

Place	Date	Time	Summary of Events	References to Appendices
BAIDERTON	26.6.42		<p>Weather: Low cloud, nil at first becoming 5-7/10ths at 2500 - 3000 ft. during the afternoon decreasing to small amounts in the evening. Surface Winds: W.S.W. 5-10 veering to E.W. 10 m.p.h. and in the evening 5-10 m.p.h. becoming calm by midnight. Group requested 5 experienced crews for mining operations off Lowestoft. After the take off at 2300 hours the pilot of one aircraft became ill and was forced to turn back landing at Base with full load at 0130 hours. Another aircraft unable to make a pin-point on the enemy coast returned to Base and landed with bomb load. The remaining three reached their target and successfully carried out their operations. One passed over a flak ship on turning off the target and dropped the wing bombs on this objective. In the exchange of fire the aircraft suffered severe damage and the port tyre was burst unknown to the pilot. Despite this damage a very successful landing was made, a quick recovery on landing saved any further damage to the aircraft.</p>	A.902 - 906 A.905
BAIDERTON	27.6.42		<p>Weather: Low cloud, nil at first becoming rapidly 10/10ths at 2500-3000 ft. but dispersing to nil in the evening. Surface Winds: West 2-5 m.p.h. veering N.W. 10-15 m.p.h. becoming W.N.W. 5 m.p.h. in the late afternoon. 5 aircraft were detailed for sea search returning in the early afternoon with nothing to report. Group advised us that we were "standing down" today.</p>	
BAIDERTON	28.6.42		<p>Weather: Low cloud, 10/10ths at 4000 ft. falling to 4500 ft. with precipitation about midday. Cloud lifting and dispersing to nil with evening. Surface Winds: W-N.W. 10-15 m.p.h. Vis. 2-4 miles increasing generally to 8-10 miles for the day decreasing at midnight to 3 miles. 5 aircraft were again detailed for the sea search but returned with nothing to report. Group advised us again that we were "stood down".</p>	
BAIDERTON	29.6.42		<p>allight Weather: Fine becoming cloudy with rain in the late evening. Low clouds, small amounts at 3000 ft. in the afternoon and 5/10ths in the late evening. Surface Winds: light South Westerly veering to N.W. 10 m.p.h. in the afternoon and becoming then light N.W. westerly. Vis. improving from 1500-2500 yards till mid-day to 10 miles decreasing with night to 4 miles. No aircraft were detailed for sea search and we were again "stood down".</p>	
BAIDERTON	30.6.42		<p>Weather: Low cloud, variable amounts during the day at 3-5000 ft and 10/10ths at 3-4000 ft. after dusk. Surface Winds: light and variable less than 10 m.p.h. Visibility: generally 2-4 miles falling to 2000 yards at dusk. In the morning 3 aircraft were detailed for sea search but all returned with nothing to report, and the Group once more advised us that we were "stood down".</p> <p>HONOURS AND AWARDS 902443 P/Sgt. Ryan, J. was awarded the Distinguished Flying Medal w.s.f. 26th May, 1942. (Promoted in our P.O.R. 79, dated June 10th, 1942.)</p> <p>COMMISSIONS - Nil.</p> <p>ADMINISTRATION - Nil.</p> <p>PROMOTIONS The 2/Sgt. was promoted to rank of 2/Warrant Officer. 6 Sergeants promoted to 2/P/Sgts.</p> <p>POSTINGS 15 M.C.O.'s (Airmen) were posted from this squadron this month. 2 Officers posted to O.F.U.'s this month.</p> <p>CHANGES OF STATION COMBAT-NIL</p> <p>CHANGES IN COMBAT - The squadron is now divided into 2 (two) flights, "A" and "B" flight. "A" flight is commanded by Squadron Leader L.B.S. Price and "B" flight by Squadron Leader J. Clift, O.B.S. All personnel which were previously in "C" flight will now be allocated into the 2 flights already mentioned.</p>	

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 notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. 327221

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

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
BALDERTON (Cont. ...)	21.6.42		In the early morning Group requested us to detail 3 aircraft for immediate sea search. 3 of our crews comprising many aircrew just returned from the base operation, took off at 0730 hours on this search. Within an hour one of our aircraft piloted by P/Lt. J.S. Coulter located a dingy with seven occupants, circled the position after obtaining their "fix" by W.T. After seeing the rescued crew aboard the A.S.R.S. launch our aircraft returned to Base at 1030 hours. Group informed us that flight were approved. The nickelling flight to Rennes was successfully completed without incident but the Freshman base attempting a landing sortie was forced to return to Base with load due to starboard engine overheating.	A.877 -878 AT 179 F damaged
BALDERTON	22.6.42		Weather: Ground fog developed at 0600 hours for a short time. Low cloud 9/10ths at 5000 ft. lowering throughout the day to 6/10ths at 3900 ft. Surface Winds. Southerly 5-10 till 2100 hours, backing to S.W. 5 m.p.h. Visibility: beginning at 1/2 miles, falling to 1000 yards with the ground fog but improving rapidly being generally 10 miles during the day. Group requested 6 experienced and 2 Freshman crews for an incendiary operation against base with the exception of one Freshman having to return to Base due to engine trouble all our aircraft carried out successful sorties. Conditions of industrial haze prevented accurate observation but the docks and built-up area of the town were attacked with success.	A.879 -886 AE 437 H damaged A.879
BALDERTON	23.6.42		Weather: Fine apart from haze in the morning. Low cloud. Nil at first increasing to 3-5/10ths at mid-day and again in the evening to 7-9/10ths at 4-5000 ft. Surface Winds. calm to light N.W. Visibility. 2-5000 yards soon after dawn increasing to over 20 miles in the afternoon. 3 of our aircraft were detailed for sea search but all returned to Base with nothing to report by 0200 hours. Group requested 1 Freshman but this was later cancelled and our squadron was stood down for the day.	
BALDERTON	24.6.42		Weather: Fine becoming cloudy. Low cloud. Nil at first increasing by mid-afternoon to 7-10/10ths at generally 3-4000 ft. Surface Winds. N.W. backing during the day to N.N.W. and later to N.E. Visibility. 10 miles. Group requested 9 experienced crews but later amended this to 3 Freshman crews to bomb docks and shipping at St. Nazaire. These crews took off shortly after 2300 hours and all landed safely at Base at 0600 hours. Only one of these aircraft released its bombs, the other two unable to clearly locate their objective, due to haze causing poor visibility returned to Base with their bomb load.	A.887 -889
BALDERTON	25.6.42		Weather: cloudy, clearing rapidly in the late afternoon and becoming fine. Low cloud mainly 10/10ths until late afternoon clearing rapidly to nil. Surface Winds. East becoming Northerly then Southerly less than 10 m.p.h. Visibility: more than 10 miles throughout. After Group's noon net conference they requested 4 experienced crews to bomb the docks and works at Bremen. One aircraft returned to Base with bomb load a 1/2 hour after 2300 hours take off due to excessive vibration of the starboard engine. A further two returned later with bomb loads as they were unable to establish a fix-point. The remaining 11 crews reached the target area but due to the heavy layer of cloud could not locate the primary target. The built up area and surrounding town of Bremen was attacked as an alternative. Very large fires were observed and all our aircraft returned safely to Base. One of these crews returning across the North Sea, sighted a dingy and obtained a "fix" of its position from the Air Sea Rescue Service. All our aircraft landed safely by 0530 hours.	A.890 -901 A.900

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			<p>In the morning Group informed us that, tentatively, 11 crews might be required. But after Group met, conference this number was confirmed, the operation being gardening sorties off Lorient. Our squadron was the only one in the Group operating this night. We pressed our maintenance to ready this number of serviceable aircraft but for the take off we could only marshal 10 aircraft. To reach this target all our aircraft were forced to fly below the cloud but on reaching the enemy coast they had all to abandon their sortie with the cloud base lowering below 500 ft. being the only aircraft operating in this area it was possible to plot the tracks of our returning aircraft. All ten were plotted to within 50 miles of Great Britain, then the plot of one aircraft faded out. Nine of our aircraft returned, safely landing at Base by 0600 hours. Noting was from the remaining aircraft after take off. Following are the operational trips and hours of the crew:</p> <table><thead><tr><th></th><th></th><th></th><th>TRIPS</th><th>HOURS</th></tr></thead><tbody><tr><td>Hampden</td><td>J.7321</td><td>P.O. BERNARD, S.W.</td><td>(Pilot)</td><td>8</td><td>51.40</td></tr><tr><td>AT-220</td><td>929949</td><td>Sgt. SQUIRE, E.C.</td><td>(Navigator)</td><td>5</td><td>26.20</td></tr><tr><td></td><td>1104295</td><td>Sgt. COWELL, E.V.</td><td>(1st W/Op.AG.)</td><td>19</td><td>115.35</td></tr><tr><td></td><td>956676</td><td>Sgt. MADDOCK, D.</td><td>(2nd W/Op.AG.)</td><td>2</td><td>9.45</td></tr></tbody></table>				TRIPS	HOURS	Hampden	J.7321	P.O. BERNARD, S.W.	(Pilot)	8	51.40	AT-220	929949	Sgt. SQUIRE, E.C.	(Navigator)	5	26.20		1104295	Sgt. COWELL, E.V.	(1st W/Op.AG.)	19	115.35		956676	Sgt. MADDOCK, D.	(2nd W/Op.AG.)	2	9.45	A.855
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BALDERTON	19.6.42		<p>Weather: Low cloud, 10/10ths becoming 5/10ths after 1000 hours and nil in the late evening. Surface winds, NW veering to Easterly by midday later veering to SEB less than 5 mph. Vis. 4-6 miles increasing during the day to over 20 miles falling off to 10 miles by evening.</p> <p>We were advised that Air Sea rescue and other stations on the South coast are carrying out a search for the crew of our missing aircraft. Group requested 7 Freshman crews, but as we had only two Freshman crews their request was amended. We planned to operate the two Freshmen, two Nicker flights and one cross country but due to adverse weather conditions in the target areas our operations were cancelled by Group. The short cross country flight was successfully carried out and completed by 0130 hours.</p>																														
BALDERTON	20.6.42		<p>Weather: Fine becoming cloudy during the day but clearing at night. Low cloud, nil at first becoming 8-10/10ths at 2500 ft. lifting quickly in the evening to 5000 ft. and dispersing after sunset. Surface winds, S.W. becoming calm in the afternoon and light northerly in the evening. Visibility, generally 5-8 miles decreasing with dusk to 3 miles.</p> <p>Group requested 6 experienced crews and 2 Freshmen for an incendiary raid against Brest. We were permitted to include two Nicker flights, to 1 mile, on our programme. One Nicker flight was completed successfully, but the other, owing to navigational errors, turned back before reaching the English coast. This aircraft when near Base developed engine trouble and the rear gunner mistaking the command to stand by in readiness abandoned the aircraft at a height of 1500 ft. He parachuted safely and landed without injury at Gorthorne, near Sturtevant. The pilot continued to Base and landed with the rest of the crew safely.</p> <p>The 10 bombing crews all reached Brest, bombing the built-up town area, returned and safely landed at Base at 0500 hours. One of the aircraft suffered extensive damage by the enemy ground defences but there were no casualties and a safe landing was made at Base.</p>	A.865 - 876																													
BALDERTON	21.6.42		<p>Weather: Ground fog in the early morning becoming cloudy during the day but fine at night. Low cloud nil at first developing at 1200 hours and becoming 7-9/10ths at 3000 ft. but dispersing rapidly at 2000 hours.</p> <p>Surface Winds, Light Northerly at first, becoming calm and then S.W. - S.S.W. 5 mph. after 1200 hours.</p> <p>Visibility, 2-3 miles deteriorating in the ground fog, increasing to 7-10 miles during the day and falling to 3 miles with dusk.</p>	A.873 A.870																													

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R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. **FIVE**

See instructions for use of this form in K.R. and A.C.I. para. 204, 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
BAIDERTON	15.6.42		Weather: Overcast with rain or drizzle becoming intermittent during the night. Low cloud 10/10ths at 500 to 1000 ft. Lower in heavy precipitation. Surface winds N.W. 5-10 m.p.h. veering N.E. 2-5 m.p.h. Visibility 4-6 miles. In showers 1-3 miles. No operations took place in Bomber Command, due to unfavourable weather.	
BAIDERTON	16.6.42		Weather: Slight drizzle ceasing after dawn. Low cloud 10/10ths 4000 - 2000 ft falling to 500-500 ft in precipitation, breaking at times to 1-2/40ths but coming to 9-10/40ths at 1000 ft in the evening. Surface winds, N.E. 2-5 m.p.h. backing to N.W. - W.N.W. Vis. generally 4 - 5 miles. Our squadron was "stood down" again today. We were advised that a mole reconnaissance might be carried out in the morning. Extensive training was cancelled but two aircraft carried out local circuits and practice landings.	
BAIDERTON	15.6.42		Weather: Cloudy with occasional slight rain or drizzle most of the day. Low cloud 8-10/10ths at 2000-3000 ft. falling at times to 500 ft. Surface winds North 5 m.p.h. backing slowly to W.N.W. 5-10 m.p.h. Vis. mainly 2-4 miles. Four aircraft were held in readiness for take-off on mole reconnaissance but the weather report brought back by our aircraft investigating cloud cover for this operation proved total lack of cover and the operation had to be abandoned. We were then advised by Group of a Command "stand-down" and local weather did not permit of a training programme.	
BAIDERTON	16.6.42		Weather: Cloudy with occasional slight showers and mist. Low cloud 5-9/10ths at 4000 - 5000 ft. falling in showers to 1500 ft. Surface winds light and variable, generally W. 5 m.p.h. Vis. averaging 2 - 4 miles. Group requested 15 aircraft for mining operations off Lorient. Just prior to take-off after 2200 hours we were forced to cancel one aircraft due to engine trouble. A heavy layer of low cloud over the target area, prevented six of our aircraft dropping their sea mines. These aircraft returned to base with their loads. However despite the poor visibility the other six aircraft found their target under the low cloud and successfully completed their sorties. All our aircraft landed safely at Base by 1630 hours.	A. 857 - 863
BAIDERTON	17.6.42		Weather: Mainly cloudy, misty for two hours after dawn, low cloud 5-9/10ths chiefly between 3000 and 5000 ft. but occasionally higher. Surface winds, W-NW 3 - 10 m.p.h. Vis. 3 miles deteriorating with dawn then improving generally being more than 5 miles. Group requested 6 Freshmen crews for mining operations in the St. Nazaire area. Bomber Command requested that no Hicker flights were to operate. Our six Freshmen took off at 2230 hours and all landed safely at Base by 1600 hours. These operations were carried out without event and were completely successful.	A. 849 - 854
BAIDERTON	18.6.42		Weather: Cloudy with intermittent rain 1000 till 2100 hours. Low cloud fell at dawn soon increased to 9-10/10ths at 5000 ft. falling to 2500 ft. in the drizzle, falling at times during the day to as low as 500 to 800 ft. lifting after 2100 hours to 3500 ft. Surface winds, WSW 2-5 m.p.h. veering NW in the afternoon and further veering to NE 5-10 m.p.h. after 1700 hours. Vis. beginning at 6 miles but falling in precipitation and being generally 2 miles, and for short periods closing to 2000 yards, then steadily improving in the early evening to 7 miles.	A. 855 - 865

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Place	Date	Time	Summary of Events	References to Appendices																																
BALDERTON			<p>In the morning Group informed us that, tentatively, 11 crews might be required. But after Group met. conference this number was confirmed, the operation being gardening sorties off Lorient. Our squadron was the only one in the Group operating this night. We pressed our maintenance to reach this target all our aircraft were forced to fly below the cloud but on reaching the enemy coast they had all to abandon their sortie with the cloud base lowering below 500 ft. Being the only aircraft operating in this area it was possible to plot the tracks of our returning crews. All ten were plotted to within 50 miles of coast beach, then the plot of one aircraft faded out. Nine of our aircraft returned, safely landing at Base by 0600 hours. Nothing was from the remaining aircraft after take off. Following are the operational trips and hours of the crew:</p> <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>Hampton</td><td>J.7321</td><td>P.O.</td><td>BERNARD, S.J. (Pilot)</td><td>8</td><td>51.10</td></tr><tr><td>AT-220</td><td>929949</td><td>Sgt.</td><td>SQUIRE, E.O. (Navigator)</td><td>5</td><td>28.20</td></tr><tr><td></td><td>110225</td><td>Sgt.</td><td>CONWELL, E.V. (1st W/Op.A3.)</td><td>19</td><td>113.35</td></tr><tr><td></td><td>956676</td><td>Sgt.</td><td>HADDOCK, D. (2nd W/Op.A3.)</td><td>2</td><td>9.45</td></tr></tbody></table>	OPERATIONAL						TRIPS	HOURS	Hampton	J.7321	P.O.	BERNARD, S.J. (Pilot)	8	51.10	AT-220	929949	Sgt.	SQUIRE, E.O. (Navigator)	5	28.20		110225	Sgt.	CONWELL, E.V. (1st W/Op.A3.)	19	113.35		956676	Sgt.	HADDOCK, D. (2nd W/Op.A3.)	2	9.45	A.855
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OPERATIONS RECORD BOOK

MONTH OF JUNE.

Page No. ONE.

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

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices																		
			<u>INVESTIGATIVE SUMMARY OF EVENTS AS AT JUNE 21, 1942.</u>																			
			<table><tr><th colspan="2">Summary of Events</th><th>References to Appendices</th></tr><tr><td>R.O.C.A.F. (U.S.A.)</td><td>1411</td><td>272</td></tr><tr><td>R.A.F. (CAN.)</td><td>17</td><td>206</td></tr><tr><td>R.N.Z.A.F.</td><td>1411</td><td>141</td></tr><tr><td>R.A.A.F.</td><td>1411</td><td>141</td></tr><tr><td>TOTAL SYRAGON.</td><td>59</td><td>122</td></tr></table>	Summary of Events		References to Appendices	R.O.C.A.F. (U.S.A.)	1411	272	R.A.F. (CAN.)	17	206	R.N.Z.A.F.	1411	141	R.A.A.F.	1411	141	TOTAL SYRAGON.	59	122	
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TOTAL SYRAGON.	59	122																				
Ba LIDERTON	1.6.42		<p>Weather: Fine at first turning cloudy at dawn with slight rain at 1100 hours. Cloud 7-10/10ths. at 1200 to 2500 ft. with a South West Wind at 5-10 m.p.h., increasing to 15 to 25 m.p.h. by 1.30. 2000 to 3000 yards. Group requested special maximum effort for a further large scale raid directed against Essen. 17 crews were detailed for this operation including one Manchester aircraft captained by the Flight Commander of "B" Flight, S/Ldr. L.B.B. Price, at present on conversion to heavier type of aircraft, at our parent station, R.A.F., Syerston. Also detailed were 4 Freighter crews. Of the 21 crews detailed, four were cancelled owing to technical failures at take-off. Five three were successful in reaching and bombing their target, nine bombed the alternative target (South West) area in the Ruhr. The Freighter crews were cancelled before briefing. The Manchester aircraft returned safely to Base at our parent station, R.A.F. Syerston. One of our experienced crews piloted by P/O W.F. Charlton unfortunately failed to return from this operation and has not been heard of since time of take-off. The names of the members of the crew of Hampden A.T.191 with their operational trips and hours, are as follows:</p> <table><tr><th></th><th>TRIPS</th><th>HOURS</th></tr><tr><td>Hamp- 10354.9 P/O CHARLTON, William Frederick. (Pilot)</td><td>17</td><td>95.55</td></tr><tr><td>den 929162 P/O SANDHAM, Cyril Ian Andrew. (Navigator)</td><td>21</td><td>86.05</td></tr><tr><td>A.T.191 550295 P/Sgt. WORMER, Frederick John. (DM) (1st W/O A.G.)</td><td>56</td><td>367.00</td></tr><tr><td>(A) 1101605 SGT. HAYES, Ed. Alfred. (2nd W/O A.G.)</td><td>19</td><td>97.10</td></tr></table>		TRIPS	HOURS	Hamp- 10354.9 P/O CHARLTON, William Frederick. (Pilot)	17	95.55	den 929162 P/O SANDHAM, Cyril Ian Andrew. (Navigator)	21	86.05	A.T.191 550295 P/Sgt. WORMER, Frederick John. (DM) (1st W/O A.G.)	56	367.00	(A) 1101605 SGT. HAYES, Ed. Alfred. (2nd W/O A.G.)	19	97.10				
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BALDERONE	2.6.42		<p>Weather: Cloudy during early part of forenoon, becoming fine by afternoon. Low cloud 7-9/10ths at 2000 to 3000 ft. gradually lifting to 3000 to 4000 ft. by afternoon dispersing later during evening. South West wind 10 to 15 m.p.h. falling by evening. In approximate vls. of 5-10 miles throughout the day. Group requested six experienced and one Freighter crews for to-night's operations. To this we added four Mitchell crews. Owing to technical failure we were later forced to cancel the Freighter crew, however, our maximum having recently been heavily raised, it is hoped this cancellation will not meet with too much criticism. The four Mitchell crews took off at 2300 hours and, having completed a successful trip, returned to base by 0600 hours the following morning. The experienced crews took off without incident but found a general haze condition in the location of their target (Essen). Despite this haze condition, two crews identified the primary target and unloaded their incendiaries, a third bombed a town in that area as a last resort. One of the remaining three experienced crews was cancelled on take-off due to technical failure and two other crews returned to base at 0200 hours on technical grounds. The remaining aircraft, Hampden AT 191, (B) piloted by P/O Ldr. Price, unfortunately did not return from this operation, and, no further word has been received as to the whereabouts of crew or aircraft since time of take-off. The names of the members of the crew with their operational trips and hours are as follows:</p>	<p>AE 293 "7"</p> <p>damaged</p> <p>Cr. "B"</p>																		

OVERSEAS

Place	Date	Time	Summary of Events	OPERATIONAL HOURS		References to Appendices
				TRIPS	HOURS	
			<p> Hamp- ROAR/7.7076 P/O. TAYLOR, Kenneth Henry. (Pilot) den- 1195147 P/O. EDWARDS, Peter Leslie. (Navigator) AT 154 1325076 SGT. KENSON, Ernst Gladstone. (Int W/Op.A.G.) (2) ROAR/R.89200 SGT. MCNEISH, Orville Wilbert. (Int W/Op.A.G.) </p>	7	39.00	A-795
BAIRDERTON.	5.6.42		<p> Weather: No. low clouds. W.S.W. surface winds, light at first increasing later to 10 m.p.h. by 1500 hours and calmer by 2200 hours. Vis. 2 to 3 miles decreasing at daylight and, throughout the day approximately 25 miles but, by midnight a decrease to 6 to 7 miles. </p> <p> Group requested 9 experienced and one Freshman crews. Two Mitchell crews were added to this effort. The experienced crews were detailed to bomb Bremen, Germany, and the Freshman crew for Gardening off St. Nazaire. </p> <p> The Freshman crew took off at 2300 hours successfully reached and mined the allocated area and returned to Base at 0600 hours. Of the two Mitchell crews which had been added to the operational programme, one completed a successful trip, returning safely to Base, and the other was cancelled prior to take-off owing to the unserviceability of the aircraft. Two further aircraft had to be cancelled as unserviceable, reducing our main effort to 7 experienced crews. This main force took off at 2245 hours and all landed safely at Base at 0500 hours. General conditions of haze were encountered by all crews, insofar as they could not definitely identify the primary aiming point. Five crews bombed the town with their incendiaries and the sixth, as a last resort, an aerodrome at Wittenberg. The seventh aircraft was forced to return to Base from a position at sea as the Captain was ill. After all landings were completed aircraft AT220 'G', whilst in the process of refuelling, caught fire and was completely burnt out, despite all efforts of our fire party and the local fire brigade, which was called from Remart. An inquiry was held on the station Commander's instructions and reference may be made to our form 7656 for Hampden AT 220 'G' dated 4.6.42 ref. 408/G.702/25/Pl. </p>			A794-802
BAIRDERTON	4.6.42		<p> Weather: Thick haze at dawn but fine thereafter. Isolated traces of low cloud at 5000 ft. Surface winds from calm or light S.W. became light N-W. Vis. 4 to 6 miles, falling in the thick haze to less than 1000 yds., then increased during the day to 10-15 miles and in the evening 2-4 miles. </p> <p> Group requested four Freshman crews to bomb docks and shipping at Dieppe, France. To this programme we added one Mitchell flight. In the late afternoon at 1730 hours, aircraft AT 150 (B) while on flying test crashed at Giverville, 3 miles East of our aerodrome. Severe damage was sustained by the aircraft but fortunately none of the occupants were injured in any way. The crew and passengers of this aircraft were: </p> <p> Hamp- 119813 Pilot Officer H.J. Randall (Pilot) den- 400907 Pilot Officer R.P. Wishart (W/Operator) AT 150 R.68501 Corporal Godfrey, E.E. 487 R.86700 AG. Chalmers, J.H. Air Testing. </p> <p> As a consequence of this accident our effort had correspondingly to be reduced to three Freshman and one Mitchell flight. The Mitchell took off at 2200 hours and was unable to find the target due to poor vis. and returned to Base. Two of the Freshman reached and successfully bombed the target, the remaining crew returning to Base at 0240 hours having failed to reach their objective. This failure was due to starboard engine overheating. All landings were completed at Base by 0530. </p>			A.805-806
						A.803
BAIRDERTON	5.6.42		<p> Weather: Fine but hazy during the morning. Winds North and light, slowly veering to East. Vis. 5-6 miles improving to 5-10 miles. Group requested 10 experienced and 2 Freshman crews, for incendiary bombing raid on Bremen. We were forced to cancel the two Freshman crews, as only ten serviceable aircraft were available. Just prior to the take off a further aircraft and crew were cancelled as the engine proved unserviceable. Conditions of industrial haze again prevented us </p>			A.807 - 814.

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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 notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. **THREE.**

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

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
BAIRDEN	5.6.42		attack on the primary target but, two crews identified and bombed the alternative, the surrounding town area. Five of the remaining were forced to last resort target but their bomb bursts were considered to be in built up areas not more than ten miles from the primary. One of these five was forced to jettison its load when the port generator failed while they were in the target area. This crew shot up an enemy aerodrome nearby after leaving the target. The other two aircraft were forced to abandon their sortie due to engine trouble, one landing at Gensingby aerodrome en route the other returning to Base at 2330 hours. All landings were successfully completed by 0500 hours.	A.807-811 (continued).
BAIRDEN	6.6.42		Weather: Fine deteriorating slightly after 1900 hours. No low cloud apart from 3/10ths at 3000 ft., from 2100 to 2200 hours. Surface winds, calm becoming light S.E. veering to S, then veering slightly to W. 5-10 m.p.h. increasing to 10-15 m.p.h. at 2100 hours. Vis. improving from 1/2 miles to 10 miles after dawn and decreasing in the evening to 2 1/2 miles. Group requested 5 experienced and 5 semi-experienced crews to make an incendiary attack on Selen. However, in the early afternoon one aircraft proved unserviceable by H.P.T. and a further craft piloted by P/O Sandbach, R.E.S. after appearing to swing following Selen, crashed into a field N.E. of the aerodrome. This was the pilot's second crash since the 4th Inst. Please refer to report of the 4th Inst. The three occupants were placed on H.I. list at the Home Emergency Board. The aircraft was seriously damaged, reference our Form 7656 of this date.	A.815 - 822
			Map - 149857 Pilot Officer H.J. RATHALL. (Pilot) dno. - Y 400907 Pilot Officer R.P. WIGMORE. (W/Operator) (Australian.) AD 900. 1057266 Sergeant ELLIOTT, R.E. (Passenger)	408/702/26/P.1
			It should be mentioned here that Sgt. Elliott was proceeding on posting, at the time, following completion of his first tour of operations. Our raid was consequently reduced to nine crews in all, carrying incendiaries and Wing Bombs. One of the aircraft prior to take-off had had to be cancelled due to overheating engine. The remaining eight took off but a few minutes after, one of them returned and landed at Base with difficulty similar to that mentioned above. Of the remaining seven, five reached the target and although they could not identify the primary target owing partly, due to poor visibility, target the surrounding town area. Of the other two, one returned to Base with bomb load at 0245 hours owing to a navigational failure and the remaining crew attacked a searchlight concentration on the Selen Isles as a last resort. The captain of this aircraft did not consider that the aircraft controls were functioning sufficiently well to proceed to the target.	A.817
BAIRDEN	7.6.42		Weather: Partly cloudy. Surface winds E-W.N.W. 10-15 m.p.h. Vis. 4 miles improving to 15 miles and decreasing with evening to 8 miles. Group requested two Freshmen for mining operations off the Selen Islands. To this programme we added one Nickel and one cross country flight. These sorties and flight were carried out successfully without incident. All aircraft landed safely at Base by 0530 hours.	A.823 - 825
	8.6.42		Weather: Partly cloudy. Surface winds S-S.E. 10-15 m.p.h. Vis. 4 miles improving to 15 miles and decreasing with evening to 8 miles. - C.	

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Place	Date	Time	Summary of Events	References to Appendices
BAIDERTON	8.6.42		<p>Weather: Fine becoming cloudy with showers at noon and clearing late evening. Low cloud increasing with dawn with 4-7/10ths at 2000 ft., lower during precipitation, the cloud lifted later in the day and dispersed after sunset. Surface winds, West 5-10 m.p.h. veering N.W. 15-20 m.p.h. till midday backing and falling in afternoon to W. 15 m.p.h. and by evening V.S.W. 15 m.p.h. Vis. Good improving from 2-3 miles at dawn to 10-12 during the day.</p> <p>Group requested six experienced crews for an incendiary attack on Essen and two Freshman crews to bomb the docks and shipping at idlers. The two Freshman reached their target but one, due to unfortunate technical failure was unable to release bombs, both returning safely to Base by 0530 hours. Of six experienced crews one was cancelled before take off due to engine trouble, two returned to Base before 0230 hours due to crew illness and the fourth crew returned early and landed at 0230 hrs due to unsatisfactory engine performance. All these four bomb loads were brought back to Base. The other two crews carried out successful sorties, having reached the target and bombing the built up area in Essen. All aircraft were successfully loaded by 0430 hours.</p>	A.826 - 832
BAIDERTON	9.6.42		<p>Weather: Low cloud, 7-10/10ths at 2000 to 5000 ft., becoming 2/10ths at 3000 ft. at dusk. Surface winds W.S.W. at 10 m.p.h. veering in the afternoon to become E-S.E. less than 5 m.p.h. Vis. improving from 2-3 miles after dawn to 7-12 miles and holding generally throughout the day.</p> <p>Group requested five Freshman crews and to this programme we added one Nickellier and one cross country flight. Later in the day Group cancelled all our operations due to adverse weather conditions in target areas. All flying including training was suspended.</p>	
BAIDERTON	10.6.42		<p>Weather: Beginning cloudy developing later with light showers. Fair to cloudy after 1900 hours. Low cloud, 2-4/10ths at 2000 to 3000 ft., increasing by dawn to 9-10/10ths and 4-7/10ths at 2000 to 3000 ft. During the afternoon lifting to 3000 to 4000 ft. in the evening. Surface winds mainly light N.E. Vis. 6-13 miles decreasing by dawn to 4-6 miles and holding throughout the day to 12 to 20 miles. Our programme of six experienced and five Freshman crews and a cross country flight had, again, to be suspended owing to adverse weather conditions in the target area.</p>	
BAIDERTON	11.6.42		<p>Weather: Fine becoming cloudy during the morning but clear in the evening. Low cloud from nil gradually increasing to 7/10ths at 2000 ft. by 1500 hours and dispersing by sunset. Surface winds, light northerly becoming E. 5 - 10 m.p.h. by afternoon falling to light in the evening. Vis. exceptional increasing from 4-6 soon after dawn and more than 10 miles during the day and over 30 miles by the evening. Group requested five Freshman crews for mining operations off the British Islands. We added one Nickellier and one day cross country, which was carried out successfully. However the weather in the Nickellier area was unsuitable and this flight was cancelled. All five Freshman reached the target area but one unfortunately could not release the mine and later jettisoned "safe" in deep waters. All returned safely to Base by 0900 hours.</p>	A.833 - 837
BAIDERTON	12.6.42		<p>Weather: Low cloud became suddenly 9/10ths at 2000 to 3000 ft., clearing only small amounts or patches in the evening. Surface winds, S.W. then light N.E. becoming S.W. 5-10 m.p.h. Vis. decreased from 10-15 miles to 3-6 miles then 15-25 during the day closing to 4-6 miles in the evening. Group requested ten experienced crews and we added one Nickellier flight to this programme. However at 2100 hours all operations were suspended due to unfavourable weather conditions.</p>	

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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 notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. FIVE

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	15.6.42		Weather: Overcast with rain or drizzle becoming intermittent during the night. Low cloud 10/10ths at 500 to 1000 ft. lower in heavy precipitation. Surface winds N.N.W. 5-10 m.p.h. veering NE-NSE 2-5 m.p.h. Visibility 1-6 miles. In showers 1-3 miles. No operations took place in Bomber Command, due to unfavourable weather.	
BALDERTON	16.6.42		Weather: Slight drizzle ceasing after dawn. Low cloud 10/10ths 4000 - 2000 ft falling to 300-500 ft in precipitation, breaking at times to 1-3/4 10ths but coming to 9-10/10ths at 1000 ft in the evening. Surface winds, N.E. 2-5 m.p.h. backing to N.W. - W.N.W. Vis. generally 4 - 6 miles. Our squadron was "stood down" again today. We were advised that a night reconnaissance might be carried out in the morning. Extensive training was cancelled but two aircraft carried out local circuits and practice landings.	
BALDERTON	17.6.42		Weather: Cloudy with occasional slight rain or drizzle most of the day. Low cloud 8-10/10ths at 2000-3000 ft. falling at times to 500 ft. Surface winds North 5 m.p.h. backing slowly to E.N.W. 5-10 m.p.h. Vis. mainly 2-4 miles. Four aircraft were held in readiness for take-off on hole reconnaissance but the weather report brought back by our aircraft investigating cloud cover for this operation proved total lack of cover and the operation had to be abandoned. We were then advised by Group of a Command "stand-down" and local weather did not permit of a training programme.	
BALDERTON	19.6.42		Weather: Cloudy with occasional slight showers and mist. Low cloud 6-9/10ths at 4000 - 5000 ft. falling in showers to 1500 ft. Surface winds light and variable, generally W. 5 m.p.h. Vis. averaging 2 - 4 miles. Group requested 15 aircraft for mining operations off Iceland. Just prior to take-off after 2200 hours we were forced to cancel one aircraft due to engine trouble. A heavy layer of low cloud over the target area prevented six of our aircraft dropping their sea mines. These aircraft returned to Base with their loads. However despite the poor visibility the other six aircraft found their target under the low cloud and successfully completed their sorties. All our aircraft landed safely at Base by 1630 hours.	A. 837 - 838
BALDERTON	17.6.42		Weather: Mainly cloudy, misty for two hours after dawn, low cloud 5-9/10ths chiefly between 3000 and 5000 ft. but occasionally higher. Surface winds, W-WSW 3 - 10 m.p.h. Vis. 3 miles deteriorating with dawn then improving generally being more than 5 miles. Group requested 6 Freemen crews for mining operations in the St. Nazaire area. Bomber Command requested that no Nickel flights were to operate. Our six Freemen took off at 2230 hours and all landed safely at Base by 1600 hours. These operations were carried out without event and were completely successful.	A. 849 - 850
BALDERTON	18.6.42		Weather: Cloudy with intermittent rain from 1000 till 2100 hours. Low cloud nil at dawn soon increased to 9-10/10ths at 5000 ft. falling to 2500 ft. in the drizzle, falling at times during the day to as low as 300 to 800 ft. lifting after 2100 hours to 3500 ft. Surface winds, WSW 2-5 m.p.h. veering NW in the afternoon and further veering to NE 5-10 m.p.h. after 1700 hours. Vis. beginning at 6 miles but falling in precipitation and being generally 2 miles, and for short periods closing to 2000 yards, then steadily improving in the early evening to 7 miles.	A. 855 - 863

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Place	Date	Time	Summary of Events	Reference to Appendices																									
			<p>In the morning Group informed us that, tentatively, 11 crews might be required. But after Group met. conference this number was confirmed, the operation being gardening sorties off Lorient. Our squadron was the only one in the Group operating this night. We pressed our maintenance to ready this number of serviceable aircraft but for the take off we could only marshal 10 aircraft. To reach this target all our aircraft were forced to fly below the cloud but on reaching the enemy coast they had all to abandon their sortie with the cloud base lowering below 500 ft. Being the only aircraft operating in this area it was possible to plot the tracks of our returning crews. All ten were plotted to within 30 miles of coast base, upon the plot of one aircraft faded out. Nine of our aircraft returned, safely landing at Base by 0600 hours. Nothing was from the remaining aircraft after take off. Following are the operational trips and hours of the crew:</p> <table border="1"> <thead> <tr> <th></th><th></th><th></th><th>TRIPS</th><th>HOURS</th></tr> </thead> <tbody> <tr> <td>Hampden</td><td>J.7321</td><td>P.O.</td><td>DELANE, S.J.</td><td>(Pilot) 8 51.10</td></tr> <tr> <td>AT-220</td><td>92994.9</td><td>Sgt.</td><td>SQUIRE, E.G.</td><td>(Navigator) 5 28.20</td></tr> <tr> <td></td><td>1104295</td><td>Sgt.</td><td>CHENZIL, E.V.</td><td>(1st W/Op. AG.) 19 113.35</td></tr> <tr> <td></td><td>956676</td><td>Sgt.</td><td>HADDOCK, D.</td><td>(2nd W/Op. AG.) 2 9.45</td></tr> </tbody> </table>				TRIPS	HOURS	Hampden	J.7321	P.O.	DELANE, S.J.	(Pilot) 8 51.10	AT-220	92994.9	Sgt.	SQUIRE, E.G.	(Navigator) 5 28.20		1104295	Sgt.	CHENZIL, E.V.	(1st W/Op. AG.) 19 113.35		956676	Sgt.	HADDOCK, D.	(2nd W/Op. AG.) 2 9.45	A.855
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BALDERON	19.6.42		<p>Weather: Low cloud, 10/10ths becoming 5/10ths after 1000 hours and nil in the late evening. Surface winds, NE veering to Easterly by midday later veering to SSE less than 5 mph. Vis. 4-6 miles increasing during the day to over 20 miles falling off to 10 miles by evening.</p> <p>We were advised that Air Sea Rescue and other stations on the South coast are carrying out a search for the crew of our missing aircraft. Group requested 7 Freshman crews, but as we had only two Freshman crews their request was amended. We planned to operate the two Freshman, two Nickel flights and one cross country but due to adverse weather conditions in the target areas our operations were cancelled by Group. The short cross country flight was successfully carried out and completed by 0130 hours.</p>																										
BALDERON	20.6.42		<p>Weather: Fine becoming cloudy during the day but clearing at night. Low cloud, nil at first becoming 8-10/10ths at 2500 to 3500 ft., lifting quickly in the evening to 5000 ft. and dispersing after sunset. Surface winds, S.W. becoming calm in the afternoon and light Northerly in the evening. Visibility, generally 5-8 miles decreasing with dusk to 3 miles.</p> <p>Group requested 8 experienced crews and 2 Freshman for an incendiary raid against Brest. We were permitted to include two Nickel flights, to 1 mile, on our programme. One Nickel flight was completed successfully, but the other, owing to navigational errors, turned back before reaching the English coast. This aircraft when near Base developed engine trouble and the rear gunner mistaking the command to stand by in readiness abandoned the aircraft at a height of 1500 ft. He parachuted safely and landed without injury at Outhorpe, near Stratford. The pilot continued to Base and landed with the rest of the crew safely.</p> <p>The 10 bombing crews all reached Brest, bombing the built-up town area, returned and safely landed at Base at 0500 hours. One of the aircraft suffered extensive damage by the enemy ground defences but there were no casualties and a safe landing was made at Base.</p>	A.865 - 876																									
				A.873																									
BALDERON	21.6.42		<p>Weather: Ground fog in the early morning becoming cloudy during the day but fine at night. Low cloud nil at first developing at 1200 hours and becoming 7-9/10ths at 3000 ft. but dispersing rapidly at 2000 hours.</p> <p>Surface Winds, Light Northerly at first, becoming calm and then S.W. - S.S.W. 5 mph. after 1200 hours.</p> <p>Visibility, 2-3 miles deteriorating in the ground fog, increasing to 7-10 miles during the day and falling to 3 miles with dusk.</p>	A.870																									

OPERATIONS RECORD BOOK

Page No. SEVEN

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

No. of pages used for day

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Place	Date	Time	Summary of Events	References to Appendices
BAIRDERTON	26.6.42		<p>Weather: Low cloud, nil at first becoming 5-7/10ths at 2500 - 3000 ft. during the afternoon decreasing to small amounts in the evening. Surface Winds, W.S.W. 5-10 veering to N.W. 10 m.p.h. and in the evening 5-10 m.p.h. becoming calm by midnight. Group requested 5 experienced crews for mining operations off Lorient. After the take off at 2300 hours the pilot of one aircraft became ill and was forced to turn back landing at Base with full load at 0130 hours. Another aircraft unable to make a pin-point on the enemy coast returned to Base and landed with bomb load. The remaining three reached their target and successfully carried out their operations. One passed over a flak ship on turning off the target and dropped the wing bombs on this objective. In the exchange of fire the aircraft suffered severe damage and the port tyre was burst unknown to the pilot. Despite this damage a very successful landing was made, a quick recovery on landing saved any further damage to the aircraft.</p>	A.902 - 906 A.905
BAIRDERTON	27.6.42		<p>Weather: Low cloud, nil at first becoming rapidly 10/10ths at 2500-3000 ft. but dispersing to nil in the evening. Surface Winds, West 2-5 m.p.h. veering N.W. 10-15 m.p.h. becoming W.N.W. 5 m.p.h. In the late afternoon 5 aircraft were detailed for sea search returning in the early afternoon with nothing to report. Group advised us that we were "standing down" today.</p>	
BAIRDERTON	28.6.42		<p>Weather: Low cloud, 10/10ths at 4000 ft. falling to 4500 ft. with precipitation about midday. Cloud lifting and dispersing to nil with evening. Surface Winds, W-N.W. 10-15 m.p.h. Vis. 2-4 miles increasing generally to 8-10 miles for the day decreasing at dusk to 3 miles. 5 aircraft were again detailed for the sea search but returned with nothing to report. Group advised us again that we were "stood down".</p>	
BAIRDERTON	29.6.42		<p>Weather: Fine becoming cloudy at dusk in the late evening. Low cloud, small amounts at 3000 ft. in the afternoon and 5/10ths in the late evening. Surface Winds: light B. or W. veering to N.W. 10 m.p.h. in the afternoon and becoming then light N. Easterly. Vis. Improving from 1500-2000 yards mid-day to 10 miles decreasing with night to 4 miles. No aircraft were detailed for sea search and we were again "stood down".</p>	
BAIRDERTON	30.6.42		<p>Weather: Low cloud, variable amounts during the day at 3-5000 ft. and 10/10ths at 3-4000 ft. after dusk. Surface Winds: light and variable less than 10 m.p.h. Visibility: generally 3-4 miles falling to 2000 yards at dusk. In the morning 3 aircraft were detailed for sea search but all returned with nothing to report, and the Group once more advised us that we were "stood down".</p>	
			<p>RECOGNITION AND AWARDS - COMMAS P/Sgt. Ryan, J. was awarded the Distinguished Flying Medal w.s.f. 26th May, 1942. (Promulgated in our P.O.R. 79, dated June 18th, 1942.)</p> <p>COMMISSIONS - Nil.</p> <p>PROMOTIONS - Nil.</p> <p>RETIRED - One P/Sgt. was promoted to rank of 2/Warrant Officer. 6 Sergeants promoted to 2/P/Sgts.</p> <p>MOVEMENTS - 15 R.C.O.'s (Airmen) were posted from this squadron this month. 2 Officers posted to O.T.U.'s this month.</p> <p>CHANGES OF STATION - Nil.</p>	
			<p>CHANGES IN ORGANIZATION - The squadron is now divided into 2 (two) flights, "A" and "B" flight. "A" flight is commanded by Squadron Leader L.B.B. Price and "B" flight by Squadron Leader J. Clift, O.B.E. All personnel which were previously in "C" flight will now be allocated into the 2 flights already mentioned.</p>	

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 notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. 1111

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

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices																																																	
			<p>AIRCRAFT ON CHARGE -- There were twenty-two Harrier aircraft on this Squadron's charge as of the 30th June, 1942.</p> <p>REMARKS</p> <p>Aircraft - Approximately 134 days were lost due to illness, upper respiratory infections were chiefly responsible.</p> <p>Ground Crew - No major illnesses have occurred during this month. Personnel appearing on sick parade, reported with minor ailments, for the most part mild upper respiratory infections and foot ailments. Only 1 major infection, <i>Pneumonia</i> (Bronco) complicated by pleurisy.</p> <p>NUMERICAL STRENGTH OF UNIT AS AT 30th JUNE, 1942.</p> <table border="1"> <tr> <td>R.C.A.F. (Officers) Aircraft</td> <td>10</td> <td>Ground Crew</td> <td>291</td> </tr> <tr> <td>R.C.A.F. (U.S.A.)</td> <td>"</td> <td>"</td> <td>"</td> </tr> <tr> <td>R.A.F.</td> <td>12</td> <td>"</td> <td>192</td> </tr> <tr> <td>R.A.F. (C.M.)</td> <td>"</td> <td>"</td> <td>"</td> </tr> <tr> <td>R.N.S.A.F.</td> <td>"</td> <td>"</td> <td>"</td> </tr> <tr> <td>R.A.A.F.</td> <td>1</td> <td>"</td> <td>"</td> </tr> <tr> <td>TOTAL STRENGTH</td> <td>23</td> <td></td> <td>486</td> </tr> </table> <p>OPERATIONAL, NON-OPERATIONAL & TRAINING FLIGHTS - NO. 408 (R.C.A.F.) SQUADRON, RALEIGHTON FOR THE MONTH ENDING JUNE 30th, 1942.</p> <table border="1"> <tr> <td>Operational Flying Hours - (Day)</td> <td>86.55</td> <td></td> </tr> <tr> <td>- (Night)</td> <td>620.40</td> <td>747.35</td> </tr> <tr> <td>Non-Operational Flying Hours - (Day)</td> <td>153.35</td> <td></td> </tr> <tr> <td></td> <td>141</td> <td>153.35</td> </tr> <tr> <td>Flying Training Hours - (Day)</td> <td>33.50</td> <td></td> </tr> <tr> <td>- (Night)</td> <td>25.55</td> <td>59.45</td> </tr> <tr> <td></td> <td></td> <td>930.35</td> </tr> </table> <p style="text-align: right;"> <i>J. Bluff</i> Squadron Leader, Commanding 408 (RCAF) Squadron. </p>	R.C.A.F. (Officers) Aircraft	10	Ground Crew	291	R.C.A.F. (U.S.A.)	"	"	"	R.A.F.	12	"	192	R.A.F. (C.M.)	"	"	"	R.N.S.A.F.	"	"	"	R.A.A.F.	1	"	"	TOTAL STRENGTH	23		486	Operational Flying Hours - (Day)	86.55		- (Night)	620.40	747.35	Non-Operational Flying Hours - (Day)	153.35			141	153.35	Flying Training Hours - (Day)	33.50		- (Night)	25.55	59.45			930.35	
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