

OPERATIONS RECORD BOOK

3854

Page No. 012

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	1.1.44		<p>The start of a new year. A year of VICTORY, it is hoped. The Squadron personnel are all keyed up on helping to end this war before the year forty-five rolls around. It therefore can be assured that the fullest effort will be made by all personnel to make it so.</p> <p>To-day the Squadron was called on to journey over to the capital of Germany to wish der Fuehrer and his clan the compliments of the season. For this event, twelve aircraft took off from this base to give the Axis leader and his followers an exploding New Years' greeting. Exploding it must have been, as eleven four thousand pound "cookies" were dropped over the capital along with hundreds of pounds of incendiaries. Unfortunately the intended greetings could not be carried out fully, as one aircraft was forced to return to base early.</p> <p>The officers' New Years' eve party held in their mess, turned out to be a real "do". Every one joined in making it as merry a festival as possible and it may have been considered a real success. England's famed "giggle water" was very prominent and all concerned tied one on, including our old "Winco" Wing Commander W.D.S. Ferris, D.F.C. who was here for the occasion.</p> <p>The N.C.O.'s as well as the Airmen's New Years' eve celebration turned out to be a real gala festival. All appeared to have fully enjoyed themselves.</p> <p>Our new Squadron Navigation Briefing room was opened to-day, and briefing for the above mentioned attack was held in the said room.</p> <p>Ground instructions were given to the new air-gunners and flight engineers throughout the day. Daily inspections and run ups for to-nights' operations were also carried out.</p>		A.2100 - A.2111																																
LINTON-ON-OWSE	2.1.44		<p>The Squadron is really starting the New Year right, as we were called on for the second consecutive day to carry out operations over enemy territory. For this event, twelve aircraft were detailed, but due to the flight engineer of one crew taking sick a few minutes before take-off, and not having a spare flight engineer to replace him, this aircraft had to be scrubbed. A second aircraft had to be scrubbed just prior to take-off owing to technical failures. The remaining ten aircraft were off on scheduled time. Of these ten aircraft, three returned early, one owing to the pilot taking sick, and the other two owing to technical failures. One aircraft failed to return from this operation. The remaining aircraft were successful in attacking the primary, and all crews report that the attack was fairly successful.</p> <p>The total hours spent on both flying and ground throughout the week ending this day amounted to 106 hours.</p> <p>Listed hereunder are the names of the crew who are reported from the last operations. Also listed are their operational trips and hours.</p> <table><thead><tr><th></th><th>OPERATIONAL</th><th>TRIPS</th><th>HOURS</th></tr></thead><tbody><tr><td>CAN. R130615 P/O HICKES, Donald Ernest</td><td>(Pilot)</td><td>4</td><td>30.15</td></tr><tr><td>CAN. J.22587 P/O Eric DENKIN</td><td>Nav.</td><td>3</td><td>19.03</td></tr><tr><td>CAN. J.26705 P/O George Courtland MORLOCK</td><td>B.A.</td><td>3</td><td>19.03</td></tr><tr><td>CAN. R113285 WO2 Louis Foder TORPE</td><td>WOP/AG</td><td>3</td><td>19.03</td></tr><tr><td>CAN. R176889 SGT MOULAND, Hubert James</td><td>HE/A.G.</td><td>2</td><td>14.35</td></tr><tr><td>CAN. R183705 SGT SHEPHERD, Spencer Ross</td><td>A.G.</td><td>3</td><td>19.03</td></tr><tr><td>RAF. 962966 SGT HAWKINS, Henry Charles</td><td>P/ENG</td><td>3</td><td>22.08</td></tr></tbody></table>		OPERATIONAL	TRIPS	HOURS	CAN. R130615 P/O HICKES, Donald Ernest	(Pilot)	4	30.15	CAN. J.22587 P/O Eric DENKIN	Nav.	3	19.03	CAN. J.26705 P/O George Courtland MORLOCK	B.A.	3	19.03	CAN. R113285 WO2 Louis Foder TORPE	WOP/AG	3	19.03	CAN. R176889 SGT MOULAND, Hubert James	HE/A.G.	2	14.35	CAN. R183705 SGT SHEPHERD, Spencer Ross	A.G.	3	19.03	RAF. 962966 SGT HAWKINS, Henry Charles	P/ENG	3	22.08		A.2112 - A.2121
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LINTON-ON-OWSE	3.1.44		<p>The Squadron was not called on to-day to carry out operations. No flying training was carried out to-day as most of the crew who were on operations the night before returned from base in the late hours of the morning. The usual daily inspections were carried out. Lectures were given to Bomb-Aimers and Wireless Operators in the afternoon.</p>																																		

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 408 (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	9.1.44		<p>No operations called for to-day. Flying training carried out by the squadron to-day consisted of fighter affiliation, air-to-air firing, S.A.A. and bombing practice.</p> <p>The new A.O.C. 1/c of the R.C.A.F. overseas, Air Marshal L.S. Breadner, paid a flying visit to this station to-day. A mess dinner had been arranged in his honour, but owing to his not feeling well, it was necessary for the Air Marshal to return to Group Headquarters foregoing the dinner.</p> <p>The total number of hours spent on both flying and ground training for the week ending to-day totaled 111.45 hours.</p> <p>The Station Field Hockey Team defeated Elvington by the score of 7 - 3. Cpl. Robinson, the only Squadron player on the team was again high scorer. A position he has held and maintained throughout the past three months. He scored four goals of the seven tallied.</p> <p>A Basketball team is being organized on the station and games are to be played in a gymnasium in York. The Squadron is to supply several players... none of whose names have yet been confirmed by the Sports officer. It is expected that something definite will be arrived at before the end of the month.</p>		
LINTON-ON-OUSE	10.1.44		<p>The Squadron was again stood down from operations as this is the third day of the moon period. Several crews were detailed to carry out a light cross country detail. Eight air gunners were dispatched to Sutton Banks firing range for gunnery practice. In this practice, 2000 rounds of S.A.A. were expended. One full crew proceeded to York baths for Dinghy Drill exercises.</p> <p>The Station hockey team opened the last half of the season's playing to-day by having a good hour and a half work out and practice at Durham. Several important changes were effected in the line up of the team, most interesting of which is the forming of a second power line comprised of Cpl. Robinson (centre), Sgt. Lett (right wing), both members of this Squadron, and P/O W. (Porky) Dumart (left wing) (Base Sports officer). Cpl. L. Lemoine, LACs Scott and McKillop, all of 408 Squadron formed the third line. The "Kid" line remains as originally formed at the opening of the season. LAC Cowland (408) playing centre, Cpl. Gourley (426) and LAC Desilets (R.C.) playing right and left wings respectively. LAC Partridge (426) LAC Giametto (408) and Cpl. Estey (408) and LAC H. Hinchmarsh (408) comprise the defense aggression. The team regrets that the illness of LAC Boorman of the Squadron has cut his hockey short for the season. All the above named players, along with Coach J. Innis and Manager M.J. Seeley were in Durham for this practice.</p>		
LINTON-ON-OUSE	11.1.44		<p>All flying for the day was scrubbed owing to unfavourable weather conditions. The day's training programme consisted of lectures to all pilots, navigators and bomb-aimers on meteorology. Sket shooting, spot light training, link and "SEE" training was also on the programme. One crew carried out Dinghy Drill exercises at the York baths this afternoon.</p>		
LINTON-ON-OUSE	12.1.44		<p>No flying training programme laid on to-day owing to more unfavourable weather. A lecture was given to all aircrew personnel of the Squadron by the Flying Control officer in the forenoon. A lecture on Air Sea Rescue was also given by the A.S.R. Officer. All aircrew personnel were released in the afternoon.</p>		
LINTON-ON-OUSE	13.1.44		<p>More drif weather kept the Squadron pinned to the ground again to day. Moderate ground training was carried out in the morning. All aircrew personnel were released in the afternoon.</p> <p>Ice hockey history was made to-day when the "Lancaster Bombers" of this station defeated the Middleton-St. George team to a four-three victory.</p>		

Continued overleaf.....

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUSE	13.1.44	Continued.	<p>The Middleton team has had an unbroken record of victories all season, due to two stalwarts from the old Boston Bruins Kramt line playing with them. They are Boly Bauer and Milt Schmidt. However the Goose and Thunderbird Squadrons and Headquarters lands from Linton, along with P/O W. "Porky" Dumart, a former team-mate of Schmidt and Bauer, kept the Middleton lines on the go, playing a defensive game throughout the three periods of this seasons' best match.</p> <p>Cleve Cowland (408) scored the first point for Linton, and Scotty Gourley (426) tallied the first periods second goal. Place and Bauer scored Middleton's tie point in this period.</p> <p>In the second period, "Porky" Dumart on a pass from Lou Lott (408) and Wally Robinson (408) tallied the point which gave Linton it's lead. Lemoine and Robinson (both of 408) took penalties in this period along with Fancervioe from Middleton.</p> <p>The third period was matchless for the play was spectacular on all counts. Sells of Middleton, after three minutes of play, tied the score three all, and after the face-off Middleton took the puck. Bauer and Schmidt took a pass and sped up the ice only to be stopped by "Hank" Partridge (426) and Johnny Gianetto (408). Gianetto broke away with the puck, passed it over to Dumart who returned it to him in front of the nets. Gianetto pulled out the goalie and scored a beautiful goal. This one point lead was easily during the remaining ten minutes of play.</p> <p>Linton now holds second place, having won six games, tied one and lost one. They are one point behind Middleton, the league leaders to date.</p> <p>The following men of No. 408 Squadron participated in this game. Spts. Sponarski and Lott; Opls Imms, Seeley, Robinson, Stetey, and Lemoine; LACs McKillop, Hindmarsh, Cowland, Gianetto and Jones.</p> <p>Group Captain Jones, Wing Commanders Jacobs and Sweetman were on hand to see the boys perform.</p>		
LINTON-ON-OUSE	14.1.44		<p>At last the Squadron was called on to carry out bombing operations. For this event seventeen aircraft were detailed to take-off. Unfortunately only seventeen fifteen aircraft were able to take off as two were scrubbed just prior to take-off time owing to technical failures. The remaining aircraft were off on scheduled time. One crew had to abandon the task owing to the navigator taking sick whilst over enemy territory. Two aircraft from this Squadron are reported missing. The remaining crews were successful in attacking the primary target HERSWICK, Germany and all report that owing to heavy cloud base a good assessment of the attack could not be given, but it was mentioned that a very red glow could be seen reflecting on the cloud base, which was pronounced caused by fires. Listed hereunder are the names of the missing crews together with their Operational Trips and Hours.</p>		A.214 - A.217
				OPERATIONAL TRIPS HOURS	
CAN.	J.23657	P/O Wilbert Harry TIMMONS	(Pilot)	1	7.11
CAN.	J.21530	P/O William Reid GLEN	(Nav.)	N I L	
CAN.	R.71274	Sgt WILLIAMS, Raymond Arthur	(A.B.)	N I L	
RAF.	1375120	P/S DEIGHTON, Garry	(WOP/AIR)	N I L	
CAN.	R187610	Sgt WIPER, Murray Lyle	(A.G.)	1	6.32
CAN.	R251899	Sgt CARR, Leo Augustave	(A.G.)	N I L	
RAF.	1217551	Sgt TATTERSFIELD, Anthony William	(P/ENG)	2	15.19
CAN.	J.18692	P/O Lloyd Leonard Hans HANSEN	(Pilot)	17	118.13
CAN.	J.18693	P/O Charles Corey Van Dusen SPEICER	(Nav.)	16	110.01
CAN.	J.19305	P/O James Allen EARLE	(B.A.)	17	118.13
RAF.	160725	P/O Stanley DAWSON (Canadian)	(WOP/AIR)	17	118.13
CAN.	R.92203	WOL Jack Burton CAMERON	(A.G.)	22	157.22
CAN.	R111561	WOL Hugh MacLENNAN (American)	(A.G.)	16	105.30
RAF.	1653942	Sgt CAMPBELL, Brinley George	(P/ENG)	16	109.50

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No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUZE	15.1.44		A real dooser of a fog. So thick you could slice it. This fog again kept the Squadron grounded for the day. Normal routine filled up the day's activities.		
LINTON-ON-OUZE	16.1.44		More fog and more fog. Consequently no operations or flying training was carried out. Bank section gave ground instructions to their respective air crew personnel. The total number of hours spent on both flying and ground training for the week ending this day totaled 28 hours.		
LINTON-ON-OUZE	17.1.44		The Squadron was again stood from operations to-day. The weather cleared to some extent during the early afternoon, and a moderate flying training programme was laid out. The weather again closed in later in the evening, and all flying training was scrubbed. Moderate ground training was carried out this day. The Station hockey team had its second practice of the month this afternoon. Squadron personnel attending this practice were as follows:- Sgts. Sponarski and Lesty; Cpls. Innis, Sealey, Betsy, Robinson, Lemoine; LdOs McMiller, Hindmarsh, Cowland, Giarretto and Scott.		
LINTON-ON-OUZE	18.1.44		Considerable ground base kept the Squadron more or less at a standstill in respect to flying training. However moderate flying consisting of local and air test flying was carried out. The ground training carried out was also moderate. The recently formed Station Basketball team played its first game last evening in York. This game was played against R.C.A.F. Station, Thelthorpe, which resulted in a 20 to 12 defeat in favour of Thelthorpe. Jack Knight, Cpl. (408 Squadron Wireless) was the Squadron's only representative on the team, but made a good showing by scoring a two point basket. The team's first game in the Base Basketball League was handicapped by the lack of support and players. It is hoped that by next week a few more Squadron players will have turned out.		
LINTON-ON-OUZE	19.1.44		The Squadron was not called on to carry out operations. Considerable flying training was carried out throughout the day. Eight aircraft were detailed to carry out a "Mailbox" exercise, but owing to the weather closing in, the exercise was scrubbed. Flight Lieutenant J.K. MacMillan (C.1304) arrived on the Squadron to-day on attachment. He will be geared up on Squadron Administrative procedure pending posting to take over Adjutant's duties with some squadron in No. 6 (RCAF) Group.		
LINTON-ON-OUZE	20.1.44		Great news! The Squadron was called on to carry out bombing operations, after a short halt. For this event, sixteen aircraft were detailed, and all were off on scheduled time. Out of the sixteen, one aircraft was forced to return to base early owing to technical failure. The remaining fifteen were successful in attacking the primary target, BREDIN, Germany, and all report that the attack was fairly well concentrated. Some reported that smoke was seen rising above the clouds at 14,000 feet and the red glow reflecting on the clouds indicated that good fires must have been burning well. A good assessment of the attack could not be given owing to the cloud base. This afternoon, after our Station hockey team held Dalton to a 1 to 0 lead for two periods, the boys broke away into a scoring spree in the opening minutes of the game's final period and tallied six additional goals to their two. Harry Lemoine (408) scored the first period goal and in the third, Gourley (408) scored three, Cowland (408) one, Robinson (408) one, and "Porky" Dumart (32) one. Williams and Baker scored for Dalton. Dalton's star player was SGT Eric McMillan who was a former team-mate of Coach Jim Innis on the old Moncton Hawks. The team (Linton) now has seven wins to its credit, one draw and one loss to give them fifteen points in 22 and behind the league leaders, the Middleton-St. George "Bombers" and one point ahead of the Supton team. The regular players participated in this afternoon's game.		A.1265 - A.1263

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																													
LINTON-ON-OWSE	21.1.44		<p>The Squadron was again called on to carry out Bombing Operations over MADENBURG, Germany. For this attack, sixteen aircraft were detailed, and all were off on scheduled time. Three aircraft were forced to return early owing to technical failures. One aircraft failed to return from this operation. The remaining twelve aircraft were successful in reaching the primary target, and all crews report that the target was well pranged, and the fires burning in the target area were visible on crossing the enemy coast. All aircraft on return from this operation were diverted at the various airbases; Six at Newmarket; 2 at Tuddenham; and one each at the following droppes, Bury St. Edwards, Coltishall, Waterbeach and Mildenhall.</p> <p>Listed hereunder are the names of the missing crew together with their Operational trips and hours.</p> <table border="1"> <thead> <tr> <th></th> <th></th> <th></th> <th>OPERATIONAL TRIPS</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>CAN. J.19284</td> <td>P/O John Bleeker MILL</td> <td>(Pilot)</td> <td>16</td> <td>102.05</td> </tr> <tr> <td>RAF. 127268</td> <td>P/O Gilmour Murray REED</td> <td>(Nav.)</td> <td>22</td> <td>144.37</td> </tr> <tr> <td>RAF. 162546</td> <td>P/O William JOHNSTON</td> <td>(B.A.)</td> <td>19</td> <td>121.20</td> </tr> <tr> <td>RAF. 1070178</td> <td>P/S RANKIN, Charles</td> <td>(WOP/AIR)</td> <td>15</td> <td>115.41</td> </tr> <tr> <td>CAN. R219970</td> <td>Sgt CURRIE, Gordon</td> <td>(A.C.)</td> <td>4</td> <td>29.12</td> </tr> <tr> <td>RAF. 1413674</td> <td>P/S JONES, Howard Dennis</td> <td>(A.G.)</td> <td>14</td> <td>91.42</td> </tr> <tr> <td>RAF. 1211502</td> <td>Sgt HELLIOFF, Albert Edward</td> <td>(P/ENG)</td> <td>12</td> <td>78.31</td> </tr> <tr> <td>CAN. J.3713</td> <td>P/L John Bentley DENNE</td> <td>(On loan from 425 Sqn.) (Co. Pilot)</td> <td></td> <td>N I L</td> </tr> </tbody> </table>				OPERATIONAL TRIPS	HOURS	CAN. J.19284	P/O John Bleeker MILL	(Pilot)	16	102.05	RAF. 127268	P/O Gilmour Murray REED	(Nav.)	22	144.37	RAF. 162546	P/O William JOHNSTON	(B.A.)	19	121.20	RAF. 1070178	P/S RANKIN, Charles	(WOP/AIR)	15	115.41	CAN. R219970	Sgt CURRIE, Gordon	(A.C.)	4	29.12	RAF. 1413674	P/S JONES, Howard Dennis	(A.G.)	14	91.42	RAF. 1211502	Sgt HELLIOFF, Albert Edward	(P/ENG)	12	78.31	CAN. J.3713	P/L John Bentley DENNE	(On loan from 425 Sqn.) (Co. Pilot)		N I L		A.2164 - A.2179
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LINTON-ON-OWSE	22.1.44		No operations called for. The weather cleared sufficiently in the afternoon to have all aircraft, which were diverted after last night's raid, to return to this base. No night flying was carried out to-day as a continual rain commenced at approximately 18.30 hours continuing well on through the night. No ground training or flying training was carried out this day as most of the aircrew personnel were away from their parent station on diversion.																																															
LINTON-ON-OWSE	23.1.44		<p>The Squadron was not called on to carry out bombing operations to-day. An extensive flying training programme was carried out to-day consisting of local flying, air tests and air-to-air firing. Five night cross country details made up of five trainee crews of this squadron were carried out. Normal ground training was also carried out.</p> <p>The total time spent on both flying and ground training throughout the week ending this day totaled 92.30 hours.</p>																																															
LINTON-ON-OWSE	24.1.44		The Met. section forecasted more unfavourable weather, consequently the squadron was not called on to carry out operations. Still the weather was not bad enough to keep the squadron pinned to the ground as local flying, air tests, S.B.A. training and Bombing practice, was carried out. One full crew proceeded to York Baths on a Dingley practice. Five crews were detailed to carry out a night cross country detail, but that was scrubbed at 1700 hours owing to the weather closing in.																																															
LINTON-ON-OWSE	25.1.44		<p>The Squadron was called on to carry out bombing operations. For this request, fifteen aircraft were prepared, and ready for the initial take-off, but just prior to take-off, word was received that the planned operations was scrubbed. By this time, (18.40 hours) the majority of the crew had reported to their aircraft and had to be recalled.</p> <p>No flying training or ground training was carried out this day, as the greater majority of the aircrew personnel were tied down in preparation for this evening's operations.</p>																																															

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of (Unit or Formation) HQ. 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	26.1.44		<p>No operations called for, as the weather was too unfavourable; more fog and rain. The usual daily inspections were carried out during the day. No flying training was carried out owing to the weather. One aircraft was given an acceptance check, but that was all the flying done to-day. A night flying training programme was laid out, providing the weather cleared up, but the weather remained the same.</p> <p>A meeting of N.C.O.s i/c of Squadron Orderly Rooms and their Adjutants was called by the Base Headquarters to discuss the letter received from Bomber Command in regards to relieving the Squadrons of all ground crew personnel, as well as the centralization of the Administration staff. However, after some two hours of hattering, it was felt that the technical personnel could be posted into Echelons, but all agreed that it was felt unwise to endeavour to operate the squadron without the Administration staff. A recommendation is being forwarded to this effect.</p>		A.2180 - A.2195
LINTON-ON-OWSE	27.1.44		<p>Bomber Command called on the Squadron again to-day to carry out operations over BERLIN, Germany. For this operation, sixteen aircraft were detailed, and all were off on scheduled time. One aircraft was forced to return early owing to the V/T system going S/S. These aircraft failed to return from this operation. The remainder were successful in reaching the primary target, and all report, even though the target area was covered with 10/10th clouds, that the reflection of the fires were seen reflecting on the clouds, and it appeared that the attack was not all in vain.</p> <p>Hereunder are listed the names of the crew who failed to return from this operation. Also listed are their Operational Trips and Hours.</p>		
			<p>CAN. J.8371 P/O (A/S/L) Charles Woodward SMITH (Pilot) 23 110.45</p> <p>CAN. J.22205 P/O Dennis Macdonald, SMITH (Nav.) 20 135.36</p> <p>CAN. J.14747 P/O John Dempsey, TREKLY (R.A.) 20 135.36</p> <p>CAN. J.16826 P/O Thomas Kenneth, CANNING (WOP/AC) 11 89.22</p> <p>CAN. R119341 P/S FRANKS, Clarence William (A.G.) 19 171.21</p> <p>CAN. J.19011 P/O James Gordon, HENRY (A.G.) 20 135.26</p> <p>RAF. 1616800 SGT SCOTCH, Morley Frederick Roy (P/ENG) N I L</p> <p>CAN. J.23525 P/O Hugh Ross, WILSON (Co. Pilot) N I L</p>		
			<p>CAN. J.18810 P/O (A/S/L) Elton Esthen KEATL (Pilot) 17 110.45</p> <p>CAN. J.18806 P/O Joseph Paul David PAMISE (Nav.) 16 104.13</p> <p>CAN. R157670 P/S SMITH, Alfred (R.A.) 16 104.13</p> <p>RAF. 168511 P/O John ADAMSON (WOP/AC) 16 104.13</p> <p>CAN. 8.99407 P/S HARDMAN, John Angus (A.G.) 16 104.13</p> <p>CAN. R113334 P/S HOLMERS, John Francis (A.G.) 16 104.13</p> <p>RAF. 1629065 SGT BROWN, Alfred Charles (P/ENG) 16 104.13</p> <p>CAN. J.27843 P/O Elmer Reginald PHOUD (Co. Pilot) N I L</p>		
			<p>CAN. J.16786 P/O (A/S/L) Sven Roy Wilfred LADGE (Pilot) 20 136.35</p> <p>CAN. J.18778 P/O James Graham HEDGECOCK (Nav.) 19 127.32</p> <p>CAN. R156756 P/S HEDLEY, Robert Joseph (R.A.) 19 127.32</p> <p>RAF. 161756 P/O David Leonard WILKIE (WOP/AC) 19 127.32</p> <p>CAN. R171121 P/S SCOTT, George Henry (A.G.) 14 105.07</p> <p>CAN. R179428 P/S MacLEAL, Roy Alderman (A.G.) 17 114.27</p> <p>RAF. 53785 P/O Alfred Ernest JONES (P/ENG) 18 125.07</p> <p>CAN. C.7111 P/O John Jule, BAKER (Co. Pilot) N I L</p>		

Place	Date	Time	Summary of Events	SECRET	References to Appendices
LINTON-ON-OUSE	28.1.44		Again the Squadron was called on to carry out bombing operations over <u>BERLIN</u> , Germany, and for this event, eleven aircraft were detailed. One aircraft was scrubbed prior to take-off owing to technical failures. The remaining ten aircraft were off on scheduled time. Two aircraft had to abandon the task. One due to being away of course, and the other owing to the port inner engine going U/S. The remaining eight aircraft were successful in attacking the primary, and all report that the target was well attacked, as many fires and explosions were seen. Light flying training was carried out by the training crews during the day.		A.2196 - A.2205
LINTON-ON-OUSE	29.1.44		No operations called for to-day. Flying training was carried out by the crews under training only, as the operational crew had returned from last night's operations in the late hours of the morning. Two night cross country details was carried out. On this detail, the training of two trainee crew was completed thus rendering them fit for operational duties.		A.2206 - A.2209
LINTON-ON-OUSE	30.1.44		The Squadron was again called on by Bomber Command to carry out operations over <u>BERLIN</u> , Germany. For this operation, thirteen aircraft were prepared, and all were off on scheduled time. All aircraft were successful in reaching their objective, and all report that the primary was well attacked.		A.2206 - A.2211
LINTON-ON-OUSE	31.1.44		No flying or ground training was carried out this day, as all aircrew personnel were kept busy at preparing for the evening's operations.		
LINTON-ON-OUSE	31.1.44		The total number of hours spent on both flying and ground training during the week ending this day amounted to 115.45 hours.		
LINTON-ON-OUSE	31.1.44		The Squadron was stood down from operations to-day. The flying training programme for the day consisted of local flying, air test, <u>CCS</u> training and W/T flying training. A night cross country was detailed, but it was scrubbed in the early evening owing to the weather closing in. The usual D.I.s were also carried out during the day.		
<p><u>POSTING IN AIRCREW DURING THE MONTH:</u> The undermentioned aircrew personnel have been <u>promoted</u> posted to this Squadron during the past month. Units from which posted and effective dates are shown after listed names.</p> <p>J.10632 P/O W.T. Fulton (Pilot); J.26487 P/O F.J. King (Nav.); R166590 SGT Barr, R. (WOP/AC); 1392741 SGT Scott, J. (A.G.); R197505 SGT Thompson, G.F. (A.G.) and 1588886 SGT Walsley, R. (P/ENG). Posted in from No. 61 (RCAP) Base w.e.f. 4.1.44.</p> <p>R199907 SGT Smitton, F.A. (Pilot); R120814 SGT Stringam, E.W. (Nav.); J.25740 P/O L.R. Stein (A.E.); R172657 SGT Shurvell, J.W. (WOP/AC); 105004 SGT Shaw, J.M. (A.G.); R197236 SGT Moore, G.E. (A.G.); 1607735 SGT Thorne, E.E. (P/ENG). Posted in from No. 61 Base w.e.f. 4.1.44.</p> <p>R190903 P/SGT Gries, B.V. (Pilot); R155727 SGT James, J.S. (Nav.); J.25508 P/O R.T. Wall (A.W.); R.70718 SGT McKinnon, J.B. (WOP/AC); R195341 SGT Plunkett, W. (A.G.); 1685192 SGT Hughes, C.A. (A.G.); 927552 SGT Heikle, H.J. (P/ENG). Posted in from No. 61 (RCAP) Base, w.e.f. 5.1.44.</p> <p>J.8840 P/Lt E.S. Winn (Pilot); J.24215 P/O J.R. Leman (Nav.); J.25733 P/O J.R. Bonneville (A/B); R.80790 P/SGT Wade, R.H. (WOP/AC); 10601604 TERN/SGT Brown, H.H.H. (AAF) (A.G.); R181982 SGT Dramitski, E. (A.G.); 642443 SGT Bolt, E.W. (P/ENG). Posted in from No. 61 Base w.e.f. 12.1.44.</p> <p>R.97000 P/SGT Gaboury, J.A. (Nav.). Posted in from 425 (RCAP) Squadron, w.e.f. 6.1.44.</p>					

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			POSTINGS IN AIRCREW (CONTINUED)		
			J.6498 P/Lt F.W. H. also (Pilot); A13425357 P/SGT Quance J.F. (Nav.); J.26348 P/O R.J. Clift (A/B); R2114875 P/SGT Harrison, M.J. (WOP/AG); R180498 SGT Berrard, L.A. (A.G.); R94001 SGT Becker, M. (A.G.); R4F 90514 SGT Soagell, J.E. (P/ENG). Posted in from No. 61 (RCAP) Base, w.e.f. 12.1.44.		
			R130996 WO2 W.W. Kasper (Pilot); R4F1610281 SGT Elborne, F.E. (Nav.); R89102 SGT Melligan, J. (A/B); R97269 P/SGT Scott, R.C. (WOP/AG); R194239 SGT Elais, J.L.A. (A.G.); R184731 SGT Moore, J. (A.G.); R4F 520678 SGT Newton, L.C. (P/ENG). Posted in from No. 61 (RCAP) Base, w.e.f. 17.1.44.		
			J.25317 P/O A.A. Bryson (Pilot); R166239 SGT Liwiski, P.E. (Nav.); R171161 SGT Trench, A.R. (A/B); R10546 WO2 R.J. G. Alleyway (WOP/AG); R197722 SGT Redlin, R.B. (A.G.); R206012 SGT Bowden, R.G. (A.G.); R4F1509170 SGT Moore, R. (P/ENG). Posted in from No. 61 (WOP) Base, w.e.f. 15.1.44.		
			J.14038 P/O E.L.C. Franklin (Pilot); R166662 SGT Barman, M. (Nav.); R151178 SGT Delaney, T.J. (A.B.); R118107 WO2 E.N. Bergen (WOP/AG); R187487 SGT Sobideau, L.W. (A.G.); R183342 SGT Oliver, G.W. (A.B.); R4F 1582935 SGT Madcraft, J.L. (P/ENG). Posted in from No. 61 (RCAP) Base, w.e.f. 14.1.44.		
			R.92187 WO2 R.K. Rowe (A.G.). Posted in from No. 405 (RCAP) Squadron, w.e.f. 20.1.44.		
			J.23525 P/O H.R. Wilson (Pilot); (Now Missing from Operations); J.23939 P/O J.E. Hamilton-Jones (Nav.); J.25704 P/O K. Heron (A.B.); J.26848 P/O E.W. Monk (WOP/AG); R4F 155070 P/O J.T. Harris (A.G.); R189515 SGT J.W. Sutherland (A.G.); R4F1695885 SGT E.W. Walton (P/ENG). Posted in from No. 61 (RCAP) Base, w.e.f. 23.1.44.		
			J.24589 P/O M.R.R. Rogan (Pilot); R.75105 P/SGT Laimon, A. (Nav.); R167323 SGT Sutton, G.P. (A/B); R.85734 WO2 J.H. Potter (WOP/AG); R206110 SGT Hendry, R.E. (A.G.); R4F198843 SGT Gilbert, J.H. (P/ENG); R197839 SGT Grestreux, D.E. (A.G.). Posted in from No. 61 (RCAP) Base w.e.f. 25.1.44.		
			R.155601 SGT Fillion, P.E. (Pilot); R166971 SGT Hetherington, E.A.S. (Nav.); J.26899 P/O A.W. Bodine (WOP/AG); J.27264 P/O R.E. Barnlund (A.B.); R191491 SGT Thorvaldson, S. (A.G.); R20424 SGT Lusier, R.E. (A.G.); R4F1850448 SGT Gigg, R. (P/ENG). Posted in from No. 61 (RCAP) Base, w.e.f. 31.1.44.		
			J.26171 P/O F.A. Frampton (Pilot); J.19603 P/O B.L. Bulman (Nav.); J.24536 P/O G.W. Reynolds (A.B.); R4F158632 SGT Tindall, L.W. (WOP/AG); R191368 SGT Smith, K. (A.G.); R226133 SGT Bennett, E.R. (A.G.); R4F630950 SGT Robertson, P.W.C. (P/ENG). Posted in from No. 61 (RCAP) Base, w.e.f. 31.1.44.		
			KNOWES AND AWARDS:- Word was received from the Air Ministry, that our well-loved Adjutant, Flight Lieutenant A.J. Bond (C.8672) has been mentioned in despatches by the Air Officer Commanding-in-Chief.		
			PROMOTIONS:- The undermentioned officers were promoted to the rank of Flight Lieutenant. CAN. J.18810 P/O E.E. Keerl and CAN. J.18786 P/O S.R.W. Laine. (Now both reported missing from operations) The undermentioned officer was promoted to the rank of Flying Officer. CAN. J.18270 P/O J.B. Dallyn.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			<p><u>PROMOTIONS:</u> Continued</p> <p><u>Appointments:</u> The undermentioned N.C.O.s were appointed to the rank of Pilot Officers.</p> <p>R.157253 SGT Petreys, D.L.; R.114660 WO2 K. Stenbraaten; R.157339 P/SGT Lloyd, R.T.</p> <p>R.157520 P/SGT McCabe, D.A. (Missing); 1526940 SGT Omliffe, M.N.; 137400 SGT</p> <p>Adams, J.; 629412 SGT Matthews, L.N. and R.17225 P/SGT Earle, J.A.</p> <p><u>CHANGE IN COMMAND:</u> NIL</p> <p><u>ADMINISTRATION CHANGE:</u> NIL</p> <p><u>AIRCRAFT ON CHARGE:</u> Nineteen "Hercules" engine Mark II Lancaster aircraft.</p> <p><u>ILLNESS:</u> The incidence of illness on the squadron still remains fair. The average number of aircrew personnel reporting sick has been five. Seven were admitted to the hospital. There has been one case of V.D. in aircrew. The average number of groundcrew reporting sick was five. Five were admitted to hospital. There were no new cases of V.D. reported during the month in groundcrew.</p> <p><u>ENEMY AIRCRAFT CLAIMED DURING THE MONTH:</u> On the night of 27th January, Lancaster II D.S. 692 (for Sugar) piloted by CAP. R.147 WO2 J.D. Harvey encountered an enemy aircraft identified by the rear gunner as being an ME110 at a position of 522° north at 2040° east at 2040 hours while flying at 175 M.p.h. I.A.S. on a course of 139° at 20000 feet altitude. Visibility was good and no moon, and 10/10th cloud tops at 10000 feet.</p> <p>The enemy aircraft was first sighted by the rear gunner below and slightly to port range 600 yds., commencing to attack, rear gunner instructed pilot to turn port towards dark side of sky. The rear gunner then observed protrusions under wings of fighter, which he thought to be rockets. The fighter appeared to be trying to position himself to fire nose. The rear gunner opened fire at a range of 300 yds., with long burst of approximately 300 rounds; observing his tracer entering the starboard wing of the fighter and hitting the engine and also knocking off one of these rockets. The fighter broke off attack down to port, and the rear gunner instructed the pilot to climb starboard wing a banking search then resume course. The rear gunner again sighted the fighter right below at a range of 300 yds. and opened fire again with another long burst of 300 yds; his tracer entering rear of fighter's cockpit, a large blue flash appeared in the cockpit, and every light on the fighter came on including navigation, identification and cockpit lights. The rear gunner again told pilot to get over to port towards the dark side of sky. The fighter then started to weave periscope periscope going over to port quarter down and back again underneath bomber and commencing to attack again with all his lights on - range 300 yds. The rear gunner again opened fire with another long burst of 300 yds., his tracer again entering fighter's cockpit, fighter caught fire, rolled over and went down out of control, disappearing beneath the clouds with flames completely enveloping fuselage. This was seen by the rear gunner, mid upper gunner and wireless operator. Immediately after a glow appeared appeared beneath the cloud, this was assumed to be the fighter hitting the ground. The fighter was claimed as destroyed. The rear gunner Flight Sergeant Campbell, S.E. R.160645 was trained at No. 3 B. & G. School, MacDonald, Man. and at No. 23 O.T.U. Atherton.</p> <p><u>NUMBER OF OPERATIONAL SORTIES CARRIED OUT DURING THE MONTH:</u> One hundred and one ^{two} ten.</p> <p><u>TOTAL NUMBER OF HOURS SPENT ON OPERATIONAL AND NON-OPERATIONAL:</u></p> <p>Operational:- 686.39 hours.</p> <p>Non-Operational:- 135.55 hours.</p>		

OPERATIONS RECORD BOOK

of (Unit or Formation) NO. 408 (R.C.A.F.) SQUADRON, LITCHFIELD, GUSSE. No. of pages used for day _____

Place	Date	Time	Summary of Events										References to Appendices		
PERSONNEL ON STRENGTH OF SQUADRON.															
OFFICERS (AIRCREW)															
			RCAP	RAW	RAAF	RECAF	ESTAB.	DOC STR.	RCAP	RAW	RAAF	RECAF	ANF	ESTAB.	DOC STR.
Pilots.....			17	1	-	-	12	19	6	-	-	-	-	11	6
Navigators.....			17	-	-	-	12	17	7	1	1	-	-	11	9
Air Bombers.....			18	2	-	-	12	20	9	2	-	-	-	11	11
Wireless Operators...			6	1	-	-	5	8	9	11	-	1	-	18	21
Flight Engineers.....			1	-	-	-	5	1	2	25	-	-	-	18	27
Air Gunners.....			7	3	-	-	9	10	39	8	-	1	-	36	48
Total.....			66	7	1	1	55	75	72	47	1	1	1	105	122
GROUND CREW															
Officers.....			1	-	-	-	1	1	S U M M A R Y						
Officers (W.D.).....						N I L			RCAP						
Officers (WAAF).....						N I L			RAW						
Airmen.....			218	28	-	-	246	246	OTHERS						
Airmen (W.D.).....						N I L			RCAP						
Airmen (WAAF).....						N I L			RAW						
Total.....			219	29	-	-	248	248	OTHERS						
									GRAND TOTAL.....						
									357 72 5 11						

Total personnel on strength of Squadron as at 31.1.44, is 445.

D. S. Jacobs
(D.S. Jacobs) Wing Commander,
Commanding,
No. 408 (R.C.A.F.) Squadron.

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