

OPERATIONS RECORD BOOK

of (Unit or Formation) **NO. 408 (R.C.A.F.) SQUADRON, LINTON-ON-OWSE.**

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OWSE	1.11.43		The Squadron was stood down from bombing operations to-day owing to unfavourable weather condition. No flying training was carried out to-day. Ground training for the day consisted of "Dinghy" demonstration (on land) for all available aircrew personnel. Every device was used in this demonstration except "para-techniques". No other ground training carried out. Victory Bond sale for the day totaled \$1,200.00 making a grand total of \$9,800.00		
LINTON-ON-OWSE	2.11.43		The Squadron was again stood down from bombing operations. Flying training was carried out during the early part of the day, but owing to the weather closing in all flying training scheduled for the afternoon was cancelled. The Victory Bond sales for the day totaled \$500.00 bringing the grand total up to \$10,300.00.		
LINTON-ON-OWSE	3.11.43		Fourteen aircraft were detailed for bombing operations. Thirteen aircraft were off on time, one aircraft being scrubbed prior to take-off owing to mechanical failure. Ten aircraft were successful in attacking the primary target, same being DUSSELDORF, Germany. Three aircraft returned early from this operation owing to technical defects. One aircraft is reported missing from this operation. Listed hereunder are the names of the missing crew together with their operational trips and hours.		A.1968 - A.1980
			CAN. 8114896 P/Sgt YOUNG, Robert, Allen (Pilot) 10 59.45 CAN. 8225028 Sgt HILLIARD, Thomas William (Nav.) 9 52.57 USA. 1150844 Pz/O Henry S. ODEW (S.I.) 8 48.15 CAN. J.17055 P/O James Earle SAUVE (W.O.F./A.G.) 11 52.57 CAN. 8156897 P/Sgt MILLER, Charles Percy (W/O.A.G.) 9 52.57 CAN. 8116520 P/Sgt MacDONALD, Colin Murray (R/A.G.) 7 44.28 CAN. R.75465 Sgt SMITH, Robert Clifford (P/Sgt) 9 52.57 X Denotes Second Tour.		
			No Victory Bond Sales this day.		
LINTON-ON-OWSE	4.11.43		The Squadron was not called to carry out bombing operations to day owing to unfavourable weather (low clouds and poor visibility). No flying training carried out to-day. Night Wireless Operators Air Gunners sat for their Grade I test this day. Majority of aircrew personnel were released in the afternoon.		
LINTON-ON-OWSE	5.11.43		No flying training carried out to-day owing to more unfavourable weather (low clouds, light south to south east winds followed by fog and rain later). Ground training for the day consisted of lectures to all aircrew personnel in the morning. Aircrew personnel were released in the early part of the afternoon. The total bond sale for the day amounted to \$1,500.00 making a Grand Total of \$11,800.00.		
LINTON-ON-OWSE	6.11.43		The Squadron stood down from operations to-day. Flying training for the day consisted of S.R.A., G.H. cross country, air-to-sea firing, and 1 bullseye detail. Ground training for the day was moderate. No bond sales this day.		
LINTON-ON-OWSE	7.11.43		Fifteen aircraft were detailed for bombing operations, but owing to more unfavourable weather the effort was cancelled, at 2015 hours. No flying training carried out this day. Total hours spent on flying and ground training throughout the past week totaled 189.30 hours. Victory Bond sales for the day totaled \$950.00 making a Grand Total of \$12,750.00.		

Place	Date	Time	Summary of Events	SECRET	References to Appendices
LINTON-CH-OUSE	8.11.43		Fourteen aircraft were detailed for bombing operations. All aircraft were bombed up, crews briefed for an early take-off, but owing to weather conditions, the take-off was set back to 21.30 hours. A Met. conference was held at 21.30 hours where it was decided that operations would be scrubbed. No Victory Bond Sales made to-day.		
LINTON-CH-OUSE	9.11.43		Commencement of the moon period hindered our going on bombing operations to-day. Owing to unfavourable weather, (cloudy during the day, with poor visibility and light south west to south winds) no flying training was carried out. Daily inspections were carried out in the morning. All aircrew personnel were released for the afternoon. A day of inactivity. Daily Bond sale for the day totaled \$300.00 making a Grand total of \$13,050.00.		
LINTON-CH-OUSE	10.11.43		Fair weather permitted flying training, but no bombing operations, to be carried out to-day. Some consisted of dual circuiting and landings and N.F.T.s during the morning. All training scheduled for the afternoon was cancelled owing to drif weather. Ground training consisted of link, trap shooting and "GHE" practice. No victory Bond sales to-day.		
LINTON-CH-OUSE	11.11.43		No operations detailed to-day. Flying training for the day consisted of air-to-sea and air-to-air firing and fighter affiliation. Ground training for the day consisted of link, turret manipulation and shadow graph. No Victory Bond sales to-day.		
LINTON-CH-OUSE	12.11.43		The Station Commander's parade was held this morning at 0800 hours. The Squadron was detailed to fall in at No. 1 Hangar at 0745 hours and from there was paraded to the parade square at 0800 hours where it was inspected by the Base Commander. After the inspection was made, the Squadron personnel were paraded to attend the fortnightly pay parade. It was found that practically the whole morning was used up by both parades and it was found impossible to carry out much flying training as the aircraft had not been D.I.'d. However one bombing detail was carried out. The aircrew personnel were released at approximately 1500 hours owing to unserviceability of aircraft. No Victory Bond sales to-day.		
LINTON-CH-OUSE	13.11.43		Squadron stood down from bombing operations. Flying training carried out in the forenoon consisted of fighter affiliation and air-to-sea and air-to-air firing. No flying training carried out in the afternoon owing to more unfavourable weather (fair to cloudy, thunderstorms and showers in the afternoon). A very quiet day. Victory Bond sale for the day totaled \$950.00 making a Grand and Final total of \$14,000.00.		
LINTON-CH-OUSE	14.11.43		No flying training or operations carried out as weather conditions were again unfavourable (showers of rain and snow, visibility moderate to good, with strong N.W. winds). Normal routine carried out to-day. A very quiet day. Training for the past week which consisted of both flying and ground totaled 165.45 hours.		
LINTON-CH-OUSE	15.11.43		Raid and hail showers prevented the Squadron from going on operations or carrying out flying training. Normal ground training was carried out to-day. Apart from the latter there was very little doing.		

OPERATIONS RECORD BOOK

Page No. THREEof (Unit or Formation) NO. 408 (R.C.A.F.) SQUADRON, LINTON-ON-OWSE. No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OWSE	16.11.43		Fifteen aircraft were detailed for operations to-day, but none was scrubbed at 13.30 hours presumably due to unfavourable weather conditions. Weather forecast for the day was: cloudy, slight intermittent rain or drizzle; visibility moderate to good; fresh N.W. winds. The afternoon was taken up with flying training consisting of dual, overshoots and landings, fighter affiliation and night cross country.		
LINTON-ON-OWSE	17.11.43		No operations again to-day. Flying training consisted of practice bombing, air-to-air and air-to-sea firing, S.B.A. and "GEE" homing, as well as local flying. The ground training programme for the day consisted of link and trap shooting.		
LINTON-ON-OWSE	18.11.43		Fifteen aircraft were detailed for bombing operations, and all were off on scheduled time. All but one aircraft were successful in attacking the primary target <u>NEUMAN</u> , Germany. One aircraft was forced to return early owing to the rear turret and one front gun going u/s. All aircraft returned safely to base, and all report that the raid was a big success. This afternoon the following men of this Squadron accompanied by several supporters taking their day off, played hockey at Durham on the Station Hockey team. <u>SGT Sponarski</u> ; <u>CPL. Batey</u> ; <u>CPL. Robinson</u> ; <u>LAC Bouwman</u> ; <u>LAC Hindmarsh</u> ; <u>LAC Scott</u> ; <u>LAC McMillan</u> ; <u>CPL. Innis</u> ; (Coach) and <u>CPL. Sealey</u> (Manager). The team played <u>RCAP</u> Station <u>Leeming</u> and were beaten 2 to 1 in a fast closely contested game. Up until fifteen seconds of play in the last period the score was tied 1 to 1, and a fluke pass which rebounded off one of the poles on the ice slipped into the net to give <u>Leeming</u> the game. Despatch from Station Headquarters assisted by <u>McMillan</u> (408) tallied the point for Linton. The team was handicapped by the absence of several players on leave and in particular by the non-appearance of three aircrew men who had been scheduled to play in this game, but who at the last minute were unable to turn out. The team is encouraged by the keenness of enthusiasts who come up to Durham to support the team on their days-off.		A1981 - A1994
LINTON-ON-OWSE	19.11.43		The Squadron again stood down from operations. Flying training during the day consisted of bombing practice, S.B.A., air-to-sea firing and "GEE" homings. Moderate ground training was carried out by all grounded aircrew personnel.		
LINTON-ON-OWSE	20.11.43		Thick fog slowly improving from 2000 to 3000 yards by 1500 hours then deteriorating to fog again at night kept the Squadron pinned to ground training to-day. In the late afternoon, the aircrew personnel were released from their duties.		
LINTON-ON-OWSE	21.11.43		The Squadron was again kept down to earth owing to fog or mist practically all day. The aircrew personnel were kept busy in the morning by attending various lectures, and in the afternoon they attended the picture showing of the "Battle of Britain" and "Desert Victory" at the Station cinema. Wireless Operators Air Gunners (6) proceeded to M.F.D.F. Station, Hull for instructions. For the past week the total number of hours spent at flying and ground training amounted to 1834.5 hours.		
LINTON-ON-OWSE	22.11.43		Sixteen aircraft were detailed for bombing operations, and all were off on time. Fifteen aircraft were successful in attacking the primary target, same being <u>NEUMAN</u> , Germany. In this operation we had one early return owing to the oxygen main cock going u/s. The remaining crew all returned safely to base, and from the reports received, it appeared that the mission was a successful one.		A1995 - A2010

Place

Date

Time

Summary of Events

SECRET

References
to
Appendices

LINTON-CH-OUSE 23.11.43

Fourteen aircraft were detailed for bombing operations, but only nine out of the fourteen took off. The five aircraft were scrubbed at the last minute owing to technical failure. Seven aircraft were successful in reaching their objective BERLIN, Germany; one returned early due to the elevator controls going w/s and icing conditions; and one aircraft failed to return from this mission. Hereunder are the names of the missing crew together with their operational trips and hours.

			OPERATIONAL TRIPS	HOURS
RAF. 122394	P/O Douglas Mackenzie BELL	(Pilot)	7	50.35
RAF. 121240	P/O Robert Alfred WINDHAM	(Nav.)	5	31.50
RAF. 1134986	P/S WILLIAMS, Ronald George	(B.A.)	2	14.55
RAF. 1379615	P/S SMITH, Harold	(WOP/AG)	5	31.50
CAN. 8196069	SGT HANCOCK, Lloyd George	(M/AG)	5	31.50
RAF. 778876	P/S HIBBOKK, Robin Oliver	(R/A.G.)	5	31.50
RAF. 1603334	SGT SHEN, Ronald George Berkeley	(P/SG)	5	31.50

LINTON-CH-OUSE 24.11.43

No operations to day. A lecture was delivered to the Navigators and Bomb Aimers on the Mark XIV Bomb Sight. Morse training was carried out by the Wireless Operators. The usual D.I.s and Harmonisations were carried out by the airgunners and the Flight Engineers were given more instructions on Lancaster aircraft. All aircrew personnel were released for the afternoon, as they deserved a well earned rest after two nights of bombing Berlin.

The Station Hockey Team paid another visit to the Durham Ice Arena where they challenged and defeated Percy Dewart's (Topcliffe) sextet by the score of 5 to 4 in a closely contested game.

With this win, the team now holds second berth in the league, second to Middleton. In goals scored our standing is also second in line.

Star play featured the ace forward line led by fast centre ice electrician (408) LAC Cowland who tallied three goals. "Dunc" McKillop and "Lou" Lett were responsible for the other two goals.

The team now has three wins to it's credit and one defeat. Victories were over RCAF Station, Skipton (3 - 2) and Acklington (6 - 1). Learning defeated us 3 - 2 last week.

Participants of to-day's game were SGT Sponarski; SGT Lett; CPL. Hestey; CPL. Robinson; CPL. Innes (Coach); CPL. Sealey (Manager); LAC Bowman; LAC Hindmarsh; LAC Gianetto; LAC McKillop; LAC Cowland; LAC Davy and LAC Jones (Referee).

LINTON-CH-OUSE 25.11.43

Sixteen aircraft were detailed for operations, but same was scrubbed at 22.5 hours owing to unfavourable weather over the continent. One aircraft was detailed for night circuits and bumps and same was carried out. Very little doing this day.

LINTON-CH-OUSE 26.11.43

Seventeen aircraft were detailed for bombing operations to-day, and fifteen were off on time. Two aircraft were scrubbed owing to technical failures. Thirteen aircraft were successful in attacking the primary target BERLIN, Germany. One aircraft returned early owing to the compass going completely w/s. One aircraft is missing from this operation.

The Squadron lost the Squadron Commander, Wing Commander A.G. Mair (C.1635) on this operation. All Squadron personnel deeply regretted this loss. Although Wing Commander Mair had only been in command of the Squadron a short time he was fast becoming popular with all under his command.

The Squadron took a severe blow when the "Finco" was reported missing, as the Navigation Leader P/O V.R.E. North, D.P.C. and the Signals Leader P/L S.A.F. Glasspool were also lost with his crew.

A.2020 - A.2034

OPERATIONS RECORD BOOK

Page No. **FIVE**

of (Unit or Formation) **NO. 408 (R.C.A.F.) SQUADRON, LINTON-ON-OWSE**

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																								
LINTON-ON-OWSE	26.11.43		<p>(CONTINUED FROM PAGE NO. 4.)</p> <p>Listed hereunder are the members of the crew who went missing with Wing Commander A.C. Mair: Their Operation Trips and Hours are also listed.</p> <table border="1"> <thead> <tr> <th>NAME</th> <th>GRADE</th> <th>POSITION</th> <th>OPERATIONAL TRIPS</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>CAN. C.1635</td> <td>A/C</td> <td>(A/W/C) Alexander Campbell MAIR</td> <td>(Pilot)</td> <td>14 10.04</td> </tr> <tr> <td>RAF. 114391</td> <td>E/O</td> <td>Wilfred Ronald MUI NORTH, D.F.C.</td> <td>(Nav.)</td> <td>16 9.27</td> </tr> <tr> <td>RAF. 131827</td> <td>E/O</td> <td>Angus Ward DOUGLAS</td> <td>(S.A.)</td> <td>16 9.27</td> </tr> <tr> <td>RAF. 113088</td> <td>E/O</td> <td>Sidney Arthur Henry GLASSPOOL</td> <td>(WSP/AG)</td> <td>16 9.27</td> </tr> <tr> <td>RAF. 1499360</td> <td>F/S</td> <td>FREDERICK, Geoffrey</td> <td>(M/A.G.)</td> <td>5 33.15</td> </tr> <tr> <td>RAF. 629432</td> <td>SOT</td> <td>MATTHEWS, Leonard Henry</td> <td>(R.A.G.)</td> <td>21 09.47</td> </tr> <tr> <td>RAF. 611336</td> <td>SOT</td> <td>KIRKON, Charles Frederick</td> <td>(F/MG.)</td> <td>1 8.02</td> </tr> </tbody> </table> <p>X Denotes 2nd Tour of Operations.</p>	NAME	GRADE	POSITION	OPERATIONAL TRIPS	HOURS	CAN. C.1635	A/C	(A/W/C) Alexander Campbell MAIR	(Pilot)	14 10.04	RAF. 114391	E/O	Wilfred Ronald MUI NORTH, D.F.C.	(Nav.)	16 9.27	RAF. 131827	E/O	Angus Ward DOUGLAS	(S.A.)	16 9.27	RAF. 113088	E/O	Sidney Arthur Henry GLASSPOOL	(WSP/AG)	16 9.27	RAF. 1499360	F/S	FREDERICK, Geoffrey	(M/A.G.)	5 33.15	RAF. 629432	SOT	MATTHEWS, Leonard Henry	(R.A.G.)	21 09.47	RAF. 611336	SOT	KIRKON, Charles Frederick	(F/MG.)	1 8.02		
NAME	GRADE	POSITION	OPERATIONAL TRIPS	HOURS																																									
CAN. C.1635	A/C	(A/W/C) Alexander Campbell MAIR	(Pilot)	14 10.04																																									
RAF. 114391	E/O	Wilfred Ronald MUI NORTH, D.F.C.	(Nav.)	16 9.27																																									
RAF. 131827	E/O	Angus Ward DOUGLAS	(S.A.)	16 9.27																																									
RAF. 113088	E/O	Sidney Arthur Henry GLASSPOOL	(WSP/AG)	16 9.27																																									
RAF. 1499360	F/S	FREDERICK, Geoffrey	(M/A.G.)	5 33.15																																									
RAF. 629432	SOT	MATTHEWS, Leonard Henry	(R.A.G.)	21 09.47																																									
RAF. 611336	SOT	KIRKON, Charles Frederick	(F/MG.)	1 8.02																																									
LINTON-ON-OWSE	27.11.43		No operations and no flying training carried out to-day. The Squadron was more or less in a tail-spin owing to the loss of the Squadron Commander and the two Section Commanders. Squadron Leader H.T. Miles, D.F.C. assumed temporary command of the Squadron awaiting No. 6 (R.C.A.F.) Group's instructions.																																										
LINTON-ON-OWSE	28.11.43		The Squadron was stood down from operations to-day. Flying training for the day consisted of an air test and one night cross country which was later scrubbed owing to the weather closing in. Two crew proceeded to No. 1679 Conversion Unit, Eastmoor to complete conversion. Lancaster Mark II aircraft "E" ("E" for Edward) fitted with dual controls was transferred to No. 1679 Conversion Unit to be used for training purposes. The Squadron was informed to-day that Squadron Leader D.E. Jacobs, D.F.C. will assume command of No. 408 (RCAF) Squadron.																																										
LINTON-ON-OWSE	29.11.43		The Squadron was stood down from operations to-day. A very quiet day with moderate flying and ground training carried out.																																										
LINTON-ON-OWSE	30.11.43		Fourteen aircraft were again detailed for bombing operations, but all was scrubbed at 16.30 hours due to unfavourable weather conditions over the continent. The total hours spent at both flying and ground training throughout the past week has amounted to 102.00 hours.																																										
			<p>POSTING IN AIRCRAFT PERSONNEL DURING THIS MONTH. The undermentioned aircrew personnel have been posted to this Squadron during the past month. Units from which posted and effective dates are shown after listed names.</p> <p>J.15405 F/O W.J. McIlwain, D.F.M. Posted from No. 1679 Conversion Unit w.e.f. 26.11.43 to take over a headless crew.</p> <p>J.21857 F/O W.H. Timmins (Pilot); J.21530 F/O W.E. Glen (Nav.); E.7127A SOT Williams, R.A. (A.B.); 1375320 SOT Brighton, G. (WSP/AG); E187610 SOT Wiper, M.A. (M/A.G.); C.10005 F/O L.E. Morgan (R/AG) and 1217551 SOT Tattersfield, A. (F/MG). Posted from No. 1679 Conversion Unit w.e.f. 16.11.43 for Operational Duties.</p> <p>J.21628 F/O T.E. Major (Pilot); J.20922 F/O R. St. Jacques (Nav.); E101969 SOT Welch, R.F. (A.B.); 1454834 SOT Lawrence, J.A. (WSP/AG); 1425082 SOT Glasgow, W.R. (A.G.); 1581900 SOT Forster, K. (F/MG) and E.63852 SOT Ward, F.J. (A.G.). Posted from No. 1679 Conversion Unit w.e.f. 16.11.43 for Operational Duties.</p> <p>J.21888 Flight Lieutenant T.R. McDougall, D.F.C. Posted from No. 1664 Conversion Unit w.e.f. 3.12.43 to take over duties at Squadron Navigation Leader.</p> <p>REMARKS AND AWARDS: The undermentioned officer was awarded the Distinguished Flying Cross. Flight Lieutenant E.H. Milligan (C.16708).</p>																																										

Place	Date	Time	Summary of Events	SECRET	References to Appendices																																																																																																																																																																																																																															
LITCHON-ON-OUSE			<p>PROMOTIONS:- The undermentioned officer was promoted to the rank of Acting Squadron Leader, Flying Officer (Acting Flight Lieutenant) C.W. Smith (J.8371).</p> <p>The undermentioned officer was promoted to the Acting rank of Flight Lieutenant.</p> <p>Flying Officer W.T. Hilton (J20218).</p> <p>The undermentioned pilot officers were promoted to the rank of Flying Officer.</p> <p>F/O W.H. Tinsdale J21857; F/O G.E. Mallory J16622; F/O W.R. Glen J21530; F/O M.E. Marynowski J22410; F/O A. Glendinning J222136; F/O E. Deakin J22597; F/O F.T.S. Brice J23221; F/O P.G. Kelly J17332.</p> <p>Appointments: The undermentioned F.O.s have been appointed to the rank of Pilot Officers.</p> <p>RL15787 P/S Brager, K.L.; R225063 SGT Burd, E.J.; RL24402 P/S Phillips, G.A.; RL23641 P/S Wood, E.H.; RL11836 P/S Bennett, J.G.; RL19883 P/S Scofield, E.J.; RL11888 P/S McQuarrie, A.L.; RL13755 P/S Broadfoot, J.G.; RL19029 P/S McCombe, R.E. (Missing); RL10549 P/S Kearl, E.H.; RL13538 P/S Parise, J.P.D.; 1396686 SGT Dunbrell, A.G.; 1102701 SGT Denson, S.; 993764 SGT Wright, A.J.; 655043 SGT Hughes, P.M. and RN2413648 P/S Morrison, L.C.</p> <p>CHANGE IN COMMAND:- Wing Commander D.S. Jacobs, D.F.C. (G.1629) was posted to command No. 408 (R.C.A.F.) Squadron vice Wing Commander A.G. Mair (G.1635) missing from Operations, w.e.f. 27.11.43.</p> <p>ADMINISTRATION CHANGES:- N I L</p> <p>INCIDENTS:- The incidence of illness in this Squadron for the month has been low. Colds and sore throats were the principal complaints. Eleven aircrew were admitted to Station Sick Quarters and 18 from ground crew. There has been one case of V.D.G. in ground crew. Four cases of Pharyngitis, 3 of which were aircrew. The average number of ground crew reporting sick daily has been five.</p> <p>CHANGE IN SUBORDINATION:- N I L</p> <p>AVIATION CHANGES:- Twenty-one "Hercules" engine Mark II Lancaster.</p> <p>FLIGHT RECORD CHANGES:- N I L</p> <p>NUMBER OF OPERATIONAL SORTIES CARRIED OUT DURING THE MONTH:- Sixty-six.</p> <p>TOTAL HOURS OF GROUND CREW AND FLIGHT TRAINING DURING THE MONTH:-</p> <p>TOTAL OPERATIONAL TRAINING:- 167.55 hours OTHER FLIGHT TIME:- 24.55 hours.</p> <p>PERSONNEL ON STRENGTH</p> <table border="1"> <thead> <tr> <th></th> <th>RCAP</th> <th>RAF</th> <th>RAF</th> <th>RAF</th> <th>RAF</th> <th>TOT. STRE.</th> <th></th> <th>RCAP</th> <th>RAF</th> <th>RAF</th> <th>RAF</th> <th>RAF</th> <th>TOT. STRE.</th> </tr> </thead> <tbody> <tr> <td>Pilots.....</td> <td>19</td> <td>-</td> <td>1</td> <td>1</td> <td>12</td> <td>33</td> <td></td> <td>5</td> <td>2</td> <td>-</td> <td>-</td> <td>11</td> <td>7</td> </tr> <tr> <td>Navigators.....</td> <td>19</td> <td>2</td> <td>-</td> <td>1</td> <td>12</td> <td>34</td> <td></td> <td>5</td> <td>1</td> <td>-</td> <td>-</td> <td>11</td> <td>6</td> </tr> <tr> <td>Air Bombers.....</td> <td>14</td> <td>1</td> <td>-</td> <td>-</td> <td>12</td> <td>27</td> <td></td> <td>12</td> <td>3</td> <td>-</td> <td>-</td> <td>15</td> <td>15</td> </tr> <tr> <td>Wireless Operators.....</td> <td>5</td> <td>3</td> <td>2</td> <td>-</td> <td>5</td> <td>15</td> <td></td> <td>2</td> <td>18</td> <td>-</td> <td>-</td> <td>20</td> <td>20</td> </tr> <tr> <td>Flight Engineers.....</td> <td>3</td> <td>-</td> <td>-</td> <td>-</td> <td>5</td> <td>8</td> <td></td> <td>2</td> <td>24</td> <td>-</td> <td>-</td> <td>26</td> <td>26</td> </tr> <tr> <td>Air Gunners.....</td> <td>8</td> <td>2</td> <td>-</td> <td>-</td> <td>9</td> <td>19</td> <td></td> <td>38</td> <td>9</td> <td>-</td> <td>-</td> <td>47</td> <td>47</td> </tr> <tr> <td>TOTAL.....</td> <td>68</td> <td>8</td> <td>3</td> <td>2</td> <td>55</td> <td>136</td> <td></td> <td>64</td> <td>57</td> <td>-</td> <td>-</td> <td>121</td> <td>121</td> </tr> </tbody> </table> <p>GROUND CREW</p> <table border="1"> <thead> <tr> <th></th> <th>1</th> <th>-</th> <th>-</th> <th>-</th> <th>1</th> <th>1</th> <th></th> <th>OFFICERS (at home)</th> <th>RAF</th> <th>RAF</th> <th>RAF</th> <th>RAF</th> <th>OFFICERS</th> </tr> </thead> <tbody> <tr> <td>Officers.....</td> <td>1</td> <td>-</td> <td>-</td> <td>-</td> <td>1</td> <td>1</td> <td></td> <td>Officer (Aircrew)</td> <td>68</td> <td>8</td> <td>-</td> <td>76</td> <td>5</td> </tr> <tr> <td>Officers (W.D.).....</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td>Officer (Ground)</td> <td>1</td> <td>-</td> <td>-</td> <td>1</td> <td>1</td> </tr> <tr> <td>Officers (WAF).....</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td>Airmen (Aircrew)</td> <td>64</td> <td>57</td> <td>-</td> <td>121</td> <td>-</td> </tr> <tr> <td>Airmen.....</td> <td>353</td> <td>46</td> <td>-</td> <td>-</td> <td>238</td> <td>399</td> <td></td> <td>Airmen (Ground)</td> <td>75</td> <td>46</td> <td>-</td> <td>121</td> <td>-</td> </tr> <tr> <td>Airmen (W.D.).....</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td>Airmen (WAF).....</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>37</td> </tr> <tr> <td>Airmen (WAF).....</td> <td>-</td> <td>37</td> <td>-</td> <td>-</td> <td>-</td> <td>37</td> <td></td> <td>GRAND TOTAL.....</td> <td>127</td> <td>111</td> <td>5</td> <td>37</td> </tr> <tr> <td>TOTAL.....</td> <td>354</td> <td>83</td> <td>-</td> <td>-</td> <td>246</td> <td>683</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p><i>J. Jacobs</i></p> <p>(D.S. Jacobs) Wing Commander, Commanding, No. 408 (R.C.A.F.) Squadron.</p>		RCAP	RAF	RAF	RAF	RAF	TOT. STRE.		RCAP	RAF	RAF	RAF	RAF	TOT. STRE.	Pilots.....	19	-	1	1	12	33		5	2	-	-	11	7	Navigators.....	19	2	-	1	12	34		5	1	-	-	11	6	Air Bombers.....	14	1	-	-	12	27		12	3	-	-	15	15	Wireless Operators.....	5	3	2	-	5	15		2	18	-	-	20	20	Flight Engineers.....	3	-	-	-	5	8		2	24	-	-	26	26	Air Gunners.....	8	2	-	-	9	19		38	9	-	-	47	47	TOTAL.....	68	8	3	2	55	136		64	57	-	-	121	121		1	-	-	-	1	1		OFFICERS (at home)	RAF	RAF	RAF	RAF	OFFICERS	Officers.....	1	-	-	-	1	1		Officer (Aircrew)	68	8	-	76	5	Officers (W.D.).....	-	-	-	-	-	-		Officer (Ground)	1	-	-	1	1	Officers (WAF).....	-	-	-	-	-	-		Airmen (Aircrew)	64	57	-	121	-	Airmen.....	353	46	-	-	238	399		Airmen (Ground)	75	46	-	121	-	Airmen (W.D.).....	-	-	-	-	-	-		Airmen (WAF).....	-	-	-	-	37	Airmen (WAF).....	-	37	-	-	-	37		GRAND TOTAL.....	127	111	5	37	TOTAL.....	354	83	-	-	246	683									
	RCAP	RAF	RAF	RAF	RAF	TOT. STRE.		RCAP	RAF	RAF	RAF	RAF	TOT. STRE.																																																																																																																																																																																																																							
Pilots.....	19	-	1	1	12	33		5	2	-	-	11	7																																																																																																																																																																																																																							
Navigators.....	19	2	-	1	12	34		5	1	-	-	11	6																																																																																																																																																																																																																							
Air Bombers.....	14	1	-	-	12	27		12	3	-	-	15	15																																																																																																																																																																																																																							
Wireless Operators.....	5	3	2	-	5	15		2	18	-	-	20	20																																																																																																																																																																																																																							
Flight Engineers.....	3	-	-	-	5	8		2	24	-	-	26	26																																																																																																																																																																																																																							
Air Gunners.....	8	2	-	-	9	19		38	9	-	-	47	47																																																																																																																																																																																																																							
TOTAL.....	68	8	3	2	55	136		64	57	-	-	121	121																																																																																																																																																																																																																							
	1	-	-	-	1	1		OFFICERS (at home)	RAF	RAF	RAF	RAF	OFFICERS																																																																																																																																																																																																																							
Officers.....	1	-	-	-	1	1		Officer (Aircrew)	68	8	-	76	5																																																																																																																																																																																																																							
Officers (W.D.).....	-	-	-	-	-	-		Officer (Ground)	1	-	-	1	1																																																																																																																																																																																																																							
Officers (WAF).....	-	-	-	-	-	-		Airmen (Aircrew)	64	57	-	121	-																																																																																																																																																																																																																							
Airmen.....	353	46	-	-	238	399		Airmen (Ground)	75	46	-	121	-																																																																																																																																																																																																																							
Airmen (W.D.).....	-	-	-	-	-	-		Airmen (WAF).....	-	-	-	-	37																																																																																																																																																																																																																							
Airmen (WAF).....	-	37	-	-	-	37		GRAND TOTAL.....	127	111	5	37																																																																																																																																																																																																																								
TOTAL.....	354	83	-	-	246	683																																																																																																																																																																																																																														