

*S. 22-1-408
383*
SECRET.

Wt. 104261104 220M. 341 P.J. Ltd. 51-411

Page No. ONE

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

of (Unit or Formation) No. 409 (R.C.L.F.) SQUADRON, LANDING

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices																																																												
LANDING	1-7-43		Weather: Cloudy at first becoming fine. We were stood down from operations to-day. Aircrew personnel were released for remainder of the day.																																																													
LANDING	2-7-43		Weather: Cloudy becoming flar; temporarily slight haze with moderate visibility. Four aircraft were prepared to essay out Gardner and all were off on time. Three aircraft were diverted en return journey. One aircraft landed at RAF Station, COVENTRY, a second at RAF Station, THIRLWELL and the third at its station, THIRLWELL. These aircraft were diverted due to unfavourable weather condition over home base. The fourth aircraft returned to base, being unable to find location of RAF Station, THIRLWELL.	A.1791 - A.1794																																																												
LANDING	3-7-43		Weather: Fair becoming cloudy; good visibility; small amount of low clouds with light winds. Twelve aircraft were prepared for operations. All aircraft took-off on time for bombing operations over GOLOGEN, Germany. All aircraft but three were successful in carrying out their mission, and all returned without incident. One aircraft was forced to return early due to hydraulic going w/s. Two aircraft failed to return. Aircrews were carried out during the day. Five credits were reported on return from operations. Hereunder are the names of the missing crew together with their Operational Trips and Hours.	A.1795 - A.1806																																																												
			<table border="0"> <tr><td>R.A.F. 960068 p/b TUNIGH, Jeffrey Charles May</td><td>(Pilot)</td><td>12</td><td>66.42</td></tr> <tr><td>C.G. J22731 p/b Arthur Delano PARKER</td><td>(Nav.)</td><td>12</td><td>66.42</td></tr> <tr><td>C.G. R82956 SGT HEDREN, Reginald McLeod</td><td>(T.A.)</td><td>8</td><td>63.31</td></tr> <tr><td>R.A.F. 104235 p/b HULL, Thomas</td><td>(R.P./G)</td><td>11</td><td>63.06</td></tr> <tr><td>C.G. R127029 SGT COOK, Paul Huile</td><td>(T.A.)</td><td>11</td><td>63.06</td></tr> <tr><td>C.G. R108851 SGT KELLY, Albert Edward</td><td>(T.A.)</td><td>11</td><td>63.06</td></tr> <tr><td>C.G. R09237 SGT VANDINE, Arthur Raymond</td><td>(W/T/G)</td><td>11</td><td>63.06</td></tr> <tr><td> </td><td></td><td></td><td></td></tr> <tr><td>C.G. R108267 SGT JEFFREY, Elmer Burkh</td><td>(Pilot)</td><td>20</td><td>131.55</td></tr> <tr><td>R.A.F. 127065 p/b Victor Willis George JOHNSON</td><td>(Nav.)</td><td>17</td><td>113.08</td></tr> <tr><td>R.A.F. 128630 p/b Thomas LIGGINS</td><td>(T.A.)</td><td>17</td><td>113.08</td></tr> <tr><td>R.A.F. 1313311 SGT WATSON, Ronald</td><td>(R.P./G)</td><td>18</td><td>117.39</td></tr> <tr><td>C.G. R126855 SGT HOWARD, Arthur Frederick</td><td>(T.A.)</td><td>17</td><td>113.08</td></tr> <tr><td>C.G. R111264 SGT SPEDDING, Randall Howard</td><td>(T.A.)</td><td>18</td><td>117.39</td></tr> <tr><td>C.G. R09237 SGT VANDINE, Thomas Nichols</td><td>(W/T/G)</td><td>14</td><td>93.39</td></tr> </table>	R.A.F. 960068 p/b TUNIGH, Jeffrey Charles May	(Pilot)	12	66.42	C.G. J22731 p/b Arthur Delano PARKER	(Nav.)	12	66.42	C.G. R82956 SGT HEDREN, Reginald McLeod	(T.A.)	8	63.31	R.A.F. 104235 p/b HULL, Thomas	(R.P./G)	11	63.06	C.G. R127029 SGT COOK, Paul Huile	(T.A.)	11	63.06	C.G. R108851 SGT KELLY, Albert Edward	(T.A.)	11	63.06	C.G. R09237 SGT VANDINE, Arthur Raymond	(W/T/G)	11	63.06	 				C.G. R108267 SGT JEFFREY, Elmer Burkh	(Pilot)	20	131.55	R.A.F. 127065 p/b Victor Willis George JOHNSON	(Nav.)	17	113.08	R.A.F. 128630 p/b Thomas LIGGINS	(T.A.)	17	113.08	R.A.F. 1313311 SGT WATSON, Ronald	(R.P./G)	18	117.39	C.G. R126855 SGT HOWARD, Arthur Frederick	(T.A.)	17	113.08	C.G. R111264 SGT SPEDDING, Randall Howard	(T.A.)	18	117.39	C.G. R09237 SGT VANDINE, Thomas Nichols	(W/T/G)	14	93.39	
R.A.F. 960068 p/b TUNIGH, Jeffrey Charles May	(Pilot)	12	66.42																																																													
C.G. J22731 p/b Arthur Delano PARKER	(Nav.)	12	66.42																																																													
C.G. R82956 SGT HEDREN, Reginald McLeod	(T.A.)	8	63.31																																																													
R.A.F. 104235 p/b HULL, Thomas	(R.P./G)	11	63.06																																																													
C.G. R127029 SGT COOK, Paul Huile	(T.A.)	11	63.06																																																													
C.G. R108851 SGT KELLY, Albert Edward	(T.A.)	11	63.06																																																													
C.G. R09237 SGT VANDINE, Arthur Raymond	(W/T/G)	11	63.06																																																													
C.G. R108267 SGT JEFFREY, Elmer Burkh	(Pilot)	20	131.55																																																													
R.A.F. 127065 p/b Victor Willis George JOHNSON	(Nav.)	17	113.08																																																													
R.A.F. 128630 p/b Thomas LIGGINS	(T.A.)	17	113.08																																																													
R.A.F. 1313311 SGT WATSON, Ronald	(R.P./G)	18	117.39																																																													
C.G. R126855 SGT HOWARD, Arthur Frederick	(T.A.)	17	113.08																																																													
C.G. R111264 SGT SPEDDING, Randall Howard	(T.A.)	18	117.39																																																													
C.G. R09237 SGT VANDINE, Thomas Nichols	(W/T/G)	14	93.39																																																													
LANDING	4-7-43		Weather: Cloudy with some slight rain becoming fair in afternoon; good visibility. Four aircraft were prepared for operations, but all were scrubbed later during the day. The Canadian Guards and Weekly Canadian Army attachments arrived on this approach. Aircrew personnel were given the afternoon off.																																																													

Place	Date	Time	Summary of Events	References to Appendices
LEEDING	5-7-43		Weather Fair to cloudy; very good visibility. Ten aircraft were prepared for operations, but all were scrubbed at 1200 hours. Training of the day consisted of Link and "GEE" training for bombing, some flights were up off aircrafts and compass headings. "GEE" training was also carried out. The Squadron Engineering Officers endeavoured to cancel an allotment of W.1165 from No. 25 Squadron, which was considered a leap of just, which Bomber Command is trying to force on us.	
LEEDING	6-7-43		Weather Cloudy with slight rain and showers. Twelve aircraft were prepared for operations, but all were scrubbed at 1330 hours. Training for the day consisted of landing compasses on aircrafts, and three "Bingly" drills. Night Air Training Cadets and Army Attachments were kept busy during the day.	
LEEDING	7-7-43		Weather Showery with very good visibility. We were stood down from operations to-day. Training for the day consisted of; three bombing flights; six fighter affiliations in which twenty Air Training Cadets were carried as passengers; also "GEE" training and R.D.P. lectures. A Station Parade was held by the Station Commander at 1330 hours. The First parade since Group Captain J.J. Plant took over command of R.A.C.F. Station, Leedings. This parade was well attended.	
LEEDING	8-7-43		Weather Showery with very good visibility deteriorating in evening due to slight rain. Eleven aircrafts were prepared for operations, but all were later scrubbed. Training for the day consisted of crew drills, lectures to Flight Engineers on Hydrolite Systems. Navigators installed Astro drop to and astro compass in new aircrafts. Link and Map reading also Link training was carried out.	
LEEDING	9-7-43		Weather Cloudy with some slight rain showers. Eleven aircrafts were detailed for operation. Ten aircrafts were required for operations, but all took-off on time. One aircraft "L" (L for London) piloted by P/Sgt Gruber, A/A ground looped on take-off due to Air Speed Indicator going u/s. No injuries were sustained by the crew. Eight aircrafts were successful in bombing the target, name being GRENZBURGER, Germany. Two aircraft failed to return. Hereunder are the names of the missing crew together with their Operational Trips and Hours.	1.1207 - 1.1317
			OPERATIONAL HOURS	
			(in hrs)	
O/Sgt. J. J. JONES F/O Thomas Roland Mallish			6 11.77	
O/Sgt. R. M. GRUBER F/O HESSLER, William Howard			6 22.33	
R.A.F. 153006 P/O Eric GROTHI			6 22.33	
O/Sgt. R. M. GRUBER F/O HESSLER, Tom Nelson			6 22.33	
O/Sgt. R. M. GRUBER F/O HESSLER, William Ronald			6 22.33	
O/Sgt. R. M. GRUBER F/O HESSLER, Wilfred George			6 22.33	
R.A.F. 154500 P/O HESSLER, John Stevens			6 22.33	
O/Sgt. J. J. JONES P/O Hector Beattie Laidlow			6 12.12	
O/Sgt. R. M. GRUBER F/O HESSLER, John Jones			6 17.02	
O/Sgt. R. M. GRUBER F/O HESSLER, George Vincent			6 22.02	
R.A.F. 110900 P/O MacDONALD, Joseph Naudix			12 76.44	
O/Sgt. R. M. GRUBER F/O HESSLER, John Henry Colin			6 32.02	
R.A.F. 110450 P/O HESSLER, James William			6 32.02	
R.A.F. 106350 P/O HESSLER, William Robert			6 32.02	
O/Sgt. 0.02348 P/O John William HEDDERSON			6 1.2	
			(in mins)	

SECRET

Wk. 104161104 2004. 741 P.J. Ltd. 31-81

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 note in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. **TWO**

of (Unit or Formation) NO. 406 (R.C.A.F.) SQUADRON, LEMMING

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
LEMMING	10.7.43		Weather: Cloudy; Rain drizzle all the day. We were stood down to-day due to unfavourable weather condition. All crews were released for a rest after previous night's operations. No training was carried out.	
LEMMING	11.7.43		Weather: Cloudy with some slight rain drizzle early, becoming cloudy to fair with very good visibility. We were again stood down from operations to-day. To-day's training consisted of airtests, run ups and lectures on crew discipline and leadership. Squadron Leader R.M. Martin (121708) "A" Flight Commander flew PL20906 22Z. Leader, S/Ldr. and crew to R.A.F. Station, Linton-on-Ouse with regards for aircraft ^{radio} "H" for MetAF. Aircraft "H" for MetAF was repaired and returned to base at 23.45 hours. No training was carried out to-day.	
LEMMING	12.7.43		Weather: Fair with good visibility; some scattered showers. Twelve aircraft were detailed for operations, but were scrubbed at 16.00 hours due to unfavourable weather condition. Crew were released for remainder of the day.	
LEMMING	13.7.43		Weather: Fair apart from a few scattered showers of rain. Good visibility. Eleven aircraft were prepared for operations. All aircraft took-off on time. Nine aircraft were successful in bombing the target, same being AGHEN, Germany. One aircraft returned early due to inability of aircraft to gain operational height. One aircraft is reported missing. Aircraft "A" ("H" for MetAF) piloted by Flying Officer D.W. Bain (J.342) was badly shot up by enemy fighter at approximately five minutes before reaching the target. The captain was successful in avoiding further damage and proceeded to the target only to find that his bomb doors would not open due to damage by enemy aircraft. Course was set and was successful in reaching home-base. It was then found that his undercarriage could not be lowered. Owing to having a full bomb load still on the aircraft, making it impossible to belly land, the captain was ordered to have all the crew members bale out. All members of the crew succeeded in parachute descent without injuries except for the captain of the aircraft who unfortunately broke his left leg. Aircraft crashed into side of a hill approximately 1½ miles from this airfield and bomb load exploded. Aircraft category "H" burned.	A1818 - A1820
LEMMING	14.7.43		Weather: Cloudy with very good visibility. Rain becoming continuous in evening. We were stood down from operations to-day. A Squadron party was given by sixairmen personnel to ground crew personnel in the N.A.A.F.I. building. This party was a real do. Everyone appeared to have fully enjoyed themselves. Word was received that this Squadron is to move from R.A.F. Station Lemming to R.A.F. Station, Linton-on-Ouse on the 10th August, 1943, for conversion from Halifax aircraft to Lancaster aircraft. Everyone on Squadron seems quite thrilled for the move as well as the conversion.	
LEMMING	15.7.43		Weather: Cloudy with some slight rain in early morning and afternoon becoming fine at night. We were stood down from operations to-day. Lectures on new T.R. 1396 for all aircrew was carried out. The squadron party really developed towards the end, and it may be said, there are a few balloon heads to-day. However everything went off as planned, and a good time was had by all. Many thanks to the aircrew personnel. Wing Commander W.H.L. Perrin, R.A.F. instructed to all ground and aircrew personnel. His security on the forthcoming move, also discipline of the Squadron.	

Place	Date	Time	Summary of Events	References to Appendices
LEEDING	16.7.43		Weather: Fair to fine with very good visibility during the day, but some slight haze during the night. We were stood down from operations again to-day. Six aircraft were detailed for "Bullseye" exercises and all were off on set time. Training consisted of bombing flights, air to sea firing and air testing of two new aircraft. But as usual new aircraft were full of factory snags.	
LEEDING	17.7.43		Weather: Fair to fine. Poor visibility in early morning and some slight haze at night. We were again stood down from operations to-day. Training for the day consisted of Fighter affiliation, Air to Sea firing, Instructions to Flight Engineers on Hydraulics systems and wireless training for Operators. Flight Engineers were given some instructions on Hydraulic Systems.	
LEEDING	18.7.43		Weather: Cloudy becoming fair in afternoon, but becoming cloudy again in evening with slight smoke haze. We were stood down from operations to-day. Training for the day consisted of fighter affiliation and air to sea firing was carried out. Training on wireless was carried out by Wireless Operators. Flight Engineers were given some instructions on Hydraulic Systems.	
LEEDING	19.7.43		Weather: Cloudy with moderate to good visibility. Ten aircraft were detailed for training which consisted of anti-aircraft firing, bombing, aircasts and local flying. The ground training carried out for the day consisted of clay pigeon shooting and lecture on "T.R. 1196", as well as plotting exercises, "CMB" training.	
LEEDING	20.7.43		Weather: Cloudy with only occasional slight drizzle. Moderate to good visibility. Due to unfavourable weather, ground training only was carried out.	
LEEDING	21.7.43		Weather: Overcast with continuous drizzle. Moderate visibility. No flying training carried out due to unfavourable weather condition. All aircraft personnel were released for the day after previous few days intensive training.	
LEEDING	22.7.43		Weather: Cloudy with drizzle in early morning. Moderate visibility. Seventeen aircraft were detailed for operations, but all were scrubbed ten minutes prior to take-off. Two aircraft were sent upon aircasts and compass swinging during the day. Flying Officer G. Bennett (J1534) was awarded an immediate award of the Distinguished Flying Cross, and RAF 306429 Sergeant Rodgers, A (Wireless Operator) received the immediate award of the Distinguished Flying Medal.	
LEEDING	23.7.43		Weather: Cloudy to midday, breaking to fine for rest of the day. Good visibility. Eighteen aircraft were detailed for bombing operations, but all were scrubbed at 10.00 hours. Training for the day consisted of "CMB" training, Link and Astro Gun shots.	
LEEDING	24.7.43		Weather: Fine with hazy conditions. Moderate visibility. Fourteen aircraft were detailed for bombing operations and all were off on time. Thirteen aircraft were successful in attacking the primary target, same being HAUSUNG, Germany. One aircraft was recovered (early return) due to port outer engine going w/w. All the crew reported that the primary target was well pranged.	A.1859 - A.1862
LEEDING	25.7.43		Weather: Fine with moderate visibility. Fifteen aircraft were detailed for bombing operations, and all were off on time. All aircraft were successful in attacking the primary target ESSEN, Germany, and all crews reported that the target was well pranged, and returned without incident.	A.1863 - A.1867

OPERATIONS RECORD BOOK

Page No. THREE

of (Unit or Formation) NO. 408 (R.G.L.W.) SQUADRON, LANDING

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LANDING	26.7.43		Weather: Fair becoming cloudy with moderate visibility. One aircraft was given an airtest. The remainder of the flying personnel were stood down owing to having operated two nights in a row. The boys were very tired and were released for the day. No ground training was carried out. Flying Officer D.T. Bain (J.9412) received the immediate award of the Distinguished Flying Cross.		
LANDING	27.7.43		Weather: Cloudy breaking to fair towards midnight. Good visibility. Fifteen aircraft were detailed for bombing operations. All were off at the specified time. Eleven aircraft were successful in bombing the primary target, same being HAMBURG, Germany. Three aircraft returned to base early due to technical failures. One aircraft returned due to engine failing mid-air. Another due to Pilot's Hatch opening just after take-off. The third was forced to land at RAF Station WILTON, due to port undercarriage being up - rest of undercarriage collapsed on landing. One aircraft failed to return from this operation. Hereunder are the names of the missing crew together with their operational ratings and hours.		X.2858 - X.2872
			C.O. J16835 P/O (A/B) Clifford Campbell SWAN, D.F.C. (Pilot) 20 200+00 C.O. J17735 P/O John Edward HAMPTON (Nav.) 27 275+15 S.M. J13328 P/O (A/B) George Ernest MESSALD (Obs.) 11 96+16 C.O. J17693 P/O Gordon James RICHARDSON (Obs./G.) 24 260+41 C.O. R77200 SGT PARKER, Albert Frank (W/Op.) 16 96+32 C.O. J12322 P/O Howard William HODGKIN (Obs.) 24 117+06 C.O. R71912 SGT BURKE, John Henry (W/Op.) 22 137+03 C.O. R112978 SGT LEITCH, Joseph Dennis Alexia (Obs. Pil.t.) N/A		
LANDING	28.7.43		Weather: Mainly fair but cloudy at time. Good visibility. We were stood down from operations to-day. Three aircraft were detailed for bombing practice and air-to-sea firing. Moderate ground training was also carried out.		
LANDING	29.7.43		Weather: Cloudy becoming fair towards evening. Good visibility. Twelve aircraft were prepared for bombing operations, and all were off on time. All were successful in attacking the primary target which was HAMBURG, Germany. All aircraft returned to base without serious incidents.		X.2873 - X.2896
LANDING	30.7.43		Weather: Fine with fog around 0000-0900 hours, clearing rapidly from good to moderate visibility. X.2895 - X.2906 I.P.s. Twelve aircraft were detailed for bombing operations. Eleven aircraft were successful in attacking ROSTOCKED, Germany. Crews reported that target was a mass of flames and smoke, and all were certain that the target was well bombed. One aircraft failed to return from this operation. Hereunder are the names of the missing crew together with their operational ratings and hours.		
			R.A.F. 1322049 SGT CHAIN, Albert Edward (Pilot) 2 22.00 R.A.F. 1334054 SGT HESKETT, Reginald Oberst (Nav.) 1 17.00 R.A.F. 1393406 SGT DAYNES, Ronald Charles (Obs.) 3 17.00 R.A.F. 1330181 SGT REED, William Louis (Obs./G.) 1 6.00 C.O. R125616 SGT EDWARD, Robert George (A.G.) 3 17.00 R.A.F. 1584340 SGT HOBBS, Frank (A.G.) 3 17.00 R.A.F. 1675338 SGT GRANGER, John (W/Op.) 3 17.00		
LANDING	31.7.43		Weather: Fine but hazy. Good visibility. We were stood down from operations to-day. Aircrew personnel were released for a rest after two consecutive nights of operations. No ground or air training carried out this day.		

SECRET.References
to
Appendices

Place	Date	Time	Summary of Events
LONDON			<p>POSTURES IN (ABROAD) THE undermentioned aircrew personnel have been posted to this squadron during the past month. Unit from which posted and effective dates are shown after each crew.</p> <p>R116096 02T Young, Rafe (Pilot); R225028 02T Hilliard, T.W. (Navigator); J17053 P/O J.H. BAINES (W.R./G); 110001 02T McNEILIAN H.S. Gilm (B.M.) (A.G.); R156097 02T MILLER, C.P. (M.U.C); R175465 02T Smith, R.G. (V.Mg); R116530 02T McDonald, G.M. (A.G.). Posted from No. 1659 Conversion Unit w.e.f. 5-7-43.</p> <p>R135767 02T Prentiss, Eddie (Pilot); J100275 P/O N. Stables (Nav); (Now C.0.02031 02T Lieutenant U.S.A.A.F.); 109203 02T Kent, E. (W.R./G); 2116390 02T Cochrane, Ted (A.B.); R180946 02T McNEILIAN, L.J. (M.U.C); 1606036 02T Smith, D. (V.Mg); 1177129 02T Oyston, Raffy (A.G.); Posted from No. 1659 Conversion Unit w.e.f. 5-7-43.</p> <p>020345 P/O J.W. Richardson (Pilot); J156221 P/O C.N. Mallory (Nav); J121576 P/O W.E. Burns (A.B.); 1577950 02T Drew, J. (W.R./G); J100257 02T Head, R. (V.Mg); R130007 02T Ohmer, E.B. (A.G.); R151436 02T Murphy, H.W. (A.G.). Posted from No. 1659 Conversion Unit w.e.f. 5-7-43.</p> <p>R115904 02T Smith, Wale (Pilot); R124042 02T Ridgway (Nav); R124042 02T Rees, Les. (A.B.); 1223079 02T Bowden, Raffy (A.G.); 1791580 02T Geofrey, F. (V.Mg); R1-2002 02T Postgate, R. (A.G.); Posted from No. 1659 Conversion Unit w.e.f. 5-7-43.</p> <p>R130943 02T Keeling, Ted (Pilot); R115330 02T Purdon, J.D. (Nav); R127070 02T Smith, R. (W.R.); 1378400 02T Adamson, J. (W.R./G); 1620005 02T Brown, A.G. (V.Mg); R190017 02T Macleod, Gilm (A.G.). 111134 02T McElroy, J.W. (A.G.). Posted from No. 1659 Conversion Unit w.e.f. 5-7-43.</p> <p>R110201 02T Innes, Eddie (Pilot); 160112 02T Spence, G.M. (Nav); J1017225 02T Parker, Jack (A.B.); 1102701 02T Dawson, S. (W.R./G); 1693340 02T Capel, Bert. (V.Mg); R114501 02T McInerney, H. (A.G.).</p> <p>003246 P/O U. Thompson (Pilot); R125367 02T Saunders, J.E. (Nav); J22069 P/O Gierulski, T.C. (A.B.); 1367000 02T Robertson, J.W. (W.R./G); R127769 02T Warner, J. (V.Mg); R155586 02T McLoch, R.G. (A.G.); R134369 02T Prentiss, Eddie (A.G.); Posted from No. 1659 Conversion Unit, w.e.f. 5-7-43.</p> <p>1122049 02T Chalk, Eddie (Pilot); 110402 02T Doreen, Eddie (Nav); 1391400 02T Davies, R.G. (A.B.); 1391013 02T Reed, N.E. (W.R./G); 1604340 02T Berry, P. (A.G.); R125246 02T Sherrard, A.G. (A.G.); 1675332 02T Crossman, J. (V.Mg). Posted from No. 1659 Conversion Unit, w.e.f. 5-7-43. NOTE: This crew went missing on the 30th July, 1945.</p> <p>12236199 02T Murphy, Eddie (Pilot); 1604335 P/O Eddie Reid (Nav); R1323186 02T MacLellan, Eddie (A.G.); 1620002 02T Baxter, Bert. (W.R./G); R1721907 02T Laughlin, Eddie (A.G.); R154203 02T Brown, H.M. (M.U.C); 1604330 02T Johnson, A. (V.Mg.). Posted from No. 1659 Conversion Unit, w.e.f. 5-7-43.</p> <p>AIR130404 P/O Eddie Morrison, L.C. (Pilot); 99374 02T Wright, Eddie (Nav); R130943 02T MacLellan, Eddie (A.G.); 1390606 02T Baxell, Eddie (W.R./G); 1107013 02T Macmillan, Ted. (V.Mg); 1194608 02T Weston, Bert. (A.G.); R119012 02T Salmon, Eddie (A.G.). Posted from No. 1659 Conversion Unit, w.e.f. 5-7-43.</p> <p>J221283 P/O Eddie Clarke, (Pilot); 143906 02T Bee, T. (Nav); J22128 P/O Marynowski, Eddie (A.G.); 1339076 02T Morris, Eddie (W.R./G); R171125 02T Scott, Eddie. (A.G.). Posted from No. 1659 Conversion Unit, w.e.f. 5-7-43.</p> <p>1150423 02T Herlock, Eddie (Pilot); J11911 P/O Hillman, Eddie (Nav); 1586940 02T Gudlift, Ted, C. (A.B.); 1406525 02T Innes, Eddie (W.R./G); 900061 02T Walker, Eddie (A.G.). Posted from No. 1659 Conversion Unit, w.e.f. 5-7-43.</p> <p>1322046 P/O Bert Hall (Pilot); 139040 P/O Eddie Quinney (Nav); 1467906 02T Blitton, Eddie (A.B.); 1379015 02T Smith, Eddie (W.R./G); 770076 02T Hiscoth, Eddie (A.G.). Posted from No. 1659 Conversion Unit, w.e.f. 5-7-43.</p>

Continued on Page 4.....

OPERATIONS RECORD BOOK

Page No. 100

of (Unit or Formation) No. 408 (R.C.A.F.) SQUADRON, TORNADO

No. of pages used for day -

(Wing, PHRSH) Wing Commander, Commanding No. 100 (Tactical) Squadron.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LEIBORG					
ADMIRALTY					
ADDITION TO REPORT OF CASE 13th July 1943.					
APPENDIX - "Aircraft category "B" losses." ADD:- Hereunder are the names of the missing crew together with their Operational Trips and hours.					
CAS. J12677 P/O Alan Lamontane SHAWK			(pilot)	OPERATIONAL TRIPS HOURS	
RAF. 1142347 SGT DONOGHUE, Mayes			(L.A.)	1A 112.25	
RAF. 127961 R/O John James KELLY			(N.W.)	1A 86.35	
RAF. 1332214 SGT BURTONS, Robert			(RE/G)	1A 97.50	
O/Sgt. 8126347 SGT MCFARLANE, Douglas George			(T.O.)	2A 83.35	
CAS. R109630 SGT HOPKINS, David Lloyd George			(A.G.)	1A 97.50	
RAF. 577754 SGT POWELL, John			(S/PMS)	1A 97.50	

PROCESSED AND FILED 10 JULY 1943 BY THE AIR FORCE

www.bombercommandmuseumarchives.org