

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 33 Squadron.

Place	Date	Time	Summary of Events	<u>SECRET.</u>
FUNTINGTON, SUSSEX	AUG. 1.	1944	One section was on readiness from dawn until dusk. During the early afternoon nine aircraft returned from B.12. Before dusk twelve aircraft did a sweep N.E. of the beachhead. Four were non-operational and returned owing to u/s L.R. tanks and oxygen failure; the remaining eight aircraft landed at BRADWELL BAY. Non-operational flying for the day consisted of one air test and an exchange of aircraft at THRUXTON (G.G.S.). F/O P.W. Luchsinger left on posting to A.D.G.B., pending repatriation to CANADA.	
	AUG. 2.		During the early afternoon four replacement aircraft were sent to BRADWELL BAY only to be recalled as the eight aircraft already at BRADWELL BAY were returning to base. Four aircraft were detailed to escort a V.I.P. to NORTHOLT. Twelve aircraft were then sent to SHOREHAM to act as escort to 100 Lancasters on operation RAMROD, North of PARIS. Nine of these returned direct to base; three, however, were compelled to refuel at SHOREHAM and returned to base one hour later. Non-operational flying consisted of two air tests and Sgt R.F.G. Farnborough's return from THORNEY ISLAND. One section was at readiness from dawn until dusk.	
	AUG. 3.		In the early afternoon eleven aircraft were airborne as escort to 100 Lancasters on operation Ramrod North of Paris. Moderate flak was encountered. Sgt R.F.G. Farnborough's was badly shot in strafing a staff car. The fuselage was holed in several places, the perspex was shattered and the under-carriage rendered u/s. Four aircraft were airborne from NORTHOLT to THORNEY ISLAND and from there, airborne as escort to a DC,3, for B.12. All aircraft later from B.12 to base. Non-operational flying consisted of four air tests and an exchange of aircraft at THRUXTON (G.G.S.). F/O J.W.C. Judge, F/O J.M. Lock, W/O S.C. Charters, and W/O R.E. Gratto left on posting to A.D.G.B. . Signal received to-day stating that F/O A.H. Clinch, missing on operations, now a prisoner of war.	
	AUG. 4.		At mid-day twelve aircraft were airborne as escort to 90 Lancasters on operation RAMROD to the N. of PARIS. Moderate marker flak was encountered. There was no non-operational flying on this day. Flying bomb fell in 349 Squadron's dispersal FUNTINGTON.	
	AUG. 5.		At mid-day twelve aircraft were airborne as escort to 100 Halifaxes on operation RAMROD 1163, 25 miles N. of PARIS. Moderate flak was encountered. One aircraft returned with u/s L.R. tank,	

			two landed at 141 A.F., returning in the late afternoon. Non-operational flying consisted of three air tests and one exchange of aircraft with THRUXTON (G.G.S.). A further twelve aircraft carried out a sweep, S.E. of the beach-head from which the aircraft returned early with u/s L.R. tank. F/L. L.G. Mason, and F/O V.J. McFarlane, D.F.M., were both shot up and were compelled to land on the beach-head. P/O R.R. Clarke also landed with his section leader F/L. Mason, F/L. Mason returned in P/O Clarke's Spitfire, and P/O Clarke and F/O McFarlane returned by D.C. 3.
SELSEY, SUSSEX.	AUG. 6.		During the day the whole of 135 Wing moved from FUNTINGTON to SELSEY. Fourteen aircraft only were serviceable for the move. Other flying for the day consisted of one air test, after arrival at SELSEY.
	AUG. 7.		During the afternoon eleven aircraft led by W/Cdr R.H. Harries D.S.O., D.F.C., patrolled target S.W. of LISIEUX and swept the target area with no incidents. The remainder of the day's flying consisted of an exchange of aircraft at THRUXTON (G.G.S.).
	AUG. 8.		One section was at readiness from dawn until dusk. Flying for the day consisted of four sector reces by new pilots, and two air tests.
	AUG. 9.		In the early afternoon eleven aircraft of 33 Squadron were airborne as escort to 60 Halifaxes attacking launching ramps at a Noball target; no incident was reported. Non-operational flying consisted of one air test, one sector recce (a new pilot) and one exchange of aircraft at THRUXTON.
FAIRWOOD COMMON, WALES.	AUG. 10.		Non-operational flying only today; three air tests and one exchange of aircraft at THRUXTON. 33 Squadron road party left SELSEY and arrived at No. 11, A.P.C., FAIRWOOD COMMON, near SWANSEA.
	AUG. 11.		Again only non-operational flying: one air test today.
	AUG. 12.		Air party moved from SELSEY to FAIRWOOD COMMON for a short operational rest and A.P.C. course. Fourteen aircraft flew direct to FAIRWOOD COMMON from SELSEY, and two other pilots flew via THRUXTON, effecting a change there.
	AUG. 13.		Today the Squadron commenced the course at No.11, A.P.C., twenty-eight sorties were flown on air to air practice firing. Two aircraft were flown up from SELSEY, just off inspection, and there was one air test.
	AUG. 14.		Today thirty-nine sorties were flown on air to air practice firing , and two aircraft were exchanged at THRUXTON.
	AUG. 15.		Air to air shooting again today: forty sorties this time. One aircraft was also exchanged at THRUXTON.
	AUG. 16.		Twenty-four sorties on air to air firing.

	AUG. 17.		Still non-operational flying – eighteen sorties on air to air practice flying, there were also two exchanges of aircraft with THRUXTON.
SELSEY.	AUG. 18.		All the Squadron aircraft, numbering fifteen, returned to base at SELSEY. There was one air test as well.
FRANCE.	AUG. 19.		Whilst the ground parties of 135 Wing were moving to TANGMERE and to the concentration points; the Squadron, consisting of eleven aircraft flew over to B.10 airfield. One aircraft was flown from SELSEY to TANGMERE. In the afternoon these eleven aircraft carried out an armed recce of the BERNAY area.
FRANCE and TANGMERE.	AUG. 20.		Ten aircraft were airborne from B.10 airfield for an armed recce; but were recalled owing to bad weather in the morning. In the afternoon they were able to make another armed recce in the BERNAY area. Two aircraft which flew over to B.10 airfield from TANGMERE were just in time to return to TANGMERE with the Squadron. S/Ldr. I.G.S. Matthew, D.F.C., arrived at TANGMERE to take over command of 33 Squadron.
	AUG. 21.		One exchange of aircraft with THRUXTON was effected – there was no other flying due to bad weather.
	AUG. 22.		During the morning F/O G.A. Argument (RCAF), and Sgt. Farnborough, R.F.G., made a weather recce along the FRENCH coast. During the afternoon F/O E.A. Smith (RCAF) and W/O Leigh, B.G. escorted a V.I.P. to B.2. airfield. Non-operational flying consisted of seventeen cannon tests and one trip in an Auster to THRUXTON to fetch back a Spitfire.
	AUG. 23.		Bad weather prevented any activity until the evening when twelve aircraft became airborne on a rodeo in the ABBEVILLE area; one aircraft landed at LYMPNE owing to shortage of fuel on the return journey. Non-operational flying consisted of two air tests and one trip to B.17 airfield and return.
	AUG. 24.		Early in the morning twelve aircraft were airborne on a rodeo in the AMIENS / St. QUENTIN / CAMBRAI / ABBEVILLE area; there was a considerable amount of flak opposition, one aircraft was hit and was last seen going down into cloud under control, the pilot Lt. G.D. Silva, SAAF sec 328735V, baled out and returned to the unit, unhurt, on the 3 rd September. Non-operational flying consisted of practice formation for four aircraft, one air test, and one aircraft returned from LYMPNE. S/Ldr. R.R. Mitchell, DFC., former CO. left today for Headquarters, A.D.G.B.; tour expired.
	AUG. 25.		In the evening twelve aircraft were airborne on Ramrod No.1230 against Noball targets, the trip was without incident. Non-operational flying consisted of eleven sorties on practice formations.

	AUG. 26.		Twelve aircraft were airborne during the morning on area cover to Ramrod 1321, F/O A. Harman landed at Shoreham, short of fuel, after refuelling he returned to base. In the evening twelve aircraft were airborne for a further area cover on a Ramrod, one aircraft landed at B.12, refuelled and returned to base. A combat film report received today amended F/L. L.G. Mason's (R.N.Z.A.F.) bag to 2 destroyed and not one destroyed and one probable as was previously claimed.
	AUG. 27.		Thirteen aircraft flew to Bradwell Bay, from there twelve aircraft flew on a Ramrod to Homberg, escorting 200 Lancasters. Apart from considerable flak the trip was uneventful. Non-operational flying consisted of one air test, one trip to Newcastle and return.
	AUG.28.		In the evening twelve aircraft were airborne in Ramrod 1241 – bombing an oil dump at DOULLENS. Non-operational flying consisted of two air tests, three aircraft to Manston and one aircraft to Hucknall and return.
	AUG. 30.		Twelve aircraft were airborne in the evening on an armed recce. Non-operational flying consisted of two air tests.
	AUG.31.		In the morning the squadron of 18 aircraft flew to B.17 (Carpiquet) – the new base. In the afternoon twelve aircraft were airborne on an armed recce in the NEUCHAPEL area.

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of (Unit or Formation) No. 33 Squadron.

Place	Date	Time	Summary of Events	<u>SECRET.</u>
CARPIQUET	1.9.44		The day's efforts consisted of patrols along the coast from off TROUVILLES to POINT de la PERCEE. Altogether fourteen patrols were flown, covering the daylight hours from 06.30 to 21.15 hours – a total of 77 flying hours. All the patrols were uneventful and no other flying was carried out. The weather was fair with slight rain.	
	2.9.44		There was no flying today owing to bad weather.	
	3.9.44		An early show at 07.00 hours took eleven aircraft on an armed recce to the St. OMER area, after which the aircraft landed at HAWKINGE. The twelfth aircraft being u/s returned to B.17. , after a quarter of an hour. Five aircraft joined the Squadron at HAWKINGE FROM B.17., at around lunchtime. All of them returned during the evening. Non-operational flying for the day consisted of two air tests . Lt. G.D. Silva, missing on operations on the 24 th August 1944, rejoined the Squadron today, uninjured.	
	4.9.44		There was again no flying today, the weather being only fair at base.	
	5.9.44		Another early show, this time a fighter sweep from B.17, to the LILLE – St. OMER area; and once again an uneventful trip. Five airtests completed the day's flying.	
B.17., & B.35.	6.9.44		Two air tests, carried out during the morning were the only flying today. "A" Party left CARPIQUET (B.17.) for a new airfield near le TREPORT (B.35.) , arriving the same day.	
B.17., LYMPNE & B.35.	7.9.44		Nineteen aircraft, flew from B.17. , to LYMPNE, the new base (B.35.) being completely u/s.	
	8.9.44		The only flying that took place today was one aircraft which flew from LYMPNE to SCAMPTON and back. "B" Party left B.17, for the new base B.35. , arriving late the same day.	
LYMPNE & B.35.	9.9.44		There was one sortie today, F/O G.A. Argument flew from LYMPNE to TANGMERE, returning later in the day.	
	10.9.44		After 3 days at LYMPNE word came through that B.35, over the water , was serviceable, so at 13.00 hours , eighteen aircraft took off from LYMPNE. Sgt Peters, C. landed almost immediately with a burst tyre, "collected" on take off. After circling for 50 minutes, over B.35, the Squadron eventually landed on a very rough and ready strip. F/O D.R. Raikes remained behind at LYMPNE to wait for an aircraft ("G") which was u/s. Shortly afterwards twelve aircraft, led by F/Lt L.G.	

			Mason, were detailed for an armed recce of the BREDA – TURNHOUT area. Only eleven aircraft took off as that belonging to F/O C.D. Leeming was found to be u/s. From this show six aircraft landed at B.37. , and five at B.31. . All the eleven aircraft returned to base later in the evening. F/O D.R. Raikes and Sgt Peters, C. flew from LYMPNE to B.17.
B.35. & MERVILLE	11.9.44		Eleven aircraft, led by F/Lt. A.W. Bower, carried out an armed recce in the FLUSHING area. Great joy was had by all; a number of small boats, M.T. etc. , being strafed. There was, however, a great deal of flak, and Lt. E.D. Thompson, did not return to base. F/Lt. A.W. Bower, F/O G.A. Argument, and W/O B.G. Leigh, were compelled to land at LILLE owing to shortage of fuel. F/O D.R. Raikes, and Sgt Peters, C. arrived from B.17. F/O E.A. Smith wound up the day's flying with an air test. "A" Party left B.35. , arriving at MERVILLE the same day.
	12.9.44		Sixteen aircraft moved over from B.35. , to MERVILLE (B.51) ; the remaining aircraft stayed behind, being either u/s or bogged down. Almost immediately the Squadron was ordered out to attack a German concentration of M.T. in a harbour north of GHENT. Ten aircraft took part in the show, led by S/Ldr I.G.S. Matthew, DFC, and the attack was pressed home with cannon and machine-gun fire – all our aircraft returned safely. This was a busy day on the ground – fixing up the camp – but not a lot of airborne work.
B.51.	13.9.44		A wing operation was laid on for the afternoon; strafing German earthen defences S.W. of BOULOGNE. Two passes were made; the target being indicated by coloured smoke fired by units of the CANADIAN ARMY, entrenched nearby. Hundreds of cannon-bursts were observed on the ground by the three Squadrons who went in one after the other, sections astern, each section being in line abreast. Lt. E.D. Thompson arrived from ENGLAND in a new aircraft. On the 11 th September he had been hit by flak over FLUSHING and his radion rendered u/s, he managed, however, to make MANSTON in a damaged condition.
	14.9.44		Today the only flying consisted of two airtests.
	15.9.44		We now begin close support work, for the Army. Two shows were carried out; the first being dive-bombing a sanatorium – turned by the Germans into a fortress – with 500 lb bombs. A number of direct hits were observed on the target. Accurate, light flak was encountered, and several aircraft returned with shrapnel damage. The later show was a "Nickel" raid on BOULOGNE, and a large number of leaflets were dropped on to the German garrison. They were dropped a long way west of the town, but drifted down right into the centre of the city. The first show was led by F/Lt. A.W. Bower, and the second by S/Ldr I.G.S. Matthew.
	16.9.44		The first show was carried out at lunch-time; a second visit being paid to the sanatorium at DUNKIRK. There was again good bombing results and a fair amount of flak. S/Ldr. I.G.S. Matthew,

			DFC, led the Squadron, and F/Lt. A.W. Bower, led the Squadron to AXEL in HOLLAND, where the enemy had some field guns positioned. The usual flak was encountered, and on this occasion F/Lt. E.A. Smith carried out the cine-gun recce. One air test by F/O G.A. Argument completed the day's flying.
	17.9.44		Another busy day for the Squadron. An attack on the railway yards at ROOSENDAAL with bombs, led by S/Ldr. I.G.S. Matthew DFC, started the day. The flak encountered was very heavy and F/O G.A. Argument was hit before his attack and did not return. His bomb, however, like most of the others scored a hit on the tracks and one or two trucks were also damaged. On landing the C.O. , S/Ldr. I.G.S. Matthew DFC, immediately took off again and landed at ANTWERP, but did not get any news of F/O Argument. Eleven aircraft went on a bombing and strafing mission to DUNKIRK a short time afterwards; results were again very good. The last show of the day was one of bombing at CAPE BONNAY. F/O G.C. Forrest had a tyre burst on take off, the aircraft was very badly damaged, and F/O Forrest slightly so with a bruised arm. The port oleo leg of his aircraft, came completely adrift and the aircraft slid along, on rough ground, for a considerable distance. The remainder of the day's flying consisted of two air tests.
	18.9.44		The weather today curtailed flying to forty-five minutes – one air test and one short local flight.
	19.9.44		The weather was again very poor; a heavy mist during the morning and much rain later on. No flying at all.
	20.9.44		The single operation today was ten aircraft bombing a target of some guns at CALAIS. Two aircraft were found to be u/s at the last moment, and did not take off. The results of the operation were good and only light flak encountered. F/Lt E.A. Smith flew to ANTWERP to get news of F/O G.A. Argument; very unfortunately, however, there was none. The only other flying today was the carrying out of four air tests.
	21.9.44		Today there was again no flying, operational or otherwise, owing to the weather.
	22.9.44		During the afternoon today the Squadron attacked some enemy positions near ANTWERP. The formation was led by F/Lt A.W. Bower, and the results were good. Red section landed at ANTWERP; Red 2, W/O N.E.M. Macdonald, having caught a hit just behind the cockpit; damage being done to the controls. The remainder of the section landed back at base. Yellow section also landed at ANTWERP owing to shortage of fuel, but returned to base later. Blue section led by F/Ly. W.J. Cleverly, landed at base after a flight of 1 hour 35 minutes. Two air tests were flown; that was all for the day.

	23.9.44		At lunch time a weather recce was carried out by F/Lt. W.J. Cleverly and F/Lt. G.L. Starkey. During the late afternoon a bombing show was laid on to the railway yards at ROOSENDAAL. Visibility was extremely poor; the target being obscured by thick cloud and haze, and the Squadron returned without dropping its bombs.
	24.9.44		W/O N.E.M. Macdonald arrived back from ANTWERP, and there was no other flying today.
	25.9.44		The weather was again not too good. F/Lt. E.A. Smith flew to ODIHAM, Lt. E.D. Thompson did one air test, and F/O D.J. ter Beek, just out of hospital, carried out some local flying. F/O R.J. Hetherington arrived today on posting to the Squadron.
	26.9.44		F/O McFarlane, DFM, took F/O R.J. Hetherington, RNZAF, a newcomer to the Squadron, on a local flying recce. During the evening F/O V.J. McFarlane, DFM, led the Squadron to BRESKENS, where a heavy gun-site was attacked with bombs and guns: good results were observed. Two air-sea rescue patrols were organised to locate a dinghy from one of the Typhoons of the Squadron sharing the same airfield with us. The first patrol was scarcely airborne when it was learnt that a rescue had already been effected. F/Lt. E.A. Smith arrived from THRUXTON having called at TANGMERE en route.
	27.9.44		F/Lt. W.J. Cleverly led the Squadron against a gun site, where there were also many 88s. A large number of direct hits were observed, and area was strafed intensely in spite of a very heavy haze and thick cloud at 5,000 ft. Only very light flak was encountered. Later during the day the Squadron, led by the C.O. , S/Ldr I.G.S. Matthew, DFC. , went to the area between FLUSHING and ANTWERP, where bombing and strafing was again to be the task. Unfortunately, however, very bad weather was encountered – right down to the deck around GHENT – and although several attempts were made it was impossible to reach the target area, and the bombs were saved for another day. The only other flying today was one air test carried out by F/O V.J. McFarlane DFM.
	28.9.44		The railway yards at ROOSENDAAL were again the target for twelve aircraft despatched during the morning. W/O Roney, G.J. returned after only 15 minutes, the intercooler cowling cover of his aircraft being defective. The target was again “pranged” heavily, and only light flak was met up with. In the afternoon the Squadron paid a visit , with bombs, to the canal-loop at AALBERG-HENDSEN; where once again direct hits were observed on barges, used for the construction of pontoon bridges. Non-operational flying for the day consisted of two air tests.
	29.9.44		The weather was again very bad. In fact “rain stopped play” and no flying of any sort was undertaken.

	30.9.44		The first and only show for the day was an armed recce in HOLLAND, where a small number of enemy M.T. vehicles were met near ROTTERDAM, several being set on fire, among them a half truck full of troops. On the way back the sections split up, and made their way back to base independently. Long range tanks were carried, and jettisoned. P/O D.L. James accompanied by F/O J. Linzel, carried out a calibration test in conjunction with a G.C.I. station, and three air tests were also flown during the course of the day.
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OPERATIONS RECORD BOOK

of (Unit or Formation) 33 Squadron, R.A.F.

Place	Date	Time	Summary of Events	<u>SECRET.</u>
B.51. Merville.	OCT.1.	1944	Two shows were arranged for today, both of them being against DUNKIRK. The first at 15.00 hrs was against a gun position just S.W. of the old town, The target was heavily camouflaged, but a number of hits were observed, after the bombing attack the area was strafed, the flak was practically negligible. The next show was at last light, heavy cloud overhung the target area and a large amount of flak was put up, most of it being tracer. The target was a stores site, due south of the town. Only Red section bombed, the remainder were unable to locate the target. During the bombing dive F/O C. D. Leeming, Red 3, was hit fair and square in the radiator and baled out a minute or so later and landed safely just behind our own lines. The aircraft landed in the middle of a farm yard. F/O Leeming was picked up by the C.O. in his car about 3 hours later.	
	OCT.2.		F/Lt. A.W. Bower led the squadron to ANTWERP, where just North of the town a gun site was effectively bombed and strafed by ten aircraft, the remaining two did not take off. Later on during the afternoon S/L. I.G.S. Matthew D.F.C. led the squadron on an armed recce in central Holland, M.T. and barges were successfully attacked. F/O V.J.McFarlane D.F.M. carried out an air test, thus ending a fairly quiet day.	
	OCT.3.		The weather was very bad, the only flying was a weather recce., by F/O V.J. McFarlane D.F.M. accompanied by F/O J. Linzel (Dutch), the weather was even too bad for this to be concluded, and after landing at B.67 they returned to base.	
	OCT.4.		The weather was duff for the second day running, F/O A. Harman carried out an Air test which was the total effort for the day.	
	OCT.5.		At lunch time an armed recce. was carried out in the UTRECHT area, the sections split up near the target area, and not a lot of enemy ground transport was seen. The sections encountered bad weather en route for home, and all came in on the "beam". S/L. I.G.S. Matthew D.F.C. flew to Biggin Hill and then to Tangmere.	
	OCT.6.		Two shows were laid on, the first during the morning was against stores at Dunkirk using bombs. Light flak was encountered and bombing results were good.	

			<p>The second show was against enemy positions at BRESKENS with bombs and guns. Very strong flak was thrown up and 3 aircraft failed to return to base.</p> <p>Sgt McNee, J. force-landed at an airstrip at COURTRAI, the damage being elevator Controls shot away. P/O R.R. Clarke (RAAF) crash landed, the damage being practically all over – both wings damaged, engine damaged and goodness knows what. Sgt McNee was unhurt but P/O Clarke had a bad shake up and a bruised arm. W/O Roney G.J. (RNZAF) in W for William is unfortunately still missing, nothing has been heard of or from him. In the absence of S/L I.G.S. Matthew, F/O V.J. McFarlane D.F.M. (RAAF) led the squadron. S/L. Matthew returned from Tangmere via Thruxton.</p>
	OCT.7.		<p>The only operation was a wing show, our part was to bomb some houses near TURNHOUT, which the enemy was using as a mustering point for his counter attack against the Polish troops there. The other three squadrons swept the area with cannon and machine gun fire, and our boys went in with bombs, as the opposition was light we went in to strafe as well. The army co-operated by laying red smoke on the target area, which included some dense wooded areas not shown on our 1: 100000 maps.</p> <p>Eleven direct hits were scored and subsequently a congratulatory message was received from the Army thanking the squadron for its co-operation. Unfortunately, our squadron arrived over base with very little fuel and the circuit was very crowded, which meant that we had to land on a runway at LILLE VANDERVILLE, about 20 miles away. There being no servicing facilities there, a servicing parry was sent from base but it did not arrive until dark. The pilots returned to base by M.T.</p>
	8. Oct.		<p>Early this morning the squadron fetched the aircraft from Lille Vanderville, weather was not too good. During the afternoon two air tests were carried out, no operations came through during the day, squadron was on 60 minutes except for a short period when this was reduced to 30 minutes, the wing was released early at 17.00 hours.</p>
	9. Oct.		<p>The weather was very poor, a show laid on in the afternoon in support of the Canadian Army at Breskens was cancelled for some unknown reason.</p>
	10. Oct.		<p>To-days flying consisted of two air tests by F/L. W.J. Cleverly and Lt. E.D.Thompson, SAAF</p>
	11. Oct.		<p>The only operation carried out was against some field guns in the Bergen op Zoom area, Bombing results were very good and the squadron also strafed the target. S/Ldr I.G.S. Matthew D.F.C. led the squadron, there was slight flak in the area, and LT. G.D. Silva SAAF sec landed at Lille Vanderville owing to a shortage of fuel, returning later in the day. Three</p>

			air tests were also flown this day.
	12. Oct.		The twelfth was a busy day, three shows were carried out and the Commanding Officer, S/Ldr I.G.S. Matthew D.F.C. led on all three occasions. The first operation was against a heavy gun site in the Breskens area, hits were observed in the target area which was a number of gun pits interconnected with trenches and dug-outs, really a target for heavier bombers, the flak was intense but no one was hit. The C.O. had to return owing to u/s R.T., and F/Lt. V.J. McFarlane DFM took over the lead. The second show was against more heavy guns in the Bergen op Zoom area, hits were observed and the area was heavily strafed. The last was again directed against heavy guns, this time in the CALMTHOUT, north of Antwerp, the Army was to have laid red smoke on the target and obeying the instruction 'No smoke no bombs' we brought back our eggs, there was not enough fuel or time to attack alternative target ZUID BEVELAND, near WALCHEREN. F/O R.J. Hetherington RNZAF returned from BRUSSELS and W/O Leigh. B.G. from ARTONS, where each had been directed by control owing to very heavy weather near base, when returning from the early morning show. One air test was carried out by F/O A. Harman.
	13 th Oct.		Two shows were carried out during the day, the first led by the Wing Commander Flying, W/Cdr R.H. Harries D.S.O. D.F.C. against a heavy A.A. battery near Breskens, S/Ldr I.G.S. Matthew D.F.C. flew as the Yellow section leader. The second operation was to SCHOONDYKE near Breskens, against buildings used as strongpoints. F/Lt. V.J. McFarlane D.F.M. led the Squadron which went off in sections of three at 15 minute intervals, both shows gave Excellent results. F/Lt. A.W. Bower flew to Lympe and back and one air test was carried out.
	14. Oct.		The only show to-day was bombing and strafing an enemy gun site near Bergen op Zoom, the commanding officer led the squadron, and results were fair although the target was difficult to locate. Two air tests were also flown during the day.
	15. Oct		The squadron operated in sections of two against the Breskens area where houses used as Strong points were attacked with 15 second delay bombs and cannon and machine gun fire, the aircraft went off at 15 minute intervals, results were very good but unfortunately the weather clamped right down and 10 aircraft landed at COURTRAI, the last section F/L. G.L. Starkey (RCAF) and F/O J. Linzel (Dutch) did not take off.
	16. Oct.		The ten aircraft from Courtrai returned at lunchtime. In the late afternoon two sections of four aircraft were airborne, taking off 15 minutes apart to patrol the Breskens area for gun flashes, with alternative targets to bomb and strafe in case no flashes were seen. Sgt McNee, J. was hit whilst in the area but he managed to force land near BRUGES.
	17.Oct		The squadron was airborne in three separate sections during the morning, sections taking

			off at 15 minute intervals, the duty was to patrol, bomb and strafe the Breskens area again some M.T. was discovered and destroyed. Before lunch-time three sections were again airborne - at 15 minute intervals as before – over the same area. F/Lt. V.J. McFarlane D.F.M.(RAAF) found a German H.Q. and dump (supposedly) which when attacked blew up with some considerable violence. During the afternoon two more sections were airborne over the Breskens area, one of these sections had to return early due to bad weather which cancelled any further flying There were three air tests flown during the day.
	18.Oct.		Three sections were airborne over the Breskens area early after lunch. Bad weather had stopped flying in the morning and closing in caused the last section off (yellow) to land at Antwerp before proceeding to base. S/Ldr I.G.S. Matthew flew twice as No.2 to W/Cdr R.H. Harries, D.F.C. D.S.O. who went bombing Dunkirk. Two air tests were flown to-day.
	19. Oct.		Three sections were airborne over the Breskens area early in the morning to search for gun flashes, then bomb and strafe. Little activity now to, be seen, some odd M.T. was beaten up. Just after breakfast a further three sections were put up over the area on the same duty. In the evening a further patrol by three sections showed better results, Red section found, bombed and strafed a gun position and an ammo. Dump. Yellow section also found a gun position which was attacked. More flak was seen than has been seen for days in this area. F/L. W.J. Cleverly flew to Lypne to-day.
	20. Oct.		Flying was limited by bad weather to one air test. Sgt Farnborough left on posting to 84 G.S.U. via 14 P.T.C.
	21. Oct.		During the afternoon the squadron was airborne with bombs to attack a 'defended position' just south of ESSCHEN near Bergen op Zoom, six bombs fell in the target area, four were near misses and two were brought back. Cloud was low over the target, there was a fair amount of flak, F/L. E.A. Smith (RCAF) was hit in the wing and crashed on landing. Two air tests today.
	22. Oct		Bad weather prevented any flying.
	23. Oct.		Bad weather prevented any flying.
	24. Oct.		Bad weather again interfered with flying, nevertheless two air tests were flown.
	25. Oct. 26. Oct. 27. Oct.		No flying again, the weather being bad on each day.
	28. Oct.		The weather improved considerably, and two operations were carried out, the first against gun positions at OVERLANDE, South BEVELANDE with bombs and guns. The second was to our old friends in Dunkerque, where a building was very successfully attacked with bombs.

	29. Oct.		One operation was carried out, the weather being fair. The C.O. S/Ldr I.G.S. Matthew DFC led the squadron against a series of gun positions North of Flushing on the Island of WALCHEREN. Three non-operational flights were carried out F/S Wansink (Dutch) a newcomer to the squadron flew twice and Lt. E.D. Thompson (SAAF sec) flew on one occasion with him.
	30. Oct.		The weather was again very bad, F/L. A.W. Bower flew to MALDEGEM our new base, but was Unable to land owing to the place being u/s, he landed at URSEL.
	31. Oct.		F/L. A.W. Bower flew from Ursel to Maldegem.

OPERATIONS RECORD BOOK

of (Unit or Formation) 33 Squadron, R.A.F.

Place	Date	Time	Summary of Events	<u>SECRET.</u>
Merville	1st. Nov.	1944	Four sections of six aircraft were airborne as fighter cover to H.M.S. Warspite and her escort who were engaged in operations off the Island of Walcheren. F/Lt. W.J. Cleverly and Lt. E.D. Thompson (SAAF sec) each led one section twice. No other flying was carried out.	
Maldegem	2nd. Nov.		The squadron moved from Merville to Maldegem our new base. The C.O. S/Ldr. I.G.S. Matthew. D.F.C. took 12 aircraft to attack a German strong point on Walcheren S.E. of VEERE, the strong point consisted of fortified farm buildings and earthen works, the Building was left ablaze and the area strafed successfully, red smoke was provided by the army. On this operation the squadron took off from Merville and landed at Maldegem, the remainder of the aircraft being flown direct to Maldegem, led by F/L. W.J. Cleverly. In the early morning a section of four aircraft led by F/L. W.J. Cleverly attacked a reported V2 site, a terrific concentration of flak was met, but the sections dropped their bombs in the area.	
	3rd. Nov.		One operation was undertaken, enemy positions in Wagenberg were bombed and strafed successfully, the C.O. leading the squadron, red smoke was provided by the Army and some houses were left ablaze.	
	4th. Nov.		Two operations were carried out, the first to a troop concentration north of DINTELOORD, which was bombed and strafed successfully. The second was to Zevenbergen this was a wing show the squadron going in at minute intervals bombing and strafing troop emplacements just west of the town. The first trip was led by the C.O. and the second by F/Lt. W.J. Cleverly. One air test was also flown.	
	5th. Nov.		No flying at all today owing to very bad weather.	
	6th. Nov.		The first operation led by the C.O. was to the area between UTRECHT and the HAGUE where rail activity was to be given first preference. No movement was seen and the railway lines were cut in several places by both sections of six aircraft which operated at ten minute intervals. F/L. A.W. Bower took the squadron to attack with guns a couple of trains held up at south west of ZWOLLE. Flak of all kinds was encountered, F/L. W.J. Cleverly was hit in the long range tank but made base successfully.	

	7th Nov.		
	8th. Nov.		
	9th. Nov. 10th. Nov.		No flying on either day due to bad weather.
	11th. Nov.		The usual operation was carried out against rail activity, this time north of Arnhem results were good, seven aircraft returned to base, W/O. MacDonald N.E.M. (RNZAF) was hit by flak but landed successfully at base. Of the other aircraft three landed at Grave a forward strip south of NIJMEGEN, one of the pilots F/O J. Linzel (Dutch) was hit and damaged by flak but landed o.k. Of the remaining two one landed at URSEL B.68 and one at B.70 Antwerp. Two aircraft also carried out an escort to a Dakota. Later in the day the two aircraft returned from Grave and one from B.70.
	12th. Nov.		Weather was very poor, the only flying being an aircraft from B.68 Ussel to base.
	13th. Nov.		No flying at all owing to bad weather.
	14th. Nov.		No flying again, weather being bad.
	15th. Nov.		The same flying programme as the previous two days, weather again.
	16th. Nov.		Only practice flying was carried out, six new pilots were airborne along with Lt. E. Thompson and F/Lt. E.A. Smith.
	17th. Nov.		The weather prevented any flying at all.
	18th. Nov.		An operation to Dunkirk was arranged and carried out, although the target area was cramped with about 40 aircraft results were good, this was led by F/Lt. A.W. Bower. A duplicate show later in the day was cancelled. F/Lt. G.L. Starkey (RCAF) flew to Lympe and returned, two practice sorties were flown and one air test.
	19th. Nov.		An early morning weather recce to the ROTTERDAM area was carried out F/L. E. A. Smith and Sgt Thomas, shortly afterwards the squadron was airborne and a rail cutting operation was carried out in the area west of Arnhem, an M.T. vehicle was destroyed by Lt. G.D. Silva (SAAF sec) and F/O. D.J. terBeek (Dutch), lots of light accurate flak Was encountered. S/L. I.G.S. Matthew D.F.C. returned to Maldegem from Hucknall via Manston.
	20th. Nov.		Another day without flying, the weather being responsible.
	21st. Nov.		No operational flying today, an Auster took a pilot to fetch an aircraft from B.80. F/Lt. A.W. Bower flew to Lympe and returned.
	22nd. Nov.		No flying again, weather u/s.

	23rd. Nov.		F/O R.R. Clarke (RAAF) fetched an aircraft from MOERBEKE.
	24th. Nov.		Again no flying owing to unfavourable weather.
	25th. Nov.		A show at last! Late afternoon the squadron led by F/Lt.A.W. Bower carried out rail interdiction west of EDE, which is west of Arnhem on one of the main escape railways of the Germans in W. Holland. Several cuts were recorded, one aircraft landed at B.70 owing to fuel shortage but returned the same evening. F/O terBeek (Dutch) carried out an air test.
	26th. Nov.		The weather was good for a change and two operations were carried out, the first against a series of buildings used by the Germans as a barracks, located north of HILVERSUM, several hits were obtained and a small explosion was seen on one building. This operation was led by the C.O., although enemy aircraft were reported in the area Opposition was nil. Several passes were made at the squadron by a friendly Mustang Which was shoed off without any bother. It is rather disconcerting for a squadron To be the object of a dummy attack by a friendly aircraft, sooner or later someone will get hurt. The second show was rail interdiction again, this time near GROEDE, the same line as attacked the previous day, this show was led by F/Lt. W.J. Cleverly. Six practice sorties were flown by new pilots.
	27th. Nov.		No flying, bad weather conditions.
	28th. Nov.		No flying, bad weather again.
	29th. Nov.		Making most use of the improved weather, three operations were carried out in the course of the day. The first against enemy strong points at Dunkirk was led by the C.O., S/L. I.G.S. Matthew D.F.C. results were good and the area was strafed after The bombing. The second show was led by Lt. E.D. Thompson (SAF sec) as owing to plug Trouble the C.O. had to return before reaching the target area. The show was a rail interdiction, the rail track west of AMERSFOORT being cut in several places. The third and last show was a nickelling raid on Dunkirk led by the Wing Commander Flying, W/Cdr R.H. Harries. D.S.O. D.F.C., the area of Dunkirk was pretty well covered. Other flying was a trip to Lypne by F/Lt. W.J. Cleverly, an air test by the C.O. and an Auster trip.
	30th. Nov.		No flying, bad weather.

OPERATIONS RECORD BOOK

of (Unit or Formation) 33 Squadron, R.A.F.

Place	Date	Time	Summary of Events	<u>SECRET.</u>
Maldegem.	1. Dec.	1944	A long range escort for a change, to WESEL in Germany. The C.O. led the squadron and 45-gallon long range tanks were carried, trip was uneventful. Two air tests were also flown.	
	2. Dec.		One air test was the day's work, weather fairly grim again.	
	3. Dec.		The only show was another long range escort led by F/L. A.W. Bower, 'B' Flt. Cdr, this was also uneventful.	
	4. Dec.		Two local flying sorties were carried out by two new pilots.	
	5. Dec.		Two rail interdiction sorties were carried out, both were very successful, on both occasions F/Lt. W.J. Cleverly led the squadron, heavy and light inaccurate flak was encountered. On the first trip F/O. A. Harman attacked an ack-ack emplacement, a predictor was seen to be hit and return fire from the emplacement was wild and erratic. On the second trip Lt. Silva led the section to destroy six enemy trucks near Leiden, he same area in which the interception was carried out. One air test was also carried out.	
	6. Dec.		Two air tests; bad weather curtails flying.	
	7. Dec.		No flying on both days, bad weather again.	
	8. Dec.			
	9. Dec.		No flying owing to adverse weather conditions.	
	10. Dec.		Eleven sorties were flown on a Ramrod to the Zalphin area, the escorted aircraft were Bostons. Most of the trip was above cloud, two aircraft returned early owing to engine running rough.	
	11. Dec.		A more than busy day, although the weather was pretty grim, cloud covering the operations Area practically all day. Tw o series of escorts were flown both to the Gilze area, where Bostons and Mitchells were 'blind bombing' through cloud. Light predicted inaccurate flak was met. One aircraft returned in the second show owing to engine trouble. F/Lt. Cleverly led the squadron on both occasions. F/Lt. Bower flew to Predannack.	
	12. Dec.		No flying, weather being again bad.	
	13. Dec.		Three air tests were flown, nothing else, weather was fair.	
	14. Dec.		No flying at all today.	

	15. Dec.		The squadron left B65 to deliver their aircraft at Lasham, ready for their new movements. 16 aircraft were airborne, the C.O. returned with plug trouble. Of the remainder, six arrived at Tangmere, proceeding to Lasham later, and 9 arrived at Lasham direct. One aircraft left B65 and arrived at Lasham, via Tangmere later in the day. The C.O. made a second attempt but returned again. The rest of the squadron moved from B65 to Predannack.
	16. Dec. 17. Dec. 18. Dec.		There was no flying on any of these days.
	19. Dec.		Three local Spitfire flights were carried out by the C.O. and the two Flight Commanders.
	20. Dec.		The first Tempest having arrived; the job of conversion was got cracking. F/O Stockburn attached to us from a Tempest squadron, gave an air test to our squadron aircraft.
	21. Dec.		More aircraft began to arrive, and the C.O. S/Ldr. Matthews carried out the first flight. F/Lt. Cleverly and F/Lt. Bowers, the two Flight Commanders also flew off. Three more pilots also flew off on their first Tempest flight. Our remaining Spitfire was also flown on one occasion.
	22. Dec.		Three more trips were also flown, The C.O. and the two Flight Commander. Several more aircraft arrived from G.S.U.
	23. Dec.		No flying was undertaken on this day, a day of synthetic training was carried out.
	24. Dec.		Sixteen conversion flights were flown and two Spitfire flights. General conclusions by the pilots, nice to fly, but tricky. More aircraft also arrived.
	25. Dec.		Christmas Day.
	26. Dec.		Seven flights were carried out, all without much bother, the weather conditions being excellent, much better than those experienced recently.
	27. Dec.		Fourteen trips were flown, the weather being very good again. Each trip consisting of approximately one hour.
	28. Dec.		Nine flights were flown off, the day being marred by an unfortunate accident, in which W/O. MacDonald lost his life. The cause of this accident not being known, but believed to have been caused by technical failures. Two of the above trips were ferry flights from Lasham.
	29. Dec.		Five trips were flown and delivery flights from Lasham. Everything seems to be going well. The aircraft handle quite well, but still very tricky. Also a Spitfire trip was flown, we still having kept one Spitfire for conversion purposes.

	30. Dec.		Today's flight numbered eleven, the weather being ideal.
	31. Dec.		Twenty flights were flown today, four of them being from Lasham to Predannack, ferry flights.