R.A. Deform 540

See instructions for use of this form in E.R. and A.C.I., parts 28th, and Wer Mannath, Pt. II., chapter XX., and notes in E.A.J. Periode Box.

OPERATIONS RECORD BOOK

of (Unit or Formation) 408 Squadron (R.C.A.F.)



No. of pages used for day

| Place | Date | Time | Summary of Events | References to Appendices |
|-----------|---------|------|--|--------------------------------|
| 5/4 | | | | |
| Syerston | 1/9/41 | | Weather at base fit for flying. In the first part of the period - haze and patches of Strato- | |
| | | | oumilus later dispersing. | |
| Syeraton | 2/9/41 | | Weather cloudy at first with much lifted fog but in afternoon was fine. | |
| Syeraton | 3/9/41 | | Weather fit all day for flying. Gloudy with patches of lifted fog. | |
| Syeraton | 4/9/41 | | Small amounts of cloud but weather conditions fit for flying. Visibility at first 1000 - 2000 | |
| | | | yards but improved later, | |
| Syerston | 5/9/41 | | Weather fit for flying but a fair smount of cloud dispersing in the afternoon, | |
| Syerston | 6/9/41 | | Weather unfit all day with 10/10ths Stratus at 500 feet later lifting to 1000 feet. Haze and | |
| | | | light intermittent drissle. | |
| Syeraton | 7/9/41 | | Weather good with varying amounts of Gumulus with hase at 2,500 feet, Good visibility. | |
| Syeraton | 8/9/41 | | Weather fit for local flying. Large amounts of strate-Oumilus at 2,500 feet later clearing to | |
| | | | ₩10th - 6/10ths at 3000 feet. | |
| Syeraton | 9/9/41 | | Weather at base fit for local flying. The squadron stood by for Circus operations but weather | |
| | | | conditions in the south prevented any sorties being carried out. | |
| Syerston | 10/9/41 | | Weather at base 8/10ths - 10/10ths Cumulus with thick hase but fit for local flying. No sorties | |
| | | | took place owing to unfavourable conditions for Circus operations, | |
| | | | Aircraft AS 244 piloted by P/O. Caldwell collided with a Y.K.C.A. tea-car shortly after entering | |
| | | | runway. The cause of the incident was due to complete failure of the braking system. The | |
| | | | aircraft was damaged - Cat, A.O. | |
| Syeraton | 11/9/41 | | Weather fit for flying at base with large amounts of cloud at 1000 feet, later dispersing to | 6 |
| | | | 6/10ths - 8/10ths to 2,500 feet. Squadron stood by for daylight operations. | |
| Syere ton | 12/9/41 | | Weather fit for local flying. 8/10ths - 10/10ths Strato-Oumilus and Oumilus at 2,500 feet. Squadre | |
| | | | standing by for circus operations, | |

| Syerston 13/9/41 Weather misty at first with slight drissle later. Extensive patches of lifted fog becoming 7/10ths - 9/10ths Strato-Oumilus at 3000 feet. Squadron standing by for operations. No flying took place on this day owing to bed swather conditions at base. Intermittent slight rain with occasional heavy showers. 10/10ths Himbo-Stratus at 2000 feet. Syerston 15/9/41 Weather fit for local flying with 6/10ths - 8/10ths Strato-Oumilus at 3000 feet decreasing later to 3/10ths - 6/10ths at 3000 - 5000 feet. Squadron standing by for operations. On taking-off from base on a practice formation flight, F/Lt, Dunlop-McKensie in aircraft AS 289 ran into a flock of migrating starlings. Over half-s-dozen of the birds smashed through the nose perspex putting the aircraft unserviceable for a few days. Syerston 16/9/41 The weather at base was unfit for flying in the morning but cleared upin the afternoon with about 8/10ths Strato-Oumilus at 3000 feet. Squadron stood by for circus operations. Syerston 17/9/41 Weather at base 8/10ths Strato-oumilus at 3000 feet with patches of lifted fog at 1000 feet im A44 thimning out in the afternoon but with thick hase. Six aircraft were detailed to take part in circus operations. The route out and back being, Base - Reading - Dimposess - 4 mile 3. of Hardelot Samer - Harquise area - Gravelines - Manston - Base. The actual target was a shell factory at Marquise but unfortinately it could not be identified and all bomb loads were brought back. Five out of six aircraft were damaged by flak but all returned mafely. Syerston 18/9/41 The ster at base 10/10ths Strato-Oumilus 3000 to 4000 feet ham. Six aircraft set out to bombe A45 Abbeville. They were over rendezvous 3 minutes before time. After circling rendezvous for over A50 | Place | Date | Time | Summary of Events | Referen |
|--|----------|--------------------------|-------------------|---|---------|
| Sperston 14/3/41 7/10ths - 3/10ths Strato-Oundline at 3000 feet. Squadron standing by for operations. No flying took place on this day owing to had weather conditions at heas. Intermittent alight rain with comment has a comment of the strato-dumbus at 3000 feet decreasing later to 3/10ths - 6/10ths at 3000 - 5000 feet. Squadron standing by for operations. On taking-off from base on a precitor formation flight, 3/14, Danloy-indensite in aircraft as 380 ran into a flook of signifing starlings. Over helf-sedoes of the hirds smalled through the nose perspect putting the aircraft unserviceable for a few days. The weather at heas was unfit for flying in the norming but cleared ught the afternoon with about 4/0ths Strato-Comminus at 5000 feet. Squadron stook by for circus operations. Sperston 17/3/45 Weather at heas was unfit for flying in the norming but oleared ught the afternoon with about 4/0ths Strato-Comminus at 5000 feet with patients of lifted fog at 1000 feet ma 11/3/45 Weather at heas 6/10ths Strato-comminus at 5000 feet with patients of lifted fog at 1000 feet ma 11/3/45 Weather at heas 6/10ths Strato-comminus at 5000 feet with patients of lifted fog at 1000 feet ma 11/3/45 States at a stratoft were descaped by flath but all returned astily. Sperston 15/3/45 but unforthinably 15 could not be identified and all bomb loads were brought bank. Five out of six aircraft were descaped by flath but all returned astily. Sperston 15/3/45 States at heas 10/10ths Strato-Comminus 2000 feet with patients of lifted fog. Viability 2000 to 4000 yards improving later. He drop recall signal received shortly afterwards. All loads 6, 1900lb, bonks. Primary target, Abbeville. Mellication received that \$/5tr. Timerson 100 feet the D.S.O. Target bonded from 14000 feet, heating 155 %. No opposition of any kind concentered. Each loss made a comment of the D.S.O. | | | | Cumum y Ot Events | Appendi |
| Typerston 14/9/at 15/9/at 1 | Syerston | 13/9/41 | | Weather misty at first with slight drissle later. Extensive patches of lifted fog becoming | |
| Sperston 14/3/s Sperston 15/3/s Sperston 15 | | | | | |
| Weather fit for local flying with 6/10ths - 5/10ths Strato-Cumlus at 5000 feet decreasing later to M/10ths - 6/10ths at 5000 - 5000 feet. Squadron standing by for operations. On taking-off from base on a prectice formation flight, S/Lt. Dunlop-indemate in aircraft AS 209 rea into a flook of migrating starlings. Over half-s-doson of the hirds smashed through the nose purpox putting the aircraft unserviceshie for a few days. The weather at base was unfit for flying in the morning but cleared upin the aircraft where the same of the start of the s | Syeraton | 14/9/41 | | | |
| Joths - 6/10ths at 3000 - 5000 feet. Squadron standing by for operations. On taking-off from base on a precision formation flight, 1/ft. Bullop-dissensia in attract AS 289 ran into a flock of signating starlings. Over half-sedomen of the hirds measand through the mose purpose jutting the attracts unserviceshile for a few days. The weather at base was unfit for flying in the morning but eleared upin the aftermoon with about 6/10ths Sireto-Ommilus at 3000 feet. Squadron stood by for circus operations. Weather at base 6/10ths Sireto-ommilus at 3000 feet with patches of lifted fog at 1000 feet ga thinming out in the aftermoon but with thick hase. Six sirecaft were detailed to take part in circus operations. The route out and back being, Base - Heading - Dissenses - a sike S. of Hardale Samer - Harquise area - Curvelines - Manaton - Base. The actual target was a shell factory at Marquise has unforthinately it could not be indentified and all bomb loads were brought back. Five out of six sirecaft were decayed by flak but all returned early. Weather at base 10/10th Situato-Ommilus 2000 to 4000 feet heary. Six sirecaft set out to bombe Abbeville. They were over rendezeous 3 minutes before time. After circuiting rendezeous for over 19/3/st Teather at base 10/10th Situato-Ommilus at 1000 feet, with patches of lifted fog. Visibility 2000 to 4000 yards improving later. So operations. Teather at book 2/foths to 10/10ths Situato-Ommilus at 3000 feet. Visibility 6 to 12 miles. Six sirecaft took part in circus operations. Seminarous with fighters on time over Fye. Target bombed from 14000 feet, healing 130° M. Ho opposition of any kind encountered. Soob and to a control of the 3.50. | | | | | |
| On taking-off from base on a prectice formation flight, 3/tt, Bunlop-indicate in aircraft AE 80 ran into a float of migrating starlings. Over half-s-domen of the hirds smashed through the nose pursuar jutting the aircraft unserviceshie for a few days. Byerston 16/9/41 The weather at base am unfit for flying in the morning but cleared upin the aftermoon with about 8/10ths Strato-Cumulus at 5000 feet. Equatron stood by for circus operations. Byerston 17/9/41 Beather at base 3/10ths Strato-cumulus at 5000 feet with patches of lifted for at 1000 feet fm thimming out in the afternoon but with thick hase. Six aircraft were detailed to take part in circus operations. The route out and back being, Base 7 Heading - Dismossis - A mins 3, of Hardelob Samer - Marquise area - Gravelines - Manaton - Base. The actual target war a shell factory at Marquise hut unforthmetally it sould not be identified and all bomb loads were brought back. Five out of six aircraft were demand by flak but all returned anfaly. Beather at hase 10/10ths Strato-Cumulus 3000 to 4000 feet heary. Six aircraft set out to bombe Albeville. They were over rendereous 3 minutes before time. After circling rendersous for over one hour thay returned to base. The Group recall aignal received shortly afterwards. 19/3/41 Beather at hase 10/10ths Strato-Cumulus at 5000 feet. Visibility 6 to 12 miles. Six aircraft took part in circus operations. Rendersous with fighters on time over fyes. Target bombed from 14000 feet, healing 135° M. Ho opposition of any Kind encountered. Roads 10 des 19001b. bombs. Frimary target, Abbeville. Notification received that N/thr. Timerman BEO A68 was made a non-mill of the D.S.O. 10 des 19001b. bombs. Frimary target, Abbeville. Notification received that N/thr. Timerman BEO A68 10 des 19001b. Sombs. Frimary target, Abbeville. Notification received that N/thr. Timerman BEO A68 | Syerston | 15/9/41 | | Weather fit for local flying with 6/10ths - 8/10ths Strato-Oumslus at 3000 feet decreasing later to | |
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| out of six sircraft were damaged by flak but all returned safely. Weather at base 10/10ths Strato-Camilus 5000 to 4000 feet hamy. Six sircraft set out to bombs Abbrille. They were over rendesvous 3 minutes before time. After circling rendesvous for over one hour they returned to base. The Group recall signal received shortly afterwards. Weather at base 10/10ths Strato-Camilus at 1000 feet with patobes of lifted fog. Visibility 2000 to 4000 yards improving later. No operations. Tenther at base 7/10ths to 10/10ths Strato-Camilus at 3000 feet. Visibility 6 to 12 miles. Six sircraft took part in circus operations. Rendesvous with fighters on time over Rys. A55 Target bombed from 14000 feet, healing 135° M. No opposition of any kind encountered. Bomb A57 load 6, 19001h, hombs. Frimary target, Abbeville, Notification received that N/Odr. Timerman IPO A56 was made a command of the D.S.O. | | 1.00 | | | 447 |
| Abbeville. They were over rendezvous 3 minutes before time. After circling rendezvous for over and one hour they returned to base. The Group recall signal received shortly afterwards. Weather at base 10/10ths Strato-Cumulus at 1000 feet with patches of lifted fog. Visibility 2000 to 4000 yards improving later. He operations. Weather at base 7/10ths to 10/10ths Strato-Cumulus at 3000 feet, Visibility 6 to 12 miles. Six aircraft took part in circus operations. Rendezvous with fighters on time over Rys. Target hombed from 14000 feet, healing 135° M. No opposition of any kind encountered. Bomb A57 load 6, 1900lb, hombs. Primary target, Abbeville, Notification received that E/Oir, Timerwan INO was made a commodify of the D.S.O. | | | | out of six aircraft were damaged by flak but all returned safely. | 448 |
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| load 6, 1900lb, bonks. Primary target, Abbeville, Notification received that E/Odr. Timerman DFO A58 was made a compact of the D.S.O. | | 1 | | Target bombed from 14000 feet, heading 135° M. No opposition of any kind encountered. Bomb | A57 A64 |
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R.A.P. Form 540

See instructions for use of this form in K.B. and A.C.I., pars. 326, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pochel Book.

OPERATIONS RECORD BOOK

P. No. 5

of (Unit or Formation) 408 Squadron (R.C.A.F.)

No. of pages used for day...

| Place | Date | Time | Summary of Events | References to Appendices |
|----------|---------|------|--|--------------------------------|
| Syeraton | 7/9/41 | | M71765 Sgt. A.W.Wood, Observer, R58705, Sgt. W.M.Fraser, Pilot, posted from 16 C.T.U. Upper Heyford, | |
| | 14/9/41 | | 933248 Sgt. Palastanga, Observer, attached 44 Squadron, Waddington. | |
| 6 | 15/9/41 | | 629603 Sgt. L.N. Smith, 759165, Sgt. D. Worthington, D. 939719 Sgt. J. Mercer, W.Op/A.C's, ceased detachment to 408 Squadron, from 207 Squadron, Waddington. | |
| | 15/9/41 | | 940606 Sgt. W.H.Austin, W.Op/A.G. ceased to be attached to 408 Squadron from 83 Squadron, Scampton. | |
| | 19/9/41 | | 580639 Sgt. J.A.Bunting, Observer, Attached to Manby, on Bombing Leaders Course. | |
| | 21/9/4 | | R53933 Sgt. J.K.E.Fraser, Observer, Attached to Waddington, on Blind Approach Course. | |
| | 30/9/41 | | 611268 Sgt. J. Preston, Air Gunner, posted from 16 O.T.U. Upper Heyford, | |
| | 20/9/41 | | 752963 Sgt. R.N.Beale, Air Gunner, 619483 Sgt. M. Jones, Air Gunner, 752205 Sgt. W. S. Burch, Air | |
| | | | Gunner posted from 16 O.T.U. Upper Heyford. | |
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R.A. Form 540

See instructions for use of this form in E.R. and d.C.I., part 29th, and War Manual, Pt. II., chapter XX., and note in R.A.F. Pochel Book.

OPERATIONS RECORD BOOK

Pr No. 3

No. of pages used for day of (Unit or Formation) 408 Squadron (R.C.A.F.)

| Place | Date | Time | Summary of Events | References |
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| | | | | Appendice |
| Syerston | 21/9/41 | | Weather at base 10/10ths Strato-Oumslus on surface lifting gradually during morning and dispersing | A61 |
| | - | | later. Visibility 6000 yards improving later. Six aircraft successfully bombed the Railway | A62 |
| | | | repair shop at Lille. Rendesvous with fighters at Manston on time. Very intense and accurate | A63 A66 |
| | | | flak, at Lille continuous all the way to coast. All sircraft damaged by flak, but returned | A64 |
| | | | safely. Bomb load 5, 1900lhs. and 4, 500lhs. hombs. | A65 |
| Syeraton | 22/9/41 | | Weather 10/10ths Strato-Cumilus at 1000 feet, becoming 8/10ths to 10/10ths at 2000 feet. Visibility | A67 A70 |
| | - | | 1 to 3 miles improving slowly. Six aircraft set out to attack Masingarre Power Station but were | A68 A71 |
| | | | recalled after being airborn for 12 hours. | A69 A72 |
| Syerston | 23/9/41 | | Weather 10/10ths Strato@Comulus 1000 feet, dispersing later. Visibility 1000 yards, improving | |
| | | | slowly 4 to 8 miles. Squadron stood by for daylight operations. | |
| Syerston | 24/9/41 | | Weather at base 10/10ths Strato-Cumilus at surface lifting later to 1000 feet. Visibility 1000 | |
| | | | yards at first improving 2000 to 4000 yards. Squadron stood by for daylight operations. | |
| Syeraton | 25/9/41 | 9 | Weather at Base fog on surface lifting to 10/10ths Strato-Oumilus at 1000 feet. Squadron stood | |
| | | | by for daylight operations. The Hon. R.B. Hanson, M.P., The Hon. Grote Stirling, M.P., Mr. A.C. Cassel Mr. J. L.O Brien, Major Allan Gookran, M.P., Mr. R.A. Bell, Mr. Harvild Yair, and Group Captain E.L. Mel. arrived R.A.F. Station Spyraton, 10.45, to nest personnel of AGG Squadron, informally. | nan, M.P. |
| Syerston | 26/9/41 | * (| Weather at base 7/10ths to 10/10ths StratosCumulus. Visibility 2 to 4 miles. Squadron was | ANT AND |
| | | | stood down from daylight operations and was given A days to prepare for night operations. | |
| byerston | 27/9/41 | | Weather at base 10/10ths Strate-Cumlus on surface on fog, dispersing later to 1/10th to 8/10ths | |
| | | | Strate-Qualus at 2000 feet, | The Tolk |
| yerston | 28/9/41 | | Weather at base, local mist and fog dispersing rapidly 2/10ths to 5/10ths Strato-Cumulus and | 916 |
| | 1 1 | | occasional Cumulus at 3000 feet. Visibility 2000 yards, improving 4 to 8 miles excepting | |
| | | | precipitation. 40 Members of Air Training Corps, visited Squadron and were conducted by a Squadron 5 | lergeant. |
| yerston | 29/9/41 | | Two aircraft were detailed to carry out an attack on the Admiral Von Schoer. One aircraft returned | A73 |
| | | | due to loing conditions. The other aircraft could not identify the target but bombs were dropped | A74 |
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| | CHES CHICAGOSTON | | | Page No. 4 |
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| Place | Date | Time | Summary of Events | Referen |
| | | | The groups of grant story that galled | Append |
| Syeraton | 29/9/41 | | on approximate position. | |
| | | | Three aircraft carried out an attack on the Blohm and Voss factory on the docks at Hamburg. All | PRESS CARREST PARTY. |
| | | | three aircraft were successful | A76 |
| Syeraton | 30/9/41 | | Weather at base 5/10ths to 8/10ths Cumulus and Strato-Cumulus at 2,500 feet. Visibility 2 to 4 | A78 A8 |
| | | | miles. Mine aircraft carried out, an attack on the docks at Hamburg. One aircraft jettisoned | A79 A8 |
| | | | its bombs in the sea in position 54° 34 minutes N. 6° 20 minutes E. as both engines overheated | A80 A8 |
| | | | severely. This aircraft returned to base. Aircraft AE 287 crashed and landed at acklington. | A81 A8 |
| | | | All aircraft with exceptions of one that returned, were successful in reaching target. | A82 |
| | | | OFFICERS POSITIVES AND ATTACHMENTS. | |
| Syerston | 2/9/41 | | A/S/Ldr. R. O. Altmann posted from No. 106 Squadron, Comingsby. | |
| | 7/9/41 | | P/O. A. S. M. Pim ceased attachment to Finningley on B.A.T. course. | + |
| | 10/11/9/4 | 4 | P/O. A. S. M. Pim attached to Pinningley on duty. | |
| | 22/9/41 | | P/O. J. W. Bishop, Attached to Central Gunnery School, Castle Kennedy | |
| | 18/9/41 | | P/Lt. M. G. Janin, posted from "Y" Depot, Halifax, Nova Scotis, Canada for Adjutant duties. | |
| | 24/9/41 | | P/Lt. H. E. Minnes, posted from 3 P.R.C. Bournemouth for Medical Officer duties. | - |
| | 28/9/41 | | A/S/Ldr. R. O. Altmann, posted to No. 83 Squadron, Scampton. | |
| | | 1 | N.G.O's POSITING AND ATTACHMENTS. | - |
| yerston | 5/9/41 | | 560639 Sgt. J. A. Bunting, Observer, posted from No. 14 O.T.V. Cottesmore. 928629 Sgt. J. R. | - |
| | 1 | | Laneaster, W.Op/A.G. posted from No. 16 0.7.U. Upper Heyford. | 497 |
| | 3/9/41 | | MZ402237 Sgt. G. P. Beaver, Pilot, R68027 Sgt. C. P. McLean, Observer, 990757 Sgt. A. B. Wright, | |
| | - | | W.On/A.G., 633360 Sgt. S. F. Bestley, W.On/A.G. 964985 F/Sgt. B. Titocombe, Pilot, R56120, Sgt. | |
| | | | R. M. Gifford, Observer, 936227 Sgt. Raines, W.Op/A.G. ceased to be attached to 50 Squadron, Swind | lerby, |
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| | 6/9/41 | | 10559A3 Sgt. R. Stansfield, W.Op/A.G. posted from No. 16 D. TeU. Upper Hayford. | - Indeed |
| | 6/9/41 | | 10559a) Sgt. R. Stansfield, W.Op/A.G. posted from No. 16 O. T.U. Upper Heysford, 933248 Sgt. B. W. Palastanga, Observer, posted from 16 O. T.U. Upper Heyford, 926610 Sgt. L. T. Nor | |
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| | 8/9/41 | | 933248 Sgt. B. W. Palastanga, Observer, posted from 16 O.T.U. Upper Heyford, 928610 Sgt. L.T.Nor W.Op/A.G. posted from 16 O.T.U. Upper Heyford. | |
| . | 8/9/41 | M. Pa | 935248 Sgt. B. W. Palastangs, Observer, posted from 16 O.T.U. Upper Hayford, 928610 Sgt. L.T.Mor W.Op/A.C. posted from 16 O.T.U. Upper Hayford, E76568 Sgt. V. O. Dadson, Pilot, 917609 Sgt. S.O.F.Sands, W.Op/A.G. posted from 16 O.T.U. Upper Ha | |
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