

OPERATIONS RECORD BOOK

See instructions for use of this form in E.R. and A.C.I. para. 1240, and War Manual, Pt. II., Chapter 12.5, and notes on R.A.F. Pocket Book.

MONTH FEBRUARY 1942. R.A.F. Form 540

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

No. of pages used for day

PAGE ONE

Place.	Date.	Time.	Summary of Events.	References to Appendices.																																																
			<p>NUMERICAL STRENGTH OF UNIT AS AT 1st FEBRUARY, 1942</p> <table> <tr> <td>R.C.A.F. (Officers) Aircrew:</td><td>7</td><td>Ground Crew:</td><td>2</td><td>R.C.A.F. (Airman) Aircrew:</td><td>28</td><td>Ground Crew:</td><td>244</td></tr> <tr> <td>R.C.A.F. (USA) "</td><td>"</td><td>"</td><td>"</td><td>"</td><td>"</td><td>"</td><td>"</td></tr> <tr> <td>R.A.F. "</td><td>"</td><td>"</td><td>"</td><td>"</td><td>"</td><td>"</td><td>"</td></tr> <tr> <td>R.A.F. (CAN) "</td><td>"</td><td>"</td><td>"</td><td>"</td><td>"</td><td>"</td><td>"</td></tr> <tr> <td>R.N.Z.A.F. "</td><td>"</td><td>"</td><td>"</td><td>"</td><td>"</td><td>"</td><td>"</td></tr> <tr> <td>TOTAL SQUADRON</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table>	R.C.A.F. (Officers) Aircrew:	7	Ground Crew:	2	R.C.A.F. (Airman) Aircrew:	28	Ground Crew:	244	R.C.A.F. (USA) "	"	"	"	"	"	"	"	R.A.F. "	"	"	"	"	"	"	"	R.A.F. (CAN) "	"	"	"	"	"	"	"	R.N.Z.A.F. "	"	"	"	"	"	"	"	TOTAL SQUADRON								
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N. LUFFENHAM	1.2.42.		<p>Weather: 10 10,000 ft. Wind N.E. 5 to 10 miles per hour. Snow Storms.</p> <p>No flying carried out. No Aircraft required for operations as Bomber Command was stood down for operations at 1530 hours.</p>																																																	
N. LUFFENHAM	2.2.42		<p>WEATHER: 10 10,000 ft. Wind North East. 15 to 20 miles per hour. INTERMITTENT heavy snow storms. Eight experienced crews were asked for. The whole of the Command was stood down. P/O Coulter, Sergeant Beaver, and their crews arrived from Balderton for operations.</p>																																																	
N. LUFFENHAM	3.2.42.		<p>Weather: Cloud 10/10ths 1,000 ft., Wind: South. Veering to the East. Aerodrome temporarily unserviceable owing to the fact that a runway which had been cleared in the snow was U/S owing to the change in the wind. No operations. At 17.00 hours nine experienced crews were required for an attack on the Battle Cruisers Scharnhorst and Gneisenau. All crews were warned to stand by for an early morning take-off and the aircraft were bombed-up and prepared accordingly. Squadron Leader Constance and his crew were attached from Balderton for this particular operation.</p>																																																	
N. LUFFENHAM	4.2.42		<p>WEATHER: Cloud 10/10ths 4,000' Wind: North East 15-20 miles per hour. Light snow and a slight thaw. Majority of snow thawed during the night. Aerodrome serviceable for exceptional requirements only. Crews were briefed at 06.30 hours for an attack on the Battle Cruisers Scharnhorst and Gneisenau, which were believed to be going to try to escape from Brest up the English Channel. S/Ldr. Clayton, D.F.C., S/Ldr. Price and S/Ldr. Constance were detailed to lead three sections of three Hampden aircraft, each section to bomb individually. The crews stood by all day at readiness but owing to adverse weather conditions, over Brittany, the Photographic Reconnaissance Unit was unable to supply any information as to the movement of the ships. At 16.00 hours six experienced crew were required for mine-laying operations. At 16.45 hours the operations were changed once more. (cont'd overleaf)</p>																																																	

Place.	Date.	Time.	Summary of Events.	References to Appendices.
N. LUFFHAM	4.2.42	(Cont'd)	Operations were finally cancelled altogether at 20.30 hours.	
N. LUFFHAM	5.2.42		Weather: 20/20ths Cloud; 1,000'. Wind N.N.W. 20 M.P.H. The Squadron stood by for operations from 0900 hours. Six aircraft were requested at 1000 hours, three for mine-laying and three for bombing. Crews stood by until operations were cancelled at 1745 hours. His Royal Highness Air Commodore The Duke of Kent had lunch in the Officers' Mess at North Luffham and left shortly after.	
N. LUFFHAM	6.2.42		Weather: Cloud 20/20ths 3,000'. Wind North West 5-20 m.p.h. At 0745 hours Squadron was requested for three aircraft for mine-laying. These aircraft took off at 1045 hours. The mines were successfully laid and all the aircraft returned to base without incident. At 1600 hours six aircraft were requested to stand by until 0630 hours.	A.389 A.390 A.391
N. LUFFHAM	7.2.42		Weather: Cloud 20/20ths 1,800'. Wind N.N.W. 15-20 m.p.h. At 1030 hours Squadron was stood down from Bombing Operations. Local flying was carried out and 1/Ldr, Clayton, D.F.C., carried out formation practice with a flight of three aircraft.	
N. LUFFHAM	8.2.42		Weather: Cloud 1/20ths 4,000'. Wind Variable 20 m.p.h. Visibility 2,000 yards diminishing at night fall. Seven aircraft were requested for night bombing on Cologne. At 1700 hours operations were cancelled due to fog. Due to the continued unserviceability of the aerodrome at Balderton, further air and ground crews were detached to North Luffham to be added to the strength of the detached units. The remaining aircraft under training were sent on ten days' leave. W/O D.A.L. Bradshaw assumed temporary Command of No. 408 (B.O.A.B.) Squadron, Balderton in the absence of Wing Commander R.V. Timmeson, D.A.O., D.F.C., while the latter was on leave.	
N. LUFFHAM	9.2.42		Weather: Cloud 2/20ths 3,000 ft. Wind: North 20-25 m.p.h. Visibility 1500 yards. A sharp rise in temperature resulted in a slight fog. Informed at 1000 hours "No operations".	
N. LUFFHAM	10.2.42		Weather: Cloud 7/20ths 6,000'. Wind: West 15-20 m.p.h. Visibility bad. Seven aircraft were requested at 1000 hours for bombing operations on Bremen. Local flying and H.P.'s were done during afternoon but slight damage was caused through aircraft flaps by the splashing of ice and water flung up on landing. At 2245 hours Station Commander inspected the Aerodrome and declared it unfit for use. Operations were subsequently cancelled.	

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

of (Unit or Formation) No. 406 (R.C.A.F.) SQUADRON.

No. of pages used for day

Place.	Date.	Time.	Summary of Events.	References to Appendices.
N. LUFFHAM	10.2.42	(Cont'd)	Twelve new Aircrew consisting of four Pilots, five Observers, three Wireless Operator Air Gunners all N.C.O.'s, arrived from No. 16 O.T.U. Upper Heyford, on posting.	
N. LUFFHAM	11.2.42		Weather Cloud 2/10ths at 1550 ' Wind N.W. 10-15 m.p.h. Visibility 2,000 yards Slight haze. At 1000 hours Unit was requested to supply one Freshman crew for night operation. This was cancelled at 1030 hours and the Squadron was stood down at 1200 hours. At 1930 hours, three aircraft were detailed to stand by for an attack on the two Battle Cruisers 'Scharnhorst' and the 'Goeben', the Cruiser 'Prinz', 'Bogen' and an escort of Destroyers and 'E-Boats'. These aircraft were to stand by at four hours' notice from 0700 hours on 12.2.42.	
N. LUFFHAM	12.2.42		Weather: Cloud 4/10ths increasing to 10/10ths 2000-3000' Wind S.W. 15-25 m.p.h. Visibility 2-4 miles. Intermittent rain and snow. At 0945 hours Squadron was informed that if this Naval Operation was cancelled, five experienced and Freshman crew would be required for night operations. At 1030 hours the stand-by for the attack on the enemy Naval Force was cancelled. Night operations were also cancelled for the Squadron. At 1143 hours orders came through that the German Naval Force had left Brest and was proceeding up the English Channel at high speed. Aircraft were to bomb up and take off as soon as possible. At 1255 hours all available aircraft were ordered to take-off at 1445 hours. The Squadron detailed three sections of three aircraft each, but at 1320 hours, one Pilot was grounded on instructions from the Medical Officer. At 1440 hours, four aircraft were ordered for night mine-laying operations. Between 1442 and 1452, hours, eight aircraft took off, for the attack. One aircraft landed with engine trouble at Haverham-St. Faith. Three aircraft were unable to locate the Naval Force owing to bad visibility, low cloud and intermittent rain storms and brought their bombs back to base. Two aircraft located the ships but owing to low clouds, at 300 ', were unable to bomb and also brought their bombs back. Three aircraft successfully bombed the ships from a height of 800 ' but results could not be seen by the crews owing to the poor visibility. (Cont'd overleaf)	A.392 A.393 A.394 A.395 A.396 A.397 A.398 A.399

Place.	Date.	Time.	Summary of Events.	References to Appendices.
N. LUFFENHAM	12.2.42	(CONT'D)	One of these aircraft Piloted by S/Ldr. Constance, received considerable damage from the flak barrage put up by the Naval Force but managed to reach base safely without injury to the crew. The mine-laying operations were cancelled as the crews detailed for this had already participated in the afternoon's operations.	
N. LUFFENHAM	13.2.42		Weather:- Clouds nil, wind west, veering north-west. 10-15 m.p.h., visibility 4-6 miles. Three aircraft were required for night operations. The Squadron was stood down at 13.25 hours. Local flying was carried out. W/O. N.W. Timmerman, D.S.O., D.P.C., re-assumed command of the Squadron vice W/O. D.A.R. Bradshaw, on return from leave. W/O. Bradshaw proceeded to N.Luffenham from Balderton for Operational flying.	
N. LUFFENHAM	14.2.42		Weather:- Clouds 3/10ths, becoming 10/10ths at 3-4000'. Wind North-west 5-10 m.p.h. Visibility 5000 yds. At 10.25 hours Squadron was required to supply four aircraft for night operations and three aircraft for A.A. co-operation exercises. Aircraft took off between 18.00 and 18.16 hours for night operations. Two aircraft returned early owing to heating being unserviceable, and the remaining two aircraft successfully bombed the target (MANORIKIN). Two aircraft carried out successful A.A. co-operation exercises.	A.400 A.401 A.402 A.403
N. LUFFENHAM	15.2.42		Weather:- Clouds 10/10ths 4-6000'. Wind north-west at 5 m.p.h. backing to n.n.e. 10 m.p.h. At 10.30 hours the Squadron was stood down for operations. No flying was carried out during the day.	
N. LUFFENHAM	16.2.42		Weather:- Clouds 10/10ths 2-3000'. Wind north-east at 5 m.p.h. Visibility 4000 yds. At 09.40 hours the Squadron was required to supply five experienced and two freshmen for night mine-laying operations. Aircraft took off between 17.30 and 17.40 hours. Two aircraft returned early, one with the heating unserviceable, one with the rear gunners' escape hatch jammed open. Four aircraft laid their mines successfully, but one was unable to pin-point itself and brought the mine back to base. Local flying and night flying tests were carried out during the day.	A.404 A.405 A.406 A.407 A.408 A.409 A.410
N. LUFFENHAM	17.2.42		Weather:- Clouds 10/10ths at 3000'. Wind east 15-20 m.p.h. The Squadron was stood down at 10.55 hours. F/L. A.S.H. Pim, D.P.C., was returned to Balderton to take charge of the training aircrew. The serviceable aircraft were moved to Langer from Balderton to carry out training there. (Cont'd)	

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See instructions for use of this form in E.R. and A.O.I.,
para. 216, and War Manual, Pt II, Chapter XX, and
also in R.A.F. Pocket Book.

of (Unit or Formation).....No. 408 (H.Q.A.F.) Squadron.....

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

Place.	Date.	Time.	Summary of Events.	References to Appendices.
			(Cont'd)	
N. LUFFENHAM	17.2.42		Aircraft were collected from Preston, Conningsby, and Horeham St. Faith	
N. LUFFENHAM	18.2.42		Weather:- Clouds 10/10ths 2000'. Wind north-east veering east 15-20 m.p.h. Intermittent snow storms. At 10.00 hours Squadron requested a supply of three experienced and two freshman crews for night operations. At 13.30 hours freshman crews were cancelled. The three experienced crews took off at 17.15 hours and laid their mines successfully. Two aircraft landed at Woodhall-Spa, and one landed at Swanton-Morley.	A.411 A.411A A.411B
N. LUFFENHAM	19.2.42		Weather:- 10/10ths Clouds at 1000'. Wind north-east 10-15 m.p.h. Visibility 2-6 miles. At 09.40 hours Squadron was stood down for operations as was the remainder of the Group. Aircraft diverted from the previous night's operations were returned to base. Due to the unsuitability of the runways at Langer all the aircraft were returned to Balderton for training. Two aircraft were collected from Little Rissington. Local night flying took place at Balderton.	
N. LUFFENHAM	20.2.42		Weather:- Clouds 10/10ths at 1000'. Wind light and variable. Visibility 2-6 miles. At 09.50 hours Squadron was required to supply four experienced and two freshman crews. At 16.10 hours freshman were cancelled for operations but were required to do cross country training flights. At 17.40 hours operations and cross country flights were cancelled. One aircraft was collected from Watisham. Cross country flights and local flying was carried out from Balderton. Wing Commander N.W. Timmerman, D.S.O., D.F.C., assumed command of R.A.F. Station Syerston vice Group Captain R.T. Taffe, O.B.E., who proceeded on leave.	
N. LUFFENHAM	21.2.42		Weather:- Clouds 10/10ths at 5000'. Wind north-east 10-15 m.p.h. Intermittent snow storms. Visibility 2-4000 yds. Six freshman crews were required for mine laying operations but were cancelled at 15.15 hours. Local flying was carried out at Balderton.	
N. LUFFENHAM	22.2.42		Weather:- Clouds 10/10ths at 2000'. Wind north at 5-10 m.p.h. Visibility 2-4000 yds., except in intermittent snow storms. At 11.40 hours six freshman crews and two experienced crews were required. At 16.50 hours the freshman crews were cancelled. Two experienced crews took off at 16.15 hours	A.412 A.413

Place.	Date.	Time.	Summary of Events.	References to Appendices.
	22.2.42		(Cont'd)- but could not locate the target, the floating dock at WILHELMSHAVEN, due to 10/10ths clouds with poor visibility. Local day and night flying took place at Balderton. P/Sgt. C.S. Sanderson, pilot, on completion of his operations tour was posted to 1506 Blind Approach Training Flight at Waddington, Lincs.	
N. LUFFENHAM	23.2.42		Weather:- 10/10ths at 3000', but down to 800' in snow storms. Wind north 5-10 m.p.h. Visibility 3000 yds. Six freshman crews were required for mine laying operations but at 16.00 hours these operations were cancelled. Local flying was carried out at Balderton. The Squadron Adjutant proceeded on leave and his duties were assumed by Pilot Officer R. Bottomley.	
N. LUFFENHAM	24.2.42		Weather:- 10/10ths clouds at 2-4000'. Wind north 10-15 m.p.h. Visibility 4-6 miles except in slight snow storms. Five experienced and five freshman crews were required for mine laying operations. All aircraft took off between 18.20 and 19.50 hours. Three aircraft successfully laid their mines in the primary position, one aircraft in the alternative position and three aircraft unable to pinpoint their positions brought their mines back to base. Two aircraft returned early, one through engine trouble, and one through compass trouble. One aircraft had the mine hang-up and after unsuccessfully attempting to jettison returned with load to base. Local flying was carried out by day and night at Balderton.	A.414 A.415 A.416 A.417 A.418 A.419 A.420 A.421 A.422 A.423
N. LUFFENHAM	25.2.42		Weather:- 10/10ths at 2000'. Visibility 4 miles. Wind north-east 10-15 m.p.h. Two freshmen were required for mine laying operations. These aircraft took off at 18.30 hours but both returned early owing to unfavourable weather and one had its heating unserviceable. Local flying was carried out at N.Luffenham and Balderton, and local and night cross country flights were carried out from Balderton. One aircraft was collected from Aston-Down.	A.424 A.425
N. LUFFENHAM	26.2.42		Weather:- Clouds 10/10ths at 1500'. Wind north-north-east at 10-15 m.p.h. Visibility 4 miles, with snow storms in the morning. Five experienced and four freshman crews were required for mine laying operations. Aircraft took off at 18.30 hours. Four aircraft successfully laid their mines in the primary position, and the remainder returned early due to very bad weather conditions. Two aircraft were collected from Kirk-Bride. Local and night cross country flying took place from Balderton.	A.426 A.427 A.428 A.429 A.430 A.431 A.432 A.433 A.434 A.435

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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.

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.
N. LUFFERRIAN	26.2.42		(Cont'd) Group Captain R.T. Taffe, O.B.E., re-assumed command of R.A.F. Station Syerston vice Wing Commander N.W. Timmerman, D.S.O., D.F.C., Flight Lieutenant Dunlop MacKensie was posted to 106 Squadron.	
N. LUFFERRIAN	27.2.42		Weather:- Clouds 10/10ths at 1000'. Wind north-east 10 m.p.h., becoming nil in afternoon. Visibility 2-4 miles. Three freshmen were required for mine laying operations and took off at 16.30 hours. One aircraft returned early owing to bad weather conditions, the other two successfully laid their mines. One experienced crew was required for a low level attack on the "Scharnhorst" in the floating dock at WILHELMSHAVEN, but due to bad weather this was cancelled. An air firing programme was successfully carried out at Coningsby and photographs were taken of Winthorpe and Balderton aerodromes. Night flying training was cancelled due to bad weather.	A.436 A.437
N. LUFFERRIAN	28.2.42		Weather:- 10/10ths clouds at 1000' with patches at 800'. Wind south-west at 10 m.p.h. Visibility 2-6 miles. Six experienced and four freshmen were required for night operations. At 17.00 hours all operations were cancelled. Cross and local night flying exercises were carried out from Balderton. <u>HONOURS AND AWARDS.</u> Extract from London Gazette dated 10th February, 1942 - The KING has been graciously pleased to approve the following award:- <u>DISTINGUISHED FLYING MEDAL</u> . - N.E.402136 Sergeant James Phillip Farrow, Royal New Zealand Air Force No. 408 (R.C.A.F.) Squadron. One night in January 1942, this airman was the pilot of an aircraft which bombed Emden. The aircraft was subsequently attacked and badly damaged by the fire from two enemy fighters. Sergeant Farrow received a slight wound in the leg xxxxxxxx exit and the remaining members of the crew were seriously wounded. In the face of a harassing situation, Sergeant Farrow ordered the crew to abandon aircraft. Unaware that his message had not been received as the intercommunication system had broken down and believing himself to be alone in the aircraft, he finally evaded his attackers and set an approximate course for England.	

Place.	Date.	Time.	Summary of Events.	References to Appendices.
			<p>(Cont'd.)</p> <p>Flying a badly damaged aircraft, on a dark moonless night, and with no instruments to aid him, Sergeant Farrow eventually reached this country where he made a safe landing with the under-carriage retracted. By his skill and resolution, he saved both his aircraft and, unknowingly, his wounded crew. This airman has participated in many operations missions and has always shown courage and tenacity worthy of high praise.</p> <p>Extract of London Gazette dated 13th February, 1942. -</p> <p><u>BAR TO THE DISTINGUISHED FLYING CROSS.</u></p> <p>Acting Squadron Leader Arthur Chamberlain PittClayton, D.F.C., (No. 41664).</p> <p><u>THE DISTINGUISHED FLYING CROSS.</u></p> <p>Acting Flight Lieutenant Anthony Stanley Mortimer Pim, (60566).</p> <p>Pilot Officer Hamlan Donald Richard Leroy Campbell, (87059).</p> <p><u>THE DISTINGUISHED FLYING MEDAL.</u></p> <p>No. 547325, Flight Sergeant Donald Foster.</p> <p>CAN/R. 68070, Sergeant William Leonard Reinhart</p> <p><u>COMMISSIONS.</u></p> <p>366294, Temporary Flight Sergeant Gibbs, R.P.T., Senior N.C.O. in charge of "C" Flight, was appointed to commissioned rank in the Technical Engineering Branch, (R.A.F.) w.e.f. 18.2.42, and was posted to R.A.F. Station Uxbridge.</p> <p>The following aircrew have also been appointed to commissions (pilot) - N.Z.402237, Sergeant Beaven, G.F. (R.N.Z.A.F.) w.e.f. 15.2.42.</p> <p>(Pilot) N.Z.402156, Sergeant Beck, R.C.S. (R.N.Z.A.F.) w.e.f. 15.2.42.</p> <p>(Pilot) N.Z.402136, Sergeant Farrow, J.P. (R.N.Z.A.F.) w.e.f. 15.2.42.</p> <p>(Observer) R.68070, Sergeant Reinhart, W.L., D.F.M., (R.C.A.F.) w.e.f. 5.2.42.</p> <p>(Observer) R.71765, Sergeant Wood, A.W. (R.C.A.F.) w.e.f. 5.2.42.</p> <p>(Observer) R.53933, Sergeant Fraser, J.K.M. (R.C.A.F.) w.e.f. 5.2.42.</p> <p>(Observer) 919476, Sergeant Dillon, P.P. (R.A.F.) w.e.f. 5.2.42.</p>	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
			<p>(Cont'd)</p> <p><u>COMMISSIONS.</u></p> <p>(WO/OP/Ad) 928629, Sergeant Lancaster, J.R. (R.A.E.) w.e.f. 9.2.42.</p> <p><u>PROMOTIONS.</u></p> <p>P/O. A/E/Lt. B/S.N. Constance, (R.N.Z.A.F.) was promoted to the rank of Acting Squadron Leader and assumed command of "C" Flight w.e.f. 16th January, 1942.</p> <p>P/O. C.S. Dowle, (R.C.A.F.) was promoted to the rank of Acting Flight Lieutenant w.e.f. 16th January, 1942. P/O. W.B. Brown, (R.C.A.F.) was promoted to the rank of Acting Flight Lieutenant w.e.f. 11th January, 1942. P/O. R.J. Hardingham, (R.C.A.F.) was promoted to the rank of Acting Flying Officer w.e.f. 29th August, 1941, as "C" Flight Navigation Officer. P/O. A/E/O. J.C. Fisher, has been promoted to Acting Flight Lieutenant as Squadron Bombing Leader 19th September, 1941.</p> <p><u>POSTINGS - AIRCREW.</u></p> <p>Flight Lieutenant Dunlop MacKenzie (Pilot) to 106 Squadron w.e.f. 26th February, 1942.</p> <p>754839, Flight Sergeant Sanderson, C.S., (Pilot) to 1506 B.A.T. Flight, Waddington, w.e.f. 19.2.42.</p> <p>P/O. T.W. Dench, (Air Observer) to R.C.A.F. Headquarters, supernumary, for loan to British Overseas Airways Co-operation, w.e.f. 31st January, 1942.</p> <p>Twelve R.C.O. Aircrew were posted from No. 16 O.T.U., on the 10th February, 1942. P/O. D.J. Williams, (R.C.A.F.) was posted from No. 14 O.T.U. on the 26th February, 1942.</p> <p><u>VISITS AND INSPECTIONS.</u></p> <p>The Squadron was visited at M.Luffenham and Balderton on the 14th February, 1942, by Flight Lieutenant Forster, R.C.A.F. Press Liaison Officer. P/O. McGillivray and Mr. Louis Hunter of the Canadian Press to interview the crews who had taken part in the attack on the German Battleships in their escape through the Straits of Dover.</p>	

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			<p><u>HEALTH.</u></p> <p><u>Aircrew</u> - The health of the Squadron has been generally good, and the usual cause of illness have been upper respiratory infection of a minor nature. Two aircrew members, who have been suffering from chronic bronchitis and eustachian catarrh respectively, and who have made four and two operational trips only, as compared to the loss of 57 and 59 days flying time ^Flost due to illness during the past four or five months, have been referred to the appropriate specialists at R.A.F. Hospital, Raucoby, with a view to reconsidering their physical fitness for flying duties. Squadron Leader Burnett, D.F.O., is in R.A.F. Hospital Mergescombe, following injuries received in a crash when returning from operations on the night of the 15th January, 1942., and is progressing satisfactorily. Sergeant W. Millward who was wounded when attacked by an enemy night fighter over Germany on the night of 21st January, 1942, is in Preston Hall Hospital, Maidstone, Kent, and is progressing satisfactorily. Sergeant Palmer is in City Hospital, Darby, suffering from pneumonia.</p> <p><u>Ground Crew</u> - The incidence of illness in ground personnel has increased. This increase of illness can be attributed to the variability and severity of the weather combined with the general living conditions at Balderton. It is expected that the living conditions will improve rapidly as a permanent sewerage system, mains electricity and other improvements are to be installed shortly. As is to be expected at this time of year, greater part of the illnesses have been due to upper respiratory infections of a minor nature.</p> <p><u>TRAINING PROGRESS.</u></p> <p>Due to continued unserviceability of Balderton aerodrome subsequent to the heavy snowfall and thaw, the training aircrew were sent on ten days leave. On the 17th February, 1942, training night and day was resumed and satisfactory progress has been made in both day and night flying. Aircrew are being given a minimum of ten hours night flying before being sent on operations. This extra training after being posted from an O.T.U. has proved its worth by getting aircrews and pilots, in particular, into the operational atmosphere of a Squadron and giving them a final polish before being sent over enemy territory. A small amount of air firing practices has also been done.</p>	

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R.A.F. Form 540

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

Place.	Date.	Time.	Summary of Events.	References to Appendices.																																																
			(Cont'd) Five pilots have completed the Blind Approach Training Course.																																																	
			<u>ADMINISTRATION.</u> The administration of the Squadron and the operational efficiency has been greatly hampered by the fact of having an operational flight at North Luffenham, Squadron Headquarters, the majority of ground personnel, training aircraft, etc., at Balderton, aircrew and a maintenance party for major over-hauls at Syerston. However, the Squadron has managed successfully to meet all operational requirements and do a substantial amount of training. It is hoped, within a weeks time, to be able to operate from Balderton and these difficulties should be eased considerably by the return of our detached operational flight.																																																	
			<u>AIRCRAFT ON CHARGE.</u> There were twenty-seven Hampden aircraft on this Squadron's charge as of the 28th February, 1942.																																																	
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