

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. 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																																																																
			<p>HISTORICAL SUMMARY OF MISSION AS AT 1st SEPTEMBER, 1942.</p> <table><tr><td>R.C.A.F. (Officers) Aircraft</td><td>9</td><td>GROUND CREW</td><td>5</td><td>R.C.A.F. (Airmen) Aircraft</td><td>32</td><td>GROUND CREW</td><td>303</td></tr><tr><td>R.C.A.F. (U.S.A.A.)</td><td>"</td><td>"</td><td>"</td><td>R.C.A.F. (U.S.A.A.)</td><td>"</td><td>"</td><td>5</td></tr><tr><td>R.A.F.</td><td>"</td><td>7</td><td>"</td><td>R.A.F. (U.S.A.A.)</td><td>"</td><td>"</td><td>139</td></tr><tr><td>R.A.F. (CAN)</td><td>"</td><td>"</td><td>"</td><td>R.A.F. (CAN)</td><td>"</td><td>"</td><td>"</td></tr><tr><td>R.N.Z.A.F.</td><td>"</td><td>"</td><td>"</td><td>R.N.Z.A.F.</td><td>"</td><td>2</td><td>"</td></tr><tr><td>R.A.A.F.</td><td>"</td><td>"</td><td>"</td><td>R.A.A.F.</td><td>"</td><td>12</td><td>"</td></tr><tr><td>RUSSIAN.</td><td>"</td><td>1</td><td>"</td><td>"</td><td>"</td><td>"</td><td>"</td></tr><tr><td></td><td></td><td>17</td><td>5</td><td></td><td>74</td><td></td><td>445</td></tr></table>	R.C.A.F. (Officers) Aircraft	9	GROUND CREW	5	R.C.A.F. (Airmen) Aircraft	32	GROUND CREW	303	R.C.A.F. (U.S.A.A.)	"	"	"	R.C.A.F. (U.S.A.A.)	"	"	5	R.A.F.	"	7	"	R.A.F. (U.S.A.A.)	"	"	139	R.A.F. (CAN)	"	"	"	R.A.F. (CAN)	"	"	"	R.N.Z.A.F.	"	"	"	R.N.Z.A.F.	"	2	"	R.A.A.F.	"	"	"	R.A.A.F.	"	12	"	RUSSIAN.	"	1	"	"	"	"	"			17	5		74		445	
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BALDRON.	1-9-42		<p>Weather: Cloudy, slight intermittent rain in early morning and late evening. Showery in afternoon. Low cloud, 1111 to small amounts at first, becoming 4-7/10 Cu and Sc 2000-4000 ft. increasing to 9-10/10 Sc in evening. Surface wind, SSW-WNW at 5-10 mph. Visibility, 1,000-2,000 yds. at first soon improving to 4-6 miles. At 0230 hours the 2 aircraft standing by for possible dingy-search were cancelled. At 1203 hours No. 5 Group requested 9 aircraft for the night's proposed effort and a programme was arranged to meet this request. At approximately 2315 hours 7 aircraft were airborne. Five aircraft successfully attacked the Primary Target which was SASEBRIDGE in conditions of little cloud but considerable smoke haze over the Target Area. Of the other 2 aircraft, one, although reaching the Target Area was unable to drop its bomb owing to mechanical release mechanism failure. The other returned early due to engine trouble after detaching its bomb safely in position 51.59N 02.06E. All 7 aircraft were safely landed at base by 0623 hours. The other 2 aircraft originally detailed for this operation were unable to take off due to pilot's sickness and aircraft being unserviceable.</p>																																																																	
BALDRON.	8-9-42		<p>Weather: Cloudy at first, with continuous slight rain during morning, becoming cloudy and fair after dusk in afternoon. Low cloud, varying amounts of Sc. at 3-4000 ft. becoming Cu at 1000 ft. by 1900 hours. In afternoon, 4-6/10 Cu and Sc, at 2000 ft. becoming 1111 by 2000 hours. Surface wind, SSW 6-12 mph. veering to W'S. Increasing to 13-18 mph. and backing to SSW, gradually decreasing to 4 mph. by midnight. Visibility, 2-3 miles, increasing to 6 miles by 0900 hours. Increasing gradually throughout day to 12 miles by 1500 hours and gradually decreasing to 6 miles by midnight. At 0620 hours a stand-by of 2 aircraft was requested for a possible dingy-search by No. 5 Group. At 0625 this stand-by was cancelled, but at 0925 hours, 3 aircraft were requested for the same purpose. At 0935 hours, No. 5 Group asked for the number of crews that could be made available for to-night's effort. We were able to supply 6 crews and a programme was arranged. At 1139 hours, 3 aircraft detailed for the dingy-search off Wakefield were airborne. These 3 crews were required for the night's operations and we requested and received permission to recall them. A reconnaissance search had been carried out however, but no dingy was sighted. At 22.25 hours, 5 aircraft were airborne. Three successfully attacked the Primary Target at BALDRON in conditions of good visibility with the exception of considerable ground haze. Two aircraft returned early. One from position 51.56N 02.040E. Due to the Navigator's Table becoming unserviceable. The other from position 51.76N 02.75E. Due to the low speed of the aircraft and inability</p>																																																																	

Place	Date	Time	Summary of Events	References to Appendices
			to reach the target until well after time on target. Both these aircraft returned safely with bombs. The other 5 aircraft were landed at base by 0611 hours. The other aircraft detailed for this operation was unable to take off due to a fatal accident sustained by CWO R. 81876 AG-1 McConnell, Andrew Lloyd, killed accidentally by a propeller whilst engines were being started.	
BALEBORTH.	3-9-42.		Weather: At first weather was fine, becoming hazy by dawn. Becoming cloudy by 10.00 hrs. 3-3/4. with continuous rain from 1000 to after midday. Becoming cloudy thereafter, with occasional periods of intermittent moderate rain. Becoming fine late in night. Low cloud, NIL, becoming 1-3/10 On. and So. at 2-3000 ft. or below in rain. Low cloud clearing late in night. Surface wind, S-SW, 5-10 mph. backing by 0900 hours to SSE, 10-15 mph. Veering in afternoon to SW'ly, 15-20 mph. falling to 5-10 in evening. Visibility, generally 1-6 miles, falling in late evening to 3-6 miles. At 0955 hours we were advised by No. 5 Group that this Squadron was stood-down from the night's operations. No flying took place day or night as all crews were resting after the efforts of the previous nights.	
BALEBORTH.	4-9-42.		Weather: Fine, becoming fair to cloudy with isolated showers. Becoming fair to fine late in night. Low cloud, NIL, becoming 1-3/10 On. and So. at 2-3000 ft. but 10-10 On at 1500 ft. or below in isolated showers. Low cloud dispersing late in night. Surface wind, SW-SW, 10 mph. increasing to 15-20 mph. Visibility, 4-6 miles, increasing during the day to 10-15 miles. Falling in evening to 5-8 miles. At 1005 hours, No. 5 Group advised us of a stand-down for all Bomber Command. No flying was carried out by the Squadron on this date.	
BALEBORTH.	5-9-42.		Weather: Was fine at first becoming fair to cloudy in afternoon, becoming fair to fine at night. Low cloud, NIL, becoming 1-5/10 On. and So. at 3-1000 ft. but 10-10 On at 1200 ft. or below in showers. Low cloud gradually dispersing at night. Surface wind, SW-SW, 10 mph. Visibility 5-8 miles, increasing during the day 10-15 miles. Falling in evening to 1-6 miles. At 1005 hours, No. 5 Group advised us of a stand-down for all Bomber Command. No flying was carried out by this Squadron this date.	
BALEBORTH.	6-9-42.		Weather: Fine with some cloud during afternoon. Low cloud, NIL, at first. Small amounts On. and So. increasing by 1900 hours. Surface wind, SW-W at 10-15 mph. Visibility, 2 miles at first increasing to 25 miles during day, and decreasing to 5 miles by 2100 hours. At 1200 hours, No. 5 Group requested 6 aircraft for the night's operations. At 0038 hours, 7-242, 1 aircraft was airborne. All were successful in reaching and attacking the Primary Target of DUISBURG in conditions of medium cloud and haze. All aircraft were safely landed at base by 0231 hours. The other 2 aircraft detailed did not take off for the following reasons. One, owing to a Vervy Pistol being inadvertently discharged in the aircraft resulting in minor injuries to the Rear Gunner, the other, owing to pilot selecting wheels up for flap down. (ATA 2'4)	
BALEBORTH.	7-9-42.		Weather: Cloudy with slight rain in evening. Low cloud, NIL, in morning increasing to 10/10 by 1000 hours and decreasing again during evening. Surface wind, W-SW at 5-10 mph. Visibility, rain to 3-6 miles. At 1010 hours, No. 5 Group requested 6 aircraft for proposed 'MURDER' operations to night. At 1911, 6 aircraft were airborne. All were successful in finding mines in their allotted positions at HERT in conditions of excellent visibility. All aircraft carried Wing Bombs but only 3 used them against suitable targets. Two torped Flat Chaps and the third, Flat and Searchlight Concentrations 2 Miles NW. of HERT. All aircraft returned safely to base by 0206 hours.	

SECRET

OPERATIONS RECORD BOOK

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

R.A.F. Form 540

of (Unit or Formation) No. 400 (R.C.A.F.) Squadron.

No. of pages used for day

Place.	Date.	Time.	Summary of Events.	References to Appendices.
BAIRDRECH.	8-9-42		<p>Weather: Cloudy becoming fine. Low cloud, NIL. Surface wind, Mainly SW'ly at 10 mph. Visibility 1-3 miles. At 0932 hours, No. 5 Group requested our maximum effort and we replied 9, possibly 10, crews. A programme was arranged for 10 aircraft. At 1432 hours this effort was reduced to 9 aircraft. At 1951 hours, 9 aircraft went airborne in 8 minutes. Six were successful in attacking the Primary Target of BRANDFORD in conditions of good, but hazy visibility. One aircraft attacked DEVERHAM owing to inability to penetrate intense S/L defences at Primary Target. The two remaining aircraft returned early. One, shortly after take-off due to Pilot's artificial horizon becoming unserviceable, the other from position 50.14°N.01.30°E. owing to the pilot becoming violently sick. This aircraft jettisoned its bomb safe at position 50.30°N.01.00°E. Eight aircraft were at base by 01.34 hours. One aircraft landed at Thorray Island at 0340 hours owing to petrol shortage.</p>	
BAIRDRECH.	9-9-42		<p>Weather: Becoming cloudy about dawn, fine after 1000 BST. Low cloud, up to 7/10 at 2000 ft. around 0900 BST, otherwise NIL. Surface wind, SW, 10 mph, veering at 0900 BST to NW 5-10 mph, and remaining so. Visibility, 5 miles deteriorating to 2-3000 yds. soon after dawn, improving to 2-6 miles. At 1045 hours, No. 5 Group advised us that the Squadron was stood down from the night's operations. During the day, 1 Cross-Country Flight and some Local Flying was carried out. No further flying was carried out by the Squadron this date.</p>	
BAIRDRECH.	10-9-42		<p>Weather: Fine with fog about dawn. Low cloud, NONE. Visibility, 2 1/2 miles decreasing to 800-1600 yds. around dawn, increasing after 0900 BST to 4-6 miles. Surface wind, Calm or light SW'ly and becoming S to SSW at 5-10 mph. At 1030 hours, a maximum effort was requested by No. 5 Group and we arranged a programme for 10 crews. At 1300 hours, we were forced to reduce this effort to 9 crews because of one Pilot's sickness. A training programme for 3 aircraft to do circuits and landings was also arranged. At approximately 1951 hours, 8 aircraft were airborne. Seven of these successfully attacked the Primary Target which was DUSSELDORF in conditions of no cloud, good visibility and slight haze. The 1 remaining aircraft returned early with its bomb from position 51.3°N.03.2°E. because of abnormally high Cylinder Head temperatures. All of these aircraft were successfully landed at base by 0257 hours. One of the aircraft detailed for circuits and landings crashed on the aerodrome but, fortunately, the crew escaped unharmed.</p>	AE 175 C.R. damaged A.P. AC 497 Navy
BAIRDRECH.	11-9-42		<p>Weather: Fine, heavy mist at dawn. Low cloud, NIL. Surface wind, light SW'ly becoming N-NW 5-10 mph. Visibility, 2-4 miles at first, falling to 1000-2000 yds. at dawn. Increasing to 1-5 miles during the day. At 1250 hours, No. 5 Group requested 12 aircraft for to-night's operations and a programme was arranged which included 4 freshman crews. At 1435 hours our effort was reduced to 7 experienced and 4 freshman crews. At 1625 hours, operations were cancelled due to weather conditions. We were advised by No. 5 Group to carry out training, but weather also prevented the Squadron from doing so.</p>	
BAIRDRECH.	12-9-42		<p>Weather: Fine, fog developing by 0300 BST, dispersing by 1000. Becoming fair to fine. Low cloud, NIL, becoming 7-9/10 SS. At 2000 ft., dispersing by 0900. Becoming small amounts Cu. at 2-4000 ft. 7-10/10 Sc. at 1500 ft. forming in evening, dispersing. Surface wind, NW, 5-10 backing to NW. soon after dawn. Becoming NE'ly 10-15 later. Visibility, 500-1000 yds. at first, increasing at</p>	OVER.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
BALDERSON.			<p>sum to 1000-2000 yds. increasing during the day to 10-15 miles. Falling in evening to 4-8 miles.</p> <p>At 1055 hours, No. 5 Group requested a maximum effort for to-night's operations and we advised Group that we could operate 11 aircraft. Later, this was changed to 7 aircraft and arrangements were made for 4 freshman crews to make Cross-Country flights and 2 to do circuits and landings. At 1400 hours we were forced to reduce our main effort to 6 aircraft due to one of our Pilots being sick. At 1915 hours, take-off was delayed owing to unfavourable weather conditions over the continent. At 1925 hours, our Cross-Country programme was cancelled due to bad weather. At 1938 hours, operations were cancelled and at 2010 hours, we were advised of a stand-down by Bomber Command. Of the 2 aircraft detailed for circuits and landings, one crashed on take-off and the two members of the crew lost their lives. These airmen were: C/N.R.101501 Sgt. FRAZE, F.M. (Pilot), and C/N.R.93149 Sgt. KEDGH, W.G. (W/O p.A.G.). These men had done no operational flying.</p>	A1395 'L'
BALDERSON.	13-9-42.		<p>Weather: Fair or fine. Low cloud, Cu. and Sc. at 2-5000 ft. between 1000 hours and 1900 hours. Otherwise NIL. Surface wind, NNE-NNE at 5-10 mph. Visibility, 5-10 miles increasing to 35 miles during day, and decreasing to 6 miles by 2300 hours. At 1206 hours, 11 Crews, including 4 freshman Crews were requested for to-night's operations, by No. 5 Group. At 1255 hours this effort was amended to 6 experienced and 4 freshman crews. A programme was arranged and in addition 2 Cross-Countries and one aircraft for circuits and landings were detailed. At 1944 hours, the aircraft for circuits and landings was cancelled. At 2355 hours, 7 aircraft were airborne and 5 were successful in reaching and bombing the Primary Target of HESSEN under favourable conditions. The 2 remaining aircraft returned early, one because of low airspeed, the other because of one engine cutting out. The former's bombs were jettisoned and the latter returned to base. On return, our aircraft were diverted to Spyrston because of adverse weather conditions at base. One aircraft landed at Digby and all were safely returned by 0530 hours.</p>	
BALDERSON.	14-9-42.		<p>Weather: Mainly fine. Low cloud, Only very small amounts. Surface wind, Mainly calm. Visibility 6-12 miles but 2,000-3,000 yds. around dawn. At 0955 hours, No. 5 Group requested a maximum effort and we advised Group that we could arrange for 4 experienced and 6 freshman crews. At 1705 hours, the 6 freshman crews were cancelled and 1 aircraft was detailed for circuits and landings. At 1943 hours, 4 aircraft were airborne. Three attacked the Primary Target which was the Naval Dock at WHEELSHAVEN in favourable conditions. The remaining aircraft attacked an enemy aerodrome 4 miles N.W. of HUNTER. All aircraft returned to base by 0150 hours.</p>	
BALDERSON.	15-9-42.		<p>Weather: Mainly fair with a slight shower in evening. Low cloud, 3-6/10 Cu. and Sc. at 3-5000 ft. Surface wind, SSW-W at 20-25 mph. and gusty. Visibility, 4-8 miles increasing to 20 miles during day and decreasing to 8 miles after dusk. At 1205 hours, this Group was stood down from to-night's operations. No flying was carried out on this Squadron this date. Squadron ordered to move to R.A.F. Station, LINDSEY, Yorks. effective September 20, 1942.</p>	
BALDERSON.	16-9-42.		<p>Weather: Fair to fine, cloudy at times. Low cloud, Mainly 5-8/10 and Sc. at 3-4000 ft. Surface wind, SW-W 20-25 mph. gusty. Visibility, 15-20 miles decreasing to 10 miles by midnight. At 0935 hours, No. 5 Group advised us that the Squadron would not be required to operate to-night but to hold itself ready for any call which may be made up it. Nothing materialised and no flying took place, day or night on this date. Preparations for move under way.</p>	
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OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I.,
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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.
BALDERN.	17-9-42.		<u>Weather:</u> Fine with some cloud in afternoon. Low cloud, NIL at first. Small amounts Cu. and Sc. dispersing by 1900 hrs. Surface wind, SW-F. 5-10 mph. Visibility, 2 miles at first, decreasing to 5 miles in late evening. At 0940 hours, Bomber Command was stood down from operations for the night. The Squadron finished operations until conversion to Halifax aircraft completed. During the day our Harrier aircraft were ferried to various Maintenance Units by A.T.A. Pilots. Advance Party proceeded to R.A.F. LEEDING this date. Party of 40 airmen, ground crew, detached to No. 1692 Conversion Unit, Marston Moor.	
BALDERN.	18-9-42.		<u>Weather:</u> Mainly fine. Low cloud, NIL. Surface wind, N-W at 5-10 mph. Visibility, 5-8 miles. Preparations under way for the coming move of the Squadron.	
BALDERN.	19-9-42.		<u>Weather:</u> Fair to fine. Low cloud, NIL. Surface wind, S-SW'ly. Visibility 10-15 miles decreasing in late evening. Squadron all packed and ready to go. Sorry to leave BALDERN but looking forward to bigger and better things. Squadron thanked by Group Captain Walker, D.S.O., D.F.C., Officer Commanding R.A.F. STREATH, for a job well done.	
BALDERN.	20-9-42.		<u>Weather:</u> Cloudy with continuous light rain all day. Moderate to poor visibility.	
LEEDING.	20-9-42.		Main Party departed from BALDERN and arrived at LEEDING by rail at about 1300 hours. Rest of the day was spent getting settled in new Quarters.	
LEEDING.	21-9-42.		<u>Weather:</u> Cloudy becoming fair, intermittent rain during the evening. Good visibility. The new home of the Squadron looks like a nice set-up. Now to get settled down and start flying again.	
LEEDING.	22-9-42.		<u>Weather:</u> Cloudy with showers becoming fair during the afternoon. Very good visibility. Not much excitement on the Squadron this date. Personnel busy making the most of what equipment we have on hand.	
LEEDING.	23-9-42.		<u>Weather:</u> Fair with showers becoming cloudy during the afternoon. Visibility, very good. To-day, 40 Aircrew were attached to No. 1692 Conversion Unit, MARSTON MOOR, for conversion to Halifax aircraft. Ground Crews attached to various Squadrons for experience on Halifax aircraft.	
LEEDING.	24-9-42.		<u>Weather:</u> Cloudy with moderate to poor visibility. Remainder of Aircrew and some of Ground Crew granted leave pending the formation of a Conversion Flight at this Unit.	
LEEDING.	25-30/9-42.		<u>Weather:</u> (25th). Cloudy with intermittent rain about dawn remaining cloudy during the day with moderate to good visibility. (26th). Fair to cloudy with occasional showers. Good to very good visibility. (27th). Moderate fog lifting during the morning and becoming fine. Very good visibility after dispersal of fog. (28th). Thick fog at first becoming cloudy with intermittent rain during afternoon and evening. Moderate to poor visibility. (29th). Cloudy with continuous slight rain	
			OVER.....	

			PAGE SIX.	References to Appendices
Place.	Date.	Time.	Summary of Events.	
			at first becoming cloudy with moderate visibility and intermittent rain during the evening. (30th). Moderate fog at first becoming cloudy to fair during the afternoon. Visibility improving during the day from moderate to good. Nothing outstanding at Squadron during this period. Small equipment being received but as yet, no aircraft here. Runways under repair but will be serviceable by the time our aircraft received. Conversation going along without incident at MARSTON MOOR.	
			<u>REWARDS AND AWARDS</u> -----C.M.V.R. 76955 Sgt. BELL, R.C. was awarded the Distinguished Flying Medal vide the London Gazette dated September 22, 1942.	
			<u>COMMISSIONS</u> -----J.M.L.	
			<u>PROMOTIONS</u> -----	
			1 P/O. promoted to the rank of A/P/Lt.	
			1 P/O. promoted to the rank of T/P/Lt.	
			1 A/P/Lt. promoted to the rank of T/P/O.	
			1 A/P/Lt. promoted to the rank of A/S/Ldr.	
			1 A/S/Ldr. promoted to the rank of A/P/Odr.	
			<u>POSTINGS</u> -----	
			7 Officers (aircrew) posted to this Squadron this month.	
			8 Officers (aircrew) posted from this Squadron this month.	
			3 R.C.O.s. (Aircrew) posted to this Squadron this month.	
			10 R.C.O.s. (Aircrew) posted from this Squadron this month.	
			<u>CHANGES IN COMMAND</u> -----C.M.V.C. 1351 Wing Commander W.D.S. Ferris took over command of this Squadron on 3rd September, 1942, vice C.M.V.C. 167 Wing Commander J.D. Twigg (Missing).	
			<u>ADMINISTRATION</u> -----J.M.L.	
			<u>AIRCRAFT ON CHARGE</u> -----J.M.L.	
			<u>HEALTH</u> -----The general health of the Squadron during this period showed a decided improvement from the previous month. No epidemic occurred and the commonest infections seen on Sick Parades were Mild Upper Respiratory Tract infections and Low Gastro Enteritis.	
			<u>Aircrew</u> : Approximately 27 flying days were lost during this period, due for the most part to Head Colds and their sequelae. There was one aircraft crash during Circuits and Range with a loss of 2 aircrew personnel. There were no Anxiety Neurosis or Wilywags.	
			<u>Ground Crew</u> : The health of the Ground Crew during this past month continued to be of a high standard. With the added facilities and advantages of Station Sick Quarters at LEAMING, Yorks., a large number of personnel are having daily exposure to Ultra-Violet Rays.	
			<u>NUMERICAL STRENGTH OF UNIT AS AT 30th SEPTEMBER 1942</u>	
			R.C.A.A.F. (Officers) Aircrew. 9 Ground Crew. 3 R.C.A.A.F. (Aircrew) Aircrew. 61 Ground Crew. 291	
			R.C.A.A.F. (U.S.A.) " " " " R.C.A.A.F. (U.S.A.) " 2 " " 3	
			R.A.A.F. " 7 " " R.A.A.F. " 19 " " 136	
			R.A.A.F. (CAN) " " " R.A.A.F. (CAN) " 1 " " ---	
			R.N.Z.A.A.F. " " " R.N.Z.A.A.F. " 12 " " ---	
			R.A.A.A.F. " " " R.A.A.A.F. " 95 " " 130	
			16 3 95 130	
			<u>OPERATIONAL, NON-OPERATIONAL & TRAINING FLIGHTS - NO. 106 (R.C.A.A.F.) SQUADRON, FOR THE MONTH ENDING 30th SEPTEMBER, 1942.</u>	
			OVER.....	

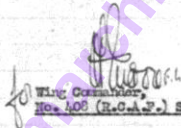
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of (Unit or Formation) No. 408 (R.C.A.F.) Squadron

No. of pages used for day

Place.	Date.	Time.	Summary of Events.	References to Appendices.
			Operational Flying Hours - (Day). 13:00 (Night) 20:00 33:00	
			Non-Operational Flying Hours - (Day). 16:00 (Night) 15:45 31:45	
			Flying Training Hours - (Day). 66:45 (Night) 2:40 69:25 69:25 69:25	
			 Wing Commander, No. 408 (R.C.A.F.) Squadron, 1225111.	

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