COMPILED BY FLIGHT LIEUTEVENT O.V.N. FARRELL/C.V.S.

R.A.P. Form 540
See instructions for use of this form in K.R. and A.C.I.,
park. 3240. and Wor Manual Pt. II., chapter XX., and
uste in R.A.P. Packet Book.

OPERATIONS RECORD BOOK of (Unit or Formation) NO. 408 (R.C.A.F.) SQUARRON LEGITOR-ON-OUSE

5. 47-20 705
Page No. CRE

month

No. of pages used for the

| Place | Date | Time | Summary of Events SECRET. | References to Appendices |
|-----------------|----------|------|---|--------------------------------|
| LINTON-ON-OUSE | 1.9.44 | | Bomber Command requested that fifteen aircraft be prepared for operations today. The weather however did not look to promising for take-off which had not been set. Finally at 130 hours everything was acculated. | |
| | | | Plying training was carried out today. "A" Flight carried out H.2.S. Navigation, my Plight also carried out 1/2 hours H.2.S. Havigation. Ground training today consisted of 1 hour turnet laminglation for Air Cunners and a lecture on Log & wening for Eavigators. Signals held lectures and instructions on Horse, Visual Honica and Fishpond. | |
| LINTON-ON-OUSE | 2.9.44 | | The fifteen aircraft that were detailed for operations yesterday were to remain bombed up, and the same number of crews to stand by. However there was no take off today and it was expected that this would be a nowing "DO". Plying training for today was scrubbed because of these operations. Ground training | |
| LINTON-ON -OUSE | 3.9.44 | | was kept to a minisus with Navigation carrying out Speed up exercises. Aircraft took-off teday at 1520 hours and mere all airborne by 1545 hours. The target for this raid was VOIKEL, airfield in Helland. All aircraft attacked the primary | 4.3283-4.3297 |
| | | | clear with patchy clouds. Tops at 6 to 8,000 feet. Weather ever the target was identified by Green and Red "I. Landons. Republic was good and the target was | |
| | | | were southered the Master Bomber instructed erous to undershoot it. Green by 200 yards and T.I. Red by 400 yards. All erous reported a good concentrated attack. Aircraft were diverted from their home base because of the weather conditions over the home drops. | |
| | | | Hying training was sorubbed to-day due to the poor flying conditions and operations Ground training carried out was very low. Gunners had by being turnet Hantulation. Have- igators held exercises on Dry Serim. A group exercise was carried out by Signals. Bomb Almers held exercises on H.2.S. for by hours. | |
| LINTON-ON -OUSE | 1809-144 | | Again Bomber Command requested fifteen afroraft for "OPS". All kites were bombed up and an equal number of orews letailed for these "OPS". No take off had taken place by | |
| | | | Plying training was carried out by both flights. This consisted of Dual, Solo checks, Fighter Affiliation, and I H.2.S. tros country in the afternoon, with 2 H.2.S. cross country this evening. Ground training was kept to a minimum with numbers having one hour on Aircraft Recognition. Navigators carried out Dry Swim exercises. | |
| LDTON-ON-OUSE | 8-9-44 | . 20 | No take-off for the aircraft detailed for yesterlays "OPS" had taken place by 2359 hours this avening. The meather and continuous rainfall was the cause of this. Flying fraining carried out today consisted of Figiter Affiliation, the heat solo. | |
| | | | and Air to A ir Piring. Ground training carried out, consisted of 3.0.5, procedure and Halifax electronal system for Wireless Operators. | |
| DETOR-ON-CUSE | 6.9.44 | | Early this morning we were called upon to prepare 16 aircraft for operations. All orews were detailed and the Ground crew, as usual, came through in fine style, and all aircraft were bombed up in good time. However a cancellation came through at 1400 hours. | - |
| | | | Flying training was sorubbed to-day because of "GFSF. Ground training carried out consisted of 1 lecture on inter-ception for air numers. Havigators carried out exercises on Dry Swins. | |

| Place | Date | Time | Summary of Events SECRET. | References to Appendices |
|---------------------------|---------|------|---|--------------------------------|
| | | | | Appendices |
| LINTON-ON-OUSE | 7.9.44 | | Not required for "OPS". | |
| | | | Flying training was stood down because of poor flying conditions. Ground training | |
| | | | was also kept to a minimum. Gunners carried out I hour on aircraft recognition. Signals carried out Morse, 3.0.3, encurred out I hour on aircraft recognition. Signals | |
| | | | | |
| | | | Emipment. | |
| LINTON-ON-OUSE | 8.5.44 | | | |
| | 0.00 | | About 160 hours this evening Bonber Command requested fifteen aircraft be prepared | |
| | | | for "OFS". All preparations were made and an early norming take off was expected. | |
| | | | Plying training today consisted of Air to Air firing, Practice Bombing, and Pighter | |
| | 1 | | of Turnet Vanival tion for his Countries Ground training was carried out, commised I hour | |
| | | | Albers completed the day with exercises on 1.2.3. and Dry Swin. | |
| Times of the | - | | | |
| Titon-of-ouse | 9.9.44 | | As was predicted an early take-off pook place and all aircraft were airborne and well a | |
| | - | | on their was to their target by 06% hours. The target for this "DO" was IN MARK. On M/B's instructions the attack was observed at the "The target for this "DO" was IN MARK. On M/B's | 6 3298-A 331 |
| | | | instructions the attack was abandoned at the Target area probably due to clouds making accurate | |
| | | | bombing impossibile. Over the target there was a large Cumalo-Nimbus cloud with mederate | t: |
| | - | | | |
| | | | All aircraft returned to base safely. | |
| | | | 3 Hight cross country and bombing flights, along with 1 Hight cross country and | |
| | | | | 70 |
| | | | and Book Alberta counted out #.2.5. and day Sain exorcises. Signife had horse, while Navigators completed the day with exercises on Dry Sains. | |
| | | - | and the day state stated see on Di- | |
| TOTAL-OUSE | 10.9.44 | | attack LE HAVER for the sea of the in the periations. Eighten aircra't to boff to A. | |
| | 1 | | | 3329 |
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| | | | | * Ton |
| | | | | 4 11 |
| | | | | |
| | | | | |
| | 1 | | / 3 Night cross country flights were carried set by "A" Whight to complete the days | |
| | | | flying training. Ground training consisted of Speed-up exercises for Navigators and Halling electrical system for Wireless Operators. Both Liners had some link training. | |
| | | | don't alledes operators. Bomb alners had some link training. | |
| TON-ON-OUSE | 11.9.4 | | Whether the old saying "No rost for the wicked" applys to 100 or not we don't know, A. I | |
| | | | | |
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| | - | | | |
| | 1 1 | | | |
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| | | | | |
| | 1 1 | | | |
| transaction of the second | 1 | | markers. Cress rejorted a concentrated attack with particularly large explosions between 18.7 and 1885 hours. Grand defendes were moderate to intense Heavy flak painty barrage | |
| | • 1 | | | |

/to base.

R.A.P. Form 540
See instructions for use of this form in K.R. and A.C.L., park. 2340 and War Marinal Pt. II., chapter XX., and notice in R.A.R. Packet Book

OPERATIONS RECORD BOOK

Page No THREE

of (Unit or Formation). No. 408 (R.C.A.F.) SQUADRON LINEON-OUR

| Place | Date | Time | • Summary of Events SECRET. | References to Appendices |
|--|--------------------|------|---|---|
| LINTON-ON-OURE | 11.904 (Cont'd) | | to Base safely except "2" EMBLE who landed at CAMMART due to the Air Speed Indicator being unserviceable. The members of the orew of NF 710 "5" SUGAR were; | operational |
| | | | CAN. J.86658 P/D Romaid Ward, SMITH (Pilot) (Killed) CAN. J.26057 P/D Norman Colin, McKILLOP (Nav). Admitted North Allerton Ecupital, serio | PTS 1815 HIC 38 11 50 usly 72 - 22 92 |
| | | | CAM. J. 35018 P/O George Marshall, HOUSTON (A/B) (Killed) CAM. J. 37220 P/O John Rickellas, KHERY (WC/Ms) (Killed) CAM. J. 37220 P/O Tohnike Theodore, STOTHER (MM/S) CAM. J. 37226 P/O COMEN, Walter Bomeld (MM/S) Admitted Killed) CAM. B200336 P/S COOKEN, Walter Bomeld (MM/S) injured. | 35 10 44 35 10 4 44 13 61 |
| | | | RAS. 1390244 SOT MILEMEN, Douglas John (F/MC) (Killed) | 15 10 4 |
| 100 mm 10 | | | unfortunatly one number of the Motor framaport section was working in the section at the tit this aircraft crashed and was killed. The name and number is listed below- | • |
| | | | CAM. R271290 LAC RATEARALL, Gordon James (Driver M.T.) (Eilled) | operational |
| | | - | Another regretable incident occured this morning when CAS', J.1999S P/O Douglas Arthur, MUNICAE (Filot) died of self inflicted injuries to the head. Flying training was kept down to a minimum today with To Flight carrying out | 80 23 996 |
| | | - • | Girunite and Landings Remainder of training was sorubbed due to operations. Revigators held a lecture on Log keeping and Wireless Operators carried out exercises on Emergency procedure and Radar Logs. This completed the days training. | |
| TIMACH-CH-CORE | 12,9,44 | | We were called upon to-day to prepare fifteen aircraft for operations. All aircraft | A. 3345 - A. 3359 |
| | | | were airborne and on their way to the target by 1140 hours. The target for this raid was to be the Synthetic Oil Plant at MENUE MENCES. Market of our airdraft attacked the primary tar between 1378-0 hours and 1407-3, hours from between 16,500 and 19,500 feets of | get |
| | | | 3 attacked alternative targets. "Y" attacked 800mm at 1399.7 hours from 18,000 feet. "P" attacked a village at a position 5130 N 0710 E at 1500.5 hours from 19,500 feet. "Y" attack | |
| | | | CHRITIS at 1400.5 hours from 16,000 foot. The weather was clear and visibility over the tary was good. While the target was visually identified some cross reported bombing difficult | pet |
| | | | Gio to lack of markers. A concentrated attack however developed with mod fives and constant | rable |
| rance Erano | | | black make was observed. Explosions were reported at 1359, 1401, and 1402 hours. Ground defences were moderate to intense heavy flak causing some grows to bonb alternative targets. | |
| | | 7 1 | No enemy aircraft were encountered. Word was received this morning that Cam. J. 26037 Norman Colin, McKILLOF (May) passed | i . |
| | | | away due to injures sustained in an aeroplane creah, last night while flying with Cast. J.866 | 85 |
| | | | THE PERSON NAMED IN COLUMN TO THE PERSON OF | |
| | | | Flying training consisted of 1 chest sole, directe and Landings, local flying and 1 night cross country. Ground training however was also carried out with Signals having Wir "Gan up" and morse along with S.O.S. smeagency procedure. Mavigators carried out Dry Swim and Loratine, Air Bembers completed the day with S.2.S., Dry Swim and Link Trainer. | |

| Place | Date | Time | | Summary of Events | SECRET. | * References* to Appendices |
|----------------|---------|------|--|--|--|------------------------------|
| | | | | | | |
| LINTON-ON-OUGH | 13.9.44 | | the Master Bomber. A concentr | fle the target and organ were instruct rated attack developed. Hany small ex ttacked the target between 1830 and 18 | plosions were seen. AN 33 hours from between | |
| | | | Flying training cons | lated of 2 Night cross country flights | Ground training was | LLBEQ. |
| | | | also kept down to a minimum wi Wireless Operators carried out | ith Air Gunners carrying out ly hours | on Aircraft recognition. | |
| LINTON-ON-OUSE | 14.9.44 | | conditions and the intense fly | e again detailed for operations to-day ying that has been carried out during | the past week these | |
| | | | Again flying training Fighter Miliation, Bombing, Turret Manipulation, Navigate | was carried as a flight. This and H. 261. Now and the Common of the Comm | comprised mostly of ours instruction on up exercises and Loreinne. | |
| LINTON-ON-OUSE | 15.5.4 | | and were well on their way to | ere detailed to attack KIMs, Germany. | roreft attacked the | 1.3373 - A.338 |
| | | | "J" JOHNIE was forced to aba | ours and 0125-9 hours from between 18, adon mission at a position 5500 N 1000 | E at 0106 hours due to | |
| | | | Target was identified visually | Weather over the target was clear and y by the use of Red and Green T.I. Mar to be taking hold. All crews claimed | kerse Marking was very | |
| | | | Some flak was encountered. H | o difficulties and all aircraft return as carried out to-day due to operation | ed to base safely. | |
| | | | was again kept down to a mini | mum with Air Gumers carrying out I he ecognition, on the flash trainer. | | |
| LINTON-ON-OUSE | 16.9.44 | | Not required for op | erations today. | 10 2 | |
| | | | this completed todays flying | on a "BULLEWIS" exeptise and along with training, Ground training was light w ocedure. Gumers had 2 hours on Turre Loralmes. | rith Wireless Operators | |
| LINTON-ON-OUSE | 17-9-44 | | and all aircraft took off. A | VII piroraft of this agains were det il airpraft attacked the primary targe 7,000 and 4,500 rees. There was 8/10 | t between 1234-2 hours . | £. 3390 = A. 34 |
| | | | which was identified visually and ereem had to orbit, On the opposition was emocuntared. | , Master Rombers instructions to desc he run up, grows reported only a few i A very good concentration of bombing. | lek minetal No fighter | |
| | | | on a "Billion" Ground train | kept down to-day until late this eveni ning consisted of I hours on Turret He emergency procedure for Wireless Opera | minulation for Gunners. | |
| LINTON-ON-OURE | 18.9.44 | | Sixtem signaft were | e detailed for operations today but th | ose "CFG" were finally | |
| | | | Advantage was taken of full strength today. Pight | of good flying conditions and flying t ter Affiliation, Air to Air firing, Bo andings completed the day for flying t | mbing, Girouits and Landin | 9 |

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OPERATIONS RECORD BOOK

Page No FIVE

R.A.P. Form 540
See instructions for sure of this form in K.R. and A.C.L., para. 2340 and Wise Manual Pr. II., chapter XX. and notes in R.A.P. Pochet lists.

of (Unit or Formation) No. 408 (R.C. 4.P) SQUADRON LIPTON-ON-OURSE

| Place | Date | Time | Summary of Events SECRET. | References to Appendices |
|-----------------|---------------------|------|---|--------------------------------|
| DITCH-ON-OUSE | 18,9,44 (Cont'd) | | Ground training was very light with hir Gummers having 1 hour on Turret Manipulation, | |
| INTON-ON-OUSE | 19:9:44 | | Not required for Operations to-day. Flying training consisted of 1 night cross country and circuits and landings. Ground training consisted of M/2 equipment and 3.0.8. energoney procedure for Nireless Operators. Air Gunners carried out 1 hour on Flang trainer for aircraft recognition. Navigators had exercises in Dry Swim. | |
| INTER-CH-CUSE | 20.9.14 | | Not required for operations today's l check solo completed the days training for flying. Ground training comprised of V/T equipment, Fishpond and Morse for Bireless Operators. Gunners carried out 3 hours in Tu Manipulation end also 1 lecture on Window for 1 hour. Havigators completed the day with Dry Swim and Lorainne. | Tet |
| TIN TON-ON-OURE | 21.9.44 | | Not required for operations today, omnisted of S.B.A., Air Tests and Dual check along with 1 day cross country in the afternoon. Ground training to-day was carried out is all sections. Gumers had 1 hour on Right vision and also 1 hour elevent recognition on the Flash trainer. Wireless Operators had instruction on Fishpond, Fault finding on all types of Equipment and hombor Command code. | |
| JIPTON-ON-OURE | 22.9.44 | | Not required for operations to-day's No flying training was carried out to-day due to weather conditions. Ground training was also kept to a minimum with hir Gunners having turret Manipulation for 1 hour and also some skeet shorting. Havigators held a Kavigation Quis between the two flights and also instruction on Loruinnes | |
| DING-CH-CUSE | 23.9.44 | * | Not required for operations to-day. Advantage was taken of the good weather and flying conditions. Flying training was carried out by both flights. This comprised of S.D.A., J Air Tests, I check solo, and 2 decrease country flights along with one night owns country flight. Ground training te-day consisted of Electrical system on Halifax for Fireless Operators and Dry Swim for Havigators. | |
| DITCH)CH-OUGE | 24.9.44 | | Hineteen aircraft were required for operations todder. Take-off time was not set and it was expected that an early norming take-off wuld take place. He flying training took place to day because of preparations for operations. Ground training was kept to a minimum with Gumere carrying out 1 hour on the Flash trainer and ly hours on Euryst Manipulations. Marigators held exercises on Dry Swin and Rovathene. Wireless Operators had a locture on Plahpond and Pault finding on all types of equipment. | |
| NYON-ON-OUNE | 25,9,44 | + | As was predicted take-off took place this morning. The first sirvest was off the deck at 0939 hours and were well on their may to the target which was to be GALADE by 0955 hours. Seventeen sirverant stated the primary target between 110945 hour BLEA-7 hours from between 5 and 6,000 feet. The remains two aircraft shandoned mission over the target on Easter Embleau Instructions due to heavy clouds, shout 6,000 feet and the target area with tops between 5,000 and 6,000 feet. A gar appeared over the target during the attalk. The Haster Embler called the main force down to bomb from 6,000 feet. Visibility was good but bombing was difficult and a number of crows were forced to orbit two or three times. | an 3406 - an 34 |

| Secret. 1359-44 1367-68-0032 1369-45 1368-68-0033 1369-44 1369-68-0033 1369-44 1369-68-0033 1369-44 1369-68-0033 1369-44 1369-68-0033 1369-44 1369-68-0033 1369-44 1369-68-0033 1369-44 1369-68-0033 1369-44 1369-68-0033 1369-44 1369-68-0033 1369-44 1369-68-0033 1369-44 1369-68-0033 1369-44 1369-68-0033 1369-44 1369-68-0033 1369-68-0033 1369-68-0033 1369-68-0033 1369-68-0033 1369-68-0033 1369-68-0033 1369-68-0033 1369-68-0033 1379-68-0033 | | | | | N N N | | Page No. |
|---|---------------|------------|----------|--|--|-----------------------------|-------------------|
| connected of 1 hour of might deciment on the Commerce and Dy United and Hight tenier for A 1925 - A 1942 Harightons Line was so for 055 hours and all aircraft were propared for Operations. Take-off time was so for 055 hours and all aircraft were aircraft of the tenies and the control of the tenies was carried out between 1100 that the same about 2,500 as 5,000 and 7,500 feet. Tenies over the target mas 4 to 5,40ths cloud stift hase shout 2,500 as 5,000 and 7,500 feet. Tenies over the tenies are unanisance that are control of the tenies and the control of the control of the tenies and the control of the control of the tenies and the tenies and the control of the control of the tenies and the control of the control of the tenies and the control of the control of the tenies and the control of the control of the tenies and the control of the control of the tenies and the control of the control of the tenies and the control of the control of the tenies an | Place | Date | Time | , | Summary of Events | SECRET. | 10 |
| STURN-CE-CURE 26.9.44 18. Say and eighteen aircraft fr n this Squadron were prepared for Operations. Take-off Lines was set for 0555 hours and all aircraft were aircraft by maccasions. The stack was control out between 10.00 in an Gidlar for the second depth monocasions. The stack was control out between 10.00 in an Gidlar for the second depth monocasions. The stack the carried was control out between 10.00 in an Gidlar for the second depth monocasions. The stack the sarped was control out between 10.00 in an Gidlar for the second depth monocasions. The stack the stages was a to 5,00 the 5,000 at 7,00 feet. Tenther, over the target was 4 to 5,00 the 10 miles of the stages was 4 to 5,00 the 10 miles of the stages was 4 to 5,00 the 10 miles of the stages was 4 to 5,00 the 10 miles of the stages was 4 to 5,00 the 10 miles of the stages was 4 to 5,00 the 10 miles of the stages was 10 miles of the stages was 4 to 10 miles of 10 mil | INTON-ON-OUSE | 2539-44 | | Markers were reasonably well | il placed. A spod concentration of hard | dng me hidle | |
| commendated of 1 hours of might values for Art commerce and Dry plant and it 26s, trainer for Herighters. Again eighteen aircraft fr m this Squatron were prepared for Operations. Take-off time was not for 00% hours and all aircraft were aircraft by manuscasion. The stack was control out between 100 in ma CHARI for the second day manuscasion. The stack was control out between 100 in ma CHARI for the second and manuscasion. The stack the integration of the stack was control out between 100 in ma CHARI for the second out of 500 for 50 for 500 for | | (Comf'd) | | were reported 1110, 1111, | and 1115 hours, Some very alight heavy | flak was reported but no | ions |
| Again eighteem aircraft fr a this Squadron were prepared for Operations. Telescoff A. 3425 - A. 3442 Again eighteem aircraft fr a this Squadron were prepared for Operations. Telescoff A. 3425 - A. 3442 itins was set for 0855 hours and all aircraft were aircrose by 0588 hours. All aircraft attacked the primary target which man GALAIM for the second day in mucessains. The attack was carried out between 1100 and 1111.6 hours from between 5,000 feets. The target man clearly individual and erews are unanimous that are unablent concentration of clarected that stated, throughout, and erews are unanimous that are unablent concentration of clarected that stated, throughout, all control on the state of the primary aircraft returned actaly. gain had been actually again and the support oppositions as monumers. All aircraft returned actaly. gain had been prepared to experiment the competitions of the support of the s | | 9 - 1 | | | | | |
| Again eighteen aircraft fr m this Squakron were prepared for Operations. Take-off A. 3425 - A. 3442 time was set for 0055 hours and all aircraft were aircorne by 0055 hours. All aircraft attacked the primary target which man GALTHE for the second for in successful. The stack was carried out between LIOO and lillic hours from between 6,000 and 7,500 feet. The stack was carried out between LIOO and lillic hours from between 6,000 and 7,500 feet. The staget was clearly identified and asked when color with base shout 2,500 he 5,000 feet. The target was clearly and everes are unanimous that me small the lands of the staget of the color of | | | | | ght vision for Air Gunners and Dry Swim | and H. 2,5, trainer for | |
| was carried out between 1100 and 1111.6 hours from between 5,000 and 7,500 feet. We achieve the targets mas to 5,000 feet. It says that to 5,000 feet. It says that the targets mas to 5,000 feet. The targets mas clearly identified and markers were well grouped. The Marker, Rober directed that attack, throughout, and erwes are unanimous that are sensitent concentration or booking developed. There appeared to be only one heavy find min action and no fighter opposition was encountereds. All all the properties of the only one heavy find min action and no fighter opposition was encountereds. All all the properties of the only one heavy find min and the opposition was encountereds. All all the properties of the only one heavy find min and the compact of the properties of the owners. Fight relating an again held down due to opposition was encountereds. All all the properties of the owners. Fight relating the heavy find a great control of the properties of the owners. Fight relating to the primary date of the primary target of ground of the primary date of 1000 hours from between 15,000 and 15,000 feet. However the primary target of ground this primary of the primary date of 1000 and 1000 hours from between 15,000 and 10,000 feet. However the primary date of 1000 and 10,000 feet. However the primary date of 1000 and 10,000 feet. However the primary date of 1000 and 10,000 feet. However the primary with an all the primary dates of the primary date of 1000 and 10,000 feet. However the primary dates of the primary dates of the primary which was only visible as a small built up area through a break in the cloud. The allower the primary which was only visible as a small built up area through a break in the cloud. The anglority heads of the primary dates are seen flat, generally instituted to be an elected of the primary which was only visible as a small built up area through a press of the primary which was only visible as a small built up area through a press of the primary dates of the primary dates of the primary dates | TON-ON-OTIFER | 26.0.11 | | | - 6 - | 1 11 | |
| was carried out between 1100 and 1111.6 hours from between 5,000 and 7,500 feet. We achieve the targets may to 5,000 feet. It capes may be to 5,000 feet. It to 5,000 feet. The targets may clearly identified and markers were well grouped. The Marker, Bosher directed that attack, throughout, and erews are unanisance that are sensitive on concentration or boshing developed. There appeared to be only one heavy find him in action and no fighter opposition was encountereds. All all the property of the property identified for Air Gunners slower with Range firing also for Air Gunners. Fight relating was again held down due to opposition, common training consisted of 1 hours from boshing and Link institutions. THE CHARLES AND | | | | time was set for 0855 hours | raft fr m this Squadron were prepared for and all aircraft were airborne by 0986. | or Operations, Take-off | A. 3425 - A. 3442 |
| and erews are unendense that ar smallest concentration of backing developed, these appeared to be only one heavy field puri notion and no fighter opporations are securities was encountered. All structures returned sardly. Flying training was again held down due to operations. Ground training consisted beauting and high instructions for the Commerce of the Sardly and high instructions to day. The target \$3,545 - 2,362 for this raid was to be STEMERAIN, Genesary with an attentive target of DURINERS, Genesary. Six this raid was to be STEMERAIN, Genesary with an attentive target of DURINERS, Genesary. Six this raid was to be STEMERAIN, Genesary with an attentive target of DURINERS, Genesary. Six this raid was to be standard the primary target of STEMERAIN, Genesary. Six the sandard of Stementive target of DURINERS, The STEMERA SHAROMET WAS ARRIVED AND T | | CHINA INC. | | was carried out between 110 | which was CAIAIS for the second day in | succession. The attack | |
| and erews are unendense that ar smallest concentration of backing developed, these appeared to be only one heavy field puri notion and no fighter opporations are securities was encountered. All structures returned sardly. Flying training was again held down due to operations. Ground training consisted beauting and high instructions for the Commerce of the Sardly and high instructions to day. The target \$3,545 - 2,362 for this raid was to be STEMERAIN, Genesary with an attentive target of DURINERS, Genesary. Six this raid was to be STEMERAIN, Genesary with an attentive target of DURINERS, Genesary. Six this raid was to be STEMERAIN, Genesary with an attentive target of DURINERS, Genesary. Six this raid was to be standard the primary target of STEMERAIN, Genesary. Six the sandard of Stementive target of DURINERS, The STEMERA SHAROMET WAS ARRIVED AND T | 10.000 | - 20 | F13 42 | the target was 4 to 5/10ths | cloud with base about 2,500 to 3,000 for | et. The target was clear | rer 13 |
| Figure is a price of the commercial of the comme | | | 1300 | and crows are unanimous tha | t an excellent concentration of bombing | developed. There appears | 4 |
| for this rein was to be symmetric, Germany, with an alternative target of DUISSUES. Germany, the street is a part of this Squadron attacked the primary target of STERRIBER between 0956.6 hours and 1003 hours from between 16,000 and 16,300 feet. Reven atcrarget of this squadron attacked the street target of DUISSUES between 0951.9 hours and 1000 hours from between 16,000 and the street target of DUISSUES between 0951.9 hours and 1000 hours from between 16,000 and of 1951 hours owing to being late. The street of the | | | (642-67) | aircraft returned safely. | un in action and no fighter opposition | ras encountered. All | • |
| for this reid was to be STEMBERING, Germany, with a alternative target of DUISBERG, Germany, the six aircraft of this Squadron attacked the primary target of STEMBERING between 0956.5 hours and 1000 hours from between 16,000 and 16,300 feet. However and 1000 hours from between 16,000 and 16,500 feet. However and 1000 hours from between 16,000 and 16,500 feet. However and 1000 hours from between 16,000 and 16,500 feet. However and 1000 hours from between 16,000 and 16,500 feet transport of DUISBERG department of the 10,500 feet transport of DUISBERG department of DUISBERG depar | | | | of 1 hours Turnet Manipulat | again held down due to operations. Grain for Air Gunners along with Range for | and training consisted | |
| for this reid was to be STEMBERING, Germany, with a alternative target of DUISBERG, Germany, the six aircraft of this Squadron attacked the primary target of STEMBERING between 0956.5 hours and 1000 hours from between 16,000 and 16,300 feet. However and 1000 hours from between 16,000 and 16,500 feet. However and 1000 hours from between 16,000 and 16,500 feet. However and 1000 hours from between 16,000 and 16,500 feet. However and 1000 hours from between 16,000 and 16,500 feet transport of DUISBERG department of the 10,500 feet transport of DUISBERG department of DUISBERG depar | TTTL-OH-OTTER | 07.0.11 | | nome Almers had some practi | se hombing and Link instructions | THE STAN TOL STL ONIDGLE® | |
| alternative target of DUESUMS between 991.5 hours and 1001 hours from a second the 15 of 1 | a run-un-uuge | 2/00044 | | for this raid was to be STE | a this Squadron were required for operat | ions to-day. The target | An 3443 - An 3462 |
| alternative target of DUISUMS between 991.5 hours and 1001 hours from a second the 15 MO for the state of 15 MO for the active of CHRIME absorbed states at a position 31.3 OASO E at 0500 hours will be all the state of the stat | | | | Six aircraft of this Squadre | on attacked the primary target of STEER | ADE between 0956.6 hours at | nd |
| to bomb the primary. This was all very confusing and led to much milling around with some crows bombing the primary which was only visible as a small built up area through a break in the clouds. The majority bembed the alternative which was visually identified by some crowns. Unable to assess results of the attack but expect very scattered boshing. Moderate heavy flak between 16,000 and 21,000 feet, mostly barrage but some seen flak, generally insanuates. Bu fighter opposition was encountered. All sirvest returned to base safely. Flying training was again kept to a minimu with 3 might cross country flights completeding the days. Ground training carried out concentrates. Fireless Operators had some House and Wf procedure. This completed this days training. Hissetsem ainvest of this Equatron were required for operations today. All airvest had now House about 17,000 carried out from between 7,500 and 10,000 feet. The remaining two aircraft was homelessing the and insufficient time to make a second run. To GRESIE abandoned task at target at 1800.6 hours while at 2,000 feet on Master Roubers' Instructions. Feather was 4,00ths to 180,10ths cloud hase around now make a second run. To GRESIE shadoned task at target at 1800.6 hours while at 2,000 feet on Master Roubers' Instructions. Feather was 4,00ths to 180,10ths cloud hase around an analysis of the remaining two aircraft was segligible and no enemy aircraft were encountered. | | | | alternative target of DUISH | IRS between 0951.9 hours and 1001 hours | this squadron attacked to | he |
| to bomb the primary. This was all very confusing and led to much milling around with none orwes bombing the primary which was only visible as a small built up area through a break in the clouds. The majority bended the alternative which was visually identified by some orwens. Unable to assess results of the attack but expect very scattered boshing. Moderate heavy fisk between 16,000 and 21,000 feet, mostly barrage but some seen fisk, generally insanuates. Bu fighter opposition was encountereds. All aircraft returned to base safely. Flying training was again kept to a minimu with 3 might cross country flights completeding the days. Ground training coarried out to concatted of 1 hour on Turret Entipulation for Air Gumeers. Harigators carried out 2.26, and Lorune exercises. Eireless Operators had some House and Myr procedure. This completed this days training. Hissetsem aincraft of this Equation were required for operations today. All aircraft tooks off between 1600.5 and 1970 hours. Seventeen aircraft attacked the primary target of CAP GRIES HES between 1600.5 and 1909.5 hours from between 7,500 and 10,000 feet. The remaining two aircraft "W HOTHER thendoned task at target at 1909 hours while at 9,000 feet as bombs hung up and insufficient time to make a second run. "Of GRIESIES abandoned task at target at 1000.6 hours while at 2,000 feet on Manter Roubers' Instructions. Feather was 4,000 to 6,000 feet. Flat to good. There was a good concentration of bombing and markers were well concentrated. Master Rouber was heard by all crews. Elsk was regligible and no enemy aircraft were encountered. | | | ` | at 0943 hours owing to being | late. 2 EMELE abandoned take at be | so due to starbpard outer | 4.50 H |
| to bomb the primary. This was all very confusing and led to much milling around with some crows bombing the primary which was only visible as a small built up area through a break in the clouds. The majority bembed the alternative which was visually identified by some crowns. Unable to assess results of the attack but expect very scattered boshing. Moderate heavy flak between 16,000 and 21,000 feet, mostly barrage but some seen flak, generally insanuates. Bu fighter opposition was encountered. All sirvest returned to base safely. Flying training was again kept to a minimu with 3 might cross country flights completeding the days. Ground training carried out concentrates. Fireless Operators had some House and Wf procedure. This completed this days training. Hissetsem ainvest of this Equatron were required for operations today. All airvest had now House about 17,000 carried out from between 7,500 and 10,000 feet. The remaining two aircraft was homelessing the and insufficient time to make a second run. To GRESIE abandoned task at target at 1800.6 hours while at 2,000 feet on Master Roubers' Instructions. Feather was 4,00ths to 180,10ths cloud hase around now make a second run. To GRESIE shadoned task at target at 1800.6 hours while at 2,000 feet on Master Roubers' Instructions. Feather was 4,00ths to 180,10ths cloud hase around an analysis of the remaining two aircraft was segligible and no enemy aircraft were encountered. | | | | cross to bomb the alternative | the run wp.at about 0948 hours Master he target of DUISIMB | ombers instructions to | |
| in the cloud. The majority bombed the alternative which was visually identified by some crows. Unable to assess results of the attack but expect very scattered bombing. Moderate heavy fils between 16,000 and 21,000 feet on anisans with 3 night cross country filights to the first operations was encountered. All aircraft returned to base safely. Flying training was again kept to a minimus with 3 night cross country filights completeding the days. Ground training carried out oncomisted of 1 hour on fravet Manipulation for Air Gumeeurs. Barigators carried out H.2dd. and Lorens conscious. Fireless Operators had some Morse and W/T procedure. This completed the days training. Einsteam aircraft of this Squakron were required for operations today. All aircraft took off between 1600.5 and 1730 hours. Seventeen aircraft attacked the primary target of LOF GLIS HIM between 1600.5 and 1909.5 hours from between 7,500 and 10,000 feet. This remaining two aircraft "W MOTHER behaviored task at target at 1909 hours while at 9,000 feet as bombs hung up and insufficient time to make a second run. "Of GUESTIE abandoned task at target at 1904.6 hours while at 2,000 feet on Master Roubers' Instructions. Weather was 6/10/tha to 10/10/the aloud hase around b,500 to 6,000 feets. Flathfilling was fair to good. There was a good concentration of bombing and markers were well concentrated. Heater Boober was heard by all erows. Elich was regligible and no enemy sireraft were encountered. | | | | about 0951 to bomb T. I. Red | markers if visible. At about 0954 he r | everted to his original | 1. 1 m. (r.) |
| In the cloud. The majority bombed the alternative watch was valually identified by some orews. Inable to assess results of the attack but expect very scattered bombing. Moderate heavy flak between 16,000 and 21,000 feet, mostly berrage but some seen flak, generally inascautes. No. fighter opposition was smoonniereds. All aircraft returned to base safely. Flying training was again kept to a minimu with 3 might cross country flights completeding the day. Ground tradining carried out to consisted of: 1 hour on furwet Hamipulation for Air Gummers. Berkspators carried out the days irrainings. The straining was marked by procedure. This completed this days trainings. Histories aircraft of this Squadron were required for operations today. All aircraft took off between 1600 and 1730 hours. Seventeen aircraft attacked the primary target of CAF GRIE MES between 1800.5 and 1909.5 hours from between 7,000 and 1900 feet. The remaining two aircraft wir Morrise sheadoned task at target at 1909 hours while at 2,000 feet as bombs hung up and inquificient time to make a second run. '0° (GRIERIE abandoned task at target at 1900,66 hours while at 2,000 feet on Master Bombers' Instructions. Weather was \$1004 to 104/10th cloud hase around forces. This truntions. Weather was \$1040 to 104/10th cloud hase around forces. This truntions. Weather was \$1040 to 104/10th cloud hase around forces. This truntions. Weather was \$1040 to 104/10th cloud hase around forces. This truntions. Weather was heard by all erway. Make was negligible and no enony aircraft were encountered. | | | | or age compatiff gue blandla Mi | ich was only visible as a small built up | n aman thrownsh a hunak | SIST'S NOVELE |
| Insmustes. Bu fighter opposition mas encountered. All aircraft returned to base safely. Flying training was again keep to a minimu with 3 might cross country flights completesing the days - Ground training carried out concentrated of 1 hour on Turret Hamigulation for Air Gumers. Marigators carried out H.2ds, and Lorane exercises. Fireless Operators had some Horse and W/7 procedure. This completed the days training. Historem aircraft of this Equatron wave required for operations today. All aircraft took off between 1630 and 1730 hours. Seventeen aircraft attacked the primary target of CAF GRIS MES between 1630 and 1730 hours. Seventeen aircraft attacked the primary target of CAF GRIS MES between 1630.5 and 1909.5 hours from between 7,500 and 10,000 feet. The remaining two aircraft 'M' MOTHER chandrad task at target at 1909 hours while at 5,000 feet as bombs hung up and insufficient time to make a second run. *Q** QUENCH abandaned task at target at 1804.6 hours while at 2,000 feet on Master Bombers' Instructions. Feather was 4,20ths to 10/10ths cloud hase around \$5,000 to 6,000 feet. Taightlity was fair to good. There was a good concentration of hombing and markers were well concentrated. Haster Bomber was heard by all crews. Make was regligible and no enemy aircraft were encountered. | | | | green, lineble to seems yes | bombed the atternative which was visual | ly identified by some | tres from 18,000. |
| Plying training was again kept to a minimu with 3 might cross country flights completeding the days - Ground training carried out to concate the 1-1 hour on Turnet Euripalation for Air Gunnerus. Barigators carried out to concate the 1-1 hours exercises. Fireless Operators had some Horse and W/r procedure. This completed this days training. Histories and W/r procedure. This completed this days training. Histories alicenst of this Squakron were required for operations today. All aircraft A. 3465 - A. 3461 coke off between 1450 and 1730 hours. Seventeen aircraft attacked the primary target of GP GEES HEE Detween 1800.5 and 1903-5 hours from between 7,500 and 10,000 feet. The remaining two aircraft we house that at target at 1909 hours while at 9,000 feet as bombs hung up and insufficient time to make a second run. "Q GEESHE Abandomed task at target at 1800.6 hours while at 2,000 feet on Master Bombers' Instructions. Weather was 6/10 that to 10/10 the cloud hase around have trained to the training was fair to good. There was a good concentration of hombing and markers were wall concentrated. Haster Bombers was heard by all crews. Mist was segligible and no enemy aircraft were encountered. | | | | more 1 Treir nessent TO-000 WI | M 21,000 Feet, mostly barrage but some | seen Clak, genevally | |
| for Air Gunners. Harigators carried out of concatated of '1 hour on Turvet Education for Air Gunners. Harigators carried out out concatated of '1 hour on Turvet Education had some Horse and Myr procedure. This completed this days training. Histories alloys procedure. This completed this days training. Histories aircraft of this Squadron were required for operations today. All aircraft took off between 1800 and 1730 hours. Seventeen aircraft attacked the primary largest of GP GRIES HOR between 1800.5 and 1909.5 hours from between 7,500 and 10,000 feets. The remaining two aircraft "W HOTTER sheardowed task at target at 1909 hours while at 9,000 feet ab beath hand insufficient time to make a second run. "Q GRIESHE sheardowed task at target at 1800.6 hours while at 2,000 feet on Master Bombers' Instructions. Weather was 6/10 that to 10/10 the cloud hase around 4,000 to 6,000 feet. Wishfility was fair to good. There was a good concentration of hombing and markers were wall concentrated. Haster Bombers was heard by all crews. Make was negligible and no enemy aircraft were encountered. | | | 1 | Plying tonining me | LIXON MAN SHOOUNTSPEED. ALL ALFOREST PER | turned to base safely. | |
| History aircraft of this Equatron were required for operations today. All aircraft took off between 1500 and 1730 house. Seventeen aircraft attacked the primary target of OAF GLIS RIE between 1800.5 and 1909.5 hours from between 7,500 and 10,000 feet. The remaining two aircraft we morning the absorbed task at target at 1909 hours while at 5,000 feet as bombs ming up and ingufficient time to make a second run. "On GRIESIE absorbed task at target at 1800.5 hours while at 5,000 feet on Master Rombers' Instructions. Weather was 6,00th to 10,00th at 100,000 feet, 91 and 100 feet. There was fair to good. There was a good concentration of bombing and markers were well concentrated. Haster Rombers was heard by all erows. Elick was negligible and no enemy aircraft were encountered. | \ | | | for Air Gunners . Navigators | d training carried out conceisted of 1 | our on Turret Manipulation | ID . |
| Hisetes aircraft of this Equatron were required for operations today. All aircraft tooks off between 1500 and 1730 hours. Seventeen aircraft attacked the primary target of ONF GRIB RUB between 1800.5 and 1909.5 hours from between 7,500 and 10,000 feet. The remaining two aircraft we morning the aircraft at most a second run. "On GRIBBIR abandaned task at target at 1909 hours while at 5,000 feet as bombs hung up and insufficient time to make a second run. "On GRIBBIR abandaned task at target at 1800.6 hours while at 5,000 feet on Master Bombers' Instructions. Weather was 6,100th to 100,100th coloud hasa around 5,500 to 6,000 feet. Visibility was fair to good. There was a good concentration of bombing and markers were well concentrated. Haster Bomber was heard by all erows. Else was negligible and no enemy aircraft were encountered. | 1 | | | had some Morse and W/T proce | dure. This completed the days training. | - Wireless Operators | |
| CAP GRIE HEE between 1800.5 and 1909.5 hours from between 7,500 and 10,000 feet. The remaining two aircraft "W MOTHER shadened task at target at 1909 hours while at 9,000 feet as bombs hung up and insufficient time to make a second run. "O GREENIE shadened task at target at 1800.6 hours while at 2,000 feet on Manter Rombers' Instructions. Weather was 6,00ths to 180,00ths cloud hame around 4,000 to 6,000 feet. Yisibility was fair to good. There was a good concentration of hombing and markers were well concentrated. Master Rombers was heard by all crews. Misk was negligible and no enemy aircraft were encountered. | TON-005E | 2819144 | | Wineteen always of | | | |
| at turget at 1804.6 hours while at 2,000 feet on Master Rombers' Instructions Weather was 6/10ths to 10/10ths cloud hase around b,500 to 6,000 feet. Visibility was fair to good. There was a good concentration of bombing and markers were wall concentrated. Master Romber was heard by all erows. Elsk was negligible and no enemy sircuraft were encountered. | | | | took off between 1630 and 17 | 30 hours. Seventeen aircraft attacked | the primary target of | A. 340) - A. 3481 |
| at target at 1804.6 hours while at 2,000 feet on Master Rombers' Instructions. Weather was 6/10ths to 10/10ths cloud hase around h,500 to 6,000 feet. Visibility was fair to good. There was a good concentration of bombing and markers were well concentrated. Master Romber was heard by all erows. Make was negligible and no enemy sixuraft were encountered. | | | | remaining two aircraft "No N | DIMER abandoned task at target at 1909 | 10,000 feet. The | |
| There was a good concentration of bombing and markers were wall concentrated. Haster Bomber was heard by all crows. Make was negligible and no enemy sixuraft were encountered. | | | | at turnest at 1801. 6 house at | Andrew Case to make a second runed d | UEBNIE abandoned task | |
| WERSTON BOW IND CALL HIS | | | | was 6/10ths to 10/10ths clou | d base around 4,500 to 6,000 feet. Vis | bility was fair to good. | In agendy of |
| WERSTON BON ING CALL HIS | - | | | was heard by all orows. Els | by or compling and markers were well cons | entrated. Haster Bomber | |
| MINNINO COLOR DE LA COLOR DE L | W1-200-2/ | L 11-78 | | | | | |
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R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
page 2240 and Wor Manual Pt. II., chapter XX., and
mittee in R.A.F. Pecket Ed.

OPERATIONS RECORD BOOK

.

Page No SEVEN

of (Unit or Formation) 100. 408 (R.C.A.F.) SQUADRON LINTON-ON-OUSE

| Place | Date | Time | Summary of Events | SECRET. | to Appendices |
|-----------------|---------------------|--------|---|---|------------------|
| LINTON-ON-OUSE | 26.9.44 (Cont'd) | | l night cross country flight completed the days flying trai consisted of Lorang and Dry Swim for Havigators along with Electrica | 1 circuits and morse | |
| | | | for Wireless Operators. Bomb Aimers had some instruction on Radar N | avigation. | |
| DITON-OUSE | 29.9.44 | | Not required for operations to-day. | | |
| | | | Flying training concesisted of Air to Air firing and H.2.8 a affiliation. Ground training was carried out by Bomb Almers, having | long with some fighter exercises in H. Z.S., | |
| | | | G on Room, Dry Swim and Map reading. | | |
| NTON-ON-OUSE | 39.9.44 | | Bighteen Halifax Mark VII aircraft of the Squadron were det | | 3482 - A. 3 |
| | | | synthetic oil plant and all tockeff. Five Halifax aircraft attacked 1220-1 and 1220-25 hours, from between 17,000 and 19,500 feet. Elev | | |
| | | | the alternative target of STEMERADE on Master Bombers Instructions between 16,500 and 19,500 feet." "B" MEER abandoned task | otween 1219.8 and 1223.2 | |
| | - | | hours while at 14,000 feet owing to port immer engine being un erwice attacked at town 5132 N 0655 E at 1221.7 hours from 19,000 feet as | eable "V" VICTOR | |
| | | | obscured. Weather 8/10 to 10/10ths cloud, tops at 6,000 to 10,000 f. On the run up Master Bomber gave the alternative target. Some opens | ect Good visibility. | |
| | | | identify the primary and bomb through a break in the cloud. The tar | however were able to | |
| | | ac i | Red and Yellow T.I. Markers, Some fires were seen with an explosion | reported at 1220-4 and | |
| | 1 | | 1221.9 hours. The alternative was attacked mainly on D.R. but some which was markered by TeT. Red markers. Flak was moderate between 16 | | |
| | | 77 | enemy aircraft were encountered. | | |
| | | | Flying training was mil, to-day because of Operations. Group | nd training was kept down | |
| | | | to a minimum with Air B omber having exercises on He 2eS, and Dry Swine exercises on He 2eSe. Lorence, and Dry Swine. This completed the last | Mes Nawigators held day of the month both | |
| | as at. | | with training and operations. | | |
| FT001-001-0 USE | 30.9.44 | | CASUALTIES: See daily entry. | | |
| | | | POSTINGS in: J. 29966 P/O H.D. SEKGESPP (Pilot) J. 36850 P/O J.H. SARG | MW (Nev) 2.192680 SGT | |
| | | | STATURE, A.G. (A/B) X162377 SQT TRADER, J.A.M. (WOP/AG) | R204992 P/SOT SWINDHELS. | |
| | - | | L.S. (4/6) E. ZISI93 SOT HARRY, H.D. (4/6) From 1664 Com | Unit west 309.44 | |
| | - | - | 1567674 SOT RICHARDSH, W.J. (P/MIC) posted from 424 Sep 3.25226 P/O R.T. FINCH (Pilot) 3.30757 P/O E.J. FERNISCO | NUM (Wass) J. 36281 | |
| | | De man | P/O ILL NEEDHAM (A/h) R215166 SCT WILDER, A.C. (WEP/AG) | J.41857 P/O S.C.W. | |
| | | | MARPHR (A/G) J.41899 P/O M.R. COLM (A/G) 14.22925 SOT SAI | HIMT, A.W. (P/MIG) | |
| | | | R. 74.969 SOT STEEREY, R. B. (Pilot) J. 36943 P/O J.M. McCCE | RRISTON (Nav) J. 36405 | |
| | | - | P/O E.H.L. RACOMIL (A/b) T196645 COT ARROLD, D.P. (WCP/I | MG) H152079 SOT SCOTT, R.H. | |
| | 1 | 5255 | (A/C) R265586 NOT PROPER, C. (A/C) R138488 NOT MOTION, K. | (1/Em) rion reed com- | |
| | | | C.85792 P/O D.L. BERRER (WOP/OG) from 4.26 (RCAF) Squadre | on weeste 15.9-44 | |
| | | - | J. 68223 F/O L.J. CASE (Pilot) J. 38336 F/O G.W. SKIRGER (SCHOMBRIALS (A/B) 1607292 SOT GODFREE, L.A. (NOP/SG) R216 | (Nav) J. 37725 F/O C.M. | |
| | | 1 | R168137 SOT SHUTKA, D. (A/G) 919274 SOT DAVIES, J.E.V. (| (P/MG) Prom 1664 Con | |
| | - | - | Unit weets 18.9044. | -,, | |
| | 1 | | | | Same and |

| Place | Date | Time | | Summary of Eve | ents | SECRET. | References to Appendices |
|-------------------------------|-----------|------------------|------------------------------|--|---|--|--------------------------------|
| LINTON-ON-OUSE | 31.8.44 | Bookbide M. | | | | | |
| 221 101 00 000 | (Cont(d) | MOITINGS THE | J. 20593 P/O R.M. | WATELIN (Pilet) J.4037 | 72 F/O J.B. LITTLE (Na | * "B") J. 26214 F/O | |
| 10 14 + 10 | - | | (#/W) 102052045 000 | /B) AUS. 432398 F/SGT 10 T SELECT, R.L. (A/G) E | discour, f (wof/AG) r20. Discours outlinger, | 4429 SGT QUINN, J.P. L.J. (F/MG) from | |
| | | | 1664 Con Unit we | 0.F. 19.9.44 | | | |
| | | | (A/B) J. 24.304 F/ | SCHEELAR (Pilot) J. 392 D F.T. LIETHEAD (WOP/AG | T. L. 1 SER TAN W A. DAY | run frant Tioms | 18 2 |
| | | | | E (A/G) 1880201 SGT DAL | | | |
| comment or other co | | FOSTINGS OUT: | R.89012 W02 J. 10 | HILIGAN (A/B) posted to | A.C.A. W. c.f. 5.9.44 | | |
| | | | R.128452 P/NOT P | M. HALES, DEC (Pilot) p | Marke warm napor 7 o | it wedere regulate | |
| | | | CO ZZ U. E.U. W.C. | ole Heyelle | | | |
| | | | 178255 P/O J.E. 1 | CACHEL (P/HHL) posted | to 1666 Com. Unit was | f. 16.9.44. | |
| | | | NZ 414875 WO2 M. | J. HARRISON (WOR/AG) po | sted to 11 O.T.U. wee | er. 16.9.44. | |
| | | | MILEMAN MILE OF THE | MANUAL (Pilot) poste | d to 2h 0.T. U. w.e.f. | 13-9-14- | |
| | | | AUS \$25357 PAD J. | EXER (A/G) posted to 8 | to 27 C W. H. W. C. T. 16.9.4 | 9 11 | |
| | | | 1622960 SOT RUFF. | A.J. (F/ENG) posted to | o Als Squadron was for | 16.9.44 | |
| | | | J.14819 F/O D.B. | YOUNG (A/B) posted to | 22 O.T.U. W. O. f. 16.9. | J.k. | |
| | - | | R206354 F/SGT HII | L. F.G. (A/G) posted to | o 425 Scdn. Weesfe 18. | 9ahha i | |
| | | | R.167410 P/SGT 14 | WINER, J.P. (A/G) R.686 | AL EXSCT SILVER, LA. | (A/G) posted to | |
| | | | 420 Aguadron Wasa | To Moyoldo | | | |
| - | | | 1313281 PAGE BOO | ADA, G.S. (A/G) posted ERS, J.H. (NOF/AG) post | to oz D.T.U. Wee.f. 2 | 5.9.44. | |
| | | | TO SOLD IN THE RE | LEGS (F/RIG) posted to | Hos bl (RCAP) Base w. | e-f- 30-9-LL- | |
| | | | J. 24990 F/O H.E. | MCKINLEY (Pilot) poster | to 26 O.T.U. Wagafa | 28-9-66- | |
| | | | J.87468 P/O J. RE | IGER (WOP/AG) posted to | 82 0.T.U. w.e.f. 28. | A-hh- | |
| | | | J. 09004 R/O R.C. | HARVEY (Nav), posted to | Took Con. This was | 28 Q LL | |
| | | | 1. 2271.0 BA T W | CHEKALUK (Pilot) por | sted to No. 61 (RCAF) | Base woof. M. 9-14. | |
| | | | R. 168 30 3 P/30P 197 | PAULIER (Pilot) posted LLEED, J. (RCP/AC) post | to co O. E. U. Genston | Wetalla 30.9 alda | |
| | 00.0 | | R-191594 F/SCT CM | MERCL, D.K. (A/C) post | ed to Dieby was do of | e 2009e44e | . 8 |
| | | 198 | Ljinouci, | | | | |
| | | PROMOTIONS. | the undermentione | d Flight Lieutenant is | promoted to the actin | g rank of Squadron | |
| | | | Jeader. | | | | |
| | | | the underment for | HASTON, DEC J.9549. | | | |
| | 50 (3) | | A (A/F/L) J.A. 1 | d Flying afficers are p | romoted to the rank of | Flight Lieutementy | |
| | | | A (2/2/L) I.P. | STOREHOCKER J.13070 | | | |
| | | 1 | /O (2/9/L) A.F. 1 | SCHEMAR J.13LA9 | | | 7 |
| | | 1 | /0 (1/F/L) W.G. 1 | HAUGHAN J.13150 | | | |
| | | | 10 (A/P/L) S.H. 1 | | | | |
| | | OCONCORPORATE NA | A (1/2/1) N.W. 1 | NUMESON J.12634 | | | |
| | | - | ne undermentioned | N.C.O.'s are appointe | d to the rank of Filot | Officers | |
| | | | 164347 P/SQT PORT | HTT, T.H. (A/G) R20601 | 2 T/107 1085 0 T / | 4.60 n color who | |
| | | | OCKE, W.G. (Pilot |) R. 169123 F/SGT CLYDE | J.A. (A/L): 9158175 | Who I. C. Amminger | |
| | . 1 | | nav): H. 03032 F/E | GT WAND, F.J. (L/Gl: R. | .923L WOT R.P. STREAM | DR (AAT). 186 N.10 | |
| wa productice men 12/41 C A L | - Bartine | | OT PRETURE, H.J. | (F/HNG): 1864247 SGT H | ARDWICK, M. (P/MM2): 1 | 807787 SCF MOVIES P | E.V. |
| | | , | Limina) K*T2 20%e h | SGT PROVOST, J.J.J.T. | R. (P/MG): R195492 F | SGT GODEFROY, D.P. | |
| \ | | , | A/G): | | | | |
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R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.L., parts 2340, and Wie Manual P. II., chapter XX., and nation in R.A.F. Paints Book

OPERATIONS RECORD BOOK

Page No NINE

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

| Place | Date | Time | | | Summary | of Events | | | SECRE | ET. | References to Appendices |
|----------------|---------|------|-----------------------------------|--|--|--|----------|----------|---------------|---------------------|--------------------------------|
| LINTON-ON-OUSE | 30.0.44 | | HONOURS AND AVARDS | in-Chief, | y the KING on that approved the undermention | e immediate a | ward of | the Dist | inquished P | lving | |
| | | | | Squad | ron Leader J.F. | EASTON, DPC | J.9549 | (Pilot |) | | |
| | | | CHANGES IN COMMAND | nil. | | the state of the state of the state of | | | | | |
| | - | | CHANGES IN ADMINIS | TRATION: Nil | | | | | | | |
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| | | | Air Bombers Vireless Operators | 32 - | - 15 | 32 | ıí | | 14 | 15 | |
| | 1 | | Flight Engineers | 15 2 | | 17 | 19 | 3 1 | 23 | 23 | |
| | land L | | Air Gunners | 20 | - 11 | 20 | 63 | 7 | 25 | 67 | |
| | | | | Total stren | oth 294. Thi | a includes tw | | | Mann 1 W | | |
| | | | Lieutenant Administ | ration and 1 | Radar Officer. | | - 2 | | . 2001 8 2 72 | -gu- | |
| | | | SQUADRON COMMUNICARIS | DESCRIPTION OF THE PERSON OF T | electing) | | | | | | |
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| т. | 1 | | weather which kept | h has been a | very successful | one for the | Squadros | . In sp | ite of bad | | |
| | | | a large number of o | perational so | rties were flow | m and maximum | ng the t | mard wee | e or the mo | ntn, | |
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| | 1 | - | We were to | ofortunate thi | is month in los | ing aix membe | rs of on | a of our | - | iannai | |
| | | | crews in an acciden | | | | | | | | |