



# OPERATIONS RECORD BOOK

5.22-1-408  
6586 DAS

Page No. 008

of (Unit or Formation) No. 408 (R.C.A.F.) SQUADRON, LINTON-ON-FOUSE.

No. of pages used for day         

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-FOUSE	1.2.44		The start of a new month, a month closer to victory. No bombing operations were called for to-day as we are now in the moon period. However a minimum flying training programme was laid down consisting of local flying, air tests and one night cross country. A lecture on "Visual Monitors" was also given to the Navigators and Wireless Operators. The usual Drills were carried out by the air gunners, also harmonization of guns and turret manipulation.		
LINTON-ON-FOUSE	2.2.44		Again the Squadron was "stood down" from bombing operations owing to the moon period. The flying training programme laid down for to-day consisted of local flying, S.B.A. practice, air-to-air firing, bombing. Four night cross country details were also lined up for the day's training, but one aircraft did not take off owing to the navigator of the crew taking sick just before take-off. However the remaining three crews were successful in carrying out the detail. Very little ground training was carried out as most of the aircrew personnel who are not on leave were on flying training.		
LINTON-ON-FOUSE	3.2.44		No operations called for to-day. Eleven aircraft were prepared during the day for a Command Bullseye Exercise to-night. All aircraft were off on scheduled time, and it reported that the exercise was successfully completed. Very little ground training was carried out to-day, as most of the aircrew personnel on the squadron at present were kept occupied in preparing for to-night's Bullseye exercise. Flying carried out in the day consisted of one air test, at which special equipment was tested, and one special flying exercise.		
LINTON-ON-FOUSE	4.2.44		The fourth night of the moon period, consequently no operations were called for to-day. Flying training for the day consisted of bombing, fighter affiliation, air-to-air firing and S.B.A. training. Moderate ground training was also carried out. Three aircraft were detailed for a Bullseye Exercise to-night, but it was scrubbed at 1620 hours presumably owing to bad weather closing in.		
LINTON-ON-FOUSE	5.2.44		Again due to the moon, the Squadron was held from carrying out bombing operations. Training for the day consisted of six aircraft on a night cross country, and one air test. No other flying training was carried out to-day. Ground training for the day was carried out to a minimum extent.		
LINTON-ON-FOUSE	6.2.44		Owing to unfavourable weather, no flying training was carried out during the day. A lecture on "Visual Monitors" was given to all members of the flying personnel of this Squadron. No other ground training or lectures were given this day.		
LINTON-ON-FOUSE	7.2.44		As the Squadron was not called on to carry out bombing operations, an intensive flying programme was laid down to-day, consisting of intensive flying with special equipment, local W/T flying and air tests. Nine aircraft were also detailed to carry out Cross country exercise and bombing practice. The usual daily inspections were carried out. No ground training was listed on the training programme to day.		
LINTON-ON-FOUSE	8.2.44		The Squadron was again stood down from operations to-day and again due to the moon. Another heavy flying training programme was laid down to-day consisting of fighter affiliation, bombing practice, S.B.A. training, "Visual Monitors" practice, local W/T training. The night flying training programme consisted of six aircraft detailed for a "Bullseye" exercise. For this exercise, all aircraft were off on scheduled time. One aircraft had to return early due to some technical failure. However the remaining five aircraft carried out the detail successfully. No ground training was carried out to-day as the majority of the aircrew personnel were engaged in flying training.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-ORSE	9.2.44		No operations called for to-day, owing again to the snow. However a heavy flying training programme was laid down consisting of air-to-air firing, ferrying of six aircraft from R.C.A.F. Station Eastmoor, "Monica" exercise. Three aircraft were detailed for night cross country and all were successful. One aircraft was diverted at RAF Station, Gumpston.		
LINTON-ON-ORSE	10.2.44		No flying carried out to-day owing to very bad weather, (snow and rain). A minimum ground training was carried out during the day consisting of special instructions on W/T. Also lectures on new and special equipment to the majority of the aircraft personnel. No further activities to report.		
LINTON-ON-ORSE	11.2.44		Another extensive flying training programme was laid down to-day as the Squadron was not called on to carry out bombing operations. Training for the day comprised of cross country details, fighter affiliation, bombing, S.B.A. practice, local W/T flying. Five Bullseye exercise details were also carried out at night. A lecture on new and special equipment was given to the Wireless Operators. No other ground instructions were given. Notification was received at this unit to-day, that our <del>adjutant</del> Flight Lieutenant A.J. Bond (C.8672) is to be attached pending posting as Station adjutant, Linton-on-Orse. The news of this movement soon was heard in all sections of the Squadron, and consequently causing a feeling of disappointment and regret caused by this loss of a fine gentleman. In so doing, all personnel of the Squadron wish the "Adj." Flight Lieutenant Bond their sincere wishes and good luck on undertaking his new duties.		
LINTON-ON-ORSE	12.2.44		The Squadron was again stood down from operations to-day. However, another heavy flying training programme was laid down for the day. Training such as Visual Monica practice, fighter affiliation, bombing, S.B.A. practice, air-to-air and air-to-sea firing were carried out as planned. Night cross country details were also on the programme. The only ground training carried out during the day, were lectures on "GNS" which were given to the navigators.		
LINTON-ON-ORSE	13.2.44		Good show! The Squadron was finally called on to carry out operations over enemy territory. For this request, seventeen aircraft were detailed, and all crew and aircraft were prepared for the initial take-off, but just about an hour and twenty minutes before take-off, the whole detail was scrubbed, apparently owing to the weather closing in. Moderate ground training was carried out to-day. Link training was given to some of the bomb-aimers. The total number of hours spent on both flying and ground training throughout the week ending to-day amounted to 216.45 hours.		
LINTON-ON-ORSE	14.2.44		The Squadron was kept pinned to the ground to-day owing to a lasting fog. However a heavy ground training programme was carried out. On the programme was listed Kingsley and Partridge drills for the Operational crew, Mark and other practice for all Bomb Aimers, Japanese Morse training for all Wireless operators, and Night details of air ground carried out night shooting practice. An intelligence lecture and Technical lecture was held for all non operational crews. A Compass Balancing was also done on one aircraft. No other ground training was carried out.		



# OPERATIONS RECORD BOOK

of (Unit or Formation) NO. 108 (B.C.A.F.) SQUADRON, LINTON-CH-OUSS No. of pages used for day \_\_\_\_\_

Place	Date	Time	Summary of Events	SECRET	References to Appendices
LINTON-CH-OUSS	15.2.44		<p>Had with operations called out Bomber Command and in response to this call, seventeen crews were alerted and "gassed" up for the initial take-off. The first aircraft was airborne at 1720 hours and by 1730 hours all seventeen aircraft were on their way to give the Axis leader and his clan another headache. All crews were successful in reaching the primary which was BERNUM and all made a successful return. All crews report that a good assessment of the attack could not be given owing to the heavy cloud base. However, some crews reported that a bright red-orange glow could be seen reflecting on the clouds. On return from this operation, three aircraft only returned to this base. The remaining fourteen were diverted at the following aerodromes; three at Bux; seven at Borkum; one each at Tibenham, Wundling, Broughton and Hutterling.</p> <p>No ground training was carried out this day, as the majority of the aircraft personnel were engaged in preparing for the initial operations.</p>		A2219 - A.2235
LINTON-CH-OUSS	16.2.44		<p>Another call for operations was given by Bomber Command, and again this Squadron answered to the call by detaching ten aircraft. However after all the crews had briefed and all detailed aircraft were briefed, this operation was called off at 1510 hours, presumably due to the weather closing in.</p> <p>The new crews who have arrived on the squadron during the past week were engaged at ground training during the day.</p>		
LINTON-CH-OUSS	17.2.44		<p>Once again the 8 squadron was called on to carry out operations, and again an attempt was made to have eleven aircraft and crews prepared for the initial take-off. However after approximately one hour and a half from the time the Squadron was called on to carry out this detail, the number of crews scheduled to take off was diminished down to six as all the designated crews were taken off. Still this work was all in vain as the scheduled operations was scrubbed at 1600 hours.</p> <p>A light ground training programme was carried out by all non-operational aircraft personnel.</p>		
LINTON-CH-OUSS	18.2.44		<p>The Squadron received another call to-day from Bomber Command to carry out operations, and again an average number of aircraft were prepared to fulfill the request. However after the fourteen crews were briefed and prepared for the take-off, the planned operation was again scrubbed.</p> <p>Although several members of the aircraft personnel were engaged throughout the day preparing for the night's operations, a minimum ground training programme was carried out by non-operational personnel.</p>		
LINTON-CH-OUSS	19.2.44		<p>Bomber Command called on the Squadron to-day for a full out effort on operations for night. For this request, nineteen aircraft were prepared and set for the scheduled take-off, but not long before the take-off, one aircraft was taken off. The first aircraft was airborne at 2150 hours and by 0000 hours the nineteen aircraft were on their way to give the city of LUXEM a devastating blow. Unfortunately all the aircraft were not successful in reaching their objective as ten were forced to return early; one due to the starboard outer engine failing and the other due to engine failure. The Squadron also received a severe blow out of this operation as four aircraft failed to return, and are presumed lost over the target. The remaining twelve crew report that the attack was not all in vain, as the glow of the fires in the target area could be seen some distance away. Listed below overleaf are the names of the four missing crews along with their operational trips and hours.</p>		A2236 - A2258

CONTINUED OVERLEAF.....

Place	Date	Time	Summary of Events	References to Appendices
LINTON-CH-0088	19.2.44		<p>Summary of Events</p> <p>CAF. J. 24171 P/O John Albert FRANKTON (Pilot) 4 26.36</p> <p>CAF. J. 24089 P/O ADAMS, John James (Nav.) 3 21.18</p> <p>CAF. J. 24536 P/O George Walker ROBINSON (P.A.) 3 21.18</p> <p>RAF. 145052 P/O TRODGE, Kenneth Victor (W/P/10) 3 21.18</p> <p>CAF. J. 24113 P/O BURNETT, Kenneth Hugh (A.G.) 3 21.18</p> <p>CAF. J. 24146 P/O SMITH, Kenneth (A.G.) 3 21.18</p> <p>RAF. 145058 P/O ROBERTSON, Frank William Charles (P/100) 3 21.18</p> <p>CAF. J. 24095 P/O GRAY, Benedict Vincent (Pilot) 4 26.36</p> <p>CAF. J. 25727 P/O TAYLOR, James Sidney (Nav.) 3 21.18</p> <p>CAF. J. 25904 P/O Raymond Thomas WILK (P.A.) 3 21.18</p> <p>CAF. J. 27018 P/O MCLEOD, James Boyd (W/P/10) 3 21.18</p> <p>CAF. J. 24541 P/O MURPHY, William (A.G.) 3 21.18</p> <p>RAF. 145052 P/O BURNETT, Cyril Armstrong (A.G.) 3 21.18</p> <p>RAF. 145052 P/O MURPHY, John (P/100) 3 21.18</p> <p>CAF. J. 24040 P/O Miner Stanley WILK (Pilot) 3 17.44</p> <p>CAF. J. 24215 P/O James Richard LAMONT (Nav.) 3 21.45</p> <p>CAF. J. 25732 P/O John Raymond ROBINSON (P.A.) 3 21.45</p> <p>CAF. J. 25732 P/O WILK, Reginald (W/P/10) 3 21.45</p> <p>CAF. J. 24182 P/O MURPHY, Elmore (A.G.) 3 21.45</p> <p>RAF. 145052 P/O TAYLOR, James Henry (A.G.) 3 21.45</p> <p>RAF. 145052 P/O WILK, John (P/100) 3 21.45</p> <p>CAF. J. 24670 P/O O'Brien William ROBERTSON (Pilot) 2 12.30</p> <p>CAF. J. 24215 P/O ROBERTSON, Donald Ivan (Nav.) 1 4.30</p> <p>CAF. J. 24433 P/O BURNETT, Gordon Neil (P.A.) 2 18.09</p> <p>CAF. J. 24495 P/O Sherman Lewis HATCH (W/P/10) 1 4.30</p> <p>CAF. J. 24013 P/O SMITH, Ralph Gordon (A.G.) 1 4.30</p> <p>RAF. 145052 P/O SMITH, Frederick George (A.G.) 1 4.30</p> <p>RAF. 145052 P/O ROBERTSON, Charles William George (P/100) 1 4.30</p>	
LINTON-CH-0088	20.2.44		<p>The Squadron is back on operations to-night. In answer to Bomber Command's request, twelve aircraft were prepared. Out of the twelve aircraft, just ten took off, as two were called off just prior to the initial take-off due to technical failures. However the remaining ten aircraft were off on scheduled time, and all were successful in reaching the primary target STUTTGART. The crews reported that the target was well attended, as numerous bomb bursts and incendiary fires were visible. It was also reported that the fires could be seen at an approximate distance of one hundred and fifty miles away on the return journey. This operation was considered a success as all crews reached the primary and returned safely to this base.</p> <p>During the past week ending this day, the total number of hours spent at both flying and ground training by the crew personnel amounted to 40 hours and 15 minutes. During this period also, thirty five aircraft participated in bombing operations.</p>	A2254-A2213
LINTON-CH-0088	21.2.44		<p>No operations called for to-day. One aircraft only was sent up on local flying. A moderate ground training was carried out during the day, as most of the crews who were on operations for the past two nights were given a well deserved rest. Very little to report for this day.</p>	

## OPERATIONS RECORD BOOK

Page No. 248of (Unit or Formation) NO. 408 (R.G.A.F.) SQUADRON, LINTON-ON-OWSE

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

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LINTON-ON-OWSE	22.2.44		<p>A request was again made by Bomber Command to have a maximum number of aircraft and crews prepared to carry out bombing operations over enemy territory again to-night. In response to this request, seventeen crews were briefed, and an equal number of aircraft were supplied for the initial take-off. However after all preparations were made, word was received at 1800 hours that the intended operation was called off.</p> <p>The training programme laid down for the day was very little, as the majority of the flying personnel were engaged in preparing for the night's operations.</p>																																																																																		
LINTON-ON-OWSE	23.2.44		<p>No operations called for to-day. Low ceiling and fog kept the Squadron pinned to the ground during the day. A minimum ground training programme was completed throughout the course of the day. Very little doing on the Squadron Stationery otherwise.</p>																																																																																		
LINTON-ON-OWSE	24.2.44		<p>Bomber Command called on the Squadron to prepare a maximum number of crew and aircraft to carry out bombing operations to-night. In response, eighteen aircraft and crews were detailed to take-off. However prior to the take off, one crew had to be taken off as there was no Wireless Operator to fill in the vacancy. Nevertheless the remaining seventeen aircraft were off on scheduled time. From the reports received from the crews who returned it appears that the primary was well attacked, as the fires were numerous and could be seen from an approximate distance of 150 miles away from the target. Seven aircraft diverted to the following aerodromes: one each at Harcourt, Kilmahoney, Hampstead Heath, King, Grimsden Lodge, Westcott and Silverstone. Unfortunately two aircraft failed to return from this operation, and are presumed lost over the target. Listed hereunder are the names of the missing crew together with their operational trips and hours. The target for to-night was SCHNEIDER, Germany.</p> <table><thead><tr><th>RAF</th><th>Rank</th><th>Name</th><th>Position</th><th>Hours</th></tr></thead><tbody><tr><td>RAF. 162517</td><td>P/O</td><td>Harry BISHOP</td><td>(Pilot)</td><td>2 112.34</td></tr><tr><td>RAF. 322314</td><td>P/O</td><td>James Gordon KILGUS</td><td>(Nav.)</td><td>29 119.53</td></tr><tr><td>RAF. 162563</td><td>P/O</td><td>Henry Norman GUNLBY</td><td>(Obs.)</td><td>29 125.48</td></tr><tr><td>RAF. 149625</td><td>P/O</td><td>WHELAN, Reginald Sydney</td><td>(W/AC)</td><td>26 131.58</td></tr><tr><td>RAF. 118677</td><td>Sgt</td><td>WHELAN, James John</td><td>(A.G.)</td><td>17 116.40</td></tr><tr><td>RAF. 96065</td><td>Sgt</td><td>WHELAN, Walter</td><td>(A.G.)</td><td>29 127.08</td></tr><tr><td>RAF. 159765</td><td>Sgt</td><td>WHELAN, Percy George</td><td>(P/NO)</td><td>27 115.08</td></tr></tbody></table> <table><thead><tr><th>RAF</th><th>Rank</th><th>Name</th><th>Position</th><th>Hours</th></tr></thead><tbody><tr><td>RAF. 118620</td><td>P/O</td><td>KILGUS, Albert Clarence</td><td>(Pilot)</td><td>2 111.28</td></tr><tr><td>RAF. 118621</td><td>P/O</td><td>George Walter KILGUS</td><td>(Nav.)</td><td>2 111.28</td></tr><tr><td>RAF. 117162</td><td>Sgt</td><td>WHELAN, Charles Merritt</td><td>(A.G.)</td><td>2 111.28</td></tr><tr><td>RAF. 117163</td><td>Sgt</td><td>WHELAN, Charles Merritt</td><td>(W/AC)</td><td>2 111.28</td></tr><tr><td>RAF. 118676</td><td>Sgt</td><td>WHELAN, Harvey Eugene</td><td>(A.G.)</td><td>2 111.28</td></tr><tr><td>RAF. 117164</td><td>Sgt</td><td>WHELAN, Roy Edwin</td><td>(A.G.)</td><td>2 111.28</td></tr><tr><td>RAF. 172754</td><td>Sgt</td><td>WHELAN, Gordon Paul</td><td>(P/NO)</td><td>2 111.28</td></tr></tbody></table>	RAF	Rank	Name	Position	Hours	RAF. 162517	P/O	Harry BISHOP	(Pilot)	2 112.34	RAF. 322314	P/O	James Gordon KILGUS	(Nav.)	29 119.53	RAF. 162563	P/O	Henry Norman GUNLBY	(Obs.)	29 125.48	RAF. 149625	P/O	WHELAN, Reginald Sydney	(W/AC)	26 131.58	RAF. 118677	Sgt	WHELAN, James John	(A.G.)	17 116.40	RAF. 96065	Sgt	WHELAN, Walter	(A.G.)	29 127.08	RAF. 159765	Sgt	WHELAN, Percy George	(P/NO)	27 115.08	RAF	Rank	Name	Position	Hours	RAF. 118620	P/O	KILGUS, Albert Clarence	(Pilot)	2 111.28	RAF. 118621	P/O	George Walter KILGUS	(Nav.)	2 111.28	RAF. 117162	Sgt	WHELAN, Charles Merritt	(A.G.)	2 111.28	RAF. 117163	Sgt	WHELAN, Charles Merritt	(W/AC)	2 111.28	RAF. 118676	Sgt	WHELAN, Harvey Eugene	(A.G.)	2 111.28	RAF. 117164	Sgt	WHELAN, Roy Edwin	(A.G.)	2 111.28	RAF. 172754	Sgt	WHELAN, Gordon Paul	(P/NO)	2 111.28	A224 - A229	
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LINTON-ON-OWSE	25.2.44		<p>Thirteen aircraft and crews were prepared to carry out bombing operations over SCHNEIDER, Germany to-night. However only eleven aircraft and crews were able to make the initial take-off as two of the crews who had diverted in last night's operation, were unable to return to this base on time for briefing. Nine aircraft were successful in reaching the primary target, and all crews report that the attack was well carried out. Fires were visible for 80 miles on approaching the target and on the return journey, these same fires were seen from approximately 150 miles away. Smoke rising to 18000 feet was also seen. All in all this operation was considered as a very good show. Unfortunately two aircraft failed to return from this operation, and are presumed lost over the target. Listed hereunder are the names of the missing crew together with their operational trips and hours.</p>		A229 - A230																																																																																

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Place	Date	Time	Summary of Events	OPERATIONS	TIME HOURS	References to Appendices
LINTON-ON-OWSE	25.2.44		<b>CONTINUED FROM PAGE VIII</b> CSM. J.18561 P/O (A/R/LR) William Robert SMITH (Pilot) 25 185.03 CSM. J.18577 P/O Cyril Frederick KIDGERS (Nav.) 26 185.30 CSM. J.18582 P/O HENRY Lloyd Stuart (A.A.) 27 185.41 RSM. J.122079 P/O ROBERT Ronald Edgar (WOP/AG) 28 175.32 CSM. J.18369 P/O DEAPER Clarence Oscar (A.G.) 29 157.08 CSM. J.18588 P/O HILLOCK Douglas George (A.G.) 23 154.20 RSM. J.179380 SGT GIBSON Fred (P/MG) 27 183.41 CSM. J.18900 P/O FLEMING Paul Eugene (Pilot) 3 25.08 CSM. J.160971 P/O HERRINGTON Hart Albert (Nav.) 1 11.30 RSM. J.17284 P/O Russell Edward SAUNDERS (A.A.) 1 11.30 CSM. J.18099 P/O Alva William TODD (WOP/AG) 1 11.30 CSM. J.204124 SGT LUNNIE Kenneth Edward (A.G.) 1 11.30 CSM. J.203101 SGT THOMAS H. STEVEN (A.G.) 1 11.30 RSM. J.189446 SGT GIBBS Robert Philip (P/MG) 1 11.30			
LINTON-ON-OWSE	26.2.44		No operations called for to-day owing to unfavourable weather conditions (cloudy with intermittent rain). No flying training was carried out, although one aircraft returned from the diversion base (York). Moderate ground training was carried out. The majority of the aircraft personnel, especially the ones who were on operations last night, were released for the day.			
LINTON-ON-OWSE	27.2.44		The Squadron was again stood down from operations to-day owing to more unfavourable weather (cloudy with snow and rain). No flying training was carried out to-day except for one aircraft which was taken up on an acceptance check. Ground training for the day consisted of "Link", "S.E.S." Practices, N/T training and lectures. During the past week ending this day, 35.50 hours was spent on both flying and ground training. Apart from this training, sixteen single drills, eighteen parachute drills and eight compass windings were carried out. Thirty seven crews and aircraft were participants in bombing operations over enemy territory during this period.			
LINTON-ON-OWSE	28.2.44		Thirteen aircraft were detailed to carry out bombing operations over enemy territory to-night, but this was called off at 1900 hours, presumably due to unfavourable weather. No flying training was carried out except for one aircraft which was taken up on a height test. The only ground training carried out was in a form of a lecture which was given to the new operational crew. The lecture was on intelligence. All other gunnery aircraft personnel were engaged in preparing for the planned operations.			
LINTON-ON-OWSE	29.2.44		The Squadron was stood down from operations to-day. A minimum flying training programme was laid down for the day, consisting of local flying, S.E.S. practice and air-to-air firing. Ground training consisted of Link training, GWS practice and shoot shooting. A lecture on Single Drill was given to all Air Gunners. Eight Air Gunner crews were detailed for Night training. The day's flying training programme was fulfilled with the completion of Night Cross country details. Flight Lieutenant W.M. Collie (C.21085) arrived on the Squadron this day, on loan from R.C.A.F. Station, Linton-on-Ouse, to carry out Double/Adjutant's Duties with this Squadron.			

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Page No. SEVENof (Unit or Formation) NO. 408 (R.C.A.F.) SQUADRON, LONDON-ON-ORSE

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

Place	Date	Time	Summary of Events	SECRET.	References to Appendix
LONDON-ON-ORSE			<p>POSTING IN OF AIRCRAFT PERSONNEL DURING THE PAST MONTH: - The undermentioned aircraft personnel were posted to this squadron during the past month. Unit, and effective dates are shown after each listed crew or name:</p> <p><u>EL2909 P/SGT McLean, J.J. (Nav.)</u>: From 1677 Conversion Unit, w.e.f. 5.2.44.</p> <p><u>J.24172 P/O H.E. Chiswick (Pilot)</u>; <u>J.24037 P/O H.G. McMillan (Nav.)</u>; <u>EL13100 P/SGT Treloar, R.H. (A/B)</u>; <u>EL10557 W/O J.H. May (WOP/AG)</u>; <u>128413 SGT Campbell, J. (A.G.)</u>; <u>2204040 Urquhart, G.B. (A.G.)</u>; and <u>1207787 SGT Rogers, F.H.G. (P/MSG)</u>: From No. 1679 Conversion Unit, w.e.f. 4.2.44.</p> <p><u>EL2909 P/SGT Urquhart, H.A. (Pilot)</u>; <u>EL17167 P/SGT Parker, G. (Nav.)</u>; <u>EL19285 P/SGT TAYLOR, W. (A/B)</u>; <u>EL10560 W/O W.L. Doran (WOP/AG)</u>; <u>EL20415 SGT Hart, R.A.A. (A.G.)</u>; <u>105846 SGT Roberts, R.E. (A.G.)</u>; and <u>600947 SGT Grimshaw, D. (P/MSG)</u>: From No. 1679 Conversion Unit, w.e.f. 3.2.44.</p> <p><u>J.21670 P/O G.W. Richter (Pilot)</u>; <u>EL19925 SGT Bowden, D.I. (Nav.)</u>; <u>EL17433 SGT Bennett, G.J. (A/B)</u>; <u>EL18995 W/O S.L. Mack (WOP/AG)</u>; <u>618306 SGT SCOTT, F.G. (A.G.)</u>; <u>EL180423 SGT Kelly, R.G. (A.G.)</u>; and <u>1264302 SGT Roberts, D.W.G. (P/MSG)</u>: Now all missing from operations on the night of 19th instant. From No. 61 (RCAF) Base, w.e.f. 7.2.44.</p> <p><u>J.21669 P/O R.F. Ryan (Pilot)</u>; <u>EL19963 SGT Whitson, R.B. (Nav.)</u>; <u>EL16290 P/SGT Durbin, A.H. (A/B)</u>; <u>J.26897 P/O G. Groucher (WOP/AG)</u>; <u>EL100576 SGT Davis, J.A.M. (A.G.)</u>; <u>EL16962 SGT Truscott, H.E. (A.G.)</u>; and <u>1061574 SGT Scott, D. (P/MSG)</u>: From No. 61 (RCAF) Base, w.e.f. 11.2.44.</p> <p><u>EL16090 P/SGT Keiller, A.G. (Pilot)</u>; <u>J.24161 P/O G.D. McNeil (Nav.)</u>; <u>EL17164 SGT Hawkins, G.M. (A/B)</u>; <u>J.27114 P/O A. Walker (WOP/AG)</u>; <u>EL16085 SGT Loomer, E.E. (A.G.)</u>; <u>EL198306 SGT Hodgins, M.E. (A.G.)</u>; and <u>172178 SGT Parsons, G.L. (P/MSG)</u>: Now all missing from operations on the night of 24th instant. From No. 61 (RCAF) Base, w.e.f. 13.2.44.</p> <p><u>EL17260 P/SGT Fero, J.A.M. (Pilot)</u>; <u>EL155135 SGT Clough, G.F. (Nav.)</u>; <u>J.12682 P/O H. Brown (WOP/AG)</u>; <u>J.27289 P/O R.B. Swinton (A/B)</u>; <u>EL164175 SGT Somers, D.H. (A.G.)</u>; <u>2208375 SGT Richard, A.E. (A.G.)</u>; and <u>575625 SGT Curtis, E.L. (P/MSG)</u>: From No. 61 (RCAF) Base, w.e.f. 11.2.44.</p> <p><u>J.21864 P/O A.M. Colville (Pilot)</u>; <u>J.24232 P/O W.V. Reid (Nav.)</u>; <u>EL10399 P/SGT Hudson, A.G.E. (WOP/AG)</u>; <u>J.27288 P/O K.G. Porter (A/B)</u>; <u>1281564 SGT Smith, F.E.A. (A.G.)</u>; <u>1658786 SGT Davies, D.V. (A.G.)</u>; and <u>1600236 SGT Kalam, H. (P/MSG)</u>: From No. 61 (RCAF) Base, w.e.f. 14.2.44.</p> <p><u>R.52693 P/SGT Coates, W.G. (Pilot)</u>; <u>J.24051 P/O K.G. Smith (Nav.)</u>; <u>J.23289 P/O R.M. Ferguson (A/B)</u>; <u>EL13187 SGT Hogan, L.H. (WOP/AG)</u>; <u>EL194903 SGT Cunningham, E.J. (A.G.)</u>; <u>EL167312 SGT Clark, A.H. (A.G.)</u>; and <u>1408257 SGT Brown, H. (P/MSG)</u>.</p> <p><u>EL12104 SGT C. Redwood (Pilot)</u>; <u>EL166705 P/SGT Bjornmann, A.H. (Nav.)</u>; <u>EL128162 SGT Fernald, J.F. (WOP/AG)</u>; <u>EL140989 SGT Stock, A.H. (A.B.)</u>; <u>EL167430 SGT Lander, J.P. (A.G.)</u>; <u>2206423 SGT Silver, E.H. (A.G.)</u>; and <u>792140 SGT Dimes, J.A. (P/MSG)</u>: Both crews posted from No. 61 (RCAF) Base, w.e.f. 25.2.44.</p> <p><u>J.24071 P/O A.E. Quinlan (Pilot)</u>; <u>J.2428 P/O J.H. Fisher (Nav.)</u>; <u>J.27687 P/O H.A. Siddons (A.B.)</u>; <u>J.26857 P/O J.A. Drury (WOP/AG)</u>; <u>EL202332 SGT Lomont, G.D. (A.G.)</u>; <u>2209243 SGT LEBLANC, E. (A.G.)</u>; <u>1323020 SGT Spinks, E. (P/MSG)</u>: From 1666 Conversion Unit, w.e.f. 25.2.44.</p>		

Place	Date	Time	
			<b>Summary of Events</b>
			<b>SECRET</b>
			References to Appendices
			<b>CURRENTLY IN COMMAND:</b> <b>P-51S:</b> P/OOT McGeehan, J.E.A. (Pilot); R/OBUT F/MC Mitchell, E.W. (Nav.); J.25736 P/O G.L. Crook (A.G.); R/OBUT W/O A.T. Barnden (WSPAG); R/OBUT L.S. Hillis, S.H. (A/G); R/OBUT D.O. Harvey, C.B. (A/G); and R/OBUT B.D. Ballard, C.R. (V.MC). From No. 61 (HAF) Base, w.e.f. 25.2.44.
			G.I.251 P/LT J.W. Waite (PILOT), Posted from No. 61 Base w.e.f. 25.2.44 to take over duties as pilot with a headless crew. G.I.25116 LT/R F.S. Shove (WMAF) (Nav.). From No. 427 (HAF) Squadron, v.e.f. 15.2.44 to fill vacancy of one navigator.
			R/SOBS-SGT Woolfether, H.P. (L.G.) and R/SOBS-SGT Vaughan, K.B. (L.G.), Posted from No. 1666 Conversion Unit, w.e.f. 21.2.44.
			<b>HONOURS AND AWARDS:-</b> Squadron Leader C.W. Smith (J.2571) and Flight Lieutenant S.R.W. Laime (J.15786) (Now both missing from operations) were awarded the immediate Distinguished Flying Crosses.
			<b>PROMOTIONS:-</b> The undermentioned officers received the promotion to Acting Squadron Leader: J.2401 Flight Lieutenant W.A. Russell. The undermentioned officer was promoted to the rank of Acting Flight Lieutenant: J.15836 Flying Officer N.E. Stewart. J.15661 Pilot Officer W.K. Smith (now missing from operations).
			<b>Appointments to Commission Rank:-</b> The undermentioned O.C.s were appointed to the rank of Pilot Officers: R/SOBS P/OOT Buchanan, T. (Pilot); R/SOBS P/OOT Langille, V.N. (A.G.); R/SOBS P/OOT Radin, C.; R/SOBS P/OOT Cameron, C.E. and R/SOBS P/OOT Brown, A.J. The latter three are now missing from operations.
			<b>CHANGE IN COMMAND - NIL</b> <b>ADMINISTRATIVE CHANGES:-</b> Flight Lieutenant J.M. MacMillan; (S.3325) assumed duties of Adjutant, No. 608 (RAF) B squadron, vice Flight Lieutenant A.F. Reed (S.4692). <b>AIRCRAFT IN SERVICE:-</b> Four "Hurricanes" impregnated II Lancaster aircraft. <b>SICKNESS:-</b> The incidence of illness in the Squadron has increased in the last month although still fairly low. The average number of aircrew reporting sick has been five. Nine new cases admitted to Sick quarters. There have been four cases of Val reported in six crews. The average number of ground crew reporting sick was four. Eight were admitted to Sick Quarters. One new case of Val was reported in ground crew.
			<b>FIRE AIRCRAFT CLAIMED DURING THE MONTH:- NIL</b> <b>DAILY OPERATIONS:-</b> During the month there were no sorties flown by the unit. <b>TOTAL NUMBER OF SORTIES FLOWN BY ALL CREWS:- 254. TOTAL TIME ON STATION:- 254.17 HOURS</b>

CONTINUED ON PAGE NO. 9



# OPERATIONS RECORD BOOK

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

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

Place	Date	Time	Summary of Events												SECRET.		References to Appendices		
LANTON-ON-OUSE			<b>FOOTED STRENGTH</b>																
			<b>OFFICERS (AIRCREW)</b>						<b>AIRCREW (AIRCREW)</b>										
			RCAP	RAF	RAF	RAF	RAF	TOTAL	RCAP	RAF	RAF	RAF	RAF	TOTAL	NO.	STR.			
			Pilots.....	19	-	-	1	-	12	20	8	-	-	-	11	8			
			Navigator.....	16	-	-	1	-	15	17	10	1	1	-	11	12			
			RAF Airman.....	18	1	-	-	-	15	19	11	2	-	-	14	13			
			Wireless Operators.....	7	1	1	-	-	6	9	12	8	-	-	1	23			
			Flight Engineers.....	1	-	-	-	-	6	1	3	29	-	-	23	30			
			Air Gunners.....	7	2	-	-	-	11	9	44	12	-	-	46	56			
			<b>TOTAL.....</b>	<b>68</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>-</b>	<b>65</b>	<b>75</b>	<b>86</b>	<b>52</b>	<b>1</b>	<b>-</b>	<b>134</b>	<b>140</b>			
			<b>GROUND CREW</b>																
			Officers.....	2	-	-	-	-	2	2	<b>SUMMARY</b>								
			Officers (W.D.).....	NIL						Officers (Aircrew).....						80	4	5	
			Officers (RAF).....	NIL						Officers (Ground).....						2	-	-	
			<b>TOTAL.....</b>	<b>231</b>	<b>24</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>248</b>	<b>255</b>	<b>Total.....</b>						<b>82</b>	<b>4</b>	<b>5</b>
			Airmen.....	NIL						Airmen (Aircrew).....						86	52	2	
			Airmen (W.D.).....	NIL						Airmen (Ground).....						231	24	-	
			Airmen (RAF).....	-	7	-	-	-	8	7	Airmen (RAF).....						-	-	7
			<b>TOTAL.....</b>	<b>235</b>	<b>31</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>258</b>	<b>264</b>	<b>Total.....</b>						<b>317</b>	<b>76</b>	<b>2</b>
			<b>GRAND TOTAL.....</b>												<b>317</b>	<b>80</b>	<b>5</b>	<b>7</b>	
			<b>TOTAL PERSONNEL ON STRENGTH AS AT 23.2.44.....</b>															<b>479.</b>	
			<p><i>Signed at</i></p> <p>(W.E. Jacobs) Wing Commander, Commanding, No. 408 (R.C.A.F.) Squadron.</p>																