

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 1249 and War Manual Pt. II, chapter XX, and notes in R.A.F. Parker Book.

OPERATIONS RECORD BOOK

Page No. ONE

of (Unit or Formation) No. 408 (R.C.A.F.) Squadron, Linton-on-Ouse. No. of pages used for this month TWO & 1/2

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUSE	1.6.44		The Squadron started off the new month by preparing sixteen aircraft, plus two spares, and preparing and detailing sixteen crews to take part in bombing operations as scheduled by Bomber Command. Unfortunately, all work and preparations made were carried out in vain, as the planned operation was called off at 1830 hours. A new training programme was laid down to-day. A training known as "Physical Fitness". This programme got under way at 1100 hours, and all Squadron personnel not detailed for essential duties, were assembled on the Sport Field.		
LINTON-ON-OUSE	2.6.44		Fourteen aircraft, plus two spares, were prepared and bombed up for operations. All was carried out according to plan. The first crew was off at 2212 hours and by 2223 hours, all crews were well on their way to bomb the Heavy A.A. Battery at Neufchatel, France. All fourteen crews were successful in carrying out their mission and report that the attack opened up at approximately 0013 hours. However, crews report that clouds prevented them from seeing the markers cascade. All found good breaks over the target and were able to make a successful run-up on the Green Markers which were closely grouped together. Bombing was considered generally well concentrated on and around the markers, and if these were accurately placed, results should have been good. There were three or four orange-red explosions seen at about 0014, 0016 and 0017 hours, and a blue flash at 0018 hours. A cloud of smoke soon rose to 2000 feet. The weather in the target area was reported as about 4/10ths well broken Stratus Cumulus clouds at 5000 feet. Visibility was moderate to good and there was slight ground haze. Ground defences were slight and fighter opposition was nil.		A.2631 - A.2644
LINTON-ON-OUSE	3.6.44		We were again called on for bombing operations, and again we put on fourteen, plus two spares, aircraft and detailed fourteen crews to take part. After the entire day was spent at preparing to get the aircraft ready for the initial take-off, the planned operation was called off at 2200 hours. The new Physical Fitness programme was again carried out to-day. All Ground Crew M.C.O.'s and airmen assembled again on the P.T. Field where another hours' P.T. was carried out. Officers and airmen M.C.O.'s assembled on the P.T. Field at 1130 hours where they too were given an hours' P.T.		
LINTON-ON-OUSE	4.6.44		We were stood down from operations to-day. However, a light flying training programme was laid down consisting of Circuits, Bumps and landings, Fighter Affiliation, Air-to-Air Firing, Local Flying and "GEE" Holdings. All ground crew personnel assembled again on the Sport Field at 1100 hours to carry out another hours' P.T. Exercises. Officers and airmen M.C.O.'s assembled for their hours' P.T. at 1330 hours.		
LINTON-ON-OUSE	5.6.44		Another call was received from Bomber Command to-day to prepare an average number of aircraft to carry out bombing operations over enemy territory. Their request was fulfilled, when seventeen aircraft, plus one spare, were serviced and bump up and ready for the zero hours. Everything was carried out according to plan, and the first crew was airborne at 0212 hours on June the 5th, and by 0230 hours, all crews were off and on their way to bomb the Coastal Battery at Longues, France. All fourteen crews reached the primary and the following reports were made. On the run-up a few crews saw some Green S.I. Markers dropped short of the target at 0415 hours, and the markings of the target proper opened at about 0417 hours with Red Tails followed by several batches of Green Tails. The only results observed were bomb bursts, which were generally close to the markers. Weather over the target was reported as 9/10ths to 10/10ths Stratus Cumulus clouds with tops at about 7000 feet, with moderate visibility and another layer of clouds above coming down at times to 10000 feet. Several crews suffered some icing over Southern England, France and over the Channel.		A.2645 - A.2662

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUSE	5.6.44		Continued from Page No. 1. Defences over the primary were negligible, and fighter opposition non-existent. The Station Commander, Group Captain C.L. Amis, OBE, announced over the Tany at 1700 hours this evening, that the entire station is confined to barracks until further notice. This C.B. was effective from the time of the announcement. A further announcement was made advising the station personnel that the daily Physical Fitness programme which has been in progress during the past few days, is postponed until further notice.		
LINTON-ON-OUSE	6.6.44		RUE NEWS was received this morning. News which the world over had been waiting to hear for a long time. The Station Commander announced at 0930 hours that the allied forces had successfully landed on the coast of France, and that the Invasion had started. This news was very welcomed by all personnel. It can be assured, that the full co-operation needed, both directly and indirectly, to help this Invasion progress will be given by all Squadron personnel. This co-operation has already been noticed, when a majority of the ground crew personnel worked devotedly to get the aircraft off on this morning's operations. They then retired for a few hours sleep, and were back to their post at the return of the aircraft. The Big Push is on. The Squadron was called on just before noon for a full effort to carry out bombing operations. The Squadron this day broke its record in the output of aircraft to carry out operations since operating on four engine aircraft. Twenty-two aircraft were serviced and bombed-up and ready for the take-off. The first aircraft was airborne at 2136 hours and within thirty one minutes from that time, all twenty-two aircraft were off and on their way to attack the Choke Point at Coutances, France. The twenty-two crews were successful in reaching the primary and all claimed to have bombed same. The attack opened at 0017 hours when the Green T.I. Markers were seen to go down, and these were closely followed by Red and White T.I.s. The railroad crossing was visually identified by a number of crews. A large orange-red explosion was seen by many crews at about 0022 hours and another at 0031 hours which was seen by two crews when they were well out at sea. Some bombs fell in the town of Coutances where fires were burning. Fighter activity was slight, and ground defences negligible. Weather was reported as clear below, with varying amount above, base at about 7000 feet, and good visibility.		A.2663 - A.2684
LINTON-ON-OUSE	7.6.44		Twelve aircraft, plus two spares, were prepared to carry out operations over enemy territory. The twelve crews participating in the attack were all instructed with regards to the attack. The first crew was airborne at 2258 hours, and all were off at 2323 hours. All were successful in reaching the primary, and the crews report that the attack opened up at approximately 0016 hours when Green T.I. Markers were seen to go down. A few crews were able to identify the target visually and saw that the Green T.I.s were exactly on the aiming point. Throughout the attack until the end, the Master Bomber who was considered very effective, instructed crews to bomb the centre of the Green T.I.s. At the end, when smoke and dust obscured the markers, the instructions were to bomb the fires. Crews report a very good concentration of numerous bomb bursts on the markers, causing a cloud of smoke and dust, and although no other results were seen except by one crew, who reported three explosions at about 0122 hours. All were confident that the attack was concentrated and successful. One aircraft D.S. 729 "D" piloted by Flight Lieutenant J.F. Easton (J.9549) ground looped on landing due to having no flaps. The aircraft was badly shot up by an enemy aircraft when over the target. However the Pilot managed to bring the aircraft back to base. One crew failed to return from this operation, and are presumably lost over the target. Listed on page No. 3 are the names of the members of the missing crew, together with their operational points, trips and hours.		A.2685 - A.2694

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OPERATIONS RECORD BOOK

Page No. THREE

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

No. of pages used for day

Place	Date	Time	Continued from Page No. 2.	Summary of Events	SECRET.	References to Appendices																																				
LINTON-ON-OUSE	7.6.44			<p>CAN. C. 1651 P/L Joseph William WEIS (Pilot)</p> <p>CAN. R127715 WO2 John Alexander DIVERBERRY (N.A.)</p> <p>RAF. 1467886 P/S FLITTON, Derek Noel (N.A.)</p> <p>RAF. 1318350 P/S GREENG, Raymond William (WOP/AB)</p> <p>RAF. 612399 SGT LOWERY, Ralph William (A/C)</p> <p>CAN. J.19174 P/O Robert Harold BOLPH (A/C)</p> <p>RAF. 175268 P/O Herbert HUGILL (P/ENG)</p> <p>CAN. R199309 SGT SKIDGIE, Douglas Davis (A/G)</p>	<table border="1"> <thead> <tr> <th>OPERATIONAL</th> <th>FORN</th> <th>TRIPS</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>43</td> <td>12</td> <td>65</td> <td>47</td> </tr> <tr> <td>39</td> <td>11</td> <td>56</td> <td>26</td> </tr> <tr> <td>36</td> <td>11</td> <td>57</td> <td>49</td> </tr> <tr> <td>44</td> <td>13</td> <td>70</td> <td>33</td> </tr> <tr> <td>21</td> <td>11</td> <td>79</td> <td>51</td> </tr> <tr> <td>25</td> <td>13</td> <td>90</td> <td>16</td> </tr> <tr> <td>51</td> <td>11</td> <td>79</td> <td>09</td> </tr> <tr> <td>4</td> <td>1</td> <td>4</td> <td>21</td> </tr> </tbody> </table>	OPERATIONAL	FORN	TRIPS	HOURS	43	12	65	47	39	11	56	26	36	11	57	49	44	13	70	33	21	11	79	51	25	13	90	16	51	11	79	09	4	1	4	21	
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LINTON-ON-OUSE	8.6.44			<p>Ten aircraft, plus two spares, were prepared and bombed up to carry out operations over enemy territory. In addition to the ten aircraft and crews, two crews were held as stand by crews, just in case Bomber Command requested more aircraft to take part in the planned operations. However, when take-off time came, only ten aircraft were required. Take off times were between the hours of 2305 and 2315. All ten crews claimed to have attacked the primary, some being the Railway Centre at Mayenne. The attack opened at approximately 0018 hours when Red and Green T.I. Markers were seen by the crews. Most of the crews bombed at the Markers at an average height of 5010 feet. Bombing appeared very good, and a terrific red and white explosion took place at 0017 hours which sprung up like a gigantic fountain, and mushrooming in the air. Majority of the crews did not hear the Master Bomber. The weather over the primary was clear below some 10/10ths clouds whose tops were at 8000 ft. The visibility was good. Most of the crews encountered icing conditions. Nine aircraft were diverted to Nutts Corner Aerodrome, Ireland and one to Cork, Ireland.</p>		A.270 - A.2706																																				
LINTON-ON-OUSE	9.6.44			<p>The Squadron was called on to carry out its fifth consecutive night of operations. For this planned operation, the Squadron put forth ten aircraft, plus one spare. The days preparations were carried successfully, and by the time of take-off, all was successfully completed. The first aircraft was airborne at 2130 hours and within twenty minutes from that time, all crews detailed to take part in this operation were off and on their way to bomb the Factory Airfield at Le Mans, France. All crews claimed to have attacked the primary. The attack opened promptly at about 0015 hours with Red T.I. Markers followed by Green ones indicating the primary. There markers appeared to be well concentrated, but the Yellow T.I.s which appeared later were somewhat to the starboard side. There were several fires and a whitish explosion at 0021 hours. Bombing appeared to be well concentrated and crews are of the opinion that the attack was successful. Defences consisted of some light to moderate light flak mainly from North to North West of the target, and with a few bursts of heavy flak. There were four sightings of enemy aircraft, two at the target and two on the homeward route, but no contacts. There was no low clouds over the target, but a layer of medium clouds above with base reported at about 10 - 12000 feet with fair to good visibility.</p> <p>The gun on the day, and all personnel were free to proceed on and off the camp.</p> <p>The training carried out on the Squadron this day was very light owing to the preparation for the evening's operations.</p>		A.270 - A.2706																																				
LINTON-ON-OUSE	10.6.44			<p>The Squadron was "stood-down" from operations to-day. The training carried out was moderate, as the majority of the aircraft personnel who operated on operations during the past five nights, were given a well earned rest.</p>		D.S. 616 damaged W.C. Gordon and wing (W.C.G.)																																				

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(B) Denotes Belgians in the
(*) Denotes 2nd Tour of Operations

OPERATIONS RECORD BOOK

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	12.6.44		Continued from Page No. 4																										
			<p>It is also brought to notice, that out of those three crews that have been reported missing, two section commanders posts are now left open. The vacant posts are as follows: "B" Flight Commander which was occupied by Squadron Leader W.S. Stewart, and the Signals Leader post at which Flight Lieutenant T.O. Pledger, DFC was in command.</p>	<p>OPERATIONAL</p> <table border="1"> <thead> <tr> <th>PORTS</th> <th>POINTS</th> <th>HOURS</th> </tr> </thead> <tbody> <tr> <td>83</td> <td>22</td> <td>14.34</td> </tr> <tr> <td>83</td> <td>22</td> <td>14.02</td> </tr> <tr> <td>77</td> <td>20</td> <td>12.48</td> </tr> <tr> <td>91</td> <td>24</td> <td>12.04</td> </tr> <tr> <td>95</td> <td>25</td> <td>15.04</td> </tr> <tr> <td>75</td> <td>21</td> <td>11.41</td> </tr> <tr> <td>79</td> <td>21</td> <td>11.20</td> </tr> </tbody> </table>	PORTS	POINTS	HOURS	83	22	14.34	83	22	14.02	77	20	12.48	91	24	12.04	95	25	15.04	75	21	11.41	79	21	11.20	
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75	21	11.41																											
79	21	11.20																											
LINTON-ON-OUSE	13.6.44		<p>The Squadron was called on by Bomber Command to prepare for Bombing Operations. In response, fifteen crews were detailed to take part in the planned operation, and an equal number of aircraft were serviced and bombed up. However, the work carried out, was all done in vain, as the operation scheduled was called off at 12.45 hours.</p> <p>To replace the operations scheduled, a Command Bullseye Exercise was laid out. For this exercise, twelve crews were detailed to take part. All was carried out according to plan, and the crew report that the exercise was successfully carried out.</p>																										
LINTON-ON-OUSE	14.6.44		<p>In answer to another call made by Bomber Command, sixteen aircraft were prepared and bombed up, and an equal number of crews were detailed to carry out operations over enemy territory. However, only fourteen crews carried out this operation, as two aircraft were taken off just prior to take-off owing to technical failure. The remaining fourteen crews were successful in carrying out their mission, and the following report was made. Crews arriving early over the target, (St. Paul railway facilities), reported a good cluster of Red T.I. Markers which were believed to be towards the Western end of the station with Green T.I.'s to the East. The Master Bomber first instructed to aim at the Red T.I.'s, but those were soon dispersed by bombs, and crews were then told to use the Green and Yellow T.I.'s as pin points. Generally speaking, the markings throughout the attack was considered quite good, with a slight spread from West to East. Results were difficult to assess, owing to clouds, but crews saw numerous bomb bursts in and around the markers, with smoke rising, and from these results, it was considered that the attack should have been quite good and well concentrated. The weather up to the target was consisted of a layer of 10/10ths Alto Stratus clouds with base at about 6000 feet, and tops at about 10000 feet. However, these clouds broke over the target giving considerable gaps. Some crews bombed through these gaps, and others came below where the visibility was good. There were no combats, even though two enemy aircraft were sighted at the target and two on the homeward journey. Ground defences consisted of very slight heavy and light flak and from 5 to 20 ineffective searchlights.</p>		A.2753 - A.2746																								

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OWSE	15.6.44		<p>We were again called on by Bomber Command to carry out operations. This time it was something new. Something that a majority of the aircrew personnel had anticipated for sometime and especially during the crisis of the present events. This new thing which the majority of the aircrew boys were so keyed up on was the thought of carrying out daylight operations, but this later turned out to be Twilight operations. Unfortunately, all the crews detailed were not able to take off, as three aircraft had to be taken of this detail owing to technical defects. The remaining thirteen crews were successful in reaching the primary target which was the Port Area at Boulogne, France. All crews participating in the attack reported that the attack opened at approximately 2230 hours. Through patches in the clouds, a good concentration of markers were seen, which appeared to run lengthwise along the dock area. It was difficult to assess their accuracy, but one crew who bombed from 7700 feet visually identified the dock area, and was sure the markers were accurately placed. Some crews bombed on their first run, but others had to orbit as they were over the markers before an accurate run could be made. There appeared to be a good concentration of bombing around the markers and a number of orange and red explosions were noted, with two in particular at about 2240 hours and 2251 hours. The weather was reported as 5/10ths to 10/10ths thin patchy clouds with tops at 5 to 12000 feet, with good horizontal visibility. Defences consisted of slight to moderate heavy and light flak and no fighter activity. The attack on a whole was considered good.</p>		A.274 - A.275
LINTON-ON-OWSE	16.6.44		<p>Bomber Command Called on the Squadron again this morning for a full effort to carry out bombing operations. Once again in response to their call, eighteen aircraft were serviced and bombed up and an equal number of crews were detailed to take part in the planned operations. Unfortunately, all eighteen aircraft were not able to take off, as two had to be taken off owing to technical defects. The remaining sixteen crews were off on scheduled time, and on their way to bomb their military objective at Sterkrade (Holtien). One crew was forced to return early due to the starboard inner engine going w/s shortly after take off. The remaining fifteen crews were successful in bombing their objective, and the following report was made. The weather over the target was 10/10ths the clouds with tops between 10 to 16000 feet and good horizontal visibility. Markers were only seen as a glow through the clouds on which practically all crews bombed and it was therefore impossible to assess the results of the attack. Heavy flak was moderate to intense with slight light flak and no search lights. There were no combats on the outward route, two on the homeward journey, and one over the target. The attack was carried out by single engined aircraft, one of which was claimed damaged.</p> <p>One point of interest and it is felt that it should be mentioned, is that from the first of this month and up to and including to-nights' operations, this Squadron has carried out one sortie less than it did during the whole month of May. If all goes well, we should know complete at least two hundred sorties by the time the end of the month rolls around.</p>		A.276 - A.278
LINTON-ON-OWSE	17.6.44		<p>The Squadron responded to Bomber Command's call again this morning by preparing and bombing up twelve aircraft, plus two spares, and detaching twelve crews to take part in the operations that Bomber Command have in store for us this night. All was carried out according to plan, and the twelve crews detailed were off on scheduled time and attacked their target which was the supply site at Giesmont/Neuville, France. The attack opened punctually at 0905 hours with ascending red T.I. Markers identifying the primary. These were seen as a glow beneath the clouds. Most of the crews bombed on this glow, as the Master Bomber was not distinctly heard. Some flares from bomb bursts were visible through the clouds, but no assessment of results was possible. One crew reported, that it was believed that a German broadcaster was heard ordering crews to cease bombing, but he did not see any evidence and his speech was broken. Ten tenths clouds was found over the primary from 2 to 12000 feet. The visibility was reported as good. There were five sightings of enemy aircraft in the target area and one combat was encountered in that point and two on the homeward journey, but no claims were made.</p>		A.277 - A.279

ON 18/6/44 THE C.B.L. 1/10

OPERATIONS RECORD BOOK

Page No. SEVEN

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-CUSE	18.6.44		Seventeen aircraft were prepared and bombed up for bombing operations over enemy territory. After all plans were carried out, and crews prepared for the attack, the operation called for was cancelled at 1845 hours. Flying training carried out during the day and evening was very light, as all serviceable aircraft were bombed up in preparation for the scheduled operations.		
LINTON-ON-CUSE	19.6.44		We were again called on by Bomber Command to prepare a maximum number of aircraft for Bombing Operations. In response to this request, the Squadron put up seventeen aircraft and detailed an equal number of crews to man the aircraft. However, all hopes of carrying out the planned operation was completely shattered, as it was called off at 2000 hours. Another light flying training programme was completed this day.		
LINTON-ON-CUSE	20.6.44		Bomber Command again called on the Squadron for a full effort to carry out operations over enemy territory. In answer to this call, twenty aircraft were prepared, and an equal number of crews were detailed to man the prepared aircraft. However, all hopes of carrying out this operation was again shattered, as it was called off at 0130 hours. Flying training carried out during the day consisted of Fighter Affiliation; Air-to-Air Firing; Bombing; W/F Flying training and Local Flying.		
LINTON-ON-CUSE	21.6.44		The Squadron was again called on to prepare for operations. Eighteen aircraft were prepared and bombed up for this occasion. All went off according to plan, and all crews participating in the planned operation were instructed fully regarding the mission. The first aircraft was airborne at 1727 hours and by 1751 hours all crews were on their way to attack the Supply Site at St. Martin L'Hortier, France. Unfortunately only seventeen aircraft made the journey to the target, as one crew had to return early due to the starboard outer engine going u/s. The remaining crews claimed to have attacked the primary and the following report was made. During the run up there was considerable clouds which broke just in front of the target which necessitated a number of crews having to orbit as they were unable to identify the target in sufficient time to bomb. No markers were seen to cascade and though there was a fair concentration of Green F.I.s which some crews report as being well placed, they were very indistinct. Bombing was reported as being in and around the markers with a tendency to overshoot. Most crews bombed on the Master Bomber's instructions who at one stage of the attack referred to the markers as Green Spot Fires. Other crews bombed visually. Smoke and dust soon appeared over the target, but no fires or explosions were reported. The weather was reported as fair with 7/10ths clouds at 5 to 8000 feet and good horizontal visibility. Ground defences were negligible with no fighter activity.		A.2768 - A.2805
LINTON-ON-CUSE	22.6.44		This evening's operations was the first time the Squadron carried out the full operation in broad day light. No Operations called for to-day. When word was received, that the Squadron was not required for operations this evening, the Station Commander announced that the Party for all ground crew personnel would be held this evening. This Party, better known by all personnel as "B-Night" was arranged by all officers and NCO's of the Station and Squadron as well as Base, for all ground crew airmen. "B-Night" got underway at 2000 hours with the Station Commander, Group Captain C.L. Lewis, OBE, gave a few announcements concerning this evening's activities. By the time the evening's amusement activities were over it appeared that everyone had enjoyed themselves considerably, and were very pleased.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-ORSE	23.6.44		The S Squadron prepared and bombed up seventeen aircraft in response to Bomber Command's call. All was carried out according to plan, and all crews took off on scheduled time. The time of take off was between 2231 and 2312 hours. All crews were successful in completing their mission by attacking the Constructional Works at BIENTQUE, France. The following report was received: The attack opened at approximately 0040 hours when Red T.I. Markers were seen to cascade by most crews. These appeared to form a good concentration as the glow was quite distinct through the clouds, which completely obscured the target. No results of bombing were seen apart from two large explosions which were reported by one crew at 0045 hours, and this explosion was believed to be in the target area. Most crews bombed the Markers on the Master Bombers instructions which were clearly heard. The weather over the target was 10/10ths clouds with tops between 4 and 7000 feet. Horizontal visibility was reported as being fair to good. Ground defences were negligible and only two enemy aircraft were sighted in the target area.		A.2621 - A.2622
LINTON-ON-ORSE	24.6.44		Another call was made by Bomber Command for the Squadron to prepare for bombing operations. In answer to their call sixteen aircraft, plus one spare, were prepared and bombed up and were made ready for the take off. Crews, as usual, were briefed and by 2230 hours all were ready for the take off. The first crew took off at 2357 hours and within twenty seven minutes, all crews were off the ground and on their way to bomb the Constructional Works at Bientque, France. All sixteen crews were successful in reaching their objective, and claimed to have bombed the primary. The attack opened promptly with Red T.I. Markers at 0142 hours. There was one main concentration of Red T.I.'s which was backed continuously with both Red and Green T.I.'s. A single Red T.I. was seen some distance to the starboard side. Most crews felt that the weight of the attack fell on and around the main concentration. Apart from bomb bursts and two small fires no other results of the attack were seen. There were four sightings of enemy aircraft on the homeward route. Ground defences consisted of some slight heavy flak, with numerous searchlights forming a few large cones, mainly beyond the target. The weather over the target was clear with good visibility.		A.2623 - A.2624
LINTON-ON-ORSE	25.6.44		The Squadron was ordered this morning to stand by for operations. Then in mid afternoon, Bomber Command called on us to get set for operations. For this event, sixteen aircraft were prepared, and an equal number of crews were detailed to take part in the operation scheduled. However, take-off did not take place by 2300 hours. It was then presumed that take-off would take place during the early part of the morning.		
		06.44 - 06.46	Word was received from No. 6 (REAR) Group headquarters, that Flying Officer (Acting Flight Lieutenant) W.G. Puller (J.85734) has been screened from operations. Flight Lieutenant Puller came to this Squadron on the 1st March, 1944, and commenced his second tour of operations on the 7th March, 1944, over Le Mans, France, and completed his last sortie of his second tour on the night of 23rd June, 1944, over Bientque, France. This officer completed his first tour of operations, with thirty six sorties to his credit, with an R.A.F. Squadron in Africa. On his second tour, twenty-two sorties were completed, thus giving him a total of fifty eight sorties completed. The screening of this Pilot makes the second one to complete a second tour with this Squadron since converting to four engine aircraft. The first pilot was Squadron Leader (now Wing Commander) H.F. Miles, DFC and DFM who was screened in March of this year. With Flight Lieutenant Puller was Pilot Officer S.H. Morrison (J.85734) (Air Gunner) with P/Lt Puller's crew, and he also was screened from operations on completion of his second tour.		

OPERATIONS RECORD BOOK

Page No. NINEof (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	26.6.44		Crews detailed yesterday for operations, reported to their respective aircraft this morning at approximately 0815 hours and were prepared to take off at approximately 1000 hours. One aircraft had already marshalled to the take-off point, when the planned operation was cancelled at 0950 hours. At approximately 1400 hours, Bomber Command called on the Squadron to prepare for operations. For this event, the same crews and same number of aircraft were detailed and prepared for the planned operation. However, the crews had not taken off at 2359 hours. It was again presumed that take-off time would be in the early or middle part of the morning.		
LINTON-ON-OUSE	27.6.44		Operations scheduled between the hours of 20.00 hours yesterday and 1200 hours this day were cancelled at 1130 hours. We were called on again by Bomber Command at 1330 hours to prepare for another night's operations. The same number of aircraft as yesterday were again prepared. There were two changes in crews. After the greater part of the day had been spent in preparing the aircraft for the take-off and instructing the crew on the planned operation, take-off took place at 2307 hours, and within twenty-five minutes, all sixteen crews were airborne and on their way to bomb FORGE D'EAU, France. Every crew were successful in attacking the primary, and the following condensed report was made: Good weather was found over the target with no clouds. Only Red T.I. Markers were seen which formed a triangle and which most crews felt was too wide spread for a target of this size. All markers appeared to give a concentration of bombing and there were two explosions reported at 0030 hours and 0033 hours. One of our aircraft was attacked by a single engine enemy fighter in the target area, but no claim was made or damage caused. Ground defences were negligible. Our aircraft "A" for Apple D.S. 706 was attacked by an enemy fighter, from which considerable damage was sustained. The Mid Under Gunner Sergeant Proudlove, A.O. then on his third trip, encountered serious wounds on the legs and arms, which was caused by cannon shells. He is now being treated at St. Richards Hospital, Chichester, Sussex. The crew landed at Ford aerodrome.		A.2639 - A.2654
LINTON-ON-OUSE	28.6.44		Sixteen aircraft were again prepared to-day for operations, as requested by Bomber Command. All crews participating in the planned attack were "gassed up" during the day, and were told to stand by until further word would be received. At 1830 hours further word was received to stand by till 1200 hours on 29th June. Training carried out to-day was very limited consisting of three Night Crews Countries and Bombing.		
LINTON-ON-OUSE	29.6.44		Crews standing by for last night's operations were again detailed to be prepared to carry out operations this evening, and were again told to stand by until further news regarding the planned operation was received. Confirmation was received at approximately 1200 hours that we were required for operations, and once again all necessary action was taken in preparations for the initial take-off. However, all was carried out in vain, as the scheduled operations were cancelled at 21 approximately 0825 hours, the following morning. Training carried out to-day was again limited and consisted of Circuits and Drops; Dual and Overshoots.		
LINTON-ON-OUSE	30.6.44		The Squadron was again called on for operations. This time seventeen crews were detailed, and an equal number of aircraft were prepared and bombed up. However, our hopes of taking off were again shattered when the operation planned was called off at 1830 hours, presumably owing to unfavourable weather. The only training carried out to-day consisted of one Air Test.		

Page No. _____

References to
Appendices

Place

Date

Time

Summary of Events

SECRET.

CASUALTIES:-
FORTRESS IN:-

See Daily Entries.
J.L.744 P/O (A/P/L) R. Bryden (A/B). Posted from No. 101 (RCAF) Squadron to take over Bombing Leader's Post. w.e.f. 11.6.44.
J.E.2586 P/O H.L. Jones (Pilot); J.E.3523 P/O D.M. Oldenham (Nav.); R164536 P/S J.F.B. Brochu (A/B); R161716 P/S Howard, D.M. (WOP/AG); R165670 SGT Sharpe, M.A. (A/B); R20772 SGT Syer, R.H. (A/C); and R1874 SGT Wilkins, W.T. (P/WG). From No. 61 (RCAP) Base, w.e.f. 15.6.44.
J.E.1578 P/O B.M. Kennedy (Pilot); J.E.2118 P/O E. Thomson (Nav); R191965 SGT Babone, G.L. (WOP/AG); J.E.3512 P/O H.L. Patterson (A/B); R200596 SGT Brewer, W.H. (P/WG); R21549 SGT Porter, L.T. (A/C); R197456 SGT Quirk, R.W. (A/C); From No. 61 (RCAP) Base, w.e.f. 15.6.44.
J.E.6779 P/O T.V. Barber (Pilot); J.E.35222 P/O J.H. McInerney (Nav); R168431 WOI J.G. Reid (WOP/AG); J.E.28935 P/O D.C. Mackay (A/B); R178242 SGT Proudlove, A.D. (A/C); R203885 SGT Cadarotte, J.A. (A/C); and R163837 SGT Howitt, D. (P/WG). From No. 61 (RCAP) Base, w.e.f. 15.6.44.
R135835 WOP K.W. Smith (Pilot); R631 SGT Chandler, D.W. (Nav); J.E.37220 P/O J.N. Kerry (WOP/AG); J.E.3018 P/O G.M. Houston (A/B); R200336 SGT COOKE, W.D. (A/C); J.E.38262 P/O C.T. Storey (A/G) and J39424 SGT Milburn, D. (P/WG). From No. 61 (RCAP) Base, w.e.f. 15.6.44.
R1A2358 W/O F.L. Cassidy (A/B). From No. 405 (RCAP) Squadron, w.e.f. 19.6.44.
J.E.26761 P/O S.H. Minnick (Pilot); J.E.3613 P/O J.A. Bleich (Nav); R182961 SGT Stacey, D.J. (WOP/AG); J.E.35776 P/O J.N. Harriman (A/B); R1A508 SGT Bulbeck, A.O. (A/C); J.E.39043 P/O G.F.G. Bowser (A/C); R866975 SGT Partridge, K.A. (P/WG). From No. 61 (RCAP) Base, 25.6.44.
J.E.36367 P/O E.A. Shaw (Pilot); J.E.29977 P/O G.L. Smith (Nav); J.E.29174 P/O W.S. Vercik (A/B); R191572 SGT Blackburn, R.C. (WOP/AG); Z1674 SGT DeBlasio, G. (A/B); Z3454 SGT Humphrey, G. (A/C); J77590 SGT Gelove, P. (P/WG). Posted from No. 61 (RCAP) Base, w.e.f. 25.6.44.
J.E.25781 P/O G.R. Frankling (Pilot); J.E.35017 P/O G.W. Truxax (Nav); J.E.35115 P/O J.E. Whitehead (A/B); J.E.36185 P/O B.L. Martin (WOP/AG); R195839 SGT Patrick, G.W. (A/C); R22230 SGT Evans, W.G. (A/B); J118071 SGT Gibbs, C.J.T. (P/WG). From No. 61 (RCAP) Base, w.e.f. 25.6.44.
J.E.21850 P/O K.A. Shields (Pilot); J.E.3070 P/O I.E. Stonehooker (Nav); J.E.26675 P/O E.L.L. Bentley (A/B); J.E.37935 P/O W.L. Turner (WOP/AG); R20491 SGT Russell, J.B. (A/C); R19560 SGT De Beaulieu, J. (A/B); R1A0146 SGT Davies, W. (P/WG). From No. 61 (RCAP) Base, w.e.f. 25.6.44.

FORTRESS OUT:-

J.E.97369 WOI R.G. Scott (WOP) and R194239 SGT Blais, J.H.A. (A/C), Posted to No. 62 (RCAP) Base, (Non-effective sick) w.e.f. 24.5.44.
R206297 WOI J.D. Gray (WOP/AG). To RCAP "B" Depot, w.e.f. 2.6.44.
J.E.85378 P/O E.M. Lemax (A/C). To No. 22 OTU w.e.f. 1.6.44.
J.E.19047 P/O K.W. Bishop (A/C). To No. 1664 Con Unit. w.e.f. 18.6.44.
J.E.19140 P/O K.H. Hammell (Nav.). To No. 82 OTU w.e.f. 18.6.44.
J.E.20820 P/O W.S. Campbell (A/B). To No. 1664 Con Unit w.e.f. 18.6.44.
J.E.19635 P/O F.J. Farron (WOP/AG). To No. 1639 Con Unit w.e.f. 18.6.44.
R2171272 P/O E.W. Wilson (P/WG). To 1649 Con Unit. w.e.f. 12.6.44.

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																																																																																																								
POSTINGS OUT:-			<p>J.19163 P/O S.C. Shepherd (A/C) To No. 1659 Con. Unit w.e.f. 29.6.44. 175298 P/O S.H.R. Bore (P/ENG) To No. 1666 Con Unit w.e.f. 29.6.44. 174283 P/O R.K. Hobbs (WOP/ALR) To No. 82 O.T.U. w.e.f. 29.6.44. 1043874 P/S Hampson, A. (A/C) To No. 18 O.T.U. w.e.f. 29.6.44. J.85733 P/O A.M.E. DeMill (A/C) To No. 86 O.T.U. w.e.f. 29.6.44. J.85059 P/O C.A. Boulton (A/C) To No. 1664 Con Unit. w.e.f. 29.6.44. J.20961 P/O R.W. Butcher (Nav.) To No. 1664 Con Unit. w.e.f. 29.6.44. J.19842 P/O H. Sutherland (Pilot) To No. 1666 Con Unit. w.e.f. 26.6.44.</p>																																																																																																										
PROMOTIONS:-			<p>The undermentioned officer has been appointed to the rank of Acting Flight Lieutenant, w.e.f. 15.6.44. P/O G. Croucher, J.26857 (WOP/AG).</p>																																																																																																										
COMMISSIONS:-			<p>The undermentioned N.C.O.'s were appointed to the rank of Pilot Officers: W/O J.J. Burke, R136132 (A/C) (Drowned on 6.4.44); R14886 W/O J.J.B.T. La Pierre D.F.C. (Missing from Operations); R12735 W/O T.A. Kymerbury (Nav.) (Missing from Operations); R101281 P/S Elbourn, P.E. (Nav.), 1010563 P/S Mabon, A. (P/ENG) (Missing from Operations); R119867 W/O S.W. Posner (Nav.); R145422 P/S Reid, C.A. (Pilot); R139268 P/S Roelmer, C.A. (Pilot); R118350 P/S Griggs, R.W. (WOP/ALR) (Missing from Operations); 10587 W/O R.H. Mitchell (Nav.); R155604 P/S Bailey, T.R. (Pilot); R155835 W/O R.W. Smith (Pilot).</p>																																																																																																										
HONOURS AND AWARDS:-			<p>The undermentioned officers have been granted the immediate award of the Distinguished Flying Cross. Flight Lieutenant Willie Hall SPAFFORD (J.14326) (Pilot) Flying Officer William James CAMPBELL (J.20820) (Nav.)</p>																																																																																																										
CHANGE IN COMMAND:-			N I L																																																																																																										
CHANGE IN ADMINISTRATION:-			N I L																																																																																																										
AIRCRAFT - ON CHARGE -			Eighteen Avro Lancaster Mark II (Hercules Engines)																																																																																																										
OPERATIONAL AND NON-OPERATIONAL FLYING STATUS:-			Operational - 15.12 hours. Non-Operational - 56.38 hours.																																																																																																										
NUMBER OF OPERATIONAL ENGINEERS -			The hundred and twenty four (224) Sorties No. A.2631 to A.2854 (See Appendix "A")																																																																																																										
NUMBER ENGINEERS AND MECHANICS LAD -			Dons (2240) H.E. INCORPORATED.																																																																																																										
MONTHLY OBSERVATIVE TOTALS OF -			Bombs dropped from 1.6.44 to 30.6.44..... 919.87 Tons																																																																																																										
NUMBER OF COMBATS WITH ENEMY AIRCRAFT -			Seven combats Two destroyed.																																																																																																										
SPARES:-			<table> <tr> <th></th> <th>RAF</th> <th>RAF</th> <th>RAF</th> <th>RAF</th> <th>RAF</th> <th>TOTAL</th> <th>RAF</th> <th>RAF</th> <th>RAF</th> <th>RAF</th> <th>RAF</th> <th>TOTAL</th> </tr> <tr> <td>Pilots.....</td> <td>21</td> <td>2</td> <td>1</td> <td>1</td> <td>15</td> <td>21</td> <td>21</td> <td>2</td> <td>1</td> <td>1</td> <td>1</td> <td>26</td> </tr> <tr> <td>Navigator.....</td> <td>23</td> <td>2</td> <td>1</td> <td>1</td> <td>15</td> <td>27</td> <td>9</td> <td>1</td> <td>1</td> <td>1</td> <td>1</td> <td>12</td> </tr> <tr> <td>Bomb Aimers.....</td> <td>22</td> <td>1</td> <td>0</td> <td>1</td> <td>15</td> <td>25</td> <td>16</td> <td>1</td> <td>1</td> <td>1</td> <td>1</td> <td>19</td> </tr> <tr> <td>Wireless Operators.....</td> <td>8</td> <td>1</td> <td>1</td> <td>1</td> <td>6</td> <td>9</td> <td>23</td> <td>7</td> <td>1</td> <td>1</td> <td>1</td> <td>26</td> </tr> <tr> <td>Flight Engineers.....</td> <td>1</td> <td>1</td> <td>1</td> <td>1</td> <td>6</td> <td>1</td> <td>3</td> <td>37</td> <td>1</td> <td>1</td> <td>1</td> <td>40</td> </tr> <tr> <td>Air Gunners.....</td> <td>11</td> <td>1</td> <td>1</td> <td>1</td> <td>11</td> <td>11</td> <td>61</td> <td>7</td> <td>1</td> <td>1</td> <td>1</td> <td>69</td> </tr> <tr> <td>Total.....</td> <td>94</td> <td>4</td> <td>1</td> <td>1</td> <td>68</td> <td>100</td> <td>119</td> <td>28</td> <td>1</td> <td>1</td> <td>1</td> <td>129</td> </tr> </table>				RAF	RAF	RAF	RAF	RAF	TOTAL	RAF	RAF	RAF	RAF	RAF	TOTAL	Pilots.....	21	2	1	1	15	21	21	2	1	1	1	26	Navigator.....	23	2	1	1	15	27	9	1	1	1	1	12	Bomb Aimers.....	22	1	0	1	15	25	16	1	1	1	1	19	Wireless Operators.....	8	1	1	1	6	9	23	7	1	1	1	26	Flight Engineers.....	1	1	1	1	6	1	3	37	1	1	1	40	Air Gunners.....	11	1	1	1	11	11	61	7	1	1	1	69	Total.....	94	4	1	1	68	100	119	28	1	1	1	129
	RAF	RAF	RAF	RAF	RAF	TOTAL	RAF	RAF	RAF	RAF	RAF	TOTAL																																																																																																	
Pilots.....	21	2	1	1	15	21	21	2	1	1	1	26																																																																																																	
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Wireless Operators.....	8	1	1	1	6	9	23	7	1	1	1	26																																																																																																	
Flight Engineers.....	1	1	1	1	6	1	3	37	1	1	1	40																																																																																																	
Air Gunners.....	11	1	1	1	11	11	61	7	1	1	1	69																																																																																																	
Total.....	94	4	1	1	68	100	119	28	1	1	1	129																																																																																																	

Place	Date	Time	Summary of Events						SECRET.		References to Appendices		
<u>PERSONAL STRENGTH (Continued)</u>			<u>GROUND CREW:-</u>	<u>RCAP</u>	<u>RAW</u>	<u>RAAF</u>	<u>RE-RAF</u>	<u>INSTA</u>	<u>TOT. STR.</u>	<u>S U M M A R Y</u>			
			Officers.....	2	-	-	-	2	2	Officers (Aircrew)...	96	4	2
			Officers..(W.D.).....	-	-	N I L	-	-	-	Officers (Ground)...	2	-	-
			Officers..(WAAF).....	-	-	N I L	-	-	-	Total.....	98	4	2
			Airmen.....	268	19	-	-	244	287	Airmen..(Aircrew)...	119	52	1
			Airwomen..(W.D.).....	-	-	N I L	-	-	-	Airmen..(Ground)...	268	19	-
			Airwomen..(WAAF).....	-	-	-	-	-	-	W.A.A.F.s.....	-	-	8
			Total.....	270	27	-	-	244	289	Total.....	387	71	8
										GRAND TOTAL.....	483	75	3
<u>SQUADRON COMMANDERS' REMARKS:-</u>			<p>The month of June was a record month for No. 408 Squadron in all respects. A very great number of Operational Sorties were flown and the tonnage of bombs dropped on various targets attached was preponderous. The losses for the month were proportionally higher and it is deeply regretted that four of our experienced crews failed to return from various missions.</p> <p>There were several abortive sorties during June's Operations, but in each case the reasons for abandoning the missions have been quite legitimate, the main one being engine failure. A major fault has been discovered in the Hercules engines produced by one of the Shadow factories, but Bristol representatives have been on the job and we hope that the trouble has been ironed out.</p> <p>The Squadron's activities for the month of June, taking all factors into consideration, have been most gratifying, and we look forward to accomplishing even more this month and to bringing our percentage of primary attacks up to the highest possible degree.</p> <p><i>R. A. McEwen</i> (R. A. McEwen) Wing Commander, Commanding, No. 408 (R.C.A.F.) Squadron.</p>										