De F. Form 540 See netrotions or or of the term in K.R. and A.C.L. son. 290 and We Mount Pt. IL. chapter XX. and natio is R.A.F. Forther Book.

OPERATIONS RECORD BOOK

122-1-408

3854

Page No.

of (Unit or Formation) No. 408 (R.C.A.F.) SQUADRON, LINTON-ON-OUSE. No. of pages used for day SECRET. Date Summary of Events

SECRET.

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.

To-day the Squadron was called on to journey over to the capital of Germany to wish the reliever and his claim the complianents of the season. For this event, there arrors took-off from this bease to give the Aris leader and his followers an exploding New Years' greeting. Exploding it must have been, as eleven four thousand pound "cockies" 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.

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 featival as possible and it may have been considered real success. Empland's Famed "giggle water" was very prediment 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.

The N.C.O.'s as well as the Airmen's New Years' eve calculation. Summary of Events A. 2100 - A. 2111 LINTON-ON-OUSE 1.1.44 Can 3 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.

Our new Squadron Navigation Briefing room was opened to-day, and briefing for the above mentioned attack was held in the said room.

Uround instructions were given to the new air-gunners and flight engineers throughout the day. Daily inspections and run ups for to-mights' operations were also carried out. 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 destrict, but she to the flight engineer of one erow 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.

The total hours spent on both flying and ground throughout the week ending this day amounted to 106 hours.

Listed hareunder are the names of the crew who are reported from the last operations.

Also listed are their operational trips and hours. LINTON-ON-OUSE 2.1.44 (Pilot) TRIPS HOURS
1 30.1,6
3 19.03
3 19.03
5 19.03 CAN. R130615 E/S HIERE, Donald Ernest CAN. J.22587 F/O Eric DENCIN CAN. R112865 W02 LOUIS Feder TORFE CAN. R112865 W02 LOUIS Feder TORFE CAN. R175899 SOT HOULAND, Habert James CAN. R18795 ST SEMERIER, Spencer Ross R1F. 962966 SOT HUMEINS, Henry Churles (Nav.) B.A. WOP/AG) (ME/A.G.) (A.G.) (P/MG) 19.03 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 same in the late hours of the morning. The usual daily inspections were carried out. Lectures were given to Book-Limers and Fireless Operators in the afternoon. LINTON-ON-OUSE 3.2.44

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUSE	4-1-14		The squadron was again stood down from operations to-day was carried out to-day, consisting of local, night cross country. out by the new air-gunners and flight engineers. Very little doing	Ground training was carried	
LINTON-ON-OUSE	5.1.44		The fifth day of the new year, and the third time this you to carry out operations over enemy territory. For this detail, t scheduled time. All the crews were successful in reaching their objectives their mission was not all in vain, as the primary was well attached.	belve aircraft took-off on jective, and all report that	A.2122 - A.21
			During this operation, one sirereft "0" for Orange encou- ions on the way in to the target. This icing caused the aircraft to of the aircraft 2nd/Lt. MaR. humphrey (0.88629) then found it neces nurs, smoke floats, caypen bottles & ammunition in order to maintain	intered severe icing condition less height. The pilot isany to jettison the front	
			unit on the port inner ran away but it was kept under central in fix position 5600 north - 0500 east at 0325 hours. The engine was then again began to logse height until it reached 14000 feet. It this he then jettisoned, However the primary target was reached, and bombed	ed pitched until reaching feathered and the aircraft eight, the incendiaries were	
			left. After bombing a climb was made to 15000 feet and which was ma position 55000 north = 12000 east, where more severe icing conditions ering a cloud. The aircraft then sank to 13000 feet and was still 1 decided that all moveable articles should be jettisomed, and the sam	were encountered after ent- logating height. It was then be was carried out. Icing	
			condition was so severe, that ice was still on the feathered prop. a peration, it was feared that snother orew would have to be added to	fter the aircraft landed at landed on return from this	
	• •		oraft, but about an hour after, flying control received an R/T call Orange was coming in for a landing with two hundred galloms of petro was good news to receive, as it ment that the operation was a comple	that aircraft D.S. 731 "O"	
LDTON-ON-OUSE	6.1.44		No operations called for to-day. Flying training for the most of the crews on the Squadron at present were resting from last earliest return on last night's operations was at 0700 hours. Mode carried out during the day. Lectures were given to the new aircrew	ight's operation. The crate ground training was	
LDTO:-Q:-CUSE	7+1+44		No operations and no flying training carried out during was u/s. Five aircraft were detailed to carry out a Command "Ballas all aircraft were off on time, and all report that this detail was Lectures on "Security" were given to all aircraw personnel in the after the Station Commander, Group Captain W.A. Jones informed personnel, on the bi-monthly inspection parade held this morning, that of the R.C.A.F. Overseas, Air Marshal L.S. Breadmer is to visit the sections.	ye" exercise at night, and successfully completed. 'termoon. I the Station and Squadrom it the new Commander in Chief Station on Sunday January.	
LINTON-ON-OUSE	8,1,44		The Squadron was stood down from operations to-day owing flying programme consisted of fighter affiliation, level flying, \$1 practice, air-to-air firing and one acceptance check. Hight cross out. No ground training was carried out to-day as most of the aircu	Buls practice, bombing country was also carried	
			for flying training. Nothing further to report.		

Page No. THREE

See instruction, to use of this form in K.R. and A.C.L. same. 2949 and War Manual Pt. II. chapter XX. and nates in R.A.F. Pocher Book.

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

Place	Date	Time	4) K	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUSE	9.1.44		No operations cal	led for to-day. Flying training carried or	it by the squadron to-day	
			consisted of fighter affili	ation, air-to-air firing, S.B.A. and bombin	g practice.	
			The new A.O.C. 1/	d of the R.C.A.F. overseas, Air Harshal L.S.	Breadner, paid a flying	
		1	isit to this station to-da	y. A mess dinner had been arranged in his	honour, but ewing to	
		1	is not feeling well, it wa	as necessary for the Air Marshal to return	to Carrin Headquartons	
			oregoing the dinner.	to receive y and the part plant of the court in	o droup Homming Cols	
				of hours spent on both flying and ground to	edulas for the	
			nding to day totaled lll.		maining for the week	
				Hookey Term defeated Elvington by the soon		
			The Station Field	Hookey less dereated Livington by the soon	e of / -). Cpl. Robin-	
			on, the only squadron play	er on the team was again high scorer. 'A po	sition he has held and	
			aintained throughout the p	ast three months. He scored four goals of	the seven tallied.	
				is being organized on the station and game		
				adron is to supply several players none		
		ъ	een confirmed by the Sport	s officer. It is expected that something of	definite will be arrived	
			t before the end of the mo	nth _s		
LINTON-ON-OUSE	10.1.44		The Saladam was	again stood down from operations as this is	the third day of it.	
			time of comments on the comments of the commen	were detailed to carry out n ight cross cou	and shirt day of the	
			MEL DOCAMA MOVUEST GROWN	were detained to carry out h ight cross cou	nery detail a. Eight	
			ir gumers were dispatched	to Sutton Banks firing range for gunnery	practice. In this pract-	
		2	e, 2000 rounds of S.A.A.	were expended. One full arew proceeded to	York baths for Dinghy	
		D	rill emercises.			
			The Station hocks	y team open ed the last half of the season'	s playing to-day by hav-	
		1	ng a good hour and a half t	work out and practices at Durham. Several	important changes were	
			ffeeted in the line up of	the team, most interesting of which is the	forming of a second	
		P	wer line comprised of Col.	Robinson (centre), Sgt. Lott (right wing)	both members of this	
		S	suadron, and P/O W. (Porky	Dumart (left win g) (Base Sports officer)	Onl. I Lemoine LaCe	
			nott and McKillon, all of	.08 Squadron formed the third line. The "K	tall line mention on	
		- 7	rinell's formed at the month	in g of the season. Lac Cowland (408) play	Trine Lemerite de et-	
		î	26) and Tax Bendance (Tr.) playing right and left wings respectivel	ing centre, Opt. Gourley	
		7.	to) and me pestiess (u. d.) praying right and left wings respectivel	y. Lac Partridge (426)	
			en crametto (tro) and chr.	Estey (408) and LAC H indmarsh (408) compr	ise the defense aggress-	
		2.0	m. The team regrets that	t the ilness of LAC Boorman of the Squadron	has out his hookey	
				the above named players, along with Coach J	. Innis and Manager Mada	
		S	eley were in Durham for th	nis practice.		
LINTON-ON-OUSE	11.1.4		All flying for the	day was scrubbed owing to unfavourable we	ather conditions. The	
		đ	y's training programme our	nsisted of lectures to all pilots, navigate	rs and bomb-aimers or	
		79	teorology. Skeet shooting	spot light training, link and "GEE" trai	ning was also on the	
		77	persime. One grew carrie	d out Dingly Drill exercises at the York ba	the this afternoon.	
			og om orer emize	a one princip parter ever crises at this loss put	mm wire with dispose.	
LIPTON-ON-OUSE	12-1-44		Yo Murina traductus	programe laid on to -day o wing to more		
THE TREME TO SE	44.0707	-				
				direrew personnel of the Squadron by the Fl.		
				Air Sea Rescue was also given by the A.S.	R. Officer. All aircrew	
		P	reconnel were released in t	the afternoon.	100	
					•	
LINTON-ON-OUSE	13.1.44		More duff weather	kept the Squadron pinned to the ground aga	in to day, Moderate	
		- 40	ound training was carried	out in the norming. All aircrew personnel	more released in the	
			termoon.			
				I was made to down when the St.		
				was made to-day when the "Lancaster Bombe	re or this symtics	
and the second second	-		Tealed the Hiddleton-St.Ge	corge team to a four- three victory.		
					mued overleaf	

Place	Date	Time				Summary of Eve	ents	<u>s</u>	ECRET.		to endices
INTON-ON-OUSE	13.1.44	Contin-	The Middlet	on team h	as had an un	broken record of vi	ctories all season	a due to to	m stalwarts		Charces
E1101-01-000E	7707044	ued.				line playing with					
		wou.				Squadrons and Head					
						-mate of Schmidt an					
						out the three perio				go,	
						ored the first poin					
						goal. Place and B					
				lirat pe	Lings second	Sour. Prace and D	Wiel sooled Widnie	tou. s rre l	boru: ru éur	.5	
			period.			Physical Description	A T T	4 (100)	. w. 11. n. h.		
						Porky" Dunart on a					
						re Linton it's lead		inson (Both	n or 400; to	ook	
						ith Faucervice from					
						atchless for the pl					
						play, tied the so					
						Schmidt took a pass					
			"Hank" Partr	idge (426	and Johnny	Gianetto (408). G	ianetto broke away	with the	puck, passed	Lit	
			over to Dur	art who r	eturned im it	t to him in front of	f the nets. Giane	tto pulled	out the gos	lie	
			and scored	a beantif	al goal. The	is one point lead w	as easily during t	the remaining	ng ten minut	res .	
			of play.						7		
			L	inton now	holds second	i place, having won	six games, tied o	one and Lost	one. They		
			are one poi	nt behind	Middleton,	the league leaders	to date.				
						. 408 Squadron par		game. Sgts	s. Sponarski	and	
						en, Estey, and Lemo:					
			Gianetto an		-20, 100-2110	,,			, ,		
							AND THE RESERVE AND ADDRESS OF THE PARTY OF		to been the	Name of Street or other Persons and Person	
DITON-ON-OUSE	1/10/10/14		perform. A event seven	t lasti ti	he Squadro n	was called on to co	Unfortunately on	perations.	For this	- A+22	34 - A
DITCH-CH-CUSE	14-1-44		perform. A event seven oraft were failures. task owing Squadron ar target HERN the attack	t lasti ti teen airca able to to The remain to the na- e reporte- SWIEK, Ger could not	he Squadro n raft were det ake off as to ning aircraft rigator takin i missing. I many and all be given, bu	was called on to outsiled to take-off. wo were sorubbed just were off on scheding sick whilst o veribe remaining crews in report that owing it it was mentioned.	arry out bombing of Unfortunately on st prior to take-outed time. One or r energy territory, were successful in to heavy choud be that a very red g	operations. Ily seconds off time ow row had to off two airco n attacking use a good i clow could b	For this fifteen aiding to techniabandon the maft from the primar assessment one seen refl	A.Z.	34 - A
oron-ob-ouse	14.01.044		perform. A event seven oraft were failures. task owing Squadron ar target HELD the attack ing on the	t lasti ti teen airce able to to The remain to the na- e reporte- SWICK, Ger could not cloud base	he Squadro n raft were det ake off as to ning aircraft vigator takin i missing. I reary and all be given, bu s, which was	was called on to or tailed to take-off. so were sorubbed ju- twore off on sched- ing sick whilst o ver the remaining crews I report that owing it it was mentioned, precused censed by	arry out bombing of Unfortunately on at parior to take or clied time. One or rement territory, were successful it to heavy choud be that a very rod g fires. Listed he	operations. Ily seconds off time ow row had to off two airco n attacking use a good i clow could b	For this fifteen aiding to techniabandon the maft from the primar assessment one seen refl	A.Z.	34 - A
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DITCH-CEI-CUSE			perform. event seven oraft were failures. task owing Squadron ar target HELDS CAN. CAN. CAN. CAN. CAN. CAN. CAN. CAN.	t lasti ti teen airc able to the The remain to the na e reporte sould not loud bas cress to, 175,20 187610 187610 18251899 1217551 J.18693 J.19055 160725 1892203 18141610	he Squadro n raft were det as to ning aircraft righter takin d missing. I many and all be given, be got authorized by Thillian SOT TATTERS P/O Charles P/O Statle, P/O Statle, BC1 Jack, be given by Statle, BC1 Sach Ling.	was called on to or called to take-off. The control of the control	urry out bombing of Unfortunately on at perios to take-duled time. One or easy territory, were successful; to heavy choud be that a very red g fires. Listed be tips and lisure. (Pilot) [Hav.] (A.5.) (Pilot) [Pilot] (Pilot) [Pilot] (Pilot) [Pilot] (Pilot) [Pilot] (Pilot) [Pilot] (Bak.) (Bak.) (Bak.) (Bak.)	operations. The strong of the own had to a see a good a good a see a	For this sifteen at ling to technical the rest from the re	A.Z.	34 - A

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Sea A.F. Form 540
See native/time via me of the term in K.R. and A.C.I., nore. 249° and West Manual. Pt. III. chapter XX. and mates in R.A.P. Police Bank.

of (Unit or Formation) No. 408 (R.C.A.F.) SQUADRON, LIDITON-CN-OUSE. No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Inton-on-ouse	15.1.44		A real deeper of a fog. So thick you could slice it. This fog a ron grounded for the day. Normal routine filled up the days activities.	gain kept the Squad-	
LINTON-ON-OUSE	16.1.44		More fog and more fog. Consequently no operations or flying train Zenh section gave ground instructions to their respective air orew person The total number of hours spent on both flying and ground training	el.	
			this day fotaled 88 hours.		
LD TON-ON-OUSE	17.1.44		The Squadror was again stood from operations to-day. The weather extent during the early attempton, and a moderate flying training programs. The weather again closed in later in the evening, and all flying training	DOE MINI THIS OF CALLS	
			The weather again closed in later in the eventage and at the second grant training was carried out this day. The Station hockey team had its second practice of the month this ron personnel attending this practice were as follows:- Sgts. Sponarskd as	afternoon. Squad-	
			Seeley, Estey, Robinson, Lemoine; LaDs Hoffiller, Hindmarsh, Cowland, Giang	stro and decrea	
LITTON-ON-OUSE	18.1.44		Considerable ground haze kept the Squadron more or less at a star	Aring was carried	
			flying training. However moderate flying consisting of local and air ter out. The ground training carried out was also moderate. The recently formed Station Backetball team played its first pass		
				esulted in a 20 to 12	
			only representative on the team, but made a good showing by sooring a two	ped by the lack of	
			support and players. It is hoped that by next week a few more 3 madron players dut.	14010 1111	
LINTON-ON-OUSE	19.1.44		The Squairon was not called on to carry out operations. Compides was carried out throughout the day. Eight aircraft were detailed to carry	A CATE W Sarrange	
			exercise, but owing to the weather closing in, the exercise was scrubbed.	n to-day on attachment.	
			He will be genered up on Smadrom Administrative procedure pending posting dather with some squadrom in No. 5 (RCAF) Group.	to care over wife day	
LDTG:-ON-OUSE	20.1		Great news! The S quadron was called on to carry out bombing op		. 22 J A.
PT. : Gi-Gi-Ocian	20 62 6 9 6		min shift some sixteen sixteen sixteen detailed, and all wore	off on achiemited	
			time. Out of the sixteen, one aircraft was force to return to base early fathers. The remaining fifteen were siccessful in attacking the primary many, and all report that the attack was fairly well concentrated. Some	reported that smoke	
			many, and all report the clouds at 14,000 feet and the red glow reflecting ated that good fires much have been burning will. A good assessment of	IS OUT FINE OFFICERING PRIVATION	
			be given owing to the aloud base.	to 0 lead for two	
			periods, the boys broke away into a scoring spree in the opening minutes	d soored the first	
12.0			period goal and in the third, Gourley (LTD) scored three, comission (ADD) of	Dalton's star play-	
			Ann by - Matti also a sho man a formula taububata of Condi Jill 1881 0	E) ELVE OATS DESIGNATION	
			- /a bee seems when to the condition one draw and	CED® TOUR ON PEACE COMM.	
			print ahead of the Skipton team. The regular players participated in thi	ra et Jestinon, a Same	

References Place Date SECRET. Summary of Events The Squadron was again called on to carry out Bombing Operations over MADDENING,
Cermany, For this attack, sixteen aircraft were detailed, and all were off on scheduled time.
Three aircraft were force to return early owing to technical Tailures. One aircraft failed to
return from this operations. 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 airdromes; Six at Newmarket; 2 at Tuddenham; and one
each at the following dromes, Bury St.Edwards, Coltishall, Waterbeach and Mildenhalls
Listed hereunder are the names of the missing crew together with their Operational
trips and hours. Appendices LINTON-ON-OUSE 21.1.44 A. 2164 - A. 2179 (Pilot) 16 102.05 (Har.) 22 114.37 (La.) 19 121.20 (WEPAIR) 15 115.41 (A.G.) 4 29.12 (A.G.) 11 12 78.51 th.) (Cc. Pilot) N I L CAN. J.19284 P/O John Bleecker MILL (Pilot)

RAF. 127268 P/O Gilmour Burray REID (Hav.)

RAF. 162546 P/O William JOHNSTON (E.A.)

RAF. 167076 P/S SAMKIN, Charles (WUP/AIR)

CAN. R219970 97 CURRER, Gordon (A.C.)

RAF. 1211502 95T HALIOTT, Albert Edward

CAN. J..3713 P/L John Bentley DENNIG (On loan from \$25 Sqdn.) (Cc. Pilot) No operations called for. The weather cleared sufficiently in the afternoon to have all siroraft, 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 opmenced at approximately 18,50 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-OUSE 22.1.44 The Equatron 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 ain-to-air firing. Five night cross country details made up of five trainee crows of this squadron were carried out. Horsal ground training was also carried out.

The total time spent on both flying and ground training throughout the week ending this day totaled 92.30 hours. LDITON-ON-OUSE 23-1-44 The Met. section forecasted more unfavourable weather, consequently the squadron was not called on to carry out operations. Still the seather was not bad enough to keep the squadron pinned to the ground as local flying, air tests, S.B.A. training and Booking precise One full once proceeded to York Baths on a Dingly practise. Pive crews were fatalled to carry out a night cross country detail, but that was scrubbed at 1700 hours owing to the weather LDITON-O N-OUSE 24-1-44 closing in. The Squadron was called on to carry out bonking 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, (16-40 hours) the majority of the crew had reported to their aircraft and had to be recolled.

No flying training or ground training was coursed out this lay, as the greater majority of the aircrew personnel were tied down to preparation for this evenings' operations.

Page No.SEVET

See instruction, see are of this form in K.R. and A.C.L., pages, 2349 and War Manual, Pt. II., chapter XX., and make in R.A.F. Parker Bank.

of (Unit or Formation) NO. 408 (R.C.A.F.) SQUADRON, LIDTOH-QN-OUSE. No. of pages used for day-

Place	Date	Time	Summary of Events		SECRET.	References to Appendices
LINTON-ON-OUSE	26.1.44		No operations called for, as the weather was too unfavour	rable; more	fog and raid.	\$2180 - A.219
			The usual daily inspections were carried out during the day. No	flying train	ing was carried	
			out owing to the weather. One aircraft was given an acceptance of	neck, but th	A find marchan	
			flying done to-day. A night flying training programme was laid of	providin	5 cisc weather	
			cleared up, but the weather remained the same. A meeting of N.C.O.s i/c of Squadron Orderly Rooms and the	heir Adhitan	ta was called by	
			the Base Headquarters to disculs the letter received from Bomber	Command in r	egards to reliev-	10000000000000000000000000000000000000
			ing the detadrons of all ground grew personnel, as well as the co	ntrelization	of the Administ-	
			william stage Warmers after some two hours of nattering, it was	a feet that	the technical	
			newsonnel could be rested into Echelons, but all agreed that it w	mis felt unwi	se to endeavour	6000 O II 6002
			to operate the squadron without the Administration staff. A reco	commendation	is coing forward-	tion and a
			ed to this effect.			
	179 A		Bomber Command called on the Squadron again to-day to ca	my out one	ations over	
LINTON-ON-OUSE	27.1.44		BENTALL Corners - Bor this operation, sixteen airoraft were detail	led, and all	were off on	
			sahadiled time One simmeft was forme to return early owing to	the W/T syst	em moing 5/3.	
			The remaind	ter were mice	essful in resor-	
			the the same towns and all moment more threath the target an	WAR COVEY	ed 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.			
			Hereunder are listed the names of the crew who failed to	reduit from	one operation.	
			Also listed are their Operational Trips and Hours.		OPERATIONAL	
			The second section of the second section of the second section section section is at the second section sectio		TRIPS HOURS	
			CNN. J.8371 P/O (A/S/L) Charles Woodward SLITH	(Pilot)	22 144.48	
			CAN. J.22205 F/O Dennis MacDonell, SIN	(lav.)	20 135.36	Pa.
			CAN, J.14747 P/O John Dargavel, TEXEN	(B.A.)	20 135.36	
			CAN. J.16816 F/O Thomas Kenneth, CANNING	(WOP/AC)	11 89.22	
			CAN, R119581 F/S FRANTS, Clarence William	Shage .	19 171.21	
			CAN: J.19011 P/O James Gordon, EZZETT	(A.G.) (P/ENS)	20 135•26 N I L	
			RAF. 1616000 SOT SOFTON, Morley Frederick Roy	(Co. Pilot)	NIL	
			CAN. J.23525 F/O Hugh Ross, WILSON	fore among		
			CAN. J.18810 P/O (A/P/L) Elion Esthan KEATL	(Pilot)	17 110.45	
			CAN. J.18806 P/O Joseph Paul David PAPISE	(Nav.)	16 101.13	
			CAN. R157870 F/S SHITH, Alfred	(B.A.)	16 104-13	
			RAF. 168511 P/O John ADAUSCH	(WOP/AIR)	16 104-13	
			CMI. R.99007 P/S HantEMI, John Angus	(A.G.)	16 104-13	
			CAN, R1133% F/S MALLAUS, John Francis	(AaGa)	16 101.13	
			RAF. 1629005 SCT MOUNT, Alfred Charles	(P/MIC) (Co. Pilot)	16 10%+15	
			CM. J. 27843 F/O Elmor Reginald PROUD	, * s.rro.		
			CAN, J.18786 P/O (A/P/L) Swen Roy Wilfred LADE	(Pilot)	20 136.35	
			CAN. J.18778 P/O James Graham HROADFOOT	(Nav.)	19 127.32	
			CM: R196756 P/S MADIZI, Robert Joseph	(Bata)	19 127.32	t-de la
			RAF. 161756 P/O David Leonard WRIGHT	(WOP/AIR)	19 127.32	
			CAMI. H171123 P/S SCOTT, George Henry	(27.2.5)	14 105.07	
			CAN. R1794.28 F/R MacKAY, Roy Alderson	(Asira)	17 11027	
			BAP. 53785 1/0 Alfred Ermeat JORGS	(P/20G)	18 125.07	
				(Co. Pilot)	N I L	

			. Page No. EIGHT
Place LINTON-ON-OUSE	Date	Summary of Events SECR	
3200-NON-0111	28.1.4,	Again the Squadron was called on to carry out bombing operations over HRLID and for this event, eleven aircraft were detailed. One aircraft was solubbed prior to owing to technical failures. The remaining ten aircraft were off on scheduled time. I	Germany, A. 2196 - A. 2205
		port inner engine going U.S. Whe amaining all it is an and the other owing to	the .
		Light flying training was carried out by the training crews during the day.	e seen.
LD TON-ON-OUSE	29.1.44	No operations called for to-day. Plying training was carried out by the ord training only, as the operational crew had returned from last nights' operations in the hours of the portion. The state of the profits of th	w under 1,0006 1,200
And the Control of th		hours of the morning. Two night cross country details was carried out. On this deta training of two fraince crow was completed thus rendering them fit for operational data	
LINTON-ON-OUSE	30.1.44	The Squadron was again called on by Bomber Command to carry out operations o HERMLH, Germany. For this operation, thirteen aircraft were prepared, and all were off scheduled time. All aircraft were successful in reaching their objective, and all report the primary wis well attacked.	
		No Thing or ground training was carried out this day, as all aircress person kept busy at preparing for the eventue's greenting.	nel wore
LINTON-ON-OUSE	31.1.44	The total number of hours agend on both flying and ground training during the ending this day amounted to 115.45 hours.	e wyak
LINTON-ON-OUSE	31.1.44	The Squadron was stood down from operations to-day. The flying training properties to consisted of local flying, air test, "CES" training and w/r flying training night oreas country was detailed, but it was sorubbed in the early evening owing to the closing in. The usual D.Iss were also carried out during the day.	
		POSTING IN AIRCRES DURING THE MENTH: The undermentioned aircress personnel have been presented to this Squadron during the past month. Units from which posted and effective during shown after listed names.	ates
		J.10632 P/O W.T. Pulton (pilot); J.26487 P/O F.J. King (Nav.); R166590 SGT Barr, R. (WU 1392741 SGT Scott, J. (A.G.); R197505 SGT Thompson, G.F. (A.G.) and 1588886 SGT Walmsle (P/ENG). Posted in from No. 61 (RCAF) Base w.c.f. 4.1044.	P/AG); 7, R.
		R159907 SGT Smitton, F.A. (Pilot); R1206LL SGT Stringum, E.W. (Nav.); J-25740 P/O L.R. (A.B.); R172657 SGT Shurvell, J.W. (WOP/AC); 1050045 SGT Shaw, J.M. (A.G.); R197256 SGT G.E. (A.G.); 1607735 SGT Thorne, E.E. (P/29G). Posted in from No. 61 Base weesf. &41.64	
		R150903 F/SOT Griep, B.V. (Pilot); R155727 SOT Tames, J.S. (Nav.); J.25508 F/O, R.T. Wal R.70718 SOT McKinnon, J.B. (WOP/AG); R195341 SOT Flunkett, W. (A.G.); 1685192 SOT Higher (A.G.); 927552 SOT Meikle, M.J. (F/ENG). Posted in from No. 61 (RCAF) Base, wee.f. 5-1.	
		J.8840 F/LT E.S. Winn (Pilot); J.24/25 F/O J.R. Lesman (Nav.); J.25735 F/O J.R. Bonnevil R.80790 F/SOT Wade, R.H. (WCF/AG); 10601604 TECH/SOT Brown, N.Y.H. (AAF) (A.C.); E181982 Drawnitski, E. (A.G.); 642445 SOT Bolt, E.W. (F/ENJ). Posted in from No. 61 Base wef 1	
		R.97000 P/SOT Gaboury, J.A. (Nav.). Posted in from 425 (RCAF) Squadron, weeks, 6,1.44.	

"0.005 WL 31570--3544 125M Nat TA 70

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See instructions or use of this form in K.R. and A.C.I., pare, 2349 and War Manual Pt. II. chapter XX., and notes in R.A.F. Partyer Book,

of (Unit or Formation) NO. 408 (R.C.A.F.) S QUADRON, LINTON-ON-ONS E. No. of pages used for day

Place	* Date	Time		Summary of Events	SECRET.	References to Appendice
		-	POSTINGS IN AIRCREW (CONTINUED)	The state of the s	
			NEW,14875 F/SGT Harrison, M.J. (; AUS425357 F/SCT Quand J.P. (Nav WOP/AG); R180498 SCT Berrard, L.A. J.E. (F/SNG). Posted in from No.	(A.G.); R.94001 SGT Beaker,	Ma
			(A/B): R97269 F/SGT Soott, R.G.	; RAF1610281 SGT Elborne, F.E. (Na (WGP/AG); R194239 SGT Hlais, J.L. m, L.C. (F/ENG). Posted in from N	A. (A.S.): P184731 SGT Moore,	4.
			R110546 WD2 R.J. G alloway (WOP	; R166239 SCT Liwiski, P.E. (Nav.) /AG); R197722 SCT Redlin, R.B. (A. . (F/ENG). Posted in from No. 61	1.); R206012 SGT Bowles, E.G	
			(A.B.): R118107 102 E.N. Bergen	lot); R166662 SOT Bartman, H. (Nav (WOP/AG); R187487 SOT Robideau, L kderaft, J.L. (F/ENG). Posted in fi	J. (A.G.); P183342 SGT Olive	r,
			R.92187 WO2 R.K. Rowe (A.G.).	Posted in from No. 405 (RCAF) Squa	dron, w.o.f. 20.1244.	
			(Nav.): J.25704 F/O K. Heron (A	; (Now Missing from Operations); J. Es); J.26848 P/O E.W. Monk (WOP/A land (A.G.); RAF1695885 SCT E.W. M); RAF 155070 P/O J.T. Harri	.B
			(A/B): R.83734 WU2 J.H. Potter	t); R.75105 F/SCT Laimon, A. (Nav. (TOP/AG); R206110 SCT Membry, R.D. SCT Greatrex, D.T. (A.C.). Posted	(A.G.); RAF1508843 SGT	
-			Bodines (WOP/AG): J.27284 P/O R.	ot); R166971 SGT H etherington, E. 2. Barnlund (A.B.); R191491 SGT Tw 50448 SGT Gigg, R. (F/RNG). Poste	rvadson, S. (A.G.); R20,124	
			(A.B.): RAF14,58532 SCT Tindell.	t); J.18603 P/O B.L. Balman (Nav.); K.W. (WOP/MG); R191368 SCT Smith, rtson, P.W.C. (F/ENG). Posted in f	K. (A.G.); 1216135 SGT Benne	!:
			Flight Lie	received from the Air Ministry, the sutement A.J. Bond (C.8672) has bee fficer Commanding-in-Chief.	t our welllowe adjutant, n mentioned in despatched by	*
			CMV, J.18810 I	d officers were promoted to the ram P/O-B.E. Kearl and CAN. J.18786 F (Now both reported missing from op I officer was promoted to the rank	O S.R.W. Laine. erations)	
			The undermentioned	CAN. J.18270 P/O J.B. Dallyn.		

Place Date Imme

Summary of Events

SECRET.

References
Appendix at The undermentioned N.C.O.s were appointed to the rush of Pilot Officers.

RIJ755 307 Petters, D.L., Williston Work, Stembraaten, Mily 1979 7/357 Light, Mily 1976 Morale, D.L. (Hissing), 155500 307 country, Mary 1976 Date, D.L. (Hissing), 155500 307 country, Mary 1976 Oct.

RIJ755 307 Petters, D.L. (Hissing), 155500 307 country, Mary 1976 Oct.

RIJ755 107 Petters, D.L. (Hissing), 155500 307 country, Mary 1976 Oct.

RIJ755 107 Petters, D.L. (Hissing), 155500 307 country, Mary 1976 Oct.

RIJ755 107 Petters, D.L. (Hissing), 155500 307 country, Mary 1976 Oct.

RIJ755 107 Petters, D.L. (Hissing), 155500 307 country, Mary 1976 Oct.

AMOUSTACH CHARGE. Marten Fervalles engine Mark II Lencaster siture?

RIJ757 107 Petters, D. (Hissing), 155500 307 country, Mary 1976 Oct.

RIJ557 107 Petters, D. (Hissing), 155500 307 country, Mary 1976 Oct.

There has been one case of V.D. in advances. The average number of grandstrew reportreported chring the month in, and the country. There were no new cases of V.D.

RIJ577 107 Petters, Philotology of RABONATH 703 Ch.D. in average country Lancaster II V.C. (92FS (for Stages) piloted by GRABONATH 703 Ch.D. inverse country accounts an energy account Maria 1976 of V.D. inverse country Lancaster II V.C. (92FS (for Stages) piloted by GRABONATH 703 Ch.D. inverse country Lancaster II V.C. (92FS (for Stages) piloted by GRABONATH 703 Ch.D. inverse country Lancaster II V.C. (92FS (for Stages) piloted by GRABONATH 703 Ch.D. inverse country, Lancaster II V.C. (92FS (for Stages) piloted by GRABONATH 703 Ch.D. inverse country, Lancaster II V.C. (92FS (for Stages) piloted by GRABONATH 703 Ch.D. inverse country, Lancaster II V.C. (92FS (for Stages) piloted by GRABONATH 703 Ch.D. inverse country, Lancaster II V.C. (92FS (for Stages) piloted by GRABONATH 703 Ch.D. inverse country, Lancaster II V.C. (92FS (for Stages) piloted by GRABONATH 703 Ch.D. inverse country and piloted by Grabonath 703 Ch.D. inverse country and

i

*9315 Wh 31570-3541 115M 5/48 T.h. 766

A.A.F. Form 540

See instructions we see of the form in K.R. and A.C.L.
marie. 2945 and Wor Manual Pt. II. chapter XX. and
mates in R.A.F. Perfort Book.

OPERATIONS RECORD BOOK

of (Unit or Formation) 10. 408 (R.C.A.F.) SQUADROT, LETTON-CUSE. No. of pages used for day __

Place	Date	Time	Summary of Events							SECRET.				References to Appendices		
			PERSONNEL ON STREETH O	PERSONNEL ON STRENGTH OF SQUADRON. OFFICERS (AIRCREW)												
			Pilots	RCAF	RAP	RAAF	HSAF 1	12 12	19 STR.	TICAF 6	RAF	RAMP	HIZE	<u>107</u>	11	6
			Navigators	17 18	2	_	-	12	17 20	9	2	-		-	11	11
			Wireless Operators Flight Engineers	6 1	2	1	-	5	10	39	25		0	1	18 36	27 48
			Air Gunners	66	7	1	1	55	75	72	47	1	1	1	105	122
			OROUND CREW									S	иии	1	RI	
			Officers(W.D.) Officers(WAAP)	1	-		TIL	1	1	orr	icers	(Airo	row)	RCAP B6	7 0	2
			Airmon	218	28	-,	. I L	21.9	2.38	Air	men {	Airore	")	72	47 18	•
			Airwomen(W.D.)	_	33	-		4	11	7. A	A.F.	5				11
			Total	219	29	_	-	258	248		CRAND	TOTAL		357	72	5 11
									24 0	0 1		n+ 31 -	1.1.1 10	1,3,5		

Total personnel on stre ngit of Squadron as at 31.1.4, is