

SECRET.
R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. _____

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

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendix
			NUMERICAL STRENGTH OF UNIT AS AT 1st MARCH, 1942. R.G.A.F. (Officers) Aircrew: 11 Ground Crew: 2 R.G.A.F. (Airmen) Aircrew: 38 Ground Crew: 212 R.G.A.F. (U.S.A.) " Nil " Nil R.G.A.F. (U.S.A.) " 2 " 1 R.A.F. " 11 " 2 R.A.F. " 54 " 335 R.A.F. (CAN.) " 2 " Nil R.A.F. (CAN.) " Nil " Nil R.N.Z.A.F. " 4 " Nil R.N.Z.A.F. " 1 " Nil TOTAL STRENGTH 28 4 95 548	
N. LUFFEYMAN	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 11.40 hours freshmen were scrubbed. At 16.20 hours notified No. 5 Group stood down for operations.	
N. LUFFEYMAN	2.3.42		Weather: 10/10ths Clouds at 1000'. Wind South-East 10-15 m.p.h. Visibility 1000 yds. At 09.50 hours Unit notified of "GOODWOOD" operation, six experienced crews requested. At 11.45 hours three freshmen required as well. At 16.12 hours all operations were cancelled.	
N. LUFFEYMAN	3.3.42		Weather: 10ths Clouds at 10,000'. Wind East-South-East 0-5 m.p.h. becoming 10-15 m.p.h. Visibility for at first becoming 2000 yds. later in the day. At 10.05 hours Unit instructed "GOODWOOD" operation, six experienced crews were requested. At 10.50 hours five freshmen also were requested. At 15.15 hours, the freshmen were scrubbed. Aircraft took off between 18.08 and 18.21 hours. Five aircraft successfully bombed the target (RENAULT WORKS, PARIS). One aircraft made a forced landing at BRAPTON UNDERWOOD, owing to the propeller falling off.	A.440 A.441 A.442 A.443 A.444 A.445
N. LUFFEYMAN	4.3.42		Weather: 10/10ths Clouds at 500'. Wind 5-10 m.p.h. East-South-East. Visibility 400 yds., rain during the day. At 10.40 hours Unit requested to supply six freshmen crews. At 11.05 hours notified all operations in the Command cancelled. Pilot Officer Cook, R.N.Z.A.F., completed 200 operational flying hours, and was subsequently posted to No. 25 O.T.U., Pinningly, w.e.f. 7th March, 1942. Squadron Leader D.S.N. Constance returned to LAMAR as Officer Commanding, Training Flight.	
N. LUFFEYMAN	5.3.42		Weather: 10/10ths Clouds at 1000'. Wind East-South-East 10-15 m.p.h. Visibility 1000 yds. Snow storms during the day with the visibility deteriorating. At 09.45 hours informed no operations	

Place	Date	Time	Summary of Events	References Appendices																				
			in Bomber Command.																					
N. LUFFERRHAM	6.3.42		Weather: 10/10ths Clouds at 1000'. Wind East 10-15 m.p.h. Visibility 1000 yds. Snow storms during 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.																					
SEE SUPPLEMENTARY NOTE UNDER 10.3.42.																								
N. LUFFERRHAM	7.3.42		Weather: 10/10ths Clouds at 1500'. Wind North 10-15 m.p.h. Visibility 1000 yds. At 09.50 hours Squadron requested to supply six experienced crews. At 11.00 hours asked to supply six freshmen in addition. At 11.50 hours effort reduced to six experienced and 1 freshmen. At 15.25 hours the freshman scrubbed. At 16.10 hours main effort scrubbed.																					
N. LUFFERRHAM	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 "GOODWOOD" operations. Six experienced and five freshmen required for this operation. Five experienced crews took off between 0049 hours and 0129 hours. Two aircraft successfully bombed the primary target (BENNETT) 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 NEOTARINE rea. Owing to the crash of one of the freshmen crew in the middle of the flare path, the remaining three freshmen crews did not take off. The aircraft which crashed, Hampden A.D.842, was comprised of the following	A.446 A.447 A.448 A.449 A.450 A.451 A.452																				
			<table><tr><th>CREW</th><th>POSITION</th><th>TIME</th><th>STATUS</th></tr><tr><td>RCAP/CAN/A.61035, Sgt. Hunter, D.C.</td><td>(Pilot)</td><td>1 Trip</td><td>5.30 Hours (Injured)</td></tr><tr><td>1166456 Sgt. Hall, R.</td><td>(Navigator)</td><td>4</td><td>19.25 (Killed)</td></tr><tr><td>751295 Sgt. Morris, W.D.</td><td>(1st W.O./AG)</td><td>14</td><td>98.25 (Killed)</td></tr><tr><td>RCAP/CAN/A.68538, Sgt. MacKinnon, P.F.</td><td>(2nd W.O./AG)</td><td>1</td><td>5.30 (Killed)</td></tr></table>	CREW	POSITION	TIME	STATUS	RCAP/CAN/A.61035, Sgt. Hunter, D.C.	(Pilot)	1 Trip	5.30 Hours (Injured)	1166456 Sgt. Hall, R.	(Navigator)	4	19.25 (Killed)	751295 Sgt. Morris, W.D.	(1st W.O./AG)	14	98.25 (Killed)	RCAP/CAN/A.68538, Sgt. MacKinnon, P.F.	(2nd W.O./AG)	1	5.30 (Killed)	
CREW	POSITION	TIME	STATUS																					
RCAP/CAN/A.61035, Sgt. Hunter, D.C.	(Pilot)	1 Trip	5.30 Hours (Injured)																					
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751295 Sgt. Morris, W.D.	(1st W.O./AG)	14	98.25 (Killed)																					
RCAP/CAN/A.68538, Sgt. MacKinnon, P.F.	(2nd W.O./AG)	1	5.30 (Killed)																					
			Local Flying and Night Flying Tests were carried out during the day.																					
N. LUFFERRHAM	9.3.42		Weather: 10/10ths Clouds at 1000'. Wind South-west 10-15 m.p.h. Visibility 4-5 miles. At 10.00 hours Squadron was informed of the "GOODWOOD" operations. Five experienced and four freshmen were requested for this operation. At 18.27 hours informed that crews on the previous night were cancelled. Effort reduced to one experienced and four freshmen. At 19.00 hours the effort was reduced to four freshmen. Aircraft took off between 18.49 and 18.55 hours. Two aircraft carried out successful mining operations in the NEOTARINE area. Two aircraft returned early, one with engine	A.453 A.454 A.455 A.456																				

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R.A.F. Form 540

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OPERATIONS RECORD BOOK

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

Place	Date	Time	Summary of Events	References to Appendices
			(Continued) trouble, the other owing to bad visibility.	
N. LUFFEYHAM	10.3.42		Weather: 10/10ths Clouds at 5000'. Wind East 5-10 m.p.h. Visibility 2-3 miles. At 11.00 hours Squadron were asked for five experienced and one freshmen crews. These aircraft took off between 19.30 and 20.00 hours. The target (SSEB) was not identified. One aircraft bombed the last resort, the town of DORSTEN, another aircraft bombed the built-up area in the vicinity of the target, the other aircraft released bombs on a large fire D.R. position. Three aircraft returned early, two with engine trouble, the other one with over-heating of the starboard engine. Local flying and Night Flying Tests were carried out during the day.	A.457 A.458 A.459 A.460 A.461 A.462
			(Note: It is regretted that the following information was omitted from the report on the 6.3.42: Wing Commander N.W. Timmerman, D.S.O., D.F.C., attended a Officers Commanding Canadian Squadrons Overseas Conference at R.C.A.F. Headquarters.)	
N. LUFFEYHAM	11.3.42		Weather: 10/10ths Clouds at 4000'. Wind north-east 0-15 m.p.h. Visibility 1000 yds., wind becoming 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.	
N. LUFFEYHAM	12.3.42		Weather: 10/10ths Clouds at 3500'. Wind south-east 5-10 m.p.h. Visibility 2-3 miles. At 09.55 hours Squadron informed four freshmen and required for operations. At 13.35 hours freshmen were cancelled. No flying carried out during the day.	
N. LUFFEYHAM	13.3.42		Weather: Clouds - Nil-3/10ths at 1000'. Wind south-east 15-20 m.p.h. Visibility 2-4 miles. At 11.10 hours Squadron requested to supply six experienced and four freshmen crews. Aircraft took off 18.36 hours and 19.06 hours. Four experienced crews bombed the target (OOLOEB). One aircraft carried out successful attack on the built-up area near the target. The other aircraft dropped its bombs on fires near the target. The four freshmen crews carried out successful mining operations in the NORTARDES area.	A.463 A.464 A.465 A.466 A.467 A.468 A.469 A.470 A.471 A.472

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Place	Date	Time	Summary of Events	References to Appendices
N. LUFFENHAM	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 informed stand-down for operations.	
N. LUFFENHAM	15.3.42		Weather: 10/10ths Clouds at 10,000'. Wind South-west 10-15 m.p.h. Visibility 2-4 miles. At 10.30 hours Squadron requested to supply six experienced and four freshmen crews. At 11.00 hours experienced crews reduced to five and increased to six again at 12.20 hours. At 15.57 hours, all operations were cancelled. Night Flying tests were carried out during the day.	
N. LUFFENHAM	16.3.42		Weather: 10/10ths Clouds at 3000'. Wind South 5-10 m.p.h. Visibility 1000 yds. At 10.00 hours Squadron informed stand down from operations.	
N. LUFFENHAM	17.3.42		Weather: 10/10ths Clouds at 1000-1500'. Wind South 25 m.p.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. RCAF/CAN/J.4713, Pilot Officer P.B. Milward, Air Observer, was selected for posting to No. 32 O.T.U., Canada for Flying S.E. duties. 1162829, Flight Sergeant Rea, has been selected for posting to No. 34 O.T.U., Canada.	
BALDERTON	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 10.05 hours, six freshmen were requested for gardening operations. Six experienced crews were also requested, but all operations were scrubbed at 16.15 hours. All aircrew personnel were this date moved from accommodations in Syeraton to Balderton, and 242 ground crew personnel were moved to accommodations at Winthorpe.	
BALDERTON	19.3.42		Weather: 10/10ths Clouds at 500-1000'. Wind North-east 10-15 m.p.h. Visibility 1000-2000 yds. At 10.20 hours, six experienced crews were ordered to stand by, three freshmen were also requested for night operations. At 13.05 hours, the freshmen were scrubbed, and at 16.35 hours, the experienced were stood down.	
BALDERTON	20.3.42		Weather: 10/10ths Clouds at 500-1000' rising after dusk to 2-3000'. Wind east-south-east. 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.	

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OPERATIONS RECORD BOOK

Page No.

of (Unit or Formation) No. 400 (H.G.A.F.) Squadron.

No. of pages used for day.

Place	Date	Time	Summary of Events	References to Appendices
BALDERON	21.3.42		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 16.40 hours six experienced and four freshmen were requested for night operations. At 13.05 hours, all operations were scrubbed, and at 16.30 hours, Bomber Command was stood down.	
BALDERON	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 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 operations were scrubbed and at 16.19 hours Bomber Command stood down.	
BALDERON	23.3.42		Weather: 10/10ths Clouds at 600-1000', rising to 1000-1500' by midday. Wind north-east 2-5 m.p.h. Visibility 1-3 miles falling in early evening to 1-200 yds. At 10.09 hours, six experienced and seven freshmen were requested for operations. At 11.55 hours, the Commanding Officer advised seven experienced and three freshmen. At 16.15 hours, the experienced crews were scrubbed. Two aircraft took off at 18.21 and 18.23 hours, both for mining in the ANTICRENS area. Both were diverted to GIVERN. Aircraft A3360 landed at 01.12 hours and aircraft AT176 landed at 01.48 hours. Both aircraft were successful in carrying out this operation. The third aircraft was scrubbed due to hydraulic trouble.	A.473 A.474
BALDERON	24.3.42		Weather: 10/10ths Clouds on the ground at first, lifting before noon, then NIL. Wind south-west 2-5 m.p.h. Visibility 200-500 yds. increasing to 2-4 miles by midday and later from 4-6 miles, falling below 1000 yds. in the evening. At 11.40 hours, six experienced crews were requested for gardening and at 18.00 hours the four freshmen who had been added to the raid schedule were scrubbed. The six experienced crews took off on operations between 18.25 and 18.37 hours. All landed at ST. EVAL. between 22.40 and 23.46 hours. The area for mining was the ANTICRENS area and this area was successfully mined by all aircraft. Flight Lieutenant J.S.C. Morgan was selected for	A.475 A.476 A.477 A.478 A.479 A.480

				Page No.	
Place	Date	Time	Summary of Events	References to Appendices	
			posting as Chief Gunnery Instructor to Canada.		
BALDERTON	25.3.42		Weather: Nil Clouds at 19.00 hours G.M.T. and 10/10ths at 2500'. Wind west-south-west less than 5 m.p.h. Visibility patches of fog during the morning becoming 3-6 miles in the afternoon. At 11.15 hours, 1 or 2 experienced crews were requested and also six freshmen, for night operations. At 11.30 hours, this was changed to one experienced, six freshmen and three nickellers. The area for Nickelling was BUCKES. The 13 aircraft took off between 18.11 and 19.21 hours, three of these being on cross-country overflights. The experienced crew was gardening in the ARTICHOKES area, and the six freshmen were also gardening in the ARTICHOKES area. The experienced and freshmen crews were diverted to CHIVNER, and the nickellers diverted to BUCKER. Aircraft AE150 landed at BUCKWICK and aircraft AE139 landed at STICKS GROUND. All aircraft were successful in these operations.	A.481 A.482 A.483 A.484 A.485 A.486 A.487 A.488 A.489 A.490	
BALDERTON	26.3.42		Weather: 9-10/10ths Clouds at 2-3000'. Wind east 2-3 m.p.h. Visibility 2-4 miles increasing to 10-15 miles, falling again in the evening to 4-6 miles. At 09.45 hours, Group requested two aircraft for a sea search. Aircraft AT220 and AE219 were used for the search. The search proved to be unsuccessful and aircraft AT220 landed at 14.00 hours and AE219 landed at 16.55 hours. At 11.20 five experienced and two freshmen were requested for gardening. At 12.05 hours, this was altered to five experienced and one freshman. At 14.25 hours, three nickellers were also requested. We were informed at 16.30 hours that the experienced crews would land at CHIVNER. All aircraft took off between 18.40 and 19.12 hours. One aircraft, however, did not take off owing to damage caused in collision with a lorry. Hampden AE288 landed at MORTON-IN-MARSH at 20.50 hours owing to loss of consciousness of the 1st W.O./A.G., Hampden AE360 landed at BOSCOMBE DOWN at 01.17 hours. All remaining aircraft, upon returning from operations, landed at CHIVNER. Hampden AE139, piloted by BDAF/V.6995 Pilot Officer D.H. Vipond, which took off from STICKS GROUND at 16.00 this date to return to base following previous night's diversion, crashed near ARDREHON at approximately 16.30 hours. Details of this crash and of members of the crew will be found in Appendix A.490 of Form 561 for the month ending March, 1942.	A.491 A.492 A.493 A.494 A.495 A.496 A.497 A.498	
BALDERTON	27.3.42		Weather: Nil Clouds, low clouds dispersing in the evening. Wind east-south-east 2-5 m.p.h. Visibility 4-6 miles increasing to 12-18 miles, falling to 6-12 miles in the evening.	A.499 A.500 A.501 A.502	

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para. 2343, and War Manual, Pt. II, chapter XX, and
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of (Unit or Formation) No. 408 (R.C.A.F.) Squadron

Place.	Date.	Time.	Summary of Events.	References to Appendices
BALDERSTON			(Continued). At 10.45 hours, three experienced crews were requested for special gardening operations and, also five freshmen crews for gardening in the NECTARINE area. The three experienced crews were required to mine the YAMS area. The five freshmen crews returned to base following completion of their mining operations, but unfortunately, the three experienced crews failed to return. No news has been received of either member of these crews or the whereabouts of the aircraft. Details concerning members of these three missing crews will be found in Appendices A.504, A.505 and A.506 of Form 541 for the month ending March, 1942. The loss of these three experienced crews on the same night reduced considerably the experienced efforts of this Squadron. It may be mentioned here that HQAF/J.5227, Flight Lieutenant W.R. Brown, pilot of Hampden AT176, missing following this operation, was recently mentioned in despatches.	A.503 A.504 A.505 A.506
BALDERSTON	28.3.42		Weather: Clouds Nil at first, becoming 4-10/10ths at 12-2300. Wind east-east-north-east 5-15 m.p.h. Visibility 7-12 miles. At 10.40 hours, orders were given for a stand down by Bomber Command but, at 12.15 hours six freshmen crews were requested for gardening. At approximately 19.10 hours, the six freshmen crews took off from this aerodrome for gardening in the NECTARINE area and all 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 cross-country flight successfully completed. Changes in Command of this Squadron was promulgated in to-day's Squadron Routine Orders bringing to the notice of all concerned that, Acting Wing Commander A.G.P. Clayton, D.F.C., assumed command of No. 408 (R.C.A.F.) Squadron w.e.f. 26th March, 1942, vice Wing Commander H.W. Timmerman, D.S.O., D.F.C., who is now attached to Air Ministry pending posting to Canada for duties as C.F.I. at No. 34 C.T.U. (W/C Post). Squadron Leader A.G.P. Clayton, D.F.C., was appointed to the rank of Acting Wing Commander w.e.f. 26th March, 1942 upon assuming command of No. 408 (R.C.A.F.) Squadron.	A.507 A.508 A.509 A.510 A.511 A.512

Place.	Date.	Time.	Summary of Events.	References to Appendices
BALDERTON	29.3.42		<p>Weather: 3-5/10ths Clouds at 3-4000' about dawn, soon becoming Nil. Wind light and variable.</p> <p>Visibility 3-8 miles. At 11.25 hours, six freshmen crews were requested for to-nights operations but at 11.40 hours these instructions were altered to one experienced and six freshmen crews, the experienced crew being eventually scrubbed at 16.45 hours. The six freshmen crews took off at approximately 19.12 hours for mining operations in the REETALINE area, and all returned safely after a successful operation.</p>	A.513 A.514 A.515 A.516 A.517 A.518
BALDERTON	30.3.42		<p>Weather: 6-10/10ths Clouds at 2-6000' lowering to 1800' after dusk. Wind south-south-west 2-5 m.p.h.</p> <p>Visibility 2000-3500 yds. At 09.31 hours, six freshmen were requested for operations. At 10.15 hours, this was changed to 2 experienced and 6 freshmen. The six freshmen were scrubbed at 14.00 hours and the two experienced scrubbed at 17.45 hours.</p>	
BALDERTON	31.3.42		<p>Weather: 10/10ths 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, Bomber Command was stood down.</p> <p><u>HONOURS AND AWARDS.</u></p> <p>N.Z./402158, Flight Sergeant Beck, R.C.S. (Now Pilot Officer) and posted to No. 25 O.T.U. Finningley was awarded the DISTINGUISHED FLYING MEDAL vide The London Gazette dated 13th March, 1942 for gallantry and devotion to duty in the execution of air operations.</p> <p>992167, Sergeant Littlewood, L., and now posted from this Unit, was awarded the DISTINGUISHED FLYING MEDAL vide The London Gazette dated 13th March, 1942 for gallantry and devotion to duty in the execution of air operations.</p> <p>1000250 Sergeant Cuttis, C., was awarded the DISTINGUISHED FLYING MEDAL vide The London Gazette dated 13th March, 1942 for gallantry and devotion to duty in the execution of air operations.</p> <p><u>COMMISSIONS.</u></p> <p>The under mentioned airman has been appointed to commissioned rank (Pilot Officer):</p> <p>R.58706, Flight Sergeant Fraser, W. M. (R.C.A.F.) w.e.f. 2/3/42. (Pilot) (reported missing from (operations night of 27-28th March, 1942.)</p> <p><u>PROMOTIONS.</u></p> <p>Flight Lieutenant, Acting Squadron Leader A.C.P. Clayton, D.F.C., was appointed to the rank of</p>	

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

Place.	Date.	Time.	Summary of Events.	References to Appendices.
			<p>Acting Wing Commander w.e.f. 26/3/42 upon assuming command of No. 408 (R.C.A.F.) Squadron vice Wing Commander H.W. Timmerman, 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.</p> <p>Flying 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" Flight w.e.f. 26/3/42.</p> <p><u>POSTINGS - AIRCREW.</u></p> <p>Acting Pilot Officer R.C.B. Beck (Pilot) to No. 25 O.T.U. Finningley, w.e.f. 7.3.42.</p> <p>Acting Pilot Officer W.L. Reinhart, D.F.M. (Observer) to No. 2 School of Air Navigation w.e.f. 22.3.42.</p> <p>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 O.T.U. on the 28th March, 1942.</p> <p><u>HEALTH.</u></p> <p>No. 408 (R.C.A.F.) Squadron Experienced Flight moved from North Luffenham to Balderton on the 17th March, 1942.</p> <p><u>Aircrew</u> - There has been an increase in the total number reporting sick with mild upper respiratory infections being the majority of cases. A total of 48 days flying time were lost due to illness.</p> <p><u>Ground Crew</u> - The incidence of illness has been increased slightly. Upper respiratory infections, including influenza have been common and have required hospitalization. Flight Lieutenant H.E. Minnes, Medical Officer of No. 408 (R.C.A.F.) Squadron has entered Raoucey Hospital with diabetes, and it is presumed he will be absent at least throughout the month of April.</p> <p><u>ADMINISTRATION.</u></p> <p>Flight Lieutenant J.M.J.C.A. Janin (Squadron Adjutant) is attending the R.A.F. School of Administration located at Stannington, Northumberland, w.e.f. 11/3/42.</p>	

Place.	Date.	Time.	Summary of Events.	References to Appendices.
			(Continued)	
			Pilot Officer E. Bottomley took up duties as Squadron Adjutant during the absence of Flight Lieutenant J.M.J.G.A. Janin.	
			Flying Officer J.H.L. St.Germain (R.C.A.F.) was posted to this Squadron w.e.f. 26/2/42 supernumary to gain experience pending formation of No. 425 Squadron.	
			<u>AIRCRAFT ON CHARGE.</u>	
			There were twenty-eight Hampden aircraft on this Squadron's charge as of the 31st March, 1942.	
			<u>NUMERICAL STRENGTH OF UNIT AS AT 31st MARCH, 1942.</u>	
			R.C.A.F. (Officers) Aircrew: 12 Ground Crew: 4 R.C.A.F. (Airmen) Aircrew: 50 Ground Crew: 242	
			R.C.A.F. (U.S.A.) " " Nil " " Nil R.C.A.F. (U.S.A.) " " 2 " " 3	
			R.A.F. " " 10 " " 2 R.A.F. " " 54 " " 258	
			R.A.F. (CAN.) " " 1 " " Nil R.A.F. (CAN.) " " Nil " " Nil	
			R.N.Z.A.F. " " 3 " " Nil R.N.Z.A.F. " " 4 " " Nil	
			<u>TOTAL STRENGTH.</u> 24 6 110 503	
			<u>OPERATIONAL, NON-OPERATIONAL & TRAINING FLYING TIMES - No. 408 (R.C.A.F.) SQUADRON, BALDERTON FOR THE MONTH ENDING MARCH 31, 1942.</u>	
			Operational Flying Hours - (Day) 8.15	
			- (Night) 365.20 373.35	
			Non-Operational Flying Hours - (Day) 166.15	
			- (Night) 54.35 220.50	
			Flying Training Hours - (Day) 120.40	
			- (Night) 52.20 172.60	
			<u>TOTAL..... 767.25</u>	
			<i>a.b.l. Clayton</i> (A.C.P. Clayton) Wing Commander, Officer Commanding, No. 408 (R.C.A.F.) Squadron, BALDERTON.	