C8992 F/Lt. J. E. German

OPERATIONS RECORD BOOK

APPENDIX A.3

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 1

FOR THE MONTH OF March, 1945.

*13283—9511) Wt. 18722—4136 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
1st Mar.	Lancaster I	Target, all A/C:- "MANNHEIM"				Bomb load, each A/C:- 1 x 2000 lbs. & 1800 x 4 lb. I.B.	Appen. B.23,
1st Mar.	Lancaster I "D" ME-375	(Captain) C1649 W/C G.A. Tambling	Bombing	11:43	19:00	10/10ths cloud, tops 10,000 feet, visibility good. Target identified by blue puffs homed on Gee. Bombed at 15:18.9 hours from 19,000 feet, heading 091T, speed 160, zero wind, on centre of 2 puffs. Only 2 puffs at time of bombing. Puffs about ½ mile apart. 300 x 4 lbs. I.B. hung up and brought back. Tactics good, fighter escort efficient, A/C straight and level when camera turned. Leaders on time at D. Starting to push slightly from there to target. M/B heard clearly at 15:10 hours. PFF marking insufficient.	Battle Order No. 248.
1st Mar.	Lancaster I "E" NG-233	(Captain) C1346 S/L D.J. Cleland	Bombing	11:52	17:56	10/10ths cloud, tops 15,000 feet, visibility good. Target identified by blue smoke puffs, checked leg, Gee fix. Bombed at 15:17 hours from 15,500 feet, heading 083T, speed 150. Target obscured by cloud, marking none too plentiful and appeared to drift more quickly than Wanganui. Had to cut corner on homeward route due to port inner engine U/S about 80 miles short of target. Complete electrical failure just before French coast homeward. Landed at Woodbridge. Tactics and route satisfactory, gaggle leaders a trifle too fast to first concentration point. Fighter cover evident. Glimpse of target through cloud opening. Smoke puffs faded out too quickly to get on heading. Late on target in relation to other A/C.	
1st Mar.	Lancaster I "K" NG-459	(Captain) J39642 F/O R.E. Johnstone	Bombing	11:46	18:48	10/10ths strato cu., tops 10,000 feet, visibility good. Target identified by blue puffs, Gee fix. Bombed at 15:16.6 hours from 18,000 feet, heading 092T, speed 180, zero wind, on centre of 3 blue puffs. The 3 puffs were the only ones in the sky and rather scattered. Nothing observed on account of cloud. M/B heard clearly H +13. Good tactics and good gaggle. A/C in slip stream when camera turned. Fighter cover efficient.	

www.bombercommandmuseum.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
1st Mar.	Lancaster I "M" RG-493	(Captain) J39529 F/O J.P. Farrell	Bombing	11:44	18:52	10/10ths stratus, tops 8,000 feet to 10,000 feet, visibility above good. Target identified by blue smoke puffs. Bombed at 15:18.9 hours from 17,700 feet, heading 092T, speed 155, nil wind, on 2 blue smoke puffs on instructions of M/B. Marking good, well laid and adequate. M/B heard clearly H-15 and instructions concise. T.O.T. 5 minutes late, no results seen. Marking well laid, route and tactics O.K. Gaggle well kept through target to about 50 miles past then broke up. No difficulties. Straight and level for photo.	
1st Mar.	Lancaster I "O" RA-506	(Captain) J43353 F/L J.P. Brown	Bombing	11:36	19:06	10/10ths clouds, tops 12,000 feet, visibility good. Target identified by blue puffs and Gee. Bombed at 15:17.8 hours from 17,000 feet, heading 093T, speed 144, zero wind, on centre of 3 blue puffs. About 6 puffs on run in, bombed triangle of 3 on instructions of M/B. Good tactics. Gaggle leaders quite an improvement. M/B heard clearly 1510 hrs. Straight and level at time of bombing. Fighter cover very good.	
1st Mar.	Lancaster I "S" RA-512	(Captain) J27716 F/L R.F. Bertram	Bombing	11:42	18:51	10/10ths strato cu., tops 10-12,000 feet, visibility above very good. Target identified by blue smoke puffs, checked on Gee and H2S. Bombed at 15:17.2 hours from 19,000 feet, heading 090T, speed 155, nil wind, on centre of 2 down at 15:15 hrs., undershot newly dropped sky markers by 1½ seconds. Markers were plentiful and seemed well placed in pairs. M/B on Marconi only, heard clearly, concise, heard at H hour. Seemed to be a flat area of smoke (brownish) flattening out on tops of cloud. Should be a good Wangamu effort. Gaggle good but spread out a bit over target and broke up about 063DE. Route and tactics O.K. No difficulties, straight and level for photo.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

APPENDIX A.3

R.C.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 2

FOR THE MONTH OF March, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
1st Mar.	Lancaster I "U" ME-457	(Captain) J6269 F/L J.E. Vallance	Bombing	11:35	18:58	10/10ths strato cu., tops 8000 feet, visibility above unlimited. Target identified by blue smoke puffs checked on run in on Gee lattice line. Bombed at 15:18.5 hours from 18,500 feet, heading 089T, speed 155, nil wind, on mean centre of 2 smoke puffs on instructions of M/B. Smoke puffs not too plentiful. Bombed on puffs down at 15:16 hrs. M/B heard through interference, gave clear instructions to bomb smoke puffs. No results seen. Good if smoke puffs O.K. Gaggle good to target but broke up some at 0630E. Route and tactics O.K. No difficulties. In slipstream at time of photo.	
1st Mar.	Lancaster I "T" NG-498	(Captain) J16729 F/L E.J. Meek	Bombing	12:05	18:50	10/10ths strato cu., tops approximately 13,000 feet, visibility good above. Target identified by blue smoke puffs, checked on Gee line run in. Bombed at 15:18.7 hours from 18,200 feet, heading 090T, speed 155, nil wind, upwind of 2 smoke puffs, on instructions of M/B. Markers bombed, fell about 15:18 hours. M/B heard clearly and gave concise instructions for bombing. No results seen. Good Wanganui raid, gaggle good to French coast, route and tactics O.K. No difficulties. Straight and level for photo.	
1st Mar.	Lancaster I "R" RA-505	(Captain) J6681 F/L L.D. Allatt	Bombing	11:53	18:55	10/10ths strato cu., tops 10,000 feet, visibility good. Target identified by 3 blue smoke puffs. Bombed at 15:18.1 hours from 17,500 feet, heading 091T, speed 155, zero wind, on centre of 3 blue smoke puffs. Puffs fairly well together. Nothing observed on account of clouds. Tactics suited met. and good. Leaders good but concentration behind leaders straggly from there back. Level when camera turned. M/B heard H+S clearly.	

www.bombercommandmuseum.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
2nd Mar.	Lancaster I	Target, all A/C:- "COLOGNE"				Bomb load, each A/C:- 1 x 4000 lb., 4 x 250 lb. & 12 x 500 lbs.	Appen. B.24,
2nd Mar.	Lancaster I	(Captain)					Battle Order
	"C" PB-908	C35376 F/O W.G.R. Simpson	Bombing	06:52	12:53	2/10ths broken strata cu., tops 7-8,000 feet, visibility good. Target identified by Rhine and built up area and visual, homed on Gee. Bombed at 10:12.5 hours from 19,000 feet, heading 092T, speed 155, on A/P by visual check, overshot by 3 seconds. By visual check bombing seemed to be concentrated S/W of A/P. Some A/C overshot river. M/B not heard. Good tactics on way in and out. Good concentration of A/C over target. A/C level when camera turned. Fighter cover good.	No. 249.
2nd Mar.	Lancaster I	(Captain)					
	"D" ME-375	R171272 F/O M.R. Smyth	Bombing	06:59	12:51	5/10ths low stratus, tops 3-5,000 feet, visibility infinite. Target identified by Gee lattice line and visually on Cologne Cathedral. Bombed at 10:13 hours from 18,400 feet, heading 085T, speed 160, on visual pinpoint on position of A/P seen in built up area. No markers seen at time of bombing. M/B not heard until 1015 hrs. Bombing in early stages seems to have been short with fires going, undershot on target. At time of bombing cookies exploding around A/P in good concentration. Dense smoke over whole area. Very good concentrated raid, tactics and route good. Fighter cover adequate. No difficulties. Concentration of A/C good over target. Straight and level for photo.	
2nd Mar.	Lancaster I	(Captain)					
	"F" PB-903	J25839 F/O A.F. Heathcote	Bombing	07:01	12:58	Clear over target, visibility unlimited. Target identified by visual on Rhine River, checked by map reading run up to smoke and other bombing at A/P. Bombed at 10:12.3 hours from 18,000 feet, heading 082T, speed 160, on upwind edge of smoke, on M/B's instructions. No markers seen, M/B heard clearly, concise. Other bombing well concentrated about A/P in smoke and M/B later heard spreading bombing as undershoot. Smoke billowing 8-10,000 feet. Concentration none too good at time of bombing. Gaggle not built up well after bombing. Tactics O.K. Route too close to Bonn. No difficulties, straight and level for photo.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

Appendix A.3

A.F. Form 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 3

*15373—9521 Wt. 28722—4156 75M 10/44 T.S. 700

For the Month of March, 19 45.

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
2nd Mar.	Lancaster I "Q" RA-511	(Captain) J39529 F/O J.P. Farrell	Bombing	07:06	13:01	2/10ths low stratus, tops 6,000 feet, visibility unlimited. Target identified by Gee release point, Pickwick, and visually on Rhine and built up area. Bombed at 10:11.1 hours from 17,500 feet, heading 095T, speed 160, on starboard side of Pickwick, overshot 1 second. No markers seen. M/B not heard, either set. Other bombing concentrated in centre of built up area. A/P blanketed in smoke, dirty black. Tactics good, met. winds wrong. Good concentrated attack. Formation good, no congestion. No difficulties. Middle of photo weaving for flak.	
2nd Mar.	Lancaster I "J" NN-779	(Captain) J39642 F/O R.E. Johnstone	Bombing	06:53	13:13	6/10ths broken clouds, tops 9-10,000 feet, visibility good. Target identified by blue puffs and homed on Gee, river Rhine bends. Bombed at 10:13 hours from 17,400 feet, heading 089T, speed 170, zero wind, on blue puff. On run in cloud, interfered with visual of A/P. Bombed on Gee and blue puff. Smoke raising to 8,000 feet. Good tactics on way in and out. Gaggle poor, A/C not holding bombing heights. M/B heard only faintly. A/C level when photo taken.	
2nd Mar.	Lancaster I "Y" RA-513	(Captain) J32764 F/O R.K. Harrison	Bombing	07:04	13:23	5/10ths broken stratus, tops 7-8,000 feet, visibility good. Target identified by visual of river bend and built up area, homed on Gee. Bombed at 10:13.7 hours from 19,000 feet, heading 052T, speed 160, undershot Pickwick by 200 yds. On instructions of M/B clearly heard, undershot Pickwick by 200 yds. Bombing mostly S/W of A/P. Jettisoned 1 x 500 lbs., 5221N 0305E, 1153 hours, 7,000 feet. Suitable tactics, A/C straight and level when camera turned.	

www.bombercommandmuseum.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
2nd Mar.	Lancaster I "L" NG-441	(Captain) J13353 F/L J.P. Brown	Bombing	07:02	13:10	6/10ths low stratus, tops 6-7,000 feet, visibility excellent. Target identified visually on Rhine River checked on sky markers and Gee lattice line. Bombed at 10:11.9 hours from 18,500 feet, heading 097T, speed 185, on centre of upwind edge of smoke as instructed by M/B, undershot 200 yds. Markers not seen. M/B clearly heard and concise. Other bombing seemed concentrated. Clouds of smoke billowing up to about 8,000 feet. Very good attack, tactics O.K. Route poor for flak near Bonn. A/C concentration good to target but not good on way out. Straight and level for photo.	
2nd Mar.	Lancaster I "M" NG-493	(Captain) J19459 F/L E.R. Smyth	Bombing	06:50	12:56	4/10ths strato cu., tops 7,000 feet, visibility good. Target identified visually by built up area, Rhine and smoke. Bombed at 10:13 hours from 18,000 feet, heading 097T, speed 160, normal setting, on centre of upwind edge. Bombing very concentrated on A/P by visual check. Smoke rising 6-7,000 feet. H/F encountered at target, 10:13.5 hours, heading 097T, height 18,000 feet, no damage. Good tactics. Gaggle leaders seemed to be in centre of concentration. M/B heard clearly. A/C straight and level when photo taken. Good fighter cover.	
2nd Mar.	Lancaster I "R" RA-505	(Captain) J6681 F/L L.D. Allatt	Bombing	07:11	12:59	No cloud, visibility good. Target identified by Rhine River, visually, API bombing. Bombed at 10:12.5 hours from 17,000 feet, heading 091T, speed 170, on centre of upwind edge of smoke. By visual check bombing very well concentrated around A/P. White smoke rising to 8,000 feet. Large explosion at 1014 hours. Good tactics. Restriction on Gee not practicable on Wangamui because of extreme jamming. A/C slightly banked after camera turned.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

APPENDIX A.3

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 4

FOR THE MONTH OF March, 1945.

*15323—9511) WL 28722—2156 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
2nd Mar.	Lancaster I "V" SW-273	(Captain) J6269 F/L J.E. Vallance	Bombing	06:57	13:06	Clear, visibility excellent. Target identified visually by river and river to port, checked on Gee line. Bombed at 10:13.1 hours from 18,400 feet, heading 097T, speed 160, on visual pin-point of A/P checked in built up area. No markers seen, M/B not heard until after bombing. Other bombing seemed well concentrated on built up area around A/P. Clouds of smoke rising 10,000 to 12,000 feet. Very good raid, concentration of A/C almost congested over target. Route and tactics O.K. except route over Bonn. Gaggle not formed after bombing. Straight and level for photo.	
2nd Mar.	Lancaster I "B" PB-897 (424 Sqdn. A/C)	(Captain) J29592 S/L W.C. Pierce DFC	Bombing	07:45	13:24	8/10ths cloud to edge of target but clear over target, tops 8,000 feet. Target identified by bend of River Rhine, homed on Gee. Bombed at 10:14.3 hours from 18,500 feet, heading 089T, speed 160, slightly to port of upwind edge of smoke. Smoke mostly S/W of A/P. Cathedral identified visually. M/B heard clearly on Marconi. Bombing concentrated on Pickwick. Tactics suitable, would prefer letting down sooner. Gaggle poor on way back but unnecessary. A/C made slight alteration at time of camera. A/C well concentrated over target.	
2nd Mar.	Lancaster I "S" RA-512	(Captain) J89420 P/O R.F. Saunders	Bombing	07:08	13:15	Clear, visibility excellent. Target identified visually by Rhine River and river m/yds. etc. Bombed at 10:12.3 hours from 17,500 feet, heading 080T, speed 160, on centre of upwind edge of smoke, at time of bombing M/B heard clearly at H-5, concise instructions. Other bombing well concentrated and being spread by M/B as attack progressed. Smoke billowing 6-8,000 feet. Very good raid. A/C in good concentration to target but did not gaggle after. Route and tactics O.K. No special difficulties. Straight and level for photo.	

www.bombercommandmuseumarchives.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
2nd Mar.	Lancaster I	(Captain) J89607 P/O G. Walton	Bombing	06:49	13:21	3/10ths broken stratus, tops 6,000feet, visibility	
	"G" PB-893					good. Target identified by River Rhine, homed on Gee and	
						smoke. Bombed at 10:12.5 hours from 18,000 feet, heading	
						075T, speed 160, on visual pin-point of A/P. Bombing	
						mostly S/W of A/P and well concentrated. M/B heard only	
						after bombing. Tactics suitable, A/C straight and level	
						when camera turned. Only a few fighters seen.	
2nd Mar.	Lancaster I	(Captain) J16729 F/L E.J. Meek	Bombing	07:34	12:55	Bomb load for this A/C:- 1 x 4000 lb., 2 x 250 lb. & 4 x 500 lbs. 3/10ths broken strato cu., tops 5000 to 8000 feet,	
	"N" NG-496					visibility good. Target identified visually by River Rhine	
						and blue smoke puffs, homed on Gee. Bombed at 10:11.8	
						hours from 17,500 feet, heading 091T, speed 165, upwind on	
						Pickwick. Many bombs bursting around A/P, smoke rising to	
						7,000 feet. M/B heard clearly at H-10, bombed on his inst-	
						ructions. One explosion seen at 10:12 hours. Good con-	
						centration of A/C on way out. Good tactics. A/C straight	
						when photo taken.	
2/3 Mar.	Lancaster I	Target, both A/C:- "CHRISTENSON" (Gardening)				Mine load, each A/C:- 6 x 1850 lbs. Mk. VI Mines.	Appen. B.25.
2/3 Mar.	Lancaster I	(Captain) J27716 F/L R.F. Bertram	Gardening	00:01	05:58	Mined at a position 5809N 080247E. Sighting angle	Battle Order No. 250.
	"P" RA-509					42 degrees DR to RP 581028N 080135E track 157. Mined at	
						03:29.3 hours from 14,000 feet, heading 156T, speed 200,	
						no wind found. Clear moonlight. One mine hung up and	
						brought back. Good tactics. A/C banked when camera turn-	
						ed. Successful mining.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

APPENDIX A.3

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 5

FOR THE MONTH OF March, 1945.

(15321—5511) Wt. 28722—2156 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
2/3 Mar.	Lancaster I "T" NG-498	(Captain) J16536 F/L A. Strelchuk	Gardening	23:55	06:12	Mined at a position 5809N 080247E. Sighting angle 42 degrees T, DR to RP 581028N 080133E track 157 degrees. Mined at 03:39.42 hours from 14,000 feet, heading 155T, speed 201. Good tactics. A/C straight and level when camera turned.	
5/6 Mar.	Lancaster I	Target, all, A/C:- "CHEMNITZ"				Bomb load, each A/C:- 1 x 4000 lb., 4 x 250 lb., & 5 x 500 lbs.	Appen. B.26, Battle Order No. 251.
5/6 Mar.	Lancaster I "C" PB-908	(Captain) C35376 F/O W.G.R. Simpson	Bombing	16:25	02:46	10/10ths strato cu., tops 13/10,000 feet, visibility good. Target identified by ref flares and green stars. Bombed at 22:05 hours from 18,000 feet, heading 159T, speed 155, zero wind, on centre of glow under cloud base. Orbitted once as A/C was making run in, flares had disappeared in cloud base. Heard M/B at H-15 on second run. No flares seen, bombed glow. Tactics not bad except H/F encountered from 0800E to target. A/C straight and level during bombing run.	
5/6 Mar.	Lancaster I "D" ME-375	(Captain) C1649 W/C G.A. Tambling	Bombing	16:21	02:31	10/10ths medium cloud, tops 10,000 feet, visibility good above. Target identified by red flares with green stars. Bombed at 21:46.5 hours from 16,500 feet, heading 160T, speed 155 mph, wind setting zero, on sky markers in bomb-sight, held for seconds as M/B instructed. Marking punctual, plentiful and fairly well concentrated. Concentration of A/C at target good but no results could be seen. Course maintained and A/C straight and level for camera run. Tactics were good.	

www.bombercommandmuseumarchives.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
5/6 Mar.	Lancaster I	(Captain) J25839 F/O A.F. Heathcote	Bombing	16:23	01:49	10/10ths cloud. Target identified by red sky markers.	
	"F" FB-903					Bombed at 21:52½ hours from 16,000 feet, heading 154, speed	
						160, sky markers overshot by 12 seconds as instructed.	
						Glow seen under cloud. Believed rather scattered raid.	
						Landed at Waterbeach.	
5/6 Mar.	Lancaster I	(Captain) 01346 S/L D.J. Cleland	Bombing	16:31	02:48	10/10ths medium cloud, tops 8-10,000 feet; visibility	
	"G" FB-893					good. Target identified by red Wanganui with green stars	
						and DR. Bombed at 21:53.2 hours from 15,500 feet, head-	
						ing 153T, I.A.S. 180, wind found 001/70 wind setting zero,	
						on Wanganui marker delayed 12 seconds. FFF punctual,	
						sufficient and concentrated. M/B was heard instructing to	
						bomb markers with 12-second delay. No results could be	
						seen except reflected glow of bomb flashes. Course main-	
						tained and A/C straight and level for camera run. Tactics	
						unsuitable in view of met. conditions. Other attack at	
						Bohlen appeared to start at 2140 hours and incendiaries	
						were seen.	
5/6 Mar.	Lancaster I	(Captain) J39642 F/O R.E. Johnstone	Bombing	16:28	02:24	10/10ths thin cloud. Target identified by red T.I.	
	"J" NM-779					Bombed at 21:49 hours from 15,000 feet, heading 158,	
						speed 165, on red T.I's. Fires seen below cloud. Uniden-	
						tified A/C approached within 300 yds. at 503N 102E, no	
						fire exchanged. Some scarecrows over target. Slight flak	
						only. Landed at Waterbeach.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

Appendix A.3 — A.F. Form 541.

DETAIL OF WORK CARRIED OUT

By No. 433 (R.C.A.F.) Squadron — **SECRET** — Page No. 6

For the Month of March, 1945.

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
5/6 Mar.	Lancaster I "K" NG-459	(Captain) J92764 F/O R.K. Harrison	Bombing	16:30	02:20	10/10ths strata cu., tops 11,000 feet, visibility good. Target identified by red and green Wanganui, DR check. Bombed at 21:50.8 hours from 17,000 feet, heading 153, speed 155, on 3 fresh Wanganui just fading out in same locality. Glimpse of river south of A/P, bomb flashes through cloud. Glow of fires seen for 80 miles homeward. M/B heard first at 21:49 hours. Glow seen of other target. Met. and tactics as briefed, encountered moderate icing 5/10,000 feet 60E. Good concentration of A/C, H2S U/S. Marking timely and ample, accurate.	
5/6 Mar.	Lancaster I "L" NG-441	(Captain) J8917 F/L D.S. Rogers	Bombing	16:29	02:36	10/10ths strata cu., tops 12,000 feet, visibility excellent. Target identified by red T.I. cascading, 70 miles, H2S check. Bombed at 21:59.8 hours from 16,500 feet, heading 154, speed 155, on centre of cluster of red and green T.I's, heard M/B at 21:49 hours overshoot 10 seconds. Glow of explosion, target obscured by cloud. Fires of Bohlen raid seen to starboard. Heavy icing over France homeward, tactics and met. O.K. otherwise. Fair concentration of A/C. Marking none too clear. Appeared to be scattered bombing, switched to Wanganui too late.	
5/6 Mar.	Lancaster I "N" NG-496	(Captain) J27716 F/L R.F. Bertram	Bombing	16:15	02:45	10/10ths strata cu., tops 8,000 feet, visibility good. Target identified by red and green Wanganui, H2S check. Bombed at 22:05.7 hours from 16,000 feet, heading 180, speed 160, on H2S. Red glow seen through cloud, M/B heard at H+5 instructing to bomb centre of sky markers. Sky markers had faded out so bombed on H2S. Flew in wispy cloud on outward route. H2S functioning poorly, Gee faded out at 07:30 hours. Difficult to assess results.	

www.bombercommandmuseum.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
5/6 Mar.	Lancaster I "T" NG-498	(Captain) J16729 F/L E.J. Meek	Bombing	16:34	02:38	10/10ths strata cu., thin layer of stratus on top, 8-9,000 feet, visibility good. Target identified by red and green Wanganui. Bombed at 21:57 hours from 15,500 feet, heading 153, speed 160, on single Wanganui directly over flash of explosion. Marking ample and on good heading. Flashes of explosions seen, glow silhouetted A/C. M/B heard distinctly, allowed 12 second overshoot on Wanganui. Met. as briefed, winds accurate, found difficulty in losing time. Good concentration of A/C, marking good and main force seemed to be on same heading. Good effort.	
5/6 Mar.	Lancaster I "R" RA-505	(Captain) R171272 W/O Smyth, M.R.	Bombing	16:20	02:26	10/10ths cloud, tops 8-10,000 feet, visibility good. Target identified by red Wanganui with green stars and API homing. Bombed at 21:56 hours from 15,600 feet, heading 153T, I.A.S. 160 mph, wind found 355/60, wind setting 355/51, on centre of white glow. Good concentration of sky markers were visible until 2 minutes before bombing and then burnt out so we bombed the centre of the glow. Glow developed shortly after the raid opened. The bomb flashes reflected on the cloud appeared fairly well concentrated. Course maintained but A/C may have banked slightly as camera lights did not indicate time and the photoflash did not go. Tactics were satisfactory but did not agree with met. conditions.	
5/6 Mar.	Lancaster I "M" RG-493	(Captain) J19459 F/L E.R. Smyth	Bombing	16:19	02:40	10/10ths cloud, tops 12-14,000 feet, visibility good above cloud. Target identified by red Wanganui with green stars and H2S. Bombed at 21:59.7 hours from 15,000 feet, heading 153T, speed 160, wind found 357/55, wind setting zero, on estimated centre of two markers and delayed 12 seconds. Markers appeared accurate by H2S check, it was sufficient and fairly well concentrated. No results seen. Course maintained and A/C straight and level for camera run. Tactics were satisfactory except cloud higher than expected.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

APPENDIX A.3

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 7

FOR THE MONTH OF March, 1945.

*15323—9511) Wt. 28722—2156 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
5/6 Mar.	Lancaster I "U" ME-457	(Captain) J6269 F/L J.E. Vallance	Bombing	16:17	01:46	10/10ths cloud. Target identified by red and green sky markers. Bombed at 21:58 hours from 17,000 feet, heading 160, speed 155, sky markers overshot by 12 seconds as per M/B instructions. Large white explosion seen. Few sky markers seen, M/B called for more markers to be dropped. Rather scattered. Slight to moderate H/F. Landed at Waterbeach.	
5/6 Mar.	Lancaster I "V" SW-273	(Captain) J13353 F/L J.P. Brown	Bombing	16:18	02:53	10/10ths cloud, tops 8,000 feet, visibility above cloud good. Target identified by red with green stars and API homing. Bombed at 22:01.3 hours from 16,500 feet, heading 155T, speed 155 mph, wind setting zero. on estimated position of sky markers just burnt out, plus 12 seconds. PFF was punctual sufficient and concentrated. Large bright orange glow had developed on the cloud. M/B was heard. Course maintained and A/C straight and level for camera run. Tactics took us too close to defended areas on second last leg to target. Good concentration of A/C at target. The Bohlen attack was in progress at 1955 hrs.	
5/6 Mar.	Lancaster I "Q" RA-511	(Captain) J16536 F/L A. Strelchuk	Bombing	16:35	03:06	10/10ths strata cu., tops 10,000 feet, visibility good. Target identified by red and green Wanganui H-4. Bombed at 21:56.2 hours from 16,000 feet, heading 153, speed 160, on glow. Wanganui faded out on run up, appeared after leaving target. Explosion of cookies seen, appeared concentrated. Tactics good, difficult to make concentration points after "H". Good concentration of A/C over target. Marking not continuous. Concentrated glow and explosions in unrestricted area. Duff heading for run up.	

www.bombercommandmuseumarchives.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
7/8 Mar.	Lancaster I	Target, all A/C:- "DESSAU"				Bomb load, each A/C:- 1 x 1000 lbs., & 1484 x 4 lbs. I.B.	Appen. B.27,
7/8 Mar.	Lancaster I "G" FM893	(Captain) Cl346 S/L D.J. Cleland	Bombing	16:50	~~01:56~~ 02:56	10/10ths thin stratus, tops 8-10,000 feet, visibility good. Target identified by flares, red and green T.I. and target illuminators, checked visually on bend in river. Bombed at 22:04 hours from 16,000 feet, heading 180T, speed 110, slightly to starboard of red T.I. in T/A in centre of group of green T.I. cascading at 2200 hours. All markers on time, accurate and well concentrated. M/B not heard on either set. Other bombing seemed well on A/P at this stage. Fires were beginning to get away. Glow from target seen for 60 miles after target left. Petrol diversion, landed at Ford. Good attack, bombing well concentrated at this time. Route and tactics very good, no difficulties. Straight and level for photo.	Battle Order No. 252.
7/8 Mar.	Lancaster I "L" NG-441	(Captain) J92764 F/O R.K. Harrison	Bombing	16:43	01:31	5/10ths thin stratus, tops 6,000 feet, visibility good. Target identified visually by 'U' bend in river and Wanganui. Bombed at 22:08.7 hours from 15,500 feet, heading 183, speed 160, on mean distance between 2 Wanganui. Flares and fires concentrated on A/P. Explosions of cookies seen, marking fairly good. Petrol diversion, alnded at Ford. tactics sound if navigation on. No cloud cover from 6000 feet. Good concentration of A/C. Target well bombed. Steady camera run.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

APPENDIX A.3

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 8

FOR THE MONTH OF March, 1945.

*15323—9311) WL 28722—4156 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
7/8 Mar.	Lancaster I "M" NG-493	(Captain) J39529 F/O J.P. Farrell	Bombing	16:44	02:06	5/10ths stratus, 6,000 feet, visibility good above. Target identified visually by bend in river and sky markers. Bombed at 22:07.3 hours from 15,000 feet, heading 150T, speed 160 mph, on red ground markers, fire on ground. Good concentration of sky markers. Pin-pointed river. Illuminating flares on ground. Large number of fires in T/A. Petrol diversion, landed at Ford. Tactics perfect, loose concentration over T/A. Did not hear M/B. Straight and level for photo. While in the T/A the Rear Gunner sighted a JU.188 on starboard quarter down at 800 yards range. He gave "Corkscrew starboard" and both Rear and Mid-upper Gunners opened fire at 600 yards and fighter was seen to break away port quarter down at 400 yards range. the fighter re-appeared a few seconds later but did not resume attack. The Rear Gunner fired 250 rds. with one stoppage which he was able to clear. The Mid-upper Gunner fired 300 rds. without a stoppage. No claim of damage to E/A is made.	Appen. C.6
7/8 Mar.	Lancaster I "P" RA-509	(Captain) J6681 F/L L.D. Allatt	Bombing	16:53	01:32	10/10ths thin cloud, tops 8,000 feet, visibility good. Target identified by sky markers and visually on 'U' bend in river. Bombed at 22:09.8 hours from 16,000 feet, heading 183T, speed 160, nil wind, on centre of 2 sky markers checked on fires and streets. Sky markers well placed on A/P. M/B heard at H-10 clearly and gave concise instructions. Ground detail could be seen through thin cloud and A/P checked visually with markers, other bombing well concentrated, seemed a bit short at this time. Fires burning to edge of loop in river and working well into town. Glow seen 60-70 miles on run in. Petrol diversion, landed at Ford. Seemed good raid, route and tactics good but seemed a long stooge. No difficulties. Photo taken at 22:03, 22:09.8 hours, straight and level for picture.	

www.bombercommandmuseumarchives.com

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
7/8 Mar.	Lancaster I "A" KF-149	(Captain) J16536 F/L A. Strelchuk	Bombing	16:40	01:46	10/10ths thin cloud, tops 9,000 feet, visibility good above. Target identified by sky markers, red with green stars, D.R. and visual on the run up. Bombed at 22:09.2 hours from 15,000 feet, heading 183T, speed 160 I.A.S., wind setting zero, on centre of sky markers red with green stars. Checked visually by 'U' bend in river. Marking constant and sufficient. Fires were burning well. Petrol diversion, landed at Ford. Course maintained and A/C straight and level for camera run. Tactics were O.K.	
7/8 Mar.	Lancaster I "S" RA-512	(Captain) J29592 S/L W.C. Pierce DFC	Bombing	16:48	01:16	10/10ths thin stratus, tops 7-9,000 feet, visibility good above. Target identified by Flares and visual on 'U' in river. Bombed at 22:09.4 hours from 16,000 feet, heading 183T, speed 160, nil wind, on centre of 3 flares. Marking seemed perfect, checked on visual pin-points of ground detail of town. M/B clear and concise. Streets could be seen burning. Few undershoots but weight of bombing on target. Glow seen for 10 miles after bombing. Petrol diversion, landed at Ford. Excellent attack, route and tactics good but long route home, seemed unnecessary under existing conditions. No difficulties. Straight and level for photo.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

APPENDIX A.3

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 9

FOR THE MONTH OF March, 1945.

*15313—9511) WL 28722—2136 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
7/8 Mar.	Lancaster I "V" SW-273	(Captain) J6269 F/L J.E. Vallance	Bombing	16:38	01:35	10/10ths thin stratus, tops 8-10,000 feet, visibility good. Target identified by flares, checked visually in incendiaries. Bombed at 22:08.7 hours from 16,000 feet, heading 183T, speed 160, nil wind, on mean of 2 flares down at 22:06 hrs. Markers well placed in relation to target. M/B not heard on either set. Other bombing seemed concentrated, few undershoots back to river. Fires seemed burning well, glow seen 80-100 miles. Whole T/A lit up after A/C left, seen from about 20 miles. Petrol diversion, landed at Ford. Excellent attack, route and tactics O.K., no congestion over target. Slight bank to starboard at time of photo probable.	
7/8 Mar.	Lancaster I "Y" RA-513	(Captain) R171272 W/O Smyth, M.R.	Bombing	16:41	01:20	10/10ths light stratus, tops 8-10,000 feet, visibility good. Target identified by Wanganui and API homing. Bombed at 22:06 hours from 15,000 feet, heading 180T, speed 160, nil wind, on centre of 3 flares. Marking good but there seemed to be numerous dummy markers. M/B heard well, concise. Other bombing seemed scattered through cloud. Incendiaries seen burning on ground. Petrol diversion, landed at Ford. Camera turned when heading was approximately 160T and 40 degree port bank. Track seem-too close to large S/L belt at Madgeburg.	

www.bombercommandmuseumarchives.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
7/8 Mar.	Lancaster I	(Captain) J25839 F/O A.P. Heathcote	Bombing	16:39	01:40	10/10ths thin stratus, tops 8-10,000 feet, visibility	
	"N" NG-496					good. Target identified by sky markers checked on bend in	
						river and fires. Bombed at 22:16 hours from 15,500 feet,	
						heading 185T, speed 160, on centre of glow of fires seen	
						through cloud. Markers disappeared at time of bombing.	
						M/B not heard. Majority of other bombing seemed on A/P in	
						concentration. Fires going well, R/G reported clouds of	
						smoke billowing to 10,000 feet. Petrol diversion, landed	
						at Ford. Excellent attack, route and tactics O.K. No	
						difficulties. Straight and level for photo.	
8TH Mar.	Lancaster I	Target, all A/C:- "HELIGOLAND BIGHT"	(Gardening)				Appen. B.28,
8th Mar.	Lancaster I	(Captain) 035376 F/O W.G.R. Simpson	Gardening	18:25	23:36	Mine load, 6 x 1500 lbs. Mk. IV Mines.	Battle Order
	"H" NG-232					Mined at a position 53.48.32N 08.07.28E. H2S bearing	No. 253.
						and distance from datum. Mined at 21:26.40 hours from	
						15,000 feet, heading 815T, speed 202. Light haze to 3,000	
						feet, visibility above good. Good trip, route and tactics	
						O.K. No difficulties.	
8th Mar.	Lancaster I	(Captain) J8917 F/L D.S. Rogers	Gardening	18:28	23:42	Mine load:- as above.	
	"D" ME-375					Mined at a position 53.48.32N 08.07.28E. H2S bearing	
						and distance from datum. Mined at 21:29.18 hours from	
						15,000 feet, heading 183T, speed 199 I.A.S. Clear, no	
						cloud, visibility unlimited. Good trip, route and tactics	
						O.K., met. perfect. No difficulties.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

APPENDIX A.3

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 10

FOR THE MONTH OF March, 1945.

*15121—9511) Wt. 28722—2156 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
8th Mar.	Lancaster I "F" PB-903	(Captain) J19459 F/L E.R. Smyth	Gardening	18:20	23:48	Mine load:- as above. Mined at a position 53.48.32N 08.07.28E. H2S bearing and distance from datum. Released one mine at 21:30 hours from 15,000 feet, heading 193T, speed 198 I.A.S. and the remaining mines at 21:35.30 hours from 15,000 feet, heading 193T, speed 198 I.A.S. Clear, some haze to about 2000 feet, visibility good. Good trip, met. O.K., good route and tactics. No difficulties. Five mines hung up on first attempt, made orbit to port and carried out second run.	
8th Mar.	Lancaster I "J" NN-779	(Captain) J39642 F/O R.E. Johnstone	Gardening	18:26	23:35	Mine load:- 6 x 1850 lbs. Mk. VI Mines. Mined at a position 53.56.32N 07.54.48E. H2S bearing and distance from datum. Mined at 21:27.34 hours from 15,000 feet, heading 220T, speed 205 I.A.S. Some haze, nil cloud, visibility good. Good trip, route and tactics O.K. No difficulties.	
8th Mar.	Lancaster I "K" NG-459	(Captain) J89607 F/O G. Walton	Gardening	18:24	23:33	Mine load:- 6 x 1500 lbs. Mk. IV Mines. Mined at a position 53.48.32N 08.07.28E. H2S bearing and distance from W. tip Wangeroose Island. Mined at 21:20 hours from 15,000 feet, heading 185T, speed 198. 2/10ths very low stratus, tops 1000 feet, visibility good. Good trip, tactics and route O.K., met. good. No difficulties.	

www.bombercommandmuseumarchives.com

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
8th Mar.	Lancaster I "O" RA-506	(Captain) C20393 F/L R.W. Paterson	Gardening	18:29	00:02	Mine load:- 6 x 1850 lbs. Mk. VI Mines. Mined at a position 53.43.48N 08.04.12E. H2S bearing and distance from datum. Mined at 21:28.36 hours from 15,000 feet, heading 185T, speed 199 I.A.S. Clear, patchy low cloud 5/10ths, visibility good. Good trip, met. O.K., route and tactics O.K. No difficulties.	
8th Mar.	Lancaster I "S" RA-512	(Captain) J93061 P/O H.E. Batty	Gardening	18:30	23:51	Mine load:- as above. Mined at a position 53.43.48N 08.04.12E. H2S bearing and distance from datum. Mined at 21:27.08 hours from 15000 feet, heading 185T, speed 199 I.A.S. 3/10ths low stratus, tops 4,000 feet, visibility good. Good trip, route and tactics O.K. No congestion in stream, no difficulties. F24 photo while in steep turn.	
8th Mar.	Lancaster I "T" NG-498	(Captain) J13353 F/L J.F. Brown	Gardening	18:23	23:38	Mine load:- as above. Mined at a position 53.56.32N 07.54.48E. H2S bearing and distance from datum. Mined at 21:30.14 hours from 15,000 feet, heading 220T, speed 199. Clear, visibility good, some low haze, thin layer broken stratus, tops 4,000 feet. F24 at release but not straight and level, avoiding flak. Good trip, route and tactics O.K., met. O.K. though not as briefed. No difficulties.	
8th Mar.	Lancaster I "U" ME-457	(Captain) J9554 F/L R.W. Andres	Gardening	18:22	23:50	Mine load:- as above. Mined at a position 53.43.48N 08.04.12E. H2S bearing and distance from datum. Mined at 21:30 hours from 15,000 feet, heading 185T, speed 199. 9/10ths thin stratus, tops 4/5,000 feet, visibility good. F24 at time of release. Very successful trip, route and tactics O.K.	

SECRET
OPERATIONS RECORD BOOK

www.bombercommandmuseum.ca/research

OPERATIONS RECORD BOOK

APPENDIX A.3

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 11

FOR THE MONTH OF March, 1945.

*(532)—(5511) WL 28722—2156 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
11th Mar.	Lancaster I	Target, all A/C:- "ESSEN"				Bomb load, each A/C:- 1 x 4000 lb., 4 x 250 lb. & 12 x 500 lb.	Appen. B.29
11th Mar.	Lancaster I "C" PB-908	(Captain) C35376 F/O W.G.R. Simpson	Bombing	11:28	17:42	10/10ths cloud, tops 4500 feet, visibility very good. Target identified by red and blue smoke puffs and Gee. Bombed at 15:18.6 hours from 19,000 feet, heading 047T, I.A.S. 155 mph, wind setting zero, wind found 022/42, on red smoke puff. Marking sufficient and constant and checked with Gee. Dark, dirty brown smoke rose through cloud. M/B heard clearly. Straight and level for camera run. Tactics were excellent, stream well kept.	Battle Order No. 255.
11th Mar.	Lancaster I "F" PB-903	(Captain) J39529 F/O J.P. Farrell	Bombing	11:42	17:49	10/10ths strato cu., tops 6,000 feet, visibility good. Target identified by blue and red puffs, homed on Gee. Bombed at 15:19.7 hours from 18,700 feet, heading 046T, speed 155, zero wind, between one red and one blue puff. M/B heard clearly and very good. PFF marking plentiful. Bombed in instructions of M/B. Tactics very good, also met. A/C straight and level and fighter cover good. H2S turned on 1445 hrs. at 0500E.	
11th Mar.	Lancaster I "G" PB-893	(Captain) J89607 F/O G. Walton	Bombing	11:38	17:39	10/10ths cloud, tops 4500 feet, visibility good, aobve. Target identified by red smoke puff and Gee. Bombed at 15:19.2 hours from 18,400 feet, heading 046, speed I.A.S. 155 mph, wind setting zero, on red smoke puff. Marking was constant and sufficient and checked perfectly with Gee. Black smoke billowed up through cloud at 1510 hours and second column of smoke at 1515 hours. M/B heard clearly. Course maintained and A/C straight and level for camera run. Tactics satisfactory but concentration was too intense with the 300 foot bombing level.	

www.bombercommandmuseumarchives.com

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
11th Mar.	Lancaster I	(Captain) R171272 W/O M.R. Smyth	Bombing	11:36	17:36	10/10ths stratu cu., tops 7,000 feet, visibility good.	
	"H" NG-232					Target identified by red puffs and Gee. check. Bombed at	
						15:21.6 hours from 18,100 feet, heading 047T, speed 155,	
						zero wind, on one red smoke puff. Bombed one red puff as	
						instructed by M/B, heard clearly. FFF well concentrated	
						and plentiful. Good tactics. Good concentration of A/C.	
						Straight and level on bombing run. H2S turned on at 0500E	
						at 1445 hours.	
11th Mar.	Lancaster I	(Captain) J39642 F/O R.E. Johnstone	Bombing	11:34	17:51	10/10ths cloud, tops 5,000 feet, visibility good.	
	"J" NN-779					Target identified by blue puff, homed on Gee. Bombed at	
						15:18.3 hours from 17,800 feet, heading 046T, speed 155,	
						zero wind, on left hand blue puff on instructions of M/B.	
						M/B heard clearly H-15, H hours and H+15 to H+20. All the	
						time FFF plentiful. Tactics suitable, no congestion. A/C	
						straight and level. H2S turned on at 1442 hrs. at 5020N	
						0500E.	
11th Mar.	Lancaster I	(Captain) J8917 F/L D.S. Rogers	Bombing	11:40	17:52	10/10ths cloud, tops 6-8,000 feet, visibility un-	
	"L" NG-441					limited. Target identified by red and blue smoke puffs	
						and Gee. Bombed at 15:19.3 hours from 17,500 feet, head-	
						ing 046T, I.A.S. 160 mph, wind setting zero, wind found	
						000/32, on red smoke puff. Marking was constant and well	
						placed and whole show well directed by M/B. Smoke rose	
						up through the cloud. Camera run straght and level.	
						Tactics very good.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

APPENDIX A.3

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 12

FOR THE MONTH OF March, 1945.

*15323—9511) Wt. 28722—2156 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
11th Mar.	Lancaster I "M" NG-493	(Captain) J19459 F/L E.R. Smyth	Bombing	11:35	17:56	10/10ths clouds, tops 4/5,000 feet, visibility good. Target identified by blue and red puffs, homed on Gee. Bombed at 15:18.7 hours from 17,200 feet, heading 046T, speed 160, zero wind, on left hand blue puff. M/B heard clearly, very good, bombed on his instructions. Blue puff on run in. Blue puffs plentiful, later red puffs. Tactics excellent. Good concentration of A/C, no congestion. A/C straight on bombing run. H2S turned on 1450 hrs. at 0500E.	
11th Mar.	Lancaster I "N" NG-496	(Captain) J16729 F/L E.J. Meek	Bombing	11:33	17:47	10/10ths cloud, tops 7,000 feet, visibility good. Target identified by blue and red smoke puffs and Gee. Bombed at 15:21 hours from 19,000 feet, heading 047T, I.A.S. 155 mph, wind setting zero, wind found 037/44, on estimated centre of four sky markers. Marking was constant and plentiful and good directions issued by M/B. Concentration of A/C over target excellent. Dark brown smoke rose up through cloud. Camera run satisfactory. Tactics were good.	
11th Mar.	Lancaster I "P" RA-509	(Captain) J9554 F/L R.W. Andres	Bombing	11:27	17:55	10/10ths cloud, tops 5,000 feet, visibility good. Target identified by blue and red puffs, homed on Gee. Bombed at 15:21 hours from 18,700 feet, heading 046, speed 160, zero wind, overshoot one red puff by 30 seconds. M/B heard clearly on overshoot red puff by 30 seconds on account of two A/C being underneath. Tactics good, slight congestion, at time of bombing A/C straight and level. H2S turned on at 14:53 hours at 0520E.	

www.bombercommandmuseum.archives.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
11th Mar.	Lancaster I "Q" RA-511	(Captain) J16536 F/L A. Strelchuk	Bombing	11:30	17:59	10/10ths cloud, tops 10,000 feet, visibility excellent. Target identified by blue and red smoke puffs. Bombed at 15:21.3 hours from 18,400 feet, heading 046T, speed 155 mph, wind setting zero, wind found 336/30, on red smoke puff. Marking sufficient and constant, systematically placed. Good concentration of A/C. Dark greyish smoke mushroomed through cloud about 1510 hours. Camera run straight and level. Tactics very good, good fighter cover.	
11th Mar.	Lancaster I "K" NG-459	(Captain) J6681 F/L L.D. Allatt	Bombing	11:37	17:58	10/10ths strato cu., tops 8/10,000 feet, visibility good. Target identified by red and blue puffs, check on Gee. Bombed at 15:21 hours from 18,100 feet, heading 046, speed 155, zero wind, on last red puff. M/B heard clearly at H+6 and very good. FFF plentiful and good. Good tactics and good concentration of A/C but no congestion at target. A/C straight and level when camera turned. H2S turned on at 1449 hours at 0510E.	
11th Mar.	Lancaster I "S" RA-512	(Captain) C20393 F/L R.W. Paterson	Bombing	11:32	17:46	10/10ths cloud, tops 5,000 feet, visibility good. Target identified by red smoke puffs and Gee. Bombed at 15:18.3 hours from 17,800 feet, heading 046T, speed 160 I.A.S., wind setting zero, on red smoke puff. Marking not sufficient and appeared scattered, marking checked with Gee. Greyish black smoke seen rising through the cloud. M/B heard clearly. Camera run satisfactory. Tactics very good.	

www.bombercommandmuseumarchives.ca

OPERATIONS RECORD BOOK

Appendix A.3 — A.F. Form 541.

DETAIL OF WORK CARRIED OUT

By No. 433 (R.C.A.F.) Squadron — **SECRET** — Page No. 13

For the Month of March, 1945.

*13321—9511) WL 28722—6136 75M 10/44 T.S. 700

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
11th Mar.	Lancaster I "Z" NG-498	(Captain) J29592 S/L W.C. Pierce DFC	Bombing	11:26	17:41	10/10ths strato cu., tops 4/5,000 feet, visibility good. Target identified by red and blue puffs, checked by Gee. Bombed at 15:18.6 hours from 17,500 feet, heading 046T, speed 160, zero wind, on one blue puff. M/B heard clearly at H Hour, bombed blue puff on his instructions. Suitable tactics, good concentration of A/C at target, no congestion, gaggle for Wanganui bombing. H2S turned on at 1450 hrs. at 5025N 0505E. A/C straight and level. Fighter cover effective.	
11th Mar.	Lancaster I "U" ME-457	(Captain) J6269 F/L J.E. Vallance	Bombing	11:24	17:45	10/10ths strato cu., tops 7/8,000 feet, visibility good. Target identified by blue and red puffs, homed on Gee. Bombed at 15:17.8 hours from 18,200 feet, heading 045, speed 160, zero wind, on centre of 2 blue puffs. M/B heard clearly at H hours. M/B gave instructions to bomb red puffs but only blue sky markers so A/C bombed these. Tactics good but slight congestion at target. H2S turned on at 1440 hrs. at 0510E. Straight and level on bombing.	
11th Mar.	Lancaster I "Y" RA-513	(Captain) J90885 F/O J.A. Forbes	Bombing	11:31	18:10	10/10ths cloud, tops 5-7,000 feet, visibility above excellent. Target identified by red and blue smoke puffs. Bombed at 15:19.5 hours from 18,700 feet, heading 042T, I.A.S. 155 mph, wind setting zero, on red smoke puff. Marking sufficient and constant. M/B heard clearly. Greyish black smoke mushroomed through the cloud. 1 x 250 lbs. hung up and brought back. Straight and level for camera run. Tactics satisfactory.	

www.bombercommandmuseum.ca/archives

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
12th Mar.	Lancaster I	Target, all A/C:- "DORTMUND"				Bomb load, each A/C:- 1 x 4000 lb., 4 x 250 lb., & 12 x 500 lbs.	Appen. B.30,
12th Mar.	Lancaster I "A" EP-149	(Captain) 01346 S/L D.J. Cleland	Bombing	12:51	19:13	10/10ths cloud, tops 5,000 feet, visibility good. Target identified by green and blue puffs and Gee check. Bombed at 1642.9 hours from 18,000 feet, heading 031T, speed 165, zero wind, on centre of 3 blue puffs. M/B heard clearly, bombed on his instructions. FFF very good. 1 x 250 lbs. hung up and brought back. Suitable tactics, A/C straight and level on bombing run. H2S turned on at 1603 hours, 0500E.	Battle Order No. 256.
12th Mar.	Lancaster I "C" PB-908	(Captain) 035376 F/O W.G.R. Simpson	Bombing	12:36	18:57	10/10ths strata cu., tops 4/5,000 feet, visibility good. Target identified by blue and green puffs and Gee check. Bombed at 1642.5 hours from 17,700 feet, heading 031T, speed 165, zero wind, on one blue smoke puff. M/B heard clearly, bombed one blue puff on his instructions. M/B helpful and marking continuous and plentiful. Black smoke seen coming through cloud tops. Good tactics and good concentration of A/C. No congestion. Straight and level at time of bombing. H2S turned on at 1605 hours, 5022N 0502E. Fighter cover good.	
12th Mar.	Lancaster I "F" PB-903	(Captain) J26099 S/L P.D. Holmes	Bombing	12:49	19:23	10/10ths strata cu., tops 5,000 feet, visibility good. Target identified by blue and green smoke puffs, checked on Gee and H2S. Bombed at 1645.5 hours from 16,700 feet, heading 031T, speed 160, nil wind, on green smoke puff, centre or slightly to port of centre on instructions of M/B. Markers plentiful, well grouped. M/B heard clearly, concise. Other bombing seemed to be going in T/A. One large explosion in N.W. corner of city, 1640 approx. Cloud billowing in black smoke to cloud tops. Good raid if markers right, concentration heavy over target but broke up after target. Some congestion over target. Route and tactics good except for wind changes. H2S logged on at 1608, 0500E. Straight and level for photo.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

APPENDIX A.3

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 14

FOR THE MONTH OF March, 1945.

*15323—9511) WL 28722—2156 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
12th Mar.	Lancaster I "P" RA-509	(Captain) J89783 P/O J.D. O'Neil	Bombing	12:40	19:04	10/10ths stratus, tops 7,000 feet, visibility above good. Target identified by green and blue smoke puffs, checked on Gee and H2S. Bombed at 1642.3 hours from 17,900 feet, heading 030T, speed 160, nil wind, on green smoke puff on instructions of M/B. Markers rather scattered, first seen down at 1635 hours, not numerous at this stage. M/B heard clearly, instructions concise. Other bombing not seen but smoke mushrooming through cloud at 7,900 feet. Good raid, concentration good to target and home. No congestion over target, route and tactics O.K. No difficulties. H2S logged on at 1559 hrs., 0500E. Straight and level for photo.	
12th Mar.	Lancaster I "J" NN-779	(Captain) J39642 F/O R.E. Johnstone	Bombing	12:41	19:20	10/10ths cloud, tops 5,000 feet, visibility good. Target identified by green and blue puffs, homed on Gee. Bombed at 1644.4 hours from 16,800 feet, heading 031, speed 155, zero wind, on centre of 2 green and 5 blue puffs. M/B heard clearly, bombed on his instructions. PFF very good and concentrated. Suitable tactics but slight congestion over target on account of 'S' turns. A/C straight on bombing run. H2S turned on at 1606 hrs., 0508E.	
12th Mar.	Lancaster I "K" NG-459	(Captain) R171272 W/O Smyth, M.R.	Bombing	12:45	19:10	10/10ths strata cloud, tops 5,000 feet, visibility good. Target identified by blue puffs and Gee check. Bombed at 1644.1 hours from 16,500 feet, heading 031T, speed 165, zero wind, on centre of 3 blue puffs. M/B heard clearly, bombed on his instructions. PFF marking very good. Mushroom of black smoke on port breaking through cloud tops. Good tactics and A/C concentration good. All A/C held height better than yesterdays raid. A/C straight on bombing run. H2S turned on 1605 hrs., 0500E. Fighter cover good.	

www.bombercommandmuseum.com

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
12th Mar.	Lancaster I "L" NG-441	(Captain) J8917 F/L D.S. Rogers	Bombing	12:47	19:15	10/10ths strata cu., tops 5/6,000 feet, visibility good. Target identified by blue and green smoke puffs, checked Gee and H2S. Bombed at 1643 hours from 16200 feet, heading 031T, speed 160, nil wind, between blue and green smoke puffs on instructions of M/B. Markers plentiful and well grouped. M/B heard in spells, 1635 hrs. first, instructions good. Results obscured by cloud. Several large explosions seen, one on northern side of city and billowing to cloud level, red with heavy black smoke. Whole town was solid smoke seeping through cloud. Good trip, effective if smoke puffs O.K. Route and tactics O.K. but winds very variable and difficult to keep time. Most A/C seemed late in this wave. H2S logged on 1615 hrs., 0545E. Photo run spoilt by slide to port to avoid A/C above.	
12th Mar.	Lancaster I "D" ME-375	(Captain) J19459 F/L E.R. Smyth	Bombing	12:39	19:09	10/10ths strata cu., tops 4,000 feet, visibility good. Target identified by blue and green smoke puffs checked on Gee. Bombed at 1643 hours from 15,900 feet, heading 031T, speed 160, nil wind, slightly to port on left hand blue puff on instructions of M/B, absolutely on Gee line. Markers sparce but well placed. M/B heard clearly and concise instructions. Results not seen in cloud but large mushroom of smoke over A/P to 4500 feet. Very good trip, winds not light, concentration of A/C to target not very good. No congestion, route and tactics O.K. H2S turned on 1610 hrs., 0515E. Straight and level for photo.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

APPENDIX A.3

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 15

FOR THE MONTH OF March, 1945.

*15323—9311) Wt. 28722—2136 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
12th Mar.	Lancaster I "N" NG-496	(Captain) J16729 F/L E.J. Meek	Bombing	12:38	19:12	10/10ths cloud, tops 5,000 feet, visibility good. Target identified by blue and green puffs, Gee check. Bombed at 1645.5 hours from 15,500 feet, heading 031T, speed 160, zero wind, on two green smoke puffs. M/B heard clearly, bombed on his instruction. PFF plentiful and concentrated. Suitable tactics, A/C adhered to height. A/C straight and level on bombing run. H2S turned on at 1640 hours, 0518E.	
12th Mar.	Lancaster I "O" RA-506	(Captain) J90885 P/O J.A. Forbes	Bombing	12:37	19:24	10/10ths strata cu., tops 4/5,000 feet, visibility good. Target identified by blue and green puffs, homed on Gee. Bombed at 1648.1 hours from 18,000 feet, heading 031T, speed 155, zero wind, on centre of 5 green puffs. M/B heard clearly, bombed on his instructions. PFF good, concentrated and plentiful. Large patch of dark smoke about 5 to 6 miles in diameter over cloud base. Suitable tactics, A/C well concentrated, no congestion. A/C straight and level on bombing run. H2S turned on 1609 hrs., 0511E.	
12th Mar.	Lancaster I "S" RA-512	(Captain) J6681 F/L L.D. Allatt	Bombing	12:43	19:00	10/10ths strata cu., tops 8,000 feet, visibility good. Target identified by blue and green puffs, Gee check also ETA. Bombed at 1643.4 hours from 17,400 feet, heading 031T, speed 160, zero wind, on centre of 3 blue puffs. M/B heard clearly at 1630 hours. PFF marking very good. Large cloud of black smoke rising over cloud tops, also at 1645 hours another large cloud came through. Suitable tactics, A/C straight on bombing run. H2S turned on at 1607 hours at 0510E. No congestion.	

www.bombercommandmuseum.archives.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
12th Mar.	Lancaster I "T" NG-498	(Captain) J6269 F/L J.E. Vallance	Bombing	12:34	19:11	10/10ths stratus, tops 7,000 feet, visibility above good. Target identified by blue and green smoke puffs, checked on Gee. Bombed at 1643.2 hours from 17,100 feet, heading 031T, speed 160, nil wind, slightly to starboard of green and blue smoke puffs and on instructions of M/B. Markers plentiful and well grouped, first seen at H-4. M/B heard with difficulty, instructions concise. Other bombing seen. No results seen, clouds mushrooming with smoke at 7,000 feet. Good effective raid if markers O.K. Route and tactics O.K. Concentration of A/C none too good to target, no congestion. H2S logged on at 1608 hours, 051OE. Straight and level for photo.	
12th Mar.	Lancaster I "V" SW-273	(Captain) J9554 F/L R.W. Andrew	Bombing	12:35	19:08	10/10ths cloud, tops 4/5,000 feet, visibility good. Target identified by green and blue puffs, homed on Gee. Bombed at 1642.2 hours from 16,000 feet, heading 033T, speed 160, zero wind, on centre of 2 blues and one green. M/B heard clearly, bombed on his instructions. FFF continuous and plentiful. Black smoke seen rising over cloud tops. Good tactics, straight and level on bombing run. H2S turned on at 1614 hours, 0553E.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

Appendix A.3

R.A.F. Form 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 16

*(3323)—9511) Wt. 28722—4156 75M 10/44 T.S. 780

For the Month of March, 1945.

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
12th Mar.	Lancaster I	Target, all A/C:- "KATTEGATT"				Mine load, each A/C:- 6 x 1850 lbs. Mk. VI Mines.	Appen. B.31,
12th Mar.	Lancaster I "E" NG-233	(Captain) J39529 F/O J.P. Farrell	Gardening	17:46		This A/C failed to return from this mission. Number of sorties, points and hours (operational), including this last sortie:- J39529 F/O J.P. Farrell, Pilot, 10 sorties, 36 points, 69:30 hours, R225210 F/S Wilson, J.H., Navigator, 9 sorties, 33 points, 62:05 hours; J93156 F/O G.A. Kennedy, W/Op., 7 sorties, 25 points, 48:05 hours; J41513 F/O A.V. Plante, Air Bomber, 9 sorties, 33 points, 62:05 hours; R219179 F/S Hodge, D.W., Air Gunner, 9 sorties, 33 points, 62:05 hours; R.A.F. 182341 Sgt. Orr, T., Flight Engineer; 9 sorties, 33 points, 62:05 hours; R273405 F/S Piersen, T.C., Mid-upper Gunner; 9 sorties, 33 points, 62:05 hours.	Battle Order No. 257
12th Mar.	Lancaster I "E" RA-505	(Captain) J16536 F/L A. Strelchuk	Gardening	17:47	23:59	Mined at a position 5604N 1109E. H2S bearing and distance from datum Serjero Island. Mined at 21:07.06 hours from 8,000 feet, heading 225T, speed 196. Clear, hazy, patchy high cloud, visibility fair. F24 at time of release. Good successful trip, radar equipment working well. Route and tactics O.K., datum not used, good definition here. No major difficulties. Photo flashes in mining area at 20:53.3 hours.	

www.bombercommandmuseumarchives.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
12th Mar.	Lancaster I	(Captain) C20393 F/L R.W. Paterson	Gardening	17:50	00:01	Mined at a position 5606N 1109E. H2S bearing and	
	"U" ME-457					distance from Serjero Island. Mined at 2106.30 hours from	
						8,000 feet, heading 225T, speed 198. Clear, heavy haze,	
						3/10ths broken low stratus, visibility fair. F24 at time	
						of release. Good trip, haze prevented use of ground de-	
						tail as check. Route and tactics O.K., datum No. 1 used	
						for run up but faded at about 15 miles. Datum No. 2 good	
						datum point. No major difficulties. Photo flash (about 4)	
						11 minutes early.	
12th Mar.	Lancaster I	(Captain) J89607 F/O G. Walton	Gardening	17:44	00:03	Mined at a position 5604N 1109E. H2S bearing and	
	"Y" RA-513					distance from datum 2 (Serjero Island). Mined at 2100.12	
						hours from 8000 feet, heading 225, speed 197. Clear,	
						some haze, visibility fair. F24 at time of release.	
						Good trip, route and tactics O.K., met. O.K. No difficul-	
						ties. H2S good on datum 2, datum 1 not sufficient difini-	
						tion to use from behind A/C.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

APPENDIX A.3

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 17

FOR THE MONTH OF March, 1945.

*15323—9511) WL 28722—2156 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
14th Mar.	Lancaster I	Target, all A/C:- "ZWEIBRUCKEN"				Bomb load, each A/C:- 1 x 4000 lbs., 11 x 500 lbs., 4 x 250 lbs., &	Appen. B.32,
14th Mar.	Lancaster I "A" RF-149	(Captain) C1346 S/L D.J. Cleland	Bombing	16:26	23:39	Clear, slight cloud, ground visibility good. Target identified by red and green T.I. checked on Gee and visually on built up area in illuminating flares. Bombed at 2015.6 hours from 14,000 feet, heading 080T, speed 155, on red and green T.I., cascaded just before bombing. Markers excellent, punctual, plentiful and well placed. M/B heard clearly. Other bombing not much at this time. One large explosion in T/A at 2019.5 hours, reddish orange color with smoke 2-300 feet. Excellent attack, PFF very good, better as attack progressed, no congestion, concentration O.K. Route and tactics O.K. but seemed slow over France. No difficulties. Straight and level for photo.	Battle Order No. 259.
14th Mar.	Lancaster I "D" ME-375	(Captain) J26099 S/L P.D. Holmes	Bombing	16:43	23:42	No cloud, slight haze, visibility good. Target identified by red and green T.I., homed on Gee, visual of river, and railway. Bombed at 2017.6 hours from 13,400 feet, heading 088, speed 160, on centre of smoke. At time of bombing green T.I. on port of smoke. Bombed centre of smoke on instructions of M/B. Bombing in centre of built up area. Three large explosions at 2016 hours in centre of town. Good tactics, good timing, no congestion, PFF very good and plentiful. A/C straight and level at time of bombing run. By visual check should be a successful raid.	

www.bombercommandmuseum.com

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
14th Mar.	Lancaster I	(Captain) C35376 P/O W.G.R. Simpson	Bombing	16:21	23:29	Clear, slight ground haze, visibility good. Target	
	"P" PB-903					identified by red and green T.I. checked Gee and by visual	
						on built up area. Bombed at 2016.9 hours from 13,700 feet,	
						heading 087T, speed 155, on centre of around 6 red and	
						green T.I. Markers well concentrated and on time, cascaded	
						H-5.. M/B heard clearly. Bombing was well on A/P at this	
						time. Two large explosions at 2021 hours, orange and	
						lasted. Clouds of smoke covered area after bombing. Good	
						raid, fairly concentrated on target, no congestion, route	
						and tactics O.K. No difficulties. Straight and level for	
						photo.	
14th Mar.	Lancaster I	(Captain) J89697 P/O G. Walton	Bombing	16:41	23:50	No cloud, slight haze, visibility good. Target identi-	
	"G" PB-893					fied by red and green T.I., homed on Gee. Bombed at 2017.5	
						hours from 12,200 feet, heading 089, speed 170, on centre	
						of red T.I. Bombed red T.I. on instructions of M/B heard	
						intermittently. By visual check bombing on A/P. Good	
						tactics, no congestion. A/C straight and level at time	
						of bombing.	
14th Mar.	Lancaster I	(Captain) J89783 P/O J.D. O'Neil	Bombing	16:24	23:41	Industrial haze over target, visibility good. Target	
	"H" NG-232					identified by red and green T.I. checked on Gee. Bombed at	
						2017.5 hours from 13,100 feet, heading 065, speed 165,	
						on centre of smoke over A/P on instructions of M/B. Mark-	
						ers well concentrated and well placed, M/B heard clearly.	
						Some other bombing on starboard of target, mainly O.K.	
						Two large explosions about 5 minutes after bombing, bright	
						orange. Raid, PFF, route and tactics all good. Change to	
						new Gee chain a bit difficult. Concentration of A/C good.	
						No congestion, no difficulties except tail turret U/S.	

www.bombercommandmuseum.com

OPERATIONS RECORD BOOK

APPENDIX A.3

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 18

FOR THE MONTH OF March, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
14th Mar.	Lancaster I "K" NG-459	(Captain) J39642 F/O R.E. Johnstone	Bombing	16:37	23:52	Hazy, no cloud, visibility fair. Target identified by red and green T.I., checked on Gee. Bombed at 2016.6 hours from 12,800 feet, heading 088T, speed 175, on centre of 3 clusters of well grouped red and green T.I. Markers well concentrated and well placed. M/B heard clearly on Marconi, other bombing well on markers of town about 2020 hours. Clouds of smoke over target area to at least 2000 feet. Very good attack. Marking, route, tactics and met. O.K. Glare over target ruined night vision. No undue congestion over target. Concentration good, no difficulties. Turbulence at time of photos.	
14th Mar.	Lancaster I "L" NG-441	(Captain) J8917 F/L D.S. Rogers	Bombing	16:30	23:51	No cloud, slight haze, visibility good. Target identified by red and green T.I., homed on Gee. Bombed at 2017 hours from 12,200 feet, heading 090, speed 170, on centre of red and green T.I. Red and green very concentrated, by visual check T.I. on A/P, also bombing. One large explosion at 2020 hours S.W. of A/P. Suitable tactics, no congestion on account of A/C staying at briefed heights. M/B heard briefly at 2012 hours, then not heard on account of interference. A/C straight and level when camera turned.	
14th Mar.	Lancaster I "M" RG-493	(Captain) J19459 F/L E.R. Smyth	Bombing	16:22	23:56	Clear, slight haze to port, visibility good. Target identified by green and red T.I. checked on Gee and visually on built up area and river before target. Bombed at 2018.5 hours from 11,900 feet, heading 087, speed 170, nil wind, slightly to starboard of built up area. Markers good, cascaded in one mixed group, M/B heard clearly, other bombing seen well into A/P. Large explosions at 2024.3 and 2024.5 hours on southern edge of smoke. Red billowing of fire like oil fire. Very good trip and very good prang, markers good. Route and tactics O.K. Concentration over target good. Not excessive congestion. No difficulties. Slight bank to port at time of photo.	

www.bombercommandmuseumarchives.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
14th Mar.	Lancaster I "O" RA-506	(Captain) C20393 F/L R.W. Paterson	Bombing	16:35	23:32	No cloud, hazy, visibility good. Target identified by red and green and Gee check. Bombed at 2016.5 hours from 14,000 feet, heading 085T, speed 165, on centre of red and green T.I. which were well concentrated. M/B heard clearly but no bombing directions heard. Early on target, only a few bomb bursts seen. One large explosion at 2025 hours. Suitable tactics, A/C slightly banked at time camera turned. No congestion, looked to be very successful raid. By visual check bombing concentrated on built up area.	
14th Mar.	Lancaster I "P" RA-509	(Captain) J16729 F/L E.J. Meek	Bombing	16:44	23:40	Clear, visibility good. Target identified by red and green T.I., checked on Gee and visually on built up area. Bombed at 2016.5 hours from 13,700 feet, heading 100T, speed 165, on centre of built up area marked by original red T.I. and shown by illuminating flares. Markings punctual, plentiful and excellently placed. M/B heard clearly. Other bombing well in built up area. Large orange red explosion from centre of town at 2125 hours followed by 2 other large explosions. Very good raid, no congestion over target. Concentration good, route and tactics O.K. No difficulties except turbulence over target.	
14th Mar.	Lancaster I "Q" RA-511	(Captain) J16536 F/L A. Strelchuk	Bombing	16:34	23:49	No cloud, slight ground haze; fair. Target identified by red and green T.I. checked on Gee. Bombed at 2016.3 hours from 13,400 feet, heading 087, speed 165, on centre of red and green T.I. Red and green T.I. on A/P by visual check of river and m/yds. Bombing on T.I's. Two large explosions at 2019 hours. Climbed too late before target. Heavy congestion over target. M/B heard clearly, called on main force to put out their transmitters, advised to bomb T.I. and not undershoot. A/C did 'S' turn to port to avoid A/C at time of camera.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

Appendix A.3

A.F. Form 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 19

For the Month of March, 1945.

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
14th Mar.	Lancaster I "R" RA-505	(Captain) R171272 W/O Smyth, M.R.	Bombing	16:29	23:44	Clear, slight haze, visibility good. Target identified by red and green T.I. checked on Gee and visually on built up area illuminated by fire. Bombed at 2016.7 hrs., from 12,500 feet, heading 072T, speed 170, on centre of concentration of all green and red T.I. Marking excellent, punctual, plentiful and well placed. M/B heard before bombing. Other bombing dead on markers. At 2028 hrs. large pulsating explosions, bright red colour, no smoke. Clouds of smoke obscuring target after bombing. Very well concentrated prang, no congestion. 300 ft. band worked well Route and tactics good, FFF excellent. No difficulties, straight and level for photo.	
14th Mar.	Lancaster I "I" NG-498	(Captain) J90885 F/O W.A. Forbes	Bombing	16:23	23:45	No cloud, slight ground haze, visibility good. Target identified by red and green T.I. Bombed at 2016.5 hrs. from 13,100 feet, heading 088T, speed 165, on centre of red and green. M/B heard clearly but not many instructions given. By visual check of river and m/yds. T.I. appeared to be on A/P. Bombing on T.I's. One large fire in target after bombing. Suitable tactics, A/C straight and level. Should be very successful raid. Raid on Hamburg observed.	
14th Mar.	Lancaster I "U" ME-457	(Captain) J6269 F/L Vallance, J.E.	Bombing	16:39	23:34	No cloud, slight ground haze, fair. Target identified by red and green T.I., homed on Gee. Bombed at 20:16.8 hours from 12,800 feet, heading 086, speed 170, to port of concentration of red and green T.I. which were well concentrated, visually checked on built up area on A/P. Bombing well concentrated on markers. M/B heard clearly. Three large explosions at 2021, 2024 and 2027 hours. Suitable tactics. A/C straight and level on bombing run. Slight congestion at time of bombing.	

www.bombercommandmuseum.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
14th Mar.	Lancaster I	(Captain) J9554 F/L R.W. Andrea	Bombing	16:20	23:59	Clear, visibility good. Target identified by red and	
	"V" SW-273					green T.I. checked on Gee and visually on built up area.	
						Bombed at 2016.9 hours from 12,500 feet, heading 090, speed	
						170, on centre of one concentration of all T.I. Markers	
						excellent and well placed, all in area of about 400 yds.	
						M/B heard clearly. Other bombing seen, only about 2 over-	
						shoots. Rest right on A/P. Two large explosions at 2025,	
						one larger. Yellow and black smoke on run up. Excellent	
						attack, A/C concentration O.K., no congestion, route and	
						tactics O.K. No major difficulties.	
15/16 Mar.	Lancaster I	Target, all A/C:- "HAGEN"	Bombing			Bomb load, each A/C:- 1 x 4000 lbs. & 1650 x 4 lb. I.B.	Appen. B.33,
15/16 Mar.	Lancaster I	(Captain) 01346 S/L D.J. Cleland	Bombing	16:44	00:17	Haze, visibility good. Target identified by red and	Battle Order
	"A" EF-149					green cascading and M/B. Bombed at 2036.1 hours from	No. 260.
						17200 feet, heading 350, speed 165, on centre of red T.I.	
						M/B heard on 1196 not on VHF. Incendiaries, billows of	
						smoke, red glow, seen for 60 miles. Altered course star-	
						board to avoid heavy flak and S/L's. Good concentration	
						of A/C. Well bombed and concentrated on markers. Steady	
						camera run.	
15/16 Mar.	Lancaster I	(Captain) 035376 F/O W.G.R. Simpson	Bombing	16:46	23:57	Medium ground haze, visibility good. Target identi-	
	"C" PB-908					fied by red and green T.I. on ground among fires. Bombed	
						at 2034.5 hours from 17500 feet, heading 347, speed 160,	
						on centre of red and green T.I. in centre of fires. Hazy	
						outline of built up area, dense smoke, several large fires,	
						red and orange. Bombing and fires centrally located. Ran	
						into S/L's and flak on track 5123N 0727E back to point K.	
						Necessary to stay port of track to avoid cloud over England	
						nil on continent. Concentration of A/C good, marking	
						sufficient. Shaky camera run, good trip and target	
						effectively bombed.	

1

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

Appendix A.3

A.F. Form 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 20

For the Month of March, 19 45.

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
15/16 Mar.	Lancaster I "D" ME-375	(Captain) J89783 P/O J.D. O'Neil	Bombing	16:37	23:51	Nil cloud, slight ground haze, visibility above good. Target identified by red and green T.I. and Gee. Bombed at 2037.2 hours from 17800 feet, heading 331, speed 160, wind setting 270/15, wind found 25/20, on the centre of the smoke covering T.I's. Marking sufficient and concentrated but covered by smoke by bombing time. Bombing concentrated and many fires seen over whole town area. M/B heard only after leaving T/A. Camera run and tactics were satisfactory. A good attack.	
15/16 Mar.	Lancaster I "F" FB-903	(Captain) R171272 W/O Smyth, M.R.	Bombing	16:49	00:03	Nil cloud and slight ground haze, visibility good. Target identified by red and green T.I. and Gee and API homing. Bombed at 2036.5 hours from 18400 feet, heading 334, speed 155, wind setting 245/17, wind found 245/15, on centre of red T.I. Marking sufficient, concentrated and punctual. M/B was heard but not very clearly. Heavy bombs were well concentrated in T/A but incendiaries were scattered. Many fires had started and were burning well in the centre of the T/A. Course maintained and A/C straight and level for camera run. Tactics good but Allied AA guns too active near Munchen Gladbeck. A good attack.	
15/16 Mar.	Lancaster I "C" FB-893	(Captain) J89607 F/O G. Walton	Bombing	16:42	23:43	Ground haze, visibility good. Target identified by red T.I. cascading, M/B, Gee check. Bombed at 2037 hours from 18400 feet, heading 340, speed 155, on centre of smoke as per M/B. Dense smoke obscured markers. Incendiaries around edge of smoke. Tactics sound, met. as briefed, tight concentration necessary to avoid other A/C on camera run. M/B indistinct and insufficient instructions.	

www.bombercommandmuseum.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
15/16 Mar.	Lancaster I	(Captain) J39642 F/O R.E. Johnstone	Bombing	16:43	23:41	Nil cloud, medium ground haze, visibility good. Target identified by red and green T.I. and Gee. Bombed at 2036.7 hours from 18100 feet, heading 341, speed 155, wind setting 270/17, wind found 270/15, on centre of red and green T.I. Marking punctual, concentrated and sufficient. T/A was covered with concentrated bombing, smoke and flames. Three large orange explosions lasting three seconds seen at 2036 hours at southern end of town. M/B was not heard clearly. Course maintained and A/C likely straight and level at camera turn although slight turn to port to avoid another A/C. Tactics were very good but heavy S/L area midway between J and K. Definitely a good prang if T.I's were accurate.	
	"J" NN-779						
15/16 Mar.	Lancaster I	(Captain) J41154 F/O D. Fleiter	Bombing	16:39	00:11	Nil cloud but ground haze, visibility above clear. Target identified by red and green T.I. and Gee. Bombed at 2036 hours from 18700 feet, heading 335, speed 160, wind setting 270/19, on centre of green T.I. Marking sufficient and fairly well concentrated. Bombing concentrated but incendiaries were falling short. M/B not heard. Town was well ablaze in area south of river junction. Course maintained and A/C straight and level for camera run. Tactics were good, good attack.	
	"L" NG-441						
15/16 Mar.	Lancaster I	(Captain) J16729 F/L E.J. Meek	Bombing	16:29	00:13	Nil cloud, nil haze, good visibility. Target identified by red and green T.I. and visually. Bombed at 2035.3 hours from 16900 feet, heading 347, speed 165, wind setting 270/17, wind found 245/27, on green T.I. plus one and one half second delay. Marking sufficient and very accurate as checked by confluence of river. T/A was burning brightly, large orange explosion in south eastern part of town at 2034.5 hours. Camera run satisfactory but scarecrow burst right under A/C. Tactics were excellent but serious trouble over our own defended areas in France by anti aircraft guns and S/L's.	
	"N" NG-496						

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

APPENDIX A.3

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 21

FOR THE MONTH OF March, 1945.

*15313—9511) Wt. 28722—2156 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
15/16 Mar.	Lancaster I "O" RA-506	(Captain) C20393 F/L R.W. Paterson	Bombing	16:45	00:19	Haze to 10000 feet, visibility good. Target identified by red and green flares coming down, Gee U/S. Bombed at 2036.5 hours from 19,000 feet, heading 340, speed 155, on centre of greens in fires. Numerous small fires and smoke. 150 x 4 lbs. I.B. hung up and brought back. Numerous A/C seen shot down over France and associated with flak. Met. over base not good. Good concentration of A/C over target. Marking satisfactory. Bombing intense and accurate.	
15/16 Mar.	Lancaster I "Q" RA-511	(Captain) J16536 F/L A. Strelchuk	Bombing	16:28	00:21	Hazy, visibility fair. Target identified by red and green T.I. cascading, Gee check. Bombed at 2036.4 hours from 17200 feet, heading 340, speed 160, on centre of red and green T.I. Numerous incendiary fires and cookie explosions. Walled fire site operating, glow seen for 75 miles. Too much flak over friendly territory. Less cloud than briefed. Good concentration of A/C, ample marking and well placed. Target well bombed. While homeward bound two fighter flares dropped in path of bomber. A few seconds later the M/U Gunner sighted an ME410 astern and slightly up at 500 yds. range. He ordered corkscrew starboard and opened fire immediately. The fighter returned fire but no strikes were made. The ME410 caught fire and dived vertically on port quarter at 200 yds. streaming flames all the way to the ground where it was seen by both gunners to explode. Another attack occurred about one minute after.xxx Fishpond operator reported aircraft on starboard quarter down, closing range. Corkscrew starboard was given and both Gunners saw fighter at a range of 400 yds. They opened fire together, fighter returning fire. The fighter broke off on port quarter down at a range of 150-200 yds. No strikes were observed but it is believed that the ME410 was damaged.	Appendices C.7 & C.8.

www.bombercommandmuseumarchives.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
15/16 Mar.	Lancaster I "R" RA-505	(Captain) J90885 P/O J.A. Forbes	Bombing	16:33	00:15	Ground haze, visibility good. Target identified by greens cascading, API homing. Bombed at 2036.5 hours from 17500 feet, heading 348, speed 165, on centre of red and green T.I. in centre of fires. Fairly large fires and cookie explosions, glow of fires seen for 20 miles. Tactics O.K., met. as briefed, bombing and marking appeared accurate and timely. Steady camera run, well and truly bombed.	
15/16 Mar.	Lancaster I "S" RA-512	(Captain) J41185 P/O W.K. Otton	Bombing	16:31	00:08	Nil cloud, slight haze, visibility good. Target identified by red and green T.I's. Bombed at 2035 hours from 19000 feet, heading 350, speed 155, wind setting 217/15, on centre of red T.I. and then delayed release 1½ seconds. Marking sufficient and concentrated. Fires well concentrated and lots of smoke. Course maintained and A/C straight and level for camera run. Tactics satisfactory, good concentrated attack.	
15/16 Mar.	Lancaster I "T" NG-498	(Captain) J29592 S/L W.C. Pierce	Bombing	16:48	00:20	Clear, visibility excellent. Target identified by green T.I. cascading, sketchy outline of built up area. Bombed at 2036.3 hours from 18700 feet, heading 351, speed 155, on centre of green T.I. in fire. Numerous incendiary fires on A/P. Jettisoned 150 x 4 lb. I.B. in allotted area. Tactics suitable, met. off, no cloud haze, no congestion over target, marking adequate. Explosions under A/C at time of camera run. Defences more active than anticipated. IAZ's very unco-operative.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

APPENDIX A.3

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 22

FOR THE MONTH OF March, 1945.

*15323—9511) WL 26722—2156 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
15/16 Mar.	Lancaster I "U" ME-457	(Captain) J6269 F/L J.E. Vallance	Bombing	16:35	00:04	Low ground haze, visibility fair. Target identified by red and green T.I. cascading, Gee check. Bombed at 2036.5 hours from 17800 feet, heading 345, speed 160, on green T.I. seen through ~~[illegible]~~ smoke. M/B indistinct. Marking pretty well smothered by smoke. Small orange explosions on ground. Met. off on winds, outward and cloud over base. Flak coming up on homeward route. Good concentration of A/C on target. M/B poor reception. Steady camera run. Appeared to be a good effort.	
15/16 Mar.	Lancaster I "V" SW-273	(Captain) J9554 F/L R.W. Andres	Bombing	16:41	23:56	Slight ground haze, visibility good. Target identified by red and green T.I. and flares, Gee check. Bombed at 2036.6 hours from 18100 feet, heading 354, speed 160, on centre of 3 green T.I., M/B not heard. 2 large explosions (orange), incendiary fires, billows of smoke seen. Tactics O.K., met. as briefed except for take off in cloud and rain over base. Good concentration of A/C on target. Marking ample and accurate. Target appeared well hit and fires seen for 50 miles.	
16th Mar.	Lancaster I	Target, all A/C:- "HELIGOLAND BIGHT"				Mine load, each A/C:- 6 x 1500 lbs. Mk. IV Mines	Appen. B.34, Battle Order No. 261.
16th Mar.	Lancaster I "C" PB-908	(Captain) J19459 F/L E.R. Smyth	Gardening	17:51	22:40	Mined at a position 53.51N 07.51E. H2S bearing and distance from datum point (west tip of Wangerooge). Mined at 2012.12 hours from 10000 feet, heading 160T, speed 196 I.A.S. 9/10ths st. cu., visibility good above. F24 at release. Very good trip, tactics good. Good definition fro datum point.	

www.bombercommandmuseumarchives.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
16th Mar.	Lancaster I "J" NN-779	(Captain) J13353 F/L J.P. Brown	Gardening	17:53	22:30	Mined at a position 54.00N 0808E. H2S bearing and distance from datum (Heligoland). Mined at 2013.49 hours from 8500 feet, heading 113T, speed 195 I.A.S. 9/10ths stratus, tops 6000 feet, base 2500 feet, visibility excellent. F24 at time of release. Good trip, route and tactics O.K. Met. O.K. Definition of datum very good. No difficulties.	
16th Mar.	Lancaster I "O" RA-506	(Captain) J25839 P/O A.F. Heathcote	Gardening	17:52	23:40	Mission abandoned at 2018 hours, 8500 feet, due to H2S failure, unable to identify datum. 9/10ths st. cu., tops 6000 feet, visibility good above. Tactics good. Orbitted for 6 minutes over garden area but unable to get any joy out of H2S. All mines brought back.	
16th Mar.	Lancaster I "Q" RA-511	(Captain) J93063 P/O H.E. Batty	Gardening	17:55	22:37	Mined at a position 53.51N 07.51E. H2S bearing and distance from datum (W. tip of Wangerooge Is.) Mined at 2016.04 hours from 10,000 feet, heading 164T, speed 195 I.A.S. 9/10ths stratus, base 4000 feet, tops 6000 feet, visibility excellent. F24 at time of release. Successful trip, route and tactics good, met. good, datum point definition good. No difficulties except hardly time to have H2S working properly.	
16th Mar.	Lancaster I "V" SW-273	(Captain) J92764 P/O R.K. Harrison	Gardening	17:56	22:47	Mined at a position 53.51N 07.51E. H2S bearing and distance from datum point (west tip of Wangerooge Is.). Mined at 2014.36 hours from 10000 feet, heading 160T, I.A.S. 196. 7/10ths stratus, visibility good above. F24 at release. Very good trip, tactics O.K. Good definition on datum point.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

Appendix A.3 — A.A.F. Form 541.

DETAIL OF WORK CARRIED OUT

By No. 433 (R.C.A.F.) Squadron — **SECRET** — Page No. 23

For the Month of March, 19 45.

*15393—9511) Wt. 28722—4156 75M 10/44 T.S. 700

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight.	References.
18/19 Mar.	Lancaster I	- "SWEEPSTAKE"				No bombs carried.	Appen. B.35
18/19 Mar.	Lancaster I "S" RA-512	(Captain) J35635 F/O R.A. Christenson	Sweepstake	22:26	05:54	Slight haze, visibility good above. Target identified by Gee run up. "Bombed" at 0201 hours from 15,000 feet, heading 100 degrees T., speed 165. No ground detail visible. Tactics and route good. No photo flashes carried so nil photo. Very loose concentration of A/C in T/A.	Battle Order No. 262-A
18/19 Mar.	Lancaster I "M" EC-493	(Captain) R171272 W/O Smyth, M.R.	Sweepstake	22:23	05:42	Did not reach T/A. Turned at 4840N 0650E, 0200 hrs., 15,000 feet, due to setting up wrong co-ordinates on Gee. 5/10ths stratus, tops 10,000 feet, visibility fair above. Nil seen. Route and tactics O.K., met. very poor on return. Not equipped with photo flashes so nil photos.	
20/21 Mar.	Lancaster I	Target, all A/C:- "Hamburg"				Bomb load, each A/C:- 1 x 4000 lbs., 6 x 500 lbs. H.E., & 10 x 250 lbs.	Appen. B.36,
20/21 Mar.	Lancaster I "A" RF-149	(Captain) R171272 W/O Smyth, M.R.	Bombing	01:33	07:11	Clear, slight haze, visibility clear. Target identified by red and green T.I., checked on API and H2S. Bombed at 0433.1 hours from 10000 feet, heading 055, speed 184 I.A.S., on centre of cluster of red and green T.I. on left of target markings, on instructions of M/B. First T.I. seemed misplaced to starboard according to M/B instructions. These seen going down during run up, later T.I. shifted to port. Other bombs bursting in these new markers at time of bombing, though others bombing in old markers. Terrific orange explosion at 0434 hours which blinded gunners for several seconds. Very good FFF, recovered from early error. Tactics and route O.K. Two A/C with nav. lights on to 0400E when they were flicked off. No congestion with 2nd stream. Good concentration at bombing. No difficulty. PFI photos and F24 at time of bombing on steady run.	Battle Order No. 262.

www.bombercommandmuseum-archives.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
20/21 Mar.	Lancaster I "G" PB-908	(Captain) C35376 F/O W.G.R. Simpson	Bombing	01:31	07:12	Clear, slight ground haze, visibility good. Target identified by mixed red and green T.I. and fires, checked H2S. Bombed at 0433.7 hours from 7900 feet, heading 067, speed 176 I.A.S., on centre of one large cluster of T.I. to port of all markers, on instructions of M/B. Markers rather scattered but M/B instructed to bomb on port of original T.I. M/B heard well and seemed to have attack well in hand. Other bombing mainly on the group of T.I. on port. A few on other T.I. 2 large explosions, orange with black smoke, seen at 0433.2 hours and 0434 hours, area covered with black smoke. Very successful raid, met. as briefed except for winds increase in strength. Tactics and route O.K. Concentration over target good. No congestion from twin stream. No difficulties. Photo may not be too good due to bumpiness of air after bombing.	
20/21 Mar.	Lancaster I "D" ME-375	(Captain) J26099 S/L. P.D. Holmes	Bombing	01:46	07:14	Clear, ground haze, visibility good. Target identified by red and green T.I., checked on H2S. Bombed at 0433.5 hours from 8200 feet, heading 069, speed 185, on centre of red and green cluster, on instructions of M/B. First markers down seemed to south. M/B instructed to bomb small cluster to port. Earlier bombing was south but later well concentrated on markers to port. Three large explosions seen at 0433, 0434 and 0434.5 hours, smoke to about 8000 feet. Very good attack and target well hit. Route and tactics good. Concentration of A/C very good. No A/C seen above 3000 feet on route out. No difficulties. Slight bank at end of the camera run.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

Appendix A.3

A.F. Form 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 24

(13321—5511) Wt. 28722—8136 75M 10/44 T.S. 700

For the Month of March, 1945.

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
20/21 Mar.	Lancaster I "H" NG-232	(Captain) J89783 F/O J.D. O'Neil	Bombing	01:28	07:21	Slight haze, visibility good. Target identified by H2S, red and green T.I. and M/B's instructions. Bombed at 0435.4 hours from 8500 feet, heading 050, speed 185 I.A.S., on Pickwick as instructed. Marking plentiful, orange explosion at 0433 hours. Five distinct fires seen right in ground marking. Heard M/B clearly, said "Bomb Pickwick". Tactics and route good, good concentration of A/C in T/A. No photos due to turning to avoid other A/C. Felt lift of bomb explosions.	
20/21 Mar.	Lancaster I "J" NG-779	(Captain) J89607 F/O G. Walton	Bombing	01:32	07:44	Slight ground haze, visibility good. Target identified by illuminating flares, red and green T.I., M/B's instructions, crossed coast on H2S. Bombed at 0433.7 hours from 8800 feet, heading 040T, speed 186 I.A.S., on port side of red and green as instructed by M/B. Saw only one cluster of red and green T.I's. Many bomb explosions and fires seen. One large explosion at 0434.3 hours, orange yellow. Heard M/B clearly. Tactics and route good. Concentration good over T/A. Air turbulent over T/A, could see blast rings. Straight and level for photo. Heard transmissions "Open bomb doors Skipper".	

www.bombercommandmuseum.ca/archives

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
20/21 Mar.	Lancaster I "K" NG-459	(Captain) J92764 F/O R.K. Harrison	Bombing	01:38	07:16	Clear, slight ground haze, visibility good. Target identified by red and green T.I., fires, checked on H2S. Bombed at 0431.5 hours from 9100 feet, heading 074, speed 186, left of group of red and green T.I. surrounded by red T.I. Markers well grouped except one well off to port. M/B heard clearly, instructed to bomb port of red and green T.I. Other bombing well grouped about markers. Large orange explosion and fire at 0430.5 hours out, clouds of black smoke. Well concentrated attack. PFF good and met. O.K. Route and tactics satisfactory. No one seen above. Nav. lights seen as far as within 160 miles of target. Concentration of A/C good, no difficulties with stream. Straight and level for photo.	
20/21 Mar.	Lancaster I "L" NG-441	(Captain) J25839 F/O A.P. Heathcote	Bombing	01:44	07:06	Clear, visibility good. Crossed coast on proper point, target identified by red and green T.I's and M/B's instructions. Bombed at 0433.6 hours from 9400 feet, heading 145T, speed 185 I.A.S., on centre of red and green T.I. to port as instructed. Marking plentiful but scattered for small target. Large fires visible for 50 miles. One large explosion, red orange, at 0434.5 hours. M/B heard clearly. Tactics and route good. Felt impact of bombs bursting or convection currents over target. Very close concentration over target. Straight and level for photo.	

www.bombercommandmuseumarchives.com

OPERATIONS RECORD BOOK

APPENDIX A.3

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 25

FOR THE MONTH OF March, 1945.

*(5313—9511) Wt. 28722—2156 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
20/21 Mar.	Lancaster I "M" NG-493	(Captain) J19459 F/L E.R. Smyth	Bombing	01:22	07:25	Clear, slight haze, visibility good. Target identified by red and green T.I., fires, checked H2S. Bombed at 0435.2 hours from 9700 feet, heading 040, speed 183, undershot red T.I. on port on instructions of M/B. Red T.I. on port, red and green and red T.I. again on starboard. M/B heard clearly, buttoned up attack. Other bombing seemed on the markers to port. Excellent explosion on run up where A/C bombed at 0434 hours, orange flames to 200 feet or more. Large explosion at 0454 hours. Excellent raid, should obliterate the plant, route and tactics O.K. No one seen above 3000 feet on route out. No congestion over target. Concentration O.K. No difficulties. Lancaster under nose caused tilting at time of photo.	
20/21 Mar.	Lancaster I "N" NG-496	(Captain) J35635 F/O R.A. Christenson	Bombing	01:36	07:39	Slight haze on ground, visibility good. Target identified by red and green T.I's, M/B instructed, H2S very good on coast. Bombed at 0434.2 hours from 10000 feet, heading 030T, speed 201 I.A.S., on centre of red and green T.I. as instructed by M/B, this cluster north of main concentration. Markers plentiful and concentrated. Many bomb explosions in T/A, many fires, very large black smoke rising very high. M/B instructed to bomb north side of red and green. Good tactics and route good. Concentration of A/C good. Air rough over T/A caused by bomb explosions Straight and level for photo. Dummy T.I's seen about 15 to 20 miles to starboard of T/A on way in.	

www.bombercommandmuseum.ca/archives.com

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
20/21 Mar.	Lancaster I "O" RA-506	(Captain) C20393 F/L R.W. Paterson	Bombing	01:49	07:28	Clear, ground haze, visibility good. Target identified by red and green T.I., fires, checked H2S, and visually from coast. Bombed at 0434.4 hours from 7900 feet, heading 010, speed 185, on reds, greens and fires on instructions of M/B. Markers at south of target disregarded and T.I. at north of area bombed. M/B heard clearly, instructions good, Pickwick after bombing. Other bombing well on markers at north. Several large explosions at 0432, 0434, 0434.2 hours, orange yellow, much black smoke. Very good attack, route and tactics O.K. Concentration of A/C not heavy over target. Some congestion on route out while wasting time, due to met. wind changes. No difficulties. Straight and level for photo.	
20/21 Mar.	Lancaster I "Q" RA-511	(Captain) J16536 F/L A. Streletzuk	Bombing	01:27	07:29	Clear, slight haze, visibility good. Target identified by red and green T.I. Bombed at 0433.7 hours from 8200 feet, heading 050, speed 185, on centre of cluster of red and green T.I. on port side of M/B's instructions. T.I. started at south and worked to north, scattered but raid kept in hand by M/B who was heard well, good instructions. Other bombing seemed well on markers. Large explosion to south at 0432 hours another at 0434, sheets of flame to 2000 feet. Very good trip, tactics good, met. winds poor, M/B excellent as T.I. without him would have been poor. No difficulties, straight and level for photo.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

Appendix A.3

R.A.F. Form 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 26

For the Month of March, 1945.

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
20/21 Mar.	Lancaster I "R" RA-505	(Captain) J92120 P/O W.S. Harker	Bombing	01:51	07:40	Nil cloud and good visibility. Target identified by red and green T.I's. Bombed at 0433.3 hours from 8500 feet, heading 030T, speed 219 I.A.S., on centre of red and green T.I's. Marking scattered at first but concentrated in later period of attack. Two huge reddish orange explosions with black smoke in centre of T.I. concentration at 0433.3 hours. Some fires had started and T/A was covered with smoke. Fires were visible 30 miles. Course maintained and A/C straight and level for camera run. Tactics very good, particularly going in low and coming out low. Met. was good. A very good prang.	
20/21 Mar.	Lancaster I "S" RA-512	(Captain) J41145 P/O W.K. Otton	Bombing	01:54	07:13	Slight ground haze, visibility good. Target identified by red and green T.I's, M/B's instructions, H2S fix at coast. Bombed at 0432.3 hours from 8800 feet, heading 045T, speed 185 I.A.S., on port side of red and green T.I's as instructed by M/B. Marking plentiful and concentrated. Many bomb explosions. Large orange/yellow explosion at 0431.8 hours. M/B heard clearly. Good tactics and route. Good concentration of A/C in T/A. Photo straight and level. Felt turbulance in air over T/A, thought to be from bomb explosions.	

www.bombercommandmuseum.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
20/21 Mar.	Lancaster I "T" NG-498	(Captain) J41154 F/O D. Fleiter	Bombing	01:39	07:22	Slight haze, visibility fair. Target identified by red and green T.I's, M/B's instructions, crossed coast on H2S. Bombed at 0433.7 hours from 9100 feet, heading 060T, speed 180, on centre of red and green T.I's as instructed. Marking plentiful and concentrated. Many bomb explosions right in ground marking. Large explosion at 0435 hours in T/A. Red yellow with black smoke up to 7000 feet. Very rough over T/A, thought to be bomb explosions. M/B heard clearly. Tactics and route good, good close concentration over T/A. Straight and level for photos. Heard transmission without call sign at 0432 hours. Instructed to bomb wide.	
20/21 Mar.	Lancaster I "U" ME-457	(Captain) J6269 F/L J.E. Vallance	Bombing	01:34	07:24	Slight haze, visibility good above. Target identified by H2S on coast, red and green T.I., M/B's instructions. Bombed at 0432.5 hours from 9400 feet, heading 030T, speed 185 TAS, on centre of red and green T.I. as instructed by M/B. Marking scattered at first but very good later. Many bomb explosions scattered and many fires. Three large white explosions in T/A from 0431 to 0435 hours. M/B heard clearly. Tactics and route good, concentration of A/C loose over T/A. Air turbulent over T/A due to bomb explosions, could see concussion rings. Straight and level for photo.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

APPENDIX A.3

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 27

FOR THE MONTH OF March, 1945.

*(5323—9511) Wt. 28722—2156 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
20/21 Mar.	Lancaster I "V" SW-273	(Captain) J9554 F/L R.W. Andres	Bombing	01:35	07:22	Ground haze, visibility fair. Target identified by red and green T.I., illuminating flares, M/B heard, crossed coast on H2S. Bombed at 0431 hours from 9700 feet, heading 070T, speed 182 TAS, on green T.I. as instructed by M/B. Marking quite plentiful and fairly well concentrated, many bomb explosions and fires. Two large red explosions at 0434 hours, could feel explosion of bombs, air rough over T/A. M/B heard clearly. Tactics and route O.K. Concentration light in T/A. Straight and level for photo. Heard a transmission in T/A, "Open bomb doors Skipper".	
20/21 Mar.	Lancaster I "Y" RA-513	(Captain) J90885 P/O J.A. Forbes	Bombing	01:29	07:19	Clear visibility, slight ground haze, visibility good. Target identified by red and green T.I., checked API homing and H2S. Bombed at 0433.6 hours from 10,000 feet, heading 046, speed 185, on centre of green and red T.I. T.I. well grouped, green and red surrounded by green T.I., a split group to the north. M/B heard clearly giving basement then lost before bombing. Other bombing seemed in midst of T.I. Large explosions, orange yellow and smoke over target. Successful attack, route and tactics O.K. No one seen too high, several had nav. lights right to enemy coast. Winds higher than met. Concentration not intense, no congestion. Straight and level for photo.	

www.bombercommandmuseumarchives.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
22nd Mar.	Lancaster I	Target, all A/C:- "HILDESHEIM"				Bomb load, each A/C:- 1 x 4000 lbs., & 1500 x 4 lbs. I.B.	Appen. B.37,
22nd Mar.	Lancaster I "C" PB-908	(Captain) C35376 F/O W.G.B. Simpson	Bombing	10:43	17:34	Clear, visibility good. Target identified by map reading, smoke from previous bombing, checked on H2S.. Bombed at 1408.1 hours from 14800 feet, heading 118T, speed 207, on Pickwick on instructions of M/B. T.I. observed in smoke. M/B clearly heard, VHF and instructions bang on. Other bombing on centre of T/A except for 2 sticks undershot on edge of town. Clouds of smoke to 15-18000 feet after bombing. Very good trip, gaggle not well kept, making up time to target, broke up after target to stream as far as Cologne, 300 ft. interval and 25 A/C box not congested over target. Route and tactics O.K. No difficulties, straight and level for photos.	Battle Order No. 263.
22nd Mar.	Lancaster I "D" ME-375	(Captain) C1649 W/C G.A. Tambling	Bombing	10:51	17:30	Clear, visibility good. Target identified by green T.I., map read to target, column of smoke from target. Bombed at 1409 hours from 14500 feet, heading 106T, speed 200, on green T.I. cascading at time of bombing on instructions of M/B. Markers cascading at 1509 hours, others lost in smoke. M/B heard clearly, VHF instructions concise. Dense and concentrated smoke 1 square mile, billowing 12-14000 feet, on way out, seen to 160 miles. Excellent raid, M/B excellent and instructions well carried out. Gaggle packed up after target but good on way in, interval of 300 feet is O.K. Escort good, no difficulties. Line overlap at target, took evasive action against bombs from above.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

APPENDIX A.3

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 28

FOR THE MONTH OF March, 1945.

*(5311—9511) Wt. 28722—2156 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
22nd Mar.	Lancaster I "G" PB-893	(Captain) J89607 F/O G. Walton	Bombing	10:54	17:20	Clear, visibility excellent. Target identified by T.I's on run up, railways, huge columns of smoke and M/B's instructions. Bombed at 1408.2 hours from 14200 feet, heading 120T, speed 226 TAS, on Pickwick by M/B's instructions. Bomb explosions and smoke up to 6000 feet on run in. M/B heard clearly, marking very accurate although obscured partly by smoke. Excellent attack, gaggle good in but loose coming out. Straight and level for photos. M/B complimented all A/C. M/B appeared to do an excellent job.	
22nd Mar.	Lancaster I "H" NG-232	(Captain) J89783 P/O J.D. O'Neil	Bombing	10:50	17:23	Clear, visibility excellent. Target identified visually, map reading on way to target, smoke of previous bombing, built up area. Bombed at 1409.5 hours from 14800 feet, heading 115, speed 197, on centre of smoke on instructions of M/B. T/A mass of smoke, M/B heard clearly, good instructions. Other bombing seemed well into smoke, only one undershoot seen. Billowing smoke to 15000 feet, seen to 135 miles after leaving target. Large orange explosions seen. Very good raid, good concentration, good route. Gaggle broke up after target, 300 ft. intervals O.K. with little slip stream. No difficulties. Easy to place self with 25% box. Fighter support good, straight and level for photo.	

www.bombercommandmuseumarchives.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
22nd Mar.	Lancaster I	(Captain) R171272 W/O Smyth, M.R.	Bombing	10:49	17:27	Clear, visibility very good. Target identified visually by bearing from Hanover, API homing, green T.I's,	
	"J" NN-779					smoke and M/B's instructions. Bombed at 1406.9 hours from	
						14500 feet, heading 115T, speed 200 TAS, on centre of smoke	
						on M/B's instructions. Smoke rising to 10,000 feet, only	
						outskirts of town to starboard still visible. Only few	
						greens seen cascading into smoke. M/B heard clearly, VHF	
						and did very good job. Bombing very accurate. 2 A/C seen	
						to undershoot by 1 mile at about 1405 hours and 3 A/C over-	
						shot by 1 mile at almost 1408 hours. Very excellent and	
						accurate attack. Gaggle good in and out but faster than	
						briefed airspeed. Straight and level for photo. Fighter	
						cover good and most numerous yet seen.	
22nd Mar.	Lancaster I	(Captain) J92764 F/O R.K. Harrison	Bombing	10:52	17:17	Clear, visibility excellent. Target identified by	
	"K" NG-459					railroads and river, smoke and M/B's instructions. Bomb-	
						ed at 1409.8 hours from 14200 feet, heading 103T, speed	
						192 TAS, on centre of smoke on M/B's instructions. No	
						T.I's on ground but some seen going down. Smoke up to	
						10,000 feet but no fires visible. M/B heard clearly. Bomb-	
						ing well concentrated and accurate although one A/C seen to	
						bomb short. Very good attack, gaggle good but a little	
						fast both in and out. Concentration of A/C good in T/A.	
						M/B was excellent, straight and level for photos. Fighter	
						cover excellent.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

APPENDIX A.3

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 29

FOR THE MONTH OF March, 1945.

(1511)—(5511) Wt. 28722—2156 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
22nd Mar.	Lancaster I "L" NG-441	(Captain) J92115 P/O B.H. Jensen	Bombing	10:47	17:31	Clear, good visibility. Target identified by Hannover on H2S, smoke seen, identified railway and by M/B's instructions. Bombed at 1409 hours from 14800 feet, heading 122T, speed 206 TAS, on large buildings as in photo of T/A. Bomb explosions seen, great columns of smoke to 10,000 feet. Few green T.I's seen, bombing accurate, M/B heard clearly. Very good effort, gaggle good in T/A but scattered coming out and faster than briefed, by 40 mph. Couldn't keep up at 190 I.A.S. Smoke visible, black and white, visible at 180 miles. Many Mustangs seen. Straight and level for photo.	
22nd Mar.	Lancaster I "M" NG-493	(Captain) J19459 F/L E.R. Smyth	Bombing	10:41	16:54	Clear, no cloud, visibility good. Target identified visually on details of twon, built up area on west and smoke of previous bombing. Bombed at 1407 hours from 14,500 feet, heading 118, speed 200, on centre of smoke on M/B's instructions. T/A mass of smoke and explosions of bombs seen. T.I. cascaded at 1408 hours. M/B heard very clearly on VHF and was pleased with bombing. +Other bombing well grouped in T/A which was a mass of smoke rising to about 8000 feet. Excellent attack, gaggle good to target but broken just before target due to individual A/C speeding up for bombing. Disintegrated after bombing when gaggle led over flak. No difficulties, fighter cover very adequate. Straight and level for photo.	

www.bombercommandmuseumarchives.com

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
22nd Mar.	Lancaster I	(Captain) J35635 F/O R.A. Christenson	Bombing	10:56	17:36	Slight haze, visibility good. Target identified by a	
	"Q" RA-511					few green T.I's, great columns smoke and M/B's instructions.	
						Bombed at 1409 hours from 14,200 feet, heading 100T, speed	
						217 TAS, on centre of smoke as instructed by M/B. Mostly	
						obscured by smoke, could see outskirts of town only.	
						Markings not seen, bombing appeared accurate. One A/C	
						bombed short. M/B heard clearly. Pretty good attack,	
						could seen smoke 100 miles after T/A. Gaggle formation good	
						but faster than briefed. A/C well concentrated in T/A.	
						M/B did a good job. Straight and level for photos.	
22nd Mar.	Lancaster I	(Captain) J92120 F/O W.S. Barker	Bombing	10:48	17:24	Clear, visibility excellent. Map read to target,	
	"P" RA-509					identified visually by ground details, forest to south.	
						Bombed at 1408.3 hours from 14800 feet, heading 111T,	
						speed 207, on centre of smoke on instructions of M/B. T/A	
						a concentrated mass of smoke. M/B heard clearly VHF.	
						Other bombing on smoke, one string on edge of town.	
						Smoke billowing 6-7000 feet at bombing, to 15,000 after	
						leaving target. Excellent attack, gaggle good to target	
						but broke up after target and split at Cologne. Interval	
						of 300 ft. and box of 25 gave plenty of room for bombing.	
						Fighter escort good to coast on return. No difficulties,	
						straight and level for photo.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

Appendix A.3

C.A.F. Form 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 30

For the Month of March, 1945.

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
22nd Mar.	Lancaster I "S" RA-512	(Captain) J41145 F/O W.K. Otton	Bombing	10:46	17:37	Clear, visibility excellent. Target identified visually, smoke from previous bombing. Bombed at 1410 hours from 14800 feet, heading 128, speed 190, on centre of smoke on instructions of M/B. T.I. obscured in smoke, M/B heard clearly, concise instructions, good bombing. Other bombing into centre of smoke, 2-3 undershoots. Smoke billowing 10-12,000 feet, seen to about 20,000 feet, from about 50 miles. Very good attack, well controlled by M/B. Gaggle too dispersed after target, broke up, packed up at Cologne. 300 ft. intervals O.K. No difficulties. Straight and level for photos except for slip stream.	
22nd Mar.	Lancaster I "T" NG-498	(Captain) J41154 F/O D. Fleiter.	Bombing	10:45	17:38	Clear, visibility good. Target identified by smoke from previous bombing, T.I. cascading into smoke on run, checked on Gee. Bombed at 1410.5 hours from 14500 feet, heading 115, speed 201, on centre of smoke on instructions of M/B. T.I. obscured in smoke, M/B heard clearly, instructions concise. Other bombing well grouped in target area except some undershoots on edge of town. Clouds of smoke billowing to 10,000 feet at bombing. Large orange colored explosion with flame at 1408 hours and again at 1410.5 hrs. Excellent attack, gaggle broke up at Cologne in flak. No congestion of A/C over target. Fighter cover adequate, no difficulties, in slipstream for photo.	

www.bombercommandmuseum.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
22nd Mar.	Lancaster I	(Captain) J6269 F/L J.E. Vallance	Bombing	10:40	17:22	Clear, visibility good. Target identified visually on	
	"U" ME-457					smoke of previous bombing, green T.I. cascaded on run up.	
						Bombed at 1410.1 hours from 14200 feet, heading 115, speed	
						204, on Pickwick on instructions of M/B. T/A a mass of	
						smoke except a few buildings at edge of town. M/B heard	
						clearly, instructions good. M/B pleased with raid. Four	
						of five undershooting but main body on centre of smoke	
						which was billowing 10-11,000 feet, seen to Ruhr. Ex-	
						cellent attack, fighter cover adequate, route and tactics	
						O.K. Gaggle seemed to have difficulty by undershooting	
						turning points, broke up over target and disbanded at	
						crossing Rhur. No difficulties, straight and level for	
						photo.	
22nd Mar.	Lancaster I	(Captain) J9554 F/L R.W. Andrea	Bombing	10:42	17:33	Clear, visibility good. Target identified visually	
	"V" SW-273					by railroad and built up area, green T.I's going down,	
						smoke and M/B's instructions. Bombed at 1410.3 hours	
						from 14800 feet, heading 110T, speed 210 IAS, on centre of	
						smoke as instructed by M/B. Only one green T.I. seen in	
						T/A. Many bomb explosions and lots of smoke. Only west	
						side of town visible. Red glow under smoke. Bombing look-	
						ed very good. M/B heard clearly. Very good show, think	
						town is wiped out. Straight and level for photo. M/B	
						very good.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

APPENDIX A.3

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 31

FOR THE MONTH OF March, 1945.

*(3323—9322) Wt. 28722—2136 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
24th Mar.	Lancaster I	Target, all A/C:- Methods Planned ("BATTROP")				Bomb load, each A/C:- 12 x 1000 lbs. & 1 x 500 lbs.	Appen. B.38, Battle Order No. 264.
24th Mar.	Lancaster I "A" RF-149	(Captain) C1346 S/L D.J. Cleland	Bombing	12:50	19:06	Slight ground haze, visibility good. Target identified by ground markers, M/B and visual indentification of landmarks. Bombed at 1648.6 hours from 16200 feet, heading 095, speed 202, overshot red T.I. by 2 seconds on M/B's orders. One red T.I., much smoke, bombing very scattered. M/B clearly heard on VHF. Not a very good attack as bombing very scattered, mostly short of T/A. Tactics generally good. Think bandit M/B giving orders, "Bomb 2 miles short of T.I's."	
24th Mar.	Lancaster I "C" PB-908	(Captain) J25839 F/O A.P. Heathcote	Bombing	13:03	18:53	Clear, slight ground haze, visibility good. Target identified by red T.I., visual on Autobahn and river, checked on Gee. Bombed at 1647.8 hours from 16500 feet, heading 090, speed 206, on centre of cluster of red T.I. on instructions of M/B. Red T.I. on time, sparse, no green T.I. seen. M/B clear, good instructions. Main bombing on red T.I., one undershoot, not much result at this time. Hard to assess at this stage, gaggle a bit too tight, more like a formation, trouble dodging other bombs and evading flak. Gaggle good on way in but seemed to cluster about leaders too closely. Ice and strong sun reduced upward visibility on route out. Possible climbing at time of photo.	
24th Mar.	Lancaster I "H" NG-232	(Captain) J89783 F/O J.D. O'Neil	Bombing	12:52	19:02	Slight haze, visibility good downward. Target identified visually on Gee, visually and M/B's instructions. Bombed at 1649.5 hours from 16800 feet, heading 088, speed 201, overshot Pickwick 1 second by M/B's orders. Few markers but seemed accurate. Much black smoke up to 5000 feet. Bombing seemed accurate. Good trip, gaggle good in but loose at French coast coming out. Good concentration over T/A. Straight and level for photo.	

www.bombercommandmuseumarchives.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
24th Mar.	Lancaster I	(Captain) J92764 P/O R.K. Harrison	Bombing	13:00	18:54	Clear, slight ground haze, visibility good. Target identified by red T.I. and visually on railway checked on Gee. Bombed at 1648.9 hours from 16200 feet, heading 098, speed 200, on centre of red T.I. cluster on instructions of M/B. Markers on time, 1 red marker undershot by 2 miles. No greens down yet. M/B good and clear, good instructions. Other bombing on red T.I., few undershoots. Large orange red explosion at 1649.5 hours, some smoke rising at this stage. Too early to assess raid, but bombs at this Gen. Gaggle good, not over congested over target and kept to coast on return. Route and tactics O.K. No difficulties. Straight and level for photo.	
	"Y" RA-513						
24th Mar.	Lancaster I	(Captain) R171272 W/C Smyth, M.B.E.	Bombing	12:48	18:52	Clear, slight ground haze, visibility very good. Target identified visually by Autobahn and canal and red and green T.I. Bombed at 1648.5 hours from 16500 feet, heading 100, speed 215, overshot red T.I. 2 seconds on instructions of M/B. Red T.I. down, green T.I. cascading 300 yards beyond red T.I. Red T.I's were near A/P. M/B clear, concise, other bombing well concentrated over red T.I. Green T.I. covered by smoke, dust and smoke rising from A/P. Well concentrated attack, tactics good, gaggle better than formerly. Slight congestion over target, much slipstream. Met. excellent. Straight and level for photo.	
	"L" NG-441						
24th Mar.	Lancaster I	(Captain) J92115 P/O B.H. Jensen	Bombing	12:59	17:40	Nil cloud, visibility good. Target identified visually and by Gee. Bombed at 1649.3 hours from 16800 feet, heading 100T, TAS 206 mph, wind setting 170/22, on centre of smoke and fires. Target identified visually by canals and Autobahn and H.S. railway. T.I's not seen. T/A covered with smoke and flames. H/F barrage form at Mathias - Stinnes (Bottrop) at 1650 hours., 16800 feet, D.N.A. Left stream at point 'J' and headed west and after crossing Rhine steered to closest aerodrome at Brussells B56. A/C straight and level for camera run. Tactics satisfactory and gaggle was good, left early from English coast. A/C struck at 1650 hrs. by heavy flak over the target. Within 2 minutes port inner and starboard inner were U/S and starboard [illegible] on panel near W/O. was on fire. Lost height immediately so flew around Rhur area and headed for Rhine and then to the nearest aerodrome. Landed safely.	
	"M" NG-493						

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

Appendix A.3

A.F. Form 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 32

(15321—9511) Wt. 28722—4156 75M 10/44 T.S. 700

For the Month of March, 19 45.

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
24th Mar.	Lancaster I "O" RA-506	(Captain) C20383 F/L R.W. Paterson	Bombing	13:04	19:22	Smokey, visibility good. Target identified by red T.I., Gee check, map reading and M/B's orders. Bombed at 1649.1 hours from 16200 feet, heading 086, speed 204, on red T.I. on Pickwick by M/B's orders. Few markers but accurate bombing explosions and plenty of smoke. Bombing seemed accurate, M/B heard clearly on VHF. Seemed like a good attack, speeds in gaggle too slow. Good concentration of A/C in T/A. Straight and level for photo.	
24th Mar.	Lancaster I "Q" RA-511	(Captain) J16536 F/L A. Strelchuk	Bombing	13:05	19:01	Clear but smoky, visibility good. Target identified by map reading, Gee check, red T.I. and M/B's instructions. Bombed at 1649 hours from 16500 feet, heading 090, speed 206, red T.I. overshot by 1 second on M/B's orders. Marking accurate but just a few seen. Target partly obscured by smoke, most of bombing seemed accurate. Red T.I's seen about 2 miles short of T/A. Quite successful tactics in and out, good but congestion over T/A. Not sure of photo as evasive action taken to avoid A/C.	
24th Mar.	Lancaster I "S" RA-512	(Captain) J41145 F/O W.K. Otton	Bombing	13:07	19:16	Slight ground haze and smoke, visibility good. Target identified by Gee check, map reading, recognized T/A from photo, M/B's orders. Bombed at 1650 hours from 16800 feet, heading 092, speed 201, overshot Pickwick by 2 seconds by M/B's orders. No markers seen, many bomb explosions quite scattered, mostly short. Much smoke. M/B heard clearly VHF. A scattered attack, gaggle very good all the way. A/C well concentrated over T/A. Straight and level for photo.	

www.bombercommandmuseum.ca/archive.php

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
24th Mar.	Lancaster I "P" RA-509	(Captain) J41154 F/O D. Fleiter	Bombing	13:01	19:10	Clear, slight ground haze, visibility good. Target identified by red and green T.I. and visually by Autobahn on north and river on south and railway, checked on H2S. Bombed at 1649.7 hours from 16200 feet, heading 093, speed 199, overshot centre of smoke by about 200 yds. on instructions of M/B. T.I. mainly, numerous but being obscured by smoke, few red T.I. short attracted some bombs. M/B heard clearly, well instructed. Other bombing well concentrated on smoke. Several large orange explosions seen before bombing from T/A, black dirty smoke from A/P. Seemed successful attack, gaggle O.K. to target but scattered after target, broke up over North Sea, not contested at end position in gaggle. Route and tactics O.K. No difficulties. Straight and level for photo.	
24th Mar.	Lancaster I "Y" SW-273	(Captain) J9554 F/L R.W. Andrea	Bombing	12:54	18:55	Slight ground haze, visibility good. Target identified visually by built up area, red and green T.I., M/B's instructions. Bombed at 1649.1 hours from 16500 feet, heading 095, speed 213, on red T.I. overshot by 2 seconds on M/B's instructions. Few ground markers but accurate, target well on fire, much black smoke up to 600 feet. Bomb explosions numerous and very accurate. M/B heard clearly. Jettisoned 1 x 1000 lbs., 5208N 0311E, 1848 hrs., from 10,000 feet, hung up and fell on bomb doors. Flak hole in starboard wing, T/A, 1651 hrs., 16500 feet, H/F. Very good attack, tactics good but gaggle crowded over T/A only. Necessary to dodge A/C in T/A. Straight and level for photo.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

Appendix A.3 — A.F. Form 541.

DETAIL OF WORK CARRIED OUT

By No. 433 (R.C.A.F.) Squadron — **SECRET** — Page No. 33

(15321—9511) Wt. 28722—4156 75M 10/44 T.S. 700

For the Month of March, 1945.

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
25th Mar.	Lancaster I	Target, all A/C:- "HANOVER"				Bomb load, each A/C:- 1 x 4000 lbs., & 1584 x 4 lb. I.B.	Appen. B.39,
25th Mar.	Lancaster I "A" RF-149	(Captain) G1346 S/L. D.J. Cleland	Bombing	06:03	12:47	Clear, visibility excellent. Target identified by red T.I. cascading, visually, map read 30 minutes. Bombed at 0946.3 hours from 19,000 feet, heading 025, speed 227, on starboard of smoke as per M/B. M/B clearly heard directing attack. Billows of grey smoke mushrooming up to 15,000 feet. One huge explosion in the smoke after leaving target. Gaggle well formed outward, becoming scattered homeward, no smoke ~~was~~ emitted by leaders. Gee U/S from base and difficult to ~~fly~~ leaders due to cloud conditions. Marking ample and target readily identified. Good saturation of bombing.	Battle Order No. 265.
25th Mar.	Lancaster I "D" ME-375	(Captain) J16729 F/L. E.J. Meek	Bombing	06:06	12:24	Clear, visibility excellent. Target identified by map reading for 20 miles, red T.I's cascading and M/B. Bombed at 09:44 hours from 18,000 feet, heading 027, speed 230, bomb sight U/S, overshot red T.I's by about 3 seconds. M/B heard distinctly, marking ample and well placed, several bomb explosions directly on markers, dense brown smoke over target after leaving. Raid on Munster clearly visible. H/P 52.29N 093E, 0952 hours, 18,700 feet. Gaggle good to target, became scattered homeward. Marking accurate, no difficulty in visual pin-pointing. Steady camera run in spite of slip streams, M/B directed the raid efficiently, good concentration of bombing.	
25th Mar.	Lancaster I "P" PB-903	(Captain) J25839 F/O A.P. Heathcote	Bombing	05:51	12:49	Nil cloud, good visibility. Target identified visually and by red T.I's. Bombed at 0943.6 hours from 18,500 feet, heading 030T, speed 214 TAS, on red T.I's. River to west of town and all town detail was visible, marking was accurate and concentrated. One of the first few to bomb but bombing was very accurate. Starboard inner engine lost just after leaving T/A. Immediately after bombing A/C was required to do violent evasive action to avoid falling bombs so F24 picture not satisfactory. PPI was taken at release. An exceptionally good attack and smoke visible for 140 miles after leaving, up to 16,000 feet. Tactics were very good and gaggle leader excellent.	

www.bombercommandmarkings.com

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
25th Mar.	Lancaster I "G" PB-893	(Captain) R171272 W/O Smyth, M.R.	Bombing	06:17	12:23	Nil cloud, visibility very good. Target identified visually and by red T.I's and H2S. Bombed at 0943.8 hours from 19,000 feet, heading 038T, speed 210 TAS, on centre of red T.I's. Marking was prompt, accurate, sufficient and concentrated. Identified visually by Steinhuder Lake and main x/y. Incendiaries falling short but most bombing concentrated in T/A. Camera run straight and level and course maintained. Tactics good, gaggle well concentrated enroute and good spacing at target. A very accurate attack. Good fighter cover. The attack on Munster was well concentrated.	
25th Mar.	Lancaster I "H" NG-232	(Captain) J89783 F/O J.D. O'Neil	Bombing	06:19	12:34	Slight ground haze, visibility good. Target identified by map reading 3.5 miles, heard M/B at 0931 hours. Bombed at 0944.5 hours from 18,700 feet, heading 026, speed 210, undershot what appeared to be public square. Some bombs to port, no T.I's, did not hear M/B giving any instructions before bombs gone. Several explosions and heavy smoke rising. H/F, 3 in port area, 4 in tail plane, 0951 hours. Gaggle formation good. Cloud to 04.00E. No markers seen. Bombing appeared well concentrated. Predicted flak homeward from target. Good effort.	
25th Mar.	Lancaster I "J" NN-779	(Captain) J39642 F/O R.E. Johnstone	Bombing	06:14	10:46	Mission abandoned at 5130N 0.50E, 0842 hours, 12,000 feet, Holland. Jettisoned 1 x 4000 lbs., safe but exploded, 5214N 0305E, 0913 hours, 12,000 feet, to reduce to safe landing weight, brought rest of load back. Starboard outer engine U/S at 7,000 feet, climbed to 12,000 feet with difficulty, unable to maintain height, maximum speed 140. Unable to keep up with gaggle and by trying to maintain height and speed fuel would have been insufficient to get back to England. Necessary to jettison "cookie" for safe landing.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

Appendix A.3

A.F. Form 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 34

For the Month of March, 1945.

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
25th Mar.	Lancaster I "K" NG-459	(Captain) J92764 F/O R.K. Harrison	Bombing	05:52	12:40	Slight ground haze, visibility good. Target identified visually by m/y, river, public square and red T.I. Bombed at 0943.7 hours from 19,000 feet, heading 028, speed 209, on red T.I., no instructions from M/B. M/B heard xxx xxxx but nothing further till bombs gone. Target readily identified, markers accurately placed. Billows of smoke rising from T/A after leaving. Most bombing right on markers. Good formation to target but broke up in flak area after leaving target. Good concentration of bombing. Fighter cover ample, good effort.	
25th Mar.	Lancaster I "L" NG-441	(Captain) J8917 F/L D.S. Rogers	Bombing	05:40	12:44	Nil cloud, good visibility. Target identified visually, H2S and red T.I's. Bombed at 0943.9 hours from 19,000 feet, heading 026T, speed 215 mph, on A/P and T.I. red. Visually by river to west of town and square in town. Marking was accurate and 1.5 minutes late. First to bomb and bombs appeared to be in T/A. H/F predicted at target, 19,000 feet, 0944 hrs., D.N.A. Camera run straight and level. Tactics were good except cloud interferred at form up point of gaggle and winds were not as briefed. A very good attack. Port inner engine had to be feathered gas tank shot out and several holes in general. Front turret badly damaged, crew ready to bail out.	
25th Mar.	Lancaster I "O" RA-506	(Captain) C20393 F/L R.W. Paterson	Bombing	06:11	12:35	Nil cloud, visibility unlimited. Target identified visually and by red T.I's. Bombed at 0943.5 hours from 18,700 feet, heading 021T, speed 222 mph, on m/y. Identified visually by rivers to west of town and m/y in town. Marking very accurate, punctual and concentrated. Most bombing was well concentrated in the town and smoke was rising to over 7,000 feet. D.N.A. H/F 5225N 0925E, I.A.S. 165 mph, 18,700 feet. Camera run straight and level. Tactics satisfactory but considerable slipstream enroute. A very good prang.	

www.bombercommandmuseum.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
25th Mar.	Lancaster I	(Captain) J16536 F/L A. Strelchuk	Bombing	06:09	12:39	Slight ground haze, visibility good. Target identified by red T.I's cascading, map read 30 miles and good visual on stream and highways. Bombed at 0943.7 hours from 19,000 feet, heading 034, speed 208, overshot red T.I. by 1½ seconds. M/B not heard until bombs gone. Marking ample and well placed. Good visual on public square. Numerous bomb explosions, dense smoke covered target after leaving. Gaggle well formed to target, spread out on homeward route. Winds and clouds not as briefed over England. Concentrated bombing in relation to markers. Munster raid clearly visible, effective effort. Fighter cover ample, saw gaggle leader hit by flak 0955 hours.	
	"Q" RA-511						
25th Mar.	Lancaster I	(Captain) R55562 W/O R.L. Belliveau	Bombing	05:48	12:31	Nil cloud, visibility very good. Target identified visually and by red T.I's. Bombed at 0944.4 hours from 18,400 feet, heading 025T, speed 214 TAS, on T.I's red. Identified visually by whole town and river to west of town. Marking well concentrated, sufficient and accurate. Bombing was well concentrated and many fires started. Camera run straight and level. Tactics very good. Gaggle was well concentrated. A very good attack.	
	"R" RA-~~S09~~ 505						
25th Mar.	Lancaster I	(Captain) ~~J16215~~ J41145 F/O W.K. Otton	Bombing	05:45	12:55	Clear, visibility good. Target identified visually, (junction of railway) heard M/B. Bombed at 0943.3 hours from 19,000 feet, heading 030, speed 216, overshot railway junction by 1 second. No instructions from M/B prior to bombs gone. No markers seen, few bomb bursts north of A/C. Target clear on run up, but covered with heavy smoke on leaving. Smoke could be seen for 100 miles homeward. Gaggle on. Winds stronger outward and weaker at target. No marking and only instructions were to bomb on flight plan heights. Target readily identified visually. Ample fighter cover. Difficult to assess being early on target.	
	"S" RA-512						

www.bombercommandmuseum.com.au

OPERATIONS RECORD BOOK

Appendix A.3

A.F. Form 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 35

(15321—9511) Wt. 28722—9156 75M 10/44 T.S. 700

For the Month of March, 1945.

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
25th Mar.	Lancaster I "T" NG-498	(Captain) J44154 F/O D. Fleiter	Bombing	05:53	12:27	Slight ground haze, visibility good. Target identified by red T.I's on ground, H2S fix, map read last 50 miles. Bombed at 0943.8 hours from 18,100 feet, heading 030, speed 207, on centre of red T.I's. Heard M/B at -14 talking to deputy but not heard again until bombs gone. A/P readily identified by m/yards, roads. Some cookies exploding. Smoke rising 8-9000 feet after leaving target. Gaggle compact to target but scattered after leaving target due to excellerated speed. Flew in cloud to Dutch coast. Bombing appeared accurate, marking well placed and ample. In slip stream on camera run. Appeared to be well bombed. Fighter cover adequate and noticeable enroute.	
25th Mar.	Lancaster I "U" ME-457	(Captain) J6269 F/L J.E. Vallance	Bombing	06:18	12:22	High cirus, visibility good. Target identified visually (m/yds.) and by red T.I's cascading. Bombed at 0943.7 hours from 18,400 feet, heading 030, speed 209, on red T.I. on A/P, M/B not heard. Some smoke around A/P, several bomb bursts. Heard M/B direct to overshoot T.I's after bombs dropped. Smoke rising to 6000 feet on turning point from target. Flying through cloud to 040E, gaggle compact from there to target but scattered from target outward due to predicted flak. Tactics sound, bombing concentrated, marking skimpy. Steady camera run. A/P well saturated. Good fighter cover.	
25th Mar.	Lancaster I "V" SW-273	(Captain) J9554 F/L R.W. Andres	Bombing	05:50	12:29	Nil cloud, visibility good. Target identified visually and by red T.I's and H2S. Bombed at 0943.6 hours from 19,000 feet, heading 030T, TAS 220, on red T.I's, plus one second on M/B's instructions. Identified visually by rivers west of Hanover and railway concentrating on the town. Marking was accurate, sufficient and approximately two minutes late. Most of the bombing was concentrated in T/A with some incendiaries falling short. Large orange fire just north of m/yds. Camera run straight and level. Tactics good although turn at point 'H' was too far from the target and appeared too sharp and many A/C seemed to cut the corner. Gaggle was good. A very good attack.	

www.bombercommandmuseum.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
31st Mar.	Lancaster I	Target, all A/C:- "HAMBURG"				Bomb load, each A/C:- 6 x 1000 lbs. & 10 x 500 lbs. H.E.	Appen. B.40
31st Mar.	Lancaster I "A" RF-149	(Captain) J93063 F/O H.E. Batty Bombing		06:22	12:11	10/10ths cloud, visibility good. Target identified by red smoke puffs, M/B heard clearly at 14-15. Bombed at 0904.2 hours from 17800 feet, heading 027, speed 205, on centre of cluster of fading red smoke puffs. Scattered red and blue smoke puffs. Heard M/B and deputy compare winds giving directions on early stages. M/B heard to say, "Are any more around and cheerio for home". Still 30 miles from target, marking scattered and fading when A/C arrived. Gaggle poorly timed, no directions from M/B on bombing run. Marking scattered and petred out. A/C was on rear of gaggle and left to own delivery to bomb. M/B quiet 5 minutes before T.O.T.. Poor attack, a few Mustangs seen on run up but not over target. A/C attacked by ME.262, no damage to bomber and no claims on E/A.	Battle Order No. 267 Appen. C.9.
31st Mar.	Lancaster I "C" PB-908	(Captain) J92115 F/O R.H. Jensen Bombing		06:12	12:15	10/10ths cloud, tops 5000 feet, visibility good. Target identified by red smoke puffs. Bombed at 0905.2 hours from 17500 feet, heading 024T, T.A.S. 202 mph, wind setting zero, on red smoke puff. Marking not sufficient and scattered. M/B was clear on VHF but left before A/C bombed. No results seen. Evasive action taken during camera run. Tactics were satisfactory but after considerable trouble from homeward route.. Overland would probably have been safer. Gaggle was very tirht. It was definitely a scattered attack. Gaggle appeared to be out on timing. A/C attacked by ME.262, no damage to Bomber or claims on E/A.	Appen. C.10.

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

Appendix A.3 — A.F. Form 541.

DETAIL OF WORK CARRIED OUT

By No. 433 (R.C.A.F.) Squadron — **SECRET** — Page No. 35

For the Month of March, 19 45.

*15301—9511) Wt. 28722—2156 75M 10/44 T.S. 700

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
25th Mar.	Lancaster I "T" NG-498	(Captain) J43154 F/O D. Fleiter	Bombing	05:53	12:27	Slight ground haze, visibility good. Target identified by red T.I's on ground, H2S fix, map read last 50 miles. Bombed at 0943.8 hours from 18,100 feet, heading 030, speed 207, on centre of red T.I's. Heard M/B at -14 talking to deputy but not heard again until bombs gone. A/P readily identified by m/yards, roads. Some cookies exploding. Smoke rising 8-9000 feet after leaving target. Gaggle compact to target but scattered after leaving target due to excellerated speed. Flew in cloud to Dutch coast. Bombing appeared accurate, marking well placed and ample. In slip stream on camera run. Appeared to be well bombed. Fighter cover adequate and noticeable enroute.	
25th Mar.	Lancaster I "U" ME-457	(Captain) J6269 F/L J.E. Vallance	Bombing	06:18	12:22	High cirus, visibility good. Target identified visually (m/yds.) and by red T.I's cascading. Bombed at 0943.7 hours from 18,400 feet, heading 030, speed 209, on red T.I. on A/P, M/B not heard. Some smoke around A/P, several bomb bursts. Heard M/B direct to overshoot T.I's after bombs dropped. Smoke rising to 6000 feet on turning point from target. Flying through cloud to 040E, gaggle compact from there to target but scattered from target outward due to predicted flak. Tactics sound, bombing concentrated, marking skimpy. Steady camera run. A/P well saturated. Good fighter cover.	
25th Mar.	Lancaster I "V" SW-273	(Captain) J9554 F/L R.W. Andres	Bombing	05:50	12:29	Nil cloud, visibility good. Target identified visually and by red T.I's and H2S. Bombed at 0943.6 hours from 19,000 feet, heading 030T, TAS 220, on red T.I's, plus one second on M/B's instructions. Identified visually by rivers west of Hanover and railway concentrating on the town. Marking was accurate, sufficient and approximately two minutes late. Most of the bombing was concentrated in T/A with some incendiaries falling short. Large orange fire just north of m/yds. Camera run straight and level. Tactics good although turn at point 'H' was too far from the target and appeared too sharp and many A/C seemed to cut the corner. Gaggle was good. A very good attack.	

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

APPENDIX A.3

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

PAGE No. 36

FOR THE MONTH OF March, 1945.

*15323—9511) Wt. 28722—2156 75M 10/44 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME UP	TIME DOWN	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
31st Mar.	Lancaster I "D" ME-375	(Captain) J26099 S/L P.D. Holmes	Bombing	06:25	12:17	10/10ths cloud st. cu., tops 6,000 feet, visibility good. Target identified by red and blue markers and H2S. Bombed at 0906 hours from 17000 feet, heading 029T, T.A.S. 220 mph, wind setting zero, bombed on H2S. No markers at target, the few that had gone down had drifted away off. No results could be seen. Camera turned during evasive action. Tactics satisfactory. Gaggle was satisfactory outward until leader made two short doglegs to starboard which definitely split up the gaggle. Gaggle really tightened up after fighter attack. M/B left before the raid was over. German voice attempted duff R/T orders and later the VHF was jammed. Five attacks were made by ME.262's on this A/C, no damage to the Bomber but one enemy aircraft was destroyed.	Appen. C.11 to C.15.
31st Mar.	Lancaster I "G" PB-893	(Captain) R171272 W/O M.R. Smyth	Bombing	06:16	11:48	10/10ths strata cu., tops 10,000 feet, visibility fair. Target identified by red smoke puffs and M/B. Bombed at 0905 hours from 17300 feet, heading 029, speed 209, on fading red smoke puff. Heard M/B at 0902 to bomb port markers. Skimpy marking. Numerous A/C but target obscured. Gaggle well concentrated but timing poor due to change in winds. Good concentration of A/C on target. Marking scattered. Dodging bombs on camera run. No assessment of raid due to cloud. Only few A/C in fighter cover seen. A/C attacked by ME.262, no damage to Bomber or claims on E/A.	Appen. C.16.

www.bombercommandmuseumarchives.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
31st Mar.	Lancaster I	(Captain) J39642 F/O R.E. Johnstone	Bombing	06:15	12:09	10/10ths cloud, tops 12,000 feet, visibility good	
	"J" NN-779					above. Target identified by red smoke puffs and D.R.	
						Bombed at 0855.4 hours from 17500 feet, heading 027T,	
						speed 202 mph, wind setting zero, on red smoke puff. Mark-	
						ing was insufficient and not concentrated. M/B very clear	
						on VHF and satisfactory. No results seen. Pretty fair	
						concentration of A/C at T/A. Camera run straight and	
						level and course maintained. Tactics good.	
31st Mar.	Lancaster I	(Captain) J16729 F/L E.J. Meek	Bombing	06:18	12:04	10/10ths strata cu., tops 8-10,000 feet, visibility	
	"N" NG-496					good. Target identified by flak bursts, red smoke puffs,	
						heard M/B H-15 clearly. Bombed at 0905 hours from 17300	
						feet, heading 028, speed 200, on old smoke puffs to star-	
						board. Smoke puffs scattered starboard, heard no instruc-	
						tions from M/B on bombing run. Good concentration of A/C.	
						Flak over target, 0904 hours, 17300 feet. Timing very	
						bad, arrived late on target and presumed M/B and deputy	
						had left. Nothing but fading smoke puffs left. Fighter	
						cover inadequate. No assessment possible.	
31st Mar.	Lancaster I	(Captain) J41145 F/O W.K. Otton	Bombing	06:17	12:07	10/10ths strata cu., tops 10,000 feet, visibility	
	"P" RA-509					good. Target identified by red smoke puffs. Bombed at	
						0904 hours from 18,000 feet, heading 030T, T.A.S. 199 mph,	
						emergency setting 26.5, on red smoke puff. Marking was not	
						sufficient, it was punctual but fairly scattered. No re-	
						sults could be seen. No M/B when this A/C was at the tar-	
						get. Camera run satisfactory although corkscrew action	
						immediately after. Tactics were all right but seemed unneces-	
						sary to make route over so much enemy occupied territory	
						coming out of target. No fighter cover in response to	
						very signals on T/A. M/B left before raid over and apparent-	
						ly fighters left too. Gaggle loose to target but very	
						tight after fighter trouble. A/C attacked three times by	
						E/A, no damage to Bomber resulted and no claims on E/A.	Appen. C.17 to C.19.

www.bombercommandmuseum.ca

OPERATIONS RECORD BOOK

Appendix A.3

A.F. Form 541.

DETAIL OF WORK CARRIED OUT

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

SECRET

Page No. 37

For the Month of March, 1945.

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
31st Mar.	Lancaster I "Q" RA-511	(Captain) J16536 F/L A. Strelchuk	Bombing	06:05	11:55	10/10ths cloud, tops 10-12,000 feet, visibility good. Target identified by red smoke puff. Bombed at 0905.5 hours from 17500 feet, heading 029T, speed T.A.S. 195 mph, on red smoke puff. Marking was very scarce and quite scattered. Very good concentration of A/C and no results could be seen. Camera run satisfactory, tactics were satisfactory, gaggle was satisfactory quite loose to the target but very tight from target homeward. Insufficient markers and the fact that bombs were being jettisoned over a considerable period after turning back. A/C was attacked Appen. C.20. by ME.262, no damage to Bomber but E/A was probably damaged.	
31st Mar.	Lancaster I "R" RA-505	(Captain) J6681 F/L L.D. Allatt	Bombing	06:14	11:54	10/10ths stratus, visibility fair. Target identified by red smoke puffs, M/B H-10, H2S check. Bombed at 0855 hours from 17200 feet, heading 029, speed 200, on one red smoke puff of cluster of 3, as directed by M/B. Marking scattered, M/B directed bombing in relation to smoke puffs, target obscured by cloud. Good gaggle except for a few stragglers, stream too short up. A/C was 2 mins. ahead of T.O.T. and at end of gaggle which varied from briefed. Good concentration of A/C on Wanganui but at various headings. Scattered marking, no assessment possible due to cloud. Fighter cover adequate.	

www.bombercommandmuseum.ca

Date	Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References.
31st Mar.	Lancaster I	(Captain) J/41154 F/O D. Fleiter	Bombing	06:13	12:01	10/10ths strato cu., tops 8-10,000 feet, visibility fairly good. Target identified by red smoke puff and green smoke puff, heard M/B. Bombed at 0905.7 hours from 17800 feet, heading 030, speed 196, on single red puff fading out. One set of red puffs and 2 greens off to starboard. No instructions from M/B while over target. Good concentration of A/C over target. ~~Released~~ Released manually, 5406N.090E, 0929 hours, 17800 feet, alive, 1 x 1000 lbs. 1 x 500 lbs. hung up and brought back. Bomb doors damaged by 1000 lb. bomb dropping into bay over target. Spinner up starboard inner holed by H/F. Gaggle held together very well despite fighter attacks over target. Gee and H2S U/S. Timing on target poor, marking scattered and nothing but fading puffs left. Fighter cover late in intercepting. No assessment of damage due to cloud. Continuous corkscrew over T/A. Attacked four times by ME.262, no damage to Bomber but one E/A was probably destroyed and one possibly damaged.	Appen. C.21 to C.24.
	"Y" RA-513						

for (G. A. Tambling) Wing Commander,
Officer Commanding,
No. 433 (R.C.A.F.) Squadron.

www.bombercommandmuseum.ca