

OPERATIONS RECORD BOOK

of (Unit or Formation) **NO. 108 (R.G.C.) SQUADRON, LINTON-ON-OWSE**

No. of pages used for day

Page No. **ONE**

Place	Date	Time	Summary of Events	References to Appendices
LINTON-ON-OWSE	1.4.44		Another month of the year forty-four has rolled around, and it is hoped that by next year at this time, that the present enterprise will be over. The Squadron was not called on to-day to carry out operations. However, a flying training programme consisting of Fighter Affiliation and "B.A." practice and eight "Brid" exercises was laid down and carried out. In addition, eight parachute drills were carried out. Ground training for the day was light as most aircrew personnel were engaged in flying.	
LINTON-ON-OWSE	2.4.44		The Squadron was kept pinned to the ground this day owing to unfavourable weather (rain and drizzle; very low clouds and bad visibility). Ground training carried out consisted of lectures and instructions to all new Flight Engineers on Mark II Lancaster aircraft, instructions to all Wireless Operators on special W/T equipment. Bomb Aimers were engaged with Link training. Gunners were engaged with Harmonisation and Turret Manipulation. No other form of training was carried out. During the past week ending this day 136.30 hours was spent at both flying and ground training. In addition, three Squadron lectures were held, 17 Parachute and 17 Dingley Drills were carried out. Also 10 compass swings were completed.	
LINTON-ON-OWSE	3.4.44		Once again owing to more unfavourable weather (Rain and drizzle, low clouds and poor to bad visibility), the Squadron was kept grounded. During the day five Parachute Drills were carried out. One crew journeyed to York Baths to carry out a Dingley practice. Also on the day's training programme was Link training; Harmonisation ; training on special W/T equipment, and Harmonisation and Turret Manipulation.	
LINTON-ON-OWSE	4.4.44		Another stand down was experienced by the Squadron, and again owing to unfavourable weather (Rain and drizzle, low clouds with poor to bad visibility). A minimum ground training programme was carried out consisting of dry Dingley Drill, Link training, "B.A." practice, and lectures and instructions on Mark II Lancaster aircraft to all new Flight Engineers. Wireless Operators were given more instructions on the new special W.T. equipment.	
LINTON-ON-OWSE	5.4.44		More bad weather (rain and drizzle, morning and night, low clouds all day and poor to bad visibility) was encountered by the Squadron during the day. Consequently no flying training was carried out. However, another ground training programme was carried out, comprising of Link training, lectures on W/T and more instructions on W/T equipment. In addition, one crew journeyed to the York Baths to carry out another Dingley drill.	
LINTON-ON-OWSE	6.4.44		The Squadron was not called on to carry out operations, presumably owing to more unfavourable weather (cloudy with poor to bad visibility). A flying training programme was laid down, made up of air tests, and S.B.A. practice, but this was called off due to the weather closing in. Three Night Cross Country details was also planned to be carried out, but this was also called off. One parachute drill was carried out in the afternoon. A minimum ground training programme was completed. Very little activity on the Squadron this day.	
LINTON-ON-OWSE	7.4.44		The Squadron was again kept pinned to the ground and again owing to unfavourable weather. In the morning, twelve aircraft were prepared and an equal number of crews were detailed to carry out a Command Bells exercise this evening. After the entire day was spent at preparing for this exercise, it was called off at 1800 hours due to low clouds forming. Very little ground training was carried out, as the majority of the aircrew personnel were engaged in preparing for the evenings exercise.	

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OWSE	8.4.44		The Squadron was not called on to carry out bombing operations, but the weather was favourable enough to carry out a flying training programme. On this programme was listed Fighter Affiliation; Bombing; Drogue Flying; Air-to-Air Firing and Local Flying. In the evening, five crews successfully carried out a Bullseye Exercise. During the day two crews carried out a Parachute Drill. Very little ground training was carried out, as all available crews were engaged with flying duties.		
LINTON-ON-OWSE	9.4.44		"Open air" was the cry that echoed throughout the Squadron this morning and in response to Bomber Command's request, nine aircraft (two spares) were prepared and seven crews detailed to carry out the planned operations. The first aircraft was airborne at 2115 hours, and by 2123 hours all were well on their way to bomb the marshalling yards of Villeneuve Saint George, France. All were successful in completing their mission, and reports are that the primary was well attacked. No trouble was encountered either way, and visibility over the target was very good. Ground training for the day was very light owing to preparations for the evening operations. During the past week ending this day, 85207 hours was spent on both flying and ground training. In addition, 16 Dingley and 16 Parachute Drills were carried out. Five Compass Swings were also completed.		A.2577 - A.2583
LINTON-ON-OWSE	10.4.44		Bomber Command called again on the Squadron to carry out operations, and in answer to this call, the Squadron prepared fourteen aircraft (and one spare) and detailed fourteen crews to man these aircraft. The first aircraft took off at 0045 hours and by 0057 hours, all were well on their way to bomb the Marshalling Yards of LAON, France. Only thirteen aircraft were successful in completing their mission, as one aircraft was forced to return early owing to an oil leakage in one of the engines. The remainder of the crews report that the primary was well attacked, and that bombing was well concentrated. The route taken was troubleless, and visibility over the target was perfect. In addition to the scheduled operations, some crews not detailed for the said operations carried out a light flying training programme consisting of an Air Test; Fighter Affiliation; Bombing and Drogue Flying. The only ground training listed was that one crew journeyed to the York Baths to carry out a Dingley practice.		A.2584 - A.2597
LINTON-ON-OWSE	11.4.44		Another "stand down" from operations was experienced by the Squadron today. Consequently the aircrew personnel had to resort to flying training. The flying carried out was comprised of Air-to-Air Firing; Air-Target Bombing and S.N.A. practice. One Cross-Country exercise was carried out in the evening. Some of the aircrew personnel not engaged at flying and who were not on last night's operations were given more instructions on their respective aircrew trades. Very little activities to-day, consequently there is little to report.		
LINTON-ON-OWSE	12.4.44		The Squadron was stood down from operations this day. Therefore, once again, a flying training programme consisting of S.N.A. practice; Local; Fighter Affiliation; Air-to-Air and Bombing was completed. This training was also carried out. In addition to the flying training, four crews carried out Parachute Drills, and one crew journeyed to York Baths for a Dingley practice. No other activities on the Squadron this day.		
LINTON-ON-OWSE	13.4.44		Another day, and still no operations called for, consequently the Squadron had to resort to flying training again. Flying carried out was comprised of Fighter Affiliation; Bombing; S.N.A. practice; Vis. Monica training; and Local Flying. Two crews were detailed to carry out a night Cross Country exercise, but it was later scrubbed. One Parachute Drill was carried out in the afternoon. Very little ground training was carried out in the afternoon.		

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(Unit or Formation) No. 408 (R.C.A.F.) Squadron, Linton-on-Ouse. No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendices
LINTON-ON-OUSE	14.4.44		<p>The Squadron was finally called on by Bomber Command to carry out bombing operations, and in answer to this appeal, fifteen aircraft were prepared, and an equal number of crews were detailed to carry out the planned operation. However, after practically spending the entire day in preparing for the initial take-off, the said operation was scrubbed at 2000 hours. Some of the crews had already marshalled their aircraft to the end of the runway before the cancelling signal was given.</p> <p>During the afternoon, the following details were carried out: Fighter Affiliation; Bombing and Local flying.</p>		
LINTON-ON-OUSE	15.4.44		<p>No Operations called for to-day, but Bomber Command requested that so many crews be detailed to carry out a Bullseye Exercise. For this exercise, ten crews were detailed, and eleven aircraft (one spare) were prepared. Again, after all preparations had been made, all was called off. A Night Cross Country exercise was hoped to be carried out, but it too was scrubbed.</p> <p>During the day, the following flying training programme was completed: S.B.A. practice; Air-to-Air Firing; Bombing; Fighter Affiliation and Local flying. No ground training was carried out, as all aircrew personnel were engaged either at preparing for the evening's flying exercise or flying during the day.</p>		
LINTON-ON-OUSE	16.4.44		<p>Another day, and still no Bombing Operations called for to-day. So again another flying training programme was laid down, consisting of S.B.A. practice; Air-to-Air Firing; Bombing; Fighter Affiliation and Local flying. The little ground training carried out was comprised of Harmonisation and Runway Manipulation and instructions to all new Flight Engineers.</p> <p>During the past week ending this day, the total number of hours spent on both flying and ground training amounted to 104 hours and 15 minutes. In addition, nineteen Dingy and fifteen Parachute Drills were completed, and seven Compass Swings, carried out.</p>		
LINTON-ON-OUSE	17.4.44		<p>The Squadron was again stood down from operations to-day. An extensive flying training programme was laid down consisting of Glider-bombing procedure; Bombing; S.B.A. practice and one day Cross Country. A lecture was given to all new crews in the afternoon. Instructions on A.F.I. was given to all new Navigators. As the majority of the aircrew personnel were engaged at flying during the day, very little ground training was carried out.</p>		
LINTON-ON-OUSE	18.4.44		<p>Bomber Command called on the Squadron to carry out Operations. In answer to their call, sixteen crews were detailed to take part, and an equal number of aircraft were prepared. However, only fifteen aircraft took-off as one did not take-off owing to the port inner engine oil cooler being I/S. The remaining crews were off on scheduled time and by 2130 hours all were well on their way to bomb the Marshalling Yards of MOIR-48-220, France. Owing to haze and smoke, a good assessment of the attack could not be had. The only results seen at the time of bombing were numerous bomb bursts, but these were well concentrated in and around the markers. On leaving the target, several crew saw small fires springing up. There was some confusion in the target area owing to the number of aircraft taking part in the attack. Ground defences over the target were slight and most of the fighter activity was in the target area.</p> <p>The only flying carried out during the day was one aircraft was taken up on an air test in preparation for the evening's operations.</p> <p>A new arrival on the Squadron to-day in the personage of Flight Lieutenant R.L. Oryen, M.M. (C.6719) who was attached from Headquarters No. 6 (R.C.A.F.) Group for Squadron Administrative duties (Adjutant), pending posting of Flight Lieutenant J.M. MacMillan (C.3303) to W.A.F. (17 Wing).</p>	A.2398 - A.2412	

Place	Date	Time	Summary of Events	SECRET.	References to Appendix
LINTON-CH-OUSE	19.4.44		Owing to a continual rain throughout the entire day, no operations were called for by Bomber Command. We were also stood down from flying training. As the majority of the aircrew personnel on the Squadron took part in last night's operation and did not return till the early hours of the morning, it was decided to release them for the entire day. Consequently no ground training was carried out this day. Very little activity to report.		
LINTON-CH-OUSE	20.4.44		Official notification was received from Air Ministry regarding the posting of Flight Lieutenant J.M. MacMillan (C.3305) (Squadron Adjutant) to No. 85 Group Headquarters (T.A.F., 17 Wing).		
LINTON-CH-OUSE	21.4.44		A call was again received from Bomber Command to carry out Bombing Operations over enemy territory. In answer to their call, fifteen aircraft were prepared, and an equal number of crews were detailed to man the aircraft. The first crew was airborne at 2320 hours and by 2348 hours all were off the ground and on their way to bomb the Marshalling Yards of Cologne, Germany. As all crews were on P.P.F. Supporting Duties, the first time this Squadron has ever carried out such a duty, an assessment of the attack could not be had. However, some crews report that the reflection of bomb bursts could be seen. Defences over the target were negligible with very slight fighter activity. All crews were successful in reaching the primary, and all report that it was a quiet trip.		A.2413 - A.2426
LINTON-CH-OUSE	22.4.44		The Squadron was not called on to carry out operations to-day. No flying was carried out in the morning owing to unfavourable weather (continuous rain). Training carried out in the afternoon was very light consisting of local flying, Bombing and Attack practice. As the majority of the aircrew personnel on the Squadron were engaged on last night's operation, they afforded a well earned rest in the morning. Another quiet day with very little to report.		
LINTON-CH-OUSE	23.4.44		The Squadron is on Bombing Operations to-night. Fifteen crews were detailed to carry out this operation, and sixteen one spare aircraft were prepared for the take-off. The first aircraft was airborne at 2225 hours and eighteen minutes from that time all aircraft were off the ground and winging their way towards Wesel Germany . Unfortunately two aircraft were forced to return to base early owing to engine failure. The remaining thirteen crews were successful in reaching the primary, and all report that the target was well attacked. A carpet of incendiaries, closely grouped around the target, covered the primary, and a very large explosion with a sheet of flames up to 3000 feet was seen early in the attack, by four crews. Fires were developing, some of them large ones, and crews who saw ground details believed the fires to be mainly in the north and west parts of the town with some on the west bank. The glow of these fires was visible for over 100 miles on the return journey. Ground defences were slight to moderate, with numerous search lights. The attack was considered, by all crews, to be a successful one.		A.2427 - A.2441
LINTON-CH-OUSE	24.4.44		A stand down from bombing operations was again encountered by the Squadron to-day. However, a minimum flying training programme was laid down consisting of Fighter Affiliation; "S.P.A." practice; Bombing and Cloud Breaking procedure. In the evening, four Night Cross Country details were completed. The only ground training carried out was "Link" training and nine Compass Swings were completed.		
			The amount of training carried out during the past week ending this day, both at flying and ground, amounted to 12 1/2 hours and 55 minutes. In addition, twenty two Bingley and Parachute Drills were carried out and thirteen Compass Swings. During this period forty-four aircraft participated in bombing operations over enemy territory.		

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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	24.4.44		<p>The Squadron was again called on by Bomber Command to carry out operations over enemy territory. In response to their call, sixteen aircraft (one spare) were prepared, and fifteen crews were detailed to take part in this operation. The first aircraft was airborne at 21.35 hours, and by 21.57 hours, all were off the ground and on their way to bomb the city of Karlsruhe, Germany. Unfortunately one crew was forced to return early owing to engine failure. However, the remainder of the crews were successful in reaching the primary. Reports indicate that the target was well attacked. Incendiaries were burning well especially to the eastern half of the town. Fires and numerous bomb bursts were seen and were well concentrated. Later on in the attack, very large fires developed in the town. Visibility over the target was poor to good. Fighter opposition was negligible. All in all, the attack was considered to be a success.</p> <p>During the morning, two crews journeyed to York Baths to carry out a Dingley Drill. No other form of ground training carried out this day.</p>		A.24.2 - A.25.6																																																
LINTON-ON-OWSE	25.4.44		<p>Fifteen aircraft (one spare), and fourteen crews were prepared to carry out Bombing Operations over enemy territory again to-day. However, all preparations for this operation was carried out in vain as all was scrubbed at 23.25 hours, just a few minutes prior to the initial take-off.</p> <p>No ground training was carried out this day, as most of the aircrew personnel of the Squadron were engaged in preparing for the said operation.</p>																																																		
LINTON-ON-OWSE	26.4.44		<p>"On with operations" called out Bomber Command, and in response to their call, sixteen aircraft, and one spare, were prepared and sixteen crews were detailed to carry out the planned operation. The first aircraft was airborne at 23.04 hours and by 23.22 hours all were well on their way to bomb the city of Bismarck, Germany. Unfortunately one crew was forced to return early owing to engine failure. The remainder of the crews were successful in reaching the primary and report that the weather over the target was clear with good visibility apart from haze. Markers were abundant, and closely concentrated. Early crews saw a carpet of incendiaries and numerous bomb bursts in and around the markers, with a slight spread of incendiaries northwards. Fires soon sprang up and quickly grew in size, merging with each other, so that in a much shorter time than usual, there was a very large conflagration with billowing black smoke. Heavy explosions were seen, including one very large one with a great sheet of flame at 03.1 hours. Fires were still visible to some crews at the Dutch Coast on the homeward journey. GROUND defences were not troublesome apart from very numerous Searchlights which were not however very effective. The attack on a whole was considered a real success. Unfortunately, out of this operation, one crew failed to return and are presumed missing over the target. Listed hereunder are their names together with their Operational Ticks and Hours.</p>		A.26.7 - A.27.2																																																
<table border="1"> <thead> <tr> <th>CREW</th><th>NO.</th><th>NAME</th><th>OPERATIONAL</th><th>TICKS</th><th>HOURS</th></tr> </thead> <tbody> <tr> <td>USAAF</td><td>8.286116</td><td>1st Lt. Everett Raymond ROBERT</td><td>(Pilot)</td><td>3</td><td>12.02</td></tr> <tr> <td>GNV</td><td>2167323</td><td>2nd Lt. Frank Shepard SHOVE</td><td>(Nav.)</td><td>3</td><td>12.02</td></tr> <tr> <td>GNV</td><td>2.82739</td><td>2nd Lt. William Frederick BURN</td><td>(B.A.)</td><td>3</td><td>12.02</td></tr> <tr> <td>GNV</td><td>2197839</td><td>2nd Lt. John Milton KUTNER</td><td>(RUP/AC)</td><td>2</td><td>11.40</td></tr> <tr> <td>GNV</td><td>2206110</td><td>2nd Lt. Douglas Thomas CHARTER</td><td>(A.G.)</td><td>4</td><td>12.02</td></tr> <tr> <td>RAF</td><td>1588003</td><td>2nd Lt. Robert KILBERT</td><td>(A.G.)</td><td>3</td><td>12.02</td></tr> <tr> <td>RAF</td><td>1588003</td><td>2nd Lt. James Henry CHARTER</td><td>(P/ENG)</td><td>3</td><td>12.02</td></tr> </tbody> </table>						CREW	NO.	NAME	OPERATIONAL	TICKS	HOURS	USAAF	8.286116	1st Lt. Everett Raymond ROBERT	(Pilot)	3	12.02	GNV	2167323	2nd Lt. Frank Shepard SHOVE	(Nav.)	3	12.02	GNV	2.82739	2nd Lt. William Frederick BURN	(B.A.)	3	12.02	GNV	2197839	2nd Lt. John Milton KUTNER	(RUP/AC)	2	11.40	GNV	2206110	2nd Lt. Douglas Thomas CHARTER	(A.G.)	4	12.02	RAF	1588003	2nd Lt. Robert KILBERT	(A.G.)	3	12.02	RAF	1588003	2nd Lt. James Henry CHARTER	(P/ENG)	3	12.02
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LINTON-OW-CUSE	27.4.44		"Ops. are on" called out Bomber Command, and this call echoed throughout the Squadron. In answer to this call, thirteen aircraft were prepared, and an equal number of crews were detailed to carry out the planned operation. Unfortunately one aircraft had to be taken off the detail in the early part of the afternoon due to unserviceability. The remaining crews were off on scheduled time, and by 2000 hours all were well on their way to bomb the city of FRIEDRICHSHAFEN, Germany. Reports indicate that the weather over the target was clear with slight haze and visibility on the whole, good. The markers were numerous and on the whole reasonably well concentrated with some scattered markings. In the early stages of the attack, there was a good carpet of incendiaries with a tendency to undershoot, but crew who bombed later were of the opinion that the attack was well concentrated. Numerous fires were seen with a large orange explosion at 0211 hours. The main fighter opposition was around the target area. Ground defences was reported as moderate with searchlights on the whole ineffective. The attack was considered to be a very good success.		A. 2473 - A. 2484
LINTON-OW-CUSE	28.4.44		The Squadron was not called on to carry out Bombing Operations to-day. An average flying training programme was laid down consisting of Fighter Affiliation; Local; Bombing; Air-to-Air Firing and Local W/T Flying practice. Night Cross country exercises were also carried out. Three Dingley Drills and the same number of Parachute Drills were carried out during the afternoon. In addition, Crews not engaged at flying were given more practice on Ring practice and Shadow Graphing. The majority of the aircrew personnel who were engaged on operations the past two evenings were given the afternoon off for a well earned rest.		
LINTON-OW-CUSE	29.4.44		The Squadron was again stood down from operations to-day. Another average flying training programme was laid down consisting of Bombing, Cloud Breaching procedure; S.S.A. practice; Fighter Affiliation; Visual Monitors and an ATR Test. In addition, a Night Cross country exercise was completed. The only ground training carried out during the day was two Parachute and two Dingley Drill exercises. No other form of ground training was carried out as all available aircrew personnel were engaged at flying.		
LINTON-OW-CUSE	30.4.44		Another stand down from operations was experienced to-day. So once again an average flying training programme was laid down, consisting of Fighter Affiliation; Bombing practice; Air-to-Air Firing; Cloud Breaching procedure; S.S.A. Practice and Local Firing. In addition one Night Cross Country detail was completed. Ground training for the day consisted of one Dingley and one Parachute Drill. During the past week ending this day, 129 hours and five minutes was spent on both Flying and Ground training. In addition, thirteen Dingley and Parachute Drills were completed. Twenty one aircraft carried out Bombing Operations over enemy territory during that period of time. POSTING IN OF AIRCREW DURING THE MONTH:- The undermentioned aircrew personnel have been posted to this Squadron during the past month. Units and effective dates are listed after names. J.19228 P/O D.A. Russell (Pilot); R.22984 P/O Keeler, W.G. (Nav.); R.17993 SGT Braithwaite, C.W. (A.C.); R.73527 SGT Bryant, R.W. (WOP/AG); 222111 SGT Munroe, B. (P/ENG); R.20707 SGT O'Hauske, M.J. (A.C.); and R.209017 SGT Stevens, W.R. (A.C.). From No. 61 Base, (1666 Con. Unit), w.e.f. 25.4.44. R.194266 SGT West, A. (A.C.). From No. 61 (RCAP) Base (1666 Con Unit) w.e.f. 31.3.44. J.19933 P/O W.A. McIntyre (Pilot); R.177993 SGT Dooley, T.M. (Nav.); R.166780 P/O Morrison, J.W. (WOP/AG); J.23896 P/O J.A. Connors (A/C); 2209691 SGT Buckland, E.E.G. (P/ENG); R.194601 SGT Quinn, R.E. and R.198394 SGT Rodenay, E.W. (A.C.). From No. 61 (RCAP) Base, (1666 Con Unit) w.e.f. 15.4.44.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			POSTINGS IN (Continued)		
			J.25390 P/O H.E. McKinlay (Pilot); J.27576 P/O R.R. Vogan (Nav.); R168303 SGT Holland, J. (WOP/AC); R167023 SGT Harris, J. (A.G.); 1366779 SGT Conway, J.I. (P/224); 1992237 SGT Richmond, J.W.M. (A.G.); R.73682 W/O W.S.G. Wade (A.G.). From No. 61 (RCAP) Base, (1666 Con. Unit) W.o.f. 22.4.44.		
			C.5515 P/L F.E. Rader (Pilot); J.27498 P/O H.G. Thompson (Nav.); R169002 SGT Lemson, G.B. (WOP/AC); J.29951 P/O G.W. Hoff (A.G.); 1895807 SGT Whalley, W. (P/224); R206694 SGT Jacques, J. (A.G.). From No. 61 (RCAP) Base (1666 Con Unit.) W.o.f. 22.4.44.		
			R160394 SGT Andrew, D.R. (Pilot); J.25200 P/O J.C. Willis (Nav.); R103927 WOI R.A. Evans (WOP/AC); R183347 SGT MacDonald, J.A. (A.G.); R187944 SGT Conway, J.I. (A.G.); 3020155 SGT Grant, H.B. (P/224). From No. 61 (RCAP) Base, (1666 Con. Unit.) W.o.f. 21.4.44.		
			J.16744 P/O T.R. Sherrill (Pilot); W.2482 P/O W. Reinholdt (Nav.); 1346811 SGT Campbell, A.S. (WOP/AC); J.26398 P/O C.D. Brown (A.G.); R205444 SGT Kalyta, P. (A.G.); R103240 SGT Cunningham, A.J. (A.G.). From No. 61 (RCAP) Base, (1666 Con. Unit.) W.o.f. 12.4.44.		
			R161144 WOI R.F.J. Pelletier (A.G.). From No. 429 (RCAP) Squadron, W.o.f.		
			HONOURS AND AWARDS: The Immediate Award of the Distinguished Flying Cross was granted to Flying Officer Cyril Frederick RIDGERS (Can. J.14577) (Now Missing). Pilot Officer Harry GIBBON (162017) (Now Missing).		
			It has been unofficially reported that P/O J.D. Harvey (Can. J.29001) (formerly of this Squadron) had received a presentation of Watch by the Air Officer Commanding No. 6 (R.C.A.F.) Group, Air Vice-Marshal Cyril McIlwain, M.C., D.F.C. under the auspices of the British Legation in Panama as a gift of Senor Adalbert Pastich.		
			This watch was presented to the Pilot of this Squadron who had made the most trips to Berlin, and dropped the heaviest tonnage of bombs. This captain, P/O J.D. Harvey completed eleven sorties to Germany's capital and bombed it with 67,670 lbs. of bombs.		
			CHANGE IN COMMAND: Flight Lieutenant J.M. MacMillan (C.3303) relinquishes his duties as Squadron Adjutant (408) on posting to No. 83 Group, W.o.f. 21.4.44.		
			Flight Lieutenant R.L. Orpen (C.6749) assumes temporary duty as Squadron Adjutant as of this date, on attachment to No. 62 (R.C.A.F.) Base from No. 6 (R.C.A.F.) Group.		
			CHANGE IN ADMINISTRATION: N I L		
			AVIATION OF CHARGE: Twenty "Marbles" engine Mark III Lancaster aircraft.		
			HEALTH: The general health of the Squadron throughout the month has been good. The health of both Aircrew and Groundcrew has been fair.		
			ARMY AIRCRAFT CLAIMED DURING THE MONTH: N I L		
			NUMBER OF OPERATIONAL SORTIES CARRIED OUT DURING THE MONTH: One hundred and eight. (108)		
			BOMBS DROPPED DURING THE MONTH: Tons (2240) lbs. N I L		
			8 bombs dropped from 1stalt to 30.4.44. 205.82 Tons; 370.76 Tons.		
			TOTAL NUMBER OF HOURS SPENT ON OPERATIONAL AND NON-OPERATIONAL FLYING:		
			Operational Flying..... 590.12 Hours		
			Operational Flying Training.... 299.53 Hours		
			Other Flying..... 14.33 Hours		

Place _____

Date _____

Time _____

Summary of Events

SECRET.

References to Appendix _____

STRENGTH

	OFFICERS (AIRCREW)					AIRMEN (AIRCREW)					
	RAF	NAV	USAAF	USN	USMC	RAF	NAV	USAAF	USN	USMC	TOTAL
Pilots.....	25	-	1	26	-	9	-	-	-	-	9
Navigator.....	19	2	1	15	22	12	2	1	-	11	15
Air Gunners.....	21	1	-	15	22	17	1	-	-	18	18
Wireless Operators.....	5	3	-	8	8	21	10	-	1	23	32
Flight Engineers.....	12	2	-	6	3	3	33	-	-	33	36
Air Gunners.....	12	2	-	11	16	58	11	-	-	46	69
Total.....	83	12	2	65	97	118	57	1	1	134	177

GROUND CREW:-

	RAF	NAV	USAAF	USN	USMC	RAF	NAV	USAAF	USN	USMC	TOTAL
Officers.....	2	-	-	2	2	-	-	-	-	-	6
Officers..(W.D.).....	-	-	NIL	-	-	-	-	-	-	-	-
Officers..(WAAF).....	-	-	NIL	-	-	-	-	-	-	-	-
Airmen..(W.D.).....	-	-	NIL	-	-	-	-	-	-	-	-
Airmen..(WAAF).....	257	20	-	248	277	257	20	-	-	-	802
Total.....	259	20	-	250	287	257	20	-	-	-	806

GRAND TOTAL..... 460 89 4 8

TOTAL PERSONNEL ON STRENGTH AS AT 30.4.44.....561.

ADDITION to Entries of the 7th April, 1944.....

On the night of the 6th April, 1944, word was received that one of our Gunners Flight Sergeant Burke, J.S. RA36132 accidentally drowned while attempting to swim across the river Ouse. His body was recovered seventeen days later, on the 23.4.44. Flight Sergeant Burke had 20-1/3 Trips and 149.10 hours to his credit.

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