) J41154 F/O D. Fleiter	Bombing	17:58	03:32	8-9/10ths str. cu., tops 10-11,000 feet, visibility above good. Target identified by sky markers, checked on H2S. Bombed at 2248.7 hours from 19,000 feet, heading 140, speed 173, nil wind, on starboard edge of red T.I. on instructions of W/B, following ran in on sky markers. T.I. markers down in time, sky markers down about 2245 hours. W/B heard clearly. "Bomb red T.I. on ground or sky markers on correct heading", at 2246 hours. Later when cloud broke he instructed to bomb T.I. showing through. No results seen. Scattered raid, route, tactics and met. not too bad. No difficulties, straight and level for photo.	
	"G" NG-498						
4/5 Apr.	Lancaster I	Target, all A/C:- "CHLO AREA"				Mine lead, each A/C:- 6 x 1500 lb. Mines.	Appen. B42,
4/5 Apr.	Lancaster I	(Captain) J89783 F/O J.D. O'Neill	Gardening	19:19	02:05	Mined at a position 5924.43N 1031.18E, H2S bearing and distance. Mined at 2302.06 hours from 10,000 feet, heading 347, speed 170 knots. 8/10ths strata cu., tops 7,000 feet, visibility good. F24 at release. Tactics good, met. a little off, good cloud cover, quiet trip, H2S not too clear. Visual check on mines leaving, mined in allotted area.	Battle Order No. 259.
	"H" NG-232						
4/5 Apr.	Lancaster I	(Captain) J92764 F/O R.K. Harrison	Gardening	19:26	02:26	Mined at a position 5924.43N 1031.18E, H2S bearing and distance. Mined at 2315.10 hours from 10,000 feet, heading 352, speed 170 knots. 10/10ths strata cu., tops 7,000 feet, visibility good. Tactics sound, met. as briefed, area readily identified on H2S. Oribitted due to selector box difficulties. Visual check on mines leaving, laid as briefed.	
	"K" NG-459						

SECRET

OFFICIALS RECORD BOOK

www.bombercommand.com

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

BY No. 433 (S.G.A.R.) Squadron

APPENDIX A.4

A.F. FORM 341.

SECRET

PAGE No. 4

*12345-25511 WL 48722-4136 724 1044 T.S. 700

FOR THE MONTH OF April, 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
4/5 Apr.	Lancaster I	(Captain) J6269 F/L J.E. Vallance	Gardening	19:17	02:34	Mined at a position 5922.3N 1041.07E, H2S bearing and distance. Mined at 2318.05 hours from 10,000 feet, heading 178E, speed 171 knots. 6-8/10ths cloud, tops 6000 feet, visibility good. Camera run straight and level and course maintained but mines were not released on this run, orbited and duplicated run. Tactics O.K., Engineer saw mines go down. Met. was not as briefed on winds and cloud. H2S was very good.	
	"U" ME-457						
4/5 Apr.	Lancaster I	(Captain) J9554 F/L R.W. Andrea	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 346, speed 170 knots. 7-8/10ths s.c., tops 5000 feet, visibility good. F24 at release. Tactics O.K. except it was still daylight. H2S good, mines checked by Engineer and laid as briefed.	
	"V" SW-273						
8/9 Apr.	Lancaster I	Target, all A/C:- "HAMBURG"					
8/9 Apr.	Lancaster I	(Captain) E174272 W/O Smyth, M.R.	Bombing	19:24	01:48	Bomb load, each A/C:- 1 x 4000 lbs., 6 x 250 lbs., 500 lbs. 10/10ths thin layered stratus, tops 4-5000 feet, visibility good. Target identified by Wanganui, H2S. B ombed at 2233 hours from 18,000 feet, heading 180, speed 475 knots, on main centre of 2 red and green Wanganui. Reflection of red and green T.I's on ground. M/S indistinct and unable to contact on V.H.F. Billows of black smoke and flashes of bomb bursts. Weather diversion to Turweston. Tactics good, more cloud than briefed T/A. Markers ample and well placed for concentration of A/C and bombing. Steady camera run, difficult to assess results	Appen. B.43. Battle Order No. 271.
	"A" EF-149						

www.bombercommand.co.uk

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
8/9 Apr.	Lancaster I "G" FB-906	(Captain) C35376 P/O W.G.R. Simpson	Bombing	19:14	01:52	10/10ths thin strata cu., tops 3000 feet, visibility good. Target identified by H2S as briefed also T.I.'s and Wanganui. Bombed at 22:1.6 hours from 18700 feet, heading 184, speed 187 knots, H2S as briefed. One huge explosion on target, well marked, glow through cloud. One huge explosion at 22:4 hours. Weather diversion to Turweston. Tactics sound, winds varied and weaker, marking plentiful. Good H2S out. Markers seen going down on Cavenade. Markers closely with H2S. Good raid.	
8/9 Apr.	Lancaster I "G" FB-893	(Captain) J89607 P/O G. Walton	Bombing	19:23	01:40	10/10ths thin stratus, tops 2 to 3,000 feet, visibility good. Target identified by red and green T.I.'s cascading. Bombed at 22:2.8 hours from 19,000 feet, heading 173, speed 200 knots, on glow on green T.I.'s as instructed by M/B. Numerous bomb bursts, 2 large explosions at 22:0 and at 22:39 hours. Sky markers dropping at time of bombing. Glow could be seen for 30-40 miles. Weather diversion to Turweston. Tactics good, late arriving on target, marking ample, raid fairly scattered.	
8/9 Apr.	Lancaster I "J" NN-779	(Captain) J39642 P/O R.E. Johnstone	Bombing	19:22	01:34	10/10ths low stratus, tops 1000 feet, visibility good. Target identified by red and green T.I.'s cascading. Bombed at 22:3.8 hours from 16900 feet, heading 190, speed 175 knots, on centre of glow of red T.I.'s, M/B indistinct. 2 large explosions at 22:36 and 22:37 hours, persistent orange glow lasting $\frac{1}{2}$ min. Marking fairly well concentrated. Weather diversion to Turweston. Tactics good, met. fairly accurate, good concentration of A/C on target, good glow under cloud, should be a good effort. Evading other A/C on camera run.	

SECRET

ORIGINALS RECORD BOOK

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX A-4

A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 5

*1521-5513 Wt. 18720-4135 734 10/44 T.S. 700

FOR THE MONTH OF April, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
8/9 Apr.	Lancaster I "K" NC-459	(Captain) J13353 P/L J.P. Brown	Bombing	19:27	01:51	10/10ths low cloud, tops 3-4000 feet, visibility good. Target identified by T.I's, Wanganui, Gee fix, heard W/B. Bombed at 2236.5 hours from 17200 feet, heading 165, speed 176 knots, on far edge of mixed red and green T.I's as per W/B. W/B clear on Marconi but poor on V.H.F. Plenty of markers, target readily identified. 2 large explosions lit up area just after bombs away. Weather diversion to Turweston. Tactics good, met. as briefed, W/B had attack well in hand. Marking ample and well concentrated. Good concentration of A/C on target. Bomb explosions seen in centre of markers. Good effort for cloud conditions.	
8/9 Apr.	Lancaster I "Q" RA-511	(Captain) J35635 P/O R.A. Christenson	Bombing	19:16	01:30	10/10ths low stratus, tops 3000 feet, estimated, visibility good. Target identified by red flares and green stars. Bombed at 2237.5 hours from 17800 feet, heading 180T, speed 185 knots, nil wind, on starboard edge of 3-4 flares on instructions of W/B. Sky marking was good and well placed. W/B heard clearly on V.H.F., concise from 2227 hrs. and directed "Centre of sky marking". Several large explosions 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 evade bomber at time of photo.	

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
8/9 Apr.	Lancaster I "R" RA-505	(Captain) J92120 P/O W.S. Barker	Bombing	19:19	02:20	10/10ths low stratus, tops 14,000 feet, visibility good. Target identified by reflection of T.I.'s on ground, 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.F. but very noisy. Target readily identified, fair marking, bright orange glow through cloud. 1 x 500 lbs. hung up and brought back. Weather diversion to Silverston. Tactics sound, met. as briefed. No photo flash. M/B appeared to have attack well under control. Good raid.	
8/9 Apr.	Lancaster I "S" RA-512	(Captain) J41145 P/O W.K. Otton	Bombing	19:12	02:32	10/10ths thin cloud. Target identified by centre of glow of glow from red T.I.'s. Bombed at 2232 hours from 18,000 feet, heading 190, speed 130 knots, on centre of glow of red T.I. Red T.I. seen cascading into cloud, bombed on M/B's instructions, they were to bomb first red T.I.'s seen. Diverted to Little Staughton. Combat reported, no claims. Appen. C. 25.	
8/9 Apr.	Lancaster I "W" NG-498	(Captain) J41154 P/O D. Fleiter	Bombing	19:15	01:43	10/10ths strata cu., very low, visibility very good. Target identified by red and green T.I.'s cascading, Wanganui, heard M/B, H2S. Bombed at 2238.7 hours from 18,700 feet, 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 explosion. Target illuminated against clouds. Weather diversion to Turweston. Marking ample and closely grouped, bombing appeared concentrated. Fair concentration of A/C on target. Steady camera run. Good effort under cloud conditions.	

OPERATIONS RECORD BOOK

APPENDIX A

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By No. 433 (B.O.A.F.) Squadron

SECRET

Page No. 6

*13301-03311 Wt. 2725-4155 72M 10044 T.S. 790

FOR THE MONTH OF April, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
8/9 Apr.	Lancaster I "Y" RA-513	(Captain) J92115 P/O B.H. Jensen	Bombing	19:26	03:40	10/10ths cloud, tops 2000 feet, visibility good. Target identified by sky markers, red with green stars and DR. Bombed at 2236 hours from 19,000 feet, heading 180, speed 180 knots, on sky markers. Marking was sufficient, well concentrated and punctual. Target was cloud obscured. At 2240 hours a large reddish explosion in the T/A was reflected on the cloud. Weather diversion, landed at Tarrant Rushton. Camera run satisfactory, tactics were very good. Two combats reported, no claims or damage to bomber	Appen. C.26 & G.27.
8/9 Apr.	Lancaster I "D" ME-375	(Captain) J41011 P/O R.M. Dahl	Bombing	19:47	02:05	10/10ths low stratus, visibility good. Target identified by red T.I's, Wanganui and illuminating flares and M/B. Bombed at 2237.2 hours from 17,500 feet, heading 180, speed 176 knots, on red Wanganui as per M/B. Good concentration of Wanganui, red glow through cloud, numerous bomb flashes. Weather diversion to Turweston. Tactics sound, met. as briefed, target readily identified and well marked. M/B loud and clear and had attack well under control. 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 "H" NG-232	(Captain) J89783 P/O J.D. O'Neill	Gardening	19:28	01:11	Mined at a position 553600N 105430E, H2S bearing and distance. Mined at 2237.40 hours from 12,000 feet, heading 028T, speed 179 knots. Some haze, low stratus 6/10ths, tops 500-1000 feet, visibility good. F24 at time of release. Good raid, tactics good, no difficulties. Tuning of H2S made bombing a little late, definition of datum good after set tuned. 7 mile range hardly adequate for run up.	Battle Order No. 272.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
9/10 Apr.	Lancaster I "L" NG-441	(Captain) J8917 P/L D.S. Rogers	Gardening	19:30	01:14	Mined at a position 543600N 105430E, H2S bearing and distance. Mined at 2240 hours from 12,000 feet, heading 028T, speed 170 knots. 3/10ths str., 1000 feet tops, visibility good above, F24 at release. Good trip, route and tactics good. One combat reported. Enemy A/C was damaged, strikes observed and large flash on starboard side. No damage to bomber or crew.	Appen. G.28.
9/10 Apr.	Lancaster I "N" NG-496	(Captain) J6861 P/L L.D. Allatt	Gardening	19:31	01:03	Mined at a position 543600N 105430E, H2S bearing and distance. Mined at 2234.43 hours from 12,000 feet, heading 038T, speed 168 knots. 7/10ths str. cu., tops 1000 feet, visibility good above. F24 at release. Good effort, tactics and route O.K. No difficulties encountered.	
9/10 Apr.	Lancaster I "U" NE-457	(Captain) J92764 P/O R.K. Harrison	Gardening	19:33	01:12	Mined at a position 543600N 105430E, H2S bearing and distance. Mined at 2234.48 hours from 12,000 feet, heading 031T, speed 168 knots. 2-3/10ths stratus, tops 1000 feet, visibility above good. F24 at release. Seemed very successful, route and tactics O.K., met. not as briefed.	
9/10 Apr.	Lancaster I "V" SW-273	(Captain) J16536 P/L A. Strelchuk	Gardening	19:29	01:22	Mined at a position 543600N 105430E, H2S bearing and distance. Mined at 2249.40 hours from 12,000 feet, heading 032T, speed 170 knots. 3/10ths low stratus, tops 500-1000 feet, visibility moderate. F24 at release. Good trip. Orbit to starboard in garden area due to faulty bomb release gear on first run. Tactics especially good. Good definition of datum in H2S. No other difficulties.	

OPERATIONS RECORD BOOK

OPERATIONS RECORD BOOK

APPENDIX A.4

A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 7

*15233-0011) WL 58761-0156 73M 10/44 T.S. 700

FOR THE MONTH OF April, 19 45

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
10th Apr.	Lancaster I	Target, all A/Cs- "LEIPZIG"				Bomb load, each A/C:- 1 x 4000 lbs., 6 x 250 lbs., & 8 x 500 lbs.	Appen. B.45
10th Apr.	Lancaster I	(Captain) R55562 W/O Belliveau, R.J.	Bombing	13:39	21:41	<p>Will cloud but slight haze and smoky on ground. Target identified visually and by red T.I.'s. Bombed at 1759.0 hours from 16800 feet, heading 126T, speed 188 knots, on the centre of the M/I. Marking was punctual and mostly accurate and concentrated. Visually identified by distinctive M/I and Leipzig. Very early and no bombs were seen bursting. M/I at 1756hrs., said to M/Y, "Bomb to left of T.I.'s and one second over". V.H.F. was very clear. H/Y, predicted over target at 1758 hours, 16800 feet. Camera run not completed due to evasive action from H/Y. No certain of heading when A/C turned. Tactics were good. Timing on gaggle was not too good. Very good attack.</p>	Battle Order No. 273.
10th Apr.	Lancaster I	(Captain) J89632 P/O R.J. Grisdale	Bombing	13:17		<p>This A/C failed to return from this operation.</p> <p>J89632 P/O R.J. Grisdale, Pilot, 2 trips, 7 pts., 11:50 hours. J40890 P/O I.B. Sierler, Navigator, 1 trip, 4 pts., 4:30 hours. R205383 Sgt. Hixk, J.M., W/O, 1 trip, 4 pts., 4:30 hours. J39929 P/O W.C. Moleod, Air Bomber, 1 trip, 4 pts., 4:30 hours. R274963 Sgt. Seale, P.C., Rear Gunner, 1 trip, 4 pts., 4:30 hours. 1896557 Sgt. Thurston, W.A., R.A.F. Flight Engineer, 1 trip, 4 pts., 4:30 hours. R273241 Sgt. Roberts, D.V., Mid-upper Gunner, 1 trip, 4 pts., 4:30 hours. According to witnesses' statements, this A/C was hit by predicted flak just short of the target. The starboard inner engine caught fire, instantly being feathered, and the fire was extinguished immediately. The A/C was seen to lose height to starboard when an explosion occurred which flipped the A/C on its back and it then spiraled into the ground where the bomb load exploded. No flames were seen to open and it seems very improbable that any of the crew survived. The location of the crash was 51°28'N and 12°42'E.</p>	

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
10th Apr.	Lancaster I "G" NG-779	(Captain) J3962 P/O R.E. Johnston	Bombing	13:22	21:57	Slight ground haze, visibility good. Target identified visually, pin-pointed for 50 miles, heard M/B, red T.I.'s on ground. Bombed at 17:59.5 hours from 16,200 feet, heading 141, speed 180 knots, on centre of M/I's, close to red T.I. Red T.I.'s circled A/P, M/B directed to aim at first T.I.'s. M/B not heard clearly on V.H.F. Bomb bursts on markers on run-up after leaving target, great billows of smoke up to 3000 feet. Building seen to get direct hit just north of A/P. Good gaggle formation to target and homeward but slightly congested over T/A. Fighter cover very good. Bombing really concentrated on M/I's. Good raid.	
10th Apr.	Lancaster I "K" NG-459	(Captain) J13355 P/L J.P. Brown	Bombing	13:19	21:34	Light ground haze, visibility good. Target identified by red T.I.'s cascading, map read 20 miles, heard M/B. Bombed at 1759.3 hours from 16800 feet, heading 125, speed 176 knots, on centre of M/I's. M/B instructed to overshoot first T.I. by one second. First message from M/B was, "Bomb T.I.'s, they're bang on". A/P readily identified as A/U flew over city, circled by red T.I.'s. Cookies exploding within circle of T.I.'s. A few from first A/U to starboard and short. Gaggle formation good but leaders flew too fast which necessitated whole gaggle dog legging on three occasions. Heard M/B commenting on previous bombing. Fighter cover good, definitely a good and effective effort.	

OPERATIONS RECORD BOOK

APPENDIX A-4

A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 8

*13383-23111 W/L 28248-2156 72M 10/44 T.S. 700

FOR THE MONTH OF April, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
10th Apr.	Lancaster I "O" RA-506	(Captain) J9554 P/L R.W. Andrew	Bombing	13:21	21:32	Nil cloud, slight ground haze, good visibility. Target identified visually and by T.I.'s red and H28. Bombed at 1758.3 hours from 16500 feet, heading 116°, speed 171 knots, on T.I.'s on centre of M/I. Marking was accurate, punctual and concentrated. Visually identified by distinctive M/I and railway to starboard and Leipzig. Bombing was well concentrated on T.I.'s. Large yellowish explosion at 1759 hours. M/I's first instruction to M/I at 1758 hours, "Bomb port red markers". Camera run straight and level and course maintained. Tactics were good. A grand attack.	
10th Apr.	Lancaster I "P" RA-509	(Captain) J90885 P/O J.A. Forbes	Bombing	13:23	21:52	Slight ground haze, visibility good. Target identified by red T.I.'s on ground, map read 50 miles to target, heard M/I. Bombed at 1759.2 hours from 15,000 feet, heading 110, speed 168 knots, on three fading T.I.'s on centre of M/I's as instructed by M/I. Only 3 stale T.I.'s down, target becoming obscured with thick smoke where bombs exploding. One huge explosion that flashed through smoke (orange) at 1800 hours. Target seen from Halle. Gaggles well concentrated. For one hour previous to target lost starboard inner engine at 1743 hours and lost height and speed dropping behind own gaggle. Steady camera run, bombing well concentrated. Fighter cover adequate and effective.	

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
10th Apr.	Lancaster I "Q" RA-511	(Captain) J35635 F/O R.A. Christenson	Bombing	13:28	21:40	Slight ground haze, visibility good. Target identified by red T.I's, map read 30 miles, heard M's. Bombed at 1800 hours from 16800 feet, heading 116, speed 179 knots, on southern edge of M's, no instructions from M's. Only a few T.I's red on ground, rather scattered. Cookies exploding on M's. Fairly good gaggle but winds off and too many dog legs, ample fighter cover, avoiding other A/C on bombing run. Appeared to be developing into effective raid	
10th Apr.	Lancaster I "R" RA-505	(Captain) J92120 F/O W.S. Marker	Bombing	13:25	21:55	Nil cloud, slight ground smoke or haze, visibility good. Target identified visually and by red T.I's cascading. Bombed at 1758.0 hours from 16500 feet, heading 122, speed 180 knots, on round house in centre of M's. Marking was on and one half min. late but accurate and concentrated. Visual M Autobahn to port and railway to starboard on run in and the M's itself. Early in attack but bombing concentrated and many fires left smoke rising to 15,000 feet. M's first heard talking to M's at 1756 hours and advised, "Bomb centre of red T.I's". Camera run straight and level and course maintained, tactics were good, a very good attack.	
10th Apr.	Lancaster I "T" NG-498	(Captain) JA1011 F/O R.M. Dahl	Bombing	13:27	19:33	Abortive sortie, NO M.T., 5200N 0705E, 1638 hours. 16200 feet. Jettisoned full bomb load in North Sea allotted area, safe, clear below at 1814 hours. Port inner engine failed as a result of oil leak. Kept going until necessary to feather prop and then attempted to keep up to gaggle on three engines. Unable to maintain height or speed.	

SECRET

COMBATTING SECOND BOOK

OPERATIONS RECORD BOOK

APPENDIX A-4

J.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 9

"13321-2511" Wt. 2722-2158 72W 1044 T.S. 780

FOR THE MONTH OF April, 19 45.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
13/14 Apr.	Lancaster I "H" NC-232	(Captain) Target, all A/C:- "KIEL BAY" J89783 P/O J.D. B'Wall	Gardening	20:25	02:20	Mine load, each A/C:- 6 x 1000 lbs. Mk. VII Mines. Mined at a position 544100N 104500E, H2S bearing and distance. Mined at 2323.30 hours from 12,000 feet, heading 133T, speed 169 knots. 10/10ths low stratus, tops 1500 feet, visibility fair. F24 at time of release. Definition of datum point good. Hang up of mine in position 8 due to jamming of release mechanism, required orbit for this mine. Successful trip, met. not as briefed through whole trip. Route and tactics fine, no major difficulties. Slip-stream caused wobbling at time of release. Diverted to Bruntingthorpe due to weather.	Appen. B.46, Battle Order No. 275.
13/14 Apr.	Lancaster I "X" NC-459	(Captain) J92764 P/O R.K. Harrison	Gardening	20:30	02:35	Mined at a position 544100N 104500E, H2S. Mined at 2323.08 hours from 12,000 feet, heading 133T, speed 174 knots. No cloud over garden, visibility poor. Successful gardening, met. winds were cut badly. Camera operated. Started to descend after gardening finished on account of fighters. Diverted to Bruntingthorpe due to weather.	
13/14 Apr.	Lancaster I "Q" RA-511	(Captain) J16536 P/L A. Strelchuk	Gardening	20:24	03:17	Mined at a position 544100N 104500E, H2S. Mined at 2324.38 hours from 12,000 feet, heading 133T, speed 174 knots. No cloud, visibility fair. On 10 station fusing went with mine, faulty fusing box. Tactics good, met. not as briefed, successful raid, camera operated straight and level. Diverted to Bruntingthorpe due to weather.	
13/14 Apr.	Lancaster I "U" ME-457	(Captain) J6681 P/L L.D. Allatt	Gardening	20:32	02:23	Mined at a position 544100N 104500E, H2S. Mined at 2327.58 hours from 12,000 feet, heading 133T, speed 170 knots. 10/10ths thin stratus, tops 3000 feet, visibility not good. One mine hung up on 11 station, release gear failure, brought back. Tactics good, met. wasn't as briefed. Successful gardening. Camera operated straight and level. Diverted to Bruntingthorpe due to weather.	

www.bombercommand.co.uk

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
13/14 Apr.	Lancaster I	Target, all A/Cs- "KIEL" (Bombing)				500 lbs. Bomb load, each A/C- 1 x 4000 lbs., 4 x 1000 lbs., & 8 x	Appen. B.44, Battle Order No. 274a
13/14 Apr.	Lancaster I	(Captain) J13353 F/L J.P. Brown	Bombing	20:23	02:12	10/10ths stratus, tops 5000 feet, visibility good. Target identified by illuminating flares and green T.I. Bombed at 2333.8 hours from 15,500 feet, heading 194T, speed 178 knots, near edge of centre of green T.I.'s on instructions of M/L. Well illuminated and good concentra- tion of green T.I.'s. M/B heard clearly and concentration of bombs good. Diverted to Bruntingthorpe due to weather. Good concentration although early in attack. Good concen- tration of bombs on target. Tactics good, camera operated straight and level.	
13/14 Apr.	Lancaster I	(Captain) 035376 F/O W.G.R. Simpson	Bombing	20:05	02:14	10/10ths stratus, tops 1000-2000 feet, visibility fair to good. Target identified by green T.I., illuminating flares, red T.I., checked H28 roughly. Bombed at 2333.7 17,000 feet, heading hours from 160T, speed 182 knots, on centre of green T.I. cascading at about 2332 hours on instructions of M/L. Red T.I. burnt out at time of bombing, green T.I. were good, concentration plentiful, well grouped. M/B heard clearly, said, "Both centre of green T.I.". Heard from 2315 to 2334 hours. Other bombing flashes seen amongst T.I. Diver- ted to Bruntingthorpe due to weather. Good raid if T.I.'s on. No difficulties except flak on east coast of Denmark on run into target. Met. notes briefed with no cloud over target. No congestion over target, ^{apt} straight and level for photo because port wing dropped.	
	"G" PB-893						

OPERATIONS RECORD BOOK

APPENDIX A-1

A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No 10

*15243-5511 WL 18722-2126 734 10/44 T.S. 700

FOR THE MONTH OF April, 19 45.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
13/14 Apr.	Lancaster I "J" NW-779	(Captain) J39642 P/O R.E. Johnstone	Bombing	20:14	02:18	10/10ths low stratus, tops 1/4000 feet, visibility fair. Target identified by green T.I., checked H28. Bombed at 2334.5 hours from 14900 feet, heading 184Z, speed 179 knots, on centre of glow of green T.I. beneath cloud on instructions of N/S. Green T.I. only seen, cascaded. 2830 hours to time of bombing, good concentration, plentiful, seemed well placed. N/S heard clearly V.H.F. from H-15, instructed to bomb centre of green T.I. 2330 on frequent intervals. Other bombing and explosions amongst T.I. Diverted to Bruntingthorpe due to weather. Good raid if T.I. on. No congestion over target, route and tactics O.K. H28 worked well in this area but range small. No difficulties. Last of photo run may not have been straight and level.	
13/14 Apr.	Lancaster I "L" NG-444	(Captain) J32115 P/O R.N. Jensen	Bombing	20:09	02:58	10/10ths stratus (thin), visibility good. Target identified by green T.I.'s, illuminating flares and H28. Bombed at 2332.2 hours from 15200 feet, heading 175Z, speed 183 knots, on green glow as instructed by N/S. Green glow large and well concentrated and bomb bursts well concentrated. Diverted to Bruntingthorpe due to weather. Tactics O.K., PFF very good, N/S very clear and his instructions were wisely understood. Looked like successful raid if PFF accurate. Large number of A/O had navigation lights on to Danish coast. Camera operated straight and level.	

www.bombercommand.co.uk

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
13/14 Apr.	Lancaster I "N" NC-496	(Captain) JH1011 E/O R.M. Dahl	Bombing	20:16	02:25	10/10ths cloud, tops 4-5000 feet, visibility good. Target identified by illuminating flares, red and green T.I., greens cascading at 2331, API check. Bombed at 2330 hours from 16700 feet, heading 250T, speed 185 knots, on centre of green T.I. cascading, on instructions of M/B. Red T.I. well burnt out at time of bombing green T.I. and concentration plentiful, seen through cloud. M/B heard clearly from 2315 to 2335 hours, instructed to bomb centre of green T.I. Results not seen through cloud. Jettisoned 1 x 1000 lbs., safe, 0046 hours, 5445N, 0635E, 4000 feet, hung up over target. Diverted to Bruntingthorpe due to weather. Seemed like a good raid if T.I. well placed. Route and tactics O.K., no difficulties. Camera didn't operate.	
13/14 Apr.	Lancaster I "A" HP-149	(Captain) R55562 W/O Bellevue, R.L.	Bombing	20:29	02:30	10/10ths low stratus, 3-4000 feet, visibility good. Target identified by green T.I. Bombed at 2335 hours from 16700 feet, heading 240T, speed 170 knots, on centre of glow of T.I. through cloud on instructions of M/B. No red T.I. seen. Green T.I. cascaded from 2328 hours and good concentration and grouping below cloud. M/B clearly heard and gave instructions to, "Bomb centre of green T.I.". First heard at H-15. Other bombing seemed well met T.I. Good glow under cloud. Jettisoned 1 x 500 lbs., live, 1520N 0850E, 2043 hours, 17,000 feet, hung up over target. Diverted to Bruntingthorpe due to weather. Fairly good attack, good concentration over target, route and tactics O.K. Considerable flak along east coast of Denmark. No major difficulties. Straight and level for photo.	

OPERATIONS RECORD BOOK

APPENDIX A-4

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 11

*1323-02121 WL 5722-0136 75M 10241 T.S. 700

FOR THE MONTH OF April, 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
13/14 Apr.	Lancaster I "V" SW-273	(Captain) J9554 P/L R.W. Andrew	Bombing	20:12	02:31	10/10ths stratus, tops 4-5000 feet, visibility good. Target identified by green T.I., illuminating flares, checked H2S. Bombed at 2332.5 hours from 15800 feet, heading 195T, 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 bombing explosions seemed centred on green T.I. Jettisoned 1 x 1000 lbs., safe, 0104.5 hours, 5432.5N 0249E, 3000 feet, hung up over target, technical failure. Diverted to Bruntingthorpe due to weather. If T.I. on it was a good attack but no ground detail seen. Route and tactics O.K. but met. not as briefed over whole journey. No congestion over target. Difficulty dog-legging to port from starboard edge of stream. No difficulties, camera may not have operated, wavy at any rate.	
13/14 Apr.	Lancaster I "Y" RA-513	(Captain) J90685 P/O J.A. Forbes	Bombing	20:15	02:33	10/10ths stratus, thin, tops 2000 feet. Target identified by green T.I.'s and illuminating flares. Bombed at 2333.5 hours from 17000 feet, heading 180T, speed 178 knots, near edge and centre of green glow as per M/B instructions. Good concentration of T.I.'s lighting up through the cloud. Good concentration of bombing. Diverted to Bruntingthorpe due to weather. Tactics O.K., met. off, FFF good, M/B heard clearly, "Bomb green T.I.'s, then, bomb near edge". S/S fighter seen in Kiel canal area. Camera operated straight and level.	

www.bombercommand.co.uk

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
13/14 Apr.	Lancaster I "R" RA-505	(Captain) J92120 F/O W.S. Barker	Bombing	20:11	02:15	Bomb load for next 2 A/C:- 1 x 4000 lbs., 4 x 500 lbs., 10/10ths stratus (thin), tops 4000 feet. Target identified by green T.I.'s, 4 illuminating flares. Bombed at 2329.5 hours from 16100 feet, heading 165T, speed 180 knots, on centre of green T.I.'s on M/S's instructions. Good concentration of marking, bomb bursts well concentrated for early in attack. Diverted to Bruntingthorpe due to weather. Tactics very good, marking sufficient and well concentrated, M/S heard clearly. A/C with navigation light to beyond 78. Not sure if camera operated but straight and level for run.	
13/14 Apr.	Lancaster I "S" RA-512	(Captain) J35635 F/O R.A. Christensen	Bombing	20:10	02:28	6/10ths thin stratus, visibility good. Target identified by green T.I.'s. Bombed at 2330 hours from 16400 feet, heading 220T, speed 185 knots, on centre of green T.I.'s, bombed on M/S's instructions. Good concentration of green T.I.'s, no ground visible. Large reddish orange glow under the cloud. Diverted to Bruntingthorpe due to weather. Tactics O.K., met. wasn't as briefed, looked like a successful raid. Slight bank to starboard on camera run.	

OPERATIONS RECORD BOOK

APPENDIX A-4

A.F.
Form 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 12

*1531-11111 Wt. 18712-2156 72M 10144 T.S. 700

FOR THE MONTH OF April, 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
16/17 Apr.	Lancaster I	(Captain) Target, all A/U:- "SCHWANDORF"				Bomb load, each A/U:- 1 x 4000 lbs. & 11 x 500 lbs.	Appen. B.48,
16/17 Apr.	Lancaster I	(Captain) 39276 P/O R.J. Harrison	Bombing	23:12	08:07	No cloud, slight ground haze, visibility fair. Target identified by red and green and bend of river. Bombed at 0404.9 hours from 10,500 feet, heading 088, speed 170 knots, on green T.I. By visual check of river bends T.I. on A/P. Bombing on T.I.'s target getting obscured by black smoke. Tactics good, A/U straight on bombing run. M/B heard clearly at H-5 telling B.U. not to drop Wanganui	Refuge Order No. 276.
	"K" NG-459						
16/17 Apr.	Lancaster I	(Captain) 31353 P/O J.P. Brown	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 green T.I. By visual check from river T.I. appeared to be on A/P. T.I. well concentrated, also bombing. Two large explosions at 0401 hours. Tactics good but speed slow, met, as briefed to target. Evasive action at time of camera run. M/B heard clearly at H-15 saying to FFF to drop T.I.	
	"B" PA-225						
16/17 Apr.	Lancaster I	(Captain) 035376 P/O W.G.R. Simpson	Bombing	23:29	07:45	Clear, slight 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, on centre of red and green T.I.'s as per M/B's instructions. Markers well concentrated and bomb bursts well concentrated on T.I.'s. Tactics very good and Pilot satisfied that it was a very successful prang. M/B heard very clearly. Met, as briefed, no congestion in T.I. Camera operated straight and level.	
	"G" PB-893						

www.bombercommand.co.uk

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
16/17 Apr.	Lancaster I "H" WG-232	(Captain) J89783 P/O J.D. O'Neil	Bombing	23:06	07:49	Ground haze, visibility poor. Target identified by 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 0413 hours. Good tactics, met. poor, visibility hazy. Straight and level on bombing run. M/B heard clearly at 0346 hours, time check.	
16/17 Apr.	Lancaster I "J" HN-779	(Captain) J39642 P/O R.E. Johnstone	Bombing	22:59	08:13	Heavy ground haze, visibility good. Target identified 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 concentrated on T.I.'s. One large explosion at 0408 hours, orange colored explosion lasting about 10/15 seconds, smoke rising to 3000 feet. Good tactics, A/C straight and level on bombing run. M/B heard clearly at H-15 giving time check. Should be a very successful raid.	
16/17 Apr.	Lancaster I "L" WG-444	(Captain) J92145 P/O B.H. Jensen	Bombing	23:09	08:04	No cloud, ground haze as fog. Target identified by river seen on run in, red and green T.I.'s cascading and DR. Bombed at 0402.4 hours from 10,200 feet, heading 075E, speed 169 knots, on green T.I.'s as per instructions of M/B. Red and green T.I.'s and bomb bursts well concentrated. No detail seen. Tactics good, met. as briefed, no congestion of A/C in T/A, raid looked successful. Camera operated straight and level.	

ONE LONG SECOND BOOK

SECRET

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX A-4

A.F.
FORM 341.

DETAIL OF WORK CARRIED OUT

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

SECRET.

PAGE No. 13

*2321-2571 Wt. 2872-2156 75W 10/44 T.S. 700

FOR THE MONTH OF April, 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
16/17 Apr.	Lancaster I "F" RA-509	(Captain) J95063 P/O H.B. Batty	Bombing	23:34	08:09	No cloud, thin ground haze, visibility good. Target 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 large explosion at 0403 hours. T/A covered with black smoke rising up to 10/11,000 feet. Tactics good on account of low heights and not using oxygen. A/C straight on bombing run. M/B heard very clearly at H-10 directing FFF.	
16/17 Apr.	Lancaster I "R" RA-505	(Captain) J92120 P/O W.S. Harber	Bombing	22:48	08:11	No cloud, slight haze, visibility good. Target identified by red and green T.I.'s, illuminating flares and DE. Bombed at 0404.3 hours from 11,700 feet, heading 084, speed 180 knots, on green glow as per M/B's instructions. Good concentration of T.I.'s and target was very smoky, bomb bursts were seen well concentrated. Tactics bang on, met, as briefed, FFF marking excellent and bombing was concentrated. If T.I.'s O.K. the attack should be very successful. M/B heard, nature of green glow. Camera operated, straight and level but bumpy.	
16/17 Apr.	Lancaster I "S" RA-512	(Captain) J36536 P/O R.A. Christensen	Bombing	22:50	08:03	No cloud, ground haze, visibility good. Target identified by red and green T.I. Bombed at 0405 hours from 11,400 feet, heading 105, speed 184, on centre of red T.I. T.I. very well concentrated, bombing on T.I.'s. Black smoke rising to 5,000 feet. Two large explosions at 0430 hours. Tactics good, winds very variable. A/C straight on bombing run. M/B heard clearly at H-15.	

www.bombercommand.co.uk

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
16/17 Apr.	Lancaster I "T" NG-498	(Captain) Jk1154 P/O D. Fleiter	Bombing	23:04	07:53	Clear except for ground haze. Target identified by red and green T.I.'s and cascading T.I.'s and bomb explosions. Bombed at 0404.7 hours from 11,100 feet, heading 084Z, speed 176K, on centre of red and green T.I.'s on M/B's instructions. Good concentration of red and green T.I.'s. Four large orange colored explosions and large amount of black billowing smoke up to 8000 feet. Very successful raid and tactics very good, no congestion over T.I. Met. as briefed and M/B heard distinctly. Camera operated straight and level.	
16/17 Apr.	Lancaster I "V" SW-273	(Captain) J9554 P/O R.W. Andrew	Bombing	2332	07:44	10/10ths low cloud, tops 500 feet, visibility good. Target identified by red and green T.I. Bombed at 0402.7 hours from 10,500 feet, heading 111Z, speed 167 knots, on 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 plan.	
16/17 Apr.	Lancaster I "Y" RA-513	(Captain) J90885 P/O J.A. Forbes	Bombing	23:31	06:39	Clear but ground haze, visibility good. Target identified by ground markers and M/B, river seen. Bombed 0403.3 hours from 10,200 feet, heading 108Z, speed 171 knots, on centre of red and green glow as instructed by M/B. Markers seen under haze well concentrated, bomb explosions and smoke. Bombing seemed accurate in relation to markers. M/B heard clearly from 0348 hrs., ordered bomb centre of red and green glow. Changed instructions often. Port inner engine caught fire due to runway prop, 0417 hrs., 4943N 1122E, 8000 feet. At 0553 hrs., 5025N 0540E, 8000 ft., set course for Namur, decided to land at nearest field due to engine trouble, landed at Mollbrook near Brussels at 0630 hrs. Very good attack depending on accuracy of markers, met. as 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.	

OPERATIONS RECORD BOOK

APPENDIX A-4

A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 14

*15241-02113 Wt. 25/22-0156 750 10/44 T.S. 700

FOR THE MONTH OF April 19 45.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
16/17 Apr.	Lancaster I "A" RF-149	(Captain) J27847 P/O L.J. Kermit	Bombing	23:28	08:06	No cloud, slight haze, visibility good. Target identified by red and green T.I.'s and illuminating flares, heard M/B. Bombed at 04:11.5 hours from 12,000 feet, heading 140F, speed 168 knots, on centre of smoke column, late on target and T.I.'s were burnt out. Large high column of smoke, no other details seen. Tactics good, met, as briefed, no Gee on H2S. M/B heard giving time check and PFF instructions. Camera operated straight and level.	
16/17 Apr.	Lancaster I "N" NG-496	(Captain) J6681 P/L L.D. Allatt	Bombing	23:35	07:56	No cloud, slight ground haze, visibility good. Target identified by red and green T.I. and visually by bends of river. Bombed at 04:02.7 hours from 9900 feet, heading 110, speed 168 knots, between red and green T.I. By visual check T.I. appeared to be on M/Yds, they were well concentrated. Bombing on T.I. but a few undershoots. One large explosion at 04:01 hrs. Tactics very good, evasive action when camera turned. M/B heard clearly at H-10 saying, "Bomb red T.I." If T.I. accurate should be successful raid.	
16/17 Apr.	Lancaster I "B" MB-375	(Captain) J16729 P/L E.J. Meek	Bombing	23:15	08:02	No cloud, visibility good. Target identified by red and green T.I. and bends in river. Bombed at 04:03.5 hours from 10,800 feet, heading 116, speed 175 knots, on green T.I. By visual check green T.I. on A/P. Bombing well concentrated, wiping out T.I. as they went down. Many explosions larger than cookie. Target getting obscured by smoke. Tactics good, straight on bombing. M/B heard clearly at H-15 giving time check. Should be a very successful raid.	

www.bombercommand.co.uk

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
21/22 Apr.	Lancaster I	Target, all A/U:- "KATTEGAT"				Mine load, each A/U:- 6 x 1500 lbs. Mk. IV Mines.	Appen. B.49.
21/22 Apr.	Lancaster I	(Captain) 035376 P/O W.G.R. Simpson	Gardening	20:00	02:20	Mined at a position 57 degrees, 51' 20"N, 11 degrees, 00' 00"E, H2S bearing and distance. Mined at 2340.40 hours from 10,000 feet, heading 078T, speed 172 knots. 8/10ths stratus cu., tops 14-15,000 feet, visibility fair. F2k at time of release. Satisfactory trip, H2S faded during run up, came back about 1 1/2 min. after dropping mines, computed mine dropped about 1 3/4 short of A/P. Saw good definition bearing run up faded at R.P. then came back on turn after target. Route and tactics O.K., met. as briefed.	Battle Order No. 277.
	"C" PB-908						
21/22 Apr.	Lancaster I	(Captain) J13353 P/L J.P. Brown	Gardening	20:06	02:23	Mined at a position 57 degrees, 51' 30"N 11 degrees, 04' 00"E, H2S bearing and distance. Mined at 2345.16 hours from 10,000 feet, heading 066, speed 166 knots. Broken stratus to 11,000 feet, garden target clear, visibility good. F2k at release. Good trip, tactics O.K. Good concentration in garden. No difficulties.	
	"J" NN-779						
21/22 Apr.	Lancaster I	(Captain) J16536 P/L Strelchuk, A.	Gardening	20:01	02:41	Mined at a position 57 degrees, 51' 30"N, 11 degrees, 04' 00"E, H2S bearing and distance. Mined at 2344.10 hrs., from 10,000 feet, heading 059T, speed 166 knots. 5/10ths broken stratus cu., 11-12,000 feet, visibility fair to good. F2k at time of release. Successful trip, route and tactics good, definition of Skaw good throughout. No difficulties.	
	"R" RA-505						
21/22 Apr.	Lancaster I	(Captain) J6269 P/L J.E. Yallance	Gardening	20:03	02:31	Mined at a position 57 degrees, 51' 30"N, 11 degrees, 04' 00"E, H2S bearing and distance. Mined at 2343.05 hrs., from 10,000 feet, heading 065T, speed 172 knots. Clear, visibility fair. F2k at time of release. Good trip, route and tactics O.K., met. fair. Definition of Skaw only fair at time of release but good prior to that. No major difficulties.	
	"U" ME-457						

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX A-4

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 15

*1521-15212 Wt. 2522-2156 75W 10/44 T.S. 700

FOR THE MONTH OF April, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
21/22 Apr.	Lancaster I "B" HQ-498	(Captain) J93063 P/O H.E. Batty	Cardening	20:04	02:26	Mined at a position 57 degrees, 51' 30"N, 11 degrees, 04' 00"E, R2S bearing and distance. Mined at 2344.18 hours from 10,000 feet, heading 066, speed 169 knots. Clear, visibility fair. P24 at time of release. Condition of static line suggests that two chutes failed to open. Satisfactory trip, Skaw good definition. Route and tactics O.K., except air speed too slow for rough weather over sea, much stronger than briefed but direction good.	
22nd Apr.	Lancaster I "B" PA-225	(Captain) J27867 P/O G.M. Gillis J25983 P/O G.M. Gillis	Bombing	15:56	19:20	Bomb load, each A/Gi- 1 x 4000 lbs., 5 x 1000 lbs., 4 x 250 lbs. and 4 x 500 lbs. Returned early at 1612 hours, 7500 feet. Jettisoned whole load, 522W 0317E, 1741.5 hours, 8000 feet. Star-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 at. cu., tops 5000 feet in jettison area.	Appen. B.50, Battle Order No. 278.
22nd Apr.	Lancaster I "B" PA-323	(Captain) J27867 P/O L.J. Kennit	Bombing	15:54	21:46	A.O.E.T. at target 1854 hours. 8-9/10ths cloud, tops 7000 feet, visibility good. Target identified visually on run up bout cloud over target. M/S not heard to call the main force. Jettisoned at 5347W-0147E, 2051 hours, 11,000 feet, safe, 2 x 1000 lbs., 4 x 250 lbs, remainder brought back. Tactics good, gaggle quite close but strung out. Quite likely could have bombed if we had made an orbit as cloud was moving from the city. Considerable interference from some one with V.H.F. on transmit.	

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
22nd Apr.	Lancaster I "G" PB-893	(Captain) J8917 F/L D.S. Rogers	Bombing	15:51	21:43	A.O.B.T. over target 1853 hours. 10/10ths cloud over target to 6000 feet, visibility good. Did not hear M/B. Jettisoned 1 x 1000 lbs., & 4 x 250 lbs, 54W 0150R, 8000 feet, heading 031T, as advised by W.T., brought back remainder. 4/10ths cloud on run up but the aiming point was obscured. M/B was not heard. Gaggle was too long at 1940 hours. A conversation was heard over V.H.F. carried on by persons named Joe, Don and Smithy, saying, "How's the gaggle?," "Shall we signal with Aldis," "How far behind is the gaggle".	
22nd Apr.	Lancaster I "H" NG-232	(Captain) J93279 F/O M.P. George	Bombing	16:09	22:24	A.O.B.T. at target at 1855 hours. 7-8/10ths cloud, tops 6000 feet, visibility good. Town seen but not A/P. M/B heard giving winds but no further instructions. Whole load brought back. Tactics satisfactory, gaggle fairly good.	
22nd Apr.	Lancaster I "K" NG-459	(Captain) J92764 F/O R.K. Harrison	Bombing	16:07	21:35	A.O.B.T. over target 1854 hours. 9/10ths s.c., top good, visibility good. Did not hear M/B. Jettisoned as ordered by W.T. 4 x 250 lbs., & 2 x 500 lbs., 10,000 feet, 530W 0038R, speed 190 knots, brought back remainder. Gaggle was loosely formed, timing was good. 9/10ths s.c. over target made bombing impossible. M/B was not heard.	
22nd Apr.	Lancaster I "N" NG-496	(Captain) R55562 W/O R.L. Belineau, R.A.F.	Bombing	15:52	21:53	Abortive O.B.T. at target at 1852 hours. 7/10ths cloud with one large cloud over target. Target identified visually on run up but cloud obscured at last minute. M/B not heard, no markers were seen. Jettisoned in allotted area, safe, 2141 hours, 10,000 feet, 2 x 1000 lbs. & 4 x 250 lbs. Remainder brought back. Tactics satisfactory, gaggle very good. M/B could not be heard.	

OPERATIONS RECORD BOOK

APPENDIX A-4

A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE NO. 16

*15313-52141 Wt. 68721-2116 73M 10/44 T.S. 700

FOR THE MONTH OF April, 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
22nd Apr.	Lancaster I "Q" RA-506	(Captain) J32120 P/O W.S. Barker	Bombing	15:53	22:17	A.O.E.T. over target 1852.7 hours. 10/10ths s.c., tops 7000 feet, visibility good. Jettisoned 4 x 250 lbs., 2 x 500 lbs., 2058 hours, 5230N 0305E, 11,000 feet, heading 111Z, 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 was carried over V.H.F. by Don, Joe and Smitty.	
22nd Apr.	Lancaster I "Q" RA-511	(Captain) J32635 P/O R.A. Christenson	Bombing	15:57	22:15	A.O.E.T. at target at 1855 hours. 8/10ths cloud, tops 7000 feet, visibility good. M/B not heard at all. Jettisoned in allotted area, 2059 hours, 10,000 feet, safe, 4 x 250 lbs., 2 x 500 lbs. and brought back remainder. Tactics were good, gaggle was too long on the way to the target.	
22nd Apr.	Lancaster I "S" RA-512	(Captain) J41145 P/O W.K. Otton	Bombing	15:50	22:00	A.O.E.T. over target 1853 hours. Aiming point obscured, visibility good. Load brought back. Gaggle was loose and poor, tracking and timing good. 4/10ths s.c. on last leg but over the A/P was obscured. M/B was heard to give time check and W/V BMT no instructions. On V.H.F. a conversation was heard at 1910 hrs, carried on by Don, Smitty and Joe.	
22nd Apr.	Lancaster I "R" RA-505	(Captain) J39642 P/O R.E. Johnstone	Bombing	15:58	21:40	Bomb load for this A/GI- 6 x 1000 lbs., 4 x 250 & 4 x 500 lbs. Abortive O.E.T. at 1852.5 hours, 17,800 feet, at target. 9-10/10ths clouds, tops 6,000 feet, vis. good. Target not identified. M/B was not heard clearly on V.H.F. at 1196 and first heard speaking to main force at 1851 hrs. with "Gongerbread" order. Jettisoned 4 x 250 lbs., 2 x 500 lbs. 5350N 0140E, 2051 hours, 10,000 feet, brought back remaining bombs. Mission abandoned over target on M/B's instructions. Tactics satisfactory.	

www.bombercommand.co.uk

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
25th Apr.	Lancaster I	Target, all A/C:- "WANGEROOGE"				Bomb load, each A/C:- 7 x 1000 lbs. & 9 x 500 lbs.	Appen. B-51,
25th Apr.	Lancaster I	(Captain) J85183 P/O C.M. Gilling	Bombing	15:03	19:37	Clear but slight haze, visibility good. Target identified visually and by M/B's orders. Bombed at 1722.2 hours from 11,700 feet, heading 108T, speed 168 knots, on Pickwick as ordered by M/B. Only 1 red T.I. seen due to smoke, many bomb explosions. Good bombing but some A/C bombed Spickerpeg. M/B heard clearly, 1721 hours ordered bomb Pickwick. Reasonably good attack, route and tactics good, gaggle good, A/C well concentrated over T/A. Straight and level for photo.	Battle Order No. 280.
25th Apr.	Lancaster I	(Captain) G35376 P/O W.G.R. Simpson	Bombing	14:53	19:10	Clear, visibility good. Target identified by visual check, ground markers and M/B. Bombed at 1721.7 hours from 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 clearly at 1719 hours, ordered bomb Pickwick. Pretty good attack, route and tactics good. Gaggle good into target, A/C fairly well concentrated over T/A. Straight and level for photo.	
25th Apr.	Lancaster I	(Captain) J93279 P/O M.P. George	Bombing	15:06	19:39	Clear but smoky 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 explosion at 1725 hours with grey smoke up to 1000 feet. Heard M/B order Pickwick at 1719 hours. Pretty good effort, gaggle good, route and tactics O.K. No difficulties, good concentration over target. Straight and level for photo.	
	"A" HF-149						
	"C" PB-908						
	"F" PA-323						

www.bombercommand.com

OPERATIONS RECORD BOOK

APPENDIX A-4

A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 17

*1331-5511) Wt. 28722-3158 75W 10144 T.S. 700

FOR THE MONTH OF April, 19 45.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
25th Apr.	Lancaster I "G" PB-893	(Captain) J27033 F/L R.R. McPhoe	Bombing	15:02	19:32	Clear except for smoke from bombing, visibility good. Target identified by red T.I.'s, smoke, map read from Spiekeroog, heard M/B. Bombed at 1722 hours from 11,700 feet, heading 110, speed 166 knots, on Pickwick as per M/B at 1721 hours. Layer of smoke over area with some curling up from bomb explosions. A/C well placed in gaggle, M/B good and directed attack effectively. Effective bombing, fighter cover ample over target.	
25th Apr.	Lancaster I "K" NG-459	(Captain) J32120 F/O W.S. Barker	Bombing	15:08	19:25	Smoke from bombing, visibility good. Target identified, M/B, pin-pointed adjacent island. Bombed at 1722 hours from 11,400 feet, heading 098, speed 171 knots, on Pickwick as per M/B at 1721 hours. M/B heard clearly and changed instructions just before bombing. Numerous bomb bursts, 3 large explosions throwing up smoke and red orange flames. No markers seen. Jettisoned, live, 1 x 1000 lbs., 5400N 0735E, 1732.5 hours, 11,400 feet, hung up, jettisoned manually. Gaggle a bit drawn out going in, met, as briefed, M/B clearly heard and attack well directed. Fleet-escort over T/A, well co-ordinated attack.	
25th Apr.	Lancaster I "N" NG-456	(Captain) J35635 F/O R.A. Christenson	Bombing	15:07	19:27	Clear with slight haze and smoke, visibility good. Target identified visually, M/B's instructions. Bombed at 1722 hours from 12,000 feet, heading 110E, speed 168 TAS, on Pickwick as ordered by M/B. No markers seen, much smoke, bomb explosions and fires seen. Bombing seemed concentrated and accurate. M/B heard clearly 1719 hrs., ordered bomb Pickwick. Jettisoned 1 x 500 lbs., safe, 1737 hrs., 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.	

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT.	REFERENCES
				Up	Down		
25th Apr.	Lancaster I "O" RA-506	(Captain) J41011 F/O R.M. Dahl	Bombing	15:05	19:38	Clear but smoky, visibility good. Target identified 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 seen. Bomb explosions were concentrated and accurate. Heard M/B 1720 hrs., ordered bomb Pickwick. Good attack, no difficulties, route and tactics good, gaggle O.K. A/C well concentrated, just nice for bombing. Straight and level for photo.	
25th Apr.	Lancaster I "J" WG-498	(Captain) R55562 W/O Belliveau, R.L.	Bombing	14:54	19:35	Slight ground haze, 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 hrs., 11,400 feet, live, hung up. Tactics sound, met. poor on return over England. Close gaggle escort in evidence over target. Well concentrated bombing and M/B clear and had attack well under control.	
25th Apr.	Lancaster I "V" SW-273	(Captain) J23438 F/L G.W.A. Gardner	Bombing	15:01	19:33	Clear but some smoke, visibility good. Target identified visually, Gee check, M/B's instructions. Bombed at 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 smoke and bomb explosions. Smoke visible 120 miles on return. Bombing seemed accurate, M/B heard at 1720 hrs. ordered bomb 400 yds. upward edge of smoke. Good attack, route and tactics O.K., no difficulties, gaggle good, concentration good over target. Straight and level for photo.	

ON 110102 SECOND BOOK

SECRET

www.bombercommand.com

A.F.
FORM 541

SECRET

PAGE No. **18**

FOR THE MONTH OF April, 19 45.

*15183—0511) Wt. 28722—2156 75M, 10/44 T.S. 700

*15331-02311 Wt. 2722-2135 738, 10/44 T.S. 700							FOR THE MONTH OF <u>April 1944</u>		15-2500		REFERENCES.
DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT					
				Up	Down						
25th Apr.	Lancaster I "Q" RA-511	(Captain) J8917 F/L D.S. Rogers	Bombing	14:48	19:25	Bomb load for this A/C:- 7 x 1000 lbs. & 8 x 500 lbs. Clear, visibility excellent. Target identified, M/B instructed to bomb on Pickwick. Bombed at 1721 hrs., from 12,000 feet, heading 112, speed 168 knots, overshot Pickwick by 400 yds. as per M/B. Gun pits along north side of the island, remainder a cloud of smoke blowing away from A/P. Bomb explosions seen. M/B heard clearly. Goggle cloud up and good from "Q" to target and back to "Y". Tactics and met. as briefed except winds lighter than briefed. M/B clearly heard and directing attack in relation to Pickwick and markers from 1700 hrs. on. Concentrated and well directed attack. <div>G. A. Tophling (G. A. Tophling) Wing Commander, Officer Commanding, No. 433 (R.D.A.F.) Squadron.</div>					