

SECRET.

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) No. 408 (R.C.A.F.) Squadron.

No. of pages used for day.

Place	Date	Time	Summary of Events	References to Appendices
STURSTON.	1.11.41		Cloud 7-9/10ths at 2000 feet with visibility 2000-4000 yards. Clearing later on in day. Freezing level at 3000 feet. Local flying during day and air tests in the afternoon but no operations this date. Squadron stood down.	
STURSTON.	2.11.41		Cloud 6-9/10ths at 3000 feet, lifting during afternoon but occasional showers throughout the day. Visibility 4-6 miles, freezing level at 3000 feet. 10 experienced and 4 freshmen crews were detailed for Mining Operations in the BALTIC SEA and off the PRISTIAN ISLANDS but, owing to deterioration in weather conditions, all operations were cancelled early in the evening.	
STURSTON.	3.11.41		Occasional showers of rain and sleet throughout the day. Cloud 5-8/10ths at 2000 - 3000 feet lowering in precipitation. Visibility 3-4 miles with a freezing level at 3000 feet. 4 freshmen crews were detailed today for Mining Operations, but owing to adverse weather conditions all operations were cancelled during the afternoon. It is herewith noted that weather reports received from other parts of the country were very much the same as ours. A number of aircraft took off in the afternoon for W/T, navigation and photographic practice flights to the South Coast and Wales, all of which were successfully completed. Pilot Officer FINEB, representative of Press Relations Branch, R.C.A.F. H.Q. in Great Britain visited the Squadron this date to interview Canadian personnel.	
STURSTON.	4.11.41		Cloud 5-8/10ths S.G. at 2000 feet dispersing later on during day. Cloudy with periods of rain throughout morning, improving during afternoon. Freezing level at 2500 feet with visibility 3-6 miles. 10 crews were detailed for mining operations off KIDN BAY but, owing to very adverse weather conditions and freezing level at 500 feet with clouds in layers from 1000 feet to 12000 feet, only one aircraft was successful in locating its target and laying its mines despite vigorous opposition from Flak-ships. Of the ten aircraft on this night's operations, eight were diverted to Stanton Morley on return trip and, the last two returning later than the former eight were instructed to proceed direct to base. Two of the aircraft which landed at Stanton Morley	

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Syerston	4/11/41		were unable to return to base the following day due to, one being unserviceable through flak damage and the other becoming bogged after overshooting runway. Two of the remaining aircraft returned to base on the 5th instant and the remaining 4 were forced to remain at Stanton Harley, due to heavy industrial haze, until the following day the 6th instant when they returned safely to base. and	
Syerston	5/11/41		to industrial haze all day, lifting during evening. Cloud 6-9/10ths S.C. at 3000 feet, freezing level at 3000 feet with visibility 4-6 miles except in haze reduced to 300 - 400 yards. No flying during the day due to very poor visibility. 5 freshen crews were detailed for bombing operations over the docks at GLEBOURG. One aircraft was unable to take off from this base owing to instrument and wireless trouble, and one other turned back one hour later with intercomm. failure. Of the remaining 3 aircraft on this operation, two were able to identify and bomb the target, and then only through gaps in the clouds by coming down to 2000 feet owing to severe cloud conditions in that area. The remaining aircraft returned with its bomb load being unable to identify the target due to conditions already mentioned. One aircraft landed on the return trip at MIDDLE WALLOP with W/T trouble, returning to base during latter part of the 6th November.	
Syerston	6/11/41		Cloud S.C. 7 - 10/10ths, 1500 to 2000 feet with wind reaching gale force. Rain and sleet showers. Visibility 1 - 2 miles except in precipitation. Proceeding level 2000 feet. 10 crews were detailed for a Sneaker raid over North West Germany but, some time before take off, 5 of these were cancelled. The remaining 5 aircraft took off, on the already mentioned raid, at approximately 0040 hours 7/11/41. Report of this raid given in daily operations record of 7/11/41.	
Syerston	7/11/41		The 5 aircraft which bombed North West Germany in Sneaker raid, as already mentioned in previous day, 6.11.41, individually attacked and successfully completed their task of causing general alarm and consternation over a great area of North West Germany. The following cities were bombed: - HAMBURG, BREMEN, DUISBURG, and ESSEN near ESSEN. All aircraft returned safely but, one of the aircraft AB 972 A, piloted by CAN/076268 Sergeant Dudgeon, lost its Navigator who baled out over BELM. On the return journey from BREMEN to M, Sergeant Dudgeon, was attacked from astern by a Messerschmitt 110 over BELM upon nearing the EAST Coast of	

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Place	Date	Time	Summary of Events	References to Appendices
Syerston	7.11.41		<p>the ZUIDER ZEE. The enemy opened fire on our aircraft at 250 yards distance and, it was while trying to elude the enemy aircraft that the pilot went into a more or less vertical dive from 16000 to 7000 feet with the enemy on his tail most of the way down. Smelling the odour of fire in his aircraft, which later turned out to be that of machine gun fire from the guns of his own aircraft blazing steadily away at the enemy, the pilot gave instructions to his crew to stand by for abandoning aircraft. A few seconds later having verified the situation and found everything to be in order, the pilot instructed his crew to hold on. Upon pulling out of the dive and receiving no answer from his observer, 933248 Sergeant Palastanga, B.W., the pilot instructed his rear gunner to come forward, who then reported to him that the Navigator had baled out. The exact moment at which the Observer abandoned the aircraft is unknown but believed to be some time between the pilot's first instruction (to stand by for abandoning aircraft) and his second instruction (to hold on). It is very possible at this time that something went wrong with Sergeant Palastanga's intercom. plug and, either he did not receive the first part of the first instruction (stand by) or, following this instruction did not receive the later one (to hold on).</p> <p>From information received it is thought that Sergeant Palastanga baled out slightly inland or directly over the East Coast of the Zuider ZEE, and, should he have baled out over water, his chances of landing on the DUTCH COAST itself are considered to be good due to a very strong west wind blowing at the time. No news received of Sergeant Palastanga since he was reported missing following this incident.</p> <p>Cloud nil today but slight ground fog early in the forenoon. Visibility 4 - 6 miles, freezing level at 2000 feet. 4 freshmen crews were detailed for operations against the OOSTERDOKS. Only two of these freshmen crews successfully attacked and bombed the target. One of the other two remaining aircraft returned to base after experiencing intercom. failure over the target and brought back his bomb load. The remaining freshmen aircraft piloted by CAN/208706 Sergeant Fraser, W. M.</p>	

Place	Date	Time	Summary of Events	References to Appendices
Syerston	7.11.41		<p>reached his target at a height of 11000 feet but was unable to open the bomb doors. Finding this trouble he proceeded to return to base. Approximately 20 minutes after leaving the target the starboard engine of his aircraft, Hampden XJ140 B, failed. The pilot immediately instructed his rear gunner to come forward and pump open the bomb doors. This having been done the observer jettisoned the bombs into the sea. Following this trouble the inter comm. system became unserviceable but the pilot was eventually able to issue instructions through the rear gunners mouthpiece which had been brought forward. Having steadily lost height the aircraft passed over BIRCHAM NEWTON beacon at 1900 feet and, although the "Darky" procedure was carried out no reply was received. The pilot then gave instructions to his crew to prepare for abandoning aircraft but, immediately following this instruction the port engine failed. The aircraft then went into a stabilised yaw against the previous aircraft trim and a successful belly landing was made in a field, south of GEMMER. The aircraft was a write-off and only one of the crew sustained a slight cut over the left eye. This being Sergeant Fraser's third operational trip it is considered that he and his crew put up a very creditable show. 3 experienced crews were detailed as Intruders on the Searchlight belt south of MASTFIGHT. One of these turned back owing to intercomm. failure but the other two completed their task successfully bomb same. All these aircraft returned safely to base.</p>	
Syerston	8.11.41		<p>Cloud 5/10 - 8/10 S.C. with slight fog and drizzle dispersing early in the day. Freezing level 3500 feet. Visibility 1000 yards at first and later improving from 4 - 6 miles., 3 aircraft were detailed for a bombing attack on the Krupsa WORKS at ESSEN and took off from this aerodrome at approximately 17:15 hours. 3 aircraft reached and successfully bombed their target and one was forced to return, when over the ZUIHER ZEE owing to wireless telegraphy failure (it is herewith noted that the weather was expected to close in at base in the night and it was therefore imperative that any recall signal sent out be received). The remaining aircraft "Hampden AE 433" was reported missing with all its crew. At approximately 17:15 hours this day, Hampden AE 433 "D"</p>	

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Syerston	8.11.41		<p>piloted by NZ 40-187 P/O Houghton. E.L. proceeded from this aerodrome for an attack over the KEMPES WORKS at BERN. The members of the crew were NZ 402187 P/O Houghton, E.L. (Pilot) RCAP/J4705 P/O Monkhouse, J.C. (Observer), 1001-08 Sgt. Gallan, A.J. (W.Op/AG), 1058796 Sgt. Woodward, J.E. (W.Op/AG). From the time the crew took off no word of their whereabouts was received (Please note report concerning this crew in 17.11.41. of this Operational Record Mary.) Action taken with reference to necessary signals and reports concerning this case.</p>	
Syerston	9.11.41		<p>Cloud 10/10ths S.C. at 2000 feet with slight drizzle, clearing slightly during afternoon. Freezing level 3000 feet. Visibility 2 - 3 miles except in precipitation. 4 Freshmen crews were detailed for an attack on the docks at OSTENDE and ^{WERE} were instructed, before proceeding to return to NORTH LUFFENHAM, following completion of raid, owing to possibility of fog at base. 3 of these crews reached and successfully bombed their target but, on returning to NORTH LUFFENHAM, one of the aircraft crashed making a heavy landing, breaking the tail boom. This aircraft, Hampden AE 432 was piloted by RCAP/75918 P/O. Bull, W.F. Correct drill carried out but the flare path was unfortunately sited on slope of the aerodrome. The remaining aircraft, Hampden AE 438 was reported missing following these operations. The members of the crew were: RCAP/75224 P/O. Wilson, J.C. (pilot) NZ404556 P/O. Robertson, E.B. (Observer) 1280431 Sgt. Horton, D.F.W. (W.Op/AG) 1167721 Sgt. Markall, D.V. (W.Op/AG) It is regretted that no word has been received of the whereabouts of the above mentioned crew and aircraft and it is impossible, at this time, to give any adequate report as to their location or what happened to them following the time of take-off, which was 11:00 hours, this date. All necessary action has been taken with reference to signals and reports and advice of next of kin.</p>	
Syerston	10.11.41		<p>Low cloud 10/10ths at 500 - 1000 feet with constant rain and winds reaching gale force. Visibility 3 - 4 miles. Freezing level 7000 feet. Due to adverse weather conditions there was no flying on on the Station this date. All crews who landed at NORTH LUFFENHAM following last night's raid over</p>	

Place	Date	Time	Summary of Events	References to Appendices
Syerston	10.11.41		OSTEND DOCKS were unable to return to base today due to adverse weather conditions.	
Syerston	11.11.41		Cloud 3 - 4/10ths at 5000 feet during early forenoon, later on closing into 10/10ths at 1500 feet by midday. Visibility unlimited at first decreasing later to 1 - 2 miles. Freezing level 6000 feet. Two of the aircraft which took part in the raid over OSTEND DOCKS 9.11.41. and landed safely at NORTH LUFFHAM that same night, returned to base this date. There were no operations this date. A number of aircraft made test and practice flights during the day.	
Syerston	12.11.41		Cloud 8 - 10/10ths S.C. at 4000 feet. Visibility 6 - 8 miles and freezing level at 6000 feet. There was no flying of any sort throughout the day and time was taken up with lectures for the aircrew and general preparations by the remainder of the Squadron for the visit of the MARSHAL OF THE AIR FORCE, HIS MAJESTY THE KING.	
Syerston	13.11.41		Cloud 10/10ths 400 - 500 feet. Continuous rain and drizzle all day. Visibility 1000 - 1500 yards with freezing level at 2500 feet. No flying throughout the day due to adverse weather conditions and all operations were cancelled. The Squadron this day was greatly honoured by the visit of HIS MAJESTY THE KING, MARSHAL OF THE AIR FORCE. HIS MAJESTY THE KING arrived at the Squadron at approximately 10:15 hours accompanied by Commander in Chief, Bomber Command, Air Marshal Sir Richard Pierce, K.C.B., D.S.O., A.F.C., Air Vice Marshal J. Slessor, D.S.O., M.C., Air Officer Commanding No. 5 Group, Air Commodore L.F. Stevenson, Air Officer Commanding, Royal Canadian Air Force Overseas Headquarters, London, and Wing Commander Fielden, M.V.O., A.F.C., Air Equerry to the King and Captain of the King's Flight and Sir Allan Lascelles. Group Captain R.T. Taaffe, O.B.E., Station Commander of Syerston, and Wing Commander M.W. Zimmerman, D.S.O., D.F.C., Officer Commanding No. 408 Squadron, were in attendance throughout HIS MAJESTY THE KING'S inspection of the Squadron. HIS MAJESTY THE KING and retinue remained here approximately 25 minutes and, after having inspected the Squadron and being cheered by its members proceeded on to BIGBY.	
Syerston	14.11.41		Widespread fog during morning, lifting slightly to 10/10ths S.C 1500 to 2000 feet at midday. Visibility less than 1000 yards in fog improving to 1 - 3 miles by midday. Freezing level 4000 feet.	

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Syerston	14.11.41		<p>Owing to adverse weather conditions there were no operations this date and training flights were not possible.</p>	
Syerston	15.11.41		<p>Cloud 3 - 5/10ths 3000 to 4000 feet. Visibility 6 - 12 miles. Freezing level 400 feet. A number of planes took off during the forenoon and afternoon for cross country W.I. practice, same being completed satisfactorily. 4 freshmen crews were detailed on tonight's operations for a bombing attack over the docks at EMEN. One of the aircraft had to turn back due to engine trouble whilst the other three reached and attacked their target despite very adverse weather conditions. All aircraft returned to base but, one of the aircraft Hampden AE 436 piloted by J7917 (RCAF) P/O. BRACKENBURY, S. made a low approach on landing, and starboard undercarriage and airscrew struck bomb dump and were tipped off, aircraft continuing on one wheel to the flare path where it subsided onto the starboard wing. Starboard engine caught on fire but was quickly extinguished by pilot who pressed the Graviner switch. This was due to error of judgment on the part of the pilot, combined with a down draught off hillside in line of approach. No injuries sustained by crew. HIS MAJESTY THE KING, on the recommendation of the Air Officer Commanding in Chief, approved the immediate award of the Distinguished Flying Cross to 60569 P/O. Denzil Francis Heris Biggame, in recognition of his determination, keenness and initiative shown at all times and, in particular for the operation on the night of the 4/5th November when, despite extremely adverse weather conditions he descended through continuous layers of cloud with icing conditions to an altitude of 600 feet to successfully lay a mine in KIEL BAY in the face of intense anti-aircraft fire from flak ships. Pilot Officer Biggame is the first member of 408 Squadron to be awarded a decoration since its formation.</p>	
Syerston	16.11.41		<p>Cloud 10/10ths 500 - 1000 feet with visibility at 1000 yards, increasing later from 2 - 4 miles. Freezing level 3000 feet. Local mist and fog during forenoon which turned to drizzle and rain later on during the day. Owing to adverse weather conditions, operations were cancelled and,</p>	

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Syerston	16.11.41		two aircraft which took off for M.P.T.s were forced to land immediately due to poor visibility.	on 14
Syerston	17.11.41		Cloud 3/10ths - 6/10ths at 2000 feet, increasing later to 9 - 10/10ths Cumulus and S.C. during afternoon. Occasional thunder showers during later part of the day. Visibility 3 - 6 miles except in showers. Freezing level 5000 feet. Owing to fog formation and adverse weather conditions, operations were cancelled. A few aircraft took off and satisfactorily completed Lorenz Blind Approach tests and, two other aircraft completed low level practice bombing flights at Clifton Pastures.	
Syerston	18.11.41		Cloud 3/10ths S.C. above 2000 feet, increasing to 8/10ths Cumulus and S.C. to 2500 feet during afternoon. Weather fine during first part of forenoon becoming overcast later on. Visibility 2-4 miles with later improvement from 4 - 8 miles except in precipitation. Number of aircraft made successful cross country flights for wireless and navigational practice and also low level bombing practices at Clifton Pastures. Owing to risk of fog, night operations were cancelled.	
Syerston	19.11.41		Widespread fog during forenoon and through early part of afternoon. Cloud 10/10ths S.C. lifting to 1000 feet during afternoon. Visibility less than 1000 yards with later improvements to 2000 yards but falling again later on during afternoon. Freezing level 5000 feet. Due to adverse weather conditions there was no flying today and no night operations but, parachute jumping and dinghy drill was given airmen during afternoon.	
Syerston	20.11.41		Dense fog during early forenoon lifting later to 9/10ths S.C. at 1000 feet by midday. Visibility less than 500 yards during early part of day, improving later from 4 - 8 miles during afternoon and, again decreasing later on during latter part of day. Freezing level 6000 feet. Practice bombing and test flights, also compass swinging took place during the afternoon, but all night operations were cancelled due to adverse weather conditions.	
Syerston	21.11.41		Cloud 10/10ths at 1000 - 1300 feet and, 400 - 500 feet later during afternoon, causing slight rain and drizzle. Visibility 1000 - 2000 yards gradually decreasing later on in day. Freezing level 6000 feet. No flying whatsoever throughout the day due to low ceiling. Squadron stood down from night operations today.	

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Place	Date	Time	Summary of Events	References to Appendices
Syerston	22/11/41		Extensive fog during forenoon lifting towards midday with intermittent rain during afternoon. Cloud 10/10ths at surface during morning lifting 7 - 9/10ths S.C. at 1000 feet. Visibility less than 500 yards during former part of day improving from 4 - 6 miles towards evening. Freezing level 7000 feet. There was low level practice bombing during the day which was successfully completed. No night operations this date.	
Syerston	23/11/41		Slight fog during early morning lifting to 9 - 10/10ths Cumulus cloud at 2000 feet and dispersing towards evening. Visibility 2000 - 4000 yards with improvement later from 6 - 12 miles. Freezing level 5000 feet. Three aircraft co-operated, this date, with the Home Guard, near Mansfield in a mock attack on defended positions and artillery concentrations. Twelve crews were detailed for night operations against the SUBMARINE BASE at LORIENT. Excellent weather conditions and extremely good visibility were encountered. Thus permitting ten of the detailed aircraft to identify and bomb their objective with accuracy. One of the remaining two aircraft was forced to return owing to engine trouble and the last one returned to base due to illness of the pilot when height was reached.	
Syerston	24/11/41		Cloud 10/10ths S.C. at 2000 feet. Visibility 2 - 4 miles with freezing level at 6000 feet. Having been on operations the night previous there was little activity in the Squadron during the forenoon but, in the afternoon a number of aircraft successfully low level bombing practices. The Officer Commanding the Squadron, Wing Commander H.W. Zimmerman, D.S.O. D.F.C. proceeded to London this date to attend His Majesty the King's Investiture ceremony morning at Buckingham Palace on the 25th instant. S/Ldr. W.V. Burnett, D.F.C., assumed temporary command of the Squadron as of this date in the absence of the Officer Commanding.	AE 190 damaged in bombing, 2nd
Syerston	25/11/41		Cloud 7 - 10/10ths S.C. at 2000 - 4000 feet with visibility 3 - 4 miles. Freezing level 6000 feet. A number of aircraft took part in practice cross country flights and low level practice at Clifton Pastures. Squadron stood down from operations this date.	

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Place	Date	Time	Summary of Events	References to Appendices
Syerston	25/11/41		Wing Commander H.W. Timmerman, D.S.O., D.F.C., attended His Majesty the King's Investiture this date, at Buckingham Palace, and was decorated, by His Majesty the King, with the Distinguished Service Order.	
Syerston	26/11/41		Cloud 6 - 8/10ths S.O. at 4000 - 5000 feet with visibility 6 - 8 miles. Freezing level 6000 feet. A number of aircraft carried out local flying tests and, three new crews which reported to this Squadron yesterday were sent on familiarisation flights. Other aircrews took part in test flights. Wing Commander A.P. Morley from the Air Ministry visited this Squadron today and gave the aircrew a lecture on past and future policies regarding bombing and experimental raids to be carried out on the enemy shortly. Squadron stood down from operations this date. Wing Commander H.W. Timmerman, D.S.O., D.F.C., Officer Commanding this Squadron returned from London tonight. Squadron Leader W.J. Burnett, D.F.C., relinquished temporary command of the Squadron upon the return of the Officer Commanding this date.	
Syerston	27/11/41		Cloudy with slight intermittent rain during the evening. Cloud 4 - 8/10ths S.O. at 2000 feet with visibility 3 - 6 miles. Freezing level 6000 feet. 16 aircraft were detailed for operations this date consisting of 13 experienced and 3 freshmen crews but, shortly before take-off, 5 experienced and the 3 freshmen crews were cancelled leaving the remaining 8 experienced crews for this night's operations. Owing to adverse weather conditions only 3 aircraft identified and bombed the target and, 4 other aircraft jettisoned their bomb loads over last resort targets. The remaining aircraft, Hampden AE 437 piloted by 84669 P/O J.A. Caldwell failed to return from this operation. On the return journey this aircraft (AE 437) received and acknowledged a bearing 222 from Heston M.F.D.F. Station at 22.29 hours and, later at 00.59 hours this same station intercepted a signal from this aircraft advising that they were "running short of petrol". At 01.03 hours the same station once more intercepted a signal from this aircraft, this time the pilot advising that he was forced down in the sea through lack of petrol. The approximate position was presumed to be within a radius of 40 miles of 47°30' North 15° West approximately 370 miles off BREST, FRANCE, and approximately 300 odd miles off S.W. LANDS END. It is regretted that nothing further has been heard from members of the crew of AE 437 since last message intercepted.	

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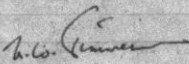
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Syerston	27/11/41		by HERTON M.F.D.F. Station at 01.05 hours 28/11/41. The crew members of Hampden A.E. 437 were: (Pilot) 84689 P/O J.A. Caldwell, from Kilmarnock, Ayrshire, (Observer) 8049/160897 Sgt. Marshall, H.E., from Dryland, Alberta, CANADA. (W.O./AG) 923042 Sgt. Harvey, E.A., from Whipton, Exeter, Devonshire, (2nd W.O./AG) 1008701 Sgt. Cressley, R., from Sheffield, 10. All next of kin residing in this country were informed by this Squadron. 8849/160897 Sgt. Marshall, H.E. (Kinnet) It is understood that an weather search was carried out this morning by Mosheim aircraft from No. 19 Group for the missing crew of Hampden A.E. 437, but nothing was seen of either aircraft, crew members or dinghy. Cloud 10/10ths S.T. & S.O. at 400 - 800 feet and, sometimes lower throughout the day with slight drizzle. Visibility 2000 - 4000 yards. Freezing level 5000 feet, falling later to 6000 feet. Owing to adverse weather conditions there was no flying on this Station this date, and the Squadron was stood down from night operations. Compass swaging was the only activity.	
Syerston	28/11/41		Cloud 10/10ths S.T. & S.O. varying from the surface to 600 feet with rain and drizzle. Visibility 500 - 1500 yards with slight improvement later on in the day. Freezing level 6000 feet. Due to adverse weather conditions the Squadron stood down from operations. Upon permission granted by Bomber Command, all facilities were given Miss Donney, representing the New York Times and Collier's Magazine, to photograph Squadron activity whilst visiting the Squadron this date. Major H.E. Forrest and Lieutenant A.J. Pierce, of the United States Army Air Corps visited this Station, the purpose of the visit being to observe procedure at Operational Bomber Station. The officers occupied accommodation at the Officers' Mess, R.A.F. Station, Syerston, overnight and proceeded to London on 30th November, 1941.	
Syerston	30/11/41		Cloud 10/10ths S.T.O. at 1500 - 2000 feet, lifting slightly later. Freezing level 3000 feet. Visibility 1 - 2 miles. A number of aircraft took-off for local flying practices and ferry-	

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Syerston	30/11/41		<p>ing aircraft from other aerodromes. One aircraft was detailed to co-operate in exercises with the Home Guard. Two Freshman crews were detailed for operations to operate from SCAMTON aerodrome and took-off during early part of the afternoon but, the night operation was later cancelled and the two aircraft returned to this base during the latter part of the afternoon.</p> <p>Air Commodore L. F. Stevenson, accompanied by Group Captain A. P. Campbell, Commanding Officer, High Station, visited this Station today. Air Commodore L. F. Stevenson, who has recently been replaced as Air Officer Commanding the Royal Canadian Air Force, Overseas, London, by Air Vice-Marshal Harold Edwards, A.D.C., paid a farewell visit to this Squadron this date enroute to Canada, where he is to take over as Air Officer Commanding, Western Air Command, British Columbia. Air Commodore L. F. Stevenson, was entertained at a luncheon in the Officers' Mess.</p> <p style="text-align: center;">  Wing Commander, Commanding, No. 408 (B.C.A.F.) Squadron, R.A.F. Station, SCAMTON, B.C. </p>	