

## OPERATIONS RECORD BOOK

22-1-48  
2653875

Page No. ONE

of (Unit or Formation) NO. 408 (R.C.A.F.) SQUADRON, LENTON-ON-OUSE No. of pages used for day \_\_\_\_\_

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LENTON-ON-OUSE	1.9.43		Flying training in the forenoon consisted of local flying, air-to-sea firing and circuits. No flying training being carried out in the afternoon due to diff weather. Flight Lieutenant Anderson Officer Commanding Fighter Affiliation Unit gave lectures to aircrew personnel on fighter affiliation and defensive action. Flight Lieutenant J.D. Carruthers (C.6561) reported to this Squadron on Double bank Assistant's duties.		
LENTON-ON-OUSE	2.9.43		Five aircraft were detailed for Command Bullseye exercise. One aircraft failed to take-off and one was forced to return early due to engine failure. Extensive flying training was carried out during the day, which consisted of fighter affiliation, cross-country, air tests and circuits. No ground training carried out due to heavy flying training.		
LENTON-ON-OUSE	3.9.43		One aircraft was detailed for Command Bullseye Exercise and same was completed. More intensive flying training carried out during the day comprising of fighter affiliation, air-to-sea firing and aircraft swinging. Night flying training consisted of circuits and bumps. Air gunners were instructed on gun testing and harmonization of gun turrets. Fighter affiliation was also carried out by air gunners.		
LENTON-ON-OUSE	4.9.43		Eight aircraft carried out fighter affiliation. Three aircraft carried out air-to-sea firing. Gunners were instructed on turret manipulation. Wireless operators were given a lecture on T.R.1126 by Flight Sergeant Davies. No other ground training carried out due to extensive air training.		
LENTON-ON-OUSE	5.9.43		Extensive day and night training was carried out to-day. Training consisted of air tests and local flying. Harmonization and turret checks was carried out by air gunners, also air-to-sea firing. Lectures on T.R.1126 were given to the Wireless Operators in the afternoon. Five aircraft were detailed for night flying and same was carried out.		
LENTON-ON-OUSE	6.9.43		Squadron Administrative Offices consisting of Squadron Commander's, Assistant's, Orderly Room and Discip. Offices moved from No. 1 Messing to No. 3 Messing. New offices are much more suitable. The balance of the Squadron Sections are remaining in No. 1 Messing for the present. Flying training for the day consisted of practice flights, cross-country, R.D.P. flight training and local flying. Two aircraft are now equipped with bombights. Gunners were detailed for daily inspections, turret manipulation and air-to-sea firing. Lectures on "fault finding" were given to wireless operators in the afternoon.		
LENTON-ON-OUSE	7.9.43		All serviceable aircraft were detailed for R.D.P. practice, cross-country, fighter affiliation, bombing practice and local flying, also air-to-sea firing. Very little ground training due to extensive air training. One of our aircraft Lancaster Mark II D.S. 732 "P" (P for Freddie) developed engine trouble over the airbase on return from fighter affiliation and air-to-sea firing maneuvers, and had to crash land approximately three miles from the airbase. The captain of the aircraft R115787 Sergeant Draper, K.I. negotiated a very good belly landing, but unfortunately one outboard engine was torn from the wing, causing the aircraft to serve violently around also spreading petrol on the heated engines thereby setting the aircraft afire. The rear gunner R179719 327. Opton, R.I. appeared to have been thrown from the rear turret at the time the aircraft touched down. When this M.C.O. was picked up he was found critically injured internally from severe chest and head wounds, as well as a broken right leg. Sergeant Opton was placed in an ambulance which was awaiting. Upon examination by the Medical Officer, this M.C.O. was pronounced dead. The remainder of the crew succeeded in getting clear of the aircraft and all are uninjured.		

www.bombercommand.com

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-CH-OSUE	8.9.43		Funeral arrangements for R179719 Sergeant Ogston, R.V. are being completed. Rays of hope, the Squadron Commander informed Flight Lieutenant A.J. Bond (C.6672) Squadron Adjutant he is remaining with the Squadron. Through the efforts of the Commanding Officer (Squadron) the Adjutant's posting has been scrubbed. Flight Lieutenant J.D. Carruthers (C.6661) will be penned up on Squadron Adjutant's duties while pending posting to some other unit. A distinct broad grin was noticeable on the Adjutant's face after three or four days of dejected looks, due to the thought of having to leave squadron duties for other fields. After the very good news received over the wireless, stating that one of the enemy had surrendered, station personnel endeavoured to express the glad tidings by consuming such of England's famed "Wiggle Water". From all reports, it appeared that their efforts were more than successful. Training for the day consisted of local flying, R.D.P. flights, cross-country, fighter affiliation and air-to-sea flying. Squadron Leader Turner-Hall (Test Pilot) arrived to-day to pen up the aircrew personnel. Air gunners were given more practice on turret manipulation, and a tactics lecture was also given to the air gunners by Flight Lieutenant Anderson. Wireless Operators were given more lectures by Flight Sergeant Davies.		
LINTON-CH-OSUE	9.9.43		Funeral of R179719 Sergeant Ogston, R.V. was held on the station at 0915 hours. The funeral procession proceeded to R.A.F. Cemetery, Harrogate at approximately 0940 hours under the supervision of Flight Lieutenant J.D. Carruthers (C.6661) and arrived at the cemetery at 1100 hours. Burial service took place at 1130 hours. The service was conducted by the Station Padre, The Reverend Squadron Leader Dutcher, under full military honours including a firing squad, the last post and reveille also being sounded. Training for the day consisted of bombing, night cross-country as well as night circuits and landings. Fighter affiliation was also carried out during the day. Ground training and trap shooting also turret manipulation was carried out by the air gunners. Wireless Operators were kept quite busy during the day with flying training and briefing for the cross-country flight at 1915 hours. The Pathe News Gazette paid the Squadron a visit in the afternoon. Numerous shots of the Squadron were taken, as well as aircrew personnel being interviewed. The Squadron was advised that the newsreels taken, will be shown throughout Canada. Fifteen R.C.A.F. W.D.s from No. 6 (R.C.A.F.) Group visited the Squadron in the afternoon and were conducted on a tour by Flight Lieutenant W. Reynolds, D.F.C., D.F.M.		
LINTON-CH-OSUE	10.9.43		Eight aircraft were detailed for Command Billseye, but the same was scrubbed at 1400 hours. No flying training was carried out during the day due to very unfavourable weather. Ground training programme was carried out by all aircrew personnel.		
LINTON-CH-OSUE	11.9.43		Due to unfavourable weather, no flying training was carried out to-day. Ground training was carried out by the aircrew personnel in the morning. Air gunners were given more instructions on turret manipulation and harmonization. Most of aircrew personnel were given the afternoon off.		
LINTON-CH-OSUE	12.9.43		Another non-flying training day and again due to unfavourable weather. Training programme same as the one for yesterday, with additional lectures to Flight Engineers and Navigators and Bomb Alarms. Aircrew personnel were released in middle of afternoon.		
LINTON-CH-OSUE	13.9.43		No flying training carried out this day due to more unfavourable weather. Aircrew personnel are getting very impatient and are hoping that the weather will clear up soon in order to carry on with flying training. Most of the day was spent in lecture halls, and films on "Ditching" were also shown. Very quiet day with very little to report.		

## OPERATIONS RECORD BOOK

Page No. THREEof (Unit or Formation) NO. 406 (R.C.A.F.) SQUADRON, LINTON-ON-OWE

No. of pages used for day \_\_\_\_\_

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OWE	14.9.43		Just another Yorkshire day, "buckets of rain". How the Squadron is expected to complete conversion under such weather conditions is unknown. The highlight of the day was the visit of the Commander in Chief of Bomber Command, Air Marshal, Acting Air Chief Marshal, Sir Arthur T. Harris, K.C.B., O.B.E., A.F.C. All Aircrew personnel of the Squadron congregated in the reception room of the airmen's mess where the C. in C. gave a short address followed by the serving of a very enjoyable tea. Other high ranking officials present included A.C.C. No. 6 (RCAF) Group, Air Vice Marshal G.E. Brookes, O.B.E.; Air Commodore B.F. Johnston (C.97); Air Commodore W.R. McEwen, Base Commander, Topcliffe; Air Commodore Simpson, from No. 6 (RCAF) Group; Group Captains Sampson, Topcliffe; Ross, Middleton St George; Gordon, Tholdorpe; Carscullen, East-wood; and Edwards, Linton-on-Owe; as well as numerous Wing Commanders, Squadron Leaders etc.		q/c
LINTON-ON-OWE	15.9.43		The Aircrew personnel of No. 406 Squadron took the opportunity of showing their gratitude and appreciation to their Squadron Commander Wing Commander W.D.S. (Tiny) Ferris, D.F.C. on this occasion "The Winco's Birthday" by presenting him with a sterling silver pint beer tankard engraved with the Squadron Crest along with suitable presentation inscription. The Aircrew personnel gathered together in the Squadron Mess and all the "Winco's" replied under the name that the Aircrew personnel wish to present a petition. On arrival of the Squadron Commander, Squadron Leader R.E. Harris, Senior Flight Commander presented the tankard with a suitable address. When the presentation was completed, <u>TYNAR OFFICER D.W.T. THLIN, DFC, Deputy Wingless Leader</u> presented a pint bottle of beer in which the tankard was placed and the cry of "Tiny a Jug" went up. The "Winco" responded whole-heartedly and when the beer was consumed, he gave a very short reply, quote "Boys there's nothing I can say, except that I thank you from the bottom of my heart and I will continue to carry on to the best of my ability on your behalf", unquote. Following this short reply, the usual "three cheers" and a good old Canadian "Tiger" was given. Usual flying and ground training was carried out today.		
LINTON-ON-OWE	16.9.43		Day of excitement and pride as the first Canadian built Lancaster aircraft set down on this airbase today. Numerous Aircrew personnel report after a short inspection, that it is felt this aircraft shall make a good amount of itself. The captain of this Canadian built Lancaster who flew it across the ocean, stated that the trip was made in 9 hours and 5 minutes. All aircraft were serviceable in early morning, but a few went A/S later in the forenoon. However part of the flying training was carried out which consisted of "MEP" practice, bombing, fighter affiliation practice, air-to-sea firing and S.A.A. In the afternoon, seven aircraft were detailed for cross-country, but the same was cancelled due to bad weather conditions. No ground training carried out this day due to extensive flying training.		
LINTON-ON-OWE	17.9.43		Twelve aircraft were prepared for Command Officers, but the same was scrubbed prior to take off due to bad weather. Some local flying was carried out during the day. Usual ground training carried out by Aircrew personnel. A very quiet day with very little to report.		
LINTON-ON-OWE	18.9.43		Training programme for the day consisted of fighter affiliation, air-to-sea firing, S.A.A. practice and "MEP" practice. Four aircraft were detailed for night cross-country. This detail was completed <del>except</del> for one aircraft which was agreed to return early. All Aircrew personnel were busily engaged in flying duties during the entire day consequently no ground training was carried out.		
LINTON-ON-OWE	19.9.43		Eight aircraft were airborne for "MEP" practice and five successfully completed the detail. Four more aircraft were detailed for air-to-sea firing at which 6000 rounds of S.A.A. 303 was expended. Night flying consisted of cross-country for which four aircraft were detailed. Flight commanders report that aircraft serviceability is becoming a headache. The officers softball team of this Squadron journeyed to R.C.A.F. Station, Tholdorpe to take on an officers team from No. 431 Squadron. The boys faces were rather red on completion of the game <del>which</del> the score was <del>1-0</del> .		

www.bombercommand.com

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LONDON-CH-OUZE	19.9.43		reading M. to 4 and not in favour of this Squadron. It is felt the boys had better get in some soft-ball hours in preparation for their next game. However days of fun was had by all.		
LONDON-CH-OUZE	20.9.43		Another heavy flying training day, which consisted of "GEE" practice, air-to-sea firing and bombing practice. Eight aircraft successfully carried out a Command "Ballseye Exercise" at night. Usual morning D.I.s were carried out by the airgunners and Wireless Operators. Several hours were also spent by the Wireless Operators on "Fault Finding" and tuning on new test bench. Navigators and Air Gunners were given more practice at "map reading". Most of the day was spent at air training.		
LONDON-CH-OUZE	21.9.43		Eight aircraft were detailed for Command "Ballseye Exercise", but only five aircraft carried out this detail successfully. Two aircraft went u/s prior to take off and the other was recalled early due to enemy action being encountered. Flying training for the day consisted of "GEE" practice, air-to-sea firing and local flying. Daily inspections were carried out by the Air Gunners and Wireless Operators in the morning. All aircrew personnel were engaged in flying duties through the day, consequently no ground training was carried out.		
LONDON-CH-OUZE	22.9.43		Due to numerous pilots being away on courses, flying training for the day was light. Nine aircraft carried out "GEE" practice, one on air-to-sea firing and another on air test. The weather to-day was marvellous for flying, but minor defects placed a few aircraft in a u/s condition, therefore little flying training was accomplished. Wireless Operators and Airgunners carried out morning D.I.s apart from flying training. Bomb Aimers were engaged through out the day on Astro Navigation practice.		
LONDON-CH-OUZE	23.9.43		Usual training programme carried out to-day, consisting of "GEE" practice, air-to-air firing and local flying. Full training programme could not be carried out, due to some aircraft being unserviceable. Air Gunners were given more instructions on Turret Manipulation and Air-to-Air firing practice. Bomb Aimer's time was utilised by navigational instructions. Just another day with very little to report.		
LONDON-CH-OUZE	24.9.43		Twelve aircraft were detailed to carry out "GEE" practice, but only ten aircraft carried out same. Section commanders are concentrating on "GEE" practice to finish up navigation training. Air-to-air practice for to-day was scrubbed. Air gunners were given more practice on Turret manipulation to-day. Navigators and Bomb Aimers were kept busy at D.R. Plotting in the morning and local flying in the afternoon. The remainder of aircrew personnel were kept busy at flying training.		
LONDON-CH-OUZE	25.9.43		Three aircraft were detailed and completed a Command "Ballseye Exercise". Six aircraft were detailed to carry out air-to-air firing in the morning. Five aircraft carried out this detail successfully. Nine aircraft were detailed in the afternoon for "GEE" practice, and eight details were carried out. Three more aircraft carried out fighter affiliation in the afternoon. Very little ground training carried out due to intensive air flying training.		
LONDON-CH-OUZE	26.9.43		Twelve aircraft carried out "GEE" training in the morning. Air-to-air, fighter affiliation and local flying training was carried out to-day. Air gunners carried out more training on Turret manipulation and shoot shooting. A very quiet day with very little to report.		

Form 10 (Rev. 1-43) 100



## OPERATIONS RECORD BOOK

of (Unit or Formation) No. 405 (R.C.A.F.) Squadron, Linton-on-Ouse. No. of pages used for day \_\_\_\_\_

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUSE	27.9.43		The highlight of to-day's activities was the visit of Air Marshal H. Edwards, C.B. (U.S.) to this Station and Squadron. During his period of stay, he was given a flight in a Lancaster Mark II aircraft to which the Squadron is now converting. The pilot of the aircraft was the Squadron Commander, Wing Commander W.D.S. Percie, D.F.C. Normal training programme was carried out to-day consisting of local flying, bombing practice and fighter affiliation. Sheet shooting and turret manipulation was again carried out by members of the Gunners Section.		
LINTON-ON-OUSE	28.9.43		Flying training programme for the day consisted of "GEE" details, and local flying. Five aircraft carried out a "Gee" exercise at night. All but one were successful in carrying out this detail. The one aircraft was recalled due to unfavourable weather. Very little ground training carried out to-day. In conclusion it may be added that the Flight Commanders find that aircraft serviceability is still a headache. The recent transfer of Squadron Leader R.E. Harris, D.F.C. (X-73) Flight Commander to the United States Air Force is keenly felt by all personnel of the Unit. During his tour of duty with us he had won the admiration of all personnel owing to his strict and somewhat personality and co-operative spirit in any duty which he undertook. In his new undertaking we wish him every success on his return to America.		
LINTON-ON-OUSE	29.9.43		Six "G.H." practices and 5 "G.H." bombing details were carried out during the day. Local flying and compass swinging was also on the programme for the day. Air Gunners carried out "Daily Inspections" also "Turret Manipulation" and "Sheet Shooting". No other ground training was carried out to-day, as all remainder of aircrew personnel were engaged in flying training.		
LINTON-ON-OUSE	30.9.43		Normal flying training programme carried out to-day which consisted of "GEE" practices and "GEE" bombing details, also air-to-air firing and local flying. Air Gunners carried out "Daily Inspections", "Air-to-Air Firing" and "Sheet Shooting". Remainder of the aircrew personnel were engaged in flying duties throughout the day.  POSTING OF AIRCREW DURING THE MONTH:- The undermentioned aircrew personnel have been posted to this Squadron during the past month. Unit from which posted and effective dates are shown after the listed names.  1094235 SGT Varley, R. and 1503334 SGT Shea, A.M. (P/Eng). Posted from No. 1679 Conversion Unit to fill establishment vacancies in that trade. Effective date 10.9.43.  212300 SGT Sutherland, R. (Pilot); J. 0941 P/O R.W. Butcher (Nav.Eng.); 1313009 SGT Hobbs, R.H. (W/F/Ad); 2106132 SGT Boulton, G.A. (A.G.); 2106751 SGT DeMille, A.M.E. (Clear A.G.); 1043374 SGT Hampson, A. (M4 U.A.); Posted from No. 1679 Conversion Unit w.e.f. 13.9.43.  2192577 SGT Emerson, A.R. (A.G.); 2190759 SGT Claus, G.A. (A.G.); 2191653 SGT DeDunn, A.P. (A.G.); 2192009 SGT Hanton, L.T. (L.T.). Posted from No. 1664 Conversion Unit w.e.f. 10.9.43 to fill Air Gunner's establishment vacancies on this Squadron.  1999763 SGT Easton, R.O. (P/Eng). Posted from No. 1679 Conversion Unit w.e.f. 10.9.43 to fill Flight Engineer's establishment vacancies on this Squadron.  1006512 SGT Wood, E. (P/Eng); 1506352 SGT Bates, J.E. (P/Eng). Posted from No. 1679 Conversion Unit w.e.f. 23.9.43.  2123009 SGT Phillips, R.T. (Pilot); 2123041 SGT Wood, E.M. (Nav.); 1313351 SGT Rogers, J.H. (W/F/Ad); 2106132 SGT Hart, J.C. (A.G.); 2106286 SGT Laguerre, G. (A.G.); 1502057 SGT Wilson, W. (P/Eng). Posted from No. 405 (R.C.A.F.) Squadron, w.e.f. 30.9.43.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																																																																																																																																								
LONDON-ON-OUSE	NINTH OF SEPTEMBER		<p><b>HONOURS AND AWARDS:</b> The undermentioned officers were awarded the Distinguished Flying Cross. Flight Lieutenant H.B. Gartery (J15529); Flying Officers G. Klein (134205), D.W.T. Hiblin (403405). W.R.E. North (114591).</p> <p><b>PROMOTIONS:</b> The undermentioned officers have been promoted to Squadron Leader and Flight Lieutenant respectively:-</p> <p>Flight Lieutenant H.T. Miles (D.F.C.) (J6946). Flying Officer W.A. Russell (J8401).</p> <p><b>Appointments to Commission Rank:</b> The undermentioned Warrant Officer, Flight Sergeants and Sergeants have been appointed to the rank of Pilot Officers.</p> <p>R114303 SGT Willis, G.E.; R112650 SGT Moore, J.O.A.; R96243 SGT Lashow, J.I.; R04174 SGT Dutton, A.R.; R110367 SGT Boynton, B.J. D.F.M.; R115302 SGT Smith, W.R.; R130184 SGT Burns, R.; R79265 P/SGT Grubert, A.R.; R90092 W/O G.R. Hutchant; R82934 SGT Dallyn, J.B.; 1382785 SGT Thornton, R.A.; 1399343 SGT Philpot, W.G.</p> <p><b>CHANGE IN COMMAND:</b> - NIL -</p> <p><b>ADMINISTRATIVE CHANGE:</b> - NIL -</p> <p><b>AIRCRAFT ON CHARGE:</b> Twenty-one "Hercules" engine Lancaster Mark II Aircraft.</p> <p><b>HEALTH:</b> The general health of No. 400 (R.C.A.F.) Squadron has been fairly good during the month of September. There has been one case of V.D.S. and no cases of V.D.S. on the Squadron during this period. There has been 18 cases of Pharyngitis and 2 cases of Thrush in Air Crew.</p> <p><b>PERSONNEL ON STRENGTH:</b></p> <table border="1"> <thead> <tr> <th></th> <th>HEAD</th> <th>RAV</th> <th>RAV</th> <th>USAF</th> <th>SEAF</th> <th>VOYAGER</th> </tr> </thead> <tbody> <tr> <td>Pilots.....</td> <td>15</td> <td>1</td> <td>-</td> <td>12</td> <td>15</td> <td>15</td> </tr> <tr> <td>Navigation.....</td> <td>13</td> <td>3</td> <td>-</td> <td>12</td> <td>17</td> <td>13</td> </tr> <tr> <td>Air Gunners.....</td> <td>11</td> <td>1</td> <td>-</td> <td>12</td> <td>13</td> <td>13</td> </tr> <tr> <td>Wireless Operators.....</td> <td>3</td> <td>4</td> <td>2</td> <td>-</td> <td>5</td> <td>9</td> </tr> <tr> <td>Flight Engineers.....</td> <td>3</td> <td>-</td> <td>-</td> <td>-</td> <td>1</td> <td>3</td> </tr> <tr> <td>Air Gunners.....</td> <td>6</td> <td>1</td> <td>-</td> <td>-</td> <td>9</td> <td>7</td> </tr> <tr> <td><b>TOTAL.....</b></td> <td><b>50</b></td> <td><b>10</b></td> <td><b>2</b></td> <td><b>2</b></td> <td><b>51</b></td> <td><b>64</b></td> </tr> </tbody> </table> <p><b>GROUND CREW</b></p> <table border="1"> <thead> <tr> <th></th> <th>HEAD</th> <th>RAV</th> <th>RAV</th> <th>USAF</th> <th>SEAF</th> <th>VOYAGER</th> </tr> </thead> <tbody> <tr> <td>Officers.....</td> <td>2</td> <td>-</td> <td>-</td> <td>-</td> <td>2</td> <td>2</td> </tr> <tr> <td>Officers (W.D.)..</td> <td>-</td> <td>-</td> <td>-</td> <td>NIL</td> <td>-</td> <td>-</td> </tr> <tr> <td>Officers (W.A.F.)..</td> <td>-</td> <td>-</td> <td>-</td> <td>NIL</td> <td>-</td> <td>-</td> </tr> <tr> <td>Airmen.....</td> <td>364</td> <td>47</td> <td>-</td> <td>-</td> <td>411</td> <td>411</td> </tr> <tr> <td>Airmen (W.D.)..</td> <td>-</td> <td>-</td> <td>-</td> <td>NIL</td> <td>-</td> <td>-</td> </tr> <tr> <td>Airmen (W.A.F.)..</td> <td>-</td> <td>44</td> <td>-</td> <td>-</td> <td>11</td> <td>44</td> </tr> <tr> <td><b>TOTAL.....</b></td> <td><b>366</b></td> <td><b>91</b></td> <td><b>-</b></td> <td><b>-</b></td> <td><b>422</b></td> <td><b>457</b></td> </tr> </tbody> </table> <p><b>SUMMARY</b></p> <table border="1"> <thead> <tr> <th></th> <th>HEAD</th> <th>RAV</th> <th>RAV</th> <th>USAF</th> <th>SEAF</th> <th>VOYAGER</th> </tr> </thead> <tbody> <tr> <td>Officers (Aircrew).....</td> <td>15</td> <td>1</td> <td>-</td> <td>12</td> <td>15</td> <td>15</td> </tr> <tr> <td>Officers (Ground).....</td> <td>2</td> <td>-</td> <td>-</td> <td>-</td> <td>2</td> <td>2</td> </tr> <tr> <td><b>Total.....</b></td> <td><b>17</b></td> <td><b>1</b></td> <td><b>-</b></td> <td><b>12</b></td> <td><b>17</b></td> <td><b>17</b></td> </tr> <tr> <td>Airmen (Aircrew).....</td> <td>364</td> <td>47</td> <td>-</td> <td>-</td> <td>411</td> <td>411</td> </tr> <tr> <td>Airmen (Ground).....</td> <td>364</td> <td>47</td> <td>-</td> <td>-</td> <td>411</td> <td>411</td> </tr> <tr> <td><b>Total.....</b></td> <td><b>728</b></td> <td><b>94</b></td> <td><b>-</b></td> <td><b>-</b></td> <td><b>822</b></td> <td><b>822</b></td> </tr> <tr> <td><b>GRAND TOTAL.....</b></td> <td><b>745</b></td> <td><b>95</b></td> <td><b>-</b></td> <td><b>-</b></td> <td><b>839</b></td> <td><b>839</b></td> </tr> </tbody> </table> <p>W.R.E. North, Wing Commander Commanding, No. 400 (R.C.A.F.) Squadron.</p>		HEAD	RAV	RAV	USAF	SEAF	VOYAGER	Pilots.....	15	1	-	12	15	15	Navigation.....	13	3	-	12	17	13	Air Gunners.....	11	1	-	12	13	13	Wireless Operators.....	3	4	2	-	5	9	Flight Engineers.....	3	-	-	-	1	3	Air Gunners.....	6	1	-	-	9	7	<b>TOTAL.....</b>	<b>50</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>51</b>	<b>64</b>		HEAD	RAV	RAV	USAF	SEAF	VOYAGER	Officers.....	2	-	-	-	2	2	Officers (W.D.)..	-	-	-	NIL	-	-	Officers (W.A.F.)..	-	-	-	NIL	-	-	Airmen.....	364	47	-	-	411	411	Airmen (W.D.)..	-	-	-	NIL	-	-	Airmen (W.A.F.)..	-	44	-	-	11	44	<b>TOTAL.....</b>	<b>366</b>	<b>91</b>	<b>-</b>	<b>-</b>	<b>422</b>	<b>457</b>		HEAD	RAV	RAV	USAF	SEAF	VOYAGER	Officers (Aircrew).....	15	1	-	12	15	15	Officers (Ground).....	2	-	-	-	2	2	<b>Total.....</b>	<b>17</b>	<b>1</b>	<b>-</b>	<b>12</b>	<b>17</b>	<b>17</b>	Airmen (Aircrew).....	364	47	-	-	411	411	Airmen (Ground).....	364	47	-	-	411	411	<b>Total.....</b>	<b>728</b>	<b>94</b>	<b>-</b>	<b>-</b>	<b>822</b>	<b>822</b>	<b>GRAND TOTAL.....</b>	<b>745</b>	<b>95</b>	<b>-</b>	<b>-</b>	<b>839</b>	<b>839</b>		
	HEAD	RAV	RAV	USAF	SEAF	VOYAGER																																																																																																																																																																							
Pilots.....	15	1	-	12	15	15																																																																																																																																																																							
Navigation.....	13	3	-	12	17	13																																																																																																																																																																							
Air Gunners.....	11	1	-	12	13	13																																																																																																																																																																							
Wireless Operators.....	3	4	2	-	5	9																																																																																																																																																																							
Flight Engineers.....	3	-	-	-	1	3																																																																																																																																																																							
Air Gunners.....	6	1	-	-	9	7																																																																																																																																																																							
<b>TOTAL.....</b>	<b>50</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>51</b>	<b>64</b>																																																																																																																																																																							
	HEAD	RAV	RAV	USAF	SEAF	VOYAGER																																																																																																																																																																							
Officers.....	2	-	-	-	2	2																																																																																																																																																																							
Officers (W.D.)..	-	-	-	NIL	-	-																																																																																																																																																																							
Officers (W.A.F.)..	-	-	-	NIL	-	-																																																																																																																																																																							
Airmen.....	364	47	-	-	411	411																																																																																																																																																																							
Airmen (W.D.)..	-	-	-	NIL	-	-																																																																																																																																																																							
Airmen (W.A.F.)..	-	44	-	-	11	44																																																																																																																																																																							
<b>TOTAL.....</b>	<b>366</b>	<b>91</b>	<b>-</b>	<b>-</b>	<b>422</b>	<b>457</b>																																																																																																																																																																							
	HEAD	RAV	RAV	USAF	SEAF	VOYAGER																																																																																																																																																																							
Officers (Aircrew).....	15	1	-	12	15	15																																																																																																																																																																							
Officers (Ground).....	2	-	-	-	2	2																																																																																																																																																																							
<b>Total.....</b>	<b>17</b>	<b>1</b>	<b>-</b>	<b>12</b>	<b>17</b>	<b>17</b>																																																																																																																																																																							
Airmen (Aircrew).....	364	47	-	-	411	411																																																																																																																																																																							
Airmen (Ground).....	364	47	-	-	411	411																																																																																																																																																																							
<b>Total.....</b>	<b>728</b>	<b>94</b>	<b>-</b>	<b>-</b>	<b>822</b>	<b>822</b>																																																																																																																																																																							
<b>GRAND TOTAL.....</b>	<b>745</b>	<b>95</b>	<b>-</b>	<b>-</b>	<b>839</b>	<b>839</b>																																																																																																																																																																							