

## OPERATIONS RECORD BOOK

of (Unit or Formation) **NO 3408 (R.C.A.F.) SQUADRON, LINTON-ON-OWSE**No. of pages used for **the month** **SEP**Page No. **ONE**

| Place          | Date   | Time | Summary of Events                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | References to Appendices |
|----------------|--------|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| LINTON-ON-OWSE | 1.3.44 |      | <p>The Squadron started off the third month of the year nineteen hundred and forty-four by detaching thirteen crews and preparing fourteen aircraft to carry out bombing operations over enemy territory. All aircrew personnel detailed for the night's operation were engaged throughout the day in preparation for the initial take-off. However, after all crews had briefed and received instructions with regards to the planned operation, everything was called off at 2359 hours.</p> <p>During the day, all aircrew personnel not detailed to carry out operations, were engaged in completing a light flying and ground training programme.</p>                                                                                                                         | SECRET.                  |
| LINTON-ON-OWSE | 2.3.44 |      | <p>The Squadron was stood down from operations this day. The flying training programme laid down for the day consisted of eight aircraft on fighter affiliation, "H.B.A." practice; bombing and "Visual Monica" practice. One day and five night cross country details were also on the programme. Ground instructions were given to all new Wireless Operators, Flight Engineers and Air Gunners.</p>                                                                                                                                                                                                                                                                                                                                                                             |                          |
| LINTON-ON-OWSE | 3.3.44 |      | <p>Another stand down from operations for the Squadron to-day. A light flying training programme was completed throughout the day consisting of "air-to-air firing", "H.B.A." practice; bombing and "Visual Monica" practice. Local Wireless Training was also scheduled. Six aircraft were detailed to carry out a "Balls-eye" exercise, but only four aircraft participated in this detail. Throughout the day, all new Wireless Operators, Engineers and Air Gunners were engaged at ground training.</p>                                                                                                                                                                                                                                                                       |                          |
| LINTON-ON-OWSE | 4.3.44 |      | <p>No operations called for to day, consequently an attempt was made to have all non-operational crews complete their training before full scale operations commence. The training programme laid down consisted of fighter affiliation, bombing practice and air-to-air firing. Three crews were detailed to carry out night bombing practice, but this detail was later called off owing to the weather closing in.</p>                                                                                                                                                                                                                                                                                                                                                          |                          |
| LINTON-ON-OWSE | 5.3.44 |      | <p>Again the Squadron was stood down from operations. However another light flying training programme was completed throughout the day. On this programme was listed bombing practice, "H.B.A." practice and air-to-air firing. Six crews were detailed to carry out Night Cross Country exercises, and this was successfully completed. In addition to the above, ground instructions were given to non-operational aircrew personnel not engaged at flying.</p>                                                                                                                                                                                                                                                                                                                  |                          |
| LINTON-ON-OWSE | 6.3.44 |      | <p>Another flying training programme was laid down to-day as the Squadron was not called on to carry out operations. Training consisted of "Fighter Affiliation", Bombing practice, "H.B.A." practice and local flying. Two crews were detailed to carry out Night Cross Country exercises. Ground training consisted of "GEE" practice and instructions to all New Flight Engineers, Wireless Operators and Air Gunners.</p> <p>During the past week on Gling yesterday the 5th H.00 hours was spent at both flying and ground training. Sixteen Ditchy Drills and eighteen Parachute Drills were also carried out during that period.</p>                                                                                                                                        |                          |
| LINTON-ON-OWSE | 7.3.44 |      | <p>The Squadron was called on by Bomber Command to carry out bombing operations over enemy territory. In response to this call, ten crews and aircraft were prepared for the "zero" hour. At 1502 hours, the first aircraft was off the ground, and by 1930 hours all ten aircraft were well on their way to drop their "cookies" over LE MANS, France. All were successful in reaching the target, but only six crews were able to identify the T.I. Markers, and bombed the primary. The remaining four aircraft managed to reach the primary, but were unable to identify the T.I. Markers, consequently in accordance with instructions, the task had to be abandoned. Some explosions and fires were seen in the target, but 10/10ths clouds prevented a good assessment.</p> | A. 2292 - A. 2301        |

| Place          | Date    | Time      | Summary of Events                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SECRET. | References to Appendix |
|----------------|---------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|------------------------|
| LINTON-ON-OWSE | 7.3.44  | CONTINUED | Ground training during this day consisted of instructions to all new Flight Engineers Wireless Operators and Air Gunners not employed on operations. Link training was carried out by the Bomb Aimers. The Daily Inspections were also carried out.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |         |                        |
| LINTON-ON-OWSE | 8.3.44  |           | The Squadron was again stood down from Operations to day. A very light flying training programme was carried out consisting of four details at Fighter Affiliation only, but only three details were carried out. Local W/T flying training was also carried out during this Fighter Affiliation exercise. Lectures on Mark II Lancaster aircraft were given to all new Flight Engineers. "Gunn" training was carried out by the new Navigators. Ground training was carried out by some of the Wireless Operators on special W/T equipment. One compass swing was also on the day's programme. A dry Dingley practise made the day's training programme complete. No other activities on the Squadron to report for this day.                                                                                     |         |                        |
| LINTON-ON-OWSE | 9.3.44  |           | Another stand down from operations was encountered by the squadron today. Flying training for the day consisted of Fighter Affiliation; local "S.A.A." practise, and Bombing practise. Apart from this, fourteen crews and aircraft were prepared to carry out an extensive Night Flying Exercise. However after all crews had briefed for this exercise, all was scrubbed at 1800 hours. Apart from the above, no other form of training was carried out during the day, as the majority of the aircrew personnel were engaged in <del>household</del> preparing for the heavy night flying training programme.                                                                                                                                                                                                   |         |                        |
| LINTON-ON-OWSE | 10.3.44 |           | In response to Bomber Command's request, eleven aircraft were prepared to carry out bombing operations over enemy territory. At approximately two and a half hours after the request to carry out operations was received, another call was received to cancel the said operation. No flying training was carried out during the afternoon, but six aircraft were prepared to carry out Night Cross Country exercise. All crews report that the exercise was successfully completed. A light ground training programme was laid down consisting of "Gunn" training for the Bomb Aimers, lectures on Mark II Lancaster aircraft were given to Flight Engineers; W/T training on special equipment to all Wireless Operators, and Turbine Manipulation for Air Gunners. Nothing further of any importance to report. |         |                        |
| LINTON-ON-OWSE | 11.3.44 |           | No operations called for to day. However an average flying training programme was carried out consisting of Bombing; Air-to-air firing; Local Flying; Cross Country Exercises and Local W/T Flying training. A height test was also carried out. Ground training consisted of "Link" training dry Dingley drills and lectures on Mark II Lancaster aircraft to all new Flight Engineers.                                                                                                                                                                                                                                                                                                                                                                                                                           |         |                        |
| LINTON-ON-OWSE | 12.3.44 |           | As the Squadron was stood down from operations again to day, another light flying training programme was laid down comprising of Bombing details; Fighter Affiliation; Air-to-air firing and local W/T flying training. Bomb Aimers not engaged at flying were given more practise at "Link" training and harmonisation. Gunners were engaged with the harmonisation of turrets. Also on the programme was one dry Dingley drill and lectures and instruction on Mark II Lancaster aircraft to all new Flight Engineers.                                                                                                                                                                                                                                                                                           |         |                        |
|                |         |           | During the past week ending this day 136 1/2 hours was spent at both flying and ground training. In addition, eleven Dingley and Parachute drills were carried out, also nine compass swings and four lectures to crews. Ten operational sorties were carried out during the this period.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                        |

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 [100-444] Wf. 100-444 100-444 T.S. 100-444

# OPERATIONS RECORD BOOK

of (Unit or Formation) NO. 408 (R.C.A.F.) SQUADRON, LONDON-CH-005E

No. of pages used for day

| Place          | Date    | Time | Summary of Events                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | SECRET                                                                                                                                                                                                                                                                                                                                              | References to Appendices |
|----------------|---------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| LONDON-CH-005E | 13.3.44 |      | Another stand down from operations was experienced by the Squadron to-day. Flying training for the day consisted of Rushing, S.B.A. practice, and Night Cross Countries. On the ground training programme was "GER" training; Parachute Drills; dry Diving drills and a lecture on Flying Control. One crew proceeded to the York Baths to carry out a Diving drill. Gunners were engaged at the harmonisation of guns. All new Flight Engineers were given more instructions on Mark II Lancaster aircraft. Nothing further to report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                     |                          |
| LONDON-CH-005E | 14.3.44 |      | No operations called for again to-day. However a flying training programme comprising of Flight Affiliation; Bombing; and one Air Test was completed. Ten aircraft and crews were prepared to carry out a Command Bullseye Exercise and all were off on scheduled time. One crew had to return early owing to the Wireless Operator taking sick. The remainder of the crews report that the exercise was successfully completed. In addition to the flying training, "GER" training and "Astro" were on the ground training programme. A lecture on Night Vision was also given in the forenoon. Navigators spent one and one half hours on "Link" training during the day. No other ground training was carried out.                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                     |                          |
| LONDON-CH-005E | 15.3.44 |      | Sixteen aircraft were prepared and sixteen crews were briefed to carry out bombing operations over STUTTGART, Germany. Unfortunately only thirteen crews were able to take-off, as three, two in the early part of the afternoon and one just prior to take-off, aircraft were scrubbed owing to technical failure. The first aircraft was airborne at 1901 hours, and by 1940 hours all thirteen aircraft were on their way to pay the city of STUTTGART a visit. Some of the crews reported that the fires in the target were burning well, and a glow from these fires could be seen for some distance up to 140 miles on the homeward journey. Five to ten tenth clouds prevented a good assessment of the attack. The main fighter opposition was encountered mostly on the outward journey from the target. Flak defences were slight to moderate and Searchlights few and ineffective. All aircraft were successful in reaching the primary, but unfortunately two aircraft failed to return from this operation, and are presumed lost over the target. Listed hereunder are the names of the missing crews together with their operational trips and hours. |                                                                                                                                                                                                                                                                                                                                                     | A.2302 - A.2314          |
|                |         |      | <p>Crew. J.21264 P/O Alexander Colborne OUTSIDE</p> <p>Crew. J.21232 P/O William VanPoulsen REID</p> <p>Crew. J.27697 P/O Moody Albert SIDDONS</p> <p>Crew. P103899 W/O Arthur Colles Kitchener WOODCH</p> <p>RAF. 1801964 SGT SMITH, Francis Ernest Albert</p> <p>RAF. 1652704 SGT BOWING, Dennis Vivian</p> <p>RAF. 1600536 SGT KNISE, Michael Torkie.</p> <p>Crew. R157269 P/O JUNGAR, Norman Andrew</p> <p>Crew. R171671 P/O FRANKS, George</p> <p>Crew. R140945 SGT TAILOR, William</p> <p>Crew. R206580 W/O William Lawrence DORR</p> <p>RAF. 3050164 SGT HENRY, Robert Henry</p> <p>Crew. R206418 SGT HENRY, Robert George Alfred</p> <p>RAF. 630944 SGT CHURCHMAN, Douglas</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>OPERATIONAL TRIPS HOURS</p> <p>(Pilot) 4 24.22</p> <p>(Nav.) 2 11.14</p> <p>(B.A.) N I L</p> <p>(WOP/AG) 1 6.45</p> <p>(A.G.) 2 11.14</p> <p>(A.G.) 1 5.49</p> <p>(P/ENG) 1 5.49</p> <p>(Pilot) 5 18.27</p> <p>(Nav.) 4 31.40</p> <p>(B.A.) 4 31.40</p> <p>(WOP/AG) 4 31.40</p> <p>(A.G.) 4 31.40</p> <p>(A.G.) N I L</p> <p>(P/ENG) 4 31.40</p> |                          |



| Place          | Date    | Time | Summary of Events                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SECRET. | References to Appendices |
|----------------|---------|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|--------------------------|
| LINTON-CH-OUSE | 16.5.44 |      | <p>Bomber Command called on the squadron to carry out bombing operations over enemy territory to-night, and in answer to their request, ten aircraft were prepared and an equal number of crews were detailed and briefed. However after all crews had been "gassed up" and were ready for the initial take-off, the planned operation was called off at 1900 hours.</p> <p>No flying training was carried out during the day, but all aircrew personnel not detailed for the night's operation were given instructions on their respective trades.</p>                                                                                                                                                                                                                                                                                                         |         |                          |
| LINTON-CH-OUSE | 17.5.44 |      | <p>The Squadron was not called on to carry out bombing operations. Consequently a flying training programme was laid down consisting of Fighter Affiliation; S.E.A. Practice; Bombing; air-to-sea firing and one air test. Night Cross Country exercises were also carried out, and completed. One dry binghy practice was also carried out. All Gunners not engaged in flying in the afternoon were dismissed for the remainder of the day. No other form of training was listed on the programme.</p>                                                                                                                                                                                                                                                                                                                                                         |         |                          |
| LINTON-CH-OUSE | 18.5.44 |      | <p>Operations called for by Bomber Command. In response to their call, this Squadron prepared fourteen aircraft <del>was</del> and an equal number of crews were detailed to be prepared for the initial take-off. Unfortunately, only eleven aircraft managed to take-off, as three aircraft were taken off the detail owing to technical defects. The remaining crew were off on scheduled time and by 1925 hours all aircraft were on their way to pay the visit to the city of FRANKFURT, Germany an exploding visit. All crews were successful in completing their mission, and reports show that the primary was fairly well attacked even though the fires were somewhat scattered. Still poor visibility prevented a good assessment of the attack. On return from this operation, all aircraft were diverted to the U.S.A.A.F. aerodrome HERSHALL.</p> |         | A-2315 - A-2325          |
| LINTON-CH-OUSE | 19.5.44 |      | <p>Bomber Command again called on the Squadron to carry out operations, and again in answer to their call, the Squadron prepared twelve aircraft, but most of the aircraft listed to carry out the operation called for, had not returned from their diverted base of the night before. However all crews who had returned from the operations of the night before, were briefed and prepared for the initial take-off. Still all this work was done in vain, as the planned operation was called off at 1645 hours. No flying training was carried out during the day, but the usual Daily Inspections were carried out by the respective sections.</p>                                                                                                                                                                                                        |         |                          |
| LINTON-CH-OUSE | 20.5.44 |      | <p>Fifteen crews and an equal number of aircraft were prepared to carry out bombing operations over enemy territory in response to Bomber Command's appeal. Again after all crews had briefed and all aircraft were prepared and bombed up and ready for the initial take-off, the planned operation was again cancelled at 1700 hours owing to the weather closing in. No flying training was carried out to-day owing to unfavourable weather. Ground training was very light. New Engineers were given lectures and instructions on Mark II Lancaster aircraft, while Air Gunners were instructed on the harmonisation of guns. No other ground training was listed on the programme.</p>                                                                                                                                                                    |         |                          |
| LINTON-CH-OUSE | 21.5.44 |      | <p>The Squadron was again called on by Bomber Command to carry out operations over enemy territory. For this operation, eleven aircraft were prepared and an equal number of crews were briefed and prepared for the initial take-off. However all preparations were done in vain, as the planned operation was called off at 1815 hours, presumably owing to unfavourable weather conditions. The ground training carried out during the day was very light as the majority of the aircrew personnel were engaged in preparing for the evenings operation.</p>                                                                                                                                                                                                                                                                                                 |         |                          |

## OPERATIONS RECORD BOOK

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

| Place          | Date                              | Time                        | Summary of Events                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | SECRET. | References to Appendices |                             |  |              |                     |        |         |    |        |              |                                  |  |        |    |        |              |                           |  |        |   |       |              |                        |  |          |   |       |              |                             |  |        |   |       |              |                          |  |        |    |       |              |                        |  |         |   |       |              |                                 |  |            |  |       |              |                                   |  |         |   |       |              |                              |  |        |   |      |              |                             |  |        |   |      |              |                 |  |          |   |       |              |                            |  |        |   |      |              |                                |  |        |  |       |             |                              |  |         |   |      |  |               |
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| LINTON-ON-OUSE | 22.5.44                           |                             | <p>"On with operations" called Bomber Command, and in response to this call, the Squadron prepared thirteen aircraft, and detailed an equal number of crews to prepare for the initial take-off. The first aircraft was airborne at 1841 hours, and by 1913 hours all were well on their way to Frankfurt, Germany. Reports show that the primary was well attacked, and fires were taking a good hold. The glow from these fires could be seen from some considerable distance away on the return journey. All aircraft were successful in reaching the target area, but unfortunately two crews failed to return, and are presumed lost over the target. Listed hereunder are the names of the missing crews together with their Operational Trips and Hours.</p> <table border="1"> <thead> <tr> <th colspan="2"></th><th colspan="2">OPERATIONAL TRIPS AND HOURS</th></tr> </thead> <tbody> <tr> <td>CAN. J.10632</td><td>P/O Warren Thompson</td><td>PULTON</td><td>(Pilot)</td><td>10</td><td>71.4.3</td></tr> <tr> <td>CAN. R.97000</td><td>WO2 Joseph Alphonse Paul SABOURY</td><td></td><td>(Nav.)</td><td>15</td><td>100.38</td></tr> <tr> <td>CAN. J.26487</td><td>Francis Joseph KING (P/O)</td><td></td><td>(R.A.)</td><td>9</td><td>66.55</td></tr> <tr> <td>CAN. H166590</td><td>SGT BARR, Robert Lemox</td><td></td><td>(WFF/AG)</td><td>9</td><td>66.55</td></tr> <tr> <td>CAN. H197905</td><td>SGT THOMPSON, Gilbert Frank</td><td></td><td>(A.G.)</td><td>8</td><td>60.25</td></tr> <tr> <td>RAF. 1821681</td><td>SGT SMITH, James Murdoch</td><td></td><td>(A.G.)</td><td>11</td><td>71.05</td></tr> <tr> <td>RAF. 1506886</td><td>SGT WAINSLANT, Richard</td><td></td><td>(P/WSG)</td><td>7</td><td>50.12</td></tr> <tr> <td>CAN. H180786</td><td>WO2 Donald Alfred Parsons LEECH</td><td></td><td>(Co Pilot)</td><td></td><td>N I L</td></tr> <tr> <td>CAN. H157260</td><td>P/O PARR, Joseph Alphonse Normand</td><td></td><td>(Pilot)</td><td>4</td><td>25.46</td></tr> <tr> <td>CAN. H155335</td><td>P/O CLOUGH, George Frederick</td><td></td><td>(Nav.)</td><td>1</td><td>5.10</td></tr> <tr> <td>CAN. J.23269</td><td>P/O Leonard Douglas PROCTOR</td><td></td><td>(A.G.)</td><td>1</td><td>5.10</td></tr> <tr> <td>CAN. J.12632</td><td>P/O Henry MEROZ</td><td></td><td>(WFF/AG)</td><td>2</td><td>10.19</td></tr> <tr> <td>CAN. H206775</td><td>SGT RUCKERT, Arthur Edward</td><td></td><td>(A.G.)</td><td>1</td><td>5.10</td></tr> <tr> <td>CAN. H254029</td><td>SGT WOOLFECHER, Spencer Elwood</td><td></td><td>(A.G.)</td><td></td><td>N I L</td></tr> <tr> <td>RAF. 575695</td><td>SGT CURTIS, Kenneth Lawrence</td><td></td><td>(P/WSG)</td><td>1</td><td>5.10</td></tr> </tbody> </table> |         |                          | OPERATIONAL TRIPS AND HOURS |  | CAN. J.10632 | P/O Warren Thompson | PULTON | (Pilot) | 10 | 71.4.3 | CAN. R.97000 | WO2 Joseph Alphonse Paul SABOURY |  | (Nav.) | 15 | 100.38 | CAN. J.26487 | Francis Joseph KING (P/O) |  | (R.A.) | 9 | 66.55 | CAN. H166590 | SGT BARR, Robert Lemox |  | (WFF/AG) | 9 | 66.55 | CAN. H197905 | SGT THOMPSON, Gilbert Frank |  | (A.G.) | 8 | 60.25 | RAF. 1821681 | SGT SMITH, James Murdoch |  | (A.G.) | 11 | 71.05 | RAF. 1506886 | SGT WAINSLANT, Richard |  | (P/WSG) | 7 | 50.12 | CAN. H180786 | WO2 Donald Alfred Parsons LEECH |  | (Co Pilot) |  | N I L | CAN. H157260 | P/O PARR, Joseph Alphonse Normand |  | (Pilot) | 4 | 25.46 | CAN. H155335 | P/O CLOUGH, George Frederick |  | (Nav.) | 1 | 5.10 | CAN. J.23269 | P/O Leonard Douglas PROCTOR |  | (A.G.) | 1 | 5.10 | CAN. J.12632 | P/O Henry MEROZ |  | (WFF/AG) | 2 | 10.19 | CAN. H206775 | SGT RUCKERT, Arthur Edward |  | (A.G.) | 1 | 5.10 | CAN. H254029 | SGT WOOLFECHER, Spencer Elwood |  | (A.G.) |  | N I L | RAF. 575695 | SGT CURTIS, Kenneth Lawrence |  | (P/WSG) | 1 | 5.10 |  | A.2326 A.2328 |
|                |                                   | OPERATIONAL TRIPS AND HOURS |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |         |                          |                             |  |              |                     |        |         |    |        |              |                                  |  |        |    |        |              |                           |  |        |   |       |              |                        |  |          |   |       |              |                             |  |        |   |       |              |                          |  |        |    |       |              |                        |  |         |   |       |              |                                 |  |            |  |       |              |                                   |  |         |   |       |              |                              |  |        |   |      |              |                             |  |        |   |      |              |                 |  |          |   |       |              |                            |  |        |   |      |              |                                |  |        |  |       |             |                              |  |         |   |      |  |               |
| CAN. J.10632   | P/O Warren Thompson               | PULTON                      | (Pilot)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 10      | 71.4.3                   |                             |  |              |                     |        |         |    |        |              |                                  |  |        |    |        |              |                           |  |        |   |       |              |                        |  |          |   |       |              |                             |  |        |   |       |              |                          |  |        |    |       |              |                        |  |         |   |       |              |                                 |  |            |  |       |              |                                   |  |         |   |       |              |                              |  |        |   |      |              |                             |  |        |   |      |              |                 |  |          |   |       |              |                            |  |        |   |      |              |                                |  |        |  |       |             |                              |  |         |   |      |  |               |
| CAN. R.97000   | WO2 Joseph Alphonse Paul SABOURY  |                             | (Nav.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 15      | 100.38                   |                             |  |              |                     |        |         |    |        |              |                                  |  |        |    |        |              |                           |  |        |   |       |              |                        |  |          |   |       |              |                             |  |        |   |       |              |                          |  |        |    |       |              |                        |  |         |   |       |              |                                 |  |            |  |       |              |                                   |  |         |   |       |              |                              |  |        |   |      |              |                             |  |        |   |      |              |                 |  |          |   |       |              |                            |  |        |   |      |              |                                |  |        |  |       |             |                              |  |         |   |      |  |               |
| CAN. J.26487   | Francis Joseph KING (P/O)         |                             | (R.A.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 9       | 66.55                    |                             |  |              |                     |        |         |    |        |              |                                  |  |        |    |        |              |                           |  |        |   |       |              |                        |  |          |   |       |              |                             |  |        |   |       |              |                          |  |        |    |       |              |                        |  |         |   |       |              |                                 |  |            |  |       |              |                                   |  |         |   |       |              |                              |  |        |   |      |              |                             |  |        |   |      |              |                 |  |          |   |       |              |                            |  |        |   |      |              |                                |  |        |  |       |             |                              |  |         |   |      |  |               |
| CAN. H166590   | SGT BARR, Robert Lemox            |                             | (WFF/AG)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 9       | 66.55                    |                             |  |              |                     |        |         |    |        |              |                                  |  |        |    |        |              |                           |  |        |   |       |              |                        |  |          |   |       |              |                             |  |        |   |       |              |                          |  |        |    |       |              |                        |  |         |   |       |              |                                 |  |            |  |       |              |                                   |  |         |   |       |              |                              |  |        |   |      |              |                             |  |        |   |      |              |                 |  |          |   |       |              |                            |  |        |   |      |              |                                |  |        |  |       |             |                              |  |         |   |      |  |               |
| CAN. H197905   | SGT THOMPSON, Gilbert Frank       |                             | (A.G.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 8       | 60.25                    |                             |  |              |                     |        |         |    |        |              |                                  |  |        |    |        |              |                           |  |        |   |       |              |                        |  |          |   |       |              |                             |  |        |   |       |              |                          |  |        |    |       |              |                        |  |         |   |       |              |                                 |  |            |  |       |              |                                   |  |         |   |       |              |                              |  |        |   |      |              |                             |  |        |   |      |              |                 |  |          |   |       |              |                            |  |        |   |      |              |                                |  |        |  |       |             |                              |  |         |   |      |  |               |
| RAF. 1821681   | SGT SMITH, James Murdoch          |                             | (A.G.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 11      | 71.05                    |                             |  |              |                     |        |         |    |        |              |                                  |  |        |    |        |              |                           |  |        |   |       |              |                        |  |          |   |       |              |                             |  |        |   |       |              |                          |  |        |    |       |              |                        |  |         |   |       |              |                                 |  |            |  |       |              |                                   |  |         |   |       |              |                              |  |        |   |      |              |                             |  |        |   |      |              |                 |  |          |   |       |              |                            |  |        |   |      |              |                                |  |        |  |       |             |                              |  |         |   |      |  |               |
| RAF. 1506886   | SGT WAINSLANT, Richard            |                             | (P/WSG)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 7       | 50.12                    |                             |  |              |                     |        |         |    |        |              |                                  |  |        |    |        |              |                           |  |        |   |       |              |                        |  |          |   |       |              |                             |  |        |   |       |              |                          |  |        |    |       |              |                        |  |         |   |       |              |                                 |  |            |  |       |              |                                   |  |         |   |       |              |                              |  |        |   |      |              |                             |  |        |   |      |              |                 |  |          |   |       |              |                            |  |        |   |      |              |                                |  |        |  |       |             |                              |  |         |   |      |  |               |
| CAN. H180786   | WO2 Donald Alfred Parsons LEECH   |                             | (Co Pilot)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |         | N I L                    |                             |  |              |                     |        |         |    |        |              |                                  |  |        |    |        |              |                           |  |        |   |       |              |                        |  |          |   |       |              |                             |  |        |   |       |              |                          |  |        |    |       |              |                        |  |         |   |       |              |                                 |  |            |  |       |              |                                   |  |         |   |       |              |                              |  |        |   |      |              |                             |  |        |   |      |              |                 |  |          |   |       |              |                            |  |        |   |      |              |                                |  |        |  |       |             |                              |  |         |   |      |  |               |
| CAN. H157260   | P/O PARR, Joseph Alphonse Normand |                             | (Pilot)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 4       | 25.46                    |                             |  |              |                     |        |         |    |        |              |                                  |  |        |    |        |              |                           |  |        |   |       |              |                        |  |          |   |       |              |                             |  |        |   |       |              |                          |  |        |    |       |              |                        |  |         |   |       |              |                                 |  |            |  |       |              |                                   |  |         |   |       |              |                              |  |        |   |      |              |                             |  |        |   |      |              |                 |  |          |   |       |              |                            |  |        |   |      |              |                                |  |        |  |       |             |                              |  |         |   |      |  |               |
| CAN. H155335   | P/O CLOUGH, George Frederick      |                             | (Nav.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 1       | 5.10                     |                             |  |              |                     |        |         |    |        |              |                                  |  |        |    |        |              |                           |  |        |   |       |              |                        |  |          |   |       |              |                             |  |        |   |       |              |                          |  |        |    |       |              |                        |  |         |   |       |              |                                 |  |            |  |       |              |                                   |  |         |   |       |              |                              |  |        |   |      |              |                             |  |        |   |      |              |                 |  |          |   |       |              |                            |  |        |   |      |              |                                |  |        |  |       |             |                              |  |         |   |      |  |               |
| CAN. J.23269   | P/O Leonard Douglas PROCTOR       |                             | (A.G.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 1       | 5.10                     |                             |  |              |                     |        |         |    |        |              |                                  |  |        |    |        |              |                           |  |        |   |       |              |                        |  |          |   |       |              |                             |  |        |   |       |              |                          |  |        |    |       |              |                        |  |         |   |       |              |                                 |  |            |  |       |              |                                   |  |         |   |       |              |                              |  |        |   |      |              |                             |  |        |   |      |              |                 |  |          |   |       |              |                            |  |        |   |      |              |                                |  |        |  |       |             |                              |  |         |   |      |  |               |
| CAN. J.12632   | P/O Henry MEROZ                   |                             | (WFF/AG)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 2       | 10.19                    |                             |  |              |                     |        |         |    |        |              |                                  |  |        |    |        |              |                           |  |        |   |       |              |                        |  |          |   |       |              |                             |  |        |   |       |              |                          |  |        |    |       |              |                        |  |         |   |       |              |                                 |  |            |  |       |              |                                   |  |         |   |       |              |                              |  |        |   |      |              |                             |  |        |   |      |              |                 |  |          |   |       |              |                            |  |        |   |      |              |                                |  |        |  |       |             |                              |  |         |   |      |  |               |
| CAN. H206775   | SGT RUCKERT, Arthur Edward        |                             | (A.G.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 1       | 5.10                     |                             |  |              |                     |        |         |    |        |              |                                  |  |        |    |        |              |                           |  |        |   |       |              |                        |  |          |   |       |              |                             |  |        |   |       |              |                          |  |        |    |       |              |                        |  |         |   |       |              |                                 |  |            |  |       |              |                                   |  |         |   |       |              |                              |  |        |   |      |              |                             |  |        |   |      |              |                 |  |          |   |       |              |                            |  |        |   |      |              |                                |  |        |  |       |             |                              |  |         |   |      |  |               |
| CAN. H254029   | SGT WOOLFECHER, Spencer Elwood    |                             | (A.G.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |         | N I L                    |                             |  |              |                     |        |         |    |        |              |                                  |  |        |    |        |              |                           |  |        |   |       |              |                        |  |          |   |       |              |                             |  |        |   |       |              |                          |  |        |    |       |              |                        |  |         |   |       |              |                                 |  |            |  |       |              |                                   |  |         |   |       |              |                              |  |        |   |      |              |                             |  |        |   |      |              |                 |  |          |   |       |              |                            |  |        |   |      |              |                                |  |        |  |       |             |                              |  |         |   |      |  |               |
| RAF. 575695    | SGT CURTIS, Kenneth Lawrence      |                             | (P/WSG)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 1       | 5.10                     |                             |  |              |                     |        |         |    |        |              |                                  |  |        |    |        |              |                           |  |        |   |       |              |                        |  |          |   |       |              |                             |  |        |   |       |              |                          |  |        |    |       |              |                        |  |         |   |       |              |                                 |  |            |  |       |              |                                   |  |         |   |       |              |                              |  |        |   |      |              |                             |  |        |   |      |              |                 |  |          |   |       |              |                            |  |        |   |      |              |                                |  |        |  |       |             |                              |  |         |   |      |  |               |
| LINTON-ON-OUSE | 23.5.44                           |                             | No operations called for to-day due to unfavourable weather. The Squadron was kept pinned to the ground from flying training. As the majority of the crews who were on last night's operations were released for the afternoon, very little ground training was carried out. Very little activities on the Squadron to-day.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                          |                             |  |              |                     |        |         |    |        |              |                                  |  |        |    |        |              |                           |  |        |   |       |              |                        |  |          |   |       |              |                             |  |        |   |       |              |                          |  |        |    |       |              |                        |  |         |   |       |              |                                 |  |            |  |       |              |                                   |  |         |   |       |              |                              |  |        |   |      |              |                             |  |        |   |      |              |                 |  |          |   |       |              |                            |  |        |   |      |              |                                |  |        |  |       |             |                              |  |         |   |      |  |               |
| LINTON-ON-OUSE | 24.5.44                           |                             | <p>Operations are on again. Twelve aircraft were prepared and an equal number of crews were "gassed up" to journey over and bomb Berlin, Germany. However just before take off time, one crew was taken off this detail owing to technical defects to the aircraft. The remaining aircraft were off on scheduled time, and were successful in reaching the primary. Reports show that the attack was well carried out, but the fires were a bit scattered. The glow of the fires was visible for some distance on the return journey. All aircraft returned safely to this base, two of which were diverted to R.A.F. Station, Coltishall.</p> <p>At the conclusion of this operation, our "W" Flight Commander Squadron Leader H.T. Miles, D.F.C. (H.6946) had the good fortune of completing his second tour of operation with fifty two trips over enemy territory. Thirty two on the first tour and twenty on his second. By accomplishing this feat, Squadron Leader Miles is the first pilot to complete a second tour of operations, on heavy bombers, with this Squadron. His first tour was completed on Sterling aircraft.</p> <p>No flying training was carried out to-day as the majority of the aircrew personnel were engaged at preparing for the evenings' operations.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |         | A.2329 - A.2339          |                             |  |              |                     |        |         |    |        |              |                                  |  |        |    |        |              |                           |  |        |   |       |              |                        |  |          |   |       |              |                             |  |        |   |       |              |                          |  |        |    |       |              |                        |  |         |   |       |              |                                 |  |            |  |       |              |                                   |  |         |   |       |              |                              |  |        |   |      |              |                             |  |        |   |      |              |                 |  |          |   |       |              |                            |  |        |   |      |              |                                |  |        |  |       |             |                              |  |         |   |      |  |               |

| Place          | Date    | Time | Summary of Events                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | SECRET. | References to Appendix |
|----------------|---------|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|------------------------|
| LINTON-ON-OWSE | 25.3.44 |      | <p>The Squadron detailed four crews, and prepared an equal number of aircraft to carry out operations over enemy territory. The first aircraft was airborne at 1915 hours and by 1930 hours, all four aircraft were on their way to bomb the Marshall Tunnels at AUMER, France. All were successful in completing their mission, and reports show that several explosions were seen in the target area. Ground defences were negligible at the target, and there were only two sightings of enemy aircraft. Ground base prevented a good assessment of the attack.</p> <p>In addition to the night's operation, four crews successfully carried out Night Cross country details.</p> <p>No organised training was carried out this day, as all available aircraft were being prepared for the night's operation.</p>                                                                                                                                                           |         | A.2360 - A.2363        |
| LINTON-ON-OWSE | 26.3.44 |      | <p>Bomber Command again called on the Squadron to carry out operations. Eleven aircraft were prepared and eleven crews were briefed and ready for the initial take off. All aircraft were off on scheduled time, and by 2019 hours were well on their way to bomb the city of ESEN, Germany. All crews were successful in reaching the primary, and returned safely to this base. Reports indicate that 10/10ths clouds prevented a good assessment of the attack. However the reflection of a few large explosions was seen. Ground defences were slight and search lights were ineffective due to clouds.</p> <p>No ground or flying training carried out this day owing to the night's operations. During the past week ending this day, seventy six hours and forty five minutes was spent at both flying and ground training. In addition four Squadron lectures were given, nineteen Dingy Drills, twenty Parachute Drills and nine Compass Swings were carried out.</p> |         | A.2364 - A.2367        |
| LINTON-ON-OWSE | 27.3.44 |      | <p>The Squadron was stood down from operations to-day. No flying training was carried out during the day, but five Night Cross Country exercises were successfully completed. Ground training during the day consisted of "GSM" training for some Bomb Aimers; Shadow Graphing for Air Gunners, also Hunt training. Wireless Operators were engaged at training on Special W/T equipment. In addition, two crews carried out a Dingy Drill exercise. New Flight Engineers were given more instructions on Mark II Lancaster aircraft. Crews who were on operations last evening were released for the afternoon. No further activities on the Squadron this day.</p>                                                                                                                                                                                                                                                                                                           |         |                        |
| LINTON-ON-OWSE | 28.3.44 |      | <p>No operations called for to-day. A light flying training programme was laid down consisting of air-bombard firing, S.T.A. practice and local flying. Other details scheduled for the day were cancelled owing to poor visibility. One aircraft was ferried from Topcliffe aerodrome to this base. Ground training consisted of Hunt training, "GSM" training; and training on special W/T equipment. Lectures were given to all new Flight Engineers on Mark II Lancaster aircraft.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |         |                        |
| LINTON-ON-OWSE | 29.3.44 |      | <p>In response to Bomber Command's request, this Squadron prepared ten aircraft and detailed an equal number of crews to take part in bombing operation over enemy territory. Again after all crews had spent the entire part of the day in preparing for the scheduled operation, the planned operations were scrubbed at 1530 hours owing to weather conditions.</p> <p>No flying training was carried out to-day, as all available aircraft were being prepared for the evening's operations. Ground training carried out was very light.</p>                                                                                                                                                                                                                                                                                                                                                                                                                               |         |                        |



# OPERATIONS RECORD BOOK

Page No. **SEVEN**

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                       | 30.3.44     |       | <p>Twelve aircraft and an equal number of crews were detailed to carry out bombing operations. The first aircraft was airborne at 2151 hours and by 2225 hours, all were well on their way to bomb the city of Nuremberg, Germany. Reports show that all aircraft were successful in reaching the primary. Owing to 10/10ths clouds, a good assessment of the attack could not be had. However, some incendiaries and fires were seen burning, but were somewhat scattered. The majority of the crews report that the attack was disappointing, as the T.I. and P.F.F. Markers were very poorly placed. Judging from the reports, the attack was not as successful as expected. As a result of this operation, one crew failed to return, and are believed lost over the target. Listed hereunder are their names together with their operational trips and hours</p> <table border="1"> <thead> <tr> <th>CREW</th> <th>OPERATIONAL</th> <th>TRIPS</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>CAN. J.16348 P/O Joseph Gordon WHITE</td> <td>(Pilot)</td> <td>16</td> <td>129.45</td> </tr> <tr> <td>CAN. J.22690 P/O Gordon SCHACHNER</td> <td>(Nav.)</td> <td>16</td> <td>127.19</td> </tr> <tr> <td>CAN. J.17697 P/O Gordon Lealie WOOD</td> <td>(B.A.)</td> <td>23</td> <td>302.26</td> </tr> <tr> <td>RAF. 1332716 P/O LEAHY, Frank George</td> <td>(WOP/AG)</td> <td>21</td> <td>133.22</td> </tr> <tr> <td>CAN. J.19028 P/O Alvin Alston PATTON</td> <td>(A.G.)</td> <td>22</td> <td>134.07</td> </tr> <tr> <td>CAN. J.18279 P/O John Irvin LAROW</td> <td>(A.G.)</td> <td>25</td> <td>109.06</td> </tr> <tr> <td>RAF. 1586852 SGT BATES, Jack Edwin</td> <td>(P/ENG)</td> <td>14</td> <td>117.44</td> </tr> <tr> <td>CAN. R149936 P/S HUGHES, John Robert</td> <td>(CO. PILOT)</td> <td>1</td> <td>5.06</td> </tr> </tbody> </table>                                                                                                                      | CREW   | OPERATIONAL              | TRIPS | HOURS | CAN. J.16348 P/O Joseph Gordon WHITE | (Pilot) | 16 | 129.45 | CAN. J.22690 P/O Gordon SCHACHNER | (Nav.) | 16 | 127.19 | CAN. J.17697 P/O Gordon Lealie WOOD | (B.A.) | 23 | 302.26 | RAF. 1332716 P/O LEAHY, Frank George | (WOP/AG) | 21 | 133.22 | CAN. J.19028 P/O Alvin Alston PATTON | (A.G.) | 22 | 134.07 | CAN. J.18279 P/O John Irvin LAROW | (A.G.) | 25 | 109.06 | RAF. 1586852 SGT BATES, Jack Edwin | (P/ENG) | 14 | 117.44 | CAN. R149936 P/S HUGHES, John Robert | (CO. PILOT) | 1 | 5.06 |  | A.2365 - A.2376 |
| CREW                                 | OPERATIONAL | TRIPS | HOURS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        |                          |       |       |                                      |         |    |        |                                   |        |    |        |                                     |        |    |        |                                      |          |    |        |                                      |        |    |        |                                   |        |    |        |                                    |         |    |        |                                      |             |   |      |  |                 |
| CAN. J.16348 P/O Joseph Gordon WHITE | (Pilot)     | 16    | 129.45                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |        |                          |       |       |                                      |         |    |        |                                   |        |    |        |                                     |        |    |        |                                      |          |    |        |                                      |        |    |        |                                   |        |    |        |                                    |         |    |        |                                      |             |   |      |  |                 |
| CAN. J.22690 P/O Gordon SCHACHNER    | (Nav.)      | 16    | 127.19                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |        |                          |       |       |                                      |         |    |        |                                   |        |    |        |                                     |        |    |        |                                      |          |    |        |                                      |        |    |        |                                   |        |    |        |                                    |         |    |        |                                      |             |   |      |  |                 |
| CAN. J.17697 P/O Gordon Lealie WOOD  | (B.A.)      | 23    | 302.26                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |        |                          |       |       |                                      |         |    |        |                                   |        |    |        |                                     |        |    |        |                                      |          |    |        |                                      |        |    |        |                                   |        |    |        |                                    |         |    |        |                                      |             |   |      |  |                 |
| RAF. 1332716 P/O LEAHY, Frank George | (WOP/AG)    | 21    | 133.22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |        |                          |       |       |                                      |         |    |        |                                   |        |    |        |                                     |        |    |        |                                      |          |    |        |                                      |        |    |        |                                   |        |    |        |                                    |         |    |        |                                      |             |   |      |  |                 |
| CAN. J.19028 P/O Alvin Alston PATTON | (A.G.)      | 22    | 134.07                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |        |                          |       |       |                                      |         |    |        |                                   |        |    |        |                                     |        |    |        |                                      |          |    |        |                                      |        |    |        |                                   |        |    |        |                                    |         |    |        |                                      |             |   |      |  |                 |
| CAN. J.18279 P/O John Irvin LAROW    | (A.G.)      | 25    | 109.06                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |        |                          |       |       |                                      |         |    |        |                                   |        |    |        |                                     |        |    |        |                                      |          |    |        |                                      |        |    |        |                                   |        |    |        |                                    |         |    |        |                                      |             |   |      |  |                 |
| RAF. 1586852 SGT BATES, Jack Edwin   | (P/ENG)     | 14    | 117.44                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |        |                          |       |       |                                      |         |    |        |                                   |        |    |        |                                     |        |    |        |                                      |          |    |        |                                      |        |    |        |                                   |        |    |        |                                    |         |    |        |                                      |             |   |      |  |                 |
| CAN. R149936 P/S HUGHES, John Robert | (CO. PILOT) | 1     | 5.06                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |        |                          |       |       |                                      |         |    |        |                                   |        |    |        |                                     |        |    |        |                                      |          |    |        |                                      |        |    |        |                                   |        |    |        |                                    |         |    |        |                                      |             |   |      |  |                 |
| LINTON-ON-OWSE                       | 31.3.44     |       | <p>The Squadron was stood down from operations to-day. However, a flying training programme was laid down consisting of Fighter Affiliation, Bombing and Local flying was carried out during the day and in the evening, four Night Cross Country details were successfully completed. Some aircrew personnel not engaged at flying were engaged with Astro practice, and two crews carried out a dry dinghy practice and parachute drill. New Flight Engineers were given more instructions on Mark II Lancaster aircraft. No other form of training was carried out this day.</p> <p><b>POSTING OF AIRCREW DURING THE MONTH</b> - The undersigned aircrew personnel were posted to this Squadron during the past month. Units from which posted and effective dates are listed after their names.</p> <p>J.18049 P/O W.S. Fuller (Pilot); R176615 SGT Cragg, G.H. (Nav.); J.28927 P/O S.D. Coffey (A/B); R172122 P/OGT McIlveen, J.A. (WOP/AG); R.69945 WSG Sgt Harrison (A/B); R186758 SGT Wulff, E.K. (A/B); 1863419 SGT Panting, R.J. (P/ENG). From No. 61 (RCAP) Base, W.C.F. 1.3.44.</p> <p>R184174 P/OGT Cragg, J.G.H. (Nav.); R130706 W2 D.A.F. LeDrew (Pilot); J.29794 P/O J.E. Jessup (WOP/AG); J.27338 P/O J.I. Jorgis (A.B.); R18347 SGT Porritt, T.H. (A/B); R225402 SGT Trott, E.M. (A/B); 1004845 SGT Tait, E. (P/ENG). From No. 61 (RCAP) Base, W.C.F. 6.3.44.</p> <p>J.95549 P/O J.F. Barton (Pilot); 151600 P/O S.D.F. Langtree (Nav.); R168561 SGT Walker, J.H. (A/B); J.27947 P/O R.S. Goddard (WOP/AG); J.26787 P/O E.W. Kneen (A/B); 1819498 SGT Adams, K.H. (A/B); 2202644 SGT Scott, P. (P/ENG). From No. 61 (RCAP) Base, W.C.F. 7.3.44.</p> <p>J.9350 P/O G.B. Latimer (Pilot); 0.886146 SGT/LT A.A. Hausenberger (Nav.); J.26315 P/O G.F.R. Grierson (A/B); R101473 W2 J. Dingwall (WOP/AG); J.28550 P/O P.G. McDougall (A/B); J.29230 P/O J.T. Guthrie (A/B); 1863967 SGT Westrope, E.S. (P/ENG). From No. 61 (RCAP) Base, W.C.F. 7.3.44.</p> |        |                          |       |       |                                      |         |    |        |                                   |        |    |        |                                     |        |    |        |                                      |          |    |        |                                      |        |    |        |                                   |        |    |        |                                    |         |    |        |                                      |             |   |      |  |                 |

| Place | Date | Time | Summary of Events                                                                                                                                                                                                                                                                      | SECRET. | References to Appendix |
|-------|------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|------------------------|
|       |      |      | J.8169 P/L H.G. McIver (Pilot); 151094 P/O J.H. Wyatt (Nav.); J.9694 P/L T.O. Fledger, D.F.C. (WOP/AG); 154776 P/B Goodwin, W.H. (A/B); 145468 P/O C.A.G. Hancock (A/B); 145279 P/O A. Dulait (A/C); 142299 SGT Missell, D.M. (P/ENG). From No. 61 (RCAP) Base, w.e.f. 9.3.44.         |         |                        |
|       |      |      | 138629 SGT Smith, T.J. (WOP/AG). From No. 61 (RCAP) Base, w.e.f. 8.3.44.                                                                                                                                                                                                               |         |                        |
|       |      |      | 1380169 P/B Bacon, J.S. (WOP/AG). From No. 61 (RCAP) Squadron, w.e.f. 11.3.44.                                                                                                                                                                                                         |         |                        |
|       |      |      | 1119867 W/O S.W. Foster (Nav.). From No. 429 (RCAP) Squadron, w.e.f. 13.3.44.                                                                                                                                                                                                          |         |                        |
|       |      |      | 1221243 SGT Buchanan, A.V. (A/C). From No. 61 (RCAP) Base, w.e.f. 16.3.44.                                                                                                                                                                                                             |         |                        |
|       |      |      | 1149936 P/B Hughes, J.H. (Pilot); 1158475 P/B Anderson, L.S. (Nav.); 1161161 SGT Fry, M.D. (WOP/AG); 1161145 SGT Kramlik, R. (A/B); 1381136 SGT Riddridge, R.J. (P/ENG); 1198861 SGT Baker, H.H.; 1190511 SGT Wilson, W.W. (A/C). From No. 61 (RCAP) Base, w.e.f. 18.3.44.             |         |                        |
|       |      |      | 1155603 P/B Bailey, T.F. (Pilot); J.24263 P/O F.I. Nelson (Nav.); 1114786 W/O McEay, G.R. (WOP/AG); 1166373 SGT Campbell, J.R. (A/B); 1176762 SGT Mather, W.D. (A/B); 1176766 SGT Ferguson, D.B.; 1459462 SGT Whittingham, K. (P/ENG). From No. 61 (RCAP) Base, w.e.f. 18.3.44.        |         |                        |
|       |      |      | 1119288 P/B Beesmer, C.A. (Pilot); 1163020 P/B Philips, L.H.T. (Nav.); 1168127 SGT Goodwin, A.B.; 1048971 SGT Bourke, L. (WOP/AG); 1594538 SGT Williams, W.E. (A/C); 1592662 SGT Heggell, B. (A/C); 1148223 SGT Hafforth, S.M. (P/ENG). From No. 61 (RCAP) Base, w.e.f. 20.3.44.       |         |                        |
|       |      |      | 1177993 P/B Vaughan, E.G. (Pilot); J.24332 P/O F.D. Percy (Nav.); J.27695 P/O D.W. Timmons (A/B); 1135087 P/B Bourgeois, J.H.J.G. (WOP/AG); 1195492 SGT Godfrey, D. (A/C); 1110706 SGT Lawson, P.E. (A/C); 11861247 SGT Hardwick, M. (P/ENG). From No. 61 (RCAP) Base, w.e.f. 19.3.44. |         |                        |
|       |      |      | 1145422 P/B Reid, C.A. (Pilot); J.24616 P/O G.D. Butler (Nav.); 1162322 SGT Sosik, J. (A/B); 1169123 SGT Clyde, J.A. (WOP/AG); 1166295 SGT Thompson, J.B. (A/C); 1195826 SGT Provost, J.R. (A/C); 1161121 SGT Slaytor, R.H. (P/ENG). From No. 61 (RCAP) Base, w.e.f. 22.3.44.          |         |                        |
|       |      |      | J.23221 P/O F.T.S. Brice (Pilot); J.22136 P/O A. Glendenning (Nav.); J.25587 P/O M. McDonald (A/B); 1184398 W/O H.W. Wilson (WOP/AG); 1186135 SGT Ford, E.C. (A/C); 155009 P/O G.J. Gray (A/C); 1624089 SGT Gray, H.H. (P/ENG). From No. 405 (RCAP) Squadron, w.e.f. 28.3.44.          |         |                        |
|       |      |      | J.22749 P/O J.M. Paulsen (Pilot); 1126726 W/O R.C. Harvey (Nav.); J.20882 P/O J.A. McKinley (A/B); 1107839 W/O J. Reiger (WOP/AG); J.20199 P/O M.A. Greenbury (A/C); 1191594 SGT Campbell, D.K. (A/B); 144313 SGT Asquith, F. (P/ENG). From No. 61 (RCAP) Base, w.e.f. 28.3.44.        |         |                        |
|       |      |      | J.19788 P/O D.L. Smiler (Pilot); 1189033 W/O D.W. McMillan (Nav.); 1119903 P/B Evancio, S. (A/B); 1162847 P/B Gower, G.W. (WOP/AG); 1253829 SGT Smith, A.W. (A/B); 1255404 SGT McCarthy, O. (A/C); 1396298 SGT Taylor, G. (P/ENG). From No. 61 (RCAP) Base, w.e.f. 31.3.44.            |         |                        |
|       |      |      | J.19704 P/O J.A. Brown (Pilot); J.26284 P/O J.W.E. Hurdock (Nav.); 1192314 W/O H.B. Gibbons (WOP/AG); J.28263 P/O J.F. Proven (A/B); 1193808 SGT Cook, H. (A/C); 1622960 SGT Ruff, A.J. (P/ENG). From No. 61 (R.C.A.F.) Base, w.e.f. 31.3.44.                                          |         |                        |
|       |      |      | <b>HONOURS AND AWARDS:—</b> N I L                                                                                                                                                                                                                                                      |         |                        |
|       |      |      | <b>PROMOTIONS:—</b> The undermentioned officers were promoted to the rank of Flying Officer. J.28927 P/O S.D. Coffey; J.29230 P/O J.T. Guthrie; J.18279 P/O J.T. Lohr (Now Missing); J.18406 P/O J.C.A. Moore; J.28550 P/O C.F. McDougall.                                             |         |                        |

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## OPERATIONS RECORD BOOK

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

No. of pages used for day

| Place | Date | Time | Summary of Events                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | SECRET. | References to Appendices |
|-------|------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|--------------------------|
|       |      |      | <b>Promotions - Appointments to Commission Rank:-</b> The undermentioned N.C.O.s were appointed to a commission rank as Pilot Officer:-<br><b>WALLIN</b> WO2 J.D. Harvey (Pilot); <b>ELGOLJO</b> P/SGT Boulton, C.A. (P/A); <b>ELZ6942</b> P/SGT <b>HEER</b> , L.S. (A/P) (Now Missing); <b>1556808</b> SGT Henderson, M. (P/MSG); <b>1791520</b> SGT Crofts, P. (P/MSG); (Now Missing).                                                                                                                                                                                                                                                                                                                             |         |                          |
|       |      |      | <b>CHANGE IN COMMAND:-</b> N I L<br><b>CHANGE IN ADMINISTRATION:-</b> N I L<br><b>AIRCRAFT ON CHARGE:-</b> Nineteen "Hercules" engine Mark II Lancaster aircraft.<br><b>Health:-</b> The general health of the Squadron throughout the month has been good. The health of both aircrew and ground crew has been fair.<br><b>ARMY AIRCRAFT CLAIMED DURING THE MONTH:-</b> N I L<br><b>NUMBER OF OPERATIONAL BOMBERS CARRIED OUT DURING THE MONTH:-</b> Eighty-five.<br><b>BOMB EXPENDITURE:-</b> Tons (2240 lbs) N.E. Incendiary<br>Bombs dropped from 14144 - 29.2.44..... 211.07 156.44 Tons<br>Bombs dropped from 2mm during March..... 135.36 148.78 Tons<br>Cumulative total from 1.1.44..... 376.43 305.22 Tons |         |                          |
|       |      |      | <b>TOTAL NUMBER OF HOURS SPENT ON OPERATIONAL AND NON-OPERATIONAL FLYING:-</b><br>Operational Flying..... 515.23 Hours<br>Operational (Flying Training)..... 451.21 Hours<br>Other Flying..... 20.07 Hours                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |         |                          |
|       |      |      | <b>STRENGTH</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                          |
|       |      |      | <b>OFFICERS (AIRCREW)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |         |                          |
|       |      |      | RCAP RAE WAF WAFW WAFW TOT. STR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |         |                          |
|       |      |      | Pilots..... 28 - - 1 12 28 8 - - - 14 8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |         |                          |
|       |      |      | Navigator..... 16 2 - 2 15 20 13 1 1 - 14 15                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |         |                          |
|       |      |      | Air Bombers..... 19 1 - - 15 20 16 1 - - 14 17                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |         |                          |
|       |      |      | Wireless Operators..... 8 1 1 - 6 10 17 11 - 1 23 29                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |         |                          |
|       |      |      | Flight Engineers..... 1 1 - - 6 2 1 33 - - 23 34                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |         |                          |
|       |      |      | Air Gunners..... 18 48 - - 11 14 55 18 - - 46 66                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |         |                          |
|       |      |      | <b>TOTAL..... 78 9 1 3 69 89 120 36 1 1 134 168</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |                          |
|       |      |      | <b>GROUND CREW</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                          |
|       |      |      | Officers..... 2 - - - 2 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |         |                          |
|       |      |      | Officers (WD or WAF)..... N I L                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                          |
|       |      |      | Airmen..... 239 18 - - 257 (8) Includes two Belgians in the RAF                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                          |
|       |      |      | Airmen (W.D.)..... N I L                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |         |                          |
|       |      |      | Airmen (WAF)..... 8 - - - 8 8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |         |                          |
|       |      |      | <b>TOTAL..... 241 26 - - 267</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |         |                          |
|       |      |      | CONTINUED OVERLEAF.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |         |                          |

| Place                     | Date        | Time      | Summary of Events                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | SECRET. | References to Appendix |     |        |                           |    |   |   |                         |   |  |  |                |           |          |          |                         |     |    |   |                       |     |    |   |                        |   |   |   |                |            |           |           |                         |             |           |           |  |  |
|---------------------------|-------------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|------------------------|-----|--------|---------------------------|----|---|---|-------------------------|---|--|--|----------------|-----------|----------|----------|-------------------------|-----|----|---|-----------------------|-----|----|---|------------------------|---|---|---|----------------|------------|-----------|-----------|-------------------------|-------------|-----------|-----------|--|--|
|                           |             |           | <p align="center"><b>S U M M A R Y</b></p> <table> <thead> <tr> <th></th> <th>BOAT</th> <th>RAF</th> <th>OTHERS</th> </tr> </thead> <tbody> <tr> <td>Officers..(Aircraft).....</td> <td>77</td> <td>9</td> <td>4</td> </tr> <tr> <td>Officers..(Ground).....</td> <td>2</td> <td></td> <td></td> </tr> <tr> <td><b>Total..</b></td> <td><b>79</b></td> <td><b>9</b></td> <td><b>4</b></td> </tr> <tr> <td>Airmen..(Aircraft).....</td> <td>110</td> <td>56</td> <td>2</td> </tr> <tr> <td>Airmen..(Ground).....</td> <td>839</td> <td>18</td> <td>-</td> </tr> <tr> <td>Airwomen..(WAFPS).....</td> <td>-</td> <td>-</td> <td>8</td> </tr> <tr> <td><b>Total..</b></td> <td><b>949</b></td> <td><b>74</b></td> <td><b>10</b></td> </tr> <tr> <td><b>GRAND TOTAL.....</b></td> <td><b>1288</b></td> <td><b>83</b></td> <td><b>14</b></td> </tr> </tbody> </table> <p align="right"> <i>(Signature)</i><br/>           (D.S. Jacobs) Wing Commander,<br/>           Commanding,<br/> <u>No. 108 (B.C.A.F.) Squadron.</u> </p> |         | BOAT                   | RAF | OTHERS | Officers..(Aircraft)..... | 77 | 9 | 4 | Officers..(Ground)..... | 2 |  |  | <b>Total..</b> | <b>79</b> | <b>9</b> | <b>4</b> | Airmen..(Aircraft)..... | 110 | 56 | 2 | Airmen..(Ground)..... | 839 | 18 | - | Airwomen..(WAFPS)..... | - | - | 8 | <b>Total..</b> | <b>949</b> | <b>74</b> | <b>10</b> | <b>GRAND TOTAL.....</b> | <b>1288</b> | <b>83</b> | <b>14</b> |  |  |
|                           | BOAT        | RAF       | OTHERS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |                        |     |        |                           |    |   |   |                         |   |  |  |                |           |          |          |                         |     |    |   |                       |     |    |   |                        |   |   |   |                |            |           |           |                         |             |           |           |  |  |
| Officers..(Aircraft)..... | 77          | 9         | 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |         |                        |     |        |                           |    |   |   |                         |   |  |  |                |           |          |          |                         |     |    |   |                       |     |    |   |                        |   |   |   |                |            |           |           |                         |             |           |           |  |  |
| Officers..(Ground).....   | 2           |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |         |                        |     |        |                           |    |   |   |                         |   |  |  |                |           |          |          |                         |     |    |   |                       |     |    |   |                        |   |   |   |                |            |           |           |                         |             |           |           |  |  |
| <b>Total..</b>            | <b>79</b>   | <b>9</b>  | <b>4</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |         |                        |     |        |                           |    |   |   |                         |   |  |  |                |           |          |          |                         |     |    |   |                       |     |    |   |                        |   |   |   |                |            |           |           |                         |             |           |           |  |  |
| Airmen..(Aircraft).....   | 110         | 56        | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |         |                        |     |        |                           |    |   |   |                         |   |  |  |                |           |          |          |                         |     |    |   |                       |     |    |   |                        |   |   |   |                |            |           |           |                         |             |           |           |  |  |
| Airmen..(Ground).....     | 839         | 18        | -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |         |                        |     |        |                           |    |   |   |                         |   |  |  |                |           |          |          |                         |     |    |   |                       |     |    |   |                        |   |   |   |                |            |           |           |                         |             |           |           |  |  |
| Airwomen..(WAFPS).....    | -           | -         | 8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |         |                        |     |        |                           |    |   |   |                         |   |  |  |                |           |          |          |                         |     |    |   |                       |     |    |   |                        |   |   |   |                |            |           |           |                         |             |           |           |  |  |
| <b>Total..</b>            | <b>949</b>  | <b>74</b> | <b>10</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                        |     |        |                           |    |   |   |                         |   |  |  |                |           |          |          |                         |     |    |   |                       |     |    |   |                        |   |   |   |                |            |           |           |                         |             |           |           |  |  |
| <b>GRAND TOTAL.....</b>   | <b>1288</b> | <b>83</b> | <b>14</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |                        |     |        |                           |    |   |   |                         |   |  |  |                |           |          |          |                         |     |    |   |                       |     |    |   |                        |   |   |   |                |            |           |           |                         |             |           |           |  |  |

|              |                |      |       |          |
|--------------|----------------|------|-------|----------|
| (10000-0000) | WT. 10000-0000 | 1900 | 12/20 | T.A. 700 |
| (10000-0000) | WT. 10000-0000 | 1900 | 6/21  | T.A. 700 |