

OPERATIONS RECORD BOOK

Page No. ONEof (Unit or Formation) No. 408 (H.C.A.F.) Squadron, Linton-on-Ouse. No. of pages used for 22 Eleven
the month.

Place	Date	Time	Summary of Events	SECRET	References to Appendices
LINTON-ON-OUSE	1.5.44		The Squadron started off the fifth month of this year by detailing twelve aircraft to carry out operations over enemy territory. All preparations were carried out during the day, and by 19.30 hours, all crews participating in the "evenings" operations were ready for the initial take-off. The first aircraft was airborne at 22.05 hours, and by 22.15 hours, all twelve aircraft were well on their way to bomb the Marshalling Yards of St. Ghislain. Out of the twelve aircraft taking part in this operation, two aircraft were forced to abandon the task over the target, one due to the bomb sights being unserviceable, and the other due to hardware not being visible at the time of the run-in. The remaining ten crews bomb the primary, and report that bombing was concentrated within the target area. It was also said that the Master Bomber who did a very good job of directing, expressed feelings of satisfaction. Smoke and dust soon obscured the target area, but no fires or explosions were seen. The weather over the primary was good, with no clouds. Fighter opposition was slight, beginning at the target and continuing along the homeward route. Ground defences were negligible at the target, and the route was trouble-free.		A.2485 - A.2496
LINTON-ON-OUSE	2.5.44		In addition to the "evenings" operations, a light air and ground training programme was carried out consisting of four details of fighter affiliation and one air test. At 0915 hours, all aircrew personnel attended a film at the Station Cinema on "Aerial Combat". One crew journeyed to York Baths to carry out a wet Dingley Drill. Instructions on "USE" were given to some Bomb Aimers throughout the course of the day.		
LINTON-ON-OUSE	3.5.44		No operations called for to-day. The Squadron resorted to flying training which consisted of Local Flying; Air-to-Air Fighting; Fighter Affiliation; Cloud Breaking procedure and Flight Tests. On the ground training programme was listed Link Training; two Parachute and Dry Dingley Drills all of which were carried out.		
LINTON-ON-OUSE	4.5.44		The Squadron was not called on to-day to carry out bombing operations. So once again we were engaged in flying training which consisted of Local Flying; Bombing; Cloud Breaking procedure; Visual Navigation practice; Air Tests; and S.E.A. practice. In the evening, five crews completed a Ballgame exercise. The day's ground training programme consisted of Link training; Astro and "USE" practice. One crew journeyed to the York Baths to carry out a wet Dingley Drill. Two dry Dingley Drills and Parachute Drills were also carried out.		
LINTON-ON-OUSE	5.5.44		The Squadron was not required by Bomber Command to carry out operations to-night. Films were again made to carry out another flying training programme which consisted of Bombing; Visual Navigation; S.E.A. practice and Cloud Breaking Procedure, but this was called off later owing to the weather closing in. However, one night cross-country exercise with bombing was carried out. Ground training consisted of Link training for pilots and Bomb Aimers. In addition, six Dingley (dry) and Parachute Drills were completed. No other form of training was carried out today.		
LINTON-ON-OUSE	5.5.44		Four days have elapsed since our last operation, and once again we were kept pinned down from same to-day. Still, we were not kept idle, as a flying training programme consisting of Local Flying; Air-to-Air Fighting; Bombing; Cloud Breaking procedure and S.E.A. practice was carried out. In addition to the flying training programme, aircrew not engaged at flying were kept busy with Astro and "USE" training; also Dingley and Parachute Drills. A night Cross Country exercise was successfully completed. All in all to-day's activities were quite numerous.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendix
LINTON-CH-OUSE	6.5.44		The Squadron was again forced to resort to flying training to day, as we were again stood down from operations. Listed on the training programme to-day was Bombing; Air-to-Air Firing; Fighter Affiliation; Cloud Breaking Procedure; S.E.A. Practice; Air Tests and Local Flying. These were all carried out, and in the evening, seven crews carried out night Bombing practice. "GEE" training and Astro was carried out by Navigators not listed to fly to-day. This about sums up the activities carried out on the Squadron this day.		
LINTON-CH-OUSE	7.5.44		Another "stand down" from operations was experienced by the Squadron to-day. Another extensive flying training programme was laid down consisting of Flight Affiliation; Practice Bombing; S.E.A.; Visual Bombing exercises and Local W/T Flying training. Link training; four Dry Ditching Drills and four Parachute Drills were completed. Navigators were given more ground instructions on "GEE". No other ground training was carried out during the day. The total number of hours spent at both Flying and Ground Training during the past week ending this day amounted to 278 hours and 10 minutes. In addition, twenty two Ditching and Parachute Drills were carried out. Eleven Compass Readings were completed and four Squadron Lectures were given to aircrew personnel.		
LINTON-CH-OUSE	8.5.44		"Good show" "Ops. are on". Two days after a lull of seven days from operations, Bomber Command called on the Squadron to carry out operations over enemy territory. In response to Bomber Command's call, fourteen aircraft (including one spare) were prepared, and thirteen crews were detailed to bomb the Marshalling Yards of Haine St. Pierre. All plans were successfully carried out, and at 0206 hours on the morning of the 9th May, the first aircraft was airborne. By 0315 hours, all thirteen aircraft were off the ground, and on their way to the target. All crews were successful in reaching the primary and attacking same. Reports indicate that markings over the target were considered good by all crews, and most of the crews bombed the Yellow T.I. Markers as instructed by the Master Bomber. Numerous bomb bursts were seen in and across the markers and small fires sprang up. One explosion was also served at 0534 hours, from which a large cloud of smoke was seen, and a sheet of orange flame followed at 0536 hours. Smoke and dust soon rose and obscured the target, and the Master Bomber then instructed the crews to bomb the starboard (western) edge of the Green T.I. Markers, and later still, the fires themselves. Crews heard the Master Bomber clearly and considered him very effective. The raid was thought unanimously to be well concentrated on the markers, and successful if the markers were properly placed. The weather over the target was clear with slight ground haze, and good visibility. However, the haze over enemy territory was much less than forecasted and did not offer any particular protection. The main fighter opposition was at the target and on the homeward journey. Ground defences were very slight at the target and not troublesome en route.		A.2497 - A.2509
LINTON-CH-OUSE	9.5.44		One crew, who was not detailed to bomb but took part in the evening's operation, journeyed to York in the morning to carry out a wet Ditching Drill. This was the only ground training carried out to-day, as the remainder of the aircrew personnel were engaged in preparing for the evening's operation.		
LINTON-CH-OUSE	9.5.44		A call was again received from Bomber Command this morning, to prepare a certain number of crews and aircraft to carry out operations. Twelve aircraft (plus one spare) were prepared, and twelve crews were detailed to man the aircraft prepared. All crews were thoroughly prepared in respect to the planned operations, and by 1930 hours, every man detailed to take part knew exactly what had to be done. The first aircraft was airborne at 2247 hours, and by 2350 hours, the twelve aircraft were off the ground and on their way to bomb the Coastal Defences at CHIAIS, France. All crews were successful in completing their mission, and the following report was made.		A.2510 - A.2521

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OPERATIONS RECORD BOOK

Page No. THREEof (Unit or Formation) NO. 408 (R.C.A.F.) SQUADRON, LINTON-CH-0088.

No. of pages used for day

Place	Date	Time	Summary of Events.	SECRET.	References to Appendices
LINTON-CH-0088	9.5.44		<p>CONTINUED FROM PAGE NO. 2.</p> <p>Bombs were released in the centre of the concentration of Salvoes of Red T.I. Markers which were seen to go down three or four minutes prior to bombing. Some bombs were seen to burst in the water, and towards the end of the attack, there was some overshooting, but all crews agree that most of the bombing was very accurately placed between the markers. Several small explosions were observed, and some small fires sprang up, then later, a cloud of smoke and dust developed. The weather reported, was good with some haze, but the visibility was good and some crews were able to discern the Eastern Basin, the dock area and various canals. No fighter opposition was encountered, and ground defences consisted of very slight heavy and light flak with no searchlights.</p> <p>No flying training carried out to-day. However, two crews carried out a Dry Dingt Drill.</p>		
LINTON-CH-0088	10.5.44		<p>Fourteen aircraft were detailed and prepared to carry out operations over enemy territory. In addition two spare aircraft were also prepared and bombed up. The first aircraft was airborne at 2145 hours, and by 2207 hours all were off, and on their way to bomb the Marshalling Yards at GHENT. The primary was identified by Illuminating Flares and scattered Green T.I. Markers which were seen at 2238 hours, and these were followed by Yellow T.I.s. In the early stages of the attack, the Master Bomber instructed the crews to overshoot the Yellow T.I. Markers slightly. Then later he instructed them to bomb between the two clusters of Yellow T.I.s which were not very far apart. The bombing appeared to be well concentrated. Some fires were seen, with two orange explosions, which were reported at 2345 and 2348 hours. There was considerable smoke and dust over the target which made assessments somewhat difficult. The weather was clear with some slight haze, and the visibility was good. Defences were negligible and fighter opposition slight, and was confined to the target and homeward journey. One Dry Dingt Drill was carried out during the day, but no other form of training was carried out.</p>		A.2522 - A.2535
LINTON-CH-0088	11.5.44		<p>We were again called on by Bomber Command to be prepared to carry out operations. In response to their call, fifteen crews were detailed, and an equal number of aircraft were prepared, plus one spare. After the greater part of the day has been spent in preparing for the planned operations, all crews were well "gassed up" and ready for the same hour. The first crew was airborne at 2234 hours, and from that time on, till 2246 hours all crews had made the take off, and were on their way, this time to attack the Marshalling Yards at BOUGEN. The fifteen crews were successful in carrying out their mission, and reports are as follows: Most crews found difficulty in reaching the primary on time owing to differences between the forecast and actual winds, consequently some aircraft bombed quite late. On the way up, most crews saw illuminating flares first from about 0024 hours onwards, and the earlier crews saw some Green T.I.s on spot flares, and about 0032 hours Yellow T.I.s were seen. The Master Bomber gave instructions first to bomb the red spot flares, then to overshoot the Yellow T.I.s by two-sevenths as the red spot flares had become obscured, and then finally to bomb the centre of all markers. Crews bombed variously in accordance with these instructions, and the last aircraft still had a red marker to bomb. Bombing seemed quite well concentrated. Numerous attacks of bombs were seen to burst across the markers, but smoke soon billowed up and added to the haze, and made observations of the attack difficult. A very large explosion with a sheet of orange flame was seen by several crews at about 0033 hours, then another explosion at 0039 hours. Weather consisted of no low clouds, but haze barred downward visibility, though horizontal visibility was moderate to good. No fighter opposition was encountered, and ground defences offered only slight opposition.</p> <p>The only flying carried out during the course of the day, was one air test. Two dry Dingt Drills were carried out in the afternoon, and this was the only form of ground training carried out for this day.</p>		A.2536 - A.2540

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OWSE	12.5.44		The Squadron was stood down from operations to-day, after four consecutive nights of operations. Flying training carried out during the day was at a very low altitude, consisting of one aircraft on local flying, and the evening, one crew carried out a Night Cross Country exercise along with bombing. The greater majority of the aircrew personnel, particularly the personnel who were engaged in the past evenings' operations were given the day off, in order to enjoy a well earned rest. No ground training was carried out this day.		
LINTON-ON-OWSE	13.5.44		The Squadron was called on again to prepare for another night of operations. For this "do", the Squadron prepared sixteen aircraft, and detailed an equal number of crews to man the aircraft. All went well during the day, till ten minutes before the Navigator's briefing, when the planned operation had been called off. No flying training or ground training was carried out to-day as everyone was engaged in preparing for the evenings operations.		
LINTON-ON-OWSE	14.5.44		Another fourteen aircraft were prepared to carry out operations to-night, on Bomber Command's request. After the ground crew had spent the entire day in getting all the aircraft serviceable and bombed up, and the aircrew personnel "gassed up" and prepared for the planned operation, all was called off at 2335 hours. So once again all concerned were very disappointed when the cancelling word was received, as it meant that the day's work was all in vain. During the day, a light flying training programme was carried out consisting of Local Flying, Cloud Breaking Procedure, S.B.A. Practice, Fighter Affiliation and Circuits. No ground training was carried out.		
LINTON-ON-OWSE	15.5.44		No operations called for to-day. Consequently the Squadron resorted to flying training which comprised of Circuits; Bombing; Fighter Affiliation; Local Flying; Air-to-Air Firing; S.B.A. Practice; Cloud Breaking Procedure and Air Tests. More training was listed on the day's ground training programme, along with four Dry Dingle Drills, all of which was carried out. During the past week ending yesterday, the total time spent on both flying and ground training amounted to one hundred and sixteen hours and fifty-eight minutes. During that period, two Squadron Lectures were held, twenty two Dingle and Parachute Drills were carried out. Eight Compass Swings were also completed.		
LINTON-ON-OWSE	16.5.44		The Squadron was not called on to carry out operations, but instead, Bomber Command requested that a maximum number of aircraft be prepared to carry out a Command Bullseye exercise. In response to this call, fourteen aircraft were prepared, and an equal number of crews detailed. But once again, all work carried out was done in vain, as this Bullseye was scrubbed at 19.15 hours. The only form of flying training carried out during the day, was one exercise on S.B.A. No ground training was carried out.		
LINTON-ON-OWSE	17.5.44		We were again stood down from operations to-day. However an extensive flying training programme was laid down consisting of Bombing; Fighter Affiliation; S.B.A. Practice; Cloud Breaking Procedure; Circuits and Bumps; Air-to-Air Firing and Visual Navigation Training. In addition to the extensive flying training programme, a ground training consisting of "gun" training; Sweet Shooting and lecture on W/T was carried out. No other activities on the Squadron this day.		

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Page No. FIVEof (Unit or Formation) No. 408 (R.G.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	18.5.44		The Squadron was kept pinned to the ground to-day due to very unfavourable weather. Consequently no flying training could be carried out. The only Ground training carried out was "GMS" training at which seven crews participated. No other form of Flying or Ground training was carried out this day.		
LINTON-ON-OUSE	19.5.44		Bomber Command called on the Squadron to-day to detail a certain amount of aircraft to carry out Bombing Operations over enemy territory. In response to their call, fifteen crews were detailed, and seventeen aircraft were prepared for this operation. All necessary work was carried out during the day, and all was completed before take-off. The first aircraft was off the runway at 23.00 hours, and by 23.20 hours all were off the ground and on their way to attack the Coastal Defences at Merville-Franceville. Crews report that the markings at the target started at about 01.30 hours. They appeared to form a rough triangle around which a fier concentration of bombing developed. There were two deep red explosions at 01.35 and 01.38 hours. Defences consisted of very slight heavy flak and light flak with no searchlights. Only one fighter was seen in Mid Channel on the outward journey. The weather was reported as good, no clouds, but some ground haze with moderate horizontal visibility.		A-2558 - A-2565
LINTON-ON-OUSE	20.5.44		We were stood down from operations to-day. Therefore, a light flying training programme was laid down consisting only of Fighter Affiliation Bombing; Cloud Breaking Procedure; Local Flying and one day Cross Country. No ground training was carried out this day. Nothing further to report.		
LINTON-ON-OUSE	21.5.44		Another "stand down" from operations was experienced by the Squadron to-day. Once more we were forced to resort to Flying Training. During this day the following training was carried out: Bombing; S.R.A. practice; Cloud Breaking Procedure; Air-to-Air Firing; and Local Flying. In the evening a special Flying exercise was carried out at which ten crews participated. Four crews carried out Link training exercises during the afternoon. Nothing further to add for this day. The total time spent on both flying and ground training during the past week ending this day amounted to one hundred and twenty five hours and ten minutes. In addition, twenty-nine Dingley and Parachute Drills were carried out, as well as seven Compass Swings.		
LINTON-ON-OUSE	22.5.44		The Squadron was called on by Bomber Command to carry out Bombing Operations over enemy territory. Upon receipt of this call, sixteen aircraft, and one spare, were prepared and bombed up. All crews participating in the attack were instructed on same. Out of the sixteen aircraft, only fifteen took off. One aircraft was unable to take off owing to technical defects. However, the first aircraft of the remaining fifteen was off at 22.55 hours, and by 23.03 hours all were on their way to attack the city of Dortmund, Germany. All crews were not successful in completing their mission, as two crews were forced to return to base early one due to the port engines overheating, and the other, due to severe icing. The remaining crews all claimed to have bombed the primary, and the following report was made. The Markers formed a good concentration, but as the attack progressed, there appeared to be two concentrations, running North and South. Most of the bombing appeared to be between these sets of markers. Good fires developed with considerable smoke. A large explosion was reported at about 00.05 hours. The weather over the primary was reported as nil to 5/10ths clouds with tops up to 8000 feet. There was some haze, but horizontal visibility was good. Defences were slight to moderate with numerous, but not very effective searchlights. Fighter opposition was mainly over the target and on the homeward route. Unfortunately, two aircraft failed to return from this operation, and are presumed lost over the target. Listed overleaf are the names of the missing crews together with their Operational Points, Trips and Hours.		A-2566 - A-2580

Continued overleaf.....

Place	Date	Time	Continued from overleaf	Summary of Events	SECRET.	References to Appendices
	22.5.44			<p>OPERATIONAL: POINTS TRIPS HOURS</p> <p>CAN. C. 1629 S/L (A/W/O) David Sinclair JACOBS, RFC (Pilot) 43 17 107.36</p> <p>CAN. J. 8812 F/O (A/W/O) Thomas Ross McDUGALL, RFC (Nav.) 40 16 102.21</p> <p>CAN. J. 18270 F/O James Rowland DALRYMPH, RFC (S.A.) 109 28 109.32</p> <p>RAF. 158265 F/O Peter Malcolm HUGHES (WOP/AIR) 82 21 127.64</p> <p>CAN. E. 10005 F/O Lancelot Eric HUGHES (A.G.) 38 12 92.55</p> <p>RAF. 152965 F/O William George PHILPOT (A.G.) 101 27 164.54</p> <p>RAF. 172806 F/O Maxwell HENDERSON (A/SG) 39 15 98.11</p> <p>CAN. J. 15599 F/L James Robert HANSON, RFC (S.A. Under Cdr.) 38 15 92.52</p> <p>CAN. E155582 F/SGT TUGER, Joseph Philip (Cdr Pilot) N I L N I L</p> <p>(*) Denotes 2nd tour of operations.</p>		
				<p>CAN. J. 26744 F/O Thomas Russell SHERRILL (Pilot) 13 4 21.07</p> <p>CAN. J. 21821 F/O Wallace William REKOFF (Nav.) 7 2 12.58</p> <p>CAN. J. 28298 F/O Charles Davis BROWN (S.A.) 7 2 12.58</p> <p>RAF. 136811 SGT CAMPBELL, Archibald Sinclair (WOP/AIR) 7 2 12.58</p> <p>CAN. E20544 SGT KAINTA, Peter (A.G.) 15 4 25.36</p> <p>CAN. E103840 SGT GUNNINGHAM, Harry Joseph (A.G.) 12 4 25.20</p> <p>RAF. 1714926 SGT RICHYINWAYE, Henry Arthur (F/SG) 81 20 151.15</p>		
LONDON-ON-OUT	25.5.44			<p>The Squadron at this date suffered an extremely hard blow when Wing Commander D.S. Jacobs, RFC and his crew failed to return from operations this A.M. Reserved by officers and men alike, the "Winco" has left a decided gap in the Squadron ranks. One thought however remains, knowing the "Skipper" as we did, that if there is a chance at all for the safety of his crew, he is the one to lead them through.</p> <p>Also missing with our Commander was Flight Lieutenant T.R. McDougall, RFC, the Navigation Leader, Flight Lieutenant M.N. Hanson, RFC, the Gunner Leader, and Pilot Officer M. Henderson, Acting Engineer Leader. In addition, the Deputy Gunner Leader, Flying Officer W.G. Philpot was also with this crew.</p> <p>Another thing that may be added is, about an hour before take-off on last night's operations, Flight Lieutenant J.R. Hanson was informed that he had been awarded the Distinguished Flying Cross.</p> <p>No operations called for today and activities on the Squadron were kept at stand still throughout the day.</p>		
LONDON-ON-OUT II	26.5.44			<p>The familiar cry of "Ops. are on" echoed throughout the Squadron this morning. In response to this call, sixteen aircraft, plus two spares, were serviced and bombed up for the crew. Everything went according to plan. The first crew was airborne at 23.7 hours, and all were off by 0001 hours, and well on their way to bomb the Marshalling Yards at West Anthen. The attack opened at approximately 0200 hours, and one cluster of Red T.I. Markers were seen, then followed by numerous Green T.I. Markers which appeared to be slightly North East of the Red T.I.s. Most crews reported a good concentration of bombing around the markers with a slight tendency to undershoot. Two explosions were seen at 0228 and 0231 hours. An assessment of the attack was difficult owing to the usual dust and smoke. Defences consisted of moderate to intense heavy flak, with some slight light flak, and a few searchlights which were ineffective. There were only two sightings of enemy aircraft reported. The weather was clear with some slight haze, but good horizontal visibility. Two aircraft were diverted to Shipham aerodrome.</p> <p>The only flying carried out during the day consisted of Air Tests and Local. No Ground Training was carried out.</p>	A.2581 - A.2596	

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of (Unit or Formation) No. 408 (R.C.A.F.) Squadron, Linton-On-Ouse

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUSE	25.5.44		The Squadron was called on by Bomber Command to put out an all out effort for 'to-night's' operations. For this event, twenty-one aircraft were prepared and bombed up. However, after the ground crews and aircrew had worked hard in preparing for the zero hour, this planned operation was cancelled just fifteen minutes before take-off time. This was very disappointing, as everyone was anxious in seeing this evening's event carried out. No Flying or Ground training was carried out to-day, as everyone was engaged in getting things ready for Operations.		
LINTON-ON-OUSE	26.5.44		We were stood down from Operations to-day. A heavy flying training programme was laid down consisting chiefly of Cloud Breaking Procedure, Air-to-Air Firing, "S.E.A." Practice, and Air Tests, along with W/T Flying Training. No Ground Training was carried out as most of the aircrew personnel on duty were engaged at flying training.		
LINTON-ON-OUSE	27.5.44		Eighteen aircraft, plus two spares, were prepared and serviced to carry out operations as requested by Bomber Command. All preparations went according to plan. The first aircraft was airborne at 2305 hours, and fifty one minutes from that time, all were off the ground and on their way to attack the Military Camp at Boulogne. Reports indicate that the attack opened at approximately 0210 hours. Red Green, White and Yellow F.I. Markers were well grouped around the target, and numerous bomb bursts were seen bursting in and around these markers. Numerous oil fires were also seen. Smoke and dust soon began to rise over the target, thus making it difficult to assess the attack. All aircraft were diverted on return, and landed at the following aerodromes: five at Croft; five at Dunsen Market; five at Bruntingthorpe; one at North Pickenham; one at Methold and one at Wittering.		A.2597 - A.2614
LINTON-ON-OUSE	28.5.44		We were not called on to-day to carry out Operations. As most of our aircraft who were on operations last night, did not return from their diversion bases till the later part of the morning. Consequently, a heavy flying training programme could not be laid down. The only flying carried out, apart from the return of the diverted aircraft, was one air test. During the past week ending this day, one hundred and fifty-two hours and fifteen minutes was spent at both flying and ground training. In addition, two Squadron lectures were held, 23 Display Drills were carried out, along with 22 Parachute Drills. The number of Compass Swings, carried out was thirteen.		
LINTON-ON-OUSE	29.5.44		No Operations called for to-day. Once again the Squadron had to revert to flying training which was comprised of Bombing, Fighter Affiliation, Local Flying, Air-to-Air Firing, and in the evening, Night Fighter Affiliation exercises were carried out. Squadron Officers and men joined together in welcoming the new Squadron Commander Wing Commander R.A. McEwen, DFC who arrived this A.M. to take over command of No. 408 (RCAF) Squadron, and we wish him the best of luck and success in his new undertakings.		
LINTON-ON-OUSE	30.5.44		Bomber Command called on us again to-day to carry out Bombing Operations to-night. Once again the Squadron detailed fourteen crews and prepared an equal number of aircraft, plus two spares, to carry out the planned operation. However, all work carried out in preparing for the operation was in vain, as it was cancelled at 1800 hours. The flying training carried out during the day consisted only of Dual circuits.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LONDON-ON-CHURCH	31.5.44		<p>We were called on by Bomber Command to carry out operations over enemy territory. In answer to this call, sixteen aircraft, plus two spares, were prepared and bombed up. The first aircraft was off 2347 hours and within the space of thirty one minutes, all were on their way to bomb the Radio Installations at AU FEYRE, France. One crew was forced to abandon the task on the outward journey owing to severe icing conditions. The remainder of the crews reported to have reached the target and bombed same. The attack opened up with the Red T.I. Markers ascending at about 0010 hours, and were followed by another marker shortly after which fell short, and was believed by a number of crews to have fallen into the sea. A third marker went down shortly after, very close to the first which formed a good concentration on which most of the bombing appeared to take place. Still there were some reports of some under-shooting. There were a number of small explosions reported between 0015 and 0020 hours. Fighter activity was very slight if any. There was no clouds over the target, but some slight haze with good visibility. Ground defences were negligible. One of our aircraft landed at Wing aerodrome.</p> <p><u>CASUALTIES:-</u> Included in the Daily entries.</p> <p><u>POSTING IN:-</u> <ul style="list-style-type: none"> 2155582 P/Sgt Young, J.F. Posted in to take over duties as pilot with a headless crew. Posted from No. 1666 Con. Unit, w.e.f. 7.5.44. (Now Missing) 2172628 SGT McHes, N.G. (Nav.) From No. 61 (RCAP) Base, w.e.f. 2.5.44. J.14328 P/L W. Spafford (Pilot); J.19140 P/O K.R. Hamell (Nav.); J.19635 P/O F.J.O. Perron (WOP/AG); J.20820 P/O W.J. Campbell (A/B); C.19047 P/O E.W. Bishop (A/B); R.99823 P/Sgt Bach, O.H. (A/B). Posted from No. 426 (RCAP) Squadron, w.e.f. 22.5.44. C.1637 P/O R.A. McGernon, RFC. From No. 425 (RCAP) Squadron, w.e.f. 24.5.44. R.51623 P/Sgt Harlow, R.G. (Pilot). Posted in to take over a headless crew. From No. 61 (RCAP) Base, w.e.f. 24.5.44. J.20072 P/O H.J. Tully (Nav.); 172034 P/O R.T. Bounby (WOP/AG); R.161238 SGT R.E. LaLonde (A/B); C.19525 P/O G.J. Harper (P/WG); R.198091 SGT Osborne, C.E. (A/B); R.167521 P/Sgt Alexander, M. (A/B). Wing Commander R.A. McGernon, RFC crew. Posted in from No. 885 (RCAP) Squadron, w.e.f. 26.5.44. J.16079 P/Lt L.J. Tams, RFC (A/B). Posted in to take over Gunnery Leaders' Post. From No. 419 (RCAP) Squadron, w.e.f. 27.5.44. J.19680 P/O R.A. Clotcher (Pilot); J.16690 P/O G.J. De Zorzi (Nav.); J.15710 P/O R.J. Austen (WOP/AG); J.18130 P/O L.J. Corbell (A/B); 1121174 SGT SHINES, F. (P/WG); J.27608 P/O F.H. Harlock (A/B); J.15898 P/O R.E.J. Fitzgerald (A/B); From No. 61 (RCAP) Base, w.e.f. 29.5.44. 624089 SGT Gray, S.M. (P/WG). From RAF Station, Cranston Lodge, w.e.f. 30.5.44. J.15247 P/Lt R.G. Meyer, RFC (Nav.). Posted in to take over Navigation Leader's Post. From No. 61 (RCAP) Base, w.e.f. 30.5.44. 1138678 P/Sgt Moran, L.L. (WOP/AG). From No. 62 (RCAP) Base, w.e.f. 16.5.44. </p>		A.2615 - A.2630

OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			POSTINGS OUT:- <u>AWO.403405 P/O (A/P/L) D.W.T. Gidlin, DFC (WOP/AG). Posted to No. 27 O.T.U. w.e.f. 1.5.44.</u>		
			<u>J.18879 P/O A.L. MacQUARIE (A/B); J.19852 P/O W.H. Laughlin (A/C). Posted to No. 1664 Conversion Unit, w.e.f. 8.5.44 on completion of 1st Operational Tour.</u>		
			<u>1008882 P/SGT Baxter, D. (WOP/AG); 1684130 P/SGT Johnston, A. (P/AG). Posted to No. 21 O.T.U. w.e.f. 8.5.44 on completion of 1st Operational Tour.</u>		
			<u>J.85349 P/O A.M. Porter (A/B); To No. 433 (RCAP) Squadron, w.e.f. 8.5.44.</u>		
			<u>J.3401 P/L (A/B/Ldr) W.A. Russell, DFC (Pilot). To No. 1639 Conversion Unit w.e.f. 9.5.44 on completion of 1st Operational Tour.</u>		
			<u>O.85539 P/O M.E. Humphrey (Pilot). To No. 12 Replacement Depot, USAF, w.e.f. 12.5.44. On completion of 1st Operational Tour.</u>		
			<u>C.16708 P/Lt E.H. Mulligan, DFC (Engineer Leader). To No. 1664 Conversion Unit, w.e.f. 14.5.44. On completion of 1st Operational Tour.</u>		
			<u>J.18466 P/O J.C.A. Moore (A/B); J.18930 P/O W.L. Barrett (WOP/AG). To No. 1666 Conversion Unit, w.e.f. 21.5.44 on completion of first Operational Tour.</u>		
			<u>J.22293 P/O M.E. Howard (Nav). To No. 24 O.T.U. w.e.f. 21.5.44 On completion of first Operational Tour.</u>		
			<u>R.92187 WOI G.K. Rowe (A/B) and R169002 SGT Lawson, G.E. (WOP/AG). To No. 432 (RCAP) Squadron, w.e.f. 26.5.44. To fill establishment vacancy.</u>		
			<u>J.24170 P/O (A/P/L) H.R. Cheteluck (Pilot); J.24037 P/O N.C. McKillop (Nav.); 1380169 P/SGT Baren, J.S. (WOP/AG); R143100 SGT R.M. Swaleson (A/A); 182413 SGT Campbell, J. (A/B); R204040 SGT Orsada, G.S. (A/B); 1807787 SGT Mayers, P.E. (P/AG). Posted to No. 405 (RCAP) Squadron, w.e.f. 26.5.44 for PTF Duties.</u>		
			PROMOTIONS:- <u>The undermentioned Officers were promoted to the rank of Squadron Leaders (Acting).</u>		
			<u>J.15486 A/P/Lt W.B. Stewart, (Pilot) and J.6498 P/Lt W.F. Hales, (Pilot).</u>		
			<u>The undermentioned officers were promoted to the rank of Flight Lieutenants (Acting).</u>		
			<u>J.19843 P/O M. Sutherland (Pilot); W.B. Fuller P/O J.18049 (Pilot); J.23221 P/O P.W.S. Brice (Pilot); J.14036 P/O E.M.C. Franklin (Pilot); J.24172 P/O H.R. Cheteluck (Pilot) and G.7929 P/O G.Y.N. Farrell (Admin A S.D.).</u>		
			<u>The undermentioned officers were promoted to the rank of Flying Officers.</u>		
			<u>J.28787 P/O E.W. Kneen (A/B); J.19174 P/O R.H. Rolph (A/B)</u>		

(Public-use) Wt. 1980-1981 1980-1981 1980-1981 1980-1981

Page No. ELEVEN

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

No. of pages used for day

Place	Date	Time	Summary of Events										SECRET.				References to Appendix																																																																																																								
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			<p>SQUADRON COMMANDERS' RESUME:-</p> <p>This Squadron won the Pomant for efficiency and training during the month. Having only taken over command on the 28th of this month, and on reviewing the activities for the Squadron which met with my approval, I find no further comments necessary.</p> <p><i>R.A. McIlroy</i> w/c (R.A. McIlroy) Wing Commander, Commanding, No. 408 (R.C.A.F.) Squadron.</p> <p><i>CLD</i> C.O. R.C.A.F. STATION, LINTON, OTTUMBEY, YORKS.</p>																																																																																																																						