

COMPILED BY P/Lt. G.V.N. PARKER/A.J.D.

OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. parts 7341 and 7342 Manual Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

17 May 406 (R.C.A.F.) Squadron,
of (Unit of) Linton-on-Ouse, Yorkshire.

5.47-20-408
DAS

Page No. ONE

No. of pages used for this report

Place	Date	Time	Summary of Events	References to Appendices
Linton-on-Ouse	16 Feb 44		<p>In completion of a very successful month of June in regards to operations, the Squadron started off the month of July by detailing sixteen crews to be prepared to carry out bombing operations over enemy territory, as requested by Bomber Command. However, all preparations carried out were in vain, as the scheduled operation was cancelled at 16.15 hours.</p> <p>In addition to preparing for operations, the following training programme was laid down: Air Testes; Short Shooting; Hunt and Shadow Craft; Lectures; "One" training; W/T training; Day Drills, and lectures on H.2 S. A lecture was given to all Navigators by the Group Navigation Leader. Air Bombers not detailed for training, assembled in the "One" Room where 3 hours instructions were given. No further training was carried out this day.</p>	
Linton-on-Ouse	26 Feb 44		<p>The Squadron was again called on to-day to prepare to carry out operations over enemy territory. Sixteen aircraft were prepared and bombed up, and an equal number of crews detailed to take part in the planned operation. Unfortunately, the operation scheduled was called off at 18.17 hours.</p> <p>Further to our preparing for operations, another flying training programme was laid down consisting of S.W.A. practice and cloud breaking procedure; Dual Circuits and Landings; also Solo Circuits and Landings. Ground training consisted of Short shooting; Hunt and Shadow Craft, and Link training.</p> <p>During the past week ending this day, the total time spent on both ground and air training amounted to 155.21 hours. In addition, twenty-three Drills and Parachute Drills were carried out.</p>	<p>D5621 at E during training flight. P10 R.A. Clench and (LAW F-1)</p>
Linton-on-Ouse	30 Feb 44		<p>Another call was received from Bomber Command this A.M. requesting that we prepare to carry out Bombing Operations. In response to their call, the same number of crews as detailed for yesterday's operations, were again detailed for to-night's operation. Once again, all plans and preparations in respect to the scheduled operation was carried out in vain, as all was called off at 21.48 hours.</p> <p>Training carried out during the day consisted of Circuits and Landings, and local flying. In the afternoon, Bombs Above Art detailed for the planned evening's operations, carried out a few hours "One" and Bombing training.</p>	
Linton-on-Ouse	40 Feb 44		<p>Sixteen aircraft, plus one spare, were prepared for operations as requested by Bomber Command. Fortunately, all worked carried out in preparing the aircraft and crews for the scheduled operation was not carried out in vain, as the first crew was airborne at 22.25 hours. Fourteen minutes from the time the first crew took off, the remaining fifteen crews were off the drums and on their way to carry out their mission by bombing the Marshalling Yards at VILLERS-BREUILLE, FRANCE. However, only fifteen crews were able to reach their objective and the following condensed report was made. Over the primary target we found 7 to 8/10th clouds, but these were found mostly enroute, and breaking over the target thus permitting most crew to visually identify the marshalling yards. The weather appeared somewhat scattered in the northern half, with one near the junction in the centre. Some crews heard the Master Bomber instructing them to bomb the Red T.L. Markers, but most of them bombed the junction which was clearly visible in the light of illuminating flares. There appeared to be a good concentration of bombing around the aiming point. There were three umbrellas reported in the target area, and a number of aircraft were reported shot down on the homeward route. Ground defences were negligible.</p>	<p>L5355 - L5370</p>

Continued overleaf.....

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse	4.7.44		Continued from page No. 1. The one crew who was forced to abandon the task on account of being attacked by a single engine enemy aircraft landed at Dunsfold aerodrome due to injuries to the crew. From this attack by the enemy aircraft, the Rear Gunner R209107 Sergeant Stevens, W.A. was fatally injured, and the Mid-Upper Gunner 1992262 Sergeant Heppell, R. was seriously injured, suffering splinters in his arm. Names of the two members of the aircraft Lancaster L.N. 621 'T', piloted by Pilot Officer D.A. Burnell, J.19998, who were involved in the mishap. GAW.R209107 SGT STEVENS, William Richard (A/C) (KILLED) 52 15 67.25 RAW.1992262 SGT HEPPELL, Reginald (A/C) (INJURED) 63 19 39.00		
Linton-on-Ouse	5.7.44		In addition to preparing for operations, the following flying and ground training programme was carried out: Air Tests; S.W.A. practice; Cloud Breaking Procedure; Local Flying and Cross Country and Bombing. Bomb Airmen spent a few hours on Link training in the afternoon. Gunners were given more training on Sheet shooting, Blast and Shadow graphs.		
Linton-on-Ouse	6.7.44		The Squadron was called on this morning by Bomber Command to prepare for another programme of bombing operations. In answer to their call, sixteen aircraft were prepared and an equal number of crews were detailed to take part. All planes in preparing for the scheduled operation were carried out accordingly, and crews detailed were set for the initial take-off. Still, up to 2359 hours, no take-off had taken place. Training carried out during the day consisted of Fighter Affiliation, Bombing and One Air Test. Bomb Airmen spent a few hours in the afternoon on GAW training.		
Linton-on-Ouse	6.7.44		Aircraft personnel detailed for operations planned yesterday, took-off this morning at 0526 hours. By 0553 hours, all crews were off the ground and on their way to complete their mission by bombing the Constructional Works at SIRAQUE, France. All crews were successful in reaching their objective and the following condensed report was made: The weather over the target was clear, and the primary was identified visually by most crews. The T.I. Markers were good but slightly north of the aiming point, as the Master Bomber instructed crews to bomb to the south of them. As the target became obscured by smoke and dust, crews were instructed to bomb visually. The bombing appeared very well concentrated. There was no fighter opposition and ground defences consisted of some slight to moderate heavy flak. On the whole, the mission was considered a real success. All aircraft returned to this base by 1000 hours.		A.2671 - A.2686
Linton-on-Ouse	6.7.44		Bomber Command called on the Squadron again this morning to prepare for another planned operation. Again we responded by preparing twelve aircraft and detailing an equal number of crews to participate. These crews were instructed with regards to the attack planned, and by 1900 hours all were set for the initial take off. Take off took place between the hours of 1948 and 2002 hours. The target for this operation was the Constructional Works at COQUEMONT, France. Crews were all successful in attacking the primary, and the following report was made: Red T.I. Markers were well grouped around the aiming point which was visually identified by a number of crews. The Yellow T.I.'s were dropped some distance away and the Master Bomber instructed the crews to ignore these and bomb the XXXXXX Red T.I.'s. Crews are unanimous that the bombing was well concentrated around the markers and the attack highly successful. There was no clouds over the target and visibility was good. No fighter opposition and flak in the target area. The attack was considered most successful.		A.2687 - A.2696

CONTINUED ON PAGE NO. 3.

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	Summary of Events	SECRET:-	References to Appendices
			Continued from Page No. 2.		
Linton-on-Ouse	6.7.44		With the completion of to-day's operations, the Squadron accomplished a new feat, since converting to heavy bombers, by completing two operations in one day. The training programme laid down to-day was very small consisting only of Dual Flying, Air Tests and Link training.		
Linton-on-Ouse	7.7.44		The "Geese" flies high again. Fifteen aircraft were prepared for another nights operations, and an equal number of crews were detailed and instructed on the operation planned. Fortunately, the operation was not cancelled. The first aircraft was off at 1941 hours and by 2002 hours all were on their way to attack HAN (H). Every crew claimed to have attacked the primary, and the following report was made. The primary was visually identified by some crews, and others identified it by T.I. Markers which were prompt and continuous throughout the attack. The Master Bomber was heard clearly, who directed the crews to attack the various markers, which resulted in an excellent concentration of bombing. The weather was clear with good visibility. Ground defences consisted of slight to moderate heavy flak between 4 and 9000 feet, and also some slight light flak. There was no fighter opposition. The attack was considered very successful. Another light flying and ground training programme was laid down to-day consisting only of Circuits and Landings, Night Checks and "GND" training.		A. 2899 - A. 2913
Linton-on-Ouse	8.7.44		The Squadron was not required for Operations this day. Consequently we reverted to training, which was comprised of Air-to-Air firing, S.B.A. Practice, Bombing, and Local Flying. In the Evening, three Night Cross Country details were carried out. No further activities on the Squadron this day.		
Linton-on-Ouse	9.7.44		A "stand down" from Operations was again experienced by the Squadron to-day. So once again we reverted to training. The training programme laid out consisted of Local Flying, Fighter Affiliation, Bombing, and four Night Cross Countries. However, this programme had to be scrubbed due to unfavourable weather. A total of one hundred and forty-nine hours and twelve minutes was spent at both flying and ground training during the past week ending this day. In addition, five Squadron lectures were held, twenty-seven Dingley and Parachute Drills were carried out, and thirty two Operational Exercises were completed.		
Linton-on-Ouse	10.7.44		After being stood down from Operations for the past two days, we were called on by Bomber Command to prepare to carry out Operations. Fourteen aircraft were prepared, and an equal number of crews were detailed to get ready to take part. All preparations were made. At 2200 hours, word was received that we were to stand by till to-morrow. Two Night Cross Country exercises were carried out this evening, and during the day, one Air Test was completed. No other flying carried out to-day.		
Linton-on-Ouse	11.7.44		Crews detailed for yesterday's planned operations, were still standing by to-day ready for more instructions. Once again, all worked carried out was done in vain, as the planned operations was called off at 1745 hours. Flying carried out this day consisted of Fighter Affiliation, and one Night Cross Country. At 2130 hours on the 10th July, Pilot Officer M.A. SMITH and his crew took off from this base to carry out a Night Cross Country exercise. It was learnt this morning that this crew crashed at Eaton Village, seven miles north east of Malton Wharfedale.		
			Continued overleaf.....		

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OPERATIONS RECORD BOOK

Page No. FIVEof (Unit or Formation) No. 408 (H.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	15.7.44		<p>After being kept pinned to the ground for the past two days, the Squadron was called on by Bomber Command to prepare for another night of operations. Again in response to their call, fourteen aircraft plus one spare were prepared and bombed up. An equal number of crews plus one stand-by crew were detailed to take part in the operation. Everything went off according to plan, and at 2255 hours, the first crew was off the ground, and by 2310 hours, all crews were off and on their way to attack the Constructional Works at BOUS DESJARDINS, France. Every crew attacked the primary between the hours of 0100 and 0105 from a height of 12000 to 15700 feet. Crews report that the primary was obscured by 8 to 20/10ths clouds whose tops reached from 8 to 10000 feet. Good visibility was found above these clouds. The Master Bomber was heard by some crews instructing them to bomb the centre of a cluster of Red and Green T.I. Markers which were to the starboard side of three Red T.I. in a line. Others bombed the Red T.I.'s while some had to bomb on "GMS". No results of the attack were visible. There was one combat reported en route home, and ground defences were negligible. If the Markers were properly placed, then the attack was considered good. No training was carried out this day.</p>		A.2928 - A.2941
Linton-on-Ouse	16.7.44		<p>The Squadron was not required for operations to-day. Consequently we resorted to flying training. The programme laid down consisted of Fighter Affiliation; Fighter Affiliation; Bombing; Local flying; G.B.A. Practice; "GMS" training; and two Conversion Flights. In the evening five Ballgame exercises were carried out and completed. The only ground training carried out was one dingy drill, and bomb liners not engaged in flying spent five hours in the "GMS" room. No further training carried out to-day.</p>		
Linton-on-Ouse	17.7.44		<p>The Squadron was again called on by Bomber Command to prepare for operations. In answer to their call, sixteen aircraft were prepared and bombed up, and an equal number of crews were detailed to take part in the planned operation. All preparations were carried out fully, and all crews were ready for the initial take-off. However, up to 2325 hours, no take off had occurred. It was therefore presumed that take-off would take place in the early hours of the morning.</p> <p>In addition to preparing for operations, a light flying training programme, along with ground training, was carried out which consisted of Fighter Affiliation; Day Cross Country and Ideal flying, four Dingle Drills, and instructions to Wireless Operators, not engaged with flying, were given on Radar and Horses. This completed a long and arduous day.</p>		
Linton-on-Ouse	18.7.44		<p>Our presumption regarding the take off time for yesterday's operations, was correct, as all sixteen aircraft were off between 0315 and 0345 hours. The target for this operation was GMS (A1) France. All crews claimed to have attacked the primary, and the following condensed report was made. The weather over the primary was clear with only slight haze, but good visibility was found enabling all crews to visually identify the target. Markers were numerous throughout the attack, and they appeared to be well placed. The Master Bomber was clearly heard whose instructions varied from time to time as the attack progressed. In the early stages of the attack, crews were instructed to bomb between the Red and Yellow T.I. Markers which appeared to be in the North South line. Later instructions were given to bomb the Yellow T.I.'s, then to overshoot the Yellow's by 2 to 300 yards, and later still the southeast corner of the smoke. Crews are unanimous that the bombing was concentrated although accurate assessment of results was difficult owing to smoke and dust in the target area. There was no fighter activity and ground defences consisted of some slight to moderate heavy flak with some slight light flak, mainly to the south and southeast of the target area. Nothing further to add.</p>		A.2942 - A.2957

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse	18.7.44	CONTINUED	Continued from Page No. 5. Further to our operations carried out this morning, Bomber Command again requested that we prepare to carry out another attack against the Common enemy. As always, the Squadron responded with anxiety as both air and ground crew personnel are looking forward with great gusto to reaching the 3000 operational sortie in the very near future. For this event fourteen aircraft were prepared and bombed-up, and in addition two spare aircraft were also prepared. Crews detailed to participate in the attack were instructed to the fullest extent. All went off according to plan, and the fourteen aircraft were off between 2217 and 2239 hours. All crews claimed to have attacked the primary, and the following report was made. There was no clouds over the target, some haze, but good horizontal visibility. Red and Green T.I. Markers were plentiful throughout the attack and appeared very well concentrated. The Master Bomber was heard by only a few crews, instructing them to bomb in the early stages, the centre of the concentrations of the markers and later the centre of the fires. There were explosions seen at 0013, 0115, 0116 and 0121 hours with a particularly large one at 0129 hours causing billowing black smoke to rise to 8000 feet. There were numerous fires and the attack appeared to have been successful. Fighter activity was negligible, with one combat reported in the target area, and one on the homeward route. Ground defences consisted of moderate to intense heavy flak and light flak in loose barrage and bursting between 6000 and 17000 feet. Searchlights were numerous with a few large cones. No further comments added on the report, except that one crew had to abandon the task at position 5052N 0652E at 0136 hours from 12000 feet due to having a great deal of difficulty in evading searchlights, and also due to being heavily engaged by flak. With all this difficulty, this crew decided it was better to jettison the entire load (dive) and return before encountering more unseen danger. In addition to sending out thirty crews on operations during this day, a light flying training programme was laid down for crews not fully trained for operations. The programme consisted of Solo circuits and landings; Cross Country exercises; Dual HM and Solo checks and conversion flying. H.M. The target for the above mentioned operation was WERBING, Germany.		A.2958 - A.2971
Linton-on-Ouse	19.7.44		After carrying out two operations in one day, Bomber Command decided to give a stand down from operations, but in order to keep up our high standard a Bullseye Exercise was prepared, for which eight crews were detailed. This Bullseye was cancelled when at 1000 hours, a call was received from Bomber Command requesting that we prepare thirteen aircraft for operations. As usual all preparations were carried out in an orderly fashion, and all was set for the take-off, but unfortunately take off time was not scheduled for to-night. During the afternoon, an average flying training programme was laid out which consisted of Air-to-Air firing; Bombing; S.E.A. practice; Cross Country exercises; Bombing and "GWS" which were carried out. This completed the day's activities.		
Linton-on-Ouse	20.7.44		Crews detailed for operations called for last night were standing by for the initial take off. Take off originated in the afternoon between 1331 and 1350 hours. The target for this operation was the Constructional Works at L'HER, France. All crews were successful in attacking the primary, and the following condensed report was made. The weather was clear with some haze and fair to good visibility. Many crews identified the primary by landmarks and also with the aid of Red T.I. Markers. Markers were fairly well concentrated, and H/B was heard by most crews who instructed them to bomb T.I. Yellow and to undershoot T.I. Red by 50 yards. Crews report some jamming and although there appeared to be a good concentration of bombing the attack was difficult to assess owing to smoke and dust in the T.I. There was no fighter opposition and ground defences consisted of slight to heavy flak.		A.2972 - A.2984

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Page No. SEVEN

No. 408 (R.C.A.F.) SQUADRON LINTON-ON-OWSE

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OWSE	20.7.44	(contd)	Continued from Page No. 6 In addition to carrying out operations this afternoon, Bomber Command again called on the Squadron at approximately 1930 hours to prepare an additional fifteen aircraft and a corresponding number of crews for operations to take place in the early hours of the morning. Over and above the fifteen crews detailed, two spare crews were ordered to stand by should they be required.		
LINTON-ON-OWSE	21.7.44		Heartbreaking news was received this early morning at approximately 0500 hours when word was received that the operations called for last evening was scrubbed. Yet both Air and Ground crew personnel were very disappointed in receiving this news as much work was involved in preparing for this "DO". Later on in the morning, word was again received from Bomber Command that the same number of aircraft prepared for last night's operations be held in tact and detailed for another planned operation. Unfortunately all hopes of carrying out this mission were shattered when word came through that "OPS" were to be scrubbed. Flying training for the day was very limited consisting of Fighter Affiliation Air to Air and a solo on Halifax Mark VII aircraft. Ground training consisted of lectures to all pilots on H.2.S. and Air Bombers were trained on H.2.S. and aircraft familiarization and "GHE". Gunners carried out Sket Shooting and Air to Air firing and Fighter Affiliation. No further training carried out.		
LINTON-ON-OWSE	22.7.44		The Squadron was again called on by Bomber Command to prepare another night of operations. As usual in response to their call, the Squadron prepared twelve aircraft for this event and detailed an equal number of crews to take part. As on previous days, all regular preparations were made and everyone detailed to take part were set for the initial take off. However, by 2359 hours, no aircraft had taken off the ground for the planned operations. It was again presumed that take off would be in the early hours of the morning. No further in preparing for operations, a light flying training and average Ground training programme was laid down, which consisted of one Solo Flight in Mark VII Halifax to which the Squadron is converting; Air to Air firing and Fighter Affiliation. The ground training programme consisted of lectures to Pilots on H.2.S., and also to Navigators Link training and Sket Shooting was also listed, and which was carried out. Nothing further to add for this day.		
LINTON-ON-OWSE	23.7.44		Another call was made by Bomber Command this morning, requesting that the Squadron be prepared for operations. Once again we responded by servicing fourteen aircraft plus one spare, and detailing fourteen crews to take part in the mission. The first aircraft took off at 2251 hours and all aircraft were airborne at 2305 hours, however unfortunately one aircraft "S" Sugar had slight difficulty on the take off and crash landed at RUSSETT MOOR. All the crew aboard this aircraft were safe and abandoned the aircraft in orderly manner after which the aircraft caught fire. Captain of this aircraft "S" Sugar was P/O. J.L. BROWN, J.19704. Remaining thirteen aircraft were successful in attacking and reaching their objective which was KIML. The following is a condensed report of this operation: Weather reported as 7/10ths to 10/10ths cloud with tops between 1,000 and 6,000 feet, with good horizontal visibility. Ground markers were plentiful throughout the attack and on the whole appeared to be very well concentrated although they were only visible as a glow through the thin clouds. Most of the crews heard the Master Bomber instructing them to bomb the ground markers. It was difficult to assess the result of the attack but there were two large explosions at 01.22 and 01.25 hours and the glow of fires was visible for about 100 miles on the return journey. Ground defences consisted of moderate Heavy flak and slight light flak and only one searchlight. Fighter opposition was negligible with only one combat being reported over the target area.		A.2985 - A.2998

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUSE	23.7.44		During the past week ending this day 203 hours and 29 minutes were spent on flying and ground training. In addition 12 Squadron lectures, 31 dingy and Parachute drills, 9 compass Swings, 30 details of trap shooting, and 9 lectures on Aircraft recognition. Total number of aircraft taking part in operations during the week were 43.		
LINTON-ON-OUSE	24.7.44		Bomber Command requested that 10 aircraft plus 2 spares be prepared for operations tonight. In true AOB style all necessary arrangements were made and crews detailed accordingly. The stage was set and the curtain lifted as one crew was to have the honour of carrying out the Squadrons "3000th OPERATIONAL SORTIE". The first aircraft took off from this drome at 2132 hours and all aircraft were airborne by 2140 hours and well on their way to their target, same being STUTTGART. On the return journey all aircraft were diverted and were due to return to base the following day. Flying training carried out during the day consisted of Dual checks, local flying and bombing. In the evening, three crews were detailed to carry out a Bullseye exercise and same being carried out by two crews. One crew was forced to return early due to technical defects.		A.2999 - A.3008
LINTON-ON-OUSE	25.7.44		Last night's take-off was a scene of Great Interest as the COOSE sent out its 3000th Operational aircraft. The crew of this aircraft which was Captained by P/O. R.A. CLOTHIER J.15680 were P/O. S.J. DE ZORZI, P/O. L.J. CORRELL, P/O. R.J. AUSTIN, P/O. T.M. MURDOCH, P/O. R.E.J. FITZGERALD, SGT. MCART, J. and P/SGT. JACQUES, J.. Incidentally five of this crew are second tour men they are as follows, P/O. R.A. CLOTHIER, P/O. S.J. DE ZORZI, P/O. L.J. CORRELL, P/O. R.J. AUSTIN, and P/O. R.E.J. FITZGERALD. P/O. R.A. CLOTHIER and P/O. DE ZORZI being on a second tour with 408 Squadron after having completed their first tour when the squadron was on Hampdens. The aircraft in which they made this sortie was a "W" for NAI or better known as "LADY BE GOOD" made her 45th debut over enemy territory. Previously she was Captained by P/Lt. N. SUTHERLAND, J.19842 and his distinguished crew who have now been screened from operations after the completion of one tour. In answer to Bomber Commands call for 10 aircraft to prepare for operations tonight 408 replied with flying colours and crews were detailed accordingly. However 3 of these aircraft were later scrubbed but the remaining seven carried out their mission. Take off time was set for 2212 hours and all aircraft were airborne by 2220 hours and well on their way to their target and to put another nail in Hitler's coffin. The target was as the previous night STUTTGART. On the return journey all aircraft were diverted, 2 and 3 to HARTFORD BRIDGE, and the remaining five to GDLAM, N for "NAI" came in on three engines as the Port inner engine was u/s. All aircraft returned to base the following day. Flying and ground training was kept down to a minimum today as only ferrying Fighter Affiliation, Air to Air, and bombing along with 3 evening cross countries were carried out. Ground training consisted of 18 details of trap shooting. The squadron retired for the day.		A.3009 - A.3015
LINTON-ON-OUSE	26.7.44		Not required for "OPS" today so squadron was stood down except for some flying and Ground exercises. Flying and Ground exercises consisted of Bombing, Fighter Affiliation, Local flying, S.R.A., formation flying, and aircraft returned from Diversions. Ground training consisted mostly of H.2.S. lectures for Navigators and speed up exercises for Navigators. Some practice bombing, map reading, H.2.S. lectures and 2 dingy drills completed the day for Air Bombers. No other training today.		

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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	27/7/44		<p>This morning Bomber Command called and informed us that the Squadron would not be required for operations today, However at 1700 hours a call was again received from Bomber Command requesting that 21 aircraft be prepared for operations immediately. In response to this call an all out effort was put forth and the necessary preparations completed. Take-off had not taken place by midnight and crews were still standing by.</p> <p>Flying and Ground training was kept to a minimum today. Formation flying and 1 Air Test comprised the Flying training for today. H.Z.S. and Morse S.O.S. procedure with some Dingley drill completed the ground training for today. Later in the evening the Orderly Room held a party in the Green Hamerton Hotel and elbow bending exercises were carried out to a great extent. A good time was had by all.</p>																																																																																																		
LINTON-ON-OUSE	28/7/44		<p>Final word was received today that take-off times for aircraft detailed yesterday would be at 2218 hours. Take-off took place as scheduled and all aircraft were airborne by 2240 hours. Two of these aircraft were scrubbed prior to take off time and 19 aircraft completed the mission.</p> <p>Flying and Ground training was again kept to a minimum. Only 2 night cross country flights took place. Signals section had some training of Fishpond, H.Z.S. and Morse procedure, while the Bombing section held instruction in Dingley drill and Practice Bombing.</p>																																																																																																		
LINTON-ON-OUSE	29/7/44		<p>Last night's target was HAMBURG, Germany. A shadow of gloom covered the squadron today as 4 of our aircraft failed to return from this operation. The names of the missing crews are listed hereunder.</p> <table><thead><tr><th></th><th>POINTS</th><th>TRIPS</th><th>HOURS</th></tr></thead><tbody><tr><td>CAN. J.86584 P/O. George Arthur ROSSER (Pilot)</td><td>97</td><td>26</td><td>136.55</td></tr><tr><td>CAN. R.165050 WO2. Lionel Henry Thomas PHIPPS (Nav)</td><td>89</td><td>26</td><td>122.35</td></tr><tr><td>CAN. R.166327 P/O. GODDWIN, Ernest Albert (A/B)</td><td>89</td><td>26</td><td>122.35</td></tr><tr><td>RAF. 1041871 SGT. ROBERT, Leonard (WFF/A/C)</td><td>89</td><td>26</td><td>122.35</td></tr><tr><td>CAN. R.221843 SGT. DOCKING, Albert Joseph (A/C)</td><td>95</td><td>26</td><td>134.25</td></tr><tr><td>CAN. R.198758 P/O. WILF, Ernest Ralph (A/C)</td><td>98</td><td>26</td><td>144.10</td></tr><tr><td>CAN. R.119223 SGT. NEWFORTH, Bernard Matthew (P/SG)</td><td>95</td><td>26</td><td>129.55</td></tr><tr><td>CAN. J.28297 P/O. Stephen David COFFEY (A/B)</td><td>93</td><td>26</td><td>138.30</td></tr></tbody></table> <p>(Used as Mid User)</p> <table><tbody><tr><td>CAN. J.86046 P/O. John Henry Alexander McCAPPEY (Pilot)</td><td>89</td><td>26</td><td>135.20</td></tr><tr><td>CAN. J.86675 P/O. Rex Harris MITCHELL (Nav)</td><td>83</td><td>26</td><td>121.10</td></tr><tr><td>CAN. J.19634 P/O. Gordon Everett CAUSEY (A/B)</td><td>74</td><td>19</td><td>132.45</td></tr><tr><td>CAN. R.105880 WO1. Arthur Francis MARDEN (WFF/A/C)</td><td>83</td><td>26</td><td>121.10</td></tr><tr><td>CAN. R.100199 P/O. GARDNER, Albert Ernest (A/C)</td><td>80</td><td>25</td><td>116.55</td></tr><tr><td>RAF. 1800650 SGT. HARVEY, George Richard (A/C)</td><td>83</td><td>26</td><td>121.10</td></tr><tr><td>RAF. 2201584 SGT. FRANKS, Francis (P/SG)</td><td>83</td><td>26</td><td>121.10</td></tr><tr><td>CAN. R.142358 WO2. Lorie Francis CASSIDY (A/C)</td><td>70</td><td>21</td><td>91.10</td></tr></tbody></table> <table><tbody><tr><td>CAN. J.9330 P/L. (A/N/A) Gerald Bennett LATIMER (Pilot)</td><td>73</td><td>21</td><td>101.05</td></tr><tr><td>USA. 0.896116 SGT. Alfred Andrew HAUENTHNER (Nav)</td><td>66</td><td>20</td><td>97.50</td></tr><tr><td>CAN. J.26315 P/O. Quentin Thomas Russell GRIMMOND (A/B)</td><td>65</td><td>19</td><td>92.30</td></tr><tr><td>CAN. R.101473 WO1. John DINGWALL (WFF/A/C)</td><td>65</td><td>19</td><td>92.30</td></tr><tr><td>CAN. J.29230 P/O. Jerry Taylor GUTHRIE (A/C)</td><td>71</td><td>21</td><td>99.25</td></tr><tr><td>CAN. J.28550 P/O. Clarence Francis McDUGALL (A/B)</td><td>71</td><td>22</td><td>99.20</td></tr><tr><td>RAF. 1863967 SGT. WESTROPE, Richard, Strickland (P/SG)</td><td>65</td><td>19</td><td>92.20</td></tr></tbody></table>		POINTS	TRIPS	HOURS	CAN. J.86584 P/O. George Arthur ROSSER (Pilot)	97	26	136.55	CAN. R.165050 WO2. Lionel Henry Thomas PHIPPS (Nav)	89	26	122.35	CAN. R.166327 P/O. GODDWIN, Ernest Albert (A/B)	89	26	122.35	RAF. 1041871 SGT. ROBERT, Leonard (WFF/A/C)	89	26	122.35	CAN. R.221843 SGT. DOCKING, Albert Joseph (A/C)	95	26	134.25	CAN. R.198758 P/O. WILF, Ernest Ralph (A/C)	98	26	144.10	CAN. R.119223 SGT. NEWFORTH, Bernard Matthew (P/SG)	95	26	129.55	CAN. J.28297 P/O. Stephen David COFFEY (A/B)	93	26	138.30	CAN. J.86046 P/O. John Henry Alexander McCAPPEY (Pilot)	89	26	135.20	CAN. J.86675 P/O. Rex Harris MITCHELL (Nav)	83	26	121.10	CAN. J.19634 P/O. Gordon Everett CAUSEY (A/B)	74	19	132.45	CAN. R.105880 WO1. Arthur Francis MARDEN (WFF/A/C)	83	26	121.10	CAN. R.100199 P/O. GARDNER, Albert Ernest (A/C)	80	25	116.55	RAF. 1800650 SGT. HARVEY, George Richard (A/C)	83	26	121.10	RAF. 2201584 SGT. FRANKS, Francis (P/SG)	83	26	121.10	CAN. R.142358 WO2. Lorie Francis CASSIDY (A/C)	70	21	91.10	CAN. J.9330 P/L. (A/N/A) Gerald Bennett LATIMER (Pilot)	73	21	101.05	USA. 0.896116 SGT. Alfred Andrew HAUENTHNER (Nav)	66	20	97.50	CAN. J.26315 P/O. Quentin Thomas Russell GRIMMOND (A/B)	65	19	92.30	CAN. R.101473 WO1. John DINGWALL (WFF/A/C)	65	19	92.30	CAN. J.29230 P/O. Jerry Taylor GUTHRIE (A/C)	71	21	99.25	CAN. J.28550 P/O. Clarence Francis McDUGALL (A/B)	71	22	99.20	RAF. 1863967 SGT. WESTROPE, Richard, Strickland (P/SG)	65	19	92.20		
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Place	Date	Time	Summary of Events	POINTS	TRIPS	HOURS	References to Appendices
LINTON-ON-OWSE	29.7.44	(Cont'd)	<p>CAN. J. 21669 F/O, Donald Thomas RYAN (Pilot) 88 25 141.20</p> <p>CAN. R. 150903 WO2, Robert Daniel WHITSON (Nav) 80 23 127.05</p> <p>CAN. J. 85681 F/O, A Ian Howard DUEHIN (A/B) 84 24 132.05</p> <p>CAN. J. 26857 F/O, (A/P/L), Gordon CROUCHER (WOP/AG) 70 30 112.10</p> <p>CAN. R. 169962 F/S, THISCOOT, Harold Edmund (A/G) 87 25 135.45</p> <p>CAN. R. 190578 F/S, DRIE, John Alexander Key (A/G) 87 25 131.25</p> <p>RAF. 1061574 SGT, SCOTT, David (F/ENG) 84 24 139.25</p> <p>CAN. R. 194239 SGT, ELAIS, Joseph Laurant Andre (A/G) 74 20 110.55</p> <p>Nineteen of the twenty - one aircraft detailed for this attack completed their operation as two were scrubbed prior to take off time. The following is a condensed report of this raid. 9/10ths to 10/10ths cloud over the target area with tops between 10 to 13,000 feet. Visibility over the target was good and the target was identified by Red and Green T.I. Markers. Markers seem somewhat scattered and bombing was concentrated on the centre of the Red and Green Markers. One aircraft Lancaster DG 730 "K" was attacked by a J.U. 88 and the Pilot and Flight Engineer were injured. The attack took place at a position 542. N 0716 E at 01.52 hours at 13,000 feet. The rear and mid upper gunners replied with fire and no results were observed. Damage to the Bomber was considerable as the bomb bay, hydraulics, trailing edge of port wing and Port inner and Starboard engines were rendered unserviceable. Jettisoned all removable equipment and diverted to WOODBRIDGE. Listed here-under is the names of the two injured members of the crew.</p> <p>CAN. R. 121043 WO1. C. McLEOD (Pilot) (Injured) 99 29 148.10</p> <p>RAF. 992149 SGT. DINES, J.A. (F/ENG) (Injured) 87 26 123.40</p> <p>Flying training was nil today as crews were standing by for operations. Ground training consisted of H.2.S., Fishpond Monica and Morse procedure for signals. Dingy drill and practice bombing completed the day for the Bomb Aliners.</p> <p>Bomber Command gave a call requesting that thirteen aircraft be prepared for operations and as always 408 put their best foot forward and completed full operational requirements. Later that day word was received scrubbing these "OPS" and once again we retired for the day looking forward to our next operation.</p>				
LINTON-ON-OWSE	30.7.44		<p>Bomber Commands call today requesting that fourteen aircraft be bombed up and crews detailed for operations was answered with great enthusiasm and both air and ground crew personnel looked forward to a great "DO".</p> <p>During the past week ending this day 22 hours and 40 minutes were spent off flying and ground training. In addition to this 5 squadron lectures 41 dingy drills and Parachute drills, 8 compass swings and 90 details of trap shooting. Total number of aircraft taking part in operations during the past week were 36.</p> <p>Flying and Ground training for today consisted of F/A, Bombing practice, Local, Formation flying, and cross country of H.2.S. also Standard cross country. Ground training consisted of H.2.S. and Fishpond Monica for Signals and Dingy drill and Practice Bombing for the Bomb Aliners. This completed both a days work and ground training for the day.</p>				
LINTON-ON-OWSE	30.7.44		<p>Again Bomber Command called and again requested that twelve aircraft be prepared for operations to-night, but again they cancelled these "OPS" in the evening about 18:55 hours.</p> <p>Flying training was nil in A flight and B flight had conversion exercises with some cross country and bombing also some circuit. Ground training consisted of Dingy drill H.2.S and Practice bombing. This completed the training for this month which has been both successful in Operations as well as in training.</p>				

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Place	Date	Time	Summary of Events	SECRET.	References in Appendices
LUNTON-ON-OUSE	As at 11.7.44		<p><u>CASUALTIES</u>: See daily entry.</p> <p><u>POSTING IN</u>: J.24170 P/Lt. R.R. CHEKALACK (Pilot); R.143100 WO2. H.M. TREALHAVEN (S/A); 130169 P/SGT. BARN, J.S. (WOP/AG); 1824154 SGT. CAMPBELL, J. (A/C); R.204040 P/SGT. URZADA, G.S. (A/C); 1807787 SGT. MYERS, F.E. (P/ENG). Posted in from 405 Squadron weef. 11.7.44.</p> <p>R.179657 SGT. STILES, H.E. (Nav); J.28359 P/O. GREENWOOD, E. (A/B); R.102195 WO2. H.A. MacLENNAN (WOP/AG); R.188900 P/SGT. RATHERSON, E. (A/C); R.197918 P/SGT. GILLES, J.Y. (A/C); 612865 SGT. SCOTT, S. (P/ENG); Posted from No. 61 (RCAP) Base weef. 12.7.44.</p> <p>J.261151 P/O. R.R. GILSON (Pilot); J.39924 P/O. D.A. STANLEY (Nav); R.99134 WO1. D.H. WOODFORTH (WOP/AG); J.35091 P/O. L.J. KEARSE, (A/B); R.206117 SGT. SUTTON, W.G. (A/C); R.208124 SGT. JENSEN, A.C. (A/C); 1365842 SGT. ANDERSON, A. (P/ENG); Posted from No. 61 (RCAP) Base weef. 13.7.44.</p> <p>J.86802 P/O. G.A. HAREWOOD (Pilot); R.151329 SGT. COULTER, J.W. (Nav); R.162400 SGT. FORBES, J.L. (A/B); R.132056 WO2. G.W. MCGILLVRAI (WOP/AG); R.138433 SGT. MCGILL, J. (A/C); R.196843 SGT. MAULT, E. (A/C); 2216598 SGT. WELSH, S.H. (P/ENG). Posted from No. 61 (RCAP) Base weef. 13.7.44.</p> <p>J.23885 P/O. R.H. JOHNSON (Pilot); J.35030 P/O. L.F. HESSEMER (Nav); R.194135 SGT. SCOTT, G.F.S. (WOP/AG); J.28671 P/O. C.F. WILSON (A/B); R.201649 SGT. KIRSTEAD, D.W. (A/C); R.219901 SGT. MCNIGHT, G.M. (A/C); 1823292 SGT. DEVLIN, B.J. (P/ENG); From No. 61 (RCAP) Base weef. 15.7.44.</p> <p>J.10627 P/Lt. D.O. FETTER (Pilot); J.35708 P/O. H.G. BAILE (Nav); J.29718 P/O. J.A. O'BRIEN (A/B); R.135673 WO2. J.M. JUDGE (WOP/AG); R.214550 SGT. FERGUSON, G. (A/C); R.237586 SGT. REID, G.J. (A/C); 1594439 SGT. HOSMER, J. (P/ENG) Posted from No. 61 (RCAP) Base weef. 17.7.44.</p> <p>J.26126 P/O. D. BROWN (Pilot); R.62230 SGT. COHEN, L. (Nav); J.24236 P/O. A.D. HARRIS (A/B); J.26774 P/O. H.W. BENDERSON (WOP/AG); R.22186 SGT. HARKES, F.E. (A/C); R.202870 SGT. WHEELER, J.L. (A/C); 1608999 SGT. JONES, H. (P/ENG); From No. 61 (RCAP) Base weef. 26.7.44.</p> <p>J.35177 P/O. R.W. BOWMAN (Pilot); J.36945 P/O. H.G. WOODS (Nav); R.22544 SGT. SHERRON, R. (A/B); R.147509 SGT. ANDERSON, J.R. (WOP/AG); R.209132 SGT. SHERRY, R.D. (A/C); R.212274 SGT. DUNBAR, D.M. (A/C); 1894313 SGT. REED, J.D. (P/ENG); Posted from No. 61 (RCAP) Base weef. 26.7.44.</p> <p>J.35876 P/O. R.C. WALLACE (Pilot); J.37162 P/O. W.W. GLOVER (Nav); J.36279 P/O. J.W. MURDOCH (A/B); J.24072 P/O. C.M. HANCOCK (WOP/AG); R.208934 SGT. ROTHWELL, A.L. (A/C); R.23224 SGT. REID, H.B. (A/C); 1896192 SGT. REED, G.R. (P/ENG); Posted from No. 61 (RCAP) Base weef. 26.7.44.</p> <p>J.10644 P/Lt. H.J. BRYCES (Pilot); R.179589 P/SGT. L. ARCHELL, W.R. (Nav); R.151001 SGT. DAVIS, R.L. (A/B); R.119946 WO J.E. MCGILLACH (WOP/AG); R.219218 SGT. CURRIE, J.J. (A/C); R.196496 SGT. MCGILLACH, G.W. (A/C); 220147 SGT. JACKSON, H.F. (P/ENG); Posted from No. 61 (RCAP) Base weef. 11.7.44.</p>		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUSE	31.7.44		<p>POSTINGS OUT: J.86477 P/O. S.W. FOGNER, (Nav): posted to 24 O.T.U. w.e.f. 8.7.44 on completion of first operational tour.</p> <p>R.190789 P/Sgt. CLAUDE G.A. (A/C), posted to 22 O.T.U. w.e.f. 9.7.44 on completion of first operational tour. (Pilot)</p> <p>J.18049 A/P/Lt. W.S. FULLER, and J.85734 P/O. S.P. MORRISON (A/C), posted to R.C.A.F. "R" Depot w.e.f. 10.7.44 on completion of second operational tour.</p> <p>J.87068 P/O. D.R. ANDREWS (Pilot), J.25289 P/O. J.C. WILLIS (Nav): R.103927 WO1. R.A. EVANS, (WOP/AG): R.16614 WO2. J. FRIEDLIER (A/B): R.183374 SGT. MASONDAID, G.A. (A/C): R.18794 SGT. CONROY, J.J. (A/C): and R.20155 SGT. GRANT, E.B. (P/ENG), posted to NO. 415 (RCAF) Squadron w.e.f. 17.7.44.</p> <p>J.16079 A/P/Lt. L.J. TONS DFC (A/C) posted to R.C.A.F. "R" Depot w.e.f. 31.7.44.</p> <p>CAN.4631 SGT. CHANDLER, D.V. (NAV) to "R" Depot w.e.f. 29.7.44.</p> <p>1509170 SGT. MOORE, E. (P/ENG) to NO. 61 (RCAF) Base w.e.f. 31.7.44.</p> <p>J.87332 P/O. A.B. TRENCH, (A/B), to 1666 Conversion Unit w.e.f. 31.7.44.</p> <p>J.25317 A/P/Lt. A.A. BRUCE, (Pilot) and J.14036 A/P/Lt. R.M.C. FRANKLIN (Pilot) to 82 O.T.U. w.e.f. 31.7.44.</p> <p>1582935 SGT. MCDRAFT, J.L. (P/ENG), to No. 61 (RCAF) Base w.e.f. 31.7.44.</p> <p>J.85768 P/O. T.J.J. DELANEY (A/B), to 1664 CON. Unit w.e.f. 31.7.44.</p> <p>PROMOTIONS: The undermentioned Pilot Officers have been appointed to the rank of Flying Officers:</p> <p>J.28933 P/O. E.C. MCKAY: J.37220 P/O. J.M. KERRY.</p> <p>The undermentioned Flight Lieutenant has been promoted to the Acting rank of Squadron Leader:</p> <p>J.9950 P/Lt. G.B. LATIMER (Pilot). (Missing on the night of 26/29.7.44)</p> <p>COMMISSIONS: The undermentioned N.C.O.'s have been appointed to the rank of Pilot Officer:</p> <p>R.154776 P/Sgt. GOODWIN, W.H. (A/B) (Missing): R.157553 P/Sgt. VAUGHAN, E.C. (Pilot): R.128788 WO2. R.C. HARVEY, (Nav): R.108431 WO2. J.G. RYAN, (WOP/AG): R.190789 SGT. CLAUDE A. (A/C): J.86923 P/Sgt. SMITH, T.E. (WOP/AG): 630678 SGT. NEWTON, L.C. (P/ENG): R.160394 P/Sgt. ANDREWS, D.R. (Pilot): 905014 SGT. SCAGELL, J.E. (P/ENG): R.89033 WO. MacMILLAN, D.W. (Nav): 1895807 SGT. WHALLEY, W. (P/ENG): R.167521 WO. ALMAGHER, M. (N/C): R.203332 SGT. LAMONT, G.J. (A/C): 934289 P/Sgt. HART, A.G.T. (NAV): R.171461 P/Sgt. TRENCH, L.R. (A/B): R.163050 WO2. PHIPPS, L.H.W. (NAV): 1594538 SGT. WILLIAMS, F.E. (A/C).</p> <p>DEATHS AND AWARDS: The undermentioned Officers and N.C.O. have been awarded the immediate DFC:</p> <p>J.18049 A/P/Lt. W.S. FULLER (Pilot): J.85734 P/O. S.P. MORRISON (A/C): J.6498 A/S/Lt. F.W. FULLER (Pilot): R.52693 WO1. W.G. COOKE (Pilot).</p> <p>CHANGES IN COMMAND: NIL.</p>		

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No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																																																																																																																																																																									
LINTON-ON-OUSE	31.7.44		<p><u>CHANGES IN ADMINISTRATION:</u> N I L</p> <p><u>AIRCRAFT - ON CHARGE:</u> 18 LANCASTER Mark II Hercules engines.</p> <p><u>OPERATIONAL and NON-OPERATIONAL FLYING TIMES:</u> Lanc</p> <table border="1"> <thead> <tr> <th></th><th>OPERATIONAL</th><th>OPERATIONAL TFC.</th><th>OTHER FLYING</th></tr> </thead> <tbody> <tr> <td>LANCASTER:-</td><td>735.32 Hrs.</td><td>273.20 Hrs.</td><td>4.47 hrs.</td></tr> <tr> <td>HALIFAX:-</td><td>32.03 "</td><td>147.36 "</td><td>2.30 "</td></tr> <tr> <td>TOTAL TIMES:-</td><td>765.35 "</td><td>420.56 "</td><td>14.07 "</td></tr> </tbody> </table> <p><u>NUMBER OF OPERATIONAL SORTIES:-</u> One Hundred and Eighty (180)</p> <p><u>TONNAGE OF BOMBS DROPPED DURING THE MONTH:-</u> Tons (2240 Lbs.) <u>HE</u> <u>INCENDIARY</u> from 31.7.44 to 31.7.44 770.12 tons Nil.</p> <p><u>NUMBER OF COMBATS WITH ENEMY AIRCRAFT:-</u> Three combats - One probable claimed destroyed.</p> <p><u>PERSONAL STRENGTH:-</u></p> <table border="1"> <thead> <tr> <th rowspan="2"></th><th colspan="4">OFFICERS (AIRCREW)</th><th rowspan="2">TOT.</th><th rowspan="2">Sigs.</th><th colspan="4">AIRCREW (AIRCREW)</th><th rowspan="2">TOT.</th><th rowspan="2">Sigs.</th></tr> <tr> <th>RCAP</th><th>RAP</th><th>WAP</th><th>WAP</th></tr> </thead> <tbody> <tr> <td>Pilots.....</td><td>34</td><td>-</td><td>-</td><td>15</td><td>34</td><td></td><td>3</td><td>-</td><td>-</td><td>14</td><td>3</td></tr> <tr> <td>Navigators.....</td><td>26</td><td>3</td><td>1</td><td>15</td><td>30</td><td></td><td>7</td><td>-</td><td>-</td><td>14</td><td>7</td></tr> <tr> <td>Air Bombers.....</td><td>26</td><td>-</td><td>-</td><td>15</td><td>26</td><td></td><td>15</td><td>-</td><td>-</td><td>14</td><td>15</td></tr> <tr> <td>Wireless Operators.....</td><td>9</td><td>2</td><td>-</td><td>6</td><td>11</td><td></td><td>24</td><td>6</td><td>1</td><td>23</td><td>31</td></tr> <tr> <td>Flight Engineers.....</td><td>1</td><td>4</td><td>-</td><td>6</td><td>8</td><td></td><td>2</td><td>38</td><td>-</td><td>23</td><td>40</td></tr> <tr> <td>Air Gunners.....</td><td>9</td><td>1</td><td>-</td><td>11</td><td>10</td><td></td><td>66</td><td>6</td><td>-</td><td>146</td><td>72</td></tr> <tr> <td>Total.....</td><td>105</td><td>10</td><td>1</td><td>70</td><td>118</td><td></td><td>117</td><td>50</td><td>1</td><td>134</td><td>168</td></tr> </tbody> </table> <p><u>GROUND CREW:-</u></p> <table border="1"> <thead> <tr> <th></th><th>RCAP</th><th>RAP</th><th>WAP</th><th>WAP</th><th>TOT.</th><th>Sigs.</th></tr> </thead> <tbody> <tr> <td>Officers.....</td><td>2</td><td>-</td><td>-</td><td>2</td><td>2</td><td></td></tr> <tr> <td>Officers (W.D.).....</td><td>N I L</td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Officers (WAP).....</td><td>N I L</td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Airmen.....</td><td>284</td><td>14</td><td>-</td><td>236</td><td>298</td><td></td></tr> <tr> <td>Airmen (W.D.).....</td><td>N I L</td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Airmen (WAP).....</td><td>-</td><td>8</td><td>-</td><td>7</td><td>8</td><td></td></tr> <tr> <td>Total.....</td><td>286</td><td>32</td><td>-</td><td>245</td><td>308</td><td></td></tr> </tbody> </table> <p><u>SUMMARY</u></p> <table border="1"> <thead> <tr> <th></th><th>RCAP</th><th>RAP</th><th>OTHERS</th></tr> </thead> <tbody> <tr> <td>Officers (Airmen).....</td><td>105</td><td>10</td><td>1</td></tr> <tr> <td>Officers (Ground).....</td><td>2</td><td>-</td><td>-</td></tr> <tr> <td>Total.....</td><td>107</td><td>10</td><td>1</td></tr> <tr> <td>Airmen... 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RCAP	RAP	WAP	WAP	Pilots.....	34	-	-	15	34		3	-	-	14	3	Navigators.....	26	3	1	15	30		7	-	-	14	7	Air Bombers.....	26	-	-	15	26		15	-	-	14	15	Wireless Operators.....	9	2	-	6	11		24	6	1	23	31	Flight Engineers.....	1	4	-	6	8		2	38	-	23	40	Air Gunners.....	9	1	-	11	10		66	6	-	146	72	Total.....	105	10	1	70	118		117	50	1	134	168		RCAP	RAP	WAP	WAP	TOT.	Sigs.	Officers.....	2	-	-	2	2		Officers (W.D.).....	N I L						Officers (WAP).....	N I L						Airmen.....	284	14	-	236	298		Airmen (W.D.).....	N I L						Airmen (WAP).....	-	8	-	7	8		Total.....	286	32	-	245	308			RCAP	RAP	OTHERS	Officers (Airmen).....	105	10	1	Officers (Ground).....	2	-	-	Total.....	107	10	1	Airmen... (Airmen).....	117	50	1	Airmen... (Ground).....	284	14	-	Airmen.....	101	64	1		
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LINTON-CROUSE	11.7.44			<p>most of our crews like them very much. Some of our older crews still favor the Lancaster and we are fortunate in that we are still operating one Flight of Lancasters and hope to screen all our older crews on them.</p> <p>Casualties were light last month up until the attack on HAMBURG. We were very unfortunate in losing four of our most experienced crews. Previously to this attack, on July 27th, the Squadron had operated four times against major targets without a loss. We look forward to having a successful month in August.</p> <p style="text-align: right;"> <i>R. Mc Lennan</i> 4/c (R. Mc LENNAN) Wing Commander, Commanding, No. 105 (R.C.A.F.) Squadron. </p>		