



10652

# OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. parts 1245 and War Manual, Pt. II, chapter 11, and notes on R.A.F. Pocket Book.

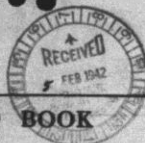
of (Unit or Formation) No. 408 (R.C.A.F.) SQUADRON.

No. of pages used for day

Place.	Date.	Time.	Summary of Events.	References to Appendices
			<b>NUMERICAL STRENGTH OF UNIT AS AT 1st JANUARY, 1942</b> R.C.A.F. (Officers) Aircraft 15, Ground Crews 2.- R.C.A.F. (Airmen) Aircraft 34, Ground Crews 132 R.A.F. " " " 9, " " " 2.- R.A.F. " " " 71, " " " 352 R.N.Z.A.F. " " " 1 " " " 111 " " " 4, " " " 111 U.S.A. " " " Nil " " " Nil " " " 1, Ground Crew 3 <b>TOTAL STRENGTH</b> 25 4 112 485	
BALDERTON	1/1/42		Weather: Mist and haze throughout the day with 10/10ths ST. Cloud at 2000'. Wind velocity 5 miles per hour, Visibility 1800 yards. Squadron stood down at 15.40 hours, no flying being attempted owing to poor visibility. All operations were cancelled in Bomber Command, at 15.56 hours. All aircrews were returned to Syerston and shown an instructional film on the use oxygen and also, one on dropping and usage of the Lindholme Dinky and apparatus.	
BALDERTON	2/1/42		Weather: Cloudy with mist and smoke haze. 10/10ths ST. cloud at 2000' -3000' with a S.W. wind of 5 miles per hour. Owing to haze, visibility was only one mile. Group requested 11 experienced plus 2 freshmen crews. At 10.55 hours this request was altered to read, 8 experienced crews for mining. At 11.25 hours 2 freshmen crews were added to the already mentioned list and cancelled at 16.20 hours following Met. reports. The Squadron cancelled the Training Program at 16.27 hours, owing to bad visibility. (It is to be noted here that 4 freshmen crews above mentioned were cancelled). 2 aircraft were detailed to lay mines off St. Nazaire. Following take-off from this aerodrome, one of these two aircraft landed at Upper Hayford with bomb load at 20.15 hours owing to navigational and lack of wireless aid of any sort. The other aircraft, after making a very successful passage to the North French Coast, bombed a large aerodrome, while crossing France, believed to be near YANDES, 2x250 G.P.s. were seen to burst near intersection of runways. Following this the aircraft carried on towards its target, off St. Nazaire, and successfully laid its mine as instructed. The aircraft then returned to base, diversion to ABERDEEN not accepted as aerodrome could not be located from 3000'. Successful landing made at base. 3 other aircraft were detailed to lay mines off LA ROCHELLE. 1 aircraft, after having dropped leaflets over France north of LORIENT, failed to (continued overleaf.....)	A322 A323 A324 A325 A326 A327 A328 A329

www.bombercommand.co.uk

(1400-1500) WL 41240-41241 11,500 2100 2100 2100  
(1400-1500) WL 41240-41241 11,500 2100 2100 2100



10652

# OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I.  
para. 124, and War Manual, Pt. II, Chapter XX, and  
notes on R.A.F. Pocket Book.

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
			<b>NUMERICAL STRENGTH OF UNIT AS AT 1st JANUARY, 1942.</b> R.C.A.F. (Officers) Aircrew: 15, Ground Crew: 2.- R.C.A.F. (Airmen) Aircrew: 34, Ground Crew: 132 R.A.F. " " 9, " " 2.- R.A.F. " " 71, " " 352 R.N.Z.A.F. " " 1, " " 111 R.N.Z.A.F. " " 4, " " 111 U.S.A. " " Nil " " Nil U.S.A. " " 2, Ground Crew: 3 <b>TOTAL STRENGTH</b> 25 4 112 485	
BALDERTON	1/1/42		Weather: Mist and haze throughout the day with 10/10ths ST. Cloud at 2000'. Wind velocity 5 miles per hour, Visibility 1800 yards. Squadron stood down at 13.40 hours, no flying being attempted owing to poor visibility. All operations were cancelled in Bomber Command, at 15.36 hours. All aircrews were returned to Syerston and shown an instructional film on the use oxygen and also, one on dropping and usage of the Lindholme Dingley and apparatus.	
BALDERTON	2/1/42		Weather: Cloudy with mist and smoke haze. 10/10ths ST. cloud at 2000' -3000' with a S.W. wind of 5 miles per hour. Owing to haze, visibility was only one mile. Group requested 11 experienced plus 2 freshmen crews. At 10.55 hours this request was altered to read, 8 experienced crews for mining. At 11.25 hours 2 freshmen crews were added to the already mentioned list and cancelled at 16.20 hours following Met. reports. The Squadron cancelled the Training Program at 16.27 hours, owing to bad visibility. (It is to be noted here that 4 freshmen crews above mentioned were cancelled). 2 aircraft were detailed to lay mines off St. Nazaire. Following take-off from this aerodrome, one of these two aircraft landed at Upper Heyford with bomb load at 20.15 hours owing to navigational and lack of wireless aid of any sort. The other aircraft, after making a very successful passage to the North French Coast, bombed a large aerodrome, while crossing France, believed to be near VAUGHES. 2x250 G.P.s. were seen to burst near intersection of runways. Following this the aircraft carried on towards its target, off St. Nazaire, and successfully laid its mine as instructed. The aircraft then returned to base, diversion to AMBINGEN not accepted as aerodrome could not be located from 3000'. Successful landing made at base. 3 other aircraft were detailed to lay mines off LA MOCHELLE. 1 aircraft, after having dropped leaflets over France north of LORIENT, failed to (continued overleaf.....)	A322 A323 A324 A325 A326 A327 A328 A329



Place.	Date.	Time.	Summary of Events.	References to Appendices
BALDERTON	2/1/42		<p>located target owing to 10/10ths cloud at 2000' with fog layer below this level. 2x250 G.F. plus mine were jettisoned safe 5 - 10 miles west of target area. The aircraft then returned to England, landing at BOSCOMBE DOWN. The second aircraft also had difficulty in locating the target owing to fog and mist, but laid their mine (ASY 22) at 46° 27' N. 01° 45' W. and returned with their 2x250 G.F.s., landing at ARNOLDON. Leaflets were dropped haphazardly along their route near towns.</p> <p>The third aircraft was more successful. After dropping their leaflets in the vicinity of FORTIVY, they continued on towards the target area and, after descending through clouds at 2000', they were able to pinpoint their position and lay their MIM 2 in area detailed. On the return journey the 2x250 G.F.s. were dropped into the sea 6 miles north of BREST, owing to fuel being low and being unable to locate a suitable target on which to drop same. The remaining three aircraft were detailed to lay mines off BORDAUX. 1 returned to base with complete load, after having reached the French Coast, due to intercommunication failure. The second aircraft landed at North Luffenham with complete load, the pilot being unable to close hood despite efforts by the navigator and himself. The third aircraft developed engine trouble upon reaching the target area and jettisoned its 2x250 G.F.s. and ASY 22 (live) in approximate position 45° 40' N. 01° 24' W. through clouds from 2000'. The aircraft returned and landed at MORETON-IN-MARSH. Very little opposition throughout these operations.</p>	
BALDERTON	3/1/42		<p>Weather: Clouds 9/10ths at 12000' which descended to 1500' - 2000' during the afternoon, bring intermittent rain and lowering visibility to 3 miles. S.W. wind of 20 - 25 m.p.h. At 10.05 hours No. 5 Group requested 2 freshmen crews for night operations, but these were later cancelled at 10.30 hours by a complete standown for the Squadron. At 10.40 hours 2 cross-country and 5 circuits and landing flights were scheduled for the evening, for the training crews. Owing to adverse weather conditions, all cross-country flights were cancelled by the Squadron Commander at 15.57 hours.</p> <p>At 17.25 hours 2 aircraft, detailed for circuits and landing flights, were cancelled owing to the designated aircraft being unavailable. Night flying training, for the remaining 3 circuits and landing flights, began at 17.45 hours and was completed at 18.55 hours. Throughout the day, aircraft which had been diverted to other aerodromes following operations of the of the 2nd instant, returned to this Unit.</p>	

## OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in R.R. and A.C.I.  
para. 1249, and War Manual, Pt. II, chapter XX, and  
also in R.A.F. Pocket Book.

of (Unit or Formation) **NO. 108 (R.C.A.F.) SQUADRON**

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices
BALDERTON	4/1/42		<p>Weather: Clouds 9/10ths at 1200' with an average visibility of 2 and <math>\frac{1}{2}</math> miles, S.W. wind of 10 m.p.h.</p> <p>At 11.25 hours No. 5 Group requested 11 experienced and 2 freshmen crews. Group was later informed by us, that our effort could only be 9 experienced and 1 freshmen crews owing to unserviceability of aircraft. At 13.12 hours, Group advised that our effort should be 10 experienced and 1 freshmen crews but, at 16.05 hours the freshman crew was cancelled and, at 16.17 hours we were informed by Group that all operations were cancelled. At 18.10 hours Group advised that we should detail 2 cross-country and 5 Circuits and Landings flights on 5/1/42. There was no Night Flying Training this Squadron this date.</p> <p>A new Flight was inaugurated on the Squadron this date, namely "C" Flight. S/Ldr. W.J. Burnett, D.F.C., Senior Flight Commander of the Squadron, who, previous to this date, had charge of "A" Flight, relinquished command this date in order to assume command of the newly formed Flight, namely "C" Flight. S/Ldr. L.S.B. Price (R.C.A.F.) assumed command of "A" Flight this date (It is to be noted at this time that "C" Flight had been in the process of formation since the 1st instant) and, only began functioning as an operation flight with effect from this date 4.1.42.)</p> <p>This Squadron now consists of three operational flights, namely "A", "B" and "C" flights, this is of course apart from the Maintenance Flight and all its Sections.</p>	
BALDERTON	5/1/42		<p>Honours and Awards:- His Majesty the King has been graciously pleased to give orders for the publication of the name of Wing Commander H.W. Timmerman, D.S.O., D.F.C., Officer Commanding this R.C.A.F. Squadron, who has been mentioned in despatches by the Air Officer Commanding-in-Chief.</p> <p>Weather: Limited haze, visibility average 2 miles throughout the day. 3/9/10ths So. Cloud at 2000' with fragments down to 500 feet in the afternoon but, decreased 1 - 2/10ths during the evening. Northerly wind reaching a velocity of 50 m.p.h. At 10.10 hours Group requested 1 freshmen for tonight's operations, target being CHERBOURG DOCK. There was local flying during the afternoon consisting of 2 cross-country flights and 5 aircraft on Circuits and Landings. Owing to carelessness, one of the aircraft on cross country flights piloted by ROAF/R.62377 Sgt. Fern, R.J., crashed</p>	A330 A331



Place.	Date.	Time.	Summary of Events.	References to Appendices
BALDERTON	5/1/42		on landing, on this aerodrome, causing considerable damage to the aircraft Hampden AB 972, but without injury to any member of the crew. On examination of the crashed aircraft, it was found that the in-board starboard main undercarriage lock was torn away, the undercarriage having collapsed on landing. In this circumstance, the pilot's Log Book was endorsed in red ink - "Carelessness, faulty cockpit drill".	
BALDERTON	6/1/42		Weather: Mist and haze limited the visibility throughout the day to 2500 yards, deteriorating during the evening to 1000 yards. 4 - 8/10ths cloud at 8000' but, the sky cleared completely at night. North to N.W. wind with velocity of 15 m.p.h., subsiding to 5 miles per hour during evening. At 05.20 hours, one freshen crew, scheduled on previous night, 5/1/42, for operations, took off from this aerodrome to bomb docks at CHERBOURG. However, the crew were unable to identify the docks owing to 8/10ths cloud at 5000'-8000' and, after dropping leaflets in target area, they returned to base at 09.35 hours with their complete load of 8x250 G.P.s. At 10.35 hours Group requested 7 experienced crews for operations at approximately 03.00 hours 7/1/42. At 14.45 hours 2 cross-country flights were arranged but, owing to decreasing visibility, these were cancelled at 18.45 hours. At 21.40 hours Group cancelled 2 of the experienced crews scheduled for early morning operations on the 7/1/42. During the afternoon Mr. Devenay of the Canadian T.M.C.A. and Flight Lieutenant Davidson (R.C.A.F.), Canadian Padre at Digby Station, visited this Squadron and brought comforts for the airmen.	A332 A333 A334 A335
BALDERTON	7/1/42		Weather: Visibility was less than 1000 yards throughout the day owing to heavy industrial haze. There was no cloud during the forenoon, but 10/10ths at 3000' during the afternoon. S.W. wind velocity of 5 - 10 m.p.h. Of the 7 aircraft detailed on the 6th instant, for this morning's operations, three were cancelled. Between 03.30 hours and 03.50 4 aircraft took off for operations on any built up area in North West Germany. 1 aircraft, upon reaching the target area encountered 10/10ths cloud and flew on course from D.R. position into Germany for 30 minutes and, then dropped its load of 1x1900 and 2x250 G.P.s. and leaflets. They returned and landed at DRIFFIELD at 10.55 hours. (Owing to poor visibility at base, instructions were issued to aircraft in flight, to divert to Driffeld Aerodrome). The second aircraft also found 10/10ths cloud over Germany but,	

See instructions for use of this form in K.R. and A.C.I., para. 1210, and War Manual, Pt. II, Chapter 11, and notes on R.A.F. Pocket Book.

# OPERATIONS RECORD BOOK

R.A.F. Form 540

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.
BALDERTON	7/1/42		<p>pinpointed through a gap in the clouds over NORDERNEY ISLAND and located Norderney Aerodrome. They released their 1x1900 and 2x250 G.P.s and observed bursts on the South East side of the aerodrome. After dropping their leaflets, they returned home and landed at HINBROOK at 09.15 hours. The third aircraft encountered the same 10/10ths cloud over the target area. Arriving the town of AURICH and, being unable to pinpoint themselves, they flew southwest and dropped their 1x1900 and 2x250 G.P.s on a large concentration of flak believed to be EMDEN. They dropped their leaflets in this area, then returned home, landing at Drifffield Aerodrome at 09.10 hours. The fourth aircraft pinpointed on the way in over BALTRUM ISLAND but, owing to the cloud cover, made a timed run to the town of MURICH where leaflets, 1x1900 and 2x250 G.P.s were dropped through the clouds. The aircraft returned and landed at base at 09.18 hours. At 10.00 hours daylight operations which had been requested by Group this date, were cancelled owing to insufficient cloud cover over the target area. Group requested 1 freshman crew for tonight's operations, but same was cancelled at 13.30 hours and, the Squadron was stood down definitely for the remaining part of the day.</p>	
BALDERTON	8/1/42		<p>Weather: Smoke haze limited the visibility through the day to 2500 yards and, by 23.58 hours the visibility had decreased to 1600 yards. Clouds 5-9/10ths at 3000' but, during the evening clouds ascended to 12000'. N.W. wind velocity to 10 m.p.h. At 10.12 hours, Group requested 9 experienced and 1 freshman crews for tonight's operations. This request was for the early morning hours of 9/1/42 for take-off at approximately 01.00 hours. At 15.07 hours there were 2 cross-country flights scheduled, one which did not take off owing to unserviceability of instruments. The remaining aircraft took off at 17.48 hours and landed at 20.20 hours at base. 3 aircraft which were on last night's operations and diverted to other aerodromes, returned to this aerodrome this afternoon.</p>	<p>A336 A337 A338 A339 A340 A341 A342 A343 A344 A345</p>
BALDERTON	9/1/42		<p>Weather: During the day there were small amounts of low clouds increasing from 3-6/10ths at 1000' to 1500'. Light showers during afternoon and evening. Visibility increased from 2500 yds during early forenoon, to approximately 3 miles by evening. N.W. wind velocity 20-25 m.p.h.</p>	



Place.	Date.	Time.	Summary of Events.	References to Appendices.	
BALDERTON	9/1/42		<p>(Continued from overleaf)</p> <p>Between 03.40 hours and 04.15 hours this date, 9 aircraft took off to bomb the battle crumlers at HEST, France. Owing to 9/10ths clouds at approximately 1000', 6 of the experienced crews, detailed for this operation, failed to identify the docks, dropped their leaflets in the target area and returned to base with their full load of 4x500 and 2x250 S.A.P.s. Of the three remaining aircraft, one circled the target for 55 minutes, dropped his bombs on the docks and then returned safely to base after having dropped the leaflets in the target area. The second aircraft also located the dock area through a gap in the clouds, dropped his leaflets in the target area, released his bombs on the target and returned safely to base. The third aircraft failed to identify the target and, after having dropped the leaflets in the target area developed engine trouble in the starboard motor. In order to lighten the aircraft the pilot jettisoned the 2x250 S.A.P.s wing bombs into the sea thirty miles north of HEST, and eventually returned safely to base. The one freshman crew detailed to bomb the CHEGURG Docks was unable to identify the target owing to low cloud cover and returned to base with his full load of 8x250 G.P.s, after having dropped his leaflets over the CHEGURG area. By 10.09 hours, all our aircraft had returned to base. At 12.01 hours Group requested we detail five cross country flights and two circuits and landing practice flights. Owing to illness amongst crew members, cross country flights were cancelled but, circuits and landings flights began at 17.19 hours and completed at 19.34 hours. NOTE:- referring to our Form 540 for December, 1941, night of 28/12/41 wherein it was reported that Hampden 1165/B was missing from operations over HULL, Germany. We have been advised by Air Ministry that CAN/BCAP/ J5917 P/O. S. B. K. Brackenbury, pilot is now reported British prisoner of war but unfortunately, the remaining three members of the crew were all killed; namely, NZ/404557 Sgt. Thane, D.S. (Nav.) 981262 Sgt. Williams, D.T. (Let. W/Op), 1259257 Sgt. Isaac, P.F. (2nd. W/Op). NOTE:- referring to our Form 540, December 1941, night of 11-12/12/41 wherein mentioned Hampden 4814/B missing from operations over KIEL, Germany. The Officer Commanding regrets to announce that the crew therein mentioned, classified as missing, is now reported by Air Ministry as having been killed in action.</p>		
BALDERTON	10/1/42		<p>Throughout the day visibility was from 2500 to 3000 yds., decreasing during the evening to 100 yds., owing to haze and fog. 7 to 9/10ths clouds at 3000' cleared by nightfall. North wind velocity to 2 to 5 m.p.h. becoming calm during evening. At 10.10 hours Group requested ten experienced and one freshman crews for operations over the main railway station at WILHELMSHAVEN, Germany. Group also requested three cross country flights. At 15.20 hours, one cross country flight was cancelled, the aircraft being unserviceable and, at 15.22 hours cross country flights were changed to circuits and landings practices owing to poor visibility. These flights began at 17.30 hours and were completed by 19.17 hours. The ten experienced crews detailed for WILHELMSHAVEN, took off from this aerodrome between 16.25 hours and 16.53 hours. The first aircraft, piloted by W/Omr. N.W. Tieserman, D.D., D.F.C., Officer Commanding this Squadron, found 5/10ths clouds over WILHELMSHAVEN BAY, making pinpointing difficult but, by following the coastline, eventually came directly over the town where the cloud conditions were nil. Owing to darkness and haze they were unable to identify the railway station and bombed buildings in the centre of the town with 1x1900 and 2x250 G.P.s. They also dropped their leaflets in this area. The aircraft returned and landed at the diversion of Leonfield aerodrome at 23.05 hours. The second aircraft also encountered 5-7/10ths clouds in the target area and attacked flak concentrations to the north of the town, dropping their leaflets and load of 1x1000 and 2,250 G.P.s. They returned and landed at Leonfield aerodrome at 23.40 hours. The third aircraft reported good visibility upon arriving at the target and was able to identify the dock area clearly. They released their bombs in this area, 1x1900 and 2x250 G.P.s, and the rear gunner observed bursts along the coastal fringes of the town. After dropping their leaflets in this area, they returned and landed at base at 22.15 hours. The fourth aircraft also reported good visibility in the target area and released his bombs, 1x1000 and 2x250 G.P.s but the results were unobserved.</p>	A347 A349 A351 A353 A355	A348 A350 A352 A354 A356

## OPERATIONS RECORD BOOK

R.A.F. Form 540

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

of (Unit or Formation) No. 405 (R.C.A.F.) SQUADRON.

No. of pages used for day

Place.	Date.	Time.	Summary of Events.	References to Appendices.
BALEWERTON	10/1/42		<p>(Cont'd from overleaf)</p> <p>Dropping their leaflets, they returned, landing at DONHAMOOK Aerodrome at 22.35 hours. The fifth aircraft encountered a/10 the clouds and haze over the target but were able to discern and bomb the dock area. It is presumed that these 1x1000 and 2x250 G.P.s. struck the dock area south-east of the town, but no results were observed. Having dropped their leaflets in this area, they returned home, landing at Sganton Morley at 22.53 hours. The sixth aircraft pinpointed its way to the target area via SPITHOOGH ISLAND, then on to JAMES Canal, and followed canal to target dropping leaflets enroute between JAMES and WILHELMHAVEN. They attacked the docks with their 1x1000 and 2x250 G.P.s. and, two bursts were observed on the docks near BAHAPVEN, by the rear gunner. Snow on the ground made pinpointing easy, and visibility was reported as being good. They returned and landed at DONHAMOOK Aerodrome at 22.10 hours. The seventh aircraft found the clouds well broken over the target area but, visibility rather limited and hazy. However, they pinpointed on the north-west of Wilhelmshaven Bay and made a run up on the target. The bomb doors could not be opened and, they circled the target while trying to open the bomb doors with the hand pumps but, this also failed and decided to return home. On the way home, the wireless failed completely and the pilot decided to descend to 1000' in order to jettison his bomb load. The bombs were released in order to conserve petrol as a safety measure. Upon arrival at and, having obtained permission from LEONHARDT Aerodrome to land, they were unable to lock the undercarriage. Ever available means was tried and, finally, they advised flare-path that they would be forced to make a belly landing. The aircraft approached the flare-path with both warning horns blowing but, as soon as the wheels touched the ground, the horns stopped blowing and the undercarriage locked causing a perfectly normal landing at 23.22 hours. The eighth aircraft, whose starboard airscrew broke down on the outward journey, jettisoned its bomb load safe at approximately 50° 20' N. 8° 20' E., returned and landed at base at 19.30 hours. The ninth aircraft, Hampden AE 432-B, comprised of the following crew:</p> <p>CAN/5048/1.5227 P/O William S. Brown (Pilot)  944090 Sgt. Thomas W. Deach (Navigator)  752805 Sgt. Howell, Robert, F. (1st W/G/A/G)  Sgt. Birch, William S. (Air Gunner)</p> <p>put up a very good show in bringing back their Hampden aircraft on one engine all the way Wilhelmshaven to HORSBURN ST. FRITH Aerodrome. Once over the target, this crew found it impossible to open the bomb doors and, were forced to abandon the target temporarily owing to tremendous anti-aircraft action. When away from the target, the crew once more attempted to open the bomb doors and, succeeding and satisfying themselves that the bomb doors were freely operating, they closed same and again returned to the target. When over the target for the second time, amidst tremendous flak action, the bomb doors once more failed to open and, being obliged to abandon the target, they headed out into HELLIGOLAND BIGHT. About 10 miles out in the estuary, over HELLIG ISLAND, the bomb doors were once more successfully opened but, this time, not wishing to chance the doors jamming again, they released their bombs from 11,000' over this island. The bombs were hardly released when their port engine failed completely and the crew found themselves over the target area with only one engine in operation. The crew immediately set course for England on one engine and, by the time they reached the FRISIAN Islands, they had lost altitude from 11,000' to 500'. When passing BORKUM ISLAND, at this altitude, they were shot at by anti-aircraft while skimming over the water and, it was at this time that they sent a message home informing that they might be forced to bail out owing to engine trouble and great loss of altitude. At the same time, they jettisoned all their equipment</p>	



Place.	Date.	Time.	Summary of Events.	References to Appendices.																				
BALDERTON	10/1/42		<p>in order to lighten the aircraft and gain altitude. They also requested a fix. Their equipment jettisoned, they gained altitude to 2000' and, having been given 8 fixes were guided to a safe landing at Horsesh St. Faith, a distance of approximately 300 odd miles on one engine. A perfect landing was made and with all four crew members on board. Once landed in this country, a piece of slack was found in the port motor which was presumed to have been collected whilst over the target, for the second time, at Wilhelmshaven, unknown to any members of the crew that they had been hit, until their port motor failed over Mellum Island. (It may be mentioned at this time that a recording of this incident was made, by the pilot, at the R.R.C. Studios in London).</p> <p>The tenth and last aircraft, Hampden AE 286-T failed to return from this operation. The names of this crew, including their operational hours and trips were as follows:</p> <table><tr><th>NAME</th><th>POSITION</th><th>Trips</th><th>Hours</th></tr><tr><td>CAN/88037</td><td>A/9/Lt. T.F. Priest (Pilot)</td><td>8</td><td>41.35</td></tr><tr><td>CAN/82042/159371</td><td>Sgt. Henderson, D.L. (Navigator)</td><td>11</td><td>66.00</td></tr><tr><td>1260085</td><td>Sgt. Glanville, G.A. (1st W/CP/AG)</td><td>7</td><td>41.35</td></tr><tr><td>1175507</td><td>Sgt. Churshier, L.A. (2nd W/CP/AG)</td><td>3</td><td>41.35</td></tr></table> <p>This aircraft was due to return to this aerodrome at approximately 22.15 hours this date but, unfortunately nothing further has been heard from either member of the crew since time of take-off. Acting Flight Lieutenant Priest had recently been promoted from Pilot Officer w.e.f. 30/12/41, to become Deputy Flight Commander of "B" Flight in this Squadron. The one freshman aircrew detailed for tonight's operations over the dock installations at BREMEN, had port engine failure 86 miles out at sea. They jettisoned safe their complete load of 4x500 G.Peg, 53° 28' N. 02° 18' E. They returned, landing at DONGHAM AERODROME at 18.50 hours.</p> <p>Weather: Mist reduced the visibility, throughout the day, to an average of 1200 yards. There were traces of Stratus Cumulus clouds at 3500' which appeared mostly during the afternoon. Southerly wind velocity 5 m.p.h. The whole Squadron was stood down today by Group at 10.25 hours.</p> <p>The Officer Commanding the Squadron ordered 3 circuits and Landings practices for this evening but, owing to poor visibility same were cancelled at 15.44 hours.</p> <p>Weather: During the forenoon visibility was 1000 yards owing to mist but, by 13.40 hours visibility had increased to 2 miles. 9/10ths cloud at 5000', changing later to 2-5/10ths at 1300' during the afternoon. South wind velocity 5 - 10 m.p.h. There were snow flurries during the evening.</p> <p>At 09.50 hours, Group requested 8 experienced and 1 freshman crew, also 4 cross-country training flights. Due to illness 2 of the experienced crews had to be cancelled and, at 16.20 hours all operations were cancelled owing to adverse weather conditions. At 16.35 hours the cross-country flights were also cancelled. 1 aircraft was scheduled for local circuits and landings practices but, owing to unserviceability of the aircraft this was also cancelled at 14.10 hours. Of all the aircraft diverted following operations on the night 9/10/42, all but one of these returned to base today.</p> <p>Weather: Rain and drizzle during the forenoon with 10/10ths cloud at 900'. Visibility during the better part of the day was approximately 2 miles. South-South-West wind velocity 15 m.p.h. decreasing to 10 m.p.h. during the afternoon. At 09.54 hours Group requested 1 freshman crew for operations and, at 12.05 hours, 6 cross-country flights plus 2 circuits and Landings practices. Group cancelled operations at 13.20 hours owing to adverse weather conditions and, at 15.42 hours, also cancelled the cross-country flights for the same reason. Circuits and Landing practices were cancelled at 17.00 hours. The one remaining aircraft from diversions of the night of 9-10/1/42, returned to base today. The Squadron was today honoured by the visit of Air Chief Marshal Sir Arthur M. Longmore, G.C.B., D.S.O., Inspector General of the Royal Air Force. The Air Chief Marshal arrived at Balderton, by air at 14.26 hours and departed at 15.50 hours.</p> <p>Weather: 10/10ths cloud at 1000', becoming 8/10ths at 5000' during the afternoon. Visibility 3000 yards during forenoon, improving later part of afternoon to 4 miles. S.S.W. wind velocity 10 m.p.h. decreasing during later part of the day to 5 m.p.h. At 10.40 hours, The Squadron was stood down</p>	NAME	POSITION	Trips	Hours	CAN/88037	A/9/Lt. T.F. Priest (Pilot)	8	41.35	CAN/82042/159371	Sgt. Henderson, D.L. (Navigator)	11	66.00	1260085	Sgt. Glanville, G.A. (1st W/CP/AG)	7	41.35	1175507	Sgt. Churshier, L.A. (2nd W/CP/AG)	3	41.35	
NAME	POSITION	Trips	Hours																					
CAN/88037	A/9/Lt. T.F. Priest (Pilot)	8	41.35																					
CAN/82042/159371	Sgt. Henderson, D.L. (Navigator)	11	66.00																					
1260085	Sgt. Glanville, G.A. (1st W/CP/AG)	7	41.35																					
1175507	Sgt. Churshier, L.A. (2nd W/CP/AG)	3	41.35																					
BALDERTON	11/1/42																							
BALDERTON	11/1/42																							
BALDERTON	12/1/42																							
BALDERTON	13/1/42																							
BALDERTON	14/1/42																							

Place.	Date.	Time.	Summary of Events.	References to Appendices																								
BALZERSTON	14/1/42		by Group and, at 10.50 hours the Squadron Commander advised there would be no training to-day. A lecture, at Systerston, was attended today by all navigators.																									
	15/1/42		<p>Weather: The sky was clear throughout the day, but, by 21.00 hours clouds were 14/10ths at 3000', falling to 1000' by 22.00 hours. Visibility was 3000 yards decreasing to 2000 yards by 22.00 hours. S.E. wind velocity 10-15 m.p.h. At 09.55 hours, Group requested 5 experienced and 2 freshmen crews for tonight's operations. At 11.30 hours the already mentioned effort was increased from 5 to 9 experienced crews plus 2 freshmen crews. No training flights were scheduled for this date owing to lack of aircraft. Of the 9 experienced crews detailed for tonight's operations only 8 took off between 16.48 hours and 17.22 hours, the one remaining aircraft being scrubbed owing to late take-off. The 2 freshmen crews laid their mines in alternative areas owing to very poor visibility. Of the 8 aircraft (experienced crews) which took off from this aerodrome, 3 identified and bombed the primary target (HAMBURG) but, owing to poor visibility 3 other aircraft bombed and identified built up areas in the Hamburg district. One other aircraft bombed the town of WESSELBURNHORN. Nickels were freely distributed in the target area. The one remaining aircraft Hampden AE393-G, after having been in the air for approximately 9 hours and 45 minutes, crashed at approximately 03.00 hours 16/1/42, at Baldefort, near West Burton, approximately 20 miles from R.A.F. Station LEEDS, North Yorkshire. So far no information has been received at this Station, as to whether the aircraft was contacted prior to the crash or not, and the exact cause of the crash is still unknown at this Unit. R.A.F. Station Systerston was informed of the crash at 08.31 hours 16/1/42. The navigator, 1st and 2nd Wireless Operators, as shown below, were killed and, the pilot GAN/40076 S/Ldr. Wilfred Jasper Burnett D.F.C., sustained a broken ankle, a broken leg, a broken jaw and abrasions and, is at present in the Military Hospital at Catterick, North Yorkshire. The names of the crew members and their operational hours and trips are as follows:</p> <table><tr><td>GAN/40076</td><td>A/S/Ldr. Wilfred J. Burnett, DFC</td><td>(Pilot)</td><td>9 trips</td><td>50.40 hours</td><td>(Injured)</td></tr><tr><td>580639</td><td>P/Sgt. Bunting, James Arthur</td><td>(Navigator)</td><td>4</td><td>23.50</td><td>(Killed)</td></tr><tr><td>995056</td><td>Sgt. Appleby, John Robinson</td><td>(1st W/O/AG)</td><td>21</td><td>117.55</td><td>"</td></tr><tr><td>619483</td><td>Sgt. Jones, Maurice</td><td>(2nd W/O/AG)</td><td>8</td><td>45.15</td><td>"</td></tr></table> <p>It may be mentioned at this time that S/Ldr. W.J. Burnett, D.F.C., was Pilot Commander of "Q" Flight in this Squadron and was on his second tour of operations. P/Sgt. Bunting, J.A., who also was on his second tour of operations and killed in this crash, has since been promoted to Warrant Officer (Temporary) w.e.f. 1st October 1942, and approved by the Officer Commanding the Squadron. Owing to the injuries sustained by S/Ldr. W.J. Burnett, D.F.C., in this crash 17/1/42, R.S.M. Constance (New Zealand) assumed command as Flight Commander of "Q" Flight in this Squadron. It is assumed that S/Ldr. Burnett, D.F.C., will be unfit for flying and operations and, absent from this Squadron for a period of at least three or four months.</p>	GAN/40076	A/S/Ldr. Wilfred J. Burnett, DFC	(Pilot)	9 trips	50.40 hours	(Injured)	580639	P/Sgt. Bunting, James Arthur	(Navigator)	4	23.50	(Killed)	995056	Sgt. Appleby, John Robinson	(1st W/O/AG)	21	117.55	"	619483	Sgt. Jones, Maurice	(2nd W/O/AG)	8	45.15	"	A357 A358 A359 A361 A362 A363
GAN/40076	A/S/Ldr. Wilfred J. Burnett, DFC	(Pilot)	9 trips	50.40 hours	(Injured)																							
580639	P/Sgt. Bunting, James Arthur	(Navigator)	4	23.50	(Killed)																							
995056	Sgt. Appleby, John Robinson	(1st W/O/AG)	21	117.55	"																							
619483	Sgt. Jones, Maurice	(2nd W/O/AG)	8	45.15	"																							
	16/1/42		<p>Weather: 10/10ths clouds at 600' becoming nil during the afternoon. Visibility 1200 yds. during forenoon and increasing to two miles during the afternoon. Southwest wind velocity 15 m.p.h. decreasing gradually to five m.p.h. No operational effort was required by Group this date. Three cross country flights were scheduled but later cancelled.</p>																									
	17/1/42		<p>Weather: 8-10/10ths clouds at 2-3000' with visibility 5-10 miles. Southwest wind becoming very calm during latter part of afternoon. At 10.30 hours Group requested two freshmen crews for tonight's operations.</p>	A364																								



Place.	Date.	Time.	Summary of Events.	References to Appendices
BALDERTON	17/1/42		Aircraft took off 17.20 hours. One returned with engine trouble and landed at 18.25. The other aircraft returned and landed at 21.07 hours bringing its bombs back as it had been unable to pin-point target which the docks and shipping at DUNKIRK. Three training cross country flights were carried out.	
	18/1/42		Weather: 10/10ths clouds at 2-3000'. Visibility 1400-2500 yds. Surface wind southeast 10 m.p.h. decreasing to 5. Slight snow in the afternoon. Five experienced crews were requested but were cancelled at 15.15 hours. Training flying was also cancelled due to bad weather.	
	19/1/42		Weather: 10/10ths clouds at 500' rising to 1500'. Visibility 1500 yds. increasing slowly to 5 miles. Surface wind southeast 10-15 m.p.h. One freshman requested at 09.45 hours but all operations in Command were cancelled. Training flights were also cancelled.	
	20/1/42		Weather: 10/10ths clouds at 1-2000'. Visibility 2-3000 yds. Eastsoutheast wind 5 m.p.h. Continuous snow in the morning coming intermittently in the afternoon. Squadron stood down for operations at 10.30 hours.	
	21/1/42		Weather: 10/10ths clouds at 2000'. Visibility 3000 yds. Surface wind eastsoutheast 5-10 m.p.h. This proved to be a disastrous night for the operational effort. Nine experienced and one freshman crews detailed to operate, the experienced on HESSEN, the freshman on EDEN. Three aircraft were cancelled en route boilers freezing in the intense cold, thus rendering the heating unserviceable. Seven aircraft took off between 16.50 hours and 17.58'. Two aircraft returned with engine trouble. One was recalled, having taken off to late. One returned owing to the rear gunner's door blowing off, which could not be replaced in time. One aircraft bombed the primary target HESSEN successfully and landed at base 0007 hours. One aircraft was attacked by two M.E.109's in the locality of HANDELUNNE at 15000'. Pilot managed to evade these aircraft but not before the other three members of the crew were seriously wounded. The intercommunication had also been shot away so that the pilot's orders to the crew to abandon aircraft were not received. Pilot thinking himself to be alone and finding his aircraft able to maintain height decided to fly back to England and managed to make successful belly landing at West Malling, Kent. The navigator and lower rear gunner died later of their injuries whilst the 1st W/OP is still seriously injured. For this splendid feat of airmanship and dogged courage the King on the recommendation of the A.O.C.-in-Chief has approved the immediate award of the D.F.M. to the pilot, Sgt. James Phillip Farrow. One aircraft failed to return and nothing was heard of this aircraft from the time of takeoff. The names of this crew including their operational hours and trips are as follows:	A365 A366 A367 A368 A370  (See Intelligence combat report for full details)
			CREW:- CAP/RCAP/35703 P/O Harold William Clarke (Pilot) 5 trips 25.25 hours 928292 Sgt Chapple, Peter Bernard (Navigator) 5 25.25 1033464 Sgt Eves, Reginald Grenville (1st W/OP/AG) 5 25.25 1053806 Sgt Brown, Robert (2nd W/OP/AG) 1 3.35	
	22/1/42		Weather: Cloudy, variable amounts, 3-4000' becoming nil. Visibility 3-4 miles decreasing to 1500 yds. Surface wind southeast 10-15 m.p.h. No operations required. Six aircraft took off between 17.35 and 18.54 hours on training cross-country flights. One aircraft landed almost immediately owing to the artificial horizon becoming unserviceable. Five aircraft completed their cross-country. Three landed at base but owing to sudden deterioration in weather i.e. continuous snow the remaining two aircraft were diverted to RAF. Waddington. One aircraft, Hampden AE267, piloted by R-74228, Sgt. G. H. Haloro undershot when landing at Waddington, struck a post with his wingtip and crashed severely damaging the aircraft but not injuring the crew. The other aircraft was diverted again to RAF. Coningsby where successful landing was made.	
	23/1/42		Weather: Clouds 10/10ths at 600'. Visibility 1-2 miles. Surface wind wouth 15 m.p.h. No operations from Bomber Command and no training in the Squadron due to bad weather.	

See instructions for use of this form in K.R. and A.C.I.,  
para. 2245 and War Manual, Pt. II, chapter XX, and  
note in R.A.F. Pocket Book.

## OPERATIONS RECORD BOOK

R.A.F. Form 540

No. of pages used for day.....

of (Unit or Formation)..... No. 108 (R.G.A.F.). SQUADRON.....

Place.	Date.	Time.	Summary of Events.	References to Appendices																														
BALDERTON	24/1/42		Weather: 6-8/10ths clouds 2-3000'. Visibility 1-2000 yds. Surface wind west backing to southwest 5 m.p.h. Three training cross-country flights and three "nickel" raids were required but due to bad weather these were cancelled. Bomber Command operations were also cancelled.																															
	25/1/42		Weather: 10/10ths clouds 1500'. Visibility 5-10 miles. Surface wind west to westnorthwest 15-20 m.p.h. gusty. Seven experienced crews were requested. Due to large amounts of snow and water lying on the aerodrome, the aerodrome was placed unserviceable for operations. It was decided to operate our operational aircraft from R.A.F. North Luffenham and all serviceable aircraft were flown there. Approximately sixty ground crew were detached to N. Luffenham together with 8 experienced aircrews. Seven aircraft took off from N. Luffenham approximately 17.30 hours to attack the docks and battleships at BRESE. One aircraft successfully bombed the docks, 4 aircraft were unable to pinpoint themselves due to 9/10ths clouds in the target area. One aircraft landed at R.A.F. Chipping Warden with unserviceable compasses. One aircraft piloted by Sgt. Victor Charles Dadson crashed after taking off and all crew were killed. The names of this crew including their operational hours and trips were as follows: <table><tr><th colspan="6">OPERATIONAL</th></tr><tr><td>GMW/876568</td><td>Sgt. Dadson, V. C.</td><td>(Pilot)</td><td>Killed</td><td>7 trips</td><td>38.55 hours</td></tr><tr><td>982777</td><td>Sgt. Maraden, D.</td><td>(Navigator)</td><td>Killed</td><td>4</td><td>20.15</td></tr><tr><td>990757</td><td>Sgt. Wright, A. V.</td><td>(1st W/OB/AG)</td><td>Killed</td><td>14</td><td>90.05</td></tr><tr><td>1062332</td><td>Sgt. Davies, H.</td><td>(2nd W/OB/AG)</td><td>Killed</td><td>3</td><td>15.35</td></tr></table>	OPERATIONAL						GMW/876568	Sgt. Dadson, V. C.	(Pilot)	Killed	7 trips	38.55 hours	982777	Sgt. Maraden, D.	(Navigator)	Killed	4	20.15	990757	Sgt. Wright, A. V.	(1st W/OB/AG)	Killed	14	90.05	1062332	Sgt. Davies, H.	(2nd W/OB/AG)	Killed	3	15.35	A371 A372 A373 A374 A375 AD 752 "A"
OPERATIONAL																																		
GMW/876568	Sgt. Dadson, V. C.	(Pilot)	Killed	7 trips	38.55 hours																													
982777	Sgt. Maraden, D.	(Navigator)	Killed	4	20.15																													
990757	Sgt. Wright, A. V.	(1st W/OB/AG)	Killed	14	90.05																													
1062332	Sgt. Davies, H.	(2nd W/OB/AG)	Killed	3	15.35																													
	26/1/42		Weather: 5-9/10ths clouds 2000' falling to 800' in the afternoon with continuous snow and sleet. Visibility 2 to 5 miles with 4000 yards in precipitation. Surface wind westnorthwest 30 to 35 m.p.h. Squadron was stood down from operations and training due to the weather. All aircrew at North Luffenham returned to Systerston. The ground crew remaining.																															
	27/1/42		Weather: 8-10/10ths clouds, 800-1000' snowing in afternoon. Visibility 2-4 miles in precipitation. Surface wind south 10-15 miles north increasing to south wouth-east 30-35. Balderton aerodrome still unserviceable for operations. Six experienced crews were sent to North Luffenham for operations against the battleships at BRESE. Four aircraft were able to identify the dock area and bombed successfully. One aircraft returned owing to engine trouble and one brought the bomb load back being unable to identify the target.	A376 A377 A378 A379 A380 A381																														
	28/1/42		Weather: Cloud 5-8/10ths 2-3000' increasing and lowering to 10/10ths at 1000'. Visibility 2 to 4 miles. Surface wind west 20-30 gusting to gale force. All air and ground crew returned to Balderton. In view of the continued operational unserviceability at Balderton it was decided to send a detached flight consisting of all experienced operational personnel plus the necessary ground crew to operate from North Luffenham under the command of S/Ldr. A.C.P. Clayton, D.F.C. All aircrew under training were to remain at Balderton as it was considered that the aerodrome was fit enough for training purposes.																															
	29/1/42		Weather: 7-10/10ths clouds at 1-2000' with intermittent rain and snow. Visibility 2-5 miles. Surface wind southwest 10-15. All experienced aircrew plus approximately 150 ground crew proceeded by road to North Luffenham for an anticipated period of 1 month, or until such time as Balderton aerodrome																															



Place.	Date.	Time.	Summary of Events.	References to Appendices																																																
BALDERTON	29/1/42		becomes operationally serviceable. The flight was attached as a whole to North Luffenham for accommodation, pay and discipline. Seven aircraft were detailed for operations but owing to deterioration of weather, operations and training flights were cancelled.																																																	
	30/1/42		Weather: 7-10/10ths at 1500'. Visibility 1-2 miles. Surface wind south west 10 miles an hour. Intermittent snow during the day with a heavy fall in the evening. No operations or training took place due to bad weather.																																																	
	31/1/42		Weather: 10/10ths clouds 1000'. Visibility 1-2 miles. Surface wind northerly 15 miles an hour. The aircraft which landed at Chipping Warden on the 25th was flown back to North Luffenham in the morning. Seven aircraft took off between 17.50 and 18.02 hours to attack the battleships at REEST. Five aircraft bombed the docks and estimated position of the battleships, 1 aircraft brought bombs back being unable to identify the target. One aircraft returned early owing to failure of the oxygen supply and overheating in the starboard engine. Sir Charles Wilson, honorary physician to the Prime Minister, The Rt. Hon. Winston Churchill and Air Vice Marshal J. Slessor, D.S.O., M.C., A.O.C. 5 Group were present at the interrogation of the crews on their return. At Balderton four training cross country flights were carried out successfully.	A382 A383 A384 A385 A386 A387 A388																																																
			<u>HONOURS AND AWARDS.</u> His Majesty the King, on the recommendation of the Air Officer Commanding-In-Chief, has approved the immediate award of the Distinguished Flying Medal to ME-402136, Sergeant Farrow, J. P. Reference H.Q.E.G. P.375 dated 27/1.																																																	
			<u>NUMERICAL STRENGTH OF UNIT AS AT 31st JANUARY, 1942.</u>																																																	
			<table><tr><td>R.C.A.F.</td><td>(Officers)</td><td>Aircrew: 7</td><td>Ground Crew: 2</td><td>R.C.A.F.</td><td>(Airmen)</td><td>Aircrew: 28</td><td>Ground Crew: 244</td></tr><tr><td>R.C.A.F. (U.S.A.)</td><td>"</td><td>"</td><td>"</td><td>R.C.A.F. (U.S.A.)</td><td>"</td><td>"</td><td>"</td></tr><tr><td>R.A.F.</td><td>"</td><td>"</td><td>"</td><td>R.A.F.</td><td>"</td><td>"</td><td>"</td></tr><tr><td>R.A.F. (CAN.)</td><td>"</td><td>"</td><td>"</td><td>R.A.F. (CAN.)</td><td>"</td><td>"</td><td>"</td></tr><tr><td>R.N.Z.A.F.</td><td>"</td><td>"</td><td>"</td><td>R.N.Z.A.F.</td><td>"</td><td>"</td><td>"</td></tr><tr><td><u>TOTAL STRENGTH</u></td><td></td><td><u>16</u></td><td><u>4</u></td><td></td><td></td><td><u>58</u></td><td><u>604</u></td></tr></table>	R.C.A.F.	(Officers)	Aircrew: 7	Ground Crew: 2	R.C.A.F.	(Airmen)	Aircrew: 28	Ground Crew: 244	R.C.A.F. (U.S.A.)	"	"	"	R.C.A.F. (U.S.A.)	"	"	"	R.A.F.	"	"	"	R.A.F.	"	"	"	R.A.F. (CAN.)	"	"	"	R.A.F. (CAN.)	"	"	"	R.N.Z.A.F.	"	"	"	R.N.Z.A.F.	"	"	"	<u>TOTAL STRENGTH</u>		<u>16</u>	<u>4</u>			<u>58</u>	<u>604</u>	
R.C.A.F.	(Officers)	Aircrew: 7	Ground Crew: 2	R.C.A.F.	(Airmen)	Aircrew: 28	Ground Crew: 244																																													
R.C.A.F. (U.S.A.)	"	"	"	R.C.A.F. (U.S.A.)	"	"	"																																													
R.A.F.	"	"	"	R.A.F.	"	"	"																																													
R.A.F. (CAN.)	"	"	"	R.A.F. (CAN.)	"	"	"																																													
R.N.Z.A.F.	"	"	"	R.N.Z.A.F.	"	"	"																																													
<u>TOTAL STRENGTH</u>		<u>16</u>	<u>4</u>			<u>58</u>	<u>604</u>																																													
			<u>OPERATIONAL, NON-OPERATIONAL &amp; TRAINING FLYING TIMES - NO. 408 (R.C.A.F.) SQUADRON, BALDERTON FOR THE MONTH ENDING JANUARY 31, 1942.</u>																																																	
			<table><tr><td>Operational Flying Hours (Night)</td><td>404 hrs. 10 mins.</td></tr><tr><td>Non-Operational Flying Hours:</td><td></td></tr><tr><td>Day.....</td><td>112 " 5 "</td></tr><tr><td>Night.....</td><td>1 " 5 "</td></tr><tr><td>Flying Training Hours:</td><td></td></tr><tr><td>Day.....</td><td>14 " - "</td></tr><tr><td>Night.....</td><td>78 " 55 "</td></tr><tr><td><u>TOTAL...</u></td><td><u>609 hrs. 55 mins.</u></td></tr></table>	Operational Flying Hours (Night)	404 hrs. 10 mins.	Non-Operational Flying Hours:		Day.....	112 " 5 "	Night.....	1 " 5 "	Flying Training Hours:		Day.....	14 " - "	Night.....	78 " 55 "	<u>TOTAL...</u>	<u>609 hrs. 55 mins.</u>																																	
Operational Flying Hours (Night)	404 hrs. 10 mins.																																																			
Non-Operational Flying Hours:																																																				
Day.....	112 " 5 "																																																			
Night.....	1 " 5 "																																																			
Flying Training Hours:																																																				
Day.....	14 " - "																																																			
Night.....	78 " 55 "																																																			
<u>TOTAL...</u>	<u>609 hrs. 55 mins.</u>																																																			
			<u>AIRCRAFT ON CHARGE.</u> There were twenty-one Hampden aircraft on this Squadron's charge as of the 31st January, 1941.																																																	


## OPERATIONS RECORD BOOK

See instructions for use of this form in K.R. and A.C.I.,  
para. 2249, and War Manual, Pt. II, chapter XX, and  
also in R.A.F. Field Book.

R.A.F. Form 540

No. of pages used for day .....

of (Unit or Formation).....No. 408 (R.C.A.F.) Squadron.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
BALDERTON	31/1/42		<p><u>HEALTH OF THE SQUADRON.</u></p> <p>There was a slight increase in sickness amongst the Aircrew during the month of January due to the prevalence of common colds which are to be expected at this time of year. There was no increase in sickness amongst ground crew personnel and the instances of injuries due to trauma have decreased. The type of sickness has been varied with the number of Respiratory and Gastro Intestinal diseases becoming the most prevalent.</p> <p><u>TRAINING PROGRESS.</u></p> <p>Night flying training has shown a marked improvement over last month due to the fact that Training Pilots, before becoming freshmen, are required to do more night flying training such as Cross-Country flights and Circuits and Landing practices.</p> <p style="text-align: right;">             (N. W. Timmerman) Wing Commander,            Officer Commanding,            No. 408 (R.C.A.F.) Squadron,            BALDERTON.         </p>	