

SECRET.

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 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
			NUMERICAL STRENGTH OF UNIT AS AT 1st APRIL, 1942.	
			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. " " 1 " " Nil R.N.Z.A.F. " " Nil " " Nil	
			TOTAL STRENGTH. 24 6 110 502	
BALDERTON	1.4.42		Weather: Fair with occasional showers and squalls. Variable amounts of cumulus and so. at 2-3000', but 9/10ths at 1500' or lower in showers. W.S.W. winds with a velocity of 15 m.p.h. Group requested, at 11.25 hours, twelve freshmen crews to bomb the docks and shipping at LeHavre. Eleven aircraft took off between 19.22 and 19.38 hours. One nickel was also requested by Group at 14.00 hours. Two freshmen crews including the nickel were scrubbed owing to lateness in take off. Nine of the eleven crews who took off for the target were successful in reaching their objective. All landed here at this aerodrome between 23.33 and 01.20 hours the following morning.	A.519 A.520 A.521 A.522 A.523 A.524 A.525 A.526 A.527 A.528 A.529
BALDERTON	2.4.42		Weather: Fair to fine. Variable Cu. to Sc. at 2-3000' with clearing to nil after dusk. Wind W-N.W. 20-25 m.p.h. gusty becoming calm after dusk. At 09.50 hours, Group requested two experienced and two freshmen crews and at 12.35 hours, one Nickel crew were requested. At 13.50 hours, the two experienced crews were cancelled, and at 16.00 hours the Nickel crew was cancelled also. The two freshmen crews took off from this aerodrome, to bomb the docks and shipping at LeHavre, at approximately 19.27 hours, one returning at 23.23 hours and the other at 23.54 hours.	A.530 A.531
BALDERTON	3.4.42		Weather: Fair throughout the day. Rain between 06.00 and 07.00 hours and some showers and squalls accompanied by rain at approximately 22.00 hours. Clouds 5-8/10ths Cu. and Sc. at 2500' except 10/10ths St. at 2500' and rain. Light S.W. wind becoming S.S.W. later on during the day with visibility 1500 yds, improving to 3 miles at 04.00 hours and later 8-12 miles. At 09.50 hours, Group requested ten freshmen crews increasing this later at 10.00 hours by three experienced crews. At 13.45 hours, freshmen crews were cancelled and at 16.20 hours, all operations in Bomber Command were cancelled for the night.	

Place	Date	Time	Summary of Events	References to Appendices
BAIDERTON	4.4.42		Weather: Fair at first but becoming cloudy with showers during late afternoon. Variable amounts of clouds at 2-3000' in showers becoming at 10/10ths at 1400' in rain. S.W. wind backing to S.S.E. and increasing to 20 gusty. At 10.40 hours, Group requested 11 freshmen crews but at 13.45 hours, operations were cancelled for the day. Crews were detailed for training but cancelled at 19.50 hrs.	
BAIDERTON	5.4.42		Weather: Rain until 05.00 hours, then fine until 13.30 hours when there were renewed showers and at 18.25 hours thunderstorms and hail. Clouds 10/10ths at 800' in rain varying in amounts at 2000' except in showers. S.W. wind 30 m.p.h. velocity with visibility 4 miles increasing later to 10 miles. At 09.40 hours, Group requested two experienced and nine freshmen crews and at 11.30 hours changed these instructions to the freshmen crews only cancelling previous request. At 19.50 hours, all operations were scrubbed.	
BAIDERTON	6.4.42		Weather: Fair apart from showers at 20.00 hours with strong gusty winds and distant lightning at 22.30 hours. Clouds nil during early part of the day becoming variable later 5-9/10ths Cu. and Sc. at 2500-3000', and again becoming nil after dusk. S.W. wind 15-20 m.p.h. gusty backing to south velocity of 25-30 m.p.h. Visibility 6 miles increasing later to 10 miles. At 11.22 hours, Group requested nine freshmen and at 11.55 hours also requested three experienced crews. At 14.30 hours, one nickelling crew was added to the schedule. At 17.30 hours, the nine freshmen crews and the nickell crew were scrubbed, but the three experienced crews took off from this aerodrome at approximately 21.35 hours to carry out a bombing attack over the town of Essen and all returned safely to base at approximately 06.00 hours the following morning after having successfully completed their task.	A.532 A.533 A.534
BAIDERTON	7.4.42		Weather: Fine in the morning but soon becoming showery with thunder storms developing in the latter part of the afternoon and evening. Clouds nil becoming 5-8/10ths Cu. and Sc. and Ob., base 2500' but 1000' in showers. South wind 20 m.p.h. veering gradually to S.W. 20-25 m.p.h. with squalls to 30 m.p.h. in thunder storms. Visibility 10-14 miles. At 09.35 hours, Bomber Command was stood down, but at 12.20 four aircraft for nickelling purposes were requested. These, however, were cancelled at 13.05 hours.	
BAIDERTON	8.4.42		Weather: Fair apart from occasional showers, but strong gusty winds were prevalent. Clouds nil	A.535 A.536

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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
BALDERTON	8.4.42		(Continued) increasing to variable amounts 4-7/10ths Cu. and Sc. with occasional Cb. at 2000' to 3000' decreasing to nil by dusk. S.W. wind 20-30 m.p.h. backing to S.S.W. 20-25 m.p.h. gusty. Visibility 6-10 miles increasing to 12-20 miles falling in the evening to 4-8 miles. Three experienced and nine freshmen crews were requested also one aircraft for nickelling and one training flight. The three experienced aircraft took off at approximately 20.40 hours to carry out a bombing attack on the Blohm and Voss Works in Hamburg. This operation was carried out successfully and crews report as having encountered very little flak over estimated position of Hamburg but flak was constant between target and coast. all these aircraft returned safely to base. The nine freshmen crews were detailed for mining operations over the Rosemary area, but three of these aircraft returned base without completing their detailed operations. One of these aircraft returned early owing to compass trouble, the other two were unable to locate the correct dropping point. The aircraft detailed for nickelling was to carry out this operation over the Paris area and it was successfully carried out. All aircraft returned to base by approximately 04.00 hours, the following morning.	A.537 A.538 A.539 A.540 A.541 A.542 A.543 A.544 A.545 A.546 A.547
BALDERTON	9.4.42		Weather: Fine until 05.00 hours then cloudy with prolonged showers of rain. Strong gusty winds reaching gale force during the night. Clouds nil becoming 10/10ths St. and Ha. at 600-1000' breaking later, however, to 8-10/10ths Cu. and Cb. at 1-2000'. S.S.W. winds 10-15 m.p.h. backing to S.E. 10-15 m.p.h. becoming S.W. 30-40 m.p.h. Visibility 4-8 miles falling to 2-4 miles in heavy precipitation. Bomber Command stood down for whole day and no training took place owing to adverse weather conditions.	
BALDERTON	10.4.42		Weather: Cloudy with showers of rain and period of continuous rain ceasing soon after dawn becoming fine later during the day. Clouds 3-10/10ths at 1-2000' breaking during the day to variable amounts 4-8/10ths Cu. and Sc. at 2-3000' clearing in the night. W.S.W. winds 30-40 m.p.h. rather gusty veering to westerly 25-35 during the day. Visibility 6-12 miles. Two experienced and fourteen freshmen were requested. Two experienced were detailed to carry out a bombing attack on the aiming point	A.548 A.549 A.550 A.551 A.552 A.553 A.554 A.555 A.556 A.557

Place	Date	Time	Summary of Events	References to Appendices												
BALDERTON	10.4.42		(Continued) "B" Essen. The alternative target for this occasion being the town of Essen. Both these aircraft bombed the alternative target. The fourteen freshmen were detailed to carry out a bombing attack on the docks and shipping at LeHavre. Seven of these, however, were unable to locate their target owing to the docks being obscured by heavy clouds. All aircraft returned safely to base by approximately 04.00 hours.	A.558 A.559 A.560 A.561 A.562												
BALDERTON	11.4.42		Weather: Fine with slight smoke haze. Clouds 8-9/10ths at 2-3000'. Wind southerly 2-5 m.p.h. Visibility 3-6 miles. Two experienced and nine freshmen were requested. These, however, were cancelled owing to adverse weather conditions, and no operations took place. One of our aircraft, piloted by NZ/41922, Sgt. Harment, N., was undertaking bombing practice at Clifton Pastures and crash landed. There were no casualties or injuries but the aircraft was burned out.	A.T. 174 B												
BALDERTON	12.4.42		Weather: Fine, fairly cloudy in afternoon and evening. Wind S.S.E. 10-15 m.p.h. Visibility 6-12 miles. Two experienced and nine freshmen were requested, the experienced were detailed to carry out operations on aiming point "B" Essen. One of these aircraft developed engine trouble and the bombs were jettisoned safe at 50 mins. 22° North 04 mins. 05° East. The other aircraft, piloted by ROAP/R.62257, Sgt. Meech, W.I., failed to return. A message from this aircraft was intercepted advising that they were being forced down in the sea approximately 40 miles off the Dutch Coast. A search by aircraft from this Squadron was carried out but with no success. The names of the members of the crew and their operational trips and hours are as follows: <table><thead><tr><th colspan="2">OPERATIONAL.</th></tr><tr><th>Trips.</th><th>Hours.</th></tr></thead><tbody><tr><td>CAN/ROAP/R.62257, Sgt. Meech, W.I. (Pilot)</td><td>9 42.10</td></tr><tr><td>CAN/ROAP/R.62265, Sgt. Davenport, J.W. (Navigator)</td><td>9 42.10</td></tr><tr><td>CAN/ROAP/R.65194, Sgt. Lantz, G.H. (1st W.Op/A.G.)</td><td>9 42.10</td></tr><tr><td>CAN/ROAP/R.65170, P/Sgt. Wilkie, G.J. (2nd W.Op/A.G.)</td><td>7 34.15</td></tr></tbody></table> A first class fix, 52° 36' N. 05° 43' E. was given by Heston at 04.22 hours and acknowledged. Eight aircraft detailed for mining operations in the Rosemary area and also the Harthorne area successfully carried out their mission. One aircraft detailed for this operation, piloted by Sgt. Manson, returned early with vegetable from 01 14 E. 53 30 N. as the oil temperature rose beyond the danger point. All the aircraft from this gardening operation returned safely to base.	OPERATIONAL.		Trips.	Hours.	CAN/ROAP/R.62257, Sgt. Meech, W.I. (Pilot)	9 42.10	CAN/ROAP/R.62265, Sgt. Davenport, J.W. (Navigator)	9 42.10	CAN/ROAP/R.65194, Sgt. Lantz, G.H. (1st W.Op/A.G.)	9 42.10	CAN/ROAP/R.65170, P/Sgt. Wilkie, G.J. (2nd W.Op/A.G.)	7 34.15	A.563 A.564 A.565 A.566 A.567 A.568 A.569 A.570 A.571 A.572 A.573
OPERATIONAL.																
Trips.	Hours.															
CAN/ROAP/R.62257, Sgt. Meech, W.I. (Pilot)	9 42.10															
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CAN/ROAP/R.65194, Sgt. Lantz, G.H. (1st W.Op/A.G.)	9 42.10															
CAN/ROAP/R.65170, P/Sgt. Wilkie, G.J. (2nd W.Op/A.G.)	7 34.15															
BALDERTON	13.4.42		Weather: Fine, wind E.S.E. 10 m.p.h. Visibility 4-8 miles falling in evening to 1-3 miles. Two	A.574 A.575												

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Place	Date	Time	Summary of Events	References to Appendices																								
BALDERTON	10.4.42		(Continued) "B" Essen. The alternative target for this occasion being the town of Essen. Both these aircraft bombed the alternative target. The fourteen freshmen were detailed to carry out a bombing attack on the docks and shipping at Le Havre. Seven of these, however, were unable to locate their target owing to the docks being obscured by heavy clouds. All aircraft returned safely to base by approximately 04.00 hours.	A.558 A.559 A.560 A.561 A.562																								
BALDERTON	11.4.42		Weather: Fine with slight smoke haze. Clouds 8-9/10ths at 2-3000'. Wind southerly 2-5 m.p.h. Visibility 3-6 miles. Two experienced and nine freshmen were requested. These, however, were cancelled owing to adverse weather conditions, and no operations took place. One of our aircraft, piloted by NZ/A1922, Sgt. Harment, N., was undertaking bombing practice at Clifton Pastures and crash landed. There were no casualties or injuries but the aircraft was burned out.	AT. 196 B																								
BALDERTON	12.4.42		Weather: Fine, fairly cloudy in afternoon and evening. Wind S.S.E. 10-15 m.p.h. Visibility 6-12 miles. Two experienced and nine freshmen were requested, the experienced were detailed to carry out operations on aiming point "B" Essen. One of these aircraft developed engine trouble and the bombs were jettisoned safe at 50 mins. 22° North 04 mins. 05° East. The other aircraft, piloted by HQAF/R.62957, Sgt. Meech, W.I., failed to return. A message from this aircraft was intercepted advising that they were being forced down in the sea approximately 40 miles off the Dutch Coast. A search by aircraft from this Squadron was carried out but with no success. The names of the members of the crew and their operational trips and hours are as follows: <table><thead><tr><th colspan="4">OPERATIONAL.</th></tr><tr><th></th><th></th><th>Trips.</th><th>Hours.</th></tr></thead><tbody><tr><td>CAN/HQAF/R.62957, Sgt. Meech, W.I.</td><td>(Pilot)</td><td>9</td><td>42.10</td></tr><tr><td>CAN/HQAF/R.62265, Sgt. Davenport, J.J.</td><td>(Navigator)</td><td>9</td><td>42.10</td></tr><tr><td>CAN/HQAF/R.65170, Sgt. Lantz, G.H.</td><td>1st W.O./A.G.</td><td>9</td><td>42.10</td></tr><tr><td>CAN/HQAF/R.65170, P/Sgt. Wilkie, G.J.</td><td>2nd W.O./A.G.</td><td>7</td><td>34.15</td></tr></tbody></table> A first class fix, 52° 36' N. 03° 43' E. was given by Heston at 04.22 hours and acknowledged. Eight aircraft detailed for mining operations in the Rosemary area and also the Hawthorne area successfully carried out their mission. One aircraft detailed for this operation, piloted by Sgt. Manson, returned early with vegetable from 01 14 E. 53 30 N. as the oil temperature rose beyond the danger point. All the aircraft from this gardening operation returned safely to base.	OPERATIONAL.						Trips.	Hours.	CAN/HQAF/R.62957, Sgt. Meech, W.I.	(Pilot)	9	42.10	CAN/HQAF/R.62265, Sgt. Davenport, J.J.	(Navigator)	9	42.10	CAN/HQAF/R.65170, Sgt. Lantz, G.H.	1st W.O./A.G.	9	42.10	CAN/HQAF/R.65170, P/Sgt. Wilkie, G.J.	2nd W.O./A.G.	7	34.15	A.563 A.564 A.565 A.566 A.567 A.568 A.569 A.570 A.571 A.572 A.573
OPERATIONAL.																												
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CAN/HQAF/R.62957, Sgt. Meech, W.I.	(Pilot)	9	42.10																									
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CAN/HQAF/R.65170, Sgt. Lantz, G.H.	1st W.O./A.G.	9	42.10																									
CAN/HQAF/R.65170, P/Sgt. Wilkie, G.J.	2nd W.O./A.G.	7	34.15																									
BALDERTON	13.4.42		Weather: Fine, wind E.S.E. 10 m.p.h. Visibility 4-8 miles falling in evening to 1-3 miles. Two	A.574 A.575																								

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Place	Date	Time	Summary of Events	References to Appendices
			(Continued)	
BALDERTON	8.4.42		increasing to variable amounts 4-7/10ths Cu. and Sc. with occasional Cb. at 2000' to 3000' decreasing to nil by dusk. S.W. wind 20-30 m.p.h. backing to S.S.W. 20-25 m.p.h. gusty. Visibility 6-10 miles increasing to 12-20 miles falling in the evening to 4-8 miles. Three experienced and nine freshmen crews were requested also one aircraft for nickelling and one training flight. The three experienced aircraft took off at approximately 20.40 hours to carry out a bombing attack on the Blohm and Voss Works in Hamburg. This operation was carried out successfully and crews report as having encountered very little flak over estimated position of Hamburg but flak was constant between target and coast. All these aircraft returned safely to base. The nine freshmen crews were detailed for mining operations over the Rosemary area, but three of these aircraft returned base without completing their detailed operations. One of these aircraft returned early owing to compass trouble, the other two were unable to locate the correct dropping point. The aircraft detailed for nickelling was to carry out this operation over the Paris area and it was successfully carried out. All aircraft returned to base by approximately 04.00 hours, the following morning.	A.537 A.538 A.539 A.540 A.541 A.542 A.543 A.544 A.545 A.546 A.547
BALDERTON	9.4.42		Weather: Fine until 05.00 hours then cloudy with prolonged showers of rain. Strong gusty winds reaching gale force during the night. Clouds nil becoming 10/10ths St. and Ha. at 600-1000' breaking later, however, to 8-10/10ths Cu. and Cb. at 1-2000'. S.S.W. winds 10-15 m.p.h. backing to S.E. 10-15 m.p.h. becoming S.W. 30-40 m.p.h. Visibility 4-8 miles falling to 2-4 miles in heavy precipitation. Bomber Command stood down for whole day and no training took place owing to adverse weather conditions.	
BALDERTON	10.4.42		Weather: Cloudy with showers of rain and period of continuous rain ceasing soon after dawn becoming fine later during the day. Clouds 8-10/10ths at 1-2000' breaking during the day to variable amounts 4-8/10ths Cu. and Sc. at 2-3000' clearing in the night. W.S.W. winds 30-40 m.p.h. rather gusty veering to westerly 25-35 during the day. Visibility 6-12 miles. Two experienced and fourteen freshmen were requested. Two experienced were detailed to carry out a bombing attack on the mining point	A.548 A.549 A.550 A.551 A.552 A.553 A.554 A.555 A.556 A.557

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Place	Date	Time	Summary of Events	References to Appendices												
			(Continued)													
BAIDERTON	13.4.42		experienced and three freshmen crews were selected for this night's operations these being detailed for gardening in Hedstarene 1 and Rosemary areas. Approximate time of take off being 22.00 hours. Two of these aircraft carried out this operation successfully, the remaining three failed to identify the target area owing to bad visibility and brought vegetables safely back to base.	A.576 A.577 A.578												
BAIDERTON	14.4.42		Weather: Fine, no clouds, wind E.S.E. 10-15 m.p.h. Visibility 4-6 miles falling in evening. Four experienced and four freshmen crews were selected for operations on aiming point "B" Dortmund and docks and shipping at LeHavre. The take off began at 12.30 and landings were completed by 05.00 hours. One of our experienced crews failed to take off owing to the brake system not functioning properly. One aircraft detailed for aiming point "B" Failed to return. Nothing was heard from this aircraft after take off at 22.03 hours. The names of the members of the crew together with their operational trips and hours are as follows: <table><tr><th colspan="2">OPERATIONAL.</th></tr><tr><th>Trips.</th><th>Hours.</th></tr><tr><td>CAN/RCAP/R.80175, Sgt. McClintock, A. (Pilot)</td><td>6 32.10</td></tr><tr><td>CAN/RCAP/R.71111, Sgt. Hagel, P.E. (Navigator)</td><td>6 32.10</td></tr><tr><td>CAN/RCAP/R.69737, Sgt. Boisvert, A. (1st W.Op./A.G.)</td><td>6 32.10</td></tr><tr><td>998695, Sgt. Johnstone, J. (2nd W.Op./A.G.)</td><td>1st trip.</td></tr></table> <p>The remaining two experienced successfully completed their task and safely returned to base. The four freshmen crews were detailed to carry out bombing attacks on the docks and shipping at LeHavre. This operation was successfully carried out after a good trip by all. These aircraft returned safely to base. With effect from this date owing to the illness of Wing Commander A.C.F. Clayton, DFC., Squadron Leader L.B.B. Price assumed command of No. 408 (R.C.A.F.) Squadron.</p>	OPERATIONAL.		Trips.	Hours.	CAN/RCAP/R.80175, Sgt. McClintock, A. (Pilot)	6 32.10	CAN/RCAP/R.71111, Sgt. Hagel, P.E. (Navigator)	6 32.10	CAN/RCAP/R.69737, Sgt. Boisvert, A. (1st W.Op./A.G.)	6 32.10	998695, Sgt. Johnstone, J. (2nd W.Op./A.G.)	1st trip.	A.579 A.580 A.581 A.582 A.583 A.584 A.585
OPERATIONAL.																
Trips.	Hours.															
CAN/RCAP/R.80175, Sgt. McClintock, A. (Pilot)	6 32.10															
CAN/RCAP/R.71111, Sgt. Hagel, P.E. (Navigator)	6 32.10															
CAN/RCAP/R.69737, Sgt. Boisvert, A. (1st W.Op./A.G.)	6 32.10															
998695, Sgt. Johnstone, J. (2nd W.Op./A.G.)	1st trip.															
BAIDERTON	15.4.42		Weather: Fine, wind E.N.E. 5 m.p.h. Visibility 5 miles, steadily increasing to 30 miles. Our effort for this night's operations was six experienced crews to join the group effort at Dortmund, and two freshmen crews were detailed for gardening operations in the Beech area. Take off began at approximately 21.30 hours and all landings were completed by 06.00 hours. One aircraft detailed for the Dortmund raid became bogged on the perimeter track and was cancelled. Another aircraft returned	A.586 A.587 A.588 A.589 A.590 A.591 A.592												

Place	Date	Time	Summary of Events	References to Appendices
BALDERTON	15.4.42		(continued) early owing to exhaust cylinder leaking, a flame being visible. Our freshmen sorties were successfully completed.	
BALDERTON	16.4.42		Weather: Fine, no clouds, wind calm at first increasing to N.N.E. 10-15 m.p.h. Visibility 6-10 miles. Operations to-day consisted of one aircraft for mickalling operations. This took off at approximately 21.30 hours and safely returned to base after successfully completing its mission, at 01.21 hours.	A.593
BALDERTON	17.4.42		Weather: Fine, becoming rather cloudy towards dusk. Isolated patches of small Cu. at 2-3000'. Wind N.E. 2-5 m.p.h. increasing during the day to 20-25 m.p.h. Visibility 6-10 miles. Six experienced crews were detailed to carry out operations on aiming point "D" Hamburg. Approximately take off 23.00 hours and all safely returned to base by approximately 06.30 hours. These aircraft were unable to locate the target owing to haze and clouds so carried out operations over the alternative target of Hamburg town. One aircraft, piloted by P/O. Williams, was hit in seven or eight places by heavy flak over target area. One of the aircraft detailed for gardening failed to take off owing to its being bogged on the aerodrome, the remaining five successfully completed their task and safely returned to base.	A.594 A.595 A.596 A.597 A.598 A.599 A.600 A.601 A.602 A.603 A.604
BALDERTON	18.4.42		Weather: Fine, at first, then cloudy with slight smoke haze. Clouds nil increasing to variable amounts of 5-10ths Cu. and Sc. at 3-4000'. Wind northerly 10 m.p.h. Visibility 4-8 miles, in the evening 1-3 miles. This Squadron was stood down for the day, except for one cross country flight, scheduled to take off at 21.30 hours. This was completed without incident.	
BALDERTON	19.4.42		Weather: Fog or heavy mist early in the day becoming fine before mid-day, 10/10ths St. on surface, lifting to 600' by 11.00 hours. Wind N.E. 2-5 m.p.h. Visibility 3-500 yds. increasing to 2-3000 yds by mid-day and later to 2-4 miles. Eleven aircraft were requested for gardening operations in the Nectarine area. These consisted of two experienced and nine freshmen crews. One of the freshmen crews, however, did not take off owing to aircraft being bogged on aerodrome. The approximate time of take off for this gardening operation was 21.20 hours. Four aircraft failed to locate the target owing to haze and clouds. Seven aircraft were diverted on return and landed at North Luffenham at approximately 03.00 hours. One aircraft landed at Harlaxton at 02.55, the remaining two aircraft	A.605 A.606 A.607 A.608 A.609 A.610 A.611 A.612 A.613 A.614

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Place	Date	Time	Summary of Events	References to Appendices
			(Continued)	
BAIDERTON	19.4.42		landed at home base at approximately 01.20 hours.	
BAIDERTON	20.4.42		Weather: Fog at first with mist persisting all day. Clouds 10/10ths Sc. at 1500-2000'. Wind W.S.W. 10 m.p.h. veering to N.N.E. 2-5 m.p.h. Visibility less than 1000 yds. at first, increasing to 2-4000 yds. falling after dark. All operations and training cancelled. The Air Officer in Chief of R.C.A.F. Headquarters in London, Air Vice Marshal H. Richards visited this Squadron during the forenoon accompanied by Squadron Leader H.V. Corbett, D.F.C., and Flight Lieutenant W.J. Brodribb, P.A. to Air Vice Marshal. After completing this visit at 12.30 hours, the Air Vice Marshal and his accompanying Officers proceeded to No. 5 Group, Grantham.	
BAIDERTON	21.4.42		Weather: Cloudy all day, 9-10/10ths Sc. at 2-3000'. Wind E.N.E. Visibility 1500-2000 yds. until 06.00 hours then 2-4 miles in the afternoon decreasing later. Bomber Command was stood down. Group Captain J.E. Hunter, Senior Medical Officer at R.C.A.F. Headquarters, London, visited this Squadron.	
BAIDERTON	22.4.42		Weather: Fair to fine, mist until 13.00 hours then fine, low clouds variable amounts at 3-5000'. S.W. wind. Visibility 1500-2000 yds. until 13.00 hours improving to 2-4 miles during the afternoon decreasing to less than 1000 yds by 23.00 hours. Thirteen aircraft were requested for gardening operations in the Rosemary and Forget-Me-Not areas. One of these, however, failed to take off. Twelve aircraft took off at approximately 19.50 hours. Two aircraft failed to pinpoint themselves and brought vegetable back to base. One aircraft set course for primary target but was unable to obtain definite pin point and decided to attack alternative. This was discouraged by night fighters. Aircraft returned to Coningsby after jettisoning mine safe in deep water to enable climbing after severe icing. One aircraft, piloted by Sgt. MacGregor, A.J., failed to return from this operation after taking off from this aerodrome at 19.46 hours, nothing further has been heard of this aircraft or its crew. The names of the members of its crew and their operational trips and hours were as follows:	A.615 A.616 A.617 A.618 A.619 A.620 A.621 A.623 A.624 A.625 A.626

Place	Date	Time	Summary of Events	References to Appendices
BAIDERTON	22.4.42		(Continued)	
			<div>OPERATIONAL</div> <div>Trips. Hours.</div> <div> NZ/41920 Sgt. MacGregor, A.J. (Pilot) 4 23.15 CAN/RCAF/R.67917, Sgt. Wilson, R.B. (Navigator) 4 23.15 1255811, Sgt. Corderoy, E.A. (1st W.Op/A.G.) 14 79.30 CAN/RCAF/R.77327, Sgt. Daughney, J.H. (2nd W.Op/A.G.) 5 17.20 </div>	
BAIDERTON	23.4.42		Weather: Cloudy with early morning mist clearing by 09.30 hours. Intermittent slight rain during 17.00 and 19.00 hours. 8-10/10ths Sc. at 2500' falling to 800' during rain. South wind, Calm at first becoming N.E. 15-20 m.p.h. Visibility 2-5 miles by 12.00 hours. No operations were requested from this Squadron.	
BAIDERTON	24.4.42		Weather: Cloudy, 7-10/10ths Sc. at 1500-2500'. Wind N.E. 10-15 m.p.h. Visibility 4-6 miles improving later. Thirteen aircraft were requested to carry out operations on the Heinkel Aircraft Works, Rostock, and as most of our freshmen had completed their first trips, we were able to form a complete experienced programme. One aircraft, piloted by Sgt. Craig, after taking off at 21.18 hours, returned to base with load at 04.05 hours owing to navigational error. The remaining twelve aircraft successfully bombed the target and all crews reported that many fires were seen which were visible for approximately 70-80 miles after leaving target area. This operation was the first raid by this Squadron on Rostock and can be considered one of the most successful of all sorties made by this Squadron. The weather and visibility were perfect throughout and all aircraft returned safely. One aircraft also machine-gunned the village of Arensee and saw fires start. Aircraft returning from this operation were diverted to the following bases, Coningsby, Dishforth, Altan, Binbrook and Leconfield. One freshman crew was also detailed to carry out attacks on docks and shipping at Dunkirk. This aircraft successfully completed its mission and safely returned to base.	A.627 A.628 A.629 A.630 A.631 A.632 A.633 A.634 A.635 A.636 A.637 A.638 A.639 A.640
BAIDERTON	25.4.42		Weather: Fair to fine, low clouds, Wind N.E. 10 m.p.h. Visibility 10 miles. Our Squadron and all the Group were congratulated by our Group Command for our previous night's success and a stand down this day was declared.	
BAIDERTON	26.4.42		Weather: Fine cloudy periods. Wind N.E. 10 m.p.h. increasing to 30 m.p.h., later falling to 15 m.p.h. in the evening. Visibility 10-20 miles. Thirteen aircraft were requested for to-days' operations. Twelve experienced crews being detailed to carry out operations on Rostock and one freshman detailed	A.641 A.642 A.643 A.644 A.645 A.646

SECRET

SECRET.

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. _____

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																								
			(Continued)																									
BAIDERTON	26.1.42		for gardening operations in the Rosemary area. Twelve experienced aircraft took off at approximately 21.50 hours to carry out operations as previously stated. One aircraft returned early owing to engine trouble and landed at Damanook, the remaining aircraft successfully bombed their target and once again caused many large fires. All safely returned to base at approximately 05.50 hours. Crews report visibility was very good and runways on airfield out of target showed up clearly, also that flak encountered was becoming more accurate and heavier than on previous occasion. The aircraft detailed for gardening in the Rosemary area, piloted by Sgt. Gould, took off at 23.50 hours and safely returned to base after successfully completing its mission, by 05.39 hours. This Squadron was visited this day by Air Vice Marshal W.A. Coryton, O.B.E.V.O., D.F.C., newly appointed A.O.C. No. 5 Group accompanied by Group Captain H.A. Haines, O.B.E., D.F.C., to attend briefing prior to bombing operations on Heinkel Factories, Rostock. Wing Commander A.C.P. Clayton, D.F.C., re-assumed command of No. 406 (R.C.A.F.) Squadron vice Squadron Leader L.B.B. Price.	A.647 A.648 A.649 A.650 A.651 A.652 A.653 DE 418 Z damaged, non p.																								
BAIDERTON	27.1.42		Weather: Fine, low clouds mil. Wind N.E. 10-15 m.p.h., gusty. Visibility 10-20 miles. Group standing down this day.																									
BAIDERTON	28.1.42		Weather: Fine, no low clouds. Wind N.E. 15-20 m.p.h. increasing to 25-30 m.p.h. Visibility 6-12 miles. Ten experienced crews were requested to carry out operations over Kiel aiming point "A". The alternative target on this occasion being Kiel Town. One aircraft returned early owing to star-board engine trouble after taking off at 21.59 hours, it landed here at 00.40 hours. After taking off from this aerodrome at 22.01 hours, the aircraft piloted by Sgt. Gordon failed to return. Nothing was heard of the aircraft or its crew since take off. The names of the members of this crew with their operational trips and hours are as follows:	A.654 A.655 A.656 A.657 A.658 A.659 A.660 A.661 A.662 A.663																								
			<table><thead><tr><th colspan="2"></th><th colspan="2">OPERATIONAL</th></tr><tr><th colspan="2"></th><th>TRIPS</th><th>HOURS</th></tr></thead><tbody><tr><td>CAN/BCAF/R.83552, Sgt. Gordon, R.I.</td><td>(Pilot)</td><td>7</td><td>37.30</td></tr><tr><td>CAN/BCAF/R.76127, W/Sgt. Roma, J.A.E.</td><td>(Navigator)</td><td>9</td><td>52.05</td></tr><tr><td>1056825, Sgt. Aldridge, W.T.</td><td>(1st W.Op./A.G.)</td><td>12</td><td>55.50</td></tr><tr><td>1106167, Sgt. Hinkle, T.</td><td>(2nd W.Op./A.G.)</td><td>9</td><td>37.15</td></tr></tbody></table>			OPERATIONAL				TRIPS	HOURS	CAN/BCAF/R.83552, Sgt. Gordon, R.I.	(Pilot)	7	37.30	CAN/BCAF/R.76127, W/Sgt. Roma, J.A.E.	(Navigator)	9	52.05	1056825, Sgt. Aldridge, W.T.	(1st W.Op./A.G.)	12	55.50	1106167, Sgt. Hinkle, T.	(2nd W.Op./A.G.)	9	37.15	
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Place	Date	Time	Summary of Events	References to Appendices
BAIDERTON	28.4.42		(Continued) The remaining aircraft were unable to identify the aiming point owing to smoke screen, so carried out their attack on the alternative target of Kiel town. This was successfully completed, many large fires were seen to start. All these aircraft returned safely to base and landed at approximately 05.30 hours. Squadron Leader L.B.B. Price assumed command of No. 408 (R.C.A.F.) Squadron vice Wing Commander A.C.P. Clayton, D.F.C., while the latter was on sick leave.	
BAIDERTON	29.4.42		Weather: Fair to fine, low cloud, a small amount 1-2000' during day. E.N.E. wind 25-30 m.p.h., falling later to 15 m.p.h. Visibility 6-12 miles increasing later during the day to 15-20 miles. This Squadron was stood down for the day. Only bombing practice was carried out during the day.	
BAIDERTON	30.4.42		Weather: Fine, low clouds, 9-10/10ths at 600-800'. Wind N.E. 10-15 m.p.h. Visibility 5-10 miles. Thirteen experienced crews were requested to carry out a bombing attack on Hamburg. These were detailed to take off at approximately 22.15 hours, but all were cancelled at take-off.	
			<u>HONOURS AND AWARDS</u> - Nil.	
			<u>COMMISSIONS</u> - Nil.	
			<u>PROMOTIONS</u> - 103577, Pilot Officer R.G. Hodgson, General Duties, was appointed to the rank of Acting Flying Officer w.e.f. 1.2.42. 1155107, Pilot Officer P.L. Edwards, General Duties, was appointed to the rank of Acting Flying Officer w.e.f. 8.11.41. 60566, Acting Squadron Leader A.S.M. Pin, D.F.C., was appointed to the War Substantive rank of Flying Officer w.e.f. 26.1.42.	
			<u>POSTINGS</u> - Aircrew.	
			Acting Squadron Leader A.S.M. Pin, D.F.C., was posted to No. 29 O.T.U. w.e.f. 22.4.42 on completion of his first operational tour. Pilot Officer J.P. Farrow was posted to No. 29 O.T.U. w.e.f. 1.5.42, on completion of his first operational tour. Flight Lieutenant J.S.C. Morgan, Gunnery Leader for this Squadron, is attached to No. 2 F.D.C. Wilmsholme, pending posting to Canada for Gunnery Leader duties at No. 34 O.T.U., Yarmouth, Nova Scotia, Canada.	
			Squadron Leader J. Clift, O.B.E., was posted to this Squadron from No. 455 (AIB) Squadron w.e.f. 21/4/42, and assumed command of "A" Flight. The following Officers have been posted to this Squadron for flying duties: Pilot Officer C.I.A. Sandland, (Nav.); Pilot Officer W.F.D. Charlton, (Pilot); Pilot Officer W.P. Parks, (Pilot); Pilot Officer S.J. Beranek, (Pilot); Pilot Officer W.C. Sanderson	

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			<u>OPERATIONAL, NON-OPERATIONAL & TRAINING FLYING TIMES - No. 408 (R.C.A.F.) SQUADRON, BALDERTON</u> <u>FOR THE MONTH ENDING APRIL 30, 1942.</u>																						
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SBBPrie s/l.
Squadron Leader - Commanding.
No. 408 (R.C.A.F.) Squadron.