

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 2149, 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, LEECHING

No. of pages used for day

SECRET.

Place	Date	Time	Summary of Events	References to Appendices
LEECHING	1.8.43		Weather:- Cloudy with some showers around dawn and mid-afternoon. Visibility good to excellent. We were stood down from operations to-day. Flying was confined in the vicinity of the airbase. Training for the day consisted of, local flying, air tests, fighter affiliation and air firing. The new navigators who were not familiar with the new type navigation aids were instructed on same. The new flight engineers were given instructions on emergency hydraulic systems.	
LEECHING	2.8.43		Twelve aircraft were detailed for bombing operations. One aircraft was scrubbed prior to take-off. The remaining aircraft were off on time. The target for this operation was HANNOVER, Germany. Three aircraft were forced to return to base early due to technical defects sustained by bad weather condition on journey to the target. The remaining aircraft succeeded in reaching the primary target, but encountered severe weather condition. The crews reported that this operation was not considered a successful one. Training for the day consisted of air tests and instructions to the new airgunners. During the above mentioned operation, the Wireless Operator of Sergeant Harvey, J.D. crew bailed out of the aircraft upon receiving orders from the captain. The bail out order was given immediately after the aircraft went into a spin. Before the remainder of the crew had time to bail out, the captain of the aircraft succeeded in straightening out the aircraft at 12000 feet. The parachute of the Wireless Operator was seen to open. Hereafter in the name of the Wireless Operator who abandoned the aircraft. RAF 159/165 SGT SWINS, Raymond WCP/MS 6 trips 5.45 hours.	A.1997 - A.1907
LEECHING	3.8.43		We were stood down from operations to-day. Five aircraft were sent up on air tests. Two aircraft were prepared for "Bullseye". Two aircraft were sent out on a Sea Search. Training for the day consisted of fighter affiliation and lectures to the Air gunners.	
LEECHING	4.8.43		We were again stood down from operations to-day. Training for the day consisted of bombing practice, air to sea firing, and instructions to the Flight Engineers on turret manipulation. Two aircraft were sent up on air tests. Fighter affiliation was cancelled due to u/s fighter.	
LEECHING	5.8.43		Weather:- Cloudy with frequent precipitation and clouds down to 1000 feet or below. Average visibility. One aircraft was sent up on an air test. The weather was unfit for flying. Ground training was given to the new air gunners. Harmonization checks were also carried out.	
LEECHING	6.8.43		Five aircraft were detailed for "Bullseye", but only four took off. One aircraft collided with a parked aircraft prior to take-off. Two aircraft were sent up on air tests during the day. Air Gunners were given practice on air-to-sea firing. Flight Engineers were given notes on the starting and running up procedure of Lancaster II aircraft.	
LEECHING	7.8.43		Seven aircraft were up on air tests. Daily inspections and air-to-sea firing was carried out by air gunners. Instructions as to method of using overload tanks and instructions on Lancaster II aircraft was given to the Flight Engineers. The advance party proceeded to R.C.A.F. Station, Linton-on-Ouse to-day with instructions to endeavour to have billets etc. in order for the movement of the main party on the tenth instant. In conclusion, it is well to mention that the weather was unfit for flying training to-day.	

Place	Date	Time	Summary of Events	References to Appendices
LEEDING	8.8.43		Twelve aircraft were detailed for bombing operations to-day, but this operation was scrubbed at 20.00 hours due to unfavourable weather condition. Weather report was cloudy with intermittent rain to mid-day, breaking to fair after dark, with good visibility. Airmen boys were all praying that a standown would be given the squadron to-morrow as there is a send off party arranged for to-morrow night. Keep your fingers crossed boys and hope for the best.	
LEEDING	9.8.43		Days of rejoicing. Squadron stood down, and much licking of lips in anticipation of the giggle water party to-night. All sections were instructed to commence packing in preparation for loading of kits and equipment at 14.30 hours. Motor Transport vehicles arrived at No. 4 Hangar and loading of Orderly Room and Navigation Section equipment proceeded with. All airmen and N.C.O.s were ordered to have all kits packed and deposited in No. 4 Hangar by 17.00 hours with the exception of over night articles. Guards were posted to watch over kits during the night. All personnel were released to make "Thorppe" for their last evening at R.C.A.F. Station, Leeding. Many regrets were heard of having to leave this station as the Squadron had spent eleven happy months here. All preparations for move taped-up.	
LEEDING & LINTON-ON-OWSE	10.8.43		What a do. A very enjoyable party for Officers and N.C.O.s. All report a very good time. This Squadron is moving from R.C.A.F. Station Leeding to R.C.A.F. Station, Linton-on-Ouse to-day under authority Headquarters Bomber Command letter HQB.80937/41/070, dated 10th July, 1943. No. 1 Transport Company arrived with 32 buses to transport Squadron personnel to R.C.A.F. Station, Linton-on-Ouse at 09.00 hours. The main party embarked and were on their way at 09.35 hours with the exception of two three tonners which had to be inspected by the Station Equipment Officer to ascertain if the Squadron was thieving. After a hold up of approximately 15 hours in which the "Castapo" located 1 or 4 mediocre hard seat chairs (which by the way had to be taken off the vehicle), the remainder of the convey was allowed to proceed. The movement was carried out without a hitch, until arriving at R.C.A.F. Station, Linton-on-Ouse. When the Squadron reported in to this station, it was found regardless of having an advance party, that little preparation had been made to receive the Squadron. No fault can be attached to the Squadron's advance party as they worked and screamed to have things prepared with no avail. There were not sufficient beds to accommodate officers, thus necessitating last minute rush to set up airmen's bunks with biscuits. N.C.O. accommodation was very inadequate and in many instances, other ranks were bedded down for the night on biscuits laying on the floor. The blankets were in a dirty condition. There was no hot water for shaving or for baths. The Squadron moved into No. 1 Hangar, and it was found there was no furniture available for officers. Electrical light bulbs were all missing from the sockets and in all, the state of cleanliness was very bad, even after having the advance party working for the previous two days "disturbing office walls. The blame cannot be placed on the station as it appears transport was not available to move personnel occupying billets until the evening before and the day of the Squadron's occupation.	
LINTON-ON-OWSE	11.8.43		Many complaints were received from personnel regarding sleeping accommodation, but it is hoped to have it ironed out within a few days. All airmen personnel banged off on seven days leave in order that the Squadron may get settled down and aircraft serviced for training. It was noted that airmen personnel were very interested in the new "bittas" they are about to convert to, namely "Lancasters Mark II". All N.C.O. airmen are being billeted approximately four miles from the main camp in "Brimingham" Hall. On inspection of this building, it is felt that in time, the boys will be comfortably arranged. The billets of other ranks is being gone into as some definite improvement is necessary for their comforts. Kits of furniture have and there was located for the Squadron Orderly Room, Commanding Officers' and Assistant's offices as well as the Discipline Office. These offices will be operating partly to-morrow.	

**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. **THREE**

of (Unit or Formation) **NO. 406 (R.C.A.F.) SQUADRON, LINTON-ON-OWSE** No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
LINTON-ON-OWSE	12.8.43		All aircrew personnel away on leave. Rear party arrived intact at 10.00 hours and Flight Lieutenant C.G. Brown (C.9889) Officer/CO party reports all buildings left in neat and tidy conditions. More than can be said of the conditions that this squadron moved into. Majority of ground crew being attached to base for duty with Repair and Inspection Section. Squadron personnel raised many reluctant comments of being detached from the Squadron. However all have pledged themselves to carry on their duties as well as when working with Squadron. It is felt that their full co-operation can be expected. Wing Commander W.D.S. Ferris, D.F.C. and Flight Lieutenant A.J. Bohl, Squadron adjutant were requested to pose with the Base and Station Officers for a group photograph.	
LINTON-ON-OWSE	13.8.43		Still endeavouring to obtain more suitable arrangements for other ranks and it is hoped that our efforts will be awarded. The Squadron Commander W.D.S. Ferris, D.F.C. received a phone call from the Squadron Leader Administrative, R.C.A.F. Station, Leeming, highly commending the Squadron on the cleanliness of all buildings held by the Squadron at that station. Also stating that the extent of barrack damages was very commendable, consisting of a few missing light bulbs and broken windows. The Station Barrack Warden, Linton, is endeavouring to co-operate to the best of his ability with the Squadron to obtain the necessary furniture and fixtures to enable the squadron officers to be equipped, and as promised, that there will be a certain amount available to-morrow. Also he has assured that a demand has been submitted for our requirements. The day was practically taken up with cleaning etc. Section Commanders are still getting their respective places set up for conversion.	
LINTON-ON-OWSE	14.8.43		A considerable number of tables and chairs were located and distributed to all Squadron offices to enable the offices to carry on in a make shift way. Other rank billet difficulties are gradually being ironed out. Wing Commander W.D.S. Ferris, D.F.C. Squadron Commander and Flight Lieutenant R.J. Reynolds, D.F.C., D.F.M. W/T Leader attended the wedding of Squadron Leader O.P. Moore, (2nd Assistant of this Squadron) at Harrogate, Yorks. All reports indicate a very nice ceremony and reception. The Squadron Commander called in at Headquarters No. 6 (RCAP) Group on his return journey to Linton, on official business. This being Saturday night, No. 406 Squadron personnel out at full force to the town of York to ascertain just what makes this highly advertised town tick.	
LINTON-ON-OWSE	15.8.43		Church services well attended by Squadron personnel. Telephone extensions in Squadron Offices now being installed. Not much doing to-day. Wireless and Gunnery Leaders as well as the Flight Engineer Officer were busy getting the instruction rooms ready for conversion. Also preparing notes regarding "Lancaster" aircraft.	
LINTON-ON-OWSE	16.8.43		Squadron Leader B.E. Harris (121788) (now transferred to the U.S.A.A.F.) "B" Flight Commander received the non-immediate award of the Distinguished Flying Cross. R.110587 Sergeant Boynton, R.D. received the non-immediate award of the Distinguished Flying Medal. Also Wing Commander W.F.M. Newson "X" Flight Commander of this Squadron and now Commander of No. 431 (RCAP) Squadron received the non-immediate award of the Distinguished Flying Cross. More chairs and tables were delivered to the Squadron to-day. The questions of aircrew lockers was taken up with the Equipment Officer and assurance was received that the Squadron will be supplied with 120 lockers within the next week.	

www.bombercommand.com

Place	Date	Time	Summary of Events	References to Appendices
LINTON-ON-OUSE	17.8.43		Very little doing to-day. Section commanders are still busily at work, making up notes on Lancaster Mark II aircraft and getting things straighten out before the aircrew personnel return from leave.	
LINTON-ON-OUSE	18.8.43		Another quiet day. Normal routine carried out.	
LINTON-ON-OUSE	19.8.43		All aircrew reported back from leave and were instructed to draw necessary flying clothing in preparation of commencement of flying training. Ground training set up all completed, and will commence training to-morrow.	
LINTON-ON-OUSE	20.8.43		Conversion training now in full swing. Ground instructions to all aircrew trades consisted of lectures etc. etc. utilising the entire day. The Squadron Commander W.D.S. Ferris, D.F.C. gave a lecture to all Aircrew personnel. Section Commanders report that the aircrew boys seem to be enjoying the new training.	
LINTON-ON-OUSE	21.8.43		No aircraft yet serviceable so ground instructions were carried out. Lectures on Lancaster engines were given to Pilots and Engineers. Air Gunners were given instructions on turret (S/N) drills, and aircraft familiarization. Lectures on wireless equipment were given to wireless operators.	
LINTON-ON-OUSE	22.8.43		Some aircraft were sent up on air tests. Lectures to Pilots and Flight Engineers on Hercules engines were again given. Lectures on harmonization of guns and P.M. turrets were given to the Air gunners. The boys are feeling there way around on the new aircraft now and seem to be anxious to get going.	
LINTON-ON-OUSE	23.8.43		Conversion is progressing satisfactorily. Four aircraft were up on conversion during the day. More lectures were given to Pilots and Flight Engineers on Hercules engines. Air gunners were again instructed on manipulation of turrets and P.M. system layout, also covering gun revision. Squadron Leader Roberts (the Gun Man of the engine handling courses for Hercules and Merlin engines) arrived by air this afternoon to deliver lectures to all Squadron Pilots and Flight Engineers on the handling of Hercules engines. Aircrew lockers now being delivered to the Squadron. Other ranks are being billeted in new billets.	
LINTON-ON-OUSE	24.8.43		All pilots and flight engineers attended the lecture as well as pictures given under the instruction of Squadron Leader Roberts. All reports indicate a very interesting and beneficial lecture. Further instructions on the handling of P.M. turrets was given to air gunners. A very quiet day with very little to report.	
LINTON-ON-OUSE	25.8.43		The morning was taken up by lectures and instructions. No flying training carried out due to unfavourable weather conditions. The Squadron was notified by the Station Commander that all personnel of the station would be confined to camp until 20.30 hours for the general camp clean up. Several officers of the squadron were detailed to certain barrack blocks in which the Squadron personnel are billeted, with instructions to have billets thoroughly cleaned and when satisfied with the cleanliness of the quarters, personnel could be released anytime after 1800 hours.	
LINTON-ON-OUSE	26.8.43		Local flying training as well as lectures to pilots and flight engineers was carried out during the day. More lectures and instructions were given to air gunners on the manipulation of P.M. turrets and harmonization of same. Normal routine carried out during the day.	



**SECRET.**

R.A.F. Form 540

**OPERATIONS RECORD BOOK**

Page No. **Five.**

See instructions for use of this form in K.R. and A.C.I. para. 2549, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

of (Unit or Formation) No. 409 (R.C.A.F.) SQUADRON, LINTON-ON-OWSE. No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
LINTON-ON-OWSE	27.8.43		The Squadron Commander, Wing Commander W.D.S. Ferris, D.F.C. (C1351) and Flight Lieutenant G.C. Brown (C9889) Squadron Engineering Officer proceeded to F.F.F. Group by transport to pick up gun on Lancaster Mark II aircraft in which this squadron is now converting. Considerable local flying was carried out as well as instructional lectures to all aircrew trades. Approximately 70% of the Squadron pilots have now been converted to Lancaster Mark II aircraft. Twenty airgunners proceeded to Sutton Banks firing range by transport for target practice.	
LINTON-ON-OWSE	28.8.43		No flying training carried out during this day due to unfavourable weather conditions. All aircrew personnel were released at mid-day. A very dull day with very little to report.	
LINTON-ON-OWSE	29.8.43		Due to unfavourable weather and continuing throughout the entire day, no flying training was carried out. Air gunners were given more instructions on the manipulation of F/A targets. All aircrew were released in early part of afternoon. Another quiet day with very little to report.	
LINTON-ON-OWSE	30.8.43		Considerable flying training was carried out to-day. Thirty eight airgunners proceeded to Sutton Banks Firing Range by transport for target practice. No ground training owing to extensive flying training.	
LINTON-ON-OWSE	31.8.43		Terrific air training was carried out by all aircrew personnel. Night flying training was also carried out. The same was scrubbed at approximately 22.30 hours due to ground haze and night fog. No ground training was carried out during the day due to extensive air flying training.	
			<b>POSTERS IN (AIRCREW) :-</b> The undermentioned aircrew personnel have been posted to this Squadron during the past month. Unit files which posted and effective dates are shown after each crew listed hereunder.	
			F/O W.B. Stewart (J1486). Posted from No. 24 O.F.U. w.e.f. 1.8.43 to take over duties as pilot for a headless crew.	
			The undermentioned Flight Engineers were posted from No. 1679 Conversion Unit w.e.f. 14.8.43 to fill establishment vacancies in the trade of Flight Engineers.	
			1010563 SGT Mabon, A.; 1381572 SGT Rees, J.; 1714926 SGT Nightingale, H.A.; 1211502 SGT Elliott, A.E.	
			F/O W.T. Wilton (J20218) (pilot); R135730 SGT McCabe, D.A. (Nav.); 1098418 SGT Landing, H. (TOP/AC); R100441 SGT Raban, W.E. (A/B); 1292205 SGT Fearn, B.H. (FLT/ENG); R167515 SGT Bease, C.A. (Rear A/C). Posted from No. 1679 Conversion Unit w.e.f. 20.8.43.	
			549483 SGT Maher, M. (FLT/ENG) Posted to this unit from No. 1679 Conversion Unit w.e.f. 19.8.43 to fill the establishment of Flight Engineer.	
			P. 14 C.	

Page No.

Place	Date	Time	Summary of Events	References to Appendices																																																																																																																																							
LONDON-ON-CUSE			<p><b>POSTINGS IN (AIRCREW):-</b>  657504 SGT CLARK, J.A. (Pilot); 6123715 SGT Inverarity, J.A. (Nav.); 1316350 SGT Briggs, R.W. (WOP/12); 1434996 SGT WILLIAMS, R.G. (A/D); 6123999 SGT Lowery, R.W. (M/C); 1049183 SGT Bagill, H. (Flt/Eng); 6137268 SGT Rolph, R.W. (A/C). Posted from No. 1679 Conversion Unit w.e.f. 25.8.43.</p> <p><b>REMARKS AND AWARDS:-</b> See daily entries.</p> <p><b>PROMOTIONS:-</b> The undermentioned Flying Officers have been promoted to the acting rank of Flight Lieutenant.  P/O T.W. Harris (127905)  P/O G. Bennett, D.F.C. (J15248)  The undermentioned officer was promoted to Temporary Flying Officer.  P/O E.T. Fowler (J21886)</p> <p><b>CHANGES IN COMMAND:-</b> NIL</p> <p><b>AIRCRAFT CHANGES:-</b> NIL</p> <p><b>AIRCRAFT ON CHARGE:-</b> From 1.8.43 up to and including 10.8.43 we had an average of 22 Handley Page Halifax Mark II aircraft on our charge. There are still two Handley Page Halifax Mark II aircraft on our charge at this present date. From 10.8.43 to 31.8.43 we have had an average of 16 Lancaster Mark II aircraft on our charge.</p> <p><b>HEALTH:-</b> The general health of the Squadron has been fairly good during the month. We have had a few cases of scabies.</p> <p><b>PERSONNEL ON STRENGTH:-</b></p> <table> <tr> <th></th><th>RCAP</th><th>RAF</th><th>RAAF</th><th>USAAF</th><th>RESERVE</th><th>TOT. STR.</th></tr> <tr> <td><b>OFFICERS (AIRCREW)</b></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Pilots</td><td>11</td><td>1</td><td>-</td><td>1</td><td>12</td><td>25</td></tr> <tr> <td>Navigators</td><td>11</td><td>3</td><td>-</td><td>1</td><td>12</td><td>25</td></tr> <tr> <td>Air Gunners</td><td>3</td><td>-</td><td>-</td><td>-</td><td>9</td><td>12</td></tr> <tr> <td>Flight Engineers</td><td>3</td><td>-</td><td>-</td><td>-</td><td>1</td><td>4</td></tr> <tr> <td>Air Bombardiers</td><td>10</td><td>1</td><td>-</td><td>1</td><td>12</td><td>24</td></tr> <tr> <td>Wireless Operators</td><td>3</td><td>3</td><td>-</td><td>-</td><td>6</td><td>12</td></tr> <tr> <td><b>TOTAL</b></td><td><b>41</b></td><td><b>8</b></td><td><b>2</b></td><td><b>3</b></td><td><b>54</b></td><td><b>108</b></td></tr> <tr> <td><b>GROUND CREW</b></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>OFFICERS</td><td>2</td><td>-</td><td>-</td><td>-</td><td>-</td><td>2</td></tr> <tr> <td>OFFICERS (W.D.)</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></tr> <tr> <td>OFFICERS (WAAF)</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></tr> <tr> <td><b>AIRCREW (W.D.)</b></td><td><b>378</b></td><td><b>38</b></td><td><b>-</b></td><td><b>-</b></td><td><b>442</b></td><td><b>858</b></td></tr> <tr> <td><b>AIRCREW (WAAF)</b></td><td><b>-</b></td><td><b>-</b></td><td><b>-</b></td><td><b>-</b></td><td><b>29</b></td><td><b>29</b></td></tr> <tr> <td><b>AIRCREW (W.D.)</b></td><td><b>-</b></td><td><b>-</b></td><td><b>-</b></td><td><b>-</b></td><td><b>-</b></td><td><b>-</b></td></tr> <tr> <td><b>TOTAL</b></td><td><b>380</b></td><td><b>38</b></td><td><b>-</b></td><td><b>-</b></td><td><b>471</b></td><td><b>889</b></td></tr> </table> <p><i>P.B. Harris S/Sgt</i>  (V.D.S. Period) 1st  First Commander, Commanding,  No. 400 (B.C.A.F.) Squadron.</p> <table> <tr> <th></th><th>RCAP</th><th>RAF</th><th>OFFICERS</th></tr> <tr> <td>OFFICERS (AIRCREW)</td><td>41</td><td>8</td><td>5</td></tr> <tr> <td>OFFICERS (GROUND)</td><td>2</td><td>-</td><td>-</td></tr> <tr> <td><b>TOTAL</b></td><td><b>43</b></td><td><b>8</b></td><td><b>5</b></td></tr> </table> <p><b>AIRCREW (AIRCREW)</b> 89 54 1  <b>AIRCREW (GROUND)</b> 378 38 -  <b>TOTAL</b> 467 92 1  <b>W.A.A.F.</b> - - -  <b>GRAND TOTAL</b> 510 100 1</p>		RCAP	RAF	RAAF	USAAF	RESERVE	TOT. STR.	<b>OFFICERS (AIRCREW)</b>							Pilots	11	1	-	1	12	25	Navigators	11	3	-	1	12	25	Air Gunners	3	-	-	-	9	12	Flight Engineers	3	-	-	-	1	4	Air Bombardiers	10	1	-	1	12	24	Wireless Operators	3	3	-	-	6	12	<b>TOTAL</b>	<b>41</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>54</b>	<b>108</b>	<b>GROUND CREW</b>							OFFICERS	2	-	-	-	-	2	OFFICERS (W.D.)	-	-	-	-	-	-	OFFICERS (WAAF)	-	-	-	-	-	-	<b>AIRCREW (W.D.)</b>	<b>378</b>	<b>38</b>	<b>-</b>	<b>-</b>	<b>442</b>	<b>858</b>	<b>AIRCREW (WAAF)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>29</b>	<b>29</b>	<b>AIRCREW (W.D.)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>TOTAL</b>	<b>380</b>	<b>38</b>	<b>-</b>	<b>-</b>	<b>471</b>	<b>889</b>		RCAP	RAF	OFFICERS	OFFICERS (AIRCREW)	41	8	5	OFFICERS (GROUND)	2	-	-	<b>TOTAL</b>	<b>43</b>	<b>8</b>	<b>5</b>	
	RCAP	RAF	RAAF	USAAF	RESERVE	TOT. STR.																																																																																																																																					
<b>OFFICERS (AIRCREW)</b>																																																																																																																																											
Pilots	11	1	-	1	12	25																																																																																																																																					
Navigators	11	3	-	1	12	25																																																																																																																																					
Air Gunners	3	-	-	-	9	12																																																																																																																																					
Flight Engineers	3	-	-	-	1	4																																																																																																																																					
Air Bombardiers	10	1	-	1	12	24																																																																																																																																					
Wireless Operators	3	3	-	-	6	12																																																																																																																																					
<b>TOTAL</b>	<b>41</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>54</b>	<b>108</b>																																																																																																																																					
<b>GROUND CREW</b>																																																																																																																																											
OFFICERS	2	-	-	-	-	2																																																																																																																																					
OFFICERS (W.D.)	-	-	-	-	-	-																																																																																																																																					
OFFICERS (WAAF)	-	-	-	-	-	-																																																																																																																																					
<b>AIRCREW (W.D.)</b>	<b>378</b>	<b>38</b>	<b>-</b>	<b>-</b>	<b>442</b>	<b>858</b>																																																																																																																																					
<b>AIRCREW (WAAF)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>29</b>	<b>29</b>																																																																																																																																					
<b>AIRCREW (W.D.)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>																																																																																																																																					
<b>TOTAL</b>	<b>380</b>	<b>38</b>	<b>-</b>	<b>-</b>	<b>471</b>	<b>889</b>																																																																																																																																					
	RCAP	RAF	OFFICERS																																																																																																																																								
OFFICERS (AIRCREW)	41	8	5																																																																																																																																								
OFFICERS (GROUND)	2	-	-																																																																																																																																								
<b>TOTAL</b>	<b>43</b>	<b>8</b>	<b>5</b>																																																																																																																																								