SECRET.

R.A.F. Form 540
See inseructions for use of this form in K.R. and A.C.L. para. 2349, and War Manual, Fr. II., chapter XX., and notes in R.A.F. Packet Book.

OPERATIONS RECORD BOOK

Page No.

2309, and War Manual, Pt. II., chapter XX., and in R.A.F. Packet Book.

of (Unit or Formation) No. 408 (R. G. A. P.) Squadron,

No. of pages used for day...

Place	Date	Time	Summary of Events	References to Appendices
	1		NUMERICAL STREETH OF UNIT AS AT 1st HARCH, 1942.	
			R. G. A. F. (Officers) Alrerws: 11 Ground Grew: 2 R. C. A. F. (Airmen) Aircrews: 38 R. G. A. F. (U. S. A.) " "Nil " "Nil R. G. A. F. (U. S. A.) " " 54 R. A. F. (U. S. A.) " " 54 R. A. F. (G.M.) " " 54 R. A. F. (G.M.) " " Nil R. F. A. F. (G.M.) " " Nil R. F. A. F. (G.M.) " " Nil R. F. G. A. F. (G.M.) " Nil R. F. G. G. A. F. (G.M.) " Nil R. F. G. A. F. (G.M.) " Nil R. F. G. G. A. F. (G.M.) " Nil R. F. G. A. F. (G.M.) " Nil R. F. G. A. F. (G.M.) " Nil R. F. G. G. A. F. (G.M.) " Nil R. F. G. G. A. F. (G.M.) " Nil R. F. G. G. A. F. (G.M.) " Nil R. F. G. G. A. F. (G.M.) " Nil R. F. G. G. A. F. (G.M.) " Nil R. F. G. G. A. F. (G.M.) " Nil R. F. G. G. A. F. (G.M.) " Nil R. F. G.	Ground Grow; 21/ 33/ 33/ 33/ 34/ 54/
N. EUFPENHAM	1.3.42		Weather: 10/10ths Clouds at 1000', Wind North-East 10-15 m.p.h. Visibility 2-4 miles. at 09.50	
			hours Unit requested to supply 7 freshmen. At 13.40 hours freshmen were sorubbed. At 16.20 hours	
			notified No. 5 Group stood down for operations.	
N. LUPPRICIAN	2.3.42		Weather: 10/10ths Clouds at 1000t, Wind Scuth-East 10-15 m.p.h. Visibility 1000 yds. at 09.50	
			hours Unit notified of "GOODWOOD" operation, six experienced craws requested. At 11.45 hours	
162			three freelmen required as well. At 16,12 hours all operations were causelled.	BEAT OF STREET
N. LUPRENHAM	3.3.42		Weather: 10ths Clouds at 10,000'. Wind East-South-East 045 m.p.h. heading 10-15 m.p.h. Visibili	or A. 440
Marie St.			fog at first becoming 2000 yds, later in the day, At 10,05 hours Unit instructed "COODWDOD"	A-441 A-442
			operation, six experisuoed grews were requested. At 10.50 hours five freshmen also were requested.	A.443 A.444
		1.1	At 15.15 hours, the freshmen were sorubbed. Aircraft took off between 18.08 and 18.23 hours.	A.445
100			Five aircraft successfully bombed the target (REMAILY WORKS, PARIS). One aircraft made a forced	Barrier Comment
			landing at SRAFTON UNDERWOOD, owing to the propeller falling off.	
N. LUFFRIGIAN	4.3.42		Weather: 10/10ths Clouds at 500', Wind 5-10 N. p.h. East-South-East. Visibility 400 pds., rain	
			during the day. At 10.40 hours Unit requested to supply six free wen grews. At 15.05 hours	
			notified all operations in the Command cancelled. Pilot Officer Beck, R.W.Z.A.F., completed 200	
			operational flying hours, and was subsequently posted to No. 25 0.T.U., Finingley, w.e.f. 7th	
			March, 1942. Squadron Leader D.S.N. Constance returned to LANGAR as Officer Commanding, Training	
			midit	
N. LUPPSIDIAN	5.3.42		Weather: 10/10ths Clouds at 1000's wind Sast-South-East 10-15 m.p.h. Visibility 1000 yds. Snow	
			atoms during the day with the visibility deteriorating. At 09.45 hours informed no operations	
			ators during the day with the visibility deteriorating. At 09.45 hours informed no operations	7.5

Place Date Time Summary of Events in Bomber Command. N. LUPPECHAM 6.3.42 Weather: 10/10ths Clouds at 1000°. Find Bast 10-15 m.p.h. Visibility 1000 yds. Snow stores during the day, visibility deteriorating during these stores. At 09.55 hours, Squadron requested to supply six freshmen. At 18.50 hours inforced all operations in No.5 Group cancelled. N. LUPPECHAM 7.3.42 Weather: 10/10ths Clouds at 1500°. Find North 10-15 m.p.h. Visibility 1000 yds. At 09.50 hours Squadron requested to supply six secretained green. At 13.00 hours asked to supply six freshmen in addition. At 13.50 hours affect reduced to six experienced and 1 freshmen. At 13.25 hours the freshmen are sampled. At 16.10 hours main effort samphed. N. LUPPECHAM 8.3.42 Weather: No low cloud, Righ Stratus 2-4 miles. Wind South-west 5-10 m.p.h. Visibility 2-4 miles. At 11.45 hours Squadron inforced of the 5000pa00p operations. Six experienced and five freshmen required for this operation. Five experienced green took off between 00.9 hours and 0129 hours. Two alroarst successfully bombed the primary target (ESEE) the remaining three signaft bombed the last respect. The remaining signaft was cancelled owing to the sudden illness on the part of the prior, one freshmen successfully carried out mining operations in the NEXTABLE res. Owing to the green of one of the freshmen over in the middle of the flare path, the remaining three freshmen crows did not take off. The signaft which greated, Hampden A.D.842, was comprised of the following the first path. Section of the following the first path. The freshmen rew in the middle of the flare path, the remaining three freshmen crows did not take off. The signaft which greated, Hampden A.D.842, was comprised of the following the first path. The fi	No.
Weather: 10/10ths Glouds at 1000'. Wind Bast 10-15 m.p.h. Visibility 1000 yds. Snow stores during the day, visibility deteriorating during these stores. At 09.55 hours, Squadron requested to simply six freshmen. At 18.50 hours informed all operations in No.5 Group cancelled. N. LUFFIRMAN 7.3.42 Weather: 10/10ths Glouds at 1500'. Wind North 10-15 m.p.h. Visibility 1000 yds. At 09.50 hours Squadron requested to supply six excertenced arews. At 13.00 hours asked to supply six freshmen in addition. At 13.50 hours affort reduced to six experienced and I freshmen. At 15.25 hours the freshmen are sorubbed. At 16.10 hours main effort sgrabbed. N. LUFFERIAM 8.3.42 Weather: No low about, High Stratus 2-4 miles. Wind South-west 5-10 m.p.h. Visibility 2-4 miles. At 11.45 hours Squadron informed of the "000MOD" operations, Six experienced and five freshmen required for this operation. Five experienced grews took off between 0049 hours and 0129 hours. Two alroraft suggessfully bombed the primary target (NSSM) the remaining three singraft bombed the prilot, One freshmen successfully carried out mining operations in the NEOTAMINE rea. Owing to the prilot, One freshmen successfully carried out mining operations in the NEOTAMINE rea. Owing to the draws did not sake off. The aircraft which created, Hampdon A. D. 842, was comprised of the following the store of the following	References to Appendices
the day, visibility deteriorating during these storms. At 09.55 hours, Squadron requested to supply six freshmen. At 18.50 hours informed all operations in No.5 Group cancelled. N. LUFFIRMAN 7.3.42 Weather: 10/10ths Glouds at 1500'. Wind North 10-15 m.p.h. Visibility 1000 yds. At 09.50 hours' Squadron requested to supply six excertenced grews, At 13.00 hours asked to supply six freshmen in addition. At 13.50 hours affort reduced to six experienced and I freshmen. At 15.25 hours the freshmen are sorubbed. At 16.10 hours main effort sgrubbed. N. LUFFERIAM 8.3.42 Weather: No low aloud, High Stratus 2-4 miles. Wind South-west 5-10 m.p.h. Visibility 2-4 miles. At 11.45 hours Squadron informed of the "GOODMOD" operations, Six experienced and five freshmen required for this operation. Five experienced grews took off between 0049 hours and 0129 hours. Two alroraft suggessfully bombed the primary target (NSSM) the remaining three singraft bombed the last resort. The remaining aircraft was cancelled owing to the sudden illness on the part of the prilot, One freshmen successfully carried out mining operations in the NEOTMAINE rea. Owing to the grews did not sake off. The aircraft which created, Hampdon A. D. 842, was comprised of the following the storm of the following the sake off. The aircraft which created, Hampdon A. D. 842, was comprised of the following the sake off. The aircraft which created, Hampdon A. D. 842, was comprised of the following the sake off. St. Hauter, D.C. (Filot) 1 trip 5.30 Hours 1166456 Sgt. Maris, N.D. (lat Von/As) 14 99.25	
Supply six freshmen. At 18,30 hours informed all operations in No.5 Group cancelled. N. MUFFERMAN 7.3.42 Weather: 10/10ths Glouds at 1500°, Wind North 10-15 m.p.h. Visibility 1000 yds. At 09,50 hours Squadron requested to supply six experienced grows, At 13,00 hours asked to supply six freshmen in addition. At 13,50 hours effort reduced to six experienced and 1 freshmen. At 15.25 hours the freshmen and arribbed. At 16.10 hours main effort scrubbed. N. MUFFERMAN 8.3.42 Weather: No low cloud. High Stratus 2-4 miles. Wind South-west 5-10 m.p.h. Visibility 2-4 miles. At 11.45 hours Squadron informed of the soponators. Six experienced and five freshmen required for this operation. Five experienced crows took off between 0049 hours and 0129 hours. Too alroraft successfully bombed the primary target (NSSE) the remaining three sirgraft bombed the last resort. The remaining aircraft was cancelled owing to the sudden illness on the part of the pilot, One freshmen successfully carried out mining operations in the NECTATINE rea. Owing to the orest of one of the freshmen crow in the middle of the flare path, the remaining three freshmen crows did not take off. The aircraft which granted, Hampdon A.D.842, was comprised of the following the successfully of the successfully and complete of the following to the successfully of the successfully of the successfully of the successfully of the successfully and crows did not take off. The aircraft which granted, Hampdon A.D.842, was comprised of the following the successfully of the succe	9
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Squadron requested to supply six experienced grews, At 13.00 hours saked to supply six freshmen in addition. At 13.50 hours affort reduced to six experienced and 1 freshmen. At 15.25 hours the freshmen an agraphed. At 16.10 hours main effort scrubbed. N. LUFFEGIAN 8.3.42 Weather: No low cloud. High Stratus 2-4 miles. Wind South-west 5-10 m.p.h. Visibility 2-4 miles. At 11.45 hours Squadron informed of the "OCODMOD" operations. Six experienced and five freshmen required for this operation. Five experienced grews took off between 0049 hours and 0129 hours. Two aircraft successfully bombed the primary target (NSSE) the remaining three aircraft bombed the last resort. The remaining aircraft was cancelled owing to the sudden illness on the part of the pilot, One freshmen successfully carried out mining operations in the NECTABLES rea. Owing to the orash of one of the freshmen grew in the middle of the flare path, the remaining three freshmen grews did not take off. The aircraft which granted, Harpdon A.D.842, was comprised of the following the state of the following the state of the following the first state of the following the follow	
addition at 15,50 hours effort reduced to six experienced and 1 freshman, at 15,25 hours the freshman as northbed, at 16,10 hours main effort scrubbed. N. LUFFEGIAN 8.3.42 Weather: No low aloud. High Stratus 2-4 miles. Wind South-west 5-10 m.p.h. Visibility 2-4 miles. At 11.45 hours Squadron informed of the "CODECOD" operations. Six experienced and five freshmen required for this operation. Five experienced arews took off between 0049 hours and 0129 hours. Two aircraft successfully bombed the primary target (ESEE) the remaining three singraft bombed the last resort. The remaining aircraft was cancelled owing to the sudden illness on the part of the pilot. One freshmen successfully carried out mining operations in the NECTARINE res. Owing to the cresh of one of the freshmen arew in the middle of the flare path, the remaining three freshmen arews did not sake off. The aircraft which grashed, Hampdon A.D. 842, was comprised of the following the crew of the first path, the remaining three freshmen arews did not sake off. The aircraft which grashed, Hampdon A.D. 842, was comprised of the following the sake off. The aircraft which grashed, Hampdon A.D. 842, was comprised of the following the sake off. The aircraft which grashed, Hampdon A.D. 842, was comprised of the following the sake off. The aircraft which grashed, Hampdon A.D. 842, was comprised of the following the sake off. The aircraft which grashed, Hampdon A.D. 842, was comprised of the following the sake off. The aircraft which grashed, Hampdon A.D. 842, was comprised of the following the sake off. The aircraft which grashed, Hampdon A.D. 842, was comprised of the following the sake off. The aircraft which grashed, Hampdon A.D. 842, was comprised of the following the sake off. The aircraft which grashed, Hampdon A.D. 842, was comprised of the following the sake off. The aircraft which grashed, Hampdon A.D. 842, was comprised of the following the sake off. The aircraft which grashed are sake the sake of the	
man sorubbed. At 16.10 hours main effort sorubbed. N. LUFFECHAM 8.3.22 Weather: No low aloud. High Stratus 2-4 miles. Wind South-west 5-10 m.p.h. Visibility 2-4 miles. At 11.35 hours Squadron informed of the "CODECOD" operations. Six experienced and five freshmen required for this operation. Five experienced grews took off between 0049 hours and 0129 hours. Two alroraft successfully bombed the primary target (ESEE) the remaining three singraft bombed the last resort. The remaining aircraft was cancelled owing to the sudden illness on the part of the pilot. One freshmen successfully carried out mining operations in the NECTARINE res. Owing to the grash of one of the freshmen grew in the middle of the flare path, the remaining three freshmen drews did not sake off. The aircraft which grashed, Hampdon A.D. 842, was comprised of the followin (MEXILIDIAL GREATIONAL 2019 1166456 Sgt. Bull R. (Mexigator) 1 Trip 5.30 Nour 166456 Sgt. Bull R. (Mexigator) 1 1712 751295 Sgt. Merris, M.D. (1st Mon/A) 14 98.25	
N. LUFFECIAN 8.3.62 Neather: No low aloud. High Stratus 2-4 miles. Wind South-west 5-10 m.p.h. Visibility 2-4 miles. At 11.65 hours Squadron informed of the "CODECOP" operations. Six experienced and five freshmen required for this operation. Five experienced arews took off between CO49 hours and C129 hours. Two alroraft successfully bombed the primary target (ESEE) the remaining three singraft bombed the last resort. The remaining aircraft was cancelled owing to the sudden illness on the part of the pilot. One freshmen successfully carried out mining operations in the NECTARINE res. Owing to the carse of one of the freshmen arew in the middle of the flare path, the remaining three freshmen drews did not sake off. The aircraft which drashed, Haupden A.D. 842, was comprised of the following the carse of the first sake off. The aircraft which drashed, Haupden A.D. 842, was comprised of the following the carse of the first sake of the	
At 11.45 hours Squadron informed of the "QODECOD" operations. Six experienced and five freshmen required for this operation. Five experienced grews took off between CO49 hours and C129 hours. Two aircraft squadesafuly bombed the primary target (ESEE) the remaining three sirgraft bombed the last resort. The remaining aircraft was cancelled owing to the sudden illness on the part of the pilot, One freshmen squaessfully carried out mining operations in the NECTACINE res. Owing to the grash of one of the freshmen crew in the middle of the flare path, the remaining three freshmen grews did not take off. The aircraft which grashed, Hampden A.D. 842, was comprised of the following the gray of the following the gray of the first state of the flare path, the remaining three freshmen grews did not take off. The aircraft which grashed, Hampden A.D. 842, was comprised of the following the gray of the first state of the fir	
required for this operation. Five experienced grews took off between COL9 hours and C129 hours. Too aircraft successfully bombed the primary target (MSSE) the remaining three aircraft bombed the last resort. The remaining aircraft was cancelled owing to the sudden illness on the part of the pilot, One freshmen successfully carried out mining operations in the NECTACINE rea. Owing to the grash of one of the freshmen grew in the middle of the flare path, the remaining three freshmen grews did not take off. The aircraft which grashed, Hampden A.D. 842, was comprised of the following gray: REMP/DAM/R.61035, Sgt. Hunter, D.C. (Pilot) 1 Trip 5.30 Hours 1166456 Sgt. Ball, R. (Hawigator) 4 19.25 Things Sgt. Morrie, v.D. (1st VoryAg) 14 98.25	A.446 A.4
Two aircraft successfully bombed the primary target (MSSE) the remaining three aircraft bombed the last resort. The remaining aircraft was cancelled owing to the sudden illness on the part of the pilot. One freshmen successfully carried out mining operations in the MECHARINE rea. Owing to the crash of one of the freshmen orew in the middle of the flare path, the remaining three freshmen orews did not take off. The aircraft which crashed, Hampden A.D. 842, was comprised of the followin orew: REMP/DAM/R.61035, Sgt. Hunter, D.C. (Pilot) 1 Trip 5.30 Hours 1166456 Sgt. Ball, R. (Hewigator) 4 19.25 Things Sgt. Morrie, V.D. (1st Works) 14 98.25	A.448 A.4
last resort. The remaining aircraft was cancelled owing to the mudden illness on the part of the pilot. One freelmen successfully carried out mining operations in the MEXIMAGINE res. Owing to the crash of one of the freelmen crew in the middle of the flare path, the remaining three freelmen crews did not take off. The aircraft which crashed, Hampden A.D. 842, was comprised of the followin crews did not take off. The aircraft which crashed, Hampden A.D. 842, was comprised of the followin crews did not take off. The aircraft which crashed, Hampden A.D. 842, was comprised of the followin crews and the crew of the first crew of the following the crew of the crew of the following the crew of the cr	A-450 A-4
pilot, One freelmen successfully carried out mining operations in the MECHARINE res. Owing to the crash of one of the freelmen crew in the middle of the flare path, the remaining three freelmen crews did not take off. The aircraft which crashed, Harden A.D. 842, was comprised of the followin CPERLIFICIAL CREATIONAL BRAF/CAN/R.61035, Sgt. Hunter, D.C. (Pilot) 1 Trip 5.30 Hours 1166456 Sgt. Rail, R. (Newigator) 4 19.25 751295 Set. Hownie, N.D. (1st Vog/Ag) 14 96.25	A.452
orash of one of the freshmen crew in the middle of the flare path, the remaining three freshmen crews did not sake off. The airgraft which orashed, Harpdon A.D. 842, was comprised of the followin CPERITOLIA crew: RGAP/GAN/R.61035, Sgt. Hunter, D.C. (Pilot) 1 Trip 5.30 Hour 1166456 Sgt. Rall, R. (Havigator) 4 19.25 751295 Sgt. Morrie, p.D. (1st Works) 14 96.25	
grews did not take off. The airgraft which grashed, Hampton A.D. 842, was comprised of the followin GPERATIONAL GREATFOLIAL BRAF/CAN/R.61015, Sgt. Hunter, D.C. (Filet) 1 Trip 5.30 Hour 1166456 Sgt. Rall, R. (Hawigator) 4 19.25 751295 Sgt. Hownis, N.D. (1st Vog/A2) 14 96.25	
GPEATULEL GRAP/GAN/R.61035, Sgt. Hunter, D.C. (Pilet) 1 Trip 5.36 Hour 1166456 Sgt. Rall, R. (Hawigator) 4 19.25 751295 Sgt. Horrie, N.D. (last MoyAg) 14 96.25	
orew: RGAF/GAN/R.61035, Sgt. Hunter, D.C. (Pilet) 1 Trip 5.30 Hour 1166456 Sgt. Hall, R. (Hawigator) 4 19.25 751295 Sgt. Howner, W.D. (lat Mon/A) 14 98.25	
	(Injured) (Killed) (Killed) (Killed)
Local Flying and Hight Flying Tests were carried out during the day.	
N. LIPPENIAN 9.3.42 Weather: 10/10ths Clouds at 1000', Wind South-west 10-15 m.p.h. Visibility 4-6 miles. At 10.00	A. 453 A. 4
hours Squadron was informed of the "900DMD00" operations. Pive experienced and four freshmen were	A. 1655 A. 16
requested for this operation, at 18,27 hours informed that drews on the previous night were	
cancelled, Effort reduced to one experienced and four frequent. At 19.00 hours the effort was	
reduced to four freeless. Aircraft took off between 18,49 and 18,55 hours. Two aircraft carried out successful mining operations in the NETAMON area, Two aircraft returned early, one with enging	

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R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No.

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

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

No. of pages used for day_

Place	Date	Time	Summary of Events	Refere to Appen	
Not as the Parish of the State		7.0	(Gontinued) trouble, the other owing to bad visibility.		
LUPPENHAM	10.3.42		Weather: 10/10ths Clouds at 5000'. Wind Rast 5-10 m.p.h. Visibility 2-3 miles, At 11.00 hours	A-457	A. 458
			Squadron were asked for five experienced and one freshman crows. These aircraft took off between	A.459	A. 460
	14		19.30 and 20.02 hours. The target (RSEE) was not identified. One aircraft bombed the last resort,	4.461	4.46
de la			the town of DORSTEN, another aircraft bombed the built-up area in the vicinity of the target, the	1	
			other aircraft released booked on a large fire D.R. position. Three aircraft returned early, two	2124	
			with engine trouble, the other one with over-heating of the starboard engine. Local flying and		
	12000		Night Flying Tests were carried out during the day.		
			(Mote: It is regretted that the following information was omitted from the report on the 6.3.42:		
	6 6 76		Wing Commander N.W. Timmerman, D.S.O., D.P.C., attended a Officers Commanding Canadian Squadrons		
			Overseas Conference at R.C.A.F. Headquarters.)		
LUPPSHAM	11.3.42		Weather: 10/10ths Clouds at 8000'. Wind north-east 0-15 m.p.W. Visibility 1000 yds., wind becoming		1.06
			light and variable during the day. At 09.55 hours, Squadron informed Bomber Command stood down		
			for operations. No flying carried out during the day.		
LUFFENHAM	12.3.42		Weather: 10/10ths Clouds at 3500', Wind south-east 5-10 m.p.h. Visibility 2-3 miles. At 09.55 hour		
		1	Squadron informed four freshmen and required for operations. At 13.35 hours freshmen were cancelled		
			No flying carried out during the day .		
LUPPENHAU	13.3.42		Weather: Clouds - Nil-3/10ths at 1000°, Wind south-east 15-20 m.p.h. Visibility 2-4 miles. At	A-463	4.46
	1.00		11.10 hours Spisdron requested togophy six experienced and four freshmen grews. Aircraft took off	A.465	A. 46
			18.36 hours and 19.06 hours. Four experienced grews bombed the target (COLOUME). One sircraft	A.467	4.46
			carried out successful attack on the built-up area near the target. The other aircraft dropped its	A.469	A-47
			books on fires near the target. The bur freshmen crews carried out successful mining operations	A-471	A.47
	THE .	19	in the NECTARIES area.		4
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		t total tipela	Page	No.
Place	Date	Time	Summary of Events	References to Appendice
n. Luppenham	14.3.42		Weather: 10/10ths Clouds at 10,000". Wind South-west 10-15 m.p.h. Visibility 4-6 miles. At 10.00	
			hours, Squadron infermed stand-down for operations.	
N. LUFFERHAM	15.3.52		Westher: 10/10ths Clouds at 10,000', Wind South-west 10-15 m.p.h. Visibility 2-4 miles. At 10,30	. 2 .
			hours Squedron requested to supply six experienced and four freshmen crews. At 11.00 hours	
			experienced grews reduced to five and increased to six again at 12.20 hours. At 15.57 hours, all	
			operations were cancelled. Hight Plying tests were carried out during the day.	
LUFPENHAM	16.3.42		Weather: 10/10ths Clouds at 3000', Wind South 5-10 m.p.h. Visibility 1000 yds. At 10.00 hours	
The second secon			Squadron informed stand down from operations,	-
LUPPERHAM	17.3.42		Weather: 10/10ths Clouds at 1000-1500', Wind South 25 mip.h. Visibility 8-10 miles. At 19.00	
			hours Squadron informed Bomber Command stood down from operations. The aerodrome at Balderton	
			becoming serviceable, the entire North Luffenham attachment was moved back to Balderton.	
		-	RGAP/GAN/J.4713, Pilot Officer P.E. Milward, Air Observer, was selected for posting to No. 32	
			0.T.U., Canada for flying S.M. daties, 1162829, Flight Sergeant Rea, has been selected for posting	11.71
			to Mo. 54 O. T.U., Ganada,	
MALUERTON	18.3.42		Weather: No low cloud, but becoming 10/10ths at 1-2000'. Wind south-west 2-5 m.p.h. Visibility	
			6-8 miles, falling in the evening to 1-3 m.p.h. At 10,08 hours, six freshmen were requested for	
pinearray 111 m. r		-	gardening operations. Six experienced grows were also requested, but all operations were scrubbed	
-			at 16.15 hours. All aircrew personnel were this date moved from accomposations in Sycraton to	
			Balderton, and 242 ground crew personnel were moved to accommodations at Winthorpe.	
MALDERTON	19.3.42		Weather: 10/10ths Glouds at 500-1000'. Wind North-east 10-15 m.p.h. Visibility 1000-2000 yds.	
			At 10.20 hours, six experienced grows were ordered to standby, three fresh on were also requested,	
			for night operations. At 13.05 hours, the freshmen were sorubled, and at 16.35 hours, the experience	đ
1985	100		were atood down.	
ALDERTON	20.3.42		Weather: 10/10ths Glouds at 500-1000' reising after dusk to 2-3000'. Wind east-south-east,	1
		3.0	Visibility 1-2000 yds, falling to less than 500 yds. At 10,59 hours, eight freshmen were requested	
			for gardening. At 13.25 hours operations were scrubbed.	7

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R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.L., pure. 23-99, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.

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

No. of pages used for day...

Place	Date	Time	Summary of Events	Refere to Appen	
BALDERTON	23.5.42		Weather: 10/10ths Clouds at 2-3000', lowering to surface in the fog at 03.00 hours. Wind east-		
			north-east 10-15 m.p.h. Visibility 50-100 yds, increasing to 1-2000 yds, by midday, at 10-40 hours.		
			six experienced and four freshmen were requested for night operations. At 13.05 hours, all		
			operations were sorubbed, and at 16.30 hours, Pomber Command was stood down.	16.180	
BALDERTON	22.3.42		Weather: 10/10ths Clouds at 500-1000', lifting to 1500-2000' after dusk, Wind north-east 10-15		
			m.p.h. Visibility 2-3000 yds, increasing from 4-6 miles. At 10,00 hours, five daylight gardeners	17 hrs.	
	1000	1	and seven freshmen for night operations were requested, at 12,20 hours, the daylight gardeners		
			were stood down, and the five experienced were requested for night operations. At 16.00 hours, all		86
September	No.		operations were sorubbed and at 16.19 hours Bomber Command atood down.		
ALDERSON	23,3,42		Weather: 10/10ths Glouds at 600-1000', rising to 1000-1500' by midday. Wind north-east 2-5 m.p.h.	A.	473
The spectrum	100		Visibility 1-3 miles falling in early evening to 1-2000 yds, at 10.09 hours, six experienced and	Α.	474
			seven freshmen were requested for operations. At 11.55 hours, the Commanding Officer advised seven		
		2 6 3	experienced and three freshmen, at 16.55 hours, the experienced creas were sorubhed. Two aircraft		
		9.00	took off at 18,21 and 18,25 hours, both for mining in the ARTICHORES area. Both were diverted to		
		2 10	CHTYEOR. Aircraft A5360 landed at 00.12 hours and aircraft A7176 landed at 01.48 hours. Both		-
			aircraft were successful in carrying out this operation. The third aircraft was sorubbed due to hydraulic trouble.		
MALDERTON	24.3.42		Weather: 10/10ths Clouds on the ground at first, lifting before moon, then NIL. Wind south-west	A.475	A.
1			2-5 m.p.h. Vinibility 200-500 yds. increasing to 2-4 miles by midday and later from 4-6 miles,	A-177	À.
Say to	9 01 100		falling below 2000 rds.; in the evening, at 11.40 hours, six experienced crews were requested for	A+479	A
			gardening and at 18,00 hours the four fresheen who had been added to theraid schedule were	3 3	NE.
description of			scribbed. The six experienced grees took off on operations between 18.25 and 18.37 hours. All	No.	
			landed at ST. EVAL, between 22,40 and 23,46 hours. The area for mining was the ANTIGHORSS area and		
1			this area was successfully mined by all aircraft. Flight Lieutenant J.S.C. Morgan was selected for	1	-

Place	Date	Time	Summary of Events	Referent to Append	
7.77				Append	ices
			posting as Chief Gunnery Instructor to Ganada,		
ALDERTON	25.3.42		Weather: Hil Clouds at 19.00 hours 5.M.T. and 10/10ths at 2500*. Wind west-south-west less than 5	A. 481	Ante
			m.p.h. Visibility patches of fog during the morning becoming 3-6 miles in the afternoon, At 11.15	4.483	1.1
	1.00	-	hours, 1 or 2 experienced crows were requested and also six freshmen, for night operations, At	A.485	1,1
			11.30 hours, this was changed to one experienced, six freshmen and three nickellers. The area for	A.487	A.4
			Mickelling was GENESS. The 13 aircraft took off between 18.41 and 19.21 hours, three of these being	4.489	Ant
			on gross-country exercises. The experienced onew was gardening in the ARTICHORNS area, and the six	*1565	1,4
-			freshmen were also gardening in the ARTIGIONS area. The experienced and freshmen crews were		5517
			diverted to CHIVEOR, and the mickellers diverted to EXSTER, Aircraft ANISO landed at RESIMITOR		100
V 1000			and aircraft ANI39 landed at STOKE ORGHAND, all aircraft were successful in these operations.	100	A.
LUERTON	26,3,42		Weather: 9-10/10ths Clouds at 2-3000', Wind east 2-jmp.h. Visibility 2-4 miles increasing to 19-	A. 491	A. 4
		-	15 miles, falling again in the evening to 4-6 miles. At 09.45 hours, Group requested two siroraft	A-493	A.4
1 77		-	for a sea search, Aircraft AT220 and AE219 were used for the search. The search proved to be	A. 495	4.4
			unsuccessful and circraft AT220 landed at 14,00 hours and AE219 landed at 18,35 hours. At 11,20	A. 497	A.4
		44.517	five experienced and two freshmen were requested for gardening. At 12.05 hours, this was altered		
A SAFE			to five experienced and one freshmen. At 14,25 hours, three midtellers were also requested. We		300
TO COMPANY TO SERVICE OF THE PARTY OF THE PA		61 84	were informed at 16.30 hours that the experienced orews would land at CHIVEOR. All aircraft took	4	19, 1
			off between 18,40 and 19,12 hours. One aircraft, however, did not take off owing to damage caused		
			in collision with a lorry, Hampdon ANZESS landed at MONEYON-IN-MARKET at 20,50 hours owing to loss of	p	
all all			gonscicusness of the latw.On/A.G., Hampden AE360 landed at BOSCOMES DOWN at OL.17 hours. All	VANTA III.	
			remaining sircraft, upon returning from operations, landed at CHIVENER. Hampdon AN139, piloted by		
1			ROAF/J. 6995 Pilot Officer D.H. Vipond, which took off from STOKE ORDUNED at 16.00 this date to	W. The second	
1	2000	2.054	return to base following previous nights diversion, grashed near ANDERDON at approximately 16.30		
	the factor of		hours, Details of this great and of members of the grew will be found in Appendix A. 490 of Form		
13.4	100		562 for the month ending March, 1967.	100	
ALDERSON	27.3.42		Weather: Mil Glouds, low glouds dispersing in the evening, Wind east-south-east 2-5 m.p.h.	A.499	A.50
			Visibility 4-6 miles increasing to 12-18 miles, falling to 6-12 miles in the evening.	A.501	A.50

SECRET

OPERATIONS RECORD BOOK

See instructions for use of this form in K.R. and A.O.L., para. 2349, and War Manual, Pt. $II._{\pi}$ chapter XX., and notes in B.A.F. Poolet Book.

R.A.F. Form 540

No. of pages used for day

Place.	Date.	Time.	1' (Summary of Events.	Referento Append	
BALDERTON			(dontinued). At 10,45 hours, three experienced draws were requested for special gardening operations and, also	A-503	A.50
	1		five freshmen drows for gardening in the MECTARIES area. The three experienced drows were required	A. 505	A.50
			to sine the IAMS area. The five freshmen crews returned to base following completion of their mining operations, but unfortunately, the three experienced crews failed to return. We news has		
			been received of either member of these grows of the whereabouts of the aircraft. Details concern-	<u>. 7</u>	
			ing members of these three missing cross will be found in Appendices A.50, A.505 and A.506 of Form 541 for the month ending March, 1942. The loss of these three experienced cross on the same		
			night reduced considerably the experienced efforts of this Squadron. It may be mentioned here that ROAP/J.5227, Flight Lieutenant W.B. Brown, pilot of Hampden ATI76, missing following this operation, was recently mentioned in despatches.		
BALDERTON	28.3.42		Weather: Glouds Nil at first, becoming 4-10/10ths at 12-2500'. Wind east-east-north-east 5-15 m.p.h.	A.507	A.50
			Visibility 7-12 miles, At 10.40 hours, orders were given for a stand down by Bomber Command but,	A.509	A.510
j der			at 12.15 hours six freshmen ormes were requested for gardening. At approximately 19.10 hours, the six freshmen ormes took off from this serodrome for gardening in the MENTARIES area and all	A.511	A-514
			returned safely before 23,30 hours. Only one aircraft brought its mine back, all others locating the area, observing opening of parachutes and mines striking the water. We had one aircraft on a		
			oross-country flight successfully completed.		
			Ohanges in domand of this Squadron was promulgated in to-day's Squadron Soutine Orders bringing to the notice of all concerned that, acting Fing Commander A.C.P. Clayton, D.F.C., assumed command of		•
			No. 408 (B.C.A.F.) Squadron w.e.f. 26th Harch, 1942, vice Wing Commander H.W. Timmerman, D.S.C.,		• 390
			D.F.G., who is now attached to Air Ministry pending posting to Canada for duties as C.F.I. at No.		•
		e avec	34 O.T.U. (M/C Post). Squadron Leader A.C.F. Clayton, D.F.C., was appointed to the rank of Acting Wing Commander w.o.f.		
selection and		0.5	26th March, 1942 upon assuming command of No. 408 (R.C.A.F.) Squadron.		a to

Place.	Date.	Time.		Reference to Appendi	
BALDERTON	29.3.42		Weather: 3-5/10ths Clouds at 3-4000' about dawn, soon becoming Nil, Wind light and variable.	A.513	A.51
			Visibility.3-8 miles. At 11.25 hours, six freshmen arews were requested for to-nights operations	A.515	A.51
			but at 11.40 hours these instructions were altered to one experienced and six freshmen orews, the	A.517	A.51
		a Pinewa si	experienced grew being eventually sarubbed at 16.45 hours. The six freshmen grews took off at		
			approximately 19.12 hours for mining operations in the NECTARINE area, and all returned safely		
			after a successful operation.		
BALDERTON	30.3.42		Weather: 6-10/10ths Clouds at 2-6000' lowering to 1800' after dusk. Wind south-south-west 2-5 m.p.	•	
			Visibility 2000-3500 yds. At 09.31 hours, six freshmen were requested for operations. At 10.15		
	1		hours, this was changed to 2 experienced and 6 freshmen. The six freshmen were sorubbed at 1,.00	- 47	j.,
	-		hours and the two experienced scribbed at 17.45 hours.		
BALDERTON	31.3.42		Weather: 10/19ths Clouds at 400-600', then 7-10/10ths at 800'-1000'. Wind south 15 m.p.h.		-
			increasing to 20 m.p.h. Visibility 2-4 miles. At 09.50 hours, Somber Command was stood down.		
	1-1		HONOURS AND AWARDS.		
			N.Z./402158, Flight Sergeant Beck, R.C.S. (Now Pilot Officer) and posted to No. 25 O.T.U. Finningle	y	
	14.4		was awarded the DISTINGUISHED FLYING MEDAL vide The London Gazette dated 13th March, 1942 for galla	ntry	
	1-1		and devotion to duty in the execution of air operations.		
	-		992167, Sergeant Littlewood, L., and now posted from this Unit, was awarded the DISTINGUISHED FLYIN	G	
			MEDAL wide The London Gazette dated 13th March, 1942 for gallentry and evotion to duty in the		
	1-4		execution of air operations.		
	-		1000250 Sergeant Cuttis, C., was awarded the DISTINGUISHED FLYING MEDAL wide The London Gazette dat	ed,	10.00
o tespec			13th March, 1942 for gallantry and devotion to duty in the execution of air operations.		¥*78
			The under mentioned airman has been appointed to commissioned rank (Pilot Officer):		
-	1		R.58706, Plight Sergeant Pramer, W. M. (R.C.A.F.) w.c.f. 2/3/42. (Pilot) (reported missing from		
			(operations night of 27-28th March, 1942.)		
			PROMOTIONS.		
			Flight Lieutenant, Acting Squadron Leader A.C.P. Clayton, D.F.C., was appointed to the rank of		

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OPERATIONS RECORD BOOK

See instructions for use of this form in K.R. and A.O.I., para. 2340, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Poolet Book.

of (Unit or Formation)....No...AOB. (H.C.A.F.). Squadron.......

R.A.F. Form 540
No. of pages used for day

Place.	Date.	Time.	Summary of Events.	Reference to Appendice
			Acting Wind Commander w.e.f. 26/3/42 upon assuming command of No. 408 (R.C.A.F.) Squadron wice	
	1		Wing Commander N.W. Timmermen, D.S.O., D.F.C., who is at present attached to Air Ministry prior	
			to posting to No. 34 O.T.U. Canada, as Chief Flying Instructor.	
7 - 11			Plying Officer, Acting Flight Lieutenant A.S.M. Pim, D.F.C., was appointed to the rank of acting	
			Squadron Leader and assumed command of "B" Plight w.e.f. 26/3/42.	
			POSTINGS - AUGUSM.	
		Mary 1	Acting Pilot Officer R.C.S. Beck (Pilot) to No. 25 O.T.U. Finningley, w.e.f. 7.3.42.	
			Acting Pilot Officer W.L. Reinhart, D.P.M. (Observer) to No. 2 School of Air Navigation w.e. f. 22.3.	42.
			Ten N.C.O. Aircrew were posted from No. 16 O.T.U. on the 28th March, 1942. Pilot Officer K.H.	
			Taylor and Pilot Officer W.C. Sanderson were posted from No. 14 0.T.U. on the 28th March, 1942.	
			HPALES.	
	-A		No. 408 (R.C.A.F.) Squadron Experienced Flight moved from North Luffenham to Balderton on the	s is i
			17th March, 1942.	
			Aircrew - There has been an increase in the total number reporting sick with mild upper respirator	na.
			infections being the majority of cases. A total of 48 days flying time were lost due to	
			illness. s	
100			Ground Grew - The incidence of illness has been increased slightly. Upper respiratory infections,	
			including influence have been common and have required hospitalisation. Flight	
			Lieutemant H.E. Hinnes, Medical Officer of No. 408 (R.C.A.F.) Squadron has entered	
			Rauceby Hospital with diabetis, and it is presumed he will be absent at least through	-
			out the month of April.	
			ADMINISTRATION.	
			Plight Lieutenant J.M.J.C.A. Janin (Squadron Adjutant) is attending the R.A.F. School of Administra	ion
			located at Stannington, Northumberland, w.e.f. 11/3/42.	
	100			

Place.	Date.	Time.	Summary of Eventa.	Refere to Append
		1.00	(Continued) Pilot Officer R. Bottomley took up duties as Squadron Adjutant during the absence of Flight	
		τ.	Lieutenant J.M.J.G.A. Janin. Plying Officer J.H.L. St.Germain (R.G.A.F.) was posted to this Squadron w.e.f. 26/2/42 supernumary	
			to gain experience pending formation of No. 425 Squadron.	
	-		AIRCRAFT OF CHARGE. There were twenty-eight Hampden aircraft on this Squadron's charge as of the 31st March, 1942.	
			NUMERICAL STREETH OF UNIT AS AT 31st MARCH, 1942.	
			R.N.Z.A.F. (GM.) 1 1 111.N.Z.A.F. (CM.) 4 1 1 11.N.Z.A.F. (DM.) 4 1 1.N.Z.A.F. (DM.) 5 100 11.N.Z.A.F.	und Gree
			OPERATIGNAL, NON-OPERATIGNAL & TRADICING FLYING THES - No. 408 (R.C. A.F.) SQUADRON, BALDERTON FOR THE MONTH NODING MANON 31, 1942.	
	-		Operational Plying Hours - (Day) 8,15 - (Hight) 365,20 375,35	
			Non-Operational Flying Hours - (Day) 166.15 220.50	
			Flying Training Hours - (Day) 120,40 173.00	
			TOTAL	
			abl beauton	
			(A.C.P. Clayton) Wing Commander, Officer Commanding.	
			No. 408 (R.C.A.F.) Squadron, BALDEFUNI.	
	-			

Man bounded