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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 2349, and War Manual, Pt. II, chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. 1

of (Unit or Formation) 405 Squadron, R.C.A.F., Pooklington

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
POOKLINGTON	1st April, '42		<u>Ten day sorties (7.50 hrs.)</u> Air Tests, and Local Flying Tests.	
			<u>7th Operation - LE HAVRE</u> All of the five captains taking part in the raid identified the docks and are certain that their bombs dropped amongst them. Blue flashes and several burst were observed as bombs fell and small fires noticed as aircraft left target. Two captains report seven to ten ships apparently anchored since no wake was visible. Although all took photographs none proved successful.	B-22
			<u>75th Operation - POISSY</u> Bright moonlight and perfect visibility enable the captains to identify the targets "Almost as in daylight". Results included one direct hit on the target by "E", W/O Fauquier, a very near miss by "D" P/O Sweetman which lifted factory buildings in immediate vicinity, and a hit on the Power Station near target by "J" P/O Taylor. At 0345 hrs. from 5,000 ft. "D" reports seeing parachute descending from 4,000 ft. The latter brought back exposure showing slight ground detail. <u>"Missing"</u> One of our aircraft "I" captained by P/Sgt. Howson is missing. The missing crew consisted of: AHS 40427 P/Sgt. Howson, W.A.C. (Capt.), CAN.R. 79699 Sgt. Howe, M.C., P/O Burgoyne, RCAF, CAN.R. 55438 P/Sgt. Page, R.C. 990550 Sgt. Ahsun, W.P., P/O McKinnon, R.A.F. <u>"Weather"</u> Fair, apart from some showers in afternoon. Visibility falling from 6 miles to 4 miles temporarily after midday. Ceiling falling below 1,000 ft. from 2500 ft. during showers.	B-23
2nd April, '42	<u>Six Day Sorties (6.00 hrs.)</u> Solos, Duals and Local Flying Practice. <u>"Weather"</u> Fair with considerable cloud about 3,000 ft. Visibility good.			
	3rd April, '42	<u>Eight Day Sorties (6.15 hrs.)</u> Instrument Tests, Duals and Local Flying Practice. <u>"Weather"</u> Light rain in morning, but heavier and more persistent in evening with thunder. Overcast with 2,000 ft. ceiling. Visibility poor, 2,000 yds. to 4,000 yds. <u>Type "A"</u> <u>Eight Day Sorties (9.55 hrs.)</u> Air Tests, Landings, Local Flying Practice. <u>Type "B"</u> <u>Three day Sorties (1.15 hrs.)</u> Local Flying Practice <u>Flying Accident and Casualties</u>		

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Place	Date	Time	Summary of Events	References to Appendices
	4th April '42		<p>S/L J. McCormack, J.4881 (RAF) Capt. and P/L Featherstone, W.H. J.4530 (RAF) Nav. were both instantly killed at approx. 1600 hrs., 4th April, 1942 as a result of a crash which involved a Magister F aircraft.</p> <p>According to eye witnesses the aircraft while performing aerobatics failed to complete a slow roll and dived while inverted, vertically into the ground near POCKLINGTON aerodrome.</p> <p>S/L J. McCormack was the very able leader of the flight and was not only popular with the men under his command but with all those who enjoyed his acquaintance. He was one of the first to be posted to this unit since its formation in June 1941, and had since completed 25 operational sorties. Among the targets which were effectively attacked were: BERLIN (three times) TURIN, ITALY, PARIS, LUXEMBOURG, several trips to BREST, and numerous other important military objectives in GERMANY and occupied territory. His daring and courage displayed in leading his men have always proved an inspiration under his command.</p> <p>Borne in Toronto, Canada on September 19th, 1920 he was the highest ranking officer in the group considering his age. His untimely death in these critical days was a severe shock to the Squadron and his friends. His experience and unflinching devotion will be sadly missed.</p> <p><u>CHANGE OF COMMAND</u></p> <p>P/L Trickle assumed command of 405 Squadron, "B" Flight vice S/L J. McCormack killed in flying accident.</p> <p>"Weather" Continuous rain before dawn, much cloud at 2 to 3,000 ft. with visibility 2 to 4 miles falling at times to 2,000 yds.</p>	
	5th April, '42		<p>Ten Day Sorties (8.40 hrs) Air Tests, Landings, Local Duals and Solos and Flying Practice.</p> <p>Pocklington Ops Order No. 91 7 aircraft to attack COLOGNE.</p> <p>Pocklington Ops. Order No. 92 2 Freshers to attack LE HAVRE</p> <p>"Weather" Rain until dawn, then showers. Mainly over-cast at 1,000 ft. in rain then variable cloud. Vis. moderate to poor becoming 2 to 4 miles.</p>	
	6th April, '42		<p>Four Day Sorties (2.20 hrs) Local Flying Practice and Landings</p> <p><u>75th OPERATION - COLOGNE</u></p> <p>All captains claimed to have attacked the target area and some fires and burst were seen both in the city and on the east side of the Rhine, but the results observed did not indicate any great weight of attack. Nickles were dropped as follows one package G.10, 7xG.13, 12xG.14.</p> <p><u>77th OPERATION - LE HAVRE</u></p> <p>One of the fresher captains reached target area but the poor visibility resulted in the bombs overshooting their mark. The remaining aircraft had inter-comm. failure and the sortie was cancelled.</p> <p>Pocklington Ops. Order No. 93 Four A/C to attack ESSEN</p> <p>"Weather"</p> <p>Fair, intermittent rain in evening, ceiling mainly 1500 ft., vis. 3 to 6 miles.</p>	B.24 B.25
	7th April, '42		<p>Six Day Sorties (7.00 hrs) Air Tests, Instrument Tests, Landings and Local Flying Practice.</p> <p><u>78th OPERATION - ESSEN</u></p> <p>Very bad weather conditions compelled two aircraft to return to base while another unable to identify target, bombed flak and a/l concentrations. Remaining aircraft believed to have bombed primary but no results were observed. Dropped three packages nickles G.14, 15 miles south of AACHEN.</p> <p>Pocklington Ops. Order No. 94 Nine aircraft to attack HAMBURG.</p> <p>"Weather"</p> <p>Squally, thunder showers, with fair periods, ceiling 1500 to 3,000 ft. Vis. 6 to 12 miles.</p>	B.26

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No. of pages used for day

of (Unit or Formation) 405 Squadron, R.C.A.F., Fooklington

Place	Date	Time	Summary of Events	References to Appendices
Fooklington	8th April '42.		<p><u>Ten Day Sorties (7.40 hrs.)</u> Air Tests, Duals and Local Flying Practice</p> <p><u>79th OPERATION HAMBURG</u></p> <p>Four captains attacked what was believed target area but only results observed were reflections of incendiaries through a cloud. No ground detail was discernible and no flares were seen. Other captains attacked believed BREMEN and WESERMUND and flak and a/I's concentration with sparse results. One aircraft jettisoned through motor trouble and returned early while another landed safely on beach 295<sup>7</sup> after sending an SOS stating that motor was U/S. Twelve packages G.14 dropped in HAMBURG area.</p> <p><u>Administrative change.</u></p> <p>S/L S.F. Douglas, RCAF posted to 405 Squadron, R.C.A.F., April 8th, 1942 and appointed Adjutant same date vice P.O. C.M. Griffin, RCAF awaiting repatriation to Canada.</p> <p><u>Funeral</u></p> <p>Squadron personnel paused in their duties long enough to pay respectful tribute to S/L J. McCormack RCAF and P/L W.F. Petherstone, RCAF, both killed in flying accident April 4th, 1942.</p> <p>Both officers were buried with full military honors after the impressive cortege had slowly made its way to a little village church of Barnby Moor. S/L the Rev. E.M. Parry, the Station Chaplain officiated at the grave-side service. And with the mournful tones of Last Post these two valiant men who had given their lives in carrying out their duty were gently laid to rest.</p> <p>A series of photographs was taken of the ceremony and forwarded to the relatives. A series is enclosed with the R.C.A.F. Headquarters copies of the Diary.</p> <p><u>Weather</u> Fair, occasional showers afternoon. Variable cloud base 2500 to 5,00 ft. Vis. 4 to 6 miles.</p>	B.27
	9th April, '42.		<p><u>Two Day Sorties (5.05 hrs.)</u> Air Tests, Local Flying Practice</p> <p><u>Pooklington Ops Order No. 96</u> Three aircraft detailed to attack ESEN</p> <p><u>Pooklington Ops Order No. 97</u> Three aircraft detailed to attack LE HAVRE</p> <p><u>Weather</u> Fair, then rain until noon with showers in evening. Ceiling below 1,000 ft. in showers. Vis. 4 to 6 miles.</p>	
	10th April, '42		<p><u>Nine Day Sorties (9.40 hrs)</u> Air Tests, Local Solos and Flying Practice</p> <p><u>80th OPERATION ESEN</u></p> <p>The three captains bombed on ETA. Built up area was hit and one large and two smaller fires were seen. Captains were able to pinpoint on Dutch coast but from then it was impossible to observe ground detail. Six packages nickels G.14 dropped after bombing.</p> <p><u>81st Operation LE HAVRE</u></p> <p>Only one captain successfully attacked dock area with resulting flashes. One captain identified French coast and mouth of SEINE, but cloud prevented him from distinguishing dock area and he tossed bombs. Remaining aircraft returned early with port engine trouble and EPP U/S. Six Packages F.28 nickels dropped in target area. One photo taken by "H" result of which unknown.</p> <p><u>Weather</u> Fair, variable ceiling from 1,000 to 3,000 ft. Vis. 6 to 12 miles.</p>	B.28 B.29

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No. of pages used for day

of (Unit or Formation) 405 Squadron, R.C.A.F., Poeklington

Place	Date	Time	Summary of Events	References to Appendices
Pooklington	8th April '42.		<p>Ten Day Sorties (7.40 hrs.) Air Tests, Duals and Local Flying Practice</p> <p>79th OPERATION HAMBURG</p> <p>Four captains attacked what was believed target area but only results observed were reflections of incendiaries through a cloud. No ground detail was discernible and no flares were seen. Other captains attacked believed BREMEN and WESERMUND and flak and a/l's concentration with sparse results. One aircraft jettisoned through motor trouble and returned early while another landed safely on beach 295° after sending an SOS stating that motor was U/S. Twelve packages G.M. dropped in HAMBURG area.</p> <p>Administrative change.</p> <p>S/L S.E. Douglas, RCAF posted to 405 Squadron, R.C.A.F., April 8th, 1942 and appointed Adjutant same date vice F.O. C.M. Griffin, RCAF awaiting repatriation to Canada.</p> <p>Funeral</p> <p>Squadron personnel paused in their duties long enough to pay respectful tribute to S/L J. McCormack RCAF and F/L W.F. Fetherstone, RCAF, both killed in flying accident April 4th, 1942.</p> <p>Both officers were buried with full military honors after the impressive cortege had slowly made its way to a little village church of Barby Moor. S/L the Rev. E.M. Parry, the Station Chaplain officiated at the grave-side service. And with the mournful tones of Last Post these two valiant men who had given their lives in carrying out their duty were gently laid to rest.</p> <p>A series of photographs was taken of the ceremony and forwarded to the relatives. A series is enclosed with the R.C.A.F. Headquarters copies of the Diary.</p> <p>Weather Fair, occasional showers afternoon. Variable cloud base 2500 to 5,00 ft. Vis. 4 to 6 miles.</p>	B.27
	9th April, '42.		<p>Two Day Sorties (5.05 hrs.) Air Tests, Local Flying Practice</p> <p>Pooklington Ops Order No. 96 Three aircraft detailed to attack ESSEN</p> <p>Pooklington Ops Order No. 97 Three aircraft detailed to attack LE HAVRE</p> <p>Weather Fair, then rain until noon with showers in evening. Ceiling below 1,000 ft. in showers. Vis. 4 to 6 miles.</p>	
	10th April, '42		<p>Nine Day Sorties (9.40 hrs) Air Tests, Local Solos and Flying Practice</p> <p>80th OPERATION ESSEN</p> <p>The three captains bombed on ETA. Built up area was hit and one large and two smaller fires were seen. Captains were able to pinpoint on Dutch coast but from then it was impossible to observe ground detail. Six packages nickels G.M. dropped after bombing.</p> <p>81st Operation LE HAVRE</p> <p>Only one captain successfully attacked dock area with resulting flashes. One captain identified French coast and mouth of SEINE, but cloud prevented him from distinguishing dock area and jettisoned bombs. Remaining aircraft returned early with port engine trouble and IFF U/S. Six Packages F.28 nickles dropped in target area. One photo taken by "H" result of which unknown.</p> <p>Weather Fair, variable ceiling from 1,000 to 3,000 ft. Vis. 6 to 12 miles.</p>	B.28 B.29

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Place	Date	Time	Summary of Events	References to Appendices
	11th April, '42		<p>Eight Day Sorties (5.25 hrs) Air Tests, Local Flying Practice  <u>Pooklington Ops Order No. 98</u> Two freshers to attack LE HAYRE  <u>Pooklington Ops. Order No. 99</u> Seven aircraft to attack ESSEN  <u>Weather</u>            Fair and mild, almost 10/10 cloud at 5,000 ft. Vis. 2,000 to 4,000 yds. becoming good and falling to less than 2 miles in evening.</p>	
	12th April, '42		<p>No sorties  <u>82nd OPERATION - LE HAYRE</u>            Both captains identified and bombed the docks. "P" saw one bomb burst but "R" could not observe burst on account of dazzle from flares. The latter however saw several vivid flashes from the target area five minutes after leaving. Poor bailout was noted. Six packages nickles P-28 fell in target area. "P" secured successful photograph not yet plotted.  <u>83rd OPERATION - ESSEN</u>            Two of the seven captains reached target area and released bombs. "O" observed bomb burst and great explosion and counted 12 fires including one large one. One captain returned early with bombs and three others jettisoned because of engine or mechanical failure.            Remaining aircraft crashed in flames, two of the crew being killed. The aircraft crashed near WATTISHAM after the port engine caught fire. The crew baled out with four of them landing safely and two being killed.            Two members that were killed were AUS. A02798 P/Sgt. Lloyd, D.K. (Capt.), Can.R.65174 P/Sgt. Graves, G.R. (2nd WOP/AG)  <u>Weather</u> - Fine with visibility over 6 miles but 4 to 6 miles at noon.</p>	B-30 +B-31
	13th April, '42		<p>Ten Day Sorties (9.50 hrs.) Air Tests and Local Flying Practice  <u>Weather</u> - Fine with moderate visibility.  <u>Pooklington Ops. Order No. 100</u> Six Aircraft to Attack DORTMUND</p>	
	14th April, '42		<p>Nine day Sorties (9.00 hrs) Height Test, WADISHAM and return, Local Flying Practice  <u>84th Operation - DORTMUND</u>            This proved a costly operation since two of our aircraft with complete crews, "X" and "N" are missing and another "A" crashed after its crew had baled out safely in England. "M" reached and bombed primary while "R" is believed also to have reached it. "E" returned early. A large explosion in the target area around built up districts resulted from the 4,000 pounders dropped by "M" and a fire was noted in west part of the city. Eight Packages of nickles 4XB-5 and 4XB-7 were dropped over Belgium. "M" - "Missing". SOS received at 0518 hrs. from estimated position 3626 the crew was P/O P.G. Toft, RAF, P/O W.R. Samson, RAF, CAN.R.56971 P/Sgt. Bydwell, H.W., 1168054 Sgt. Crowe, PM 971361 Sgt. Hesseldein, W.            "N" "Missing" no message received after take-off. Crew: 1108340 Sgt. MacParlane, D.M., Capt 1376987 Sgt. Harvey, A.G., 116968 Sgt. Jones, M.D., CAN.R.59294 Sgt. Cormack, J., CAN.R.67798 Sgt. Tyler, W.S.            "A" P/Sgt. Chinn, baled out near PETERSPIELD, at 0515 hrs., crew O.K.  <u>Pooklington Ops. Order No. 101</u> Four aircraft to attack DORTMUND  <u>Weather</u> - Fine with moderate to good visibility.</p>	B-32
	15th April, '42		<p>Seven Day Sorties (8.00 hrs) Air Test, Local duals and solos, air firing, ABINGDON and return and Local Flying Practice.  <u>85th OPERATION - DORTMUND</u>            Thick cloud 10/10 made any identification impossible. "M" and "E" bombed believed COLOGNE area while "O" bombed believed AACHEN area. Remaining aircraft "P" jettisoned in sea. There were no results except for bomb bursts through cloud. Ten packages B-8 and four packages B-5 nickles dropped over Belgium.  <u>Weather</u> - Fine Vis. good becoming excellent.</p>	B-33

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of (Unit or Formation) 405 Squadron, R.C.A.F., Pocklington.

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Place	Date	Time	Summary of Events	References to Appendices
POCKLINGTON	16th April, '42		<p>Seven Day Sorties (5.15 hrs) Air Tests, Local Duals, Solos and Flying Practice                      One Night Sortie (1.00 hr) Night dual and solo.                      Pocklington Ops. Order No. 102. Seven Aircraft to attack HAMBURG                      "Weather" Fine, visibility very good to excellent.</p>	
	17th April, '42		<p>Ten Day Sorties (7.25 hrs) Air Tests and duals                      Three Night Sorties (2.25 hrs.) Landing Nights Duals                      8th Operation HAMBURG                      Only one captain was successful in bombing primary, Two other sought nearer targets, one of them failed to identify coast line and bombed near CUXHAVEN and the other while forced to fly on one engine bombed western part of BANNTRUM. Another was unable to climb above 12,000 ft. and in view of the intense flak encountered, bombed near KIEL canal. Of the remainder one turned back and two were cancelled due to technical failures. Six packages G.7 nickles dropped in HAMBURG area.                      "Weather" Fine visibility good to excellent.</p>	B-34
	18th April, '42.		<p>Six Days Sorties (6.35 hrs) Seas search, ferry to DRIFFIELD, Air Test and Local Flying Practice                      SCREENED No. 405 Squadron R.C.A.F. has now been screened from any further operation as from 18th April, 1942, pending re-equipment of Halifax II in lieu of Wellington II aircraft being disposed of.                      Funeral                      P/Sgt. Lloyd, D.K., AUS.402798, Capt. and P/Sgt. Graves, G.R., CAN.R.65174 (2nd WOP/AG) were buried with full military honors from RAF Station WATFISHAM.                      These two airmen were killed as a result of a crash while returning from operations April 15th, 1942. Although the four other members baled out safely these two were killed.                      "Weather" Fine, becoming cloudy. Medium and high clouds increasing by evening but decreasing at night. Visibility from 12 miles to 6 miles by noon and to 2,000 yds. by mid-night.</p>	
	19th April, '42.		<p>Three day Sorties (1.00 hr) Height test, DRIFFIELD, Dual and Solo.                      "Weather" Fine becoming cloudy by dawn with some low clouds, which dispersed by noon, leaving 10/10 medium cloud. Visibility 2200 yds.</p>	
	20th April, '42.		<p>No Sorties                      "Weather" With intermittent rain. Visibility 2200 yds. increasing to 4 to 6 miles in afternoon.</p>	
	21st April, '42.		<p>No Sorties                      "Weather" 10/10 cloud almost all day. Visibility increasing from 2200 yds. to 2 1/2 miles.</p>	

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POCKLENGTON	22nd April '42		<p>No Sorties</p> <p>"Weather" Fair to cloudy with persistent haze. Ceiling 3,000 to 4,000 ft. Visibility 2 to 4 miles.</p>	
	23rd April '42		<p>No Sorties</p> <p><u>PRISONER OF WAR AND CASUALTIES</u></p> <p>A telegram received from International Red Cross quoting German information reports J.15060 P/O L.G. Burgoyne (Nav.) as Prisoner of War, April 1st, 1942. 106643 P/O J. G. McKinnon (AG) R. 5438 P/Sgt. P.O. Page (1st W.OF/AG), CAN.R.79659 P/Sgt. M.C. Howe (2nd Pilot), AUS 404247 P/Sgt. Horman (Capt.) and 990550 Sgt. W.P. Ashun (2nd WOF/AG) killed. Now classified "Missing believed Killed".</p> <p>The above were members of a crew of "E" reported missing on operations over POISSY, PARIS on the night of March 31st/April 1st, 1942.</p> <p>"Weather" Cloudy with slight drizzle in afternoon. Ceiling 300 to 400 ft. in drizzle, rising to 2,000 to 3,000 ft. Vis. moderate becoming very good by evening.</p>	
	24th April, '42		<p>No Sorties</p> <p>"Weather" Cloudy with frequent slight showers in morning. Visibility excellent.</p>	
	25th April '42.		<p>No Sorties</p> <p><u>CASUALTY</u></p> <p>Information received from RAF Station, CATFOSS, states that body of 1180651 Sgt. Edwards (2nd Pilot) was recovered from sea near WITHERNESS.</p> <p>This pilot had been previously reported as having landed safely in aircraft piloted by P/O R.P. Looke (Capt.) on beach 295° on the night of April 8/9, 1942, after operations over HAMBURG. It would appear that in view of the new circumstances subsequent events must have taken place of which we have no records.</p>	
	26th April, '42		<p>No Sorties</p> <p>"Weather" Fine. Visibility good to excellent.</p>	
	27th April '42		<p>No Sorties</p> <p>"Weather" Fine Visibility good to excellent.</p>	
	28th April, '42		<p>No Sorties</p> <p>"Weather" Mainly fine with 6/10 cloud but dispersing at night. Vis. excellent.</p>	
	29th April, '42		<p>No Sorties</p> <p>"Weather" Fine, Visibility excellent.</p>	
	30th April, '42		<p>No Sorties</p> <p><u>Sgt. Edwards' Funeral</u></p> <p>Sgt. Edwards, A.M., 1180651 was buried with full military honors at RAF Station, CATFOSS. This N.C.O.'s body was recovered from the sea on April 25th, 1942, after being reported as "Missing" on operations over HAMBURG on the night of April 8/9, 1942.</p> <p><u>Visit and Inspection</u></p> <p>Her Royal Highness Princess Alice, graciously accepted the Squadron Commander's invitation to officially open Canadian Y.M.C.A.'s Canteen and TEA CAR on this Squadron. After the opening ceremony Her Royal Highness was accompanied by the Squadron Commander, Wing Commander J.E. Fauquier in an inspection of the Squadron's Crew Rooms and Library. Before her departure the Wing Commander lead the boys in three rousing cheers on behalf of the Squadron as a tangible expression of thanks for the honor Her Highness bestowed on us with her presence.</p> <p>"Weather" Fine, Visibility excellent.</p>	

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"Weather" Fine, Visibility excellent.

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Place	Date	Time	Summary of Events	References to Appendices
			<u>NUMERICAL STRENGTH OF 405 (BCAF) SQUADRON AS AT 1st and 30th APRIL, 1942</u>	
			R.C.A.F. .... OFFICERS (Air crew 16) <u>1st</u> (Grd. crew 2) <u>20</u>	
			R.C.A.F. .... AIRMEN (Air crew 66) <u>53</u> (Grd. crew 216) <u>218</u>	
			R.A.F. .... OFFICERS (Air crew 10) <u>7</u> (Grd. crew 1) <u>NIL</u>	
			R.A.F. .... AIRMEN (Air crew 47) <u>76</u> (Grd. crew 171) <u>132</u>	
			R.A.A.F. .... OFFICERS (Air crew NIL) <u>NIL</u> AIRMEN (Air crew 12) <u>6</u>	
			R.N.E.A.F. .... OFFICERS (Air crew 1) <u>1</u> AIRMEN (Air crew 1) <u>NIL</u>	
			<i>A. H. Waughall</i> P.L. Lieut. No 405 (BCAF) Squadron	

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