

OPERATIONS RECORD BOOK

547-20-408.
JAS

Page No. ONE

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.
para. 1340 and War Manual Pt. II, chapter XX, and
note in R.A.F. Pocket Book.

(Unit or Formation) NO 106 (R.C.A.F.) SQUADRON

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-CH-OUSE	1.8.44		<p>After a very successful month of JULY with 8000 operations and training the Squadron now looks forward with hope and faith into the future of the coming month, of AUGUST.</p> <p>Bomber Command requested that 14 aircraft be prepared for operations today and an equal number of crews detailed. Fortunately operations for the first had been scrubbed and bombing up was already complete except for two aircraft which were added to the previous raid. Take off was set for the early part of the afternoon. The first aircraft was airborne by 1501 hours and the remainder followed until all were into the Blue by 1524 hours and were headed onto the target. The objective for this raid was <u>FAIRBANKS</u> in FRANCE.</p> <p>The result of this mission proved to be very disappointing as the target area was covered with 10/10ths cloud with tops between 4 and 5000 feet. On Master Bombers' instructions all aircraft were forced to abandon their mission and the journey into enemy territory proved fruitless. No enemy aircraft were encountered and only a few flak bursts were observed in the target area. All aircraft returned to base and the first one was to touch the deck was "H" How at 1852 1/2 hours and all aircraft were down by 1951 hours.</p> <p>Ground training was at a minimum today due to operations in the afternoon and Signals were the only section to carry out any training. This consisted of Morse procedure, H.2.S., Fishpond and emergency procedure.</p>		A.3035 - A.3047
LINTON-CH-OUSE	2.8.44		<p>Operational requirements today by Bomber Command were 13 aircraft to be bombed up and crews detailed accordingly. As much work to constitute such a raid would be necessary all ground crew armoursers and fitters worked in conjunction and everything was completed and ready for the take-off. Up until 23.39 hours take off time had not been announced and but faith still remained in the minds of both air and ground crew that another blow would be dealt and this work would not be in vain.</p> <p>Due to heavy preparations for operations today, ground training was again kept down to a minimum. "B" Flight who are converting to Halifax aircraft Mark VII had one conversion check along with 1 dual circuits and landing.</p>		
LINTON-CH-OUSE	3.8.44		<p>This morning two more Lancaster and 1 Halifax VII was added to the number of aircraft A.3048-A.3062 detailed for operations yesterday. Take off time was set for the early morning. The first aircraft off the deck was "A" Apple who was airborne by 1140 and the remainder were well on their way to the target by 11:55 hours. Out of all these aircraft detailed to attack <u>BOIS DE GASSIAN (D)</u> Dumps only one failed to take off and this was due to a fuel line being unserviceable.</p> <p>Weather over the target was nil to 4/10ths cloud, with tops at 10,000 feet, but visibility was good and the markers were prompt and well concentrated. The Master Bombers' instructions were heard clearly and distinctly by most crews instructing to bomb T.I. Red and then to under shoot T.I. red and smoke by 100 yds.. The target was successfully visually identified and an excellent concentration of bombing developed with a number of explosions being reported. H/A was slight to moderate bursting between 13 and 16000 feet. Fighter opposition was negligible. All aircraft returned safely.</p> <p>Ground training took part of the day in the signals section with Morse procedure and Visual monitor for Wireless Operators, while in the Bombing section H.2.S. compiled and completed their day. No flying training for today.</p>		

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Place	Date	Time	Summary of Events	Page No. TWO	References to Appendices
LINTON-CH-005E	4-8-44		<p>For the third consecutive day Bomber Command called and 16 aircraft were, in true 408 style, again prepared for operations. After a hard and tedious morning all ground crew witnessed their aircraft which they had been working on since the early hour of the morning take-off on a mission for freedom. Before take off time one aircraft was scrubbed and the remaining fifteen were all airborne and on their way to their target by 1116 hours.</p> <p>Like yesterday the target was again BOIS DE CASSIN (D) DUMES. Weather over the target was nil to 5/10ths cloud with tops at about 8,000 feet and visibility was good. The markers were well grouped and the Master Bomber was reported as being excellent by practically all crews. Bombing was well concentrated and although only one explosion was reported at 1900 hours, the Master Bomber commented on the excellence of the bombing. No enemy aircraft were encountered and risk was slight in the target area, but the North PARIS defences were reported as quite active.</p> <p>Signals section again carried out the complete ground training for 10 days which consisted of Visual Monica, Morse procedure and S.S.S. procedure. Flying training was kept to a stand down.</p>	SECRET.	<p>Page No. TWO</p> <p>References to Appendices</p> <p>A.3063 - A.3077</p>
LINTON-CH-005E	5-8-44		<p>Fifteen aircraft were prepared for operations today on instructions from Bomber Command and the crews were detailed accordingly. Take off time was set for the morning and everything was completed. Crews were briefed and take off time was set for 1035 hours, and the target was ST. LEU D'ESTRENT Storage Tunnels.</p> <p>Weather over the target was about 6/10ths cloud with tops about 8 to 10,000 feet with good visibility. The markers appeared to be well placed but were at times difficult to see owing to cloud and smoke. The Master Bomber was heard clearly directing the attack. In the early stages on to the S.S. Ref. and later to underdrift of the T.F. 1. Yellow markers. The target was clearly identified but owing to cloud a number of crews had to orbit and although there was a good concentration of bombing with much smoke the attack is difficult to assess. There were reports of both underdrifting and overshooting. Ground defences consisted of slight to moderate M/F between 12 and 10,000 feet, mainly in barrage form but with some reports of seen. No enemy fighters were encountered. All aircraft except M, G, and I returned to base safely. These three aircraft were diverted to PANGLOSS because of shortage of petrol. "Q" Queenie to LINTON-CH again for petrol shortage, and I Ink to Camaby when task had to be abandoned due to failure of undercarriage not retracting after take-off and Port Inner engine going unserviceable. Aircraft left for repairs and crew returned to Linton.</p> <p>Flying training to day consisted of 2 night crews country, on HALIFAX aircraft Mark VII. Ground training was kept to a minimum and the Bombing section carried out the majority with H, Z, S, and Bombing practice.</p> <p>Bomber Command late call to prepare 16 more aircraft for operations today after sending nineteen out this morning was a little strenuous on the ground crew and air crew personnel, it was finally decided to cancel these operations at 1800 hours that evening.</p> <p>No operations to day, no advantage was taken of the good weather and flying training took up the biggest part of the day, this comprised mostly of formation flying and bombing practice. Ground training was taken seriously in the Bombing section, signals, and gunnery sections. Bombing section training was on S.S.S. Link and practice bombing, while signals had training on Flashpoint, Visual monica, and S.S.S. procedure. Gunnery completed the day with Fighter Affiliation and Air to Air firing.</p>	SECRET.	<p>A.3078 - A.3096</p>
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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
LINTON-ON-OUSE	7.8.44		<p>Bomber Command's request that sixteen aircraft be prepared for operations to-night and the equal number of crews be detailed was carried out and everything was set for the initial take off. Ten Lancaster aircraft were detailed to attack TOTALIZE NO 5 and five HALIFAX MK VII aircraft were detailed to attack TOTALIZE NO 2. These targets were in the GARE area. Take off time was set for 2052 for the Halifax aircraft and all were airborne by 2051 hours. Lancasters took off at 2145 and all were airborne by 2205 hours.</p> <p>Out of the five Halifax aircraft that took off to attack TOTALIZE NO 2 (GARE) 1 attacked the target the remainder were forced to abandon mission over the target due to Markers being bombed out. Master Bomber instructed us to abandon missions.</p> <p>One Lancaster was also forced to abandon mission over the target due to electrical failure. The remaining nine attacked the target on time and bombed.</p> <p>Weather over the target was clear and visibility good. Red markers were plentiful throughout the attack and Red Markers appeared to be well grouped. Bombing seemed well concentrated knocking out Red T.I.'s and causing much smoke and dust. A large reddish explosion was reported at 2142 hours. One combat was reported shortly after leaving the target. Eight aircraft were diverted, all these being Lancs. B.G.H. landed at ROUSSELD, J.H.Q. landed at CASTLE DONINGTON and E landed at OAKLEY. Two Halifax aircraft were diverted R Roger landed at MIPAL and S D-day landed at East Moor but due to the heavy load which was carried when landing and no wind condition this aircraft ran off the runway and the undercarriage was taken off, all the crew are safe. The Captain of this aircraft was P/O Hal-JONES (J.25866).</p> <p>No flying training was carried out today. Ground training was kept to a minimum with the Bombing section taking up the majority of it, with H.2.S., "GHE", D.R. Plotting, and Map reading. Signals assisted in taking up time with H.2.S. and Morse procedure along with FISHBOWL.</p>		A.307-4.311
LINTON-ON-OUSE	8.8.44		<p>A call from BOMBER COMMAND requesting 16 aircraft be prepared for operations to-night was accepted as a challenge to our endurance and fortitude. These preparations were made and completed in good time for take off which was set for 1844 hours. Five Halifax aircraft Mark VII and Eleven Lancaster Mk. II were detailed to attack this enemy target of FORNE DE CHAVILLE.</p> <p>One Halifax was forced to abandon mission due to bombight being unserviceable and not being able to get sighting angle. Weather over the target was clear with slight haze but good visibility, AND TARGET WAS IDENTIFIED VISUALLY and by Red and Yellow T.I. markers. All markers were well grouped and received a good concentration of bombing causing smoke to rise as high as 6,000 feet. One large explosion was reported at 2147 hours. Heavy flak was encountered in the target area but no damage other than one rear turret having the perspex broken in it due to flak was experienced. This attack seemed very successful.</p> <p>Flying training to day was nil, but ground training again was also kept to a minimum with gunnery giving a lecture on .55 ammunition. Bombing section held lectures also on H.2.S. and "GHE" equipment.</p>		A.312-4.312
LINTON-ON-OUSE	9.8.44		<p>Nine Lancaster and six Halifax aircraft of this squadron were detailed to attack FORNE DE NIEPPE (b). All aircraft were prepared and bombed up take off time was set for 2233 hours and all aircraft were airborne by 2245 hours and well on their way to the target.</p>		A.313-4.314

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Place	Date	Time	Summary of Events	References to Appendices
Continued from Page 3.				
LINTON-ON-OWSE	9.8.44		<p>All the aircraft attacked the primary target between 0015 hours and 0019.5 hours from between 11,000 feet and 13,000 feet.</p> <p>Weather over target area was clear, slightly hazy with good horizontal visibility. Red T.I. Markers were put down at 0007 hours and the Master Bomber instructed crews to bomb starboard of these T.I.'s. Master bomber said that bombing was scattered at this time. Green and Yellow T.I.'s were dropped and a concentrated attack followed. This time the Master Bomber was instructing crews to bomb Green T.I.'s. Red explosions were reported at 0019 hours and 0020 hours; a few fires were seen burning and much smoke and dust covered the target area. Ground defences were nil and there was no fighter opposition.</p> <p>Flying training today consisted of 2 Cross country and bombing practice. Ground training was nil.</p>	
LINTON-ON-OWSE	10.8.44		<p>Fourteen aircraft from this squadron were again detailed for operations tonight. Nine Lancaster Mark II and 5 (Five) Halifax Mark VII were detailed for this "DO". The target for tonight's mission was to be LA. FALLON. All aircraft took off between 1918 hours and 1952 hours and were well on their way to give "Jerry" another good shaking.</p> <p>Flying training today was carried out by "A" flight consisting of most Air to Air Fighter Affiliation, and Practice bombing. Ground training was nil.</p>	A. 3143-A. 3155
LINTON-ON-OWSE	11.8.44		<p>Aircraft detailed for operations last night finally returned to Base this morning between 0146 and 0222 hours. Weather was clear with some haze over the target but visibility was good and the target was identified by Green T.I. markers. Illuminating flares were seen at 22.53 hours followed by T.I. Green markers at 22.55 hours. Master Bombers instructions were heard clearly by crews and his instructions were changed many times. His final instructions were to bomb centre of two starboard green T.I.'s. Small fires and black smoke were seen by most crews, and at 23.05 hours a large burst of oil fire was seen with a great deal of black smoke. There was no fighter opposition. Ground defences consisted of slight heavy flak and moderate light flak.</p> <p>HIS MAJESTY THE KING, QUEEN ELIZABETH, AND HER ROYAL HIGHNESS PRINCESS ELIZABETH paid a visit to this Base to day and among the investitures received from the KING were Wing Commander R.A. McLENNAN, DFC (C.1617), Officer Commanding No. 408 (2nd CA) Squadron, Squadron Leader F.W. HALE, DFC (J.6498) "A" Flight Commander of No. 408 (2nd CA) Squadron, and Flying Officer S.W. DUNN, DFC (J.21039) who completed a tour on this squadron with Pilot Officer J.D. HARVEY (J.85061) DFC, all of whom were presented with their DFC MEDALS.</p> <p>For the remainder of the day a stand down was given and this gave aircrew and ground crew both a breathing spell after a hard week of operations.</p>	
LINTON-ON-OWSE	12.8.44		<p>Our breathing spell was cut short today when Bomber Command required fifteen aircraft to be ready for take off time which was set for 1106 hours this morning. This meant very much hard work for our Aircrews who have been doing a wonderful job of bombing up aircraft on time and they did not fail this time but came through away ahead of schedule. All our aircraft were well on their way to the target by 11:30 hours. The target for this raid was to be the MENTRICHARD DUNGS. Weather over the target was clear and visibility was good which enabled the target to be identified visually. The Master Bomber was heard clearly warning crews to be careful of enemy fires and directed the attack onto Yellow T.I. markers as the Red T.I. apparently were off the aiming point to port. There was a good concentration of bombing. There was a large explosion noted at 1403.5 hours with much brown smoke rising up to 10,000 feet. No ground defences and no enemy aircraft encountered.</p>	A. 315-A. 3170

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No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUSE	12.8.44		<p>Only one aircraft failed to attack the target and had to abandon its mission owing to the Port inner engine being unserviceable, at a position 4945 N 0041 W at 1303 hours while at 16,000 feet. Jettisoned safe at a position 4950N 0050W at 1307.5 hours from 9,000 feet 3 x 500 LB. G.P.T.D. .025 3 x 500 LB. G.P.T.D. 5 x 500 LB. M.C.T.D. .025 and 5 x 500 LB. M.C.T.D. to lighten aircraft for safe landing, and returned to base. No aircraft were diverted and the remainder returned to base between 1617 hours and 1708 when the last one touched the dock.</p> <p>Our aircraft hadn't been back off operations before another battle order was called. For, now without much ado, the fellows carried on in "True 408 Style" and pitched in with every ounce of energy they could muster in their bodies, and all aircraft were ready for the take off with which was set for 2300 hours, when the first Halifax aircraft was airborne. All five Lancaster and four Halifax aircraft were well on their way to the target by 0017 hours. The target for this "NO" was to be PALEISE C 3.</p> <p>No ground or flying training was carried out today due to the heavy preparations for operations.</p>		A. 5171-A. 5179
LINTON-ON-OUSE	13.8.44		<p>Aircraft returned early this morning from last night's operations and the first one to come down was "0" Orange at 0306 hours and all were down by 0430. One aircraft failed to attack the target and had to abandon the task at a position 5330 N 0030 W at 0800 hours while at 2,000 feet owing to a hydraulic failure affecting the undercarriage. This aircraft jettisoned safe 16 x 300 LB. G.P.T.D. .025 bombs at a position 5442 N 0206 E at 0151 hours from 7,000 feet for a safe landing. There was 10/10ths cloud over the target and horizontal visibility was good. Markers were numerous and well grouped throughout the attack. The Master Bomber was heard clearly by most crews and there appeared to be a good concentration of bombing with numerous reddish orange explosions in the target area. Crews were unanimous in the opinion that the attack was successful. Ground defences were negligible and no fighter opposition although fighter flares were observed.</p> <p>Again for the third consecutive time in two days did Bomber Command call and this time requested that fifteen aircraft be prepared for operations. Already fatigued these preparations were carried out to the last aircraft, but no take off time was taken set and at 23.59 hours this evening no take-off had taken place.</p> <p>1 night cross country completed the days flying training, and speed up exercises for Navigators completed the ground training.</p>		
LINTON-ON-OUSE	14.8.44		<p>Three aircraft of the fifteen detailed for operations last night were scrubbed prior to take off time this morning which was at 18.32 hours. The remaining seven Lancaster MK.II and five Halifax MK. VII aircraft were all airborne and on their way to give "Jerry" another shaky "do" by 12.45 hours. All the aircraft attacked the target. Weather was clear and visibility good. On the run up target area was identified visually and T.L.'s were seen to cascade. Bombing was well concentrated on markers and the Master Bomber was heard instructing crews to high concentration of T.L.'s. Several minor explosions and numerous small fires were seen, with considerable smoke. Believed to be a successful attack. No fighter opposition was encountered. Slight Heavy flak in and around the target area.</p> <p>One conversation flight and some Fighter affiliation was carried out today. The ground training consisted of M.T.S. and dry swim for Navigators and .5 lecture for Gunners while signals had some training on emergency procedure.</p> <p>Well! The target for this morning's operations was BONS TASSILY.</p>		A. 5180-5191

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-CH-OUSE	15.8.44		Sixteen aircraft were prepared for operations and an equivalent number of crews were detailed for this operation. One spare aircraft and 2 spare crews were also detailed. Preparations began early in the morning and were completed and the aircraft and crews ready for the take off at 0931 hours. The target for this raid was to be the MOSS ROCK airfield in BRUSSELS. All the aircraft took off except for three that were scrubbed just prior to take off time. Seven Lancaster Mk. II and six HALIFAX Mk. VII aircraft attacked the target which they had been assigned to. The seven Lancaster II aircraft attack A.P. "B" between 1201 hours and 1203.7 hours from between 16,000 and 18,000 feet. Our six Halifax VII aircraft attacked A.P. "A" between 1203.5 hours and 1207.75 hours from between 16,000 feet and 18,000 feet. One Lancaster "A" brought back 2 x 500 lbs. G. F.T.D. -025 bombs which hung up. Weather over the target was clear and the visibility good. Target was identified visually. The markers were well placed and the M.B. clearly heard. A good concentration of bombing developed although there were sticks laid all over the airfield. There was an oil fire started in the central dispersal area and also in the North dispersal area. Much smoke and dust was the result and the attack was believed to be good. All the aircraft returned to base safely.		A. 3192-A. 3207 ⁴
LINTON-CH-OUSE	16.8.44		Flying and Ground training was nil today. For the first time we operated totally with HALIFAX Mk. VII aircraft and this time it was against KRIE, GERMANY. BOMBER COMMAND called and requested that nine Halifax Mk. VII be prepared for operations today. Take off time was set for 2137 hours and all our aircraft took off and were well on their way to the target by 2148 hours when the last Halifax took off. All aircraft attacked the primary target between 0011.7 hours and 0022.8 hours from between 17,000 and 20,500 feet. There was about 7/10ths patchy cloud between 16 and 20,000 feet with a thin layer of cloud or haze below. Visibility was good horizontally, and the marking of the target was opened promptly with T.I.'s and flares at 0003 hours. These were reasonably well concentrated and backed up throughout the attack. The Master Bomber was heard only by a few crews and when heard he was concise and specific. There were a number of fires reported, but nothing spectacular and although there was a good carpet of incendiaries around the markers, there was a considerable scatter. One large column of black smoke up to 8,000 feet to the north of the city. Ground defences consisted of slight to moderate heavy flak with slight heavy flak. Searchlights were few and ineffective. HF 712 "R" Roger was diverted to CANNARY due to starboard motor being dead and electrical equipment being 45. Remainder returned to base between 0237 and 0307 hours. "A" Flight went completely on conversion to Halifax Mk. VII aircraft. Flying training to-day was carried out by "A" Flight with 1 night cross country, circuits and landings and local. Ground training was carried out by Navigation section giving dry swim exercises. Gunnery sheet shooting and rifle shooting, while signals took Morse and H. 2.3.		A. 3208-A. 3218 ⁴
LINTON-CH-OUSE	17.8.44		Bomber Command requested that nine aircraft from this squadron be prepared for operations and that an equal number of crews be detailed. All the necessary preparations were made and as yet take off time had not been set up until 2359 hours this evening. "A" Flight again held the spotlight on flying training with circuits and landings local flying and night cross country. Ground training was mainly held by gunnery section who had 2 hours on Turret Manipulation and a 1 hours lecture on Boulton Paul Turrets. Navigation held a lecture on H. 2.3. This completed a full days training.		A. 3218-3228 ⁴

of (Unit or Formation) NO. 408 (R.C.A.F.) SQUADRON LINTON-OW-QUEEN

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OWSE	18.8.44		Crews detailed for yesterday's operations were finally relieved to hear that take-off time was to be at 2010 hours and the target for tonight would be COMBATANT in France. All aircraft were airborne and headed for the target by 2026 hours. "A" flight again held the spotlight today in flying training with Circuits and Landings three Air Force on Halifax aircraft Mk. VII and also night cross country ground training was comprised of Morse, H.2.S. and Visual Monica for Wireless Operators, and Halifax familiarization for Bombaimers and to complete the day the Gunners had lectures on Boulton Paul bombers for 1 hour, Turret Manipulation for 1/2 hours and rifle shooting.		
LINTON-ON-OWSE	19.8.44		Aircraft returning from last night operations were all diverted to other bases, due to the shortage of petrol except for one that was diverted to other bases. The weather was clear and the standard water-bombing was. Clear weather with good visibility over the target which was identified by illuminating flares and also with Red and Green F.I. Markers. Master Bombers instructions were to bomb on Green F.I. and Starboard Green F.I. to some guns and all crews bombed accordingly at between 2350 and 2352.9 hours. Results of this bombing was very good and one large white explosion was reported and much smoke and dust between the markers on which the bombing was taking place. Many more explosions were seen from the coast after leaving the enemy target. This was considered to be a very good attack and all aircraft were diverted, on the return journey. Flying training carried out today became another step in the full conversion of "A" flight to Halifax Mk. VII aircraft, when circuits and landings were carried out, along with cloud banking, fighter affiliation, and local flying. "B" flight carried out Bombing practice, and 1 local. Ground training was heavy today with Gunners carrying the heavy end of the stick, by carrying out Turret manipulation for 2 hours, aircraft recognition for 1 hour, sheet shooting and 8 details of fighter affiliation. Signals again carried out Morse, H.2.S. and Monica, while Navigation held lectures in H.2.S. and Dry Swim. This completed a heavy and tiresome day.		
LINTON-ON-OWSE	20.8.44		Bomber commands request that twelve aircraft plus one stand by crew be prepared for operations and an equal number of crews be detailed for this operation. He took off time was given as the weather did not look very promising for any take off. Fortunately for "JERRY" the weather proved very much in his favor and this operation was scrubbed. Due to the very inclement weather no flying training was carried out today. Ground training was carried out in most sections to a minimum. Navigation starting off with Dry Swim exercises. Signals carried out Visual Monica, and H.2.S. procedure, while the Bombing section carried on with Link Training and Dry swim exercises. No further training was carried out today.		
LINTON-ON-OWSE	21.8.44		This Squadron was not required for operations to day and again the weather looked very bad this did not tend to keep our aircraft out of the skies and flying training was carried out today by both flights. Two details from "A" flight consisted of Air to Air firing, local, 2 ferrying details from DALTON to BASE and 2 more from BASE to ROTSFORD. Three night cross country were carried out. "B" flight carried out Air to Air exercises, Bombing and Fighter affiliation. Ground training consisted of 1/2 hours turret manipulation for gunners along with some rifle shooting, and 1 intelligence lecture for 1 hour. Signals carried out H.2.S. and Monica along with Morse procedure. The bombing section completed the day with bombing practice and H.2.S.		

Place	Date	Time	Summary of Events	SECRET.
LONDON-ON-ORSE	22.8.44		Weather again proved very much in favor of "VERY" as no operations were called for today. Flying training carried out today was at a minimum and 7 details were called. These consisted of local, Fighter affiliation, and Bombing exercises. Later this evening 3 aircraft took off on a night cross country. Ground training carried out today consisted of rifle shooting, Turbot manipulation 3 hours, Air to Air firing, and Fighter-affiliation for Gunners. Dry Swim, and H.2.S. lectures for Navigators. Vickers Gas Operated Gun firing for Bombardiers, and Practice Bombing, was also included in this.	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Page No. NINE

of (Unit or Formation) NO. 408 (R.C.A.F.) SQUADRON LINTON-ON-OWSE

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OWSE	26.8.44		BOMBER COMMAND anxiously awaited the return of our aircraft from their diversion bases this morning as eighteen more aircraft were to be prepared for operations without delay. Finally our aircraft arrived back about between two and three o'clock this afternoon and immediately preparations were put into action to prepare for another mission. But however everything proved to be fruitless as all operations were "scrubbed" at 1930 hours this evening.		
LINTON-ON-OWSE	27.8.44		Sixteen of the aircraft detailed for operations yesterday were again detailed today and the same crews also were to take part in this operation. All aircraft were ready for take off time which was at 1810 hours when the first aircraft was airborne the remaining fifteen were into the air in good succession and were well on their way to their target by 1844 hours. The target for this "MO" was to be <u>INDUSTRIAL</u> . All aircraft attacked the primary target between 2014 and 2019 hours from between 16,500 and 18,000 feet. 408 P. 27er brought back 1 x 1000 LB. A.N.M. 99 T.D. .025 (S&P) because of hang up. Weather over target was clear with good visibility. Visual bombing however was impossible owing to slight haze and dust from the other attacks. The T.I. Markers were plentiful and clearly seen. Bombing appeared fairly well concentrated but results of the attack depend entirely on the accuracy of the markers. M/S 's instructions were clearly heard instructing crews to bomb on T.I. Yellow and T.I. Green Markers. No fighter opposition was encountered. M/V Moderate, M/V Heavy Barrage with some seen was predicted. All aircraft returned to base safely and the first aircraft to land was XXXXXXXXXX at 2128 and the remainder landed and were all down by 2220 hours. Flying and Ground training was kept down to a very low minimum today with only 1 night cross country. However Gunners carried out 2 hours on Turret Manipulations and 1 hour on XXXXXXXXXX exercises. Bombing section completed the day with "M/S" and M.2.S. exercises.		
LINTON-ON-OWSE	30.8.44		Today was a double header as sixteen aircraft were detailed to attack two different targets. Eight Halifax Mk. VII and two Halifax Mk. III were detailed to attack L'YER CONSTRUCTIONAL WORKS, and all took off except XXXXXXXXXX owing to booster coil on port engine being unserviceable. Weather was clear with good visibility and the target was visually identified by all crews. The M/S was clearly heard and the T.I. Red Markers appeared to be accurately placed. Bombing was reported as accurate, apart from a few scattered sticks. No fighter opposition was encountered. Ground defences consisted of eight Heavy Flak between 12 and 16,000 feet. One aircraft brought back 1 x 250 LB. XXXXXXXXXX because of hang up. The remaining five Halifax Mk. VII aircraft and one Halifax Mk. III were detailed to attack XXXXXXXXXX Heavy G-actal batteries, and all took off except XXXXXXXXXX owing to magnito port outer engine being unserviceable. There was no cloud over the target with good visibility over the target enabling all crews to visually identify it. The first T.I. Red Markers were accurately placed in the centre of the Island. These were followed by T.I. Yellow which fell to the west, and later T.I. Red in the water to the East. The attack appeared well concentrated although some bombs were seen to fall into the sea. Explosions were reported at 2106.2 hours and 2114 hours. Flak was nil and no fighter opposition was encountered. The four Halifax Mk. VII and one Halifax Mk. III attacked the primary between 2105.5 hours and 2108.7 hours from between 12,500 and 13,000 feet. M.S. Eight Halifax Mk. VII and one HALIFAX Mk. III attacked the primary target L'YER Constructional Works between 1954.5 hours and 1957.5 hours from between 11,200 feet and 16,000 feet. Flying training was scrubbed to day due to the heavy operations. Ground training was carried out in some sections with signals starting off with the Halifax electrical system.		A.3254- A.3262 A.3263- A.3267

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OWSE	28.8.44		and some more procedure. Bombing section carried out H.2.S., W.C.S. , and Dry Swim exercises, while the Gunners carried out one and a half hours on Turret Manipulation. This completed the day and the squadron retired for a well earned rest.		
LINTON-ON-OWSE	29.8.44		An official stand-down from operations today to give the Squadron a breathing spell. But living up to the saying "that your training is never finished" flying training was carried out in full strength today. "A" Flight carried out Fighter affiliation, Air to Air firing, Practice bombing, and H.2.S. Training. In the evening two aircraft were on night cross country. "B" Flight however carried out Fighter affiliation, Practice bombing and Air to Air firing. Three aircraft were on H.2.S. Night cross country. Ground training was carried out by all sections. Gunners carried out Turret Manipulation for 1 1/2 hours and Sweet shooting along with fighter affiliation. Signals carried out instruction on Halifax electrical system, visual monica, and more procedure. This completed the full days training.		
LINTON-ON-OWSE	30.8.44		It wasn't until 1700 hours this evening that Bomber Command called and requested that fifteen aircraft be prepared for operations immediately. No take off time was set and none had taken place at 2359 hours so it was expected that it would be a morning "do". However all aircraft were prepared and ready for the take off and the equal number of crews were detailed.		
			Flying training today consisted of Fighter Affiliation, Air to Air firing, Practice bombing and H.2.S. navigation. Ground training was carried out by Gunners today with 1 1/2 hours Turret Manipulation, 12 details of Air to Air firing and 24 details of Fighter Affiliation. Bomb A. 1000s carried out instruction on H.2.S. and "G.S.". Signals completed the day with lectures and instruction on Monica, and Log procedure along with S.O.S. procedure.		
LINTON-ON-OWSE	31.8.44		Thirteen Halifax Mk. VII and 2 Halifax Mk. III aircraft that were detailed for operations yesterday attacked the primary target between 1259 hours and 1306.8 hours from between 1,200 and 2,500 feet. There was cloud over the target base about 2,200 feet, horizontal visibility was poor owing to rain, which caused a larger number of crews to orbit. The target was however, was visually identified and no difficulty in bombing was experienced. There was an excellent concentration of bombing with one crew claiming to have seen three gun placements a mass of rubble. Flak and fighters were nil. The target for this raid was the same as the previous night, ILE DE OROUOUZE Medium Coastal batteries.		A.3265-A.3262
			Flying training was scrubbed today because of operations due to inclement weather conditions. Ground training was also kept to a minimum with Gunners carrying out 3 hours on Turret Manipulation. Signals had instructions on Visual Monica. This completed a months training and operations.		
LINTON-ON-OWSE	as at 31.8.44		CONVULSION: See Daily entry.		
			POSTINGS IN:- J.10644 P/L H.J. Reeves (Pilot); R179589 P/S Arnill, W.R. (Nav); R139946 W2 J.R. McCulloch (WOP/AG); R151001 SGT Davies, R.L. (A/C); 2210137 SGT Jackson, M.P. (P/210); 2219218 SGT Cunningham, J.V. (A/C); R196496 SGT McGregor, G.W. (A/C) posted from No. 61 (REAF) Base w.o.f. 31.7.44.		
			J.25609 P/O G.S. Bailton (A/C) from 425 Squadron w.o.f. 4.8.44.		
			J.24037 P/O M.C. MacKILLON (NAV) from 405 Squadron w.o.f. 9.8.44.		
			J.27671 P/O M.L. MOWAT (Pilot); J.24038 P/O L. GOSWALL (Nav); R125185		
			W2 J.R. Lobbie (A/C); R176037 SGT MacDonnack L.J. (WOP); R253922 SGT LAKE, R.		
			R252011 SGT GIBBS, L.V. (A/C); 1779912 SGT THOMAS, L. (P/210);		

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LINTON-ON-OWSE	31.8.44		<p>...CONTINUED FROM PAGE NO. 10.</p> <p>POSTING IN: J.12037 P/L P.L. SMART (Pilot); J.35510 P/O J.J. WOLFE (Nav); J.37830 P/O R.A. ROMAN (A/B); J.26178 P/O G.W. ANDERSON (WOP/AG); R304086 SGT DAVIES, D.S. (A/G); R201175 SGT DUNCAN, L.J. (A/G); 1836702 SGT MORRIS, D.S. (A/G); posted from No. 61 (RCAP) Base w.e.f. 18.8.44.</p> <p>O-1649 S/L G.W. TAYLOR (Pilot); J.14186 P/O D.A. DE WOLFF (Nav); J.24112 P/O I.J. GUTH (A/B); R235264 SGT BROWN, D.H. (WOP/AG); R213267 SGT WY, A.L. (A/G); R256193 SGT KILLS, W.D. (A/G); 1825619 SGT CHAMBERS, J.A. (P/ENG); posted from No. 61 (RCAP) Base w.e.f. 20.8.44.</p> <p>J.35566 P/O R.M. JARVIS (Pilot); J.13150 P/O W.C. HUGHES (Nav); J.36908 P/O S.B. LLOYD (A/B); R166839 SGT MAVER, G.R. (WOP/AG); R115688 SGT SULLIVAN, H.W. (A/G); R.69482 SGT HENDERSON, K. (A/G); 1895570 SGT GREEN, V. (P/ENG); posted from No. 61 (RCAP) Base w.e.f. 25.8.44.</p> <p>J.18533 P/O J.C. KILLORD (Pilot); J.38328 P/O W.A. CILICKETER (Nav); J.36864 P/O K.I. DUEK (A/B); R.64445 SGT DAVIES, D.L. (WOP) R127013 SGT BORDENSON, R.C. (A/G); R256282 SGT MADD, R.G. (A/G); R27192 SGT WOODS, J.A. (P/R); from No. 61 (RCAP) Base w.e.f. 28.8.44.</p> <p>J.87362 P/O L.F. BAKER (Pilot); J.36011 P/O G.B. HENSON (Nav); J.29390 P/O A.H. MAY (A/B); R165707 P/S DAVIES, P.S. (WOP/AG); R164615 SGT MCDONOUGH, J.W. (A/G); R202727 SGT MCDONOUGH, W.G. (A/G); 1533005 SGT GRANT, C.L. (P/ENG); posted from No. 61 (RCAP) Base w.e.f. 31.8.44.</p> <p>J.38131 P/O W.E. TUNIS (Pilot); J.37170 P/O SALISBURY, H.P. (Nav); J.36219 P/O M.S. McCRAIG (A/B); J.12634 P/O M.W. ANDERSON (WOP/AG); R2498157 SGT SCHERER, W.H. (A/G); R209883 SGT SMITH, M.R. (A/G); 3040085 SGT SUMNER, K. (P/ENG); posted from No. 61 (RCAP) Base w.e.f. 31.8.44.</p> <p>J.87113 P/O A.J. WHEAT (Pilot); J.87267 P/O W.C. HARRISON (Nav); J.87119 P/O NORTHAM, L.H. (A/B); 1968808 P/S CAMERON, D.F.R. (WOP); R197062 P/S FITZGERALD, L.D. (A/B); R201352 SGT STEVENSON, R.F. (A/G); 1861512 SGT YEATMAN, A.L. (P/ENG); posted to this unit w.e.f. 31.8.44 from No. 78 Sqn.</p>		
LINTON-ON-OWSE	31.8.44		<p>POSTING OUT: R170338 W/O T.W. STEWART (A/C) posted to R.C.A.F. w.e.f. 5.8.44 on completion of operational tour.</p> <p>J.19933 P/O W.J. MCINTYRE (Pilot); R177993 P/S DOOLEY, T.H. (Nav); J.28896 P/O J.J. CONNORS (A/B); R166799 W/O J.W. REVEREN (WOP) R196601 SGT GUIDA, G.D. (A/G); R198324 P/S BURNETT, M.J. (A/B); 2209691 SGT BICKLAND, S.A. (P/ENG); posted to 405 Sqn. w.e.f. 1.8.44 and later to 434 Sqn. w.e.f. 21.8.44.</p> <p>J.89369 P/O W.W. HANSEN (Pilot); to 1664 Con Unit w.e.f. 2.8.44 on completion of operational tour.</p> <p>R181804 W/O M.W. HENSON (WOP/AG) to 24 O.T.U. w.e.f. 5.8.44 on completion of operations tour.</p> <p>J.85987 P/O F.E. LUTINSKI (Nav); J.87386 P/O E.C. ROWLES (A/G); R187487 SGT BORDENSON, L.J. (A/G); posted to R.C.A.F. w.e.f. 8.8.44 on completion of operational tour.</p> <p>J.89663 P/O E. HARTMAN (Nav); to 1659 Con Unit w.e.f. 10.8.44 on completion of operational tour.</p> <p>R52693 W/O W.G. COOKE, RFC (Pilot); to 1666 Con Unit w.e.f. 19.8.44 on completion of operational tour.</p> <p>55799 P/O T. WILLS (P/ENG); to 1659 Con Unit w.e.f. 18.8.44 on completion of operational tour.</p>		

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LONDON-CH-OUSE	31.8.44		<p>POSTED OUT: 54969 P/O L.C. NEWTON (P/ENG) to 1664 Con Unit w.e.f. 18.8.44 on completion of operational tour.</p> <p>178025 P/O T.J. SMITH (TOP/AG) to 61 Base w.e.f. 21.8.44 on completion of operational tour.</p> <p>1498157 SGT HAVAN, N. (P/ENG) to 61 Base w.e.f. 21.8.44 on completion of operational tour.</p> <p>R137912 P/SGT CLARK, G.C. (A/C) to 1664 Con Unit w.e.f. 23.8.44 on completion of operational tour.</p> <p>R131247 P/SGT HOGAN, L.M. (WOP) to 24 O.T.U. w.e.f. 23.8.44 on completion of operational tour.</p> <p>J.23589 P/O L.C. FERGUSON (A/B) to 1666 Con Unit w.e.f. 22.8.44 on completion of operational tour.</p> <p>J.24051 P/O W.G. SMITH (Nav) to No. 61 Base w.e.f. 25.8.44 on completion of operational tour.</p> <p>J.27927 P/O R.S. GODDARD (WOP/AG) posted to 405 Sqdn. w.e.f. 31.8.44.</p> <p>R179657 SGT SPILLER, H.E. (A/C) to R102195 WO E.A. MacLENNAN (TOP/AG); J.28359 P/O R. FERGUSON (A/B); 612885 SGT SCOTT, J. (P/ENG); R108900 P/SGT PATTERSON, E. (A/C); R137918 P/SGT GILLIES, J.T. (A/C) to 429 Squadron w.e.f. 9.8.44 for operational duties.</p> <p>J.86685 P/O E.G. VAUGHAN (Pilot); J.27695 P/O D.W. THIRKS (A/B) posted to 1664 Con Unit w.e.f. 31.8.44 on completion of operational tour.</p> <p>J.86729 P/O T.R. BAILEY (Pilot) posted to 1666 Con Unit w.e.f. 30.8.44 on completion of operational tour.</p> <p>J.88167 P/O H.S. CAMPBELL (A/B) posted to 1666 Con Unit w.e.f. 31.8.44 on completion of operational tour.</p> <p>1861247 SGT HARDWICK, M. (P/ENG) posted to 1666 Con Unit w.e.f. 31.8.44 on completion of operational tour.</p> <p>J.96926 P/O C.A. REED (Pilot) posted to 86 O.T.U. w.e.f. 31.8.44 on completion of operational tour.</p> <p>1816171 SGT SLAYTON, R.H. (P/ENG); R110706 SGT LAWSON, F.E. (A/C) posted to 1659 Con Unit w.e.f. 31.8.44 on completion of operational tour.</p> <p>R162322 P/S BOGIAK, J. (A/C) posted to 1666 Con Unit w.e.f. 31.8.44 on completion of operational tour.</p> <p>J.67896 P/O J.M. BOURGEOIS (WOP) posted to 22 O.T.U. w.e.f. 31.8.44 on completion of operational tour.</p> <p>R114786 WO1 G.C. MCLAY (WOP); R169123 P/SGT CLUDE, J.A. (WOP) posted to 82 O.T.U. w.e.f. 31.8.44 on completion of operational tour.</p> <p>PROMOTIONS: The undermentioned Flight-Lieutenant is promoted to the acting rank of Squadron Leader.</p> <p>P/L (A/A/L) S.R. FRANKLING CAN. J.5046;</p> <p>The undermentioned Flying Officers are promoted to the rank of Flight Lieutenant.</p> <p>CAN. J.25317 P/O (A/A/L) E.A. ROYCE</p> <p>CAN. J.18680 P/O (A/A/L) E.A. CLOUTIER</p> <p>CAN. J.26609 P/O (A/A/L) G.S. RAHMAN.</p> <p>RAF. 157577 P/O (A/A/L) P.H. CLIPTON.</p> <p>COMMISSIONS: The undermentioned N.C.O.'s are appointed to the rank of Pilot Officer.</p> <p>1594528 SGT WILLIAMS, W.E. (A/C); R165050 WO2 L.H.T. BRIDGES (Nav);</p>		

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No. of pages used for 21 Month FOURTEEN

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																																																																					
LONDON-ON-OUSE	31.8.44		<p>CONTINUED FROM PAGE TWELVE.</p> <p>COMMISSIONING: 619426 SGT CLARK, A. (P/ENG); R161238 WO2 LALANDE, D.R. (A/B); 1130794 P/SGT LANE, L. (WOP/AG); 1338678 P/B MORAN, L.A. (WOP/AG); R104280 WO HARRISON, A.M. (WOP/AG); R168237 P/SGT GOODWIN, R.A. (A/B); 512431 SGT WILLS, Y. (P/ENG); R135087 WO M.M.J.G. FOURNODIS (WOP); XXXXXXXX R105546 WO R.J. GALLOWAY (WOP/AG); R151621 P/SGT HANLOW, R.G. (Pilot); R167839 WO J. RIBBER (WOP/AG); R199134 WO1 WOODWORTH, D.H. (WOP/AG); R162847 WO2 G.W. COOPER (WOP/AG); R157912 P/SGT CLARK, G.C. (A/B); R194963 P/SGT CUTHBERTSON, W.J. (A/B); R157122 P/SGT KOLLIN, R.E. (A/B); R150903 WO2 R.D. WILSON, (Nav); R183342 P/SGT OLIVER, J.W. (A/B); R76573 P/SGT CAMPBELL, R.F. (A/B); R213499 SGT VAUGHAN, H.E. (A/B); R176762 SGT MADER, W.D. (A/B); R.61345 P/SGT KVAPILIK, R. (A/B); R164347 P/SGT FORRITT, T.H. (A/B); R206012 P/SGT HOWLES, E.C. (A/B).</p> <p>HONOURS AND AWARDS: His Majesty the KING, on the recommendation of the Air Officer Commanding in Chief, has approved the immediate award of the Distinguished Flying Cross to the following Warrant Officer of No. 408 (RCAF) Squadron: Warrant Officer C. McLEOD, R121043, (Pilot). His Majesty the King has been graciously pleased to approve the following awards:- P DISTINGUISHED FLYING CROSS Flying Officer William Robert BURGESS (Can. J.18930) Flying Officer Ronald William BUTCHER (Can. J.20961) Flying Officer Marshall Earl HOWARD (Can. J.22203) Pilot Officer William Ben LESCOUX (Can. J.89578).</p> <p>CHANGES IN COMMAND: - Y N I L CHANGES IN ADMINISTRATION: N I L AIRCRAFT - ON CHARGE: 5 Lancaster Mk. II hercules engines; 20 Halifax Mk. VII hercules engines. OPERATIONAL AND NON-OPERATIONAL FLYING TDOS: 3 Halifax Mk. III hercules engines.</p> <table border="1"> <thead> <tr> <th></th> <th>OPERATIONAL</th> <th>OPERATIONAL TEL.</th> <th>TOTAL FLYING</th> </tr> </thead> <tbody> <tr> <td>LANCASTER:-</td> <td></td> <td></td> <td></td> </tr> <tr> <td>LANCASTER:-</td> <td>531.27</td> <td>14.43</td> <td>546.10 hours.</td> </tr> <tr> <td>HALIFAX:-</td> <td>649.54</td> <td>366.27</td> <td>1016.21 hours.</td> </tr> </tbody> </table> <p>NUMBER OF OPERATIONAL SORTIES:- Two Hundred and Forty Nine.</p> <p>TONNAGE OF BOMBS DROPPED DURING THE MONTH:- tons (2240 lbs) N I L IMMEDIATELY from 1.0.44 to 31.8.44.....1045.09 tons 11.64 tons.</p> <p>NUMBER OF COMBATS WITH ENEMY AIRCRAFT:- N I L</p> <p>PERSONAL STRENGTH:-</p> <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="4">OFFICERS (AIRCRAFT)</th> <th rowspan="2">TOT. STRE.</th> <th colspan="4">AUXILIARY (AIRCRAFT)</th> <th rowspan="2">TOT. STRE.</th> </tr> <tr> <th>RCAP</th> <th>RAF</th> <th>RAAF</th> <th>RECAP</th> <th>RCAP</th> <th>RAF</th> <th>RAAF</th> <th>RECAP</th> </tr> </thead> <tbody> <tr> <td>Pilot.....</td> <td>32</td> <td>-</td> <td>-</td> <td>32</td> <td>32</td> <td>1</td> <td>-</td> <td>-</td> <td>14</td> <td>1</td> </tr> <tr> <td>Navigator.....</td> <td>26</td> <td>8</td> <td>1</td> <td>35</td> <td>35</td> <td>6</td> <td>-</td> <td>-</td> <td>14</td> <td>6</td> </tr> <tr> <td>Air Bombers.....</td> <td>27</td> <td>-</td> <td>-</td> <td>27</td> <td>27</td> <td>12</td> <td>-</td> <td>-</td> <td>14</td> <td>12</td> </tr> <tr> <td>Wireless Operators..</td> <td>14</td> <td>3</td> <td>-</td> <td>17</td> <td>17</td> <td>21</td> <td>3</td> <td>1</td> <td>23</td> <td>25</td> </tr> <tr> <td>Flight Engineers</td> <td>1</td> <td>4</td> <td>-</td> <td>5</td> <td>5</td> <td>2</td> <td>34</td> <td>-</td> <td>23</td> <td>36</td> </tr> <tr> <td>Air Gunners</td> <td>13</td> <td>-</td> <td>-</td> <td>13</td> <td>13</td> <td>62</td> <td>4</td> <td>-</td> <td>66</td> <td>66</td> </tr> </tbody> </table>		OPERATIONAL	OPERATIONAL TEL.	TOTAL FLYING	LANCASTER:-				LANCASTER:-	531.27	14.43	546.10 hours.	HALIFAX:-	649.54	366.27	1016.21 hours.		OFFICERS (AIRCRAFT)				TOT. STRE.	AUXILIARY (AIRCRAFT)				TOT. STRE.	RCAP	RAF	RAAF	RECAP	RCAP	RAF	RAAF	RECAP	Pilot.....	32	-	-	32	32	1	-	-	14	1	Navigator.....	26	8	1	35	35	6	-	-	14	6	Air Bombers.....	27	-	-	27	27	12	-	-	14	12	Wireless Operators..	14	3	-	17	17	21	3	1	23	25	Flight Engineers	1	4	-	5	5	2	34	-	23	36	Air Gunners	13	-	-	13	13	62	4	-	66	66		
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SECRET.

References
to
Appendices

Place

Date

Time

Summary of Events

.....CONTINUED FROM PAGE NO. TWENTY

LINTON-CH-ONE

31.8.44

PERSONAL STRENGTH:

OFFICERS (AIRCREW)

AIRMEN (AIRCREW).

REAF	RAF	RAAF	REAF	TOT. STR.
115	9	1	68	125

REAF	RAF	RAAF	REAF	TOT. STR.
105	41	1	134	146

GROUND CREW OFFICERS: 1 RADAR Officer REAF 1 Flight Lieutenant Administration REAF.

TOTAL PERSONNEL AS AT 31.8.44 -- 271.

LINTON-CH-ONE

31.8.44

SQUADRON COMMANDER'S REMARKS: The month of August was a record one for 408 Squadron in many respects. A total of two hundred and forty nine sorties were flown in spite of the fact that one flight converted from Lancaster II aircraft to Halifax VII during this period. As well as operational flying, which amounted to approximately eleven hundred and eighty two hours, the Squadron put in three hundred and eighty two operational training hours and completed a very large number of fighter affiliation bombing and other highly beneficial training details.

In spite of intensified flying, we were fortunate this month in having no casualties either on operations or in other flying and the accident rate was cut down enormously over the two preceding months.

The ground staff of the Squadron, which has been transferred for the most part to the strength of Station Headquarters, are deserving of much praise for their work during the month of August. Despite conversation and many operations called at extremely short notice, operational failures were kept down to a reasonable figure. Many long and fatiguing hours of back breaking labour were faced cheerfully and efficiently. These men are indeed to be commended on their splendid efforts.

We look forward to having an even more successful period during the month of September and hope that our good fortune will continue, unabated.

R. A. McEwan w/c
(R. A. McEwan) Wing Commander,
Commanding,
No. 408 (R.C.A.F.) Squadron.