Place	Date T	ne dayway ne a gashayyan yan yanka Symmary of Eventa	References to Appendices
BALDERTON	26.6.42.	Weather: Low cloud, nil at first becoming 5-7/10ths at 2500 - 3000 ft. during the afternoon degreesing to small ascents in the evening. Surface Winds, W.S.F. 5-10 veering to N.W. 10 m.p.h. and in the evening 5-10 m.p.h. becoming calls by midmight. Group requested 5 exterioned covers for midmight group of the first of the state of at 250 hours the pillot of one mirrorft	A.902 - 906
		for mixing operations of issues at the time take off at 200 hours the pilot of one alrevate became fill and was forced to turn had landing as Base with fill load at 100 hours. Another adversely interested to the pilot of the landing at Base with fill load at 100 hours. Another adversely the pilot of the land of the terms of the land of the	A •905
RALDERTON	27.6.42	Teather: Low cloud, milest first becoming regular 70/10ths at 2500-5000 ft. but dispersing to mile in the evening. Surface Winds, West 2-5 m.p.h. wearing N.W. 10-15 mp.h. Intilligence of becoming W.W. 5 m.p.h. in the late afternoon. 5 aircraft were detailed for sea search returning in the early of terroron with nothing to report. Surgn advised up that we were "standing down" tolky.	
RALDIR TON	28.6.42	Mouther: Low cloud, 10/30ths at 1000 ft falling to 4500 ft, with precipitation shout midder, Cloud lifting and dispersing to mil with evening, Surface Winds; W-W.N.W 10-15 mpch. Vis. 2-k miles farerasing enemality to 8-10 miles for the day decreasing at defining the 3-does 5 atomst were	
775 34		again detailed for the sea search but returned with mothing to report. Group savised us again that we were stated down.	
BALDERYON	29.6.42	Weather: Fine becoming cloudy stilly an in the late evening, Low cloud; small amounts at 3000 ft in the afternoon and 3/10th in the late evening. Surface winds; light Sout Westerly verying to N.W. 10 m.p.h. in the afternoon and becoming them light N.Zasterly. Vis. improving from 1500 -2500 yards till mid-day to 10 miles decreasing with might to A males. He aircraft were detailed for mes search and we were again "stood down",	
BALDERTON	30.64,2	Weather: Low cloud, variable assumes during the day at 3-5000 ft and 10/10ths at 3-4000 ft. after dusks flaring light and variable less than 10 mp.h. Yashbilty; generally 2-5 miles falling to 2000 yards at dusks. In the nording 5 abrorant wave detailed for sea source but all yeturned with nothing to reports, and the floor case more styled us that we were "stood down".	
		TOTOLOG AND AMODS 901445 P/Set. Tyme, J. was americal the Distinguished Flying Modal w.c.f. 25th May, 1942. (From Lated in our P.O.R. 99, dated June 10th, 1942.)	Apr
		AND DESCRIPTION - 1811. was promoted to rank of Towarant Officer, 6 Sergeants promoted to T/P/Sgts.	OF THE
		POSTRIB- 15 R.G.O's (Airman) were posted from this squadron this month. 2 Officers posted to O.P.U.'s this month.	
1 2 2 3 3 4		CHANGES OF STATION COOPUID-INI	1973547
		ottore ht oresind - The squadron is now divided into 2 (two) Fights, ** and me Fight. ** Fight - 18 Command by Squadron Leader L.B.B. Price and ** Fight by Squadron Leader S. Clift, C.B.Z. All personnel which were newybously in 0° Fight will now be apalemented into the 2 Fights.	- A

Many Pour De la Control

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. SEVEN

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

No. of pages used for day_

Place	Date	Time	Summary of Events	References to Appendices
BALDERTON (Cont)	21.6.1,2		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 season operation, took off at 0730 hours on this search. Within an hour on of our aircraft piloted by Fit. J.S. Coulter located a direct within	A.877 -878
(00000 10)			seven occupants, circled the position after obtains their Til by W.T. After seeing the rescued	AT 179 F
		5	brow aboard the A.S.R.S. launch our aircraft returned to Base at 1030 hours. Group informed us makel flight were approved. The midelling flight to Rennes was successfully completed without incident but the Preshmen ECOM attempting a mining sortic was forced to return to Base with load due to starboard engine overheating.	damaged
BALDERTON	22.6.42		Weather: Ground for developed at 0600 hours for a short time. Low glood 9/40ths at 5000 Ct lowering	A.879
		- 1	throughout the day to 6/10ths at 3500 ft. Surface Winds. Southerly 5-10 till 2100 hours, backing to S.E. 5 mp.h. Wisibility: beginning at 37 alles, felling to 1600 yards with the ground for	- 886
			but improving rapidly being generally 10 miles during the day. Group requested 6 experienced and	AE 439 "H"
			haring to return to make dur to engine trouble all our aircraft carried out successful sorties. Conditions of industrial hars prevented accurate observation but the docks and built-up area of the town were attacked with success.	A. 879
BALDERTON	23.6.42		Weather: Pine apart from have in the marning, Low cloud, Nil at first increasing to 3-5/10ths at	
- T	ana a		mid-day and again in the evening to 7-8/10ths at a-5000 ft. Surface Winds. cals to light pt.W.E. Washility. 2-3000 yards soon after dawn iteressing to over 20 miles in the afternoon.	
			3 of our adversart were detailed for sea search but all returned to have with nothing to report by 0200 hours. Oroup requested 1 President but this was later cancelled and our equation was stood down for the day.	
BALDERTON	25.6.42		Weather: Pine becoming cloudy. Low cloud. Nil at first increasing by tid-offermoon to 7-10/10ths at generally 1-100 ft. Surface Winds. N.H.W. backing during the day to M.M.E. and later to M.SE.	A.887 - 889
			generally light less than 10 m.p.h. Group requested 8 experienced grows but later amended this to 3 Presimen grows to both dooks and shipping at 6t. Newstree. These grows took off shortly	- 100,
			after 2300 hours and all landed safely at Rase at 0500 hours. Only one of these aircraft released its bombs, the other two unable to clearly locate their objective, due to have causing room	
			visibility returned to hase with their barb load.	1000
BALDERTON	25.6.42		Weather Sloudy, clearing rapidly in the late afternoon and booming fire. Low cloud mainly 30/10ths until late afternoon clearing rapidly to mil. Surface Finds, East becoming Northerly then Southerly	A.890 - 901
	17		less than 10 m.p.h. Visibility: more than 10 miles throughout. After Group's mon met.	
			aircraft returned to Base with bomb load a hour after 2500 hours take of due to excessive vibration of the sturboard engine. A further two returned later with bomb loads as they were unable	
			to establish a pin-point. The remaining it cross reached the target area but due to the heavy layer official couldnot locate the present target. The built up area and surrounding town of seems was	
			attacked as an alternative. Many large fires were observed and all our aircraft returned safely to	A.900
			of its position from the Air Sea Resous Service. All our aircraft landed safely by 0550 hours.	

			Page	No. SIX
Place	Date	Time	Summary of Events	Reference to Appendice
IVILAN-2	4.000		In the morning Group informed as that, tentatively, 11 orews might be required. But after	
			Group net, conference this number was confirmed, the operation being gardening sorties off Loriant. Our squadron was the only one in the Group operating this night. We pressed our maintenance to read	b .
			this rather of serviceable strongs but for the take off we could only marshall 10 alreraft.	
		1,000	To reach this target all our aircraft were forced to fly below the cloud but on reaching the creat they had all to abandon their sortic with the cloud base lowering below 500 ft. Being the	
		J. B.	only arrest mention in this area it was possible to nlot the tracks of our returning ground	
	-	COLUMN TO SERVICE STATE OF THE	only aircaft operating in this area it was possible, to plot the tracks of our returning areas. At ten were plotted to within 30 miles of cheal beach, then the plot of one aircraft faded out.	
avius:	25*9*25		Mine of our aircraft returned, safely landing at Base by 9600 hours. Nothing was from the	
			remaining aircraft after take off. Following are the operational trips and hours of the crow:	
			TRIPS HOURS	A.855
			Hempdon J.7321 . P/O. BELAUK, S.J. (Pilot) . 8 51.10	
			AT-220 9299,9 Sgt. SQUEE, E.C. (Havigator) 5 28.20	
			956676 + Sgt. HADOOK, D. (2nd W/Op.A7.) 22 9345	
			The state of the s	-
BALDERTON	19,6,42		Weather: Low cloud, 10/10ths becoming 5/10ths after 1000 hours and mil in the late evening.	1.87
		-	Surface winds, HS veering to Easterly by midday later veering to ESE less than 5 m.p.h. Vis. 4-6 miles increasing during the day to over 20 miles falling off to 10 miles by evening.	5986.22
			We were mivised that Air Sea Rescue and other stations on the South coast are carrying out a	
			search for the grew of our missing alregalt. S Group reguested 7 Presimen erests, but as we had	1
	-		only two Presimen crows their request was amended. We planted to overate the two Presimen, two	
	-	-	Nickel Mights 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 our	
	1		and completed by 0130 hours.	
BALDERTON	20,6,42		Weather: Pine becoming cloudy thuring the day but clearing at might. Low cloud, Bil at first	A.865 - 876
1 4			becoming 8-10/10ths at 2500 to 3500 ft. lifting quickly in the evening to 5000 ft. and dispersing after support. Surface winds, S.W. becoming call in the afternoon and light Northerly in the evening	- 0/0
			Visibility, conerally 5-0 miles decreasing with dusk to 3 miles.	
		-	Group requested 8 experienced crows and 2 Products for an incommiary raid against saden. We	
			were permitted to include two Nickel flights, to hille, on our programs. One Nickel flight was	
			completed successfully, but the other, owing to mavigational errors, turned back before reaching the English coast. This siremait when near Base developed engine trouble and the rear gamer	
	-		mistaking the command to stand by in readiness abandoned the aircraft at a height of 1500 ft. He	
	1000		parachuted safely and landed without injury at Outhorpe, near Granwell. The pilot continued	
and the second			to Base and landed with the rost of the orew safely.	A.873
-		C 10000	The 10 besiding crows all reached beside, besiding the built-up town area, returned and safely landed at Base at 0500 hours. One of the aircraft suffered extensive damage by the energy ground	-1-1
			defences but there were no casualties and a safe landing was made at Base.	A.870
i vier				
BALDERTON	21.6.42		Weather: Ground fog in the early morring becoming cloudy during the day but fine at might. Low	
			cloud Nil at first developing at 1200 hours and becoming 7-9/10ths at 3000 ft. but dispersing	
			rapidly at 2000 hours. Surface Finds, Light Mortherly at first, becoming calm and then S.W S.S.W. 5 mph. after 1200	
11 (17)(18)(19)			hours.	
William Company	W/W		Visibility. 2-7 miles deterferating in the ground fog, increasing to 7-10 miles during the day	
		SECTION OF	and falling to 3 miles with dusk.	

WAN SOUGE

SECRET.

R.A.F. Form 540

OPERATIONS RECORD BOOK Page No. PTVE

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. 408 (R.C.A.F.) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	Reference to Appendice
			and organization of the control of t	
BALDERTON	13.6.42		Weather: Overcast with rain or drizzle becoming intermittent during the night. Low cloud 40/10ths	
	170000	-	at 500 to 1000 ft. Lower in heavy precipitation, Surface winds N. H. W. 3-10m.p.h. veering NE-NNE	
			2-5 m.p.h. Visibility 4-6- miles. In showers 1 - 5 miles. No overations took place in	Above the
			Bogiber Command, due to unfavourable weather, in	Maria - Maria
	1.	S. Mag. C.	Page 20 20 20 20 20 20 20 20 20 20 20 20 20	A PERSON SECTION
BALDERTON	14.6.42		Weather: Slight drizzle ceasing after damm. Low cloud 10/10ths 1000 - 2000 ft falling to 300-500 ft	
	-	-	In precipitation, breaking at times to 1-3/10the but coming to 9-10/10the at 1000 ft in the evening	
	1 . 1		Surface winds, N.E. 2-5 mp.h. backing to N.W W.M.W. Via. generally 4 - 5 miles.	
			Our squadron was "stood down" again today. We were mivised that a fole recommisance might be carried out in the morning. Extensive training was cancelled but two aircraft carried out local	
- Marie - Mari			carried due in the morting. Accounts training was appreciate the was all the day to a rock	
	0.57		Total And a size by the property of the size of the si	
BALDESTON	15.6.42		Weather: Cloudy withcontinual slight rain or drizele most of the day. Low cloud 8-10/10ths at	
			2000-3000 ft, falling at times to 600 ft. Surface winds North 5 m.p.h. backing slowly to W.H.W.	
			5-10 mp.h. Vis. mainly 2-4 miles. Pour aircraft were held in readiness for take-off on Mole	
		Strike Street was a second	regarded same but the mather report brought back by our pircuaft investigating cloud cover for	
			this operation proved total lack of cover and the operation had to be abandoned. We were then	
		Albaha karana karana da ar	advised by Group of a Cormani "stand-down" and local weather did not pormit of a training	
	Was a		Indicatio.	
BALDERTON	1646442		Weather; Cloudy with occusional slight showers and mist. Low cloud 6-9/40ths at 4000 - 5000 ft.	A. 837
	100		falling in showers to 1500 ft. Surface winds light and variable, generally W. 5 m.p.h. Vis.	- 848
			averaging 2 - 4 miles. 'Group requested 15 aircraft for mining operations off Lorient'.	
	700	1	Just prior to take-of, after 2200 hours we have forced to easel one aircraft due to magneto	
			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	J* 303
		NEBON JE	completed their sorties. All our aircraft landed safely at Base by 1630 hours.	
			designation when the many and the state of t	
BALDERTON	17.6.42		Weather: Uninky cloudy, misty for two hours after dawn, low cloud 5-9/10ths chiefly between	A. 849
			3000 and 5000 ft. but occasionally higher. Surface wirds, W-WS# 3 - 40 m.p.h. Vis. 3 miles	- 854
			deteriorating with days then improving generally being more than 5 miles. Group requested.	
			6 Presimen crows for mining operations in the 6t. Hazzire area. Bonber Command requested that	1 197
, -	-		no Nickel flights were to operate. Our six Presiden took off at 2230 hours and all labeled safely at Base by 1600 hours. These operations were carried out without event and were	/
			safely at Base by 1600 hours. These operations were carried out without event and were	1
MALDERTON	10.6.4.2		Weather: Cloudy with intermittent from 1000 till 2100 hours. Low cloud mil at dawn soon increased	A. 855
			to 9-10/10ths at 5000 ft. falling to 2500 ft. in the drisale, falling at times during the day to	- 863
			as low as 500 to 800 ft. lifting after 2100 hours to 3500 ft. Surface winds, WSW 2-5 mp.h. veering	V. Salarine
			In in the afternoon and further veering to HE 5-10 m.p.h. after 1700 hours. Via. beginning at	
Actions produced	N. Const.		6 miles but falling in precipitation and being generally 2 miles, and for short periods closing	
-	Car Printerson Control		to 2000 yards, then steadily improving in the early evening to 7 miles.	

		00000000		No. SIX
Place	Date	Time	Summary of Events	Reference to Appendice
INDED	6,648		In the moving Group informed as that, tentatively, it crews might be required. But after Group met. conference this number was confirmed, the operation being gardening sarties off Lorients.	
			this namer of serviceable strength but for the take off an early only parchall to strength	
			To reach this target all our aircraft were forced to fly below the cloud but on reaching the energy	
			only aircort operating in this area it was possible to plot the tracks of our returning crews.	
AULTON	17,6,02	400	remaining alrevalt after take off. Sollowine are the overational from the desired the control of	
			OPERATIONAL SOURCE	A.855
			AT-220 929949 Set. SOURS, E.C. (Navigator) 5 28120	2000
			110,295 Sgt. Odwyst, S.V. (1st Wop.49.) 49 115,35 956676 Sgt. HADOGE, D. (2nd Wop.49.) 2 92,5	
BALDERTON	19,6,42		Weather: Low cloud, 10/40ths becoming 5/10ths after 1000 hours and nil in the late evening. Surface winds, Mi vecting to Basterly by midday later vecting to 238 less than 5 m.yds. Vis. b-6	7.03
			miles increasing during the day to over 20 miles felling of to 10 miles by evening. We were advised that hir Sea Resour and other stations on the South coast or darrying out a	
			search for the eres of our missing alreads. Scrope requested Freelmen creak, but as we had only two Presimen cream their request was mended. We planued to operate the two Freelmen, two	
			Mickel flights and one cross country but due to adverse weither conditions in the target areas our operations were cancelled by Group. The short cross country flight was accessfully carried out	4
			and completed by 0130 hours.	
BALDERTON	20.6.42		Weather: Pine becoming cloudy churing the day but clearing at might. Low cloud, Mil at first becoming 8-10/10ths at 2500 to 3500 ft. Lifting quickly in the evening to 5000 ft. and dispersing	A-865 - 876
			after support Surface winds, 5.%; becoming only in the afternoon and light Northerly in the evening - Visibility, generally 5-5 miles decreasing with dust to) miles.	- 0/6
			Group requested 8 experienced cross and 2 Problems for an incondiary reid against seton, we were permitted to include two Nickel flights, to bille, on our programs. One Nickel flight was	
			completed successfully, but the other, owing to ravigational errors, turned back before reaching the English coast. This aircraft then near Base developed engine trouble and the rear gamer	
			parachited safely and landed without injury at Carthern, may Granault. The talet continued	
Marie Control	1		The 10 bombing grows all reached boden, bombing the built-up top area, returned and safely.	A.873
			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.	A.870
ALDERTON	21,6,42		Meather: Ground fog in the early morning becoming cloudy during the day but five at wight. Low	40,0
E HALVE VE			cloud Nil at first developing at 1200 hours and becoming 7-9/10ths at 3000 ft. but dispersing rapidly at 2000 hours.	
			Surface Winds, Light Mortherly at first, becoming calm and then S.W S.S.W. 5 mph. after 1200 hours.	
			Visibility. 2-5 miles deterferating in the ground fog, increasing to 7-10 miles during the day and falling to 5 miles with dusk.	NE SINE

Man boulous

See instructions for use of this form in K.R. and A.C.L., pard. 2349, and War Manuel, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK MEETER OF JUNE.

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

No. of pages used for day....

Place	Date	Time	Numery of Events	References to Appendices
	20 20 20 4		R.C.A.F. (Officers)Aircrow. 10 Ground Crow . 4 M.C.A.F. (Aircen) Aircrow 45 Ground Crow	
			R.O.A.F. (U.S.A.) " Hil R.O.A.F. (U.S.A.) "	-/-
	100		R.A.P. 2 R.A.P. 17	206
			R.A.F. (GAI) .	Nil
-			21.2	Nil
			TOTAL STREET OTH . 29 6 1 102	N31 L81
BA LDERTON	1.6.42		Weather: Pine at first turning cloudy at days with alight rain at 1100 hours. Cloud 7-10/10the, at	
			1 500 to 2500 ft with a South Want Wild at 5-10cm a h Angele at 15 to 05 to 15	
			2000 to 3000 yards. Group recognised special maximum effort for a further large scale raid directed against Sason. If given were detailed for this operation including one Harchester Alternate obstances of the Philipping Market Hards present on conven-	
	-		directed against Essen. If drews were detailed for this overation including one Hanchester	
		877.17	sion to heavier type of aircraft, at our parent station, R.A.F., Sycraton, Also detailed were 4	
			Break on crews. Of the 21 crews detailed, four were cancelled owing to tachnical failures at takenote	
			time three were successful in reaching and bombing their target, nine bombed the alternative target [Built up areas in the Ruhr]. The Freshien crows were careclled before briefing. The Manchester	
			aircraft returned safely to Base at our parent station, R.A.F. Sycraton. One of our experienced creas piloted by P/O N.F. Charlton unfortunately failed to return from this operation and has not	
			been heard of since time of take off. The numes of the members of the crew of H ampden A.T.191 with operational trips and hours, are as follows: OPERATIONAL	their
			DESCRIPTION OF THE PROPERTY OF	
			Hhmp- 1035,9 P/O Charlett, William Frederick. (Pilot) 17 98.55	
Military Colo			den 929162 P/O SAUDIAND, Orril Ian Andrew. (Navigator) 14, 86.05	
			A.P.191 550298 P/307.WEAR, Prederick John. (DMI) (1st W/Op.A.G.) 56 307.00 (A) 1101605 SCP. MARLUD, Alfred. 2nd W/Op.A.G. 19 97.10	
BALDERTON	2.6.42		Weather: Cloudy during early part of forenoon, becoming fine by afternoon. Low cloud 7-9/10ths at	
			2000 to 3000 ft. readually 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 vis. of 5-10 miles throughout	A = 293 "T"
			the day. Group requested his experienced and one Freshman crows for to-night's operations. To this we added four Rickelling crows. Only to technical failure we were later forced to	
			cancel the Freedman grow, however our maintenance having recently been heavily present at it is hoped this cancellation will not neet with too small criticism. The four Midweller, grows took	Cat. "B"
			off at 2500 hours and, having completed a successful hip, returned to base to 0500 hours the following norming. The experienced crows took off without incident but found a general	Cal- b
		-	have condition in the location of their target (Essen). Beaute this have condition, two grees.	
	10000		identified the primary target and unloaded their incendiaries, a third boobed a town in that area as	
			la last resort. One of the remaining three experienced grews was cancelled on take-off due to technic	1
			failure and, two other areas returned to been at 6200 hours with inter-core, transle. The reading alreant, Remedia AT 15 (B) related by 2/0 K.H. Lales unfortunately did not return from this appraction, and, no further and has been received as to the moreabout of crew or already	
		TANK I	The Penal ming already, Hausden At 126 (B) paloted by P/O K.H. Torlion unfortunately did not return the operation, and, no further word has been received as to the wavesplants of more an already	
34.5			since time of take-off. The manes of the members of the crew with their operational trips and hours	
	0.00			All States
			OVEREND	
4.70 961	S CONTRACTOR O			
CONTRACTOR OF THE STATE OF	NAME OF TAXABLE PARTY.	(1) (1) (1) (1)		100

			Page	e No. 710.
Place	Date	Time	Summary of Events	References to Appendices
			OPERATIONAL TRIPS HOURS.	A.793
			Haup- RGAP/J.7076 P/O. TATICR, Kenueth Henry. (Pilot) 7. 39.00 don 1353407 P/O. EMARUE, Peter Legis. (Hawkater) 18 112.35	
100			AT 194 1325076 SCT. BONSON, Evert Gladstone. (Int W/Op.A.G.) 24 125.A0 (B) ROAP/R.88000 SCT. MCKENETS, Orville Wilbert, (2nd W/Op.A.G.) 7 39.00	
BALDERTON.	3.6.42		Weather: No. low clouds, W.S.W. surface winds, light at Cloud immension later to 10 m.m.h. be	A794-802
			1500 hours and dalmer by 2000 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. Group requested 9 experienced and one Preshman crows. Two Riccolling grows were added to this effort.	
			The experienced grows were detailed to book Brusen, Germany, and the Freshman grow for Gardening off St. Hassire. The Freshman grow took off at 2300 hours successfully reached and	
		1	mined the allocated area and returned to Rese at 0600 hours, of the two Nichelling means which had been added to the operational programme, one completed a successful trip, returning safely	
			to Bass, and the other was cancelled prior to take of only to the uncovideability of the alread. Two further alreads to be cancelled as unsavideable, reducing our sain effort to 7 separatessed carrier. This main force too for at 20% hours and all lorded and to to the base at	
			O'SO hours. General conditions of have very encountered by all crown, insofar as they could not definately identify the whitener states were encountered by all crown, insofar as they could	
			incondingies and the sixth, as a last resort, an ecropiose at Maintenant in the syenth aircraft was forced to return to base from a worldion at mea as the Cartain was all.	
			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.	AT 220 "6
			which was called from Newark. An inculry was held on the station Communier's instructions and reference may be made to our form 7656 for Hammdon AT 220 '0' dated 4.6.12 ref. hel/c.702/25/Pl	
BALDERTON	4.6.42		Weather: Thick hase at dawn but fine thereafter. Isolated traces of low cloud at 1000 ft.Surface Winds from calm or light S.W. became light N-MMR. Visibility 4 to 6 wiles, falling in the thick hard	A.803-806
-			to less than 1000 yda., then increased during the day to 10-15 miles and in the evening 2-4 miles. Group requested four freshman grows to bonb docks and shapping at Dievec, France, To this	
			programs we added one Mideal Flight. In the late afterment at 1730 hours, aircraft A2 180 (B) while on Tyling test crashed at Gayrole, 3 miles East of our aeroprose. Severe designe, mas use tailed by the Europe's last for fundaday none of the occupants more induced an ary way. The order	
1.7	1900		tailed by the direct but fortunately none of the occupants were inhered in any way. The crew and passengers of this sireraft weret were in the occupants were inhered in any way. The crew flamp 1900 Phlot Officer H.J.Randall (Pilot)	
			den. 40007 Pilot Officer R.P. Wishart (WOperator) AT 180 R.68501 Gorporal Goldrey, K.E.	1.45.
			*8" R. 36700 AG. Chalmers, J.H. Air Testing.	
			As a consequence of this accident our effort had correspondingly to be reduced to three Preshmen and one Nickel flight. The Rickeller took off at 2200 hours and was unable to	
		i	find the target due to pour vis. and returned to Base. Two of the Preshmon reached and successfully borded the Target, the resalining over returning to Base at 0240 hours having failed to	A.803
	q.		reach their objective. This failure was due to starboard engine overheating. All landings were completed at Base by 05.30 .	
BALDERTON	5.6.42		Weather: Pine but hamy during the morning. Winds North and light, slowly veening to East. Vis.	A-807 - 814.
			5-4 miles improving to 5-10 miles. Croup requested 10 experienced and 2 President orews, for incombinary bombing raid on Essen. We seem forced to cancel the two President orews, as only ten	
49 4 4 5 6 6			sorriceable aircraft were available. Just prior to the take off a further aircraft and over were	

MANN POLICIOS.

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

OPERATIONS RECORD BOOK

Page No.TIREE.

2349; and War Minual, Pt. II., chapter XX., and in R.A.F. Pecket Beck. (R.G.A.F.) Squadron.

No. of pages used for day_

Place	Date	Time	Summary of Events	References to Appendices
BALDISPINE	5.6.4.2		attack on the primary target but, two orem identified and bended the alternative, the surrounding term area. Pive of the remaining were forced to last reserve target but their book bursts were considered to be in built up areas not more than the primary. One of these five was forced to detain its load when the perhaps area, forced to detain its load when the perhaps area.	4.807-814 (continued).
			This divit shot up an energy accordance nearby after Leaving the target. The other two already terms forced to abandon their sortice due to englise trouble, one landing at Geningsby accordance on route the other returning to have at 2550 hours. All Landings were successfully completed by 0500 hours.	
BALDERTON	6.6.42		Weathers Pine deteriorating slightly after 1900 hours. No low cloud apart from 3/10ths at	A.815 - 822
KATERION.	4.00		yeering slightly to W. 5-10 m.p.h. increasing to 10-15 m.p.h. at 2100 hours. Vis. improving from	
	-		Constitution of and 5 grant section of angular section of the sect	
	-		id location to the carry afternoon one aircraft proved uncorrisonine by H.P.T. and a further graft, and local by P.O Sandall, he after aspearing to making following take out, granded into a field of the accordance. Place was the publishes second crush giano the Ath Anat. Please tufer, to report of	200
PZE SIGER		-	the Ath limit. The three occupants were placed on B.L. list at the House Baseconey House Clare direct was seriously damaged, reference our Form 7650 of this date.	408/702/26/1
			Henry 169857 Pilot Officer H.J. RADALE. (Pilot) dne. Y 169807 Pilot Officer R.P. WHERLET. (W.Derator) (Australian.) AD 980. 1037266 Sergmant MINOT, H.E. (Passenger) It should be centioned here that Set. Elliott was proceeding on posting, at the time, following	
			completion of his first tour of operations. Our raid was consequently reduced to mine orem in all, carrying inominates and wing Bases. One of the strength prior to take-off had had to be cancelled due to overheating engines. The remaining eight took off but a few minutes after, one of them returned and landed at Base with difficulty similar to that mentioned moves.	
			Of the remaining seven, five reached the target, and although they could not identify the primary target aiming point, due to poor visibility, bushed the amrounding town area. Of the other two, one returned to Base with bonb load at 60% hours going to a navigational failure and the remaining area attached a searchilght concentration on the Passerm Isles as a last resort. The captain of this abroault side not consider that the aircraft output were Constitute with the continue will be a search of the consider that the aircraft output were Constitute will to	
14			proceed to the target.	A.817
ALDRESON	7.6.42.		Teather: Partly cloudy. Surface winds I-H.N.V. 10-15 m.p.h. Vis. & miles improving to 15 miles . And decorposing with semming to 5 miles. Evony requested two President for dring operations off the Decision Following. To this reograms we asked one Biddel and one cross country Fidult.	A.823 - 825
			These sorties and flight were carried out successfully without incident. All aircraft landed surally at Base by 0550 hours.	-
plane.	8,642		have decreased by the second of the second o	
		ALLESSIE		20 31 50

Place	Date	Time	Summary of Events	References to Appendice
BALDERTO	8.6.42		Meather: Rise benching electly with showers at moon and clearing late evening. Low cloud increasing with down with 6-7/10ths at 2000 fter, lower during productations. The cloud lifted later in the day and dispersed after sums to Surface winds. West 5-50 mapsh. wearing No. 7, 1562 and gust till related beauting beauting and falling in afternoon to M. 157-3-3. and yearing No. 750-324.	A.826 - 832
			Six experienced grows for an incendiary attack on Eggen and two Presham clows to two the docks and allowing at drown. The two Presham reached being terms of the two Presham reached being terms.	31. 54.7.
			technical failure was unable to release books, both returning safely to have by 0550 hours, so of our experienced even one was cancelled before take off due to ensine trouble, no returned to have before 0200 hours due to cover these and the fourth even returned early and landed at 0230 her due to unsatisfactory engine performance. All these four both loads were hourst back to have	
			The other two areas carried out successful sorties, having reached the target and bending the built up area in Beson. All sireraft wave successfully is ded by 0.50 hours.	
BALDERT N	9,6,42		Weather: Low cloud, 7-10/10ths at 2000 to 5000 ft. becoming 2/10ths at 3000 ft. at duck. Surface winds W.S.W. at 10 np.h. vering in the afternoon to become E-3.5.5. less than 5 np.h. Yi. improving from 2-3 indies after dean to 7-12 miles after all holding generally throughout the day. Group requested five Freshman orever and to this programs we added one hickeller and one cross country flight. Letter in the day from consolled all our operations due to advance weather conditions in target prose. All flying isoluting training was supermided.	
BALDERTON	10.6.42		Weather: Seginming aloudy developing later with light showers. Pair to cloudy after 1900 hours. Low aloud, 2-5/10ths at 2000 to 2000 ft, increasing to man to 9-10/10ths and 4-7/10ths at 2000 to 3000 ft, during the aftermoon lifeting to 5000 to 5,000 ft. In the evening. Surface winds mainly light h.s. Vice 5-13 wiles decreasing by down to 4-5 miles and holding throughout the day to 12 to 20 miles our programs of six experienced and five Tenisma oness and a cross country raight had, again, to be suspenfed owing to adverse weather conditions in the target area.	
ALDERTON	11.6.42		Weather: Mine becoming cloudy during the morning but clear in the evening. Low cloud from nil	A.833
	E-5100		gradually increasing to 7/10ths at 2000 ft by 1500 hours, and dispersing by sunset. Surface winds, light Northerly becoming E. 5 - 10 m.ph. by afternoon falling to light in the creming. Wis exceptional increasing from 5-6 soon after dawn and more than 10 miles surge the day and over 30 miles by the evening. Group requested five President dream for mining operations off the Printan Inlands, is added one indeed and one day cream country, which was corrised out successfully. However the weather in the Michalling area was unsufficient and fillight was carried out successfully. However the weather in the Michalling area was unsufficient with fillight was carried out successfully. However the weather in the Michalling area was unsufficient and fillight was carried out and later jettiagned "safe" in deep waters. All returned acting to Sase by 0500 hours	- 837
ALDIFICK	12.6.12		Neather: Low cloud became suddenly 9/10ths at 2000 to 5000 fts, clearing only sull assumts or patoise in the evening. Surface winds. S.W. then light N.E. becoming E.M.Z. 5-10 mapsh. Vin. decreased from 10-15 miles to 3-6 miles then 15-25 during the day clearing to 4-6 miles in the evening. Group requested ten experienced an experience in the control of the control	200
			ovening. Group requested ten experienced orms and we added on Rickel flight to this programme. However at 2100 hours all operations were suspended due to unfavourable weather conditions.	

WANN TO LUDGE

OPERATIONS RECORD BOOK Page No. FIVE

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

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

No. of pages used for day

Place	Date	Time	Summary of Events	Appendice
2.786.7.7		Sud St.	The design of the control of the con	
BALDERTON	13.6.42		I want with made on design becoming intereditant during the night. Low cloud 10/10ths	-0-
			meature, Overclast water and or control section, Surface winds N.N.W. 9-10a.ph., voering 109-182 at 900 to 1000 ft. Surface in heavy prodiction, Surface winds N.N.W. 9-10a.ph., voering 109-182 at 900 to 1000 ft. Surface in the surface of the surf	
				Applicate Section
BALDERTON	14.6.42		Weather: Slight drimate coasing after dasm. Low cloud 10/10ths 1000 - 2000 ft calling to 500-500 ft in procipitation, breaking at times to 1-5/10ths but coming to 9-10/10ths at 1000 ft in the evening Surface winds, N.E. 2-5 mg.h. backing to N.W Will. What Senerally 1 - 6 miles.	
			Surface wants, N.E. 2-) ment concern to men. Our squadron was "stood down again today. We were mayined that a Mole recommissance might be couried out in the norming. Extensive training was expeciled but two aircraft carried out local	towards)
- TS 7 W 4			circuits and practice landings.	
BALDERTON	15.6.42		Weather: Cloudy withcontinual slight rain or drisale most of the day. Low cloud 8-10/10ths at 2000-7000 ft. falling at times to 600 ft. Surface winds Forth 5 Harsh Sending alongly to W.L.W.	
			55-10 mph. The mainly 2-4 miles. Four aircraft were held in residence for take-off on 101e for recovering same int. the matther report brought back by our size of the investigating cloud cover for recovering same but the pert to deal of cover and the operation should be absoluted. We were then	
			this operation proved total Lagr or cover and the operation and the advised by Group of a Germani "stand-dem" and local weather did not point of a training programs.	
BALDERTON	1616142		Weather: Cloudy with occasional slight showers and mint. Low cloud 5-9/40ths at 4000 - 5000 ft. Talling in showers to 1500 ft. Surface winds light and variable, generally W. 5 maphs. Vis.	A. 837 - 848
			averaging 2 - b miles. Group reguested to allorant to caused one aircraft due to majneto	•
			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	
			dropping their sea mines, These aircraft found their target under the low cloud and microssfully opported their sorties. All our aircraft landed safely at Base by 1630 hours.	
BALDERTON	17.6.42		Weather: Mainly cloudy, misty for two hours after dam, low cloud 5-9/40ths chiefly between 5000 and 5000 ft. but cocasionally higher. Surface winds, N-356 3 - 40 apply Wise 3 office	A. 849 - 854
			6 Freshmen crows for mining sperations in the est areas and all Idules	
			safely at Base by 1600 hours, These operations were carried out without ovent and new	
BALDISETON	18.6.1.2	STATE OF	Weather: Cloudy with intermittent from 1000 till 2100 hours. Low cloud mil at dhom soon increased	A. 855
			to 9-10/10ths at 5000 ft. falling to 2500 ft, in the drizele, falling at times during the day to	-,,,
7		de la	IN in the afternoon and further veering to his 5-10 m.p.n. after 1700 hours of short periods closing	
1	-	-	to 2000 yards, then steadily improving in the early evening to 7 miles.	

			The state of the second of the	No. SIX
Place	Date	Time	Summary of Events	Appendices
release.	11.00		In the morning Group informed as that, tentatively, 11 crows 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 might. We pressed our maintenance to read this number of sarriceable afromath but for the take of we could only named 11 to aircraft.	4
2 - 1 - 2			To reach this targetiall our aircraft were forced to fly below the cloud but on reaching the enemy coast they had all to abandon their sortic with the cloud base lowering below 500 ft. Being the	
32.72.73			only aircast operating in this area it was possible to plot the tracks of our returning areas. All ten were plotted to within 30 miles of cheesis beach, then the plot of one aircraft faded out.	
private a	11.6.40		Hime of our aircraft returned, safely landing at Base by 6600 hours. Nothing was from the remaining aircraft after take off. Following are the operational trips and hours of the crow;	
			THE BOOKS	. 000
			Hempdon J.7321 P/O. BERNUK, S.J. (Pilot) 8 51.10 Ar-220 9299,9 Sgt. SQUER, E.O. (Navigator) 5 28,20	A.855
	-		110,295 Sgt. COWNI, E.V. (1st W/op.AG.) 19 113,35	
BALDERTON	19,6,42			7* 0.13
DAMORCIVE	194942		Weather: Low cloud, 10/10ths becoming 5/10ths after 1000 hours and nil in the late evening. Surface winds, NB veering to Easterly by midday later veering to ESE less than 5 may h. Vis. 4-6	
			miles increasing during the day to over 20 miles falling of to 10 miles by evening. We were advised that hir Sea Rescue and other seations on the South coast are carrying out a	
	-	-	search for the crew of our missing alreads. Second requested 7 Presimen crews, but as we had only two Freshmen crews their request was amended. We planted to operate the two Freshmen, two	
			Rickel Mights 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 our	
			and completed by 0130 hours.	
BALDERTON	20,6,42		Weather: Fine becoming cloudy during the day but clearing at night. Low cloud, Hil at first becoming 8-10/10ths at 2500 to 3500 ft. lifting quickly in the evening to 5000 ft. and dispersing	A-865 - 876
-			after surset. Surface winds, S.W. becoming each in the afternoon and light Northerly in the evening Visibility, generally 5-3 miles degreesing with dusk to 3 miles.	
Lange De e			Group requested 8 experienced grows and 2 Preshaps for an incentiary raid against Faden. We were permitted to include two Nickel flights, to bille, on our programs. One Nickel flight was	
			completed successfully, but the other, owing to ravigational errors, turned back before reaching the English coast. This aircraft when near Base developed engine trouble and the rear gumer	
			mistaking the command to stand by in readiness abundaned the aircraft at a height of 1500 ft. He parachuted safely and landed without injury at On-therre, near Grantwill. The pilot continued	
e-more con-			to Base and landed with the roat of the crew safely. The 40 bombing crows all reached blden, bombing the built-up town area, returned and safely	A.873
			landed at Base at 0500 hours. One of the aircraft suffered extensive damage by the energy ground defences but there were no casualties and a safe landing was made at Base.	A.870
BALDERTON	21.6.42	. (Weather: Ground fog in the early morning becoming cloudy during the day but fine at night. Low	
•			cloud Mil at first developing at 1200 hours and becoming 7-9/10ths at 1000 ft. but dispursing rapidly at 2000 hours.	
			Surface First, Light Mortherly at first, becoming calm and them S.W S.S.W. 5 mph. after 1200 hours.	
A.	1		Visibility. 2-) miles deterforating in the ground fog, increasing to 7-10 miles during the day and falling to 5 miles with dust.	152.1

MANNI POLITICE.

24

OPERATIONS RECORD BOOK

Page No. SEVER

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

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 although for issuediate sea search. 3 of our crows countrions many aircrew just returned from the Ambon operation, took off at 0730 hours on this search. Within an hour on of our aircraft yilloted by Fit. 3.5. Coulter locate a diade within	A.877 -878
(cones ss)			seven occupants, circled the position after obtaing their "fix" by W.T. After seeing the rescued	AT 179
			erow aboard the A.S.R.S. Laureh our aircraft returned to Base at 1030 hours. Group informed us maked flight were approved. The mickelling flight to Remmes was successfully completed without incident but the Freshwan ECONG attempting a mining sortic was forced to return to Base with	demaged
		************	load due to starboard engine overheating.	
BALDERTON	22.5.42		Weather: Ground for developed at 0600 hours for a short time. Low cloud 9/10ths at 5000 ft lowering throughout the day to 6/10ths at 3500 ft. Surface Winds. Southerly 5-10 till 2100 hours, backing	A-879 - 886
			to S.E. 5 map.h. Visibility: beginning at 32 ciles, felling to 1600 yards with the ground fog but improving randily being generally 10 miles during the day. Group requested 6 experienced and	AE 439 %
10-10-			2 Proclumer cross for an incominary operation against 5 dep With the exception of one Presiman having to return to make dur to engine brokble all our aircraft carried out successful sorties. Outditions of industrial haze prevented accurate observation but the docks and built-up area of the toom were attacked with successes.	A. 879
BALDERTON	23.6.42		Teather: Pine spart from hase in the morning, Low cloud, Nil at first increasing to 3-5/10ths at middleday and again in the evening to 7-5/10ths at 4-5000 ft. Surface Winds, calm to light N.M.E.	
er y xe	e toys		Visibility. 2-5000 yards soon after dawn increasing to over 20 miles in the afternoons 5 of our aircraft were detailed for sea search but all returned to Base with nothing to report by 0200 hours. Group requested 1 Fresh	
BALDISTON	25.6.42		Weather: Pine becoming cloudy, Low cloud, Nil at first increasing by tid-oftermoon to 7-00/10ths at generally 3-000 ft. Surface Winds, N.N.W. backing during the day to N.N.E. and later to N.B-E. generally light less than 10 a.p.h. Sympreguessed 6 coparisoned grows but later consided this to 3 Precipien crews to both docks and shipping at 8t. Header. These grows took off shortly after 2300 hours and all landed safely at Rase at 5000 hours. Only one of these signers? Preleased its boshe, the other two unable to clearly locate their objective, due to have qualant poor	A.887 - 889
			visibility returned to hase with their book load.	1.84
RALDERTON	25.6.42		Teather cloudy, clearing rapidly in the late afternoon and becoming fire, Low cloud mainly 10/10ths until late afternoon clearing rapidly to nil. Surface Finls, East becoming Northerly then Southerly	A.890 - 901
			less than 40 m.p.h. Visibility: nore than 10 miles throughout. After Group's noon met. conference they requested to experienced errors to bomb the Posts-Works at Branen. One	
Service 1			adverant returned to have with bond load a phour after 200 hours take of due to excessive which the sturboard engine. A nuther two returned later with bond loads as they were unable to establish a pin-point. The remaining it orems reached the target area but due to the heavy layer	
		- URBA	officed conlinet locate the princy target. The built up area and surrounding town of Became was attacked as an alternative. Many large fires were observed and all our aircraft returned safely to	
			Bane. One of these cross returning across the North Sea, wited a dingly and obtained a "fix" of its position from the Mir Sea Rescue Service. All dur aircraft landed safely by 0550 hours.	A.900

Place	Date	Time	Summary of Events	Reference to Appendi
40 18-1		表式	Weather: Low cloud, nil at first becoming 5-7/10ths at 2500 - 3000 ft. during the afternoon	A.902
BALDERTON	26.6.42		Meather: Low cloud, in a trust because your control with the synthesising to small ascents in the evening Surface Winds, W.S.W. 5-10 veering to N.W. 10 m.p.h. and in the evening 3-10 m.p.h. because call by midnight. Group requested 5 experienced cross	- 906
				200
			for daming operations of a severe a territory of the form of the f	
•			The remaining three received their to yet and suggested the wing house on this objective.	A-905
			In the countries of the damage a very successful landing was made, a quick recovery on landing the pilot. Despite this damage a very successful landing was made, a quick recovery on landing layer any further damage to the diversit.	
	-		and the state of t	
BALDERTON	27.6.42		in the evening. Surface Winds, West 2-5 m.p.h. veering N.W. 10-19 mp.n. Artistical for sea search returning	
*			in the early afternoon with nothing to report. Group advised us that we were "standing down" today	<u> </u>
BALDERRON	28.6.12		Weather: Low cloud, 10/10ths at 4000 ft falling to 1500 ft, with precipitation about midder, Cloud	
DOMESTICO			lifting and dispersing to mil with evening. Surface Winds; w-W. Fr. W. 10-15 April 10-15 A	
7,113	1		again detailed for the sea search but returned with nothing to report. Group accessed to	
			ue uere sstood down. alight	
BALDERTON	29.6.42		Teather: The secondary closer or the late evening, how cloud; sail assumed at \$500 ft in the afternoon and 3/40ths in the late evening. Surface Tinds light Sout wasterly	Marie -
			veering to N.W. 10 mapshs in the afternoon and seconing them light to & miles.	
			No aircraft were detailed for sea search and we were again stood down ,	3.7
BALDERTON	30.6.12		Weather: Low cloud, variable assumts during the day at 5-5000 ft and 10/10ths at 3-4000 ft.	
			after duck. Surface Wining light any variable less than to man detailed for sea search but all	
		1.00	returned with nothing to report., and the Group and sale advised us that we were "atood down".	
	-		forcome and Atames 900MAS Part. Brus, J. was sounded the Distinguished Flying Model w.s.f.	
			26th May 19h2. (Promitated in our P.O.R. 59, dated June 10th, 19h2.)	-92
			00 03:1018 - 181 10 0 3:20 40 01 - 181	
			Did pyractics No. 1. was promoted to rank of 2/Marrant Officer. 6 Sergeants promoted to 2/2/Sgts.	
1279			RSTRES- 15 M.G.O's (Airnen) were posted from this squadron this month. 2 Officers posted	
	-	E no opio	to 0.2-Us's this nonth.	
			CHANGES OF STATICE CONSMID-BAIL	
			The squares is now divided into 2 (tro) Pichte, "A" and "B" Picht. "A" Flight is commissed by Squares Leader L.B.B. Price and "B" Flight by Squares Leader J. Clift, O.B.E.	19

already mentioned.

MANN SOLUTION

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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. NDE

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
			ATERRAPY ON CHARGE There were twenty-two Hampden aircraft on this Squadron's charge as of the	
1 1		9100	Aircrew - Approximately 154 days were lost due to illness, upper respiratory infections were	
			chiefly responsible. Ground Grow - No major illnesses have occurred during this month. Personnel appearing on sick parade, reported with minor adjacates, for the most part mild upper respiratory infections and foot dilments. Only 1 major infection, Phasesonia (Bronco) complicated by pleuray.	
			MUNICIPAL STREETH OF UNIT AS AT 30th JULE, 1942. R.C. A.F. (Officers) Alvarew 10 GROUND GEST 3 R.O.A.F. (Adress) Aircrew 51 Ground Cre R.C. A.F. (U.S.A.) 2 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	3
			R.A.F. 12 " 1 R.A.F. " 47 " 1 R.A.F. (Gal)	192
6			R.A.A.F. 1 RAGAP 105	1286
			OFFICIAL, HON-OPPRATICIAL & TRAINING MATHE STATE - NO. 106 (A.G.A.R.) SCHARM, HAISENDE RE THE MATHEMATICAL EVEL DESCRIPTION OF THE EVEL LINES	
			Operational Flying Hours - (Day) 86.55 - (NUMBER) 630.40 717.35	
			Hon-Operational Flying Hours - (Day) 153.35	
			Flying Fraining Hours. (Day) 35-50 (Night) 25-55 59-55 (930-55)	
		•	Afloran	
			Schaffon Leader, Gramanding	
Name of		1000	466 (ROLP) Squadron.	
And the second			64.	