R.A.F. Form 540

See matructions for use of this form in K.R. and A.C.L.

2440 and War Manual Pt. II. chapter XX. and

OPERATIONS RECORD BOOK

Page No. ONE

of (Unit or Formation) No. 108 (R.C.A.F.) Squadron, Linton-on-Ouse. No. of pages used for Twee Ve

Place	Date	Time	Summary of Events SECRET.	References to Appendices
	1.6.44		The Squadron started off the new month by preparing sixteen aircraft, plus two	
LIPTON-ON-OUSE	T-0-14		spares, and preparing and detailing sixteen crews to take part in bombing operations as school-	
			spares, and preparing and detailing sixteen crews to take part in school operations as detailing	
			uled by Bomber Command. Unfortunately, all work and preparations made were carried out in	
			A new training programme was laid down to-day. A training known as "Physical	
			Fitness". This programme got under was at 1100 hours, and all Squadron personnel not detail-	
			ed for essential duties, were assembled on the Sport Field.	
			ed for essential dittes, were assembled on the Sport	
			Fourteen aircraft, plus two spares, were prepared and bombed up for operations.	A. 2631 - A. 26
LINTON-ON-OUSE	2.6.4		Fourteen aircraft, plus two spares, were prepared and bossess up for special and beauty	
			All was carried out according to plans. 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 Neufohatel, France. All	
			frenteen crews were successful in carrying out their mission and report that the attack opened	
			un 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 slocess-	
			ful run-up on the Green Markers which were closely grouped together. Bombing was considered	
			THE PRINCIP OF LINE WINDS MATERIA MILES MATERIAL PRINCIPLE AND LINE WAS ASSESSED.	
			generally well concentrated on and around the markers, and if these were accurately placed,	
			results should have been good. There were three or four organos red explosions seen at about	
			001/2, 0016 and 0017 hours, and a blue flash at 0018 hours. A cloud of smoke soon rose to	
			The weather in the target area was reported as about 4/10ths well broken Stratos	
			Cumulus clouds at 5000 feet. Visibility was moderate to good and there was slight ground	
			hase. Ground defences were slight and fighter opposition was mile	
			THEMS ATTACHE MAY AREA MATA MATERIA OF A VARIANCE AND	
1 mm est est estate	7611		We were again called on for bombing operations, and again we gut on fourteen,	
LIMTON-ON-OUSE	3.6.44		plus two spares, aircraft and detailed fourteen orews to take part. After the entire day	
			paris two sparosy carerage and decande tourison of the paris party with the same and the same an	
			was spent at preparing to get the aircraft ready for the initial take-off, the planned oper-	
		1	ation was called off at 2200 hours.	
			The new Physical Pitness programme was again carried out to-day. All Ground	
			Annual V A A La and almon assembled egain on the P. T. Pield where snother hours Pale was	
			carried out. Officers and aircress N.G.O. 's assembled on the P.T. Field at 1530 hours where	
		100000000000000000000000000000000000000	they too were given an hours P.T.	
			they too were given an nours F.I.	
			We were stood down from operations to-day. However, a light flying training	
LINTON-ON-OUSE	406044		We were stood down from operations to-day in motory	
			programs was laid down consisting of Circuits, Bunks and landings, Fighter Affiliation, Air-	
			to-Air Firing, Local Flying and "GEE" Homings.	
			177 commind communication as a search led again on the Smort Field at 1100 nours to	
			carry out another hours' P.T. Ecercises. Officers and Aircrew N.C.O'.s assembled for their	
			hours' P.T. at 15.30 hourse	
LINTON-ON-OUSE	5.6.44		Another call was received from Bomber Command to-day to prepare an average	4.2645 - A.26
TTLLICE OF OUR	Secent		number of aircraft to carry out bombing operations over energy territory. Their request was	
			fulfilled, when seventeen aircraft, plus one spare, were serviced and bump up and ready for	
			runring, when seventeen already, plus one spare, were serviced and other transport	
			the sero hours. Everything was carried out according to plan, and the first crew was already	
			the Costs Bettem at Longies Prened. All silvities grews reached the primary and the foll-	
			and no manager made. On the sun un 's few groups saw some Green Tale Markers dropped	
			short of the target at 0415 hours, and the markings of the target proper opened at about 0417	
	1		MEDITO OF THE CALLES AN ADDITIONAL AND LESS MANAGED OF THE PROPERTY OF THE PRO	
			hours with Red Tales followed by several batches of Green Tales. The only results observed	
	1		were boss bursts, which were generally close to the markers. Weather over the target was re-	
	-		norted as 9/10th to 10/10ths Strato Cumulus clouds with tops at about 7000 feet, with moderat	
			visibility and another layer of clouds above coming down at times to 10000 feet. Several	
		-	orews suffered some feing over Sauthern Englane, France and over the Channel.	
	1		Contunued over leaf	

LINTON-ON-OUSE 5.6.	5-44-	Defences over the primary were negligible, and fighter opposition non-bristent. The Station Commander, Group Captain C.L. Annis, ONE, announced over the Tanoy at 1700 hours this ovening, that the entire station is Comfined to Barrarks until further notice. This Clb. was effective from the time of the announcement. A further announcement was made advising the station personnel, that the daily Physical Pitness programme, which has been in progress during the past few days, is postponed until further notice. BIC NEWS was received this morning. News which the world over had been mait— ing to hear for a long time. The Station Commander announced at 0950 fewers that the Alliest forces had successfully landed on the coast of France, and that the Invasion hand of Birope and Liberation of France had stated. This news was very welcomed by all personnel. It can be assured, that the full co-operation meeded, both directly and indirectly, to help this Invasion while given by all Squafron 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 reviewed for a few hours sleep, and were back to their post at the return of the given his on. The Scuadron was called on that before morn for a full.	Appendices
LINTON-ON-OUSE 6.6.	i alab	at 1700 hours this evening, that the entire station is Comfued to Barracks until further notice. This Che was effective from the time of the announcement. A further ammouncement was made advising the station personnell that the daily Physical Pitness programs, which has been in progress during the past few days, is postponed until further notice. BIE NEWS was received this morning. News which the world over had been until further notice. BIE NEWS was received this morning. News which the world over had been until force and as successfully landed on the coast of France, and that the Investigation of Prance had started. This news was very velocesd by all personnel. It can be assured, that the full co-operation meaded, both directly and indirectly, to help this Investigation progress will be given by all Squafron personnel. This co-operation has already been noticed, when a majority of the ground news 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 sircraft.	.266ā - N.2
DITOR-ON-OUSE 6.6.	F=4,4	at 1700 hours this evening, that the entire station is Comfued to Barracks until further notice. This Che was effective from the time of the announcement. A further ammouncement was made advising the station personnell that the daily Physical Pitness programs, which has been in progress during the past few days, is postponed until further notice. BIE NEWS was received this morning. News which the world over had been until further notice. BIE NEWS was received this morning. News which the world over had been until force and as successfully landed on the coast of France, and that the Investigation of Prance had started. This news was very velocesd by all personnel. It can be assured, that the full co-operation meaded, both directly and indirectly, to help this Investigation progress will be given by all Squafron personnel. This co-operation has already been noticed, when a majority of the ground news 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 sircraft.	.266ā - 1.2
LINTON-ON-OUSE 6.6.	F-444	A further aumouncement 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. BIT NEWS was received this morning. News which the world over had been unit-less than the station of prance, and that the Investion most of Europe and Liberation of Prance had started. This news was very veloceed by all personnel. It can be assured, that the full co-operation needed, both directly and indirectly, to help this Invested progress will be given by all Squafron 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 sicroraft.	. 266 3 - A. 2
LINTON-ON-OUSE 6.6.	5-44	Figure 2 Pitness programme, which has been in progress during the part few days, is postponed until further notice. BIC NEWS was received this morning. News which the world over had been mait— ing to hear for a long time. The Station Commander aurosmood at 0990 fewers that the allied forces had successfully landed an the coast of France, and that the invasion had of Birope and Liberation of France had stated. This news was very welcomed by all personnel. It can be assured, that the full co-operation meeded, both directly and indirectly, to help this Invasion progress will be given by all Suadron 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 six runs. The six Push is one. The Schadron was called on that before morn for a full	.2663 - A.2
LINTON-ON-OUSE 6.6.	5-44-	until further notice. BIU NEWS was received this morning. News which the world over had been mait- ing to hear for a long time. The Station Commander amounted at 0990 hours that the filted forces had successfully landed on the coast of France, and that the Invasion best of Birope and Liberation of France 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 news 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 sircrafts. The Big Push is on. The Squadron was called on just before morn for a full	.2663 - A.2
LINTON-ON-OUSE 6.6.	5.44	BIG NEWS was received this morning. News which the world over had been mait— ing to hear for a long time, The Station Commander announced at 1990 hours that the allied force had successfully landed an the coast of France, and that the Invasion host of Brope and Liberation of France had stated. This Hews was very velocesed 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 Squafron 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 sirecraft. The His Push is one. The Scuadron was called on that before morn for a full	.2663 - A.2
LINTON-ON-OUSE 6.6.	5.44	ing to hear for a long time. The Station Commander aurodence at 0990 them; that the filted forces had successfully landed on the coast of France, and that the Investon must of Europe and Libbertion of France had started. This news was very welcomed by all personnel. It can be assured, that the full co-operation meeded, both directly and indirectly, to help this Investor progress will be given by all Squadron personnel. This co-operation has already been noticed, when a majority of the ground news 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 sircraft.	.2663 - A.2
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		when a majority of the ground grew personnel worked devotedly to get the aircraft off on this morning's operations. They then retired for a few hours alsep, and were back to their post at the return of the aircraft. The Big Push is on. The Scusdron was called on tust before morn for a cull	
		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 tust before morn for a full	
		the return of the aircraft. The Big Push is one The Squadron was called on just before moon for a full	
		The Big Push is one The Squadron was called on just before roon for a full	
		effort to carry out bombing operations. The Squadron this day broke it's record in the out put	
		of sircraft to carry out operations since operations of four engine sivereft. Franky air	
		praft were servided and bombed-up and ready for the take-off. The first aircraft was airborne	
		at 21% hours and within thirty one minutes from that time, all twenty-time aircraft were off	
		and on their way to attack the Choke Point at Coutances, France. The twenty-care gare	
		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 cross. A	
		large orange-red explosion was seen by many crows at about 0022 hours and another at 0011 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.	
LINTON-ON-OUS S 7.6.			
Minion-on-oug a reve	404	Twelve aircraft, plus two spares, were prepared to carry out operations over an enemy territory. The twelve crews participating in the attack were all instructed with regards	.2685 - X.2
		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.	
		the attack. The first orew was alreorne at 2200 mours, and all were our at 2323 neurs.	Allestonia Commence
		All were successful in reaching the primary, and the crews report that the attack opened up at	
1100,000 a		approximately 0016 hours when Green Tel. Markers were seen to go down. A few crews were able to	
		identify the target visually and saw that the Green Tels were exactly on the aiming point. Throughout the attack until the end, the Master Bomber who was considered very effective, inst-	
		Throughout the attack until the end, the master member was considered very effective, list-	
		ructed every to bomb the centre of the Green Tals. At the end, when some and dust obscured the markers, the instructions were to bomb the fires. Grews report a very good concentration	
		of numerous bomb bursts on the markers, causing a cloud of smoke and dust, and although no	
		of numerous bomb bursts on the markers, causing a cloud of smake and dust, and although no other results were seen except by one eres, who reported three explosions at about 0122 hours.	
		All were confident that the attack was concentrated and successful.	
		All were continent that the attack was concentrated and successful.	
		One aircraft D.S. 729 °D° piloted by Flight Lieutenant J.F. Easton (J.9549)	
A		grounded 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 sircraft back to bases	
		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.	
		Continued on page No. 3	
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See instructions for use of this form in K.R. and A.C.I., para. 2340. and W or Manual Pt. II., chapter XX., and

OPERATIONS RECORD BOOK

Page No. THREE

of (Unit or Formation) No. 408 (R.C. 1.F.) Squadron, Linton-on-Ouse.

No. of pages used for day____

Place	Date	Time Continued from Page No. 2. Summary of Events	ECRET.	References to
LINTON-ON-OUSE	7.6.44	ALIANS INTO THE TOTAL VIOLEN	OR BUTTON PROPERTY	Appendices
		CAN. C. 1651 P/L Joseph William WEIS (Pilot)	2 TRUPS HOURS	
		CAN. D193715 WD2 Toba 47	12 65-47	
		DAM 11.67886 m to me remove		
			13 70-33	
		RAW. 612399 SGT LOWRET, Ralph William (A/G)	12, 79,51	
		CAN. Jelyl/4 P/O Robert Habita Bottes	25 90-46	
		RAF, 175288 P/O Herbert HETT.		
			1 4.21	
LINTON-ON-OUSE	8.6.44	Ten aircraft, plus two spares, were prepared and hombed up to carry	and tonound (0/08
		over many territory. In addition to the ten aircraft and orong two orong stand by orong, but in one Benhau Carmad A.	out operations A	209
		stard by crews, just in case Bomber Command fequested more aircraft to take par	TO DOTO 68	
		Take off times were between the hours of 2303 and 2316. All ten crews claimed	were required.	
		soled the selection of the nours of 2505 and 2516. All ten crews claimed	to have att-	
		acked the primary, same being the Railway Centre at Mayenne. The attack opened	at sporovinat-	
		aly OMS hours when hed and Green T.L. Markers were seen by the crews. Most o	f the comm	
		bombed est the Markers at an apprage height of 5010 feet. Bombing appeared very	and order	
	-	terrific red and white explosion took place at 0147 hours which spring up like	good, and a	
		fountain, and mishrooming in the air. Matoutte of the which spring up like	a gigantio	
	-	fountain, and mishrooming in the air. Majority of the crews did not hear the M	aster Bomber	
	1	The weather over the primary was olear below some 10/10ths clouds whose tops we	re at \$000 rt.	
	-	The visibility was good. Most of the crews encountered ining condition. Nine	alrereft were	
		diverted to Nutta Corner Aerodreme, Ireland and one to Cark, Ireland.	100 100	
LINTON-ON-OUSE	9.6.44	The Squadron was called on to carry out it fifth consecutive night		
		For this planned operation, the Squairon put forth ten alreadt, plus one spare	of operations, A.	700 - 1.2
		preparations were considered by the administration put forth ten aircraft, plus one spare	. The days	
		preparations were carried successfully, and by the time of take-off, all was su	occasfully	
		completed. The first aircraft was aircorne at 2120 hours and within twenty mir	titus from that	
		time, all crews detailed to take part in this operation were off and on their s	my to hamb	
	1	the Factory Airfield at Le Mans, France. All drews claimed to have attacked the	A TO DOMO	
The second second second				
		indicating the primary, There madeans and the new rais Markers Solloged b	7 Green ones	
	-	indicating the primary. There markers appeared to be well concentrated, but the	e Yellow Teles.	
		wich appeared later were were somewhat to the starboard side. There were seve	ral fires and	
-		a whitish explosion at 0021 hours. Bombing appeared to be well concentrated an	d grown are	
	1	of the opinion that the attack was successful; Defences susmanaridams consi	ated of over	
	1	slight to moderate light flak mainly from North to North West of the target, an	d -dah	
	1	two on the humanard route, but no combate. There was no low coulds over the tu	rarget and	
	1 1	layer of making alouds about the terminates. There was no low coulds over the ter	get, but a	
		- 12000 feet with f	air to cood	
	1	ban on the		
	-	day, and all personnel we re from to beneate an and off them three mights ago m	1400-2 4-	
		day, and all personnel we re free to proceed on and off the camp.	13 ALL SQU SQU	
	1		1 -	
		The Training carried out on the Squadron this day was very light of preparation for the emenings' operations.	ring to the	
	1.0	and and the angust of a control		
	10.6.44	The Squadron was "stood-down? from operations to-day. Now Training	DC	16 dames
Daton-on-ones		was moderate as the metallic distance inter operations to-day. Draining	carried out	16 dans
Ditor-on-ouse				
IPTON-CN-OUSE		nast five mints	s during the WOL	Herlow
DITON-ON-OUSE		was moderate, as the majority of the aircressportsonal who operated on operation past five mights, were given a wall careed rests.		derion de many

Place	Date	Time	,	Summary of Events				CRET.	Ap	ferences to pendices
LINTON-ON-OUSE	11.6.44		The Squa	adron prepared another sixteen air	craft, plus	two spa	res. a	nd detaile	1	
			sixteen crows to be pre	spared to carry out operations ove	r enery terr	itory.	Aften	all memor	~	
	-		ations had been made, t	the aircraft bombed up, and the or	ows ready to	take c	ff, th	e planned		
			operation was called of	f at 1910 hours.	(100 ACC)		,	· Panana		
			Very lit	tle other activities on the Squad	ron this day					
								j.		120
LINTON-ON-OUSE	12.6.44		After tw	mo days of Non-operations, the Squ	adron was ca	lled or	this	morning to	1-271	7 - 1.2
	-		be ready to carry out o	perations to-might. 'In answere to	o this cell.	sixtee	n aim	moft plue	100000000000000000000000000000000000000	
	1 1		two spares were prepare	d and bombed up. All crews partic	cipating in	the att	ank we	ne crimen +1		
	-		proper instructions reg	rading the attack, and all was re-	adv for take	mpp 44	me m	shaward to	da.	
			place between the hours	of 2135% and 2207 hours! The tar	rest for this	a onem	+4an m	TARRIED		
			France, Crews that arr	ived in the target area at about	"H" hours we	re inst	minted	her the Mas	_	
	1		ter Bomber not to bomb	until more markers were down and	after orbiti	ng. the	Nr 100 170	told to		
			bomb the wiath of three	T.I.'s to the port of the Red T.	I. Markers at	t which	nosit	ion the Vel	172 .	
	-		ow spot fires were late	or dropped. These T.I.s later burn	nt but or we	ne diam	arned 1	hychomba.		
			Instructions were then	received to bomb visually, and lat	ter to bomb	the cer	tre of	the motes		
	-		and dust, and finally th	e fires. Some crews saw quite x	mod nuoremun	b burat	n 4m m	nd arrested t	- Ine	
			markers, and considered	that a fair success had been ach	ieved. Other	PR TYPEN	rebed ti	hat insdeed	-	
			ate markings were visib	le, thus leading to a scattered at	ttack. Tate	n' in +1		de a aland		
			of dust and smoke preve	inted any assessment of the attack.	though two	mmall.	emlos	tone wore		
14 18			seen at 0000 hours. Gr	ound defences at the target consider	sted of aligh	at heav	w and '	14 mbt Plak		
	-		with no search lights.	Some orews found the Amiena defer	poes trouble	some a	n atter	ok heine		
	1 1	- 1	already in progress the	re when they passed over. Sighting	nos of fights	170 TOO 1	-	fortem more	**	
			already in progress the	re when they passed over. Sighting	nos of fights	170 TOO 1	-	fortem more	y	
	-	-	already in progress the around the target and of excellent visibility.	re when they passed over. Sighting the homeward routs. The weather Unfortunately, three of our grews	ngs of fighter was good, to	ars wer	low of	rous, mainl		
			already in progress the around the target and of excellent visibility. I and are presumed lost of	re when they passed over. Sighting the homeward routs. The weather Unfortunately, three of our crews wer the target. Listed hereunder	ngs of fighter was good, to	ars wer	low of	rous, mainl		
			already in progress the around the target and of excellent visibility. I and are presumed lost of	re when they passed over. Sighting the homeward route. The weather	ngs of fighter was good, to	ars wer	low of	rous, mainl		
			already in progress the around the target and of emellent visibility. I and are presumed lost of together with their Oper	re when they passed over. Sightin the homeward routs. The weather Unfortunately, three of our crews ver the target. Listed hereunder rational points, trips and bours.	ngs of fighter was good, a failed to reare the name	eth mer sturn f	low cl rom thi	rous, mainl londs and is operationsing orews		
			already in progress the around the target and or emellent visibility. I and are presumed lost or together with their Oper CAN, J2522 FA (AN	re when they passed over. Sighting the homeward route. The weather Unfortunately, three of our crews over the target. Listed hersunder rational points, trips and pours.	ngs of fighter was good, a failed to reare the name	ars wer	low cl rom thi he miss	rous, mainl louds and is operation sing orews		
			already in progress the around the target and of excellent visibility. I and are presumed lost of together with their Open CAN, J2522 PA (AA)	re when they passed over. Sightin the homeward routs. The weather Unfortunately, three of our crews ver the target. Listed hereunder rational points, trips and bours.	ngs of fighter was good, a failed to reare the name	etth no sturn f is of t	low cl rom thi he miss	rous, mainlands and is operationsing orews		
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			already in progress the around the target and or excellent visibility. I and are presumed lost or together with their Open CAM, J2225 P/O CAM, 22256 P/O CAM, BB4,988 W02 BAM, 155069 W/O	re when they passed over. Sightin the knowsard route. The weathen the requirement of the control	ngs of fighter was good, realled to reare the name (PALOS) (Nav) (Nav) (Nav)	PODES 77 77 81	rom thinke miss	rous, mainlabuts and is operational or operations or or operations in the state of		
			already in progress the around the target and of excellent visibility. I and are presumed lost of together with their Open CAM, J22157 P/O CAM, J25567 P/O CAM, B84398 WO2 RAF, 155069 P/O CAM, B84398 WO2	re when they passed over. Sightin the honeward route. The weather Unfortunately, three of our orems over the target. Listed hereunder rational goints, trips and Sours. P/A: Prances Thomas Sargent HRION Albert HANDENIED Martin JOHN MODURALD Harry William WILSON	ngs of fighter was good, failed to re are the name (PLLos) (PLLos) (PLLos) (PLA)	ris wer with no sturn f is of t	TRIPS 22 22 23 22	rous, mainlands and is operational or		
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			already in progress the around the target and of emellent visibility. I and are presumed lost of GRA, J2235 P/O GRA, J2235 P/O GRA, J2235 P/O GRA, J25567 P/O GRA, J25657 J257 GRA, J26557 GRA, J2657 GRA,	re when they passed over. Sightin the harsward route. The weathen the sequence of our crews over the target. Listed hereunder rational joints, trips and journe. Ph. Prances Thomas Sampont HRICE Albert MADDECOLDS Albert MADDECOLDS Harry William FILSON Jack Gillard GRAY TODD, Elvin George MADON, Adam MENDERON, John Albert Henry Carbee MOIVER	ngs of fight. T was good, falled to rear the mane SATIONAL (MLDS) (Nov) (A.A.) (WDF/AG) (A/b) (A/b) (P/2885) (A/O) (Pilot)	ris wer rith ne sturm fres of t	rumer low of rom this he miss 22 22 23 22 21 28 21 12	rous, mainleants and is operation of the course in the cou		X.
			already in progress the around the target and or excellent visibility. I am are presumed lost or together with their Open CAM, J25267 P/O CAM, BRANDE WOZ CAM,	re when they passed over. Sightin the harsmark route. The weather in the harsmark route. The weather Unfortunately, three of our crews or the target. Listed hereunder rational goints, trips and Bours. OF Albert MARCHARD Sarrows HAICH Albert MARCHARD HOURALD Harry William WILGON Jack Gillard GRAY TODD. Elvin decrge MARCH, Adam HERSENON, John Albert Henry Carbee MolVER John Harker WIATT	ngs of fighter was good, or falled to me are the manual state of the manual state of the state o	rith me turn from soft to the	TRUES TRUES TRUES 22 22 23 22 21 28 21	rous, mainlatents sufficients		X
			already in progress the around the target and of excellent visibility. I am are presumed lost of together with their Open CAM, J22357 P/O CAM, J25567 P/O CAM, B84,398 WG2 - RAF, 155069 P/O CAM, RB64,598 WG2 - RAF, 1010563 P/S - GAM, RB78655 SOF CAM, J36169 P/L RAF, 151094 P/L RAF, 151094 P/L RAF, 151094 P/D	re when they passed over. Sightin the harvesurd route. The weathen the seventh route. The weathen the fortunately, three of our crews report Listed hereunder rational goints, trips and gours. OF Physics of the seventh report of the seventh r	ngs of fighter was good, real ed to re are the mane RATIONAL (BULDS) (Hev) (E. Ma. (BULDS) (Hev) (A/b) (A/b) (A/b) (P/180) (A/b) (P110t) (Marka) (Marka)	rith me turn from soft to the	TRUS TRUS 22 22 23 22 21 28 21	rous, mainleants and is openation in openation in openation in orews HOURS 132,00, 127,55 136,44 227,55 136,44 122,25 185,05 131,04 122,25 185,05 131,04 122,25 185,05 131,04 122,25 185,05 131,04 122,25 185,05 131,04 122,25 185,05 131,04 122,25 185,05 131,04 122,25 185,05 131,04 122,25 185,05 131,04 122,25 185,05 131,04 122,25 185,05 131,04 122,25 185,05 131,04 122,25 185,05 131,04 122,25 185,05 131,04 122,25 185,05 131,04 122,25 185,05 131,04 122,25 185,05 131,04 122,25 185,05 185		
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RAF Form 540

14-6-44

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· Page No. FIVE

See instructions for use of this form in K.R. and A.C.I., para. 2340 and Wor Manual Pt. II., chapter XX., and notes in R.A.F. Pochet Book. of (Unit or Formation) No. 408 (R.C.A.F.) Squadron, Linton-on-Ouse. No. of pages used for day SECRET. Summary of Events Date Time to Appendices Continued from Page No. 4 LINTON-ON-OUSE 12.6.4 POINTS TRIPS HOURS CAN. J.15486 P/O (A/S/L) William Benjamin STEWART (Pilot) CAN. J.16622 F/O CAN. J.21574 F/O RAF. 174002 P/O CAN. J.85342 P/O CAN. R151J86 W02 Gordon Emert MALIORY Wendell Chealey BURNS (Have) 20 125.48 CAN. 3.2157A F/O Wendell Cheatey Bugss (p. 42 21 152.0).

RW: 178.002 F/O Junk BEAT WEFAIR 91 21 152.0).

CAN. 3.859A2 F/O Bobert Durcan OCCOURT (A.G.) 95 25 156.0).

CAN. B151A56 W02 Harry Frederick HIRPHY (A.G.) 75 21 118.41

BAF. 1094235 SOT VARIET, Roman (P. 7882) 79 21 122.20

CAN. 3.861A6 F/O Gaston Jean Baptiste Joseph La FIERRE, 180 (A/t)108 30 195.21 It is also brought to notice, that out of those three crews that have been reported missing, two section commanders posts are now left opered; the variant posts are as follows; """ Flight Commander width was occupied by Squadron Leader W.P. Stewart, and the Signals Leader post at which Flight Lieutenart T.O. Fledger, DC was in command. The Suadron was called on by Bomber Command to prepare for Bombing Operations.

In respond, 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 warried out, was all done in vain, as the operation scheduled was called off at 1245 hours.

To replace the operations scheduled, a Command Bullege 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 a coessfully carried out. 13.6.44 LINTON-ON-OUSE

Dr answer to another call made by Bomber Commind, sixteen miroraft were prepared and bombed up, and an equal number of orem were detailed to carry out operations over enemy territory. However, only fourteen orems carried out this operation, as two aircraft were taken off just prior to taken off owing to technical failure. The remaining fourteen crews were taken off just prior to taken off owing to technical failure. The remaining fourteen crews were taken off just prior to taken 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. Belg mailway familiar) reported a good cluster of Red III. Markers which were believed to be towards the Toster out of the station with Green fairs to the Basts. The Master Bomber first instructed to aim at the Red III.s but those were soon dispersed by bomby and crews were them told to use the Green and Tellow II.s as pin points. Generally specifying the markings throughout the attack was considered quite good, with a slight spread from West to Basts. Results were difficult to assens, owing to obscide the units in and around the markers, with make rising, and from these results, it was considered that the attack should have been gate good and well done centrated. The weather up to the target was consisted of a layer of 10/10tal, lito Stratus choods with base at about 6000 feet, and tops at about 10500 feet, However, these clouds broke over the target giving considerable gape. Some crews bombed through these gape, and others came below where the visibility was good. There were no combats, eventhough two anemy aircraft were sighted at the surget and two on the homeword journey. Ground defences consisted of very slight heavy and light flak and from 5 to 20 ineffective searchlights.

Place		me Summary of Events SECRET.	Appudices
LINTON-ON-OUSE	15.6.44	We were again called on by Bember Command to carry out operations. This	A. 274 - A.
		time it was something news Something that a majority of the aircrew personnel had anticipa-	,
		ted for semetimes 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 orews 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	1000000
		primary target which was the Port area at Boulegne, France, all order participating in the	
		attack reported that the attack opened at approximately 2250 hours. Through patches in the	
		clouds, a good concentration of markers were seen, which appeared to run lengthwise along the	
		dook area. It was difficult to assess their accuracy, but one crew who bembed from 7700 feet	
		visually identified the dook area, and was sure the markers were accurately placed. Some	
		grews 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 tow in particular at	
		about 2240 hours and 2251 hours. The weather was reported as 5/10ths to 10/10ths than 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 goods	
LINTON-ON-OUSE	16.6.44	Busher-Germand Called on the Squadron again this morning for a full effort	1-2760 - 1
		to carry out bombing operations. Once again in response to their ball, eighteen aircraft	A. 2/00 - A.
		were serviced and bombed up and an equal number of crews were detailed to take part in the	
		planned operation. Unfortunately, all sighteen aircraft were not able to take off, as two	
		planated operations that the transfer all digities already 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 (Holten).	
		One orew was force to return early due to the starboard inner engine moing w/s shortly after	
		take off. The remaining fifteen crows were successful in bombing their objective, and the	
		following report was made. The weather ofer the target was 10/10ths 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 flak and no search	1
		lights. There were to combats on the outward route, two on the homeward former, and one over	
		the target. The attack was carried out by single engined sircraft, one of which was claimed	
	-	dumaged.	
1-1-1	44		
		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 Souldrop has	
		carried out one Sortie less that it did caring the whole month of May. If all goes well, we	
		should know complete at least two hundred sortion by the time the end of the month rolls around	
LD/TON-ON-OUSE	17.6.44	The Squadron responded to Bomber Command's call again this morning by pre-	mark
		paring and bombing up twelve aircraft, plus two spares, and detailing twelve arews to take	1.2776 - A.Z
		wast in the spiral and the waste and plant on spiral, and detailing twelve crown to take	
1		part in the operations that Bomber Command have in store for us this night. All was carried	
		out according to plan, and the twelve crows detailed more off on scheduled time and attacked	
		their target which was the supply site at Oisemont Menville, Prance. The attack opened puncut-	
		ally at 0305 hours with cascaling Red T.T. Markers identifying the primary. These were seen	
1		as a glow beneath the clouds. Nost of the crews bosbed on this glow, as the Master Bonber	
		was not distinctly heard. Some flathes from bomb bursts were visible through the clouds, but	
	1	no assessment of results the possible. One care freported, that it was believed that a German	
		handesten my hand substitute out of the substitute of the substitu	
		broadcaster was heard ordering orews to cease bombing, but he did not use any calledge and	
DESCRIPTION OF THE PROPERTY	do-COM	his speach was broken. Ten tenths clouds was found over the primary from 2 to 18000 feet.	
		The visibility was reported as good. There were five sightings of energy sirors t in the tar-	

R.A.F. Form 540 See instructions for use of this form in K.R. and A.C.I., para. 2349 and War Manual Ps. II., chapter XX., and notes in R.A.F. Pochet Book.

LINTON-ON-OUSE

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LINTON-ON-OUSE

Date

18.6.4

19.6.1

20.6.44

21.6.44

22.6.44

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

No. of pages used for day. Time References to SECRET. Seventeen airoraft were prepared and bombed up for bombing operation as over enemy territory. After all plans, were carried out, and crews propared for the attack, the operation called for was cancelled at 1845 hours. Flying training caseied out during the day and evening was very light, as all serviceable airoraft were bombed up in preparations. Appendices We were again called on by Bomber Command to prepare a maximum rember of kirrorati for Rombing Operations. In response to this request, the Squadron put up seventeen aircraft and detailed an equal number of ofews to man the aircraft. However, all hopes of corrysing out the plasmade operations was manafile shattered, as it was called off at 2000 hours another light flying training programs was completed this day. Bomber Command again called on the Squadron for a full effort to carry out operations over enemy territory. In answer to this call, twent y aircraft were prepared, and an equal number of cross were detailed to man the prepared aircraft. However, all hopes of carrying out this operation was again shattered, as Mism it was called off at 0130 hours. Flying training carried out during the day consisted of Fighter Affiliation; Air-to-Air Firing; Bombing; W/r Flying training and Local Flying. The Squadron was afth called on to prepare for operations. Eighteen aircraft A. 2768 - A. 2805 were prepared and bombed up for this occasion. All went off according to plan, and all crews particologically a sirver of the control of No Operations called for to-day. Then word was received, that the Squadron was not required for operations this evening, the Station Commander assessment that the Party for all ground crew personnel would be held this evening. This Party, better moon by all personned as "A" Hight" was arranged by all officers and NOO's of the Station and Squadrons as well as Base for all ground crew aimen. "W Hight" got underway at 2000 hours with the Station Commander, Group Captain C.L. Armis, ONE gave a few announcements consering this evenings' activities. By the time the evenings' undergowed activities were over it appeared that everyone had enjoyed themselves considerably, and were very pleased.

achieved time. The time of take of was between 221 and 232 hours, All crews were successful in completing their mission by attacking the Constructional Works at HIENTQUES, Prance and In completing their mission by attacking the Constructional Works at HIENTQUES, Prance and The Following report was received; The attacking the Constructional Works at HIENTQUES, Prance and the glow was quite distinct through the clouds, which completly obscured the target. No received the construction of bombing were seen spare from two large explosions which was reported by one erew to 0.5 to be the constructions witch were clearly feared. The Weather over the Early of bombing were seen spare from the Weather over the target was 10/10th clouds with tops between 1, and 7000 feet. Horizontal visibility was reported as a being from tall tops between 1, and 7000 feet. Horizontal visibility was reported as the international witch were clearly feared. The Weather over the target was 10/10th clouds with tops between 1, and 7000 feet. Horizontal visibility was reported as the larget from tall tops between 1 and 7000 feet. Horizontal visibility was reported as the larget from the target area. LINYON ONE ONE 2000 for the talk of 1000 feet and only two enemy are reported as the seek of the first over tooks and the property of the talk of 1000 feet and 1000 feet. The seek of 1000 feet and 1000 feet were princed and the 1000 feet and 100	References to Appendices	SECRET.	Date Time	Place
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Word war received from No. 6 (RAF) Group headquarters, that Flying Officer (Acting Fights identeement) Wid. Pullar (#1800) has been worsened from operations. Flight Lieutenant Fullar came to this Squadron on the left March, 1944, and commenced his second tour of operations on the 7th March, 1944 over Le Hans, France, and completed his last sortie of his second tour on the night of The June, over Englanchianthenesters Mentquess. France. This officer completed his first tour of operations, with finity six sorties to his oradit, with an R.J.F. Squadron in Africa. On his Second tour, twenty two sorties were com- pleted, thus giving him a total of fifty eight sorties completed. The Screening of this False markes the second one to complete a second tour with this Squadron store converting to four engine aircrafts. The first pilet was Squadron Leader (now Fing Commander) H.T. Miles, 1971 and May who was accessed in March of this west. Fifty Videt Videt Commander) H.T. Miles,		operation scheduled. However, take-off did not take place by 2300 bours. To me then pro-		
(Assang Pages Lacttonant) W.S. Fullar (v.1800.9) has been corrected from operations. Flight Licutement Fullar case to this Squadron on the list Harely, 1944, and commenced his second tour of operations on the 7th Harely, 1944 over La Harely, 1944, and completed his last sortic of his second tour on the night of fleet June, over Hardtonian this therity as sortic of his sortic of his fared his first tour of operations, with fairty six sortics to his credit, with an R.A.F. Squadron in Africa. On his Second tour, twenty two sortics were completed thus giving him a total of fifty eight sortics completed. The Screening of this Phile markes the second one to complete as second tour with this Squadron drow converting to four engine aircrafts. The first pilet was Squadron Leader (now Fing Commander) H.F. Miles, 1944 and 1944 and 1944 are the second of t		ed that take-off would take place during the early part of the morning.	0	
Lieutenant Fullar came to this Squadron on the lat March, 1944, and commence his second tour of operations on the 7th March, 1944 Parts. Prince, and completed his last sortie of his second tour on the night of 2md June, over Mandacatashine Mandac		(Acting Figure Lightenant) W.S. Puller (J.18049) has been someoned from constitute.		
France. This officer complete the 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 Phice markes the second one to complete a second tour with this Squadron since converting to four engine aircraft. The first pilet was Squadron Leader (now Fing Commander) H.T. Miles, IFC and Mark who was adversed in Marks of this west. With Widet Vantours with Various was the converting to the convertion of the west.		Lieutenant Pullar came to this Sanadwan on the let Warnet 10/1 and assessed by	1	
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ploted, mas giving him a total of fifty eight sorties completed. The Screening of this False markes the second one to complete a second tour with this Squakrus since converting to four engine aircraft. The first pilet was Squakrus Leader (now Fing Commander) H.T. Miles, M. W. M. M. W. W. W. Screening in Markh of this west. This Wide I for the state of the second converting to		France This dilicer completed his first tour of operations, with thinky at anyting to be	C mon of yearsh	
False markes the second one to complete a second tour with this Squahren gines converting to four engine aircrafts. The first pilet was Squahren Leader (now Fing Commander) H.F. Miles, INC. and REG who was screened in Harde of this year. With Might Justices with Justices.		pleted, thus giving him a total of fifty eight sortion completed. The Soveening of this		
AND AND MAK WHO WAS SCREENED IN MARKE OF this year, With Witht I dertament the law was well at		Pilot marken the second one to complete a second town with this second		
		AND MAN WHO WAS SCreened in Harms of this year, With Flight Light that I'm me willed		-
Officer 5.R. Morrison (5.657%) (Air Cunner) with F/tt Puller's crew, and he also was screened from operations on completion of his second tour.		Ullicer Sale Morrison (J. 85/36) (Air Cunner) with F/Lt Pullards or and he also was account		

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R.A.F. Form 540
Box instructions for use of this form in K.R. and A.C.I.,
parts. 3240 and Wor Marmal Pt. 11., chapter XX., and
ustes in R.A.F. Pecket Book.

OPERATIONS RECORD BOOK

Page No. NINE

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	26.6.44	Crews detailed yesterday for operations, reported to their respective aircraft	
		this morning at approximately 0915 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	
	1 4	for operations. For this event, the same crews and same member of aircraft were detailed and	
	-	prepared for the planned operation, However, the crews had not taken off, at 2559 hours. It	
		was again presumed that take off time would be in the early or middle part of the morning.	
		THE SQUARE PARTITION THE PROPERTY OF THE PARTIES OF THE CHAPTER OF THE PARTITION OF THE PAR	
TERROLLON SOURCE	27-6-44	Operations scheduled between the hours of 20,000 hours yesterday and 1200 hours	a 2610 - a 26
	-	this day were cancalled at 1130 hours. We were called oh again by Rouber Command at 1330	-a
		hours to prepare for another night's operations. The same number of allored as yesterday	
	1	were again prepared. There were two changes in orews. After the greater part of the day	
	1	had been spent in preparing the aircraft for the take-off and instructing the crew on the	
	1	planned operation, take-off took place at 2207 hours, and within twenty-five minutes, all	
		sixteen crews were airborne and on their way to bomb FORMY D'EANY, France. Every crew were	
	1	successful in attacking the primary, and the following contenceprepart 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 crows fult was too wide byread for a target of this size. All mark-	
	1	ers appeared to secrive a concentration of bombing and there were two explosions reported at	
	1	0030 hours and 0033 hours. One of our aircraft was attacked by a single engine enemy fighter	
		0000 hours and 0000 hours. One or our aircraft was attacked by a single engine enemy lighter	
		in the target area, but no claim was made or demage caused. Ground defences were negligible,	
		Our aircraft "A" for Apple D.S. 705 was attacked by an enemy fighter, from	
		which considerable damage was sustained. The Mid Under Cumer Sergeant Proudleve, 4,0. then	
	1 4:	on his third trip, encountered serious wounds on the legs and arms, which was caused by	
		camnon shells. He is now being treated at St. Richards Hospital, Chithester, Sussex. The	
		crew landed at Ford aerodrume	
DFPOH-ON-OUSE	28-6-bb	Sixteen aircraft were again prepared to-day for operations, as requested by	
		Bomber Command. All crews participating in the planned attack were "genned up" during the	
		day, and were told to stand by until further word sould be received. AT 1830 hours further	
		word was received to stand by till 1200 heurs on 27th June	
	-	Training darried out to-day was very limited consisting of three Night Cross	
	1	Countries and Bombing.	
		Countries and Bombing.	
	-w c		
Diton-on-ouse	29.6.44	Green standing by for last nights' operations were again detailed to be pro-	
	1 1	pared to carry out operations, this evening, and were again told to stand by until further	
	-	news regarding the planned operation was received. Comformation was received at approximat-	
		ely 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	
	1 10	the scheduled operations was cancelled at MI approximately 0525 hours, the following morning	
Base of the second control of the second con	-	Training carried out to-day was again limited and consisted of Circuits and	
	1	Bumps : Dual and Overshoots	
		prefer fruit and distributes	
DITON-ON-OUSE	30.6.44	The Squatron was again called on for Operations. This time seventeen cross	
		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 1850	
0		hours, presumably owing to unfavourable meather,	
	1		
	1 1	The only training carried out to-day consisted of one Air Test.	

Place	Date	Time		Summary of Events SECRET.	References to Appendices
			INGS IN: -	See Daily Entries. Jal744 F/O (A/F/L) R. Bryden (A/B). Posted from No. 101 (REE) Squadron to take over Bombing Bender's Fost. w.esf. 11. Galds.	
			J.25886 P.O H.L. Jones (Pilot); J.55238 P/O D.H. Oldershaw (Nav.); R164536 P/S J.F.S. Brochu (A/S); R164736 P/S Howard, D.M. (WOP/AC); R16870 Sgr Shares, M.R. (A/S); R200772 SGR Syer, R.H. (A/S); and 61874 SGR Wilkins, W.Z. (P/SEC). From No. 61 (RCAF) Base, w.esf. 15.6.44;		
				J.19578 P/O B.M. Kermedy (Pilot); J.21186 F/O E. Thorson (Nav); R191965 307 Rabone, G.L. (RDP/Ac); J.35078 P/O H.J. Pefferman (A/B); 1880596 307 Brower, W.H. (F/eng); R214549 307 Porter; L.J. (A/C); R197456 307 Qucik, R.W. (A/C); Press No. 62 (ROAF) Base, weef, 15,6046.	
			ì	J.86279 P/O T.V. Barber (Pilot); J.35222 P/O J.H. Molnorney (Nav); R1684,31 WD J.G. Reid (WDP/aG); J.28933 P/O D.G. MaKay (A/B); R178842 SJT Proudlove, A. D. (A/B); R203885 SJT Cadaratte, J.A. (A/B) and R163837 SJT Howitt, D. (P/REJ). From No. 61 (RDAF) Base, w.esf. 15,6444.	
				M13635 WOZ R.W. Smith (Pilot); 4631 SOT Chundler, D.W. (Nav.); 7.37220 P/O J.N. Kerry (WOP/AC); J.35018 P/O G.M. Houston (A/B); R200336 SOT COCKE, W.D. (A/C); J.38682 P/O C.T. Storey (A/C) and 1394,244 SOT Hilburn, D. (F/280). Prom No. 61 (MCAP) Base, w.e.f. 15.6.444.	
				R142358 W/02 F.L. Cassidy A/B). From No. 405 (RCAF) Squadron, w.q.f. 19.6.44.	
				J.26761 F/O S.H. Minhimick (Pilot); J.36513 F/O J.A. Bleich (Mav.); P182961 303 Staples, D.F. (MDF/ME); J.35776 F/O J.E. Harriman (A/B); E181508 302 Bulbock, A.H. (A/C); J.39043 F/O G.F.C. Dosmor (A/C); 1866975 SN Partridge, K.A. (P/MC); From No. 61 (MCMF) Base, 25464444	
				J. 86367 P/D E.A. Shaw (Filot); J. 29977 P/D G.L. Smith (Nave); J. 29371 P/D W.S. Waychuk (A/b); E191972 SGT Buckberrough, R.C. (WDF/MC); 21674 SGT Britland, G. (4/b); 23454 SGT Humphrage, G. (4/b); 57753 SGT Gatleve, P. (F/MC). Posted from No. 61 (MCAP) Base, w.e.f. 2546-444.	
				J.25761 F/O G.R. Frankling (Pilet); J.\$5517 F/O C.W. Trüax (Hav.); J.\$5115 (2002); J.\$5115 (20	
			Ja23830 PA T.J. Shields (Pilot); J.13070 PAD T.P. Stonehocker (Hava); J.28675 PAD S.A.L. Bentley (A/B); J.57935 PAD W.L. Turner (MDP/AG); R204191 SOF Turnbull, J.D. (A/S); R189660 SET Du Hesmil, J. (A/S); R189660 SET Du Hesmil, J. (A/S); R180116 SET Davies, W. (P/MEG), Prom No. 61 (RCAF) Base, w.e.f. 25.6.44	•	
		POSTIN	S OUT: -	#.97269 BDI R.G. Scott (BDP) and R194239 SQT Blais, J.L.A. (A/C), Posted to No. 62 (RCAF) Base, (Non-effective sick) w.e.f. 24.5.144	
	1		-	2206997 WD2 J.D. Truy (WDP/AG). To ROAF "R" Depot, w.e.f. 2.6.444.	
				J.85378 PAD W.B. Lennox (AA). To No. 22 OTU water labelle	
	1 1			J.19047 P/O M.W. Bishop (A/G). To No. 1664 Con Unit. w.e.f. 18.6.44.	
				J.19140 P/O K.R. Hammell (Nav.) - To No. 82 OFF w.e.f. 18.6.44.	
				J. 20820 P/O W.J. Compbell (A/D). To No. 1664 Con. Unit w.c.f. 18.6.44.	de andres
				J.19635 P/O F.J. Perron (WCP/AG). To No. 1659 Con. Unit w.c.f. 18.6.44.	
				BAF173272 PA W. Wilson (P/BES). To 1659 Cone Unite Water 12-6-bbs	

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R.A.P. Form 540

See instructions for use of this form in K.R. and A.C.L., parts 2340 and War Manual Pt. IL. chapter XX., and notice in R.A.P. Packet Boon.

OPERATIONS RECORD BOOK

Page No. ELEVEN

instructions for use of this form in K.R. and A.C.L.
1240 and War Mermal Pt. II., chapter XX, and
of (Unit or Formation) No. 408 (RaC. A.F.) Squadron, Linton-on-Ouse.
or R.A.F. Foath Book.

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No. of pages used for day

Place	Date	Time	Summary of Events SECRET.	References to Appendices
OSTINGS OUT: -		-	J.19163 P/O S.C. Shepherd (A/G) To No. 1659 Con. Unit w.e.f. 29.6.44.	
	1		175298 P/O S.H.R. Bore (F/MG). To No. 1666 Con Unit w.e.f. 29.6.44.	
			174283 P/O R.K. Hobbs (WOP/AIR). To No. 82 O.T.U. W.e.f. 29.6.44.	-
			1043874 F/S Hampson, A. (A/C). To No. 18 0.T.U. W. c.f. 29.6.44.	
			J.85733 P/O A.M.E. DeMill (A/G). Ro.No. 86 O.T.U. w.e.f. 29.6.44.	
			J.85059 P/C C.A. Boulton (A/B). To No. 1664 Con Unit. W.e.f. 29.6.44.	
eferanta na na na			J. 20961 P/O R.W. Butcher (Nav.) To No. 1664 Con Unit. w.e.f. 29.6.44.	
		-	J.19842 P/O N . S utherland (Pilot) To No. 1666 Con Unit. w.c.f. 26.6.44.	
ROMOTIONS: -			The undermentioned officer has been appointed to the rank of acting Flight Lieutenant, w.	e.f.
			15.6.44. F/O G. Croucher, J. 26857 (WCP/AG).	
MACISSICHS.			The undermentioned N.C.O. s were appointed to the rank of Pilot Officers.	
Metrostorio! -			WO2 J.J. Burke, R136132 (A/G) (Drowned on 6.4.44); R148486 WO2 J.J.B.G. La F	ierre
			D.F.C. (Missing from Operations); R125715 WOZ J.A. Ivnerarity (May.) (Missing from Operation	3):
			1010201 F/3 Ellourn, F.E. (Nav.); 1010563 F/S Mabon, A. (F/ENC)(Missing from Operations); E119867 WD1 S.W. Posner (Nav.); E145422 F/S Reid, C.A. (Pilot); R139208 F/S Boelmer, C.A. (
			Ell9867 Wol S.W. Posner (Nav.); Ell55422 F/S Reid, C.A. (Pilot); El39286 F/S Boelmer, C.A. (1318350 F/S Griggs, R.W. (NOP/AIR) (Missing from Operations); 10507 W02 R.H. Mitchell (Nav.)	Pilot);
			R155604 F/S Bailey, T-R. (Pilot); R155835 WO2 R.W. Smith (Pilot).	
NOURS AND AWARDS: -			The undermentioned officers have been granted the Demediate award of the	
			Distinguished Flying Cross-	
			Flying Officer William James CALPPELL (J. 20820) (Nav.)	
			Flying Ulifoer william James Calgrant (J. 2002) (Mave)	
LANGE IN CONSUMD: -			RIL.	
MANGE IN ADMINISTRAT	- 14013		HID	
DRCRAFT - ON CHARGE			Eighteen Avro Lancasters Mark II (Heroules Engines).	1
YEATIONAL AND NON-C	PRINCIP	CAL	Operational :- 812.42 hours. Non-Operational:- 536.28 hours.	
MENER OF CEPRRATIONAL	SOPPTE	<u> </u>	The hundred and twenty four (224) Sorties No. As 2651 to As 2854 (See Appendix "A")	
AGES DROPPED AND NO			Tons (2240) Fig. Dichestration	
OF SVITALIDADO YESTON		-	Bombs dropped from 1.6.44 to 30.6.44 919.87 Tons	1
MINER OF COMPACTS WITH	TOWNS IN	AURCRA	Ty- Seven combats - Two destroyed.	
REGITT -			OFFICER (AIRCREF)	
			Pilots RAP RAP RAP USAN ESTAB TOTSTE, RCAP RAP RAP RIZED I	STAD. TOT.STR.
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			Plight Engineers 1 = 6 1 3 37 = 11 11 11 6 7	23 40
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	nt inued	-	GROUND CREW: - RCAF RAF RAAF REAF STAB TOT.STR.	SUEFAI	2 Y	pendices	
ARBOTAD STREETING (OC	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Officers 2 = - 2 2	RCAF	RAF	OTHERS	1
			Officers. (WAAF) - N. I L -	Officers (dirorew) 94	4	2	-
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and the second second second			Airmonen WALL 8 19 - 244, 287	Airmen(Aircrew) 119	52	1	
			Airwomen. (WAAF) 8	Airmen(Ground) 268	19		
-			Total 270 27 246 289	W.A.A.F.S Total 387	71	1	8
	4			GRAND TOTAL 483	75	3	8
	1				-12	-	
QUADRON CONSCINUERS!	REMARKS:	-	The month of June was a record month for No. 400 Sc A very great number of Operational Scritics were flown and the tenn various targets attached was preponderous. The Losses for the mon higher and It is deeply regretted that four of our experienced ore	age of bombs dropped on th were proportionally			
			various missions. There were several abortive sorties during June's O the reasons for abandoning the missions have been quite legitimate failure. A major fault has been discovered in the Reroules engine Shadow factories, but Bristol representitives have been on the job has been ironed out.	perations, but in each case , the main one being engine is produced by one of the and we hope that the trouble	•		
			The Squadron's activities for the month of June, to sideration, have been most gratefying, and we look forward to accommonth and to bringing our percentage of primary attacks up to the	mplishing even more this			-
			n:Acl	w/	-		
			(R. A. McLernon) Wi	ng Commander,			
		-		.) Squadron.			
				- September 1995			
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