

OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 1349 and War Manual Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

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

No. of pages used for **225** **721**

Page No. **ONE**

month **SEP**

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OWSE	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 1330 hours everything was scrubbed. Flying training was carried out today. "A" Flight carried out H.2.S. Navigation, and flight also carried out 1 1/2 hours H.2.S. Navigation. Ground training today consisted of 1 hour turret manipulation for Air Gunners and a lecture on Log keeping for Navigators. Signals held lectures and instructions on Morse, Visual Signals and Pistons.		
LINTON-ON-OWSE	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 morning "DO". Flying training for today was scrubbed because of these operations. Ground training was kept to a minimum with Navigation carrying out Speed up exercises.		
LINTON-ON-OWSE	3.9.44		Aircraft took-off today at 1530 hours and were all airborne by 1545 hours. The target for this raid was VOLKEL, airfield in Holland. All aircraft attacked the primary target between 1727 and 1736 hours from 14 to 15,500 feet. Weather over the target was clear with patchy clouds. Tops at 6 to 8,000 feet. Visibility was good and the target was identified by Green and Red T.I. Markers. Bombing was carried out visually but as markers were scattered the Master Bomber instructed crews to undershoot T.I. Green by 200 yards, and T.I. Red by 400 yards. All crews reported a good concentrated attack. Aircraft were diverted from their home base because of the weather conditions over the home base. Flying training was scrubbed to-day due to the poor flying conditions and operations. Ground training carried out was very low. Gunners had 1 1/2 hours turret manipulation. Navigators held exercises on Dry Swim. A group exercise was carried out by Signals. Bomb Airmen held exercises on H.2.S. for 4 1/2 hours.		A. 3263-A. 3297
LINTON-ON-OWSE	4.9.44		Again Bomber Command requested fifteen aircraft for "OPS". All kites were bombed up and an equal number of crews detailed for these "OPS". No take off had taken place by 2359 hours. Flying training was carried out by both flights. This consisted of Dual, Solo checks, Fighter Affiliation, and 1 H.2.S. cross country in the afternoon, with 2 H.2.S. cross country this evening. Ground training was kept to a minimum with Gunners having one hour on Aircraft Recognition. Navigators carried out Dry Swim exercises.		
LINTON-ON-OWSE	5.9.44		No take-off for the aircraft detailed for yesterday's "OPS" had taken place by 2359 hours this evening. The weather and continuous rainfall was the cause of this. Flying training carried out today consisted of Fighter Affiliation, Check solo, and Air to Air firing. Ground training carried out, consisted of 3.0.3. procedure and Halifax electrical system for Wireless Operators.		
LINTON-ON-OWSE	6.9.44		Early this morning we were called upon to prepare 16 aircraft for operations. All crews 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 scrubbed to-day because of "OPS". Ground training carried out consisted of 1 lecture on Interception for Air Gunners. Navigators carried out exercises on Dry Swim.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-CH-038	7.2.44		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 1 hour on aircraft recognition. Signals carried out Morse, S.O.S. emergency procedure, and fault finding on all types of Radio Equipment.		
LINTON-CH-038	8.5.44		About 160 hours this evening Bomber Command requested fifteen aircraft be prepared for "OPS". All preparations were made and an early morning take off was expected. Flying training today consisted of Air to Air firing, Practice Bombing, and Fighter Appreciation along with some solo checks. Ground training was carried out, comprised of hour of Turret Manipulation for Air Gunners. Navigators had lectures on Cloud breaking, and Bomb Alarms completed the day with exercises on M.T.S. and Dry Swim.		
LINTON-CH-038	9.9.44		As was predicted an early take-off took place and all aircraft were airborne and well on their way to their target by 06.30 hours. The target for this "OPS" was LE HAVRE. On 14/11 instructions the attack was abandoned at the target area probably due to clouds making accurate bombing impossible. Over the target there was a large Cumulo-Nimbus cloud with moderate icing base about 2,000 feet. No fighter opposition, some slight Heavy Flak was encountered. All aircraft returned to base safely. 3 Night cross country and bombing flights, along with 1 Night cross country and bombing flight from "B" flight completed the day's flying training. Ground training was very low and Bomb Alarms carried out M.T.S. and Dry Swim exercises. Signals had Morse, while Navigators completed the day with exercises on Dry Swim.	A.3298-A.3312	
LINTON-CH-038	10.2.44		Again we were required to prepare for operations. Eighteen aircraft took off to attack LE HAVRE for the second time in two days. All aircraft were airborne and on their way to the target by 14.45 hours. All aircraft attacked the primary target between 16.00 hours and 16.30 hours, from between 7,000 and 10,000 feet, except "B" which abandoned mission on 14/11's instructions over the target which was identified visually. There was no cloud and visibility was excellent. The markers appeared to be well placed in a good concentration of bombing developed with considerable first and subsequent explosions reported at 16.30 hours. The Master Bomber was clearly heard by all crews. No fighter opposition or ground defence were encountered. All aircraft returned to base safely. 3 Night cross country flights were carried out by "A" flight to complete the day's flying training. Ground training consisted of Speed-up exercises for Navigators and Mallock electrical system for Wireless Operators. Bomb Alarms had some link training.	A.3313-A.3329	
LINTON-CH-038	11.9.44		Whether the old saying "No rest for the wicked" applies to LOS or not we don't know, but for the third consecutive day we have been detailed for "OPS". Fifteen aircraft were detailed for these "OPS". Take-off time was set for 15.55 hours and all aircraft were away by 16.15 hours. The target for this raid was CASTLE-THAMES, a synthetic oil plant. All aircraft attacked the primary target between 16.30 hours and 16.45 hours from between 10,500 and 10,000 feet, with the exception of "B" which abandoned task after take off and crashed at base at 16.25 hours. Clear weather and good visibility over the target which was identified visually. Marking was prompt and both Red and Green markers fell to port side of the aiming point. Master Bombers instructions were to bomb heavily to Starboard of markers. Crews reported a concentrated attack with particularly large explosions between 16.30 and 16.45 hours. Ground defences were moderate to intense Heavy Flak mainly barrage between 16,000 and 10,000 feet. No fighter opposition was encountered. All aircraft returned to base.	A.3330 - A.3344	

REF: LINTON-CH-038 11/9 C.B.L. 11-728

/to base.

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Page No. **1100**of (Unit or Formation) **No. 408 (R.C.A.F.) SQUADRON LINTON-CH-OURE**

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-CH-OURE	11.9.44 (Cont'd)		<p>to Base safely except "B" BURKE who landed at CANNARY due to the Air Speed Indicator being unserviceable. The members of the crew of W 710 "B" SUGAR were:-</p> <p>CAN. J.86658 P/O Ronald Ward, SMITH (Pilot) (Killed) CAN. J.24037 P/O Norman Colin, McKILLOP (Nav.) Admitted North Allerton Hospital, seriously injured.</p> <p>CAN. J.35018 P/O George Marshall, HOUSTON (A/B) (Killed) CAN. J.37229 P/O John Nicholas, KIRBY (WOP/SG) (Killed) CAN. J.35262 P/O Charles Theodore, STONE (WOP/SG) (Killed) CAN. R290336 P/O COCKER, Walter Donald (R/S) Admitted North Allerton Hospital, seriously injured.</p> <p>RAF. 1390244 SGT MILBURN, Douglas John (P/MSG) (Killed)</p> <p>Unfortunately one member of the Motor Transport section was working in the section at the time this aircraft crashed and was killed. The name and number is listed below:-</p> <p>CAN. R271290 LAC RICHARDS, Gordon James (Driver M.T.) (Killed)</p> <p>Another regrettable incident occurred this morning when CAN. J.19998 P/O Douglas Arthur, BURKE (Pilot) died of self inflicted injuries to the head.</p> <p>Flying training was kept down to a minimum today with "B" Flight carrying out Circuits and Landings. Remainder of training was scrubbed due to operations. Navigators held a lecture on Log Keeping and Wireless Operators carried out exercises on Emergency procedure and Radar Logs. This completed the days training.</p>	<p>Operational PT3 11 30.00 38 11 30.00</p> <p>35 10 47.00 35 10 47.00 44 13 67.15 44 13 67.15</p> <p>35 10 47.00</p>	
LINTON-CH-OURE	12.9.44		<p>We were called upon to-day to prepare fifteen aircraft for operations. All aircraft were airborne and on their way to the target by 1149 hours. The target for this raid was to be the Synthetic Oil Plant at WISSE KUCHEL. Seven of our aircraft attacked the primary target between 1359.0 hours and 1405.1 hours from between 16,500 and 19,500 feet. Our remaining 3 attacked alternative targets. "A" attacked BOCHUM at 1359.7 hours from 16,000 feet. "B" attacked a village at a position 5130 N 0710 E at 1400.5 hours from 19,500 feet. "C" attacked GERTHE at 1400.5 hours from 16,000 feet. The weather was clear and visibility over the target was good. While the target was visually identified some crews reported bombing difficult due to lack of markers. A concentrated attack however developed with good fires and considerable black smoke was observed. Explosions were reported at 1359, 1401, and 1402 hours. Ground defences were moderate to intense heavy flak causing some crews to bomb alternative targets. No enemy aircraft were encountered.</p> <p>Word was received this morning that CAN. J.24037 Norman Colin, McKILLOP (Nav) passed away due to injuries sustained in an aeroplane crash, last night while flying with CAN. J.86658 P/O Ronald Ward, SMITH (Pilot).</p> <p>Flying training consisted of 1 check solo, Circuits and Landings, local flying and 1 night cross country. Ground training however was also carried out with Signals having "W/T" "Can up" and more along with S.O.S. emergency procedure. Navigators carried out Dry Swim and Lorraine. Air Bombers completed the day with H.2.S., Dry Swim and Link Trainer.</p>	<p>A.3345 - A.3359</p>	
LINTON-CH-OURE	13.9.44		<p>Sixteen aircraft were detailed for operations again today. The target for this raid was to be OSNABRUCK and all aircraft took off except H, J, and O which were scrubbed prior to take off time. The weather was clear and visibility was good over the target. The T.I. Red</p>	<p>A.3360 - A.3378</p>	

Place	Date	Time	Summary of Events	References to Appendix
LINTON-CH-OUSE	13.9.44		Red Markers appeared to straddle the target and crews were instructed to bomb between them by the Master Bomber. A concentrated attack developed. Many small explosions were seen. An excellent attack. Aircraft attacked the target between 1830 and 1835 hours from between 16,500 and 19,500 feet. <i>Some aircraft attacked centre of city and gave the marshalling yards</i> Flying training consisted of 2 Night cross country flights. Ground training was also kept down to a minimum with Air Gunners carrying out 1 1/2 hours on Aircraft recognition. Wireless Operators carried out W/T and Morse procedure.	
LINTON-CH-OUSE	14.9.44		Sixteen aircraft were again detailed for operations to-day but due to weather conditions and the intense flying that has been carried out during the past week these operations were scrubbed at 1500 hours. Again flying training was carried out by "B" flight. This comprised mostly of Fighter Affiliation, Bombing, and H.E.S. Master Bombers. Gunners had 1 hour instruction on Turret Manipulation. Navigators carried out Ground training Speed-up exercises and Lorraine.	
LINTON-CH-OUSE	15.9.44		Seventeen aircraft were detailed to attack KIEL, Germany. All aircraft took off and were well on their way to the target by 2242 hours. Sixteen aircraft attacked the primary target between 0118 hours and 0128.9 hours from between 18,000 and 22,000 feet. "J" JOHNSON was forced to abandon mission at a position 5200 N 1000 E at 0106 hours due to oxygen going unserviceable. Weather over the target was clear and visibility was good. Target was identified visually by the use of Red and Green F.I. Markers. Marking was very good and many fires were seen to be taking hold. All crews claimed a successful raid. Some flak was encountered. No difficulties and all aircraft returned to base safely. No flying training was carried out to-day due to operations. Ground training was again kept down to a minimum with Air Gunners carrying out 1 hour on Turret Manipulation and also 1 hour on Aircraft recognition, on the flash trainer.	A.3373 - A.3398
LINTON-CH-OUSE	16.9.44		Not required for operations today. 3 aircraft were put on a "BULBANCE" exercise and along with some fighter affiliation this completed today's flying training. Ground training was light with Wireless Operators carrying out W/T and Morse procedure. Gunners had 2 hours on Turret Manipulation and Navigators held exercises on Lorraine.	
LINTON-CH-OUSE	17.9.44		Sixteen Halifax Mk. VII aircraft of this squadron were detailed to attack BOULOGNE and all aircraft took off. All aircraft attacked the primary target between 1234.2 hours and 1246.5 hours from between 5,000 and 4,500 feet. There was 8/10th cloud over the target which was identified visually. Master Bombers instructions to descend to bomb, came to late and crews had to orbit. On the run up, crews reported only a few flak bursts. No fighter opposition was encountered. A very good concentration of bombing. Flying training was kept down to-day until late this evening when 1 aircraft went on a "BULBANCE". Ground training consisted of 1 hour on Turret Manipulation for Gunners. Dry Run for Navigators, and emergency procedure for Wireless Operators.	A.3390 - A.3405
LINTON-CH-OUSE	18.9.44		Sixteen aircraft were detailed for operations today but these "GWS" were finally scrubbed. Advantage was taken of good flying conditions and flying training was carried out in full strength today. Fighter Affiliation, Air to Air firing, Bombing, Circuits and Landings and also Night circuits and Landings completed the day for flying training.	

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LINTON-CH-OUSE	18.9.44		Ground training was very light with Air Gunners having 1 hour on Turret Manipulation.		
LINTON-CH-OUSE	(Cont'd.) 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 W/T equipment and S.O.S. emergency procedure for Wireless Operators. Air Gunners carried out 1 hour on Flash trainer for aircraft recognition. Navigators had exercises in Dry Swim.		
LINTON-CH-OUSE	20.9.44		Not required for operations today. 1 check solo completed the day's training for flying. Ground training comprised of W/T equipment, Fishpond and Morse for Wireless Operators. Gunners carried out 3 hours in Turret Manipulation and also 1 lecture on Window for 1 hour. Navigators completed the day with Dry Swim and Loranime.		
LINTON-CH-OUSE	21.9.44		Not required for operations today. Flying training carried out today consisted 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 in all sections. Gunners had 1 hour on Night vision and also 1 hour aircraft recognition on the Flash trainer. Wireless Operators had instruction on Fishpond, Fault finding on all types of Equipment and Bomber Command code.		
LINTON-CH-OUSE	22.9.44		Not required for operations to-day. No flying training was carried out to-day due to weather conditions. Ground training was also kept to a minimum with Air Gunners having turret Manipulation for 1 hour and also some short shooting. Navigators held a Navigation Quiz between the two flights and also instruction on Loranime.		
LINTON-CH-OUSE	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.B.A., 3 Air Tests, 1 check solo, and 2 day cross country flights along with one night cross country flight. Ground training to-day consisted of Electrical system on Halifax for Wireless Operators and Dry Swim for Navigators.		
LINTON-CH-OUSE	24.9.44		Nineteen aircraft were required for operations today. Take-off time was not set and it was expected that an early morning take-off would take place. No flying training took place to-day because of preparations for operations. Ground training was kept to a minimum with Gunners carrying out 1 hour on the Flash trainer and 1 1/2 hours on Turret Manipulation. Navigators held exercises on Dry Swim and Loranime. Wireless Operators had a lecture on Fishpond and Fault finding on all types of equipment.		
LINTON-CH-OUSE	25.9.44		As was predicted take-off took place this morning. The first aircraft was off the deck at 0930 hours and were well on their way to the target which was to be GALAIS by 0955 hours. Seventeen aircraft attacked the primary target between 1109.5 hour and 1124.7 hours from between 5 and 6,000 feet. The remaining two aircraft abandoned mission over the target on Master Bombers instructions due to heavy cloud. About 6/10ths cloud in the target area with tops between 4,000 and 6,000 feet. A gap appeared over the target during the attack. The Master Bomber called the main force down to bomb from 6,000 feet. Visibility was good but bombing was difficult and a number of crews were forced to orbit two or three times.		A. 3406 - A. 3424

Place	Date	Time	Summary of Events	SECRET	References to Appendices
LINTON-ON-OWSE	25/9/44	(Cont'd)	<p>Markers were reasonably well placed. A good concentration of bombing was built up. Explosions were reported 1110, 1111, and 1115 hours. Some very slight heavy flak was reported but no fighter opposition was encountered. All aircraft returned to base safely.</p> <p>Flying training was again scrubbed due to operations. Ground training carried out consisted of 1 hour of night vision for Air Gunners and Dry Skin and H.26's. trainer for Navigators.</p>		
LINTON-ON-OWSE	26/9/44		<p>Again eighteen aircraft from this Squadron were prepared for Operations. Take-off time was set for 0855 hours and all aircraft were airborne by 0900 hours. All aircraft attacked the primary target which was CAIAH for the second day in succession. The attack was carried out between 1100 and 1111.6 hours from between 6,000 and 7,500 feet. Weather over the target was 4 to 5/10ths cloud with base about 2,500 to 3,000 feet. The target was clearly identified and markers were well grouped. The Master Bomber directed that attack throughout, and crews are unanimous that an excellent concentration of bombing developed. There appeared to be only one heavy flak gun in action and no fighter opposition was encountered. All aircraft returned safely.</p> <p>Flying training was again held down due to operations. Ground training consisted of 1 hour of night vision for Air Gunners along with Range firing also for Air Gunners. Bomb Almere had some practice bombing and Link instruction.</p>	A.3425 - A.3442	
LINTON-ON-OWSE	27/9/44		<p>Twenty aircraft from this Squadron were required for operations to-day. The target for this raid was to be STRASBURG, Germany, with an alternative target of DUISBURG, Germany. Six aircraft of this Squadron attacked the primary target of STRASBURG between 0956 hours and 1008 hours from between 16,000 and 16,500 feet. Eleven aircraft of this Squadron attacked the alternative target of DUISBURG between 0951.9 hours and 1001 hours from between 16,000 and 17,500 feet. The remaining two aircraft of this Squadron abandoned mission at a position 2153 N 0450 E at 0943 hours owing to being late. The aircraft abandoned task at target at 1000 hours due to engine failure. There was 5/10ths to 10/10ths cloud above the target with base at 2,000 feet and good visibility. In the run up to the target 0943 hours Master Bombers' instructions to crews to bomb the alternative target of DUISBURG. This was followed by instructions to about 0951 to bomb T.I. Red markers very visible. At about 0951 he reverted to his original to bomb the primary. This was all very confusing and led to much milling around with some crews bombing the primary which was only visible as a small built up area through a break in the clouds. The majority bombed the alternative which was visually identified by some crews. Unable to assess results of the attack but expect very scattered bombing. Moderate heavy flak between 16,000 and 21,000 feet, mostly barrage but some seen flak, generally inaccurate. No fighter opposition was encountered. All aircraft returned to base safely.</p> <p>Flying training was again kept to a minimum with 3 night cross country flights completing the day. Ground training carried out consisted of 1 hour on Turret Manipulation for Air Gunners. Navigators carried out H.26's and Lorne exercises. Wireless Operators had some Morse and W/F procedure. This completed the day's training.</p>	A.3443 - A.3462	W. attacked a few 0151 N 0401 E a few from 16,000
LINTON-ON-OWSE	28/9/44		<p>Nineteen aircraft of this Squadron were required for operations today. All aircraft took off between 1630 and 1730 hours. Seventeen aircraft attacked the primary target of CAP GRIS HEE between 1800.5 and 1909.5 hours from between 7,500 and 10,000 feet. The remaining two aircraft of this Squadron abandoned task at target at 1909 hours while at 7,000 feet as bombs hung up and insufficient time to make a second run. One aircraft abandoned task at target at 1804.6 hours while at 2,000 feet on Master Bombers' instructions. Weather was 8/10ths to 10/10ths cloud base around 4,500 to 5,000 feet. Visibility was fair to good. There was a good concentration of bombing and markers were well concentrated. Master Bomber was heard by all crews. Link was negligible and no enemy aircraft were encountered.</p>	A.3463 - A.3481	See Appendix 10

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

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LINTON-ON-OWSE	28.9.44 (Cont'd)		1 night cross country flight completed the days flying training. Ground training consisted of Loran and Dry Swim for Navigators along with Electrical circuits and Morse for Wireless Operators. Bomb Aimers had some instruction on Radar Navigation.		
LINTON-ON-OWSE	29.9.44		Not required for operations to-day. Flying training consisted of Air to Air firing and H.2.S. along with some fighter affiliation. Ground training was carried out by Bomb Aimers, having exercises in H.2.S., G. on Bomb, Dry Swim and Map reading.		
LINTON-ON-OWSE	30.9.44		<p>Eighteen Halifax Mark VII aircraft of the Squadron were detailed to attack <u>STEINERDALE</u> A. 3482 - A. 3499 synthetic oil plant and all to-day. Five Halifax aircraft attacked the primary from between 1220.1 and 1224.25 hours, from between 17,000 and 19,500 feet. Eleven aircraft attacked the alternative target of <u>STEINERDALE</u> on Master Bombers Instructions between 1219.3 and 1223.3 hours from between 16,500 and 19,500 feet. "B" HEHE abandoned task at 1224.3000 W at 1057 hours while at 16,000 feet owing to port inner engine being un serviceable. "F" VICTOR attacked at 1224.3000 W at 1221.7 hours from 19,000 feet as instructed if primary obscured. Weather 2/10 to 10/10 the cloud, tops at 6,000 to 10,000 feet. Good visibility. On the run up Master Bomber gave the alternative target. Some crews however were able to identify the primary and bomb through a break in the cloud. The target was identified by Red and Yellow T.L. Markers. Some fires were seen with an explosion reported at 1220.4 and 1221.9 hours. The alternative was attacked mainly on D.R. but some crews saw a built up area which was marked by T.L. Red markers. Flak was moderate between 16,000 to 21,000 feet. No enemy aircraft were encountered.</p> <p>Flying training was nil to-day because of operations. Ground training was kept down to a minimum with Air B ombers having exercises on H.2.S. and Dry Swim. Navigators held exercises on H.2.S., Loran, and Dry Swim. This completed the last day of the month both with training and operations.</p>		
LINTON-ON-OWSE	as at. 30.9.44		<p>CASUALTIES: See daily entry.</p> <p>POSTINGS in: J.22966 P/O H.D. BIRCHALL (Pilot) J.36359 P/O J.H. BARGHEM (Nav) R.192600 SGT STANLEY, A.C. (A/G) R.142377 SGT FRANK, J.A.M. (WOP/AG) R.204992 P/SGT SWINDELL, L.S. (A/G) R.228333 SGT HANCOCK, H.D. (A/G) From 1664 Com. Unit w.e.f. 3.9.44 J.23225 SGT EDWARDS, W.J. (P/AG) posted from 424 Squadron w.e.f. 3.9.44 J.23225 P/O R.T. PITCH (Pilot) J.36737 P/O R.J. FERRIER (Nav) J.36281 P/O R.L. KENNEDY (A/G) R.223164 SGT WILSON, R.C. (WOP/AG) J.41857 P/O R.C.W. HANSEN (A/G) J.41859 P/O R.H. COLE (A/G) R.22925 SGT BARKLEY, A.V. (P/AG) posted from 1664 Com. Unit w.e.f. 10.9.44 R.74569 SGT STANLEY, R.H. (Pilot) J.36443 P/O J.M. MCCORRISTON (Nav) J.36405 P/O R.H.L. BARKLEY (A/G) R.156645 SGT ARMED, R.P. (WOP/AG) R.150079 SGT SCOTT, R.H. (A/G) R.265526 SGT HENRY, C. (A/G) R.138488 SGT McIVER, K. (P/AG) from 1664 Com. Unit w.e.f. 14.9.44 C.85792 P/O B.L. BROWNE (WOP/AG) from 426 (RCAP) Squadron w.e.f. 15.9.44 J.68223 P/O L.J. CASE (Pilot) J.36336 P/O G.W. SKIDGEM (Nav) J.37725 P/O C.M. SCHWENKHA (A/G) 1607292 SGT GOSFORD, L.A. (WOP/AG) R.228937 SGT ROMANOWSK, P. (A/G) R.168137 SGT SHUKA, D. (A/G) 919274 SGT DAVIES, J.E.V. (P/AG) From 1664 Com Unit w.e.f. 18.9.44.</p>		

Place	Date	Time	Summary of Events	SECRET.	References to Appendixes
LINTON-OW-CUSE	31.8.44 (Cont'd)		<p>POSTINGS IN: J.28993 F/O R.M. WALKERS (Pilot) J.40372 F/O J.B. LITTLE (Nav "P") J.26214 F/O H.J. McGOVEN (A/B) AUS.43298 F/SGT MIERSON, F (WOP/AG) R204429 SGT QUINN, J.F. (A/B) R202542 SGT SHIMMET, R.L. (A/B) R116664 SGT OCHLINGS, L.J. (P/MSG) from 1664 Com Unit w.e.f. 19.9.44</p> <p>J.13443 F/L A.F. SCHNEIDER (Pilot) J.39299 F/O D. EWIN (Nav) J.37882 F/O F.A. WINTER (A/B) J.26304 F/O F.T. LINDHEAD (WOP/AG) J.41858 F/O W.A. BAKER (A/B) J.40216 F/O L.J. NEWVILLE (A/B) 1880201 SGT DALL, L.B. from No. 61 Base w.e.f. 19.9.44.</p> <p>POSTINGS OUT: R.89012 WD2 J. MELLIGAN (A/B) posted to A.C.A. w.e.f. 5.9.44.</p> <p>J.4498 S/Ldr F.W. HAINES, DFC (Pilot) posted to 1699 Com. Unit w.e.f. 1.9.44.</p> <p>R.128452 F/SGT FLEMMER, J.F. (WOP/AG) 1300169 F/SGT BARN, J.S. (WOP/AG) posted to 22 O.T.U. w.e.f. 11.9.44.</p> <p>178255 F/O J.E. SCARRELL (P/MSG) posted to 1664 Com. Unit w.e.f. 16.9.44.</p> <p>RE 414875 WD2 M.J. HARRISON (WOP/AG) posted to 11 O.T.U. w.e.f. 16.9.44.</p> <p>R.121043 WD2 G. HOLLAND, DFC (Pilot) posted to 24 O.T.U. w.e.f. 15.9.44.</p> <p>R.34001 WD2 M. BAKER (A/B) posted to 86 O.T.U. w.e.f. 16.9.44.</p> <p>AUS 420357 F/O J.F. QUINN (Nav) posted to 27 O.T.U. w.e.f. 16.9.44.</p> <p>1622960 SGT HUFF, A.J. (P/MSG) posted to 415 Squadron w.e.f. 16.9.44.</p> <p>J.14819 F/O D.B. YOUNG (A/B) posted to 22 O.T.U. w.e.f. 16.9.44.</p> <p>R206354 F/SGT HILL, F.G. (A/B) posted to 425 Sqdn w.e.f. 16.9.44.</p> <p>R.167410 F/SGT LAUREN, J.F. (A/B) R.68641 F/SGT SILVER, L.A. (A/B) posted to 420 Squadron w.e.f. 16.9.44.</p> <p>R204040 F/SGT URZADA, G.S. (A/B) posted to 82 O.T.U. w.e.f. 25.9.44.</p> <p>1313281 F/SGT ROGERS, J.H. (WOP/AG) posted to 10 O.T.U. w.e.f. 26.9.44.</p> <p>183898 F/O F.E. MCKINLEY (P/MSG) posted to No. 61 (RCAP) Base w.e.f. 30.9.44.</p> <p>J.26990 F/O H.E. MCKINLEY (Pilot) posted to 26 O.T.U. w.e.f. 28.9.44.</p> <p>J.87868 F/O J. REIGER (WOP/AG) posted to 82 O.T.U. w.e.f. 28.9.44.</p> <p>J.89004 F/O R.C. HARVEY (Nav) posted to 1664 Com. Unit w.e.f. 28.9.44.</p> <p>J.24170 A/F/L H.E. CHICKALICK (Pilot) posted to No. 61 (RCAP) Base w.e.f. 30.9.44.</p> <p>J.22749 F/O J.M. FAULDER (Pilot) posted to 86 O.T.U. Gosport w.e.f. 30.9.44.</p> <p>R.168303 F/SGT HOLLAND, J. (WOP/AG) posted to 82 O.T.U. w.e.f. 28.9.44.</p> <p>R.181594 F/SGT CAMPBELL, D.K. (A/B) posted to Digby w.e.f. 28.9.44.</p> <p>1893022</p> <p>PROMOTIONS: The undermentioned Flight Lieutenant is promoted to the acting rank of Squadron Leader.</p> <p>F/L (A/B/L) J.F. EASTON, DFC J.9549.</p> <p>The undermentioned Flying Officers are promoted to the rank of Flight Lieutenant.</p> <p>F/O (A/P/L) J.A. BROWN, J.19704</p> <p>F/O (P/P/L) L.F. STONEHOCKER J.13070</p> <p>F/O (P/P/L) A.F. SCHNEIDER J.13443</p> <p>F/O (P/P/L) W.G. HARRISON J.13130</p> <p>F/O (A/P/L) R.H. MCKINLEY J.26761</p> <p>F/O (P/P/L) R.W. MCKINLEY J.12634</p> <p>COMMISSIONS: The undermentioned N.C.O.'s are appointed to the rank of Pilot Officer:</p> <p>R184347 F/SGT FORBETT, T.H. (A/B) R206012 F/SGT BOWLES, G.E. (A/B) J.52693 W/O2 COOKE, W.G. (Pilot) R.169123 F/SGT CLIVE, J.A. (A/B) R158475 WD2 L.G. MURPHY (Nav) R.63852 F/SGT WARD, F.J. (A/B) R.92334 WD1 R.E. STERNES (A/B) 1263410</p> <p>SGT PENTING, H.J. (P/MSG) 1864247 SGT HARDWICK, M. (P/MSG) 1807787 SGT MIERSON, F.E.W. (P/MSG) R.195826 F/SGT PROCTOR, J.J.J.T.R. (P/MSG) R195492 F/SGT GOSFORTH, D.F. (A/B)</p>		

NA FORM 1002 (Rev. 12-41) C.A.L. 1002

OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendix																																																																																																													
LINTON-ON-OWSE	30.9.44		<p>HEROES 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 undermentioned Squadron Leader of No. 408 (RCAF) Squadron.</p> <p>Squadron Leader J.W. EASTON, DFC J.9549 (Pilot)</p> <p>CHANGES IN COMMAND: Nil.</p> <p>CHANGES IN ADMINISTRATION: Nil.</p> <p>AIRCRAFT ON CHARGE: 23 Halifax VII HERCULES ENGINES. 3 Lancaster Mk. II Hercules engines.</p> <p>OPERATIONAL and Non-Operational flying times.</p> <table border="1"> <thead> <tr> <th></th> <th>OPERATIONAL</th> <th>OPERATIONAL TRAINING</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>HALIFAX VII</td> <td>957:30</td> <td>209:21</td> <td>1166:51</td> </tr> <tr> <td>LANCASTER II</td> <td></td> <td>1:25</td> <td>1:25</td> </tr> <tr> <td>HALIFAX III</td> <td>13:00</td> <td>1:45</td> <td>14:45</td> </tr> </tbody> </table> <p>NUMBER OF OPERATIONAL SORTIES: 218</p> <p>TONNAGE OF BOMBS DROPPED DURING THE MONTH (2240 lbs.)</p> <table border="1"> <thead> <tr> <th></th> <th>FROM</th> <th>TO</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>from 1.9.44 to 30.9.44</td> <td>848.88 tons</td> <td>46.77 tons.</td> <td></td> </tr> </tbody> </table> <p>NUMBER OF COMBATS WITH ENEMY AIRCRAFT: Nil</p> <p>PERSONNEL STRENGTH:</p> <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="4">OFFICERS (AIRCRAFT)</th> <th rowspan="2">TOTAL</th> <th colspan="4">AIRMEN (AIRCRAFT)</th> <th rowspan="2">TOTAL</th> </tr> <tr> <th>RCAP</th> <th>RAF</th> <th>RCAF</th> <th>RESERVE</th> <th>RCAP</th> <th>RAF</th> <th>RCAF</th> <th>RESERVE</th> </tr> </thead> <tbody> <tr> <td>Pilot</td> <td>1</td> <td>-</td> <td>-</td> <td>1</td> <td>2</td> <td>1</td> <td>-</td> <td>-</td> <td>1</td> <td>2</td> </tr> <tr> <td>Navigator</td> <td>35</td> <td>2</td> <td>-</td> <td>15</td> <td>52</td> <td>5</td> <td>-</td> <td>-</td> <td>14</td> <td>19</td> </tr> <tr> <td>Air Bombers</td> <td>32</td> <td>-</td> <td>-</td> <td>15</td> <td>47</td> <td>11</td> <td>-</td> <td>-</td> <td>14</td> <td>25</td> </tr> <tr> <td>Wireless Operators</td> <td>15</td> <td>2</td> <td>-</td> <td>6</td> <td>23</td> <td>19</td> <td>3</td> <td>1</td> <td>23</td> <td>46</td> </tr> <tr> <td>Flight Engineers</td> <td>1</td> <td>4</td> <td>-</td> <td>6</td> <td>11</td> <td>4</td> <td>36</td> <td>-</td> <td>23</td> <td>40</td> </tr> <tr> <td>Air Gunners</td> <td>20</td> <td>-</td> <td>-</td> <td>11</td> <td>31</td> <td>63</td> <td>4</td> <td>-</td> <td>46</td> <td>67</td> </tr> </tbody> </table> <p>Total strength 294. This includes two ground crew officers 1 Flight Lieutenant Administration and 1 Radar Officer.</p> <p>SQUADRON COMMANDER'S REMARKS:</p> <p>This month has been a very successful one for the Squadron. In spite of bad weather which kept our aircraft grounded for seven days during the third week of the month, a large number of operational sorties were flown and maximum advantage was taken of what spare time there was for training.</p> <p>We were unfortunate this month in losing six members of one of our more experienced crews in an accident at this base on returning from operations.</p>		OPERATIONAL	OPERATIONAL TRAINING	TOTAL	HALIFAX VII	957:30	209:21	1166:51	LANCASTER II		1:25	1:25	HALIFAX III	13:00	1:45	14:45		FROM	TO	TOTAL	from 1.9.44 to 30.9.44	848.88 tons	46.77 tons.			OFFICERS (AIRCRAFT)				TOTAL	AIRMEN (AIRCRAFT)				TOTAL	RCAP	RAF	RCAF	RESERVE	RCAP	RAF	RCAF	RESERVE	Pilot	1	-	-	1	2	1	-	-	1	2	Navigator	35	2	-	15	52	5	-	-	14	19	Air Bombers	32	-	-	15	47	11	-	-	14	25	Wireless Operators	15	2	-	6	23	19	3	1	23	46	Flight Engineers	1	4	-	6	11	4	36	-	23	40	Air Gunners	20	-	-	11	31	63	4	-	46	67		
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Place	Date	Time	Summary of Events	References to Appendices
LINTON-CH-008E	30.9.44 (Cont'd)		<p>Test flights were made in Halifax VI aircraft by crews of this Squadron and reports of a fine performance on this aircraft were received. We are looking forward to being fully equipped with these aircraft in the near future.</p> <p>With a successful month behind us, an even more successful one is looked forward to in October.</p> <p style="text-align: right;">J. J. E. Smith (R.A. McLENNON) Wing Commander, Commanding, No. 408 (R.C.A.F.) Squadron.</p> <p style="text-align: center;">CO. RCAP STATION, LINTON-CH-008E YORKS.</p>	

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