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Place	Date	Time	Summary of Rvents SECRET.	References to Appendices
LINTON-ON-OUSE	1-10-44		Not required for operations to-day.	
			Advantage was taken of good flying conditions and flying training was carried out by both Flights. "A" Flight had Fighter Affiliation, Bombing, Air to Air firing and two night.	
			cross country flights. "B" Flight also had Fighter Affiliation, Bombing, Air to Air firing,	
			1 hir test, and 1 siroraft on "DULLENE". Ground training consisted of 1 hour night vision	
			and 2 hours Turret Manipulation for Air Gunners. Navigators held exercises in Lorens, Dry	
			Swim and H. 2.S Wireless Operators had ly hours on Fault finding on all types of equipment.	
LINTON-ON-OURS	2-10-44		Not required for operations to-day.	
			Flying training was again carried out by both flights. "A" Flight had H. 2.S. Bombing. "B" Flight had Fighter Affiliation, Air to Air Firing, Bombing and H. 2.S. training. Ground	
			training was carried out was, 1 hours Turret Manipulation and 25 yard fifte range for Air	
			Gunners. Havigators carried out Dry Swin and Log Markers. Wireless Operators has exercises	
			in S.B.A., and Fault finding on all types of equipment.	
LINTON-OUSE	3-10-44		Not required for operations to-day.	
	-		Flying training carried out consisted of 2 "BULLSEYS" from "A" Flight and 2 from "B"	
			Flight. 1 air Test, H. 2.S. Bombing and some Air to Air firing completed the flying training.	
			Air Gunners had 1 hour on Night Vision and 1 hour on Turret Manipulation. Navigators held	
			and H. 2.S. practice bombing lecture. Fireless Operators completed the ground training with ly hours on S.O.S. procedure.	
LINTON-ON-OUSE	4-20-44		Not required for operations to-day.	
			Advantage was again taken of the good flying conditions. Four aircraft were on "BELLSE	E .
			this evenings Quamers completed 2 hours on Turret Manipulation: Havigators had some Lorune,	
	1		Astro Navigation and H. 2.5. Bombing lecture. Wireless Operators completed the days ground	
			training with 2 hours on WT layout, and Morse practise.	
LINTON-ON-OUSE	5-10-44		Not remired for operations to-day.	
	-		. Both flights carried out flying training. "A" Flight having 1 solo check and H. 2.5.	
	-	-	Bombing. "B" Flight carried out Circuits and landings, S. 2.S. bombing, Air to Air firing and	
			Standard Beam approach. Ground training was kept to a minimum to-day with Navigators having	
	-		some exercises in Dry Swim. Wireless Operators had 2 hours on W/T.	
LINTON-ON-OUSE	6-10-44		Twenty two aircraft from this Squadron were required for operations to-day. All air-	A. 3500 - A. 3
			graft took off and attacked the target between 2030 and 2035 hours from between 17,000 and	
			20,000 feet. The target for this raid was to be DORTHERD, Germany. Weather was clear with good visibility over the target, which was identified by Red and Green T.I. Markers.	
			Boobing was accurate and the attack considered to be successful. All aircraft were diverted	
			to other drames due to weather. One aircraft encountered an energy fighter which was believed	B-1
	1 1		to be shot down.	
	1		No flying training took place to-day. Ground training was kept to a minimum with	
		-	Eireless Operators having a lecture of Fault finding on all types of equipmenty and morse	
	+17		procedure for two hours.	
	1			

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUSE	7-10-44		Not required for operations to-day.		
The state of the s			We Diving to injury to design to the design	agent agency in the contract of the contract o	•
			No Flying training to-day as aircraft were returning from divers training was light with Gunnere having 1 hour on Hight Vision training.	ion bases. Ground	
LINTON-ON-OUSE	8,30,44		Not required for operations to-day.		
		1	Flying training consisted of 1 day cross country and 1 aircraft	***************************************	
			Ground training was very little with Air Gunners having 1 hour on Might	on H. 2.S. and "GEE".	
			I hour on furret Manipulation. Bomb Aimers had some H.2.S. and Link tr	ainer.	
LINTON-ON-OUSE	9-10-44		Pifteen aircraft of this Squadron were detailed to attack BOCHIM	and all atmosph took.	4 1522 4
	7.		off. All aircraft attacked the primary between 2027 and 2035.5 hours f	mm 17 800 to 20 000	An JOSE - An
			feet. Visibility was good. T.I. Red markers were reported cascading a	1011 17,300 to 23,000.	
		· · · · · · · · ·	y flares. Ground markers formed a good concentration and bombing was	mall concentrated on	
			these markers. Incendiaries were taking hold and an orange red explosion	on with black emoke	
			was reported. Owing to cloud it was impossible to assess the results of	f the attack. Gweind	
		10	befences consisted of Heavy flak, mainly barrage form. One combat took	place, damage to	B. 2
	-		riveraft was slight and no claims were made on the enemy aircraft;	Market and Market and All States	
		- 1	Flying training was kept to a minimum, with only three atrovaft	on H. 2.S. Bombing.	
			and air to air firing. Ground training was also kept to a minimum. Gun	nners having Night	
			vision exercise for I hour and Skeet shooting. Wireless Operators had	some W/T procedure	
			nd morse training.	A. S	
LINTON-CH-OUSE	10.10.44		Not required for operations to-day.		
		9	Plying training was Mile Ground training was also very light with	in Gunners having rifle.	
		1	ractice and some skeet shooting. Bomb Aimers had some Link trainers	lavigators had exercises	
		•	n Lorane and H. 2.S.		
LINTON-ON-OUSE	11.10.44		Eighteen aircraft from this Squadron were required for operations	late this afternoon.	
		3	o take-off had taken place by 2359 hours and it was expected this would DOW,	be an early morning	
			No Flying training to-day. Ground training was again kept to are	inimum with Wireless	
		0	perators having some W/T procedure and S.O.S. emergency procedure. Air	Gunners had some more	
		5	keet Shooting and Rifle practice.		
LDITON-ON-OUSE	12-10-44		As predicted take off took place early this morning. Fifteen air	oraft too-off to attack	An 3537 - An 3
			ANN BICKER, Germany, Three aircraft were scrubbed prior to take off t	imes all siroreft	
			stanced the primary between 101/63 and fours from 17,000 to 20.0	00 feet, Weather	
		- 1	as I to 3/10ths aloud with tops at 3 to 6,000 feet, some have but good	wisibility, All grown.	
			ere able to pinpoint and visually identify canal and railroads north of	the target. The	
		ŧ	arget itself was difficult to identify as it was soon obscured by brown	ish smoke. T.I.'s were	
			een to cascade but the large majority of grews saw only blue smoke train	ls. In early stages	
		0	f the attack the Master Bomber, who was clearly heard, gave instructions	to bomb the smoke at the	0
		р	ase of the smoke trails and latterly the upwind edge of the smoke. Bom	bs were seen bursting	
		1	n the target area. Some fires were observed but assessment of the atta	ok is difficult due to	
*		1 5	he target being obscured by smoke. All crews reported a good concentra	tion of bombing. Ground	
		4	sfences consisted of heavy flak mainly barrage with some seen predicted	• No fighter	
		0	pposition was encountered.		
		-	Flying training was nil to-day. Ground training consisted of Ske	et Shooting for liv	

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.L.,
para 2340 and Was Manual Pr. H., chapter X.Y., and
water in R.A.F., Packet Byon.

OPERATIONS RECORD BOOK

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

Place	Date	Time	Summary of Events,	SECRET.	References to Appendices
LINTON-ON-OUSE	13.10.44		Not required for operations to-day.		
-			Flying training was carried out with "A" Plicht having Wighter ACCI)	istion lin to	
			air firing and I check solo. Ground training was very light with Wireless Co.	eretors having	
			some Fishpond and Morse practice.	arrows among	
LINTON-ON-OUSE	14.10.44		Seventeen aircraft of this Squadron were deteailed to attack DUISBUR	dermany and	An 3552 - An 35
			ALL TOOK OIT, FOUR attacked the minimum habitan ORSO and ORSO D house from 17	AAA L. AA AAA	
	1		feet. Twelve attacked the alternative targets in the DUISBURG area on the Ma	ster Bombers'	
			instructions, between 0846.6 hours and 0855 hours from 17,000 to 20,000 feet	R ROGER	
			abandoned task owing to hydraulic failure. Wheel and flaps down, unable to of	Limb. Weather	
			was 7/10ths to 10/10ths cloud with tops at 13,000 feet. Visibility was good cloud conditions at the target the Master Bomber gave instructions to bomb all	Owing to	
			A large orange explosion was reported in the target area as 0853 hours but be	ernative target,	
			necessity was very scattered. Heavy flak was reported moderate, spasmodic and	miding of	
			Ilak Detween 10 and 20,000 feet. No enemy fighter simmet many		
	1		Eighteen aircraft were again detailed to attack Director of the	midalm ambs bine	. 1560
	1		vector rours, all alierant tookers accept "o" OHDE die to starboard in	nor engine being	84 JJOJ - 84 JJ
			unserviceable.	or outrie name	
			Flying and Ground training were both mil due to heavy operations.		
LINTON-ON-OUSE	15-10-44				
			Out of the seventeen aircraft that took-off last night, fourteen atta	oked the target	
			between U199+5 and U140+7 hours from 19,000 to 21,000 feet. MAW ANTH shandons	od took owned the	t
			target as combs could not be released. "E" EDTE abandoned mission due to ici	no of cambumatan	
			and runaway prop which could not be feathered. "F" FEFER abandoned task owing	to failure of	
	- E		starboard outer engine. All aircraft returned to base safely. Weather was ab	out 3/10ths	
			cloud with tops between 8 and 10,000 feet. Visibility was good. T.I. Red mar	kers went down	
**************************************			promptly at 0125 hours backed up by T.I. Green markers. Markers were plentifu concentration of bombing developed throughout the attack. Incendiaries forms	1 and a good	
		- X	and many fires were seen taking hold. Crews reported some explosions and cons	d a good carpet	
			successful. Searchlights were mumerous and small cones but on the whole ineff	idered the attach	K
			consisted of slight heavy flak to moderate light flak between 16 and 20,000 fe	edtive. Derence	
			was reported but no damage was made to the Romber and no claims on the fighte	or. One compar	
			For the third time within forty eight hours we were detailed for onem	ntions Wine) B ₀ 3 A ₀ 3586 - A ₀ 39
	1		almorast from this Squadron were detailed to attack does into the heart of dem	many the terret	
			being villeral was 9/10ths aloud with	h tone at 10 000	
			feet with alight haze and moor visibility over the target. Tome overs	mandal man and	
	1		concentrated, other poor. Fires were seen taking hold and evaluations were	ambad da bba	
			target, area and bombing was generally scattered. Incendiaries, however, appear	a marco of her	
	1		Wide areas Ground derendes consisted of heavy flak mostly harmone form hat-	- 1 F AAA A	
	Accessed a	1	All U. I cot. Some light flak between 11 and 16.000 feet. Searchlights were for	- and incorporati-	re.
			one contact was reported but no claim was made on the fighter and no demand we	ar attached to a	
	-		the Bomber. (See Appendix B.4). Three of our aircraft were diverted to other	droms. One	B. 4
	1 .	- 1	aircraft is missing from this operation. The names and numbers along with Point Sperational Hours are listed hereunders—	sts, Trips and	
	1				
			CPRATIC	AL.	
				100	
			CONTINUED ON PAGE FOUR:	and the second s	

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUSE	15.10.44 (Cont'd)		OFFRAT. CAM. J.12037 F/L Frank LeRoy, SMART (Pilot)	TRIPS HOURS	
	(our a)		CAN. J. 12037 F/L Frenk LeRoy, SMART (Pilot) 40 CAN. J. 35510 F/O John Joseph, WOLFE (Nav) 36	11 57.40	
			CAN. C.86792 F/O Denis Leonard, EREWER (WOF/AG) 81	10 .48; 30 24 125; 45	
			CAN. J. 37830 P/O Rudolph Anthony, ROMAN (A/B) 36	10 48: 30	
			CAN. R204086 SGT DAVIES, Donald Stewart (A/G) 36	10 48:30	
1			CAN. R200175 SGT DU PONT. Leo Joseph (A/C) 36	10 48: 30	
	1000		RAF. 1836702 SGT MORRIS, David Edward (F/SKC) 36	10 48:30	
			Flying training consisted of 1 check solo, some fighter affiliat	4	92
			and Standard Beam Approache Ground training was very light with Min C.	100, Air to Air Firing	19
			Night Vision, and Wireless Operators some Fishpond.	mers having I hour	
INTON-ON-OUSE	16.10.44	-	Not required for operations to-day.		
			Three aircraft were on Night Cross country, and this completed t	he days flying training	
			Ground training consisted of I hour on Turret Manipulation for Air Gunn	ers. Navigators had	
** , -) ***			exercises on Dry Swim and Lorane.		
INTON-ON-OUSE	17.10.44		The Squadron was not required for operations to-day.	O	
			The Anter Chrise counted are that a second at the counter of the c		
			The only flying carried out this day consisted of night cross on which five cross participated. In addition to the flying training, a l	untry exercises es	
			programme was 1 aid down consisting of "Skeet Shooting"; Dry Swins, Mor	ight ground training	
-			Flight lectures were held.	above that, a few	
	1 325		As a result of the Night Gross Country eventing one always ff	** for How M.P. 715	
			pliced by Pilot Officer C. L. Johnston (J. 89128) had to be abandoned wh	40 A seculiar a 4 auto-	
			encountered which caused severe loing, and thus making the sirons the	mtmollable When	
			ville was discountered, it was decided to shandon the eigeneaft. This was	done at memorinet	
			ely 2030 hours near Penruddock (near Penrith) Cumberland. The aircraft	crashed in a field,	
			and is now datagorized Cat 2. Resulting from the paracrate descent, Officer J.Z. Freeman (J. 39.02) was reported missing, but was found in the	the Mavigator Flying	
			being examined, his case was diagnosed as rupture of the bladder, and se	me morning, After	
			Divide of was admitted to Carlisla City Ceneval hometal and later two	afamaad to Hamble	
			allerton R. A. F. Hospital. Three other members of the ones Plying occi-	nee Y T turnble	
			(# E4047) 1 H1/7200 F11ERT Serveant J.C. Montley and 9:91594677 Serve and	Change of the state of	
		1	F/U U.S. Austin was transferred to R.A.F. Hospital, Northallerton, Pat	ils as to their	
			condition have not been received as yet.		
CON-ON-OUSE	18.10.44		We were again stood down from operations-to-day,	n 1	
			Flying training carried out to-day was very light which consisted	only of tombin.	
			and Air to Air Firing, also local flying which lasted fifteen minutes.	cura or somerus	
			On the ground training programme was listed Speed Up Exercises 1	per Sprime : 154 almounts	
			Morse and Marconi Baceiving and Transmitting practice.	of owners' traditional	
			the second section of the second section is a second section of		
			and American control of the control		

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R.A.F., Form 540 Serinatrogions for use of this form in K.R. and A.C.L., pear 2343 and Haw Marusi Pt. IL, chapter N.V., and notes in R.A.P. Packet Boom.

OPERATIONS RECORD BOOK

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

Place	Date	Time	Summary of Events SECRET.	References to Appendices
Linton-on-ouse	19.10.44		Not required for operations to-day.	
			Flying training carried out consisted of two crews on a Night Cross country exercise. The Ground training programme was held down to a minimum which consisted of rifle	
			shooting (500 rounds) and Skeet Shooting (200 rds). Lectures were given to all Navigators	
			on Navigation, while the Wireless Operators were kept busy training on Fishpond, W/T and	
			and Morse. Lectures were given to the Engineers on Mark VII Halifax aircraft.	
			Although eight days have elapsed since the opening of Canada's Seventh Victory Loan	
			drive, the Squadron's quota of \$ 25,000:00 was surpassed in three days and is steadily going	
			upwards. It is the Squadron's aim to hit the \$ 40,000:00 mark. More will be reported at the	
			end of the drive.	
FINION-ON-OURE	20.10.44		Not required for operations to-day. No Flying training was carried out due to unfavourable weather conditions. Ground	
			training consisted of one hour of Turret Manipulation for Air Gu ners and Wireless Fault	
			Finding on all types of equipment along with some Morse for Wireless Operators.	
			,	
LINTON-ON-OUSE	21.10.44		Thirteen aircraft from this Squadron were detailed for operations tooday all sir-	A. 3595 - A. 360
			craft took-off and were well on their way to the target by 1604 hours. The target for this	
			raid was to be HANOVER, Germany. However, the crews taking part were not out more than two	
			hours when they were recalled by Group for some unknown reason.	
			Flying training carried out during the day was extremely light which consisted only	
	1		of Orosa country and Bombing exercises. Ground training for the day comprised of Fishpond	
	1 1		and Morse training for the Wireless Operators. While the Gunners carried out Machine gum and rifle shooting. In addition Might Wision exercises were also carried out by the Air	
			and rivie smooting. In admitton hight vision exercises were also carried out by the air	
	1 1		Guiners.	
LINTON-ON-CUSE	22-10-44		Again thirteen aircraft of this Squadron were required for operations. These	
			Operations were finally scrubbed early in the aftermoon.	
	-		Flying training for the day comprised of H. 2.6., Cross Country, Pighter Affiliation,	
			and Bombing exercises. Ground training was light consisting of Dry Swims and Morse Training	
			and Lectures.	
T THOMAN ON ATTOM	23-10-44		We were called on to-day to prepare for another planned operation. All preparations	4. 3608 - A. 365
Linton—on—ouse	S)eTrient		were made and twenty aircraft took-off between 1609 and 1650 hours, to attack the city of	, ag , o
	1		ESSET, Germany. All crows were successful in reaching their objective, and the following	
	-		report was rendered. The weather was 10/10ths clouds with tops at 8 to 15,000 feet. Horis-	
	1 1		ontal visibility was good. The marking of the primary was very poor in the early stages of	
			the attack when only one red flare was seen at about 1928 hours and was followed by a green on	
			at 1971 hours. The marking became more plentiful about 1934 hours. It was impossible to	
			assess results of the attack as only the flash of bomb bursts were observed. One combat	
		-	was reported in the target area. (see Appendix). Four of our aircraft were diverted. One to	B. 5
3	125.00		Woodbridge, two to Tempsford and one to Manston, all due to shortage of petrol. One aircraft	
			NP 737 "Z" flown by P/O R.C. HARLOW was berrowed from No. 426 (RCAP) Squadron for this	
			operation. No Flying training was carried out to-day due to operations. Ground training	
	1 1		No Flying training was carried out to-day due to operations. Ground training consisted of Speed Up exercises for Navigators and two hours on Night Vision for Air	acaronice in
	1	- 1	Quiners.	

HINTON-CH-CHOUSE To ware again called on for operations. For this event, sixteen crews were detailed to take part. All preparations went off accordingly. However, our hope of, carrying out this mission was abstrated shom has a few minutes prior to take-off, the "Sorbhings Plane went up." Fig. 7. Provided training was carried out to-day, as all time was utilized in preparing for the only ground training carried out, was two and a half hours turnet than pulation which was carried out by the all Commers not detailed for operations. Again, A. 563 - A. 564 in response to their call, minesteen crews were detailed, and the same number of sirverif were prepared and hombed up for the occasion. All went off according to plan, and the first aircraft was aircross at 125 hours, in 1325 hours, all aircraft were on their way to book the Agribelia Oil Plants at HINESES (INSURING) Germany. According to plan, and the first aircraft was aircross at 125 hours. In 1325 hours, all aircraft were not heir way to book the Agribelia Oil Plants at HINESES (INSURING) demands. According to plan, and the first aircraft was aircross at 125 hours, but 1325 hours, all aircraft were not heir way to book the Agribelia Oil Plants at HINESES (INSURING) demands. According to plan, and the first aircraft vision these were plentiful, but appeared to have been scattered by making for the minute of green flares were reported as poor for daylight booking. The finate reader was all the was alight to moderate between 16 and 2500 feet. HE TAYLING THE SECOND TEST AND THE AGREEMENT OF THE SECOND THE	Place	Date	Time	Summary of Events	SECRET.	References to Appendices
DITION—ON ONE 25-10.44 LINTON—ON ON O	LINTON-ON-OUSE	24.10.44		to take part. All preparations went off accordingly. However and	home -0	
LINTON-CN-ONSE 25-10-14 LINTON-CN-ONSE 25-10-14 LINTON-CN-ONSE 25-10-14 LINTON-CN-ONSE LINTON-CN-ONSE 25-10-14 LI				mission was shattered when just a few minutes prior to take-off, the up.	"Scrubbing" Flare went	
In response to their call, mineteem crews were detailed, and the same number of aircraft were prepared and bombed up for the occasion. All went off according to plan, and the first aircraft was airborne at 1251 bours. By 1325 hours, all aircraft were on their way to bomb the Synthetic Oil Planta at Himmen (Morentz) and aircraft were on their way to bomb the Synthetic Oil Planta at Himmen (Morentz). Apportung to 10,000 feet with excellent visability. Cowing to clouds, orwes had to deepen actively on sky markers for bombing. At times these were plentiful, but appeared to have been scattered over a fairly wide area. Green flares were reported as poor for daylight butting. The Heater bomber was clearly heard instructing crews to bomb flares or on good Dead reckoning. Heavy flak was slight to moderate between 16 and 22,000 feet. Mo Flying training was carried, out to-day because of operations. Ground training consisted of two and half hours purrel Handpulation and 1 hour on Night Vision for Air Gumers. In the final round of the Victory Loan Campaign, we not only reached our main objective but also went over the top and reached our prime objective of \$40,000:00 dollars. The final total being \$4.2,200:00 dollars. Not required for operations to-day. Bircless Operations and Gumers two hours on Turret Handpulation and Rifle Shooting (200 rds). Weather permitting seventoem aircraft from this Syndrom were to be detailed for operations. Portunally for the "Num" all operations were sorubbed at 160 hours this after moon. Westfor permitting seventoem aircraft from this Syndrom were to be detailed for operations. Portunally for the "Num" all operations were sorubbed at 160 hours this after moon. Westfor permitting and carried out to-day and consisted mostly of local flying. Ground Training consisted of Dry Swin exercises for the Navigators and 2 hours Night Vision for Air Qumers. Westfor operations are one in Master Dombers' Hours the food and 1611 hours from 1600.00 and 20,500 feet. The meaning street attacked alternat				The only ground training carried out, was two and a half hour	wa Marmat Manday labdon	
Synthetic Gill Flants at Eddings: (1975) hours, all aircraft were on their may to bomb the Synthetic Gill Flants at Eddings: (1985) hours, all aircraft were on their may to bomb the Synthetic Gill Flants at Eddings: A took of the primary target was 10/10 the clouds of the took of the primary is the wather over the primary target was 10/10 the clouds of the control	LINTON-ON-OUSE	25.10.44	- 110	In response to their call, nineteen grown were detailed and the	a mumber - 0 - 1 01	27 100 27-1-
LINTON-CH-CUEE 20.10.44 West little the first power for the Many and to depend entirely on sky markers for beabing. At times these were plentiful, but appeared to have been scattered over a fairly wide area. Green flares were reported as poor for daylight bombing. The Easter Romber was clearly heard instructing cross to bomb flares or on good Dead reckoning. Heavy flak was slight to moderate between 16 and 22,000 feet. No Flying training was carried out to-day because of operations. Ground training consisted of two and half hours furret Handpulation and I hour on Night Vision for Air Gunners. In the final round of the Victory Loan Campaign, we not only reached our main objective but also want over the top and reached our prime objective of \$40,00000 dollars. The final total being \$42,200,00 dollars. Not required for operations to-day. Unfavourable weather conditions prevented any Flying training from being carried out to-day. Ground training on the other hand was carried out by all sections. Navigators having Speed up exercises and Gunners two hours on furret Hanipulation and Rifle Shooting (200 rds). Fireless Operators had some W/T and S.O.S. exergency procedure. Weather permitting seventees aircraft from this Syundron were to be detailed for operations. Fortunatly for the "Rum" all operations were scrubbed at 1630 hours this after-hoom. Very little flying was carried out to-day and consisted monthy of local flying. Ground Training consisted of Dry Swim exercises for the Navigators and 2 hours Hight Vision for Air Gunners. LINTEN-CN-CNE 20.10.44 Eighteen aircraft of this Squadron were detailed to attack COLONNE (A/P *NF*) and all A. 3647 - A. 364 took-off. Seven of our aircraft claimed to have attacked the primary target between 1603-5 hours and 1611 hours from between 16,000 and 20,000 feet. Him eighteen aircraft attacked asparate alternative targets in the Larget back Hanibal A. 3648 Ph. 3649 Ph. 3649 Ph. 3649 Ph. 3640 Ph. 3649 Ph. 3640 Ph. 364		U	-	was alreerne at 1251 pours. By 1325 hours, all aircraft were on the Synthetic Gil Plants at HOLERER (MOSERRE) Germany. According to me	eir way to bomb the	t
Green Tlares were reported as poor for daylight bombing. The Haster Bomber was clearly heard instructing crees to bomb flares or on good Dead reckoning. Heavy flak was slight to moderate between 16 and 22,000 feet. No Flying training was carried out to-day because of operations. Ground training consisted of two and half hours Turret Hamipulation and 1 hour on Night Vision for Air Gumers. In the final round of the Victory Loan Campaign, we not only reached our main objective but also went over the top and reached our prime objective of \$40,000:00 dollars. The final total being \$42,200:00 dollars. Not required for operations to-day. Unfavourable weather conditions prevented any Flying training from being carried out to-day. Ground training on the other hand was carried out by all sections. Havigators having Speed up exercises and Gumers two hours on Turret Hamipulation and Rifle Shooting (200 rds). Tireleas Operators had some \$7 and \$3.0.3 exergency procedure. Weather permitting seventeen mircraft from this Squadron were to be detailed for operations. Fortunally for the "Rum" all operations were sorubbed at 1630 hours this afternoon. Yery little flying was carried out to-day and consisted mostly of local flying. Ground Training consisted of Dry Swim exercises for the Navigators and 2 hours Night Vision for Air Gumers. Eighteen mircraft of this Squadron were detailed to attack COLORES (AF "R") and all A. 2647 - A. 364 hours and 1611 hours from between 16,000 to 21,000 feet. The remaining two aircraft attacked the primary target between 1603.5 hours and 1611 hours from between 16,000 to 21,000 feet. The remaining two aircraft attacked separate alternative targets in the COLORES are on the Master Bembers' instructions from between 1608 and 1611 hours from between 16,000 to 21,000 feet. The remaining two aircraft attacked separate alternative targets are in the Carget area. 10 796 % Jis stanked PADOMAN. The weather over the target being clear and the visibility good. Ballway yards reached a good concentration			7-5	visibility. Owing to clouds, crews had to depend entirely on sky me times these were plentiful, but appeared to have been continued every	arkers for bombing. At	
In the final round of the Victory Loan Campaign, we not only reached our main objective but also ment over the top and reached our prime objective of \$ 10,000;00 dollars. The final total being \$ 12,200;00 dollars. Not required for operations to-day. Unfavourable weather conditions prevented any Flying training from being carried out to-day. Ground training on the other hand was carried out by all sections. Navigators having Speed up exercises and Gummers two hours on Furrer lamignalition and Rifle Shooting (200 rds). Weather permitting seventeen mircraft from this Squadron were to be detailed for operations. Fortunally for the "Rum" all operations were sorubbed at 1630 hours this after-hoos. Very little flying was carried out to-day and consisted mostly of local flying. Ground Training consisted of Dry Swim exercises for the Navigators and 2 hours Night Vision for Air Gunners. Eighteen mircraft of this Squadron were detailed to attack COLORIE (AF THE) and all A. 2647 - A. 364 took-off. Seven of our aircraft claimed to have attacked the primary target between 1605.5 hours and 1611 hours from between 16,000 to Z.,000 feet. The remaining of the Navigators have alternative targets in the COLORIE are on the Master Bombers' instructions from between 1608 and 1611 hours from 18,000 to Z.,000 feet. The remaining was aircraft attacked separate alternative targets in the COLORIE are on the Master Bombers' instructions from between 1608 and 1611 hours from 18,000 to Z.,000 feet. The remaining was account to the arget being clear and the visibility was good. This target received a good concentration of bombing and many fires were seen in the target area. 18 796 ° 7 ° 18 attacked PADORIM. The weather over the target being clear and the visibility good. Ballway yards reached a good concentration of bombing, but no results of the benefing sures account a report remainer do not no remaining aircream aircraft read.				Green Tlares were reported as poor for daylight bombing. The Master instructing crews to bomb flares or on good Dead reckoning. Heavy fl between 16 and 22,000 feet.	Bomber was clearly heard lak was slight to moderate	
LINTON-ON-OURS 26.10.44 Not required for operations to-day. Unfavourable weather conditions prevented any Flying training from being carried out to-day. Ground training on the other hand was carried out by all sections. Navigators having speed up exercises and Gummers two hours on Turret Langualation and Rifle Shooting (200 rds). EINTON-ON-OURS 27.10.44. Weather permitting seventeem sireraft from this Squadron were to be detailed for operations. Fortunally for the "Rum" all operations were sorubbed at 1630 hours this after-noon. Yery little flying was carried out to-day and consisted mostly of local flying. Ground Training consisted of Dry Swin exercises for the Navigators and 2 hours Night Vision for Air Gunners. EINTON-ON-OURS 26.10.44 Eighteem aircraft of this Squadron were detailed to attack COLOGNE (AF "N") and all A. 3647 - A. 364 took-off. Seven of our aircraft claimed to have attacked the primary target between 16.05.5 hours and 1611 hours from between 16.00 to 12.000 to 12.000 to 12.000 feet. The remaining of aircraft attacked alternative targets in the COLOGNE are on the Master Bombers' instructions from between 1608 and 1611 hours from 18.000 to 12.000 feet. The remaining was aircraft attacked apparts alternative targets. 19. 746 "NE NAMY attacked HUNTH-DIAFRAKK. The weather over this target being clear and the visibility was good. This target received a good concentration of bombing and many fires were seen in the target area. 19. 798 "N" IN Status Policy. The weather over the target being clear and the visibility mad good. This target received a good concentration of bombing, but no results of the bombing ware acce. A report remered on the meaning afteres aircraft read no results of the bombing ware acce.				consisted of two and half hours Turret Manipulation and 1 hour on Nig	nt Vision for Air Gunners.	
Unfavourable weather conditions prevented any Flying training from being carried out to-day. Ground training on the other hand was carried out by all sections. Havigators having speed up exercises and Gummers two hours or nurret Langualtion and Rifle Shooting (200 rds). Weather permitting seventeem aircraft from this Squadron were to be detailed for operations. Portunally for the "Rum" all operations were sorubbed at 1630 hours this after-hoos. Yery little flying was carried out to-day and consisted mostly of local flying. Ground Training consisted of Dry Swim exercises for the Navigators and 2 hours Night Vision for Air Gummers. Eighteem aircraft of this Squadron were detailed to attack COLOGUE (A/P *N*) and all A. 3647 - A. 364 took-off. Seven of our aircraft claimed to have attacked the primary target between 1603.5 hours and 1611 hours from between 16,000 to 21,000 to 21,000 feet. The remaining of a strucked claimed the visibility was good. This target received a good concentration of bombing and many fires were seem in the target area. 18 798 *N* IN stanked PANGAN. The weather over the target being clear and the visibility good. Saliway yards received a good concentration of bombing, but no results of the beabing were acces. A report remered on the meaning aircrea aircraft read no results of the beabing were acces.				but also went over the top and reached our prime objective of # 10.00	reached our main objective 0:00 dollars. The final	
Decay: Ground training on the other hand was carried out by all sections. Havigators having Speed up exercises and Gummers two hours of nurred Langualtion and Rifle Shooting (200 rds). Weather permitting seventeem sircraft from this Squadron were to be detailed for operations. Portunally for the "Rum" all operations were sorubbed at 1630 hours this after-hoos. Yery little flying was carried out to-day and consisted mostly of local flying. Ground Training consisted of Dry Swim exercises for the Navigators and 2 hours Night Vision for Air Gummers. LINTEN-CH-CHES 26.10.44 Eighteem aircraft of this Squadron were detailed to attack COLOGNE (A/P *N*) and all A. 3647 - A. 364 took-off. Seven of our aircraft claimed to have attacked the primary target between 16.05.5 hours and 1611 hours from between 16.00 to 21,000 to 21,000 to 21,000 feet. The remaining trained remained the claimed to have attacked alternative targets in the COLOGNE are on the Master Bombers' instructions from between 1608 and 1611 hours from 18,000 to 21,000 to 21,000 feet. The remaining trateacked appared attacked separate alternative targets. 187 746 *87 MANY attacked MINITH-DIAFRACK. The weather over this target being clear and the visibility was good. This target received a good concentration of bombing and many fires were seen in the target area. 187 798 *17 JIS attacked PAUGIN. The weather over the target being clear and the visibility good. Saliway yards received a good concentration of bombing, but no results of the bombing were acces. A report remered on the meaning aircream aircraft read	LINTON-ON-OUSE	26.10.44		Not required for operations to-day.		
EINTEN-CH-CHES 27-10-14. Weather permitting seventeem mirroraft from this Squadron were to be detailed for operations. Fortunally for the "Rum" all operations were sorubbed at 1600 hours this afternoon. Yery little flying was carried out to-day and consisted mostly of local flying. Ground Training consisted of Dry Swim exercises for the Navigators and 2 hours Night Vision for Air Cunners. Einten aircraft of this Squadron were detailed to attack COLOGNE (A/P *N*) and all A. 3647 - A. 364 took-off. Seven of our aircraft claimed to have attacked the primary target between 16.05.5 hours and 1611 hours from between 16.00 at a stacked the primary target between 16.05 and 1611 hours from 16 you for the Naster Bombers' instructions from between 1608 and 1611 hours from 16.00 to 21,000 to 21,000 feet. The remaining tratection from between 1608 and 1611 hours from 16.000 to 21,000 feet. The remaining tattacked apparts attacked attacked the primary targets. 187-786 ** MANT attacked HENTH-DIAFRAKE. The weather over this target being clear and the visibility was good. This target received a good concentration of bombing and many fires were seen in the target area. 187-786 ** N. M. S.				to-day. Ground training on the other hand was carried out by all sec	tions. Most setome baseles	
operations. Fortunally for the "Num" all operations were sorubbed at 1630 hours this after- moon. Very little flying was carried out to-day and consisted mostly of local flying. Ground Training consisted of Dry Swim exercises for the Navigators and 2 hours Night Vision for Air Gunners. 20.10.44 Sighteen aircraft of this Squadron were detailed to attack COLONE (A/P *N*) and all A. 3647 - A. 364 took-off. Seven of our aircraft claimed to have attacked the primary target between 1603.5 hours and 1611 hours from between 18,000 and 20,000 feet. Nine aircraft attacked alternative targets in the COLONE are on the Master Bombers' instructions from between 1608 and 1611 hours from 16,000 to 2,000 feet. The remaining traits attacked apparate alternative targets. 10 746 ** MANY attacked MANTH-DIAPAKE. The weather over this target being clear and the visibility was good. This target received a good concentration of bombing and many fires were seen in the target area. 10 798 *J* JIG attacked RAMOMAN. The weather over the target being clear and the visibility good. Saling yards received a good concentration of bombing, but no results of the bombing were accord. A report remiered on the remaining airtree aircraft read				Fireless Operators had some W/T and S.O.S. emergency procedure.	ifie Shooting (200 rds).	
Very little flying was carried out to-day and consisted mostly of local flying. Ground Training consisted of Dry Swim exercises for the Navigators and 2 hours Night Vision for Air Gunners. 28.10.44 Eighteen aircraft of this Squadron were detailed to attack COLONE (A/P *N*) and all A. 3647 - A. 364 took-off. Seven of our aircraft claimed to have attacked the primary target between 1603.5 hours and 1611 hours from between 18,000 and 20,500 feet. Nine aircraft attacked alternative targets in the COLONE are on the Master Bombers' instructions from between 1608 and 1611 hours from 16,000 to 2,000 feet. The remaining trained attacked apparate alternative targets. 18 746 ** MANY attacked HARTH-BULDAKE. The weather over this target being clear and the visibility was good. This target received a good concentration of bombing and many fires were seen in the target area. IF 798 *J* JIG attacked RANGEN. The weather over the target being clear and the visibility good. Ballway yards received a good concentration of bombing, but no results of the bombing was according to the remaining airteen aircraft read	LINTON-ON-OUSE	27+10+44		operations. Fortunatly for the "Hun" all operations were acrubbed at	to be detailed for 1630 hours this after-	
Eighteen aircraft of this Squadron were detailed to attack COLOGIE (AP "H") and all A. 3647 - A. 364 took-off. Seven of our aircraft claimed to have attacked the primary target between 1603.5 hours and 1611 hours from between 15,000 and 20,000 feet. Hime aircraft attacked alternative targets in the COLOGIE are on the Master Bombers' instructions from between 1608 and 1611 hours from 16,000 to 21,000 feet. The remaining was aircraft attacked apparet alternative targets. 107 746 "NE MANY attacked HARTH-BOLFRACK. The weather over this target being clear and the visibility was good. This target received a good concentration of bombing and many fires were seen in the target area. 107 798 "J" JIM attacked PLNOTAN. The weather over the target being clear and the visibility good. Saliway yards received a good concentration of bombing, but no results of the bombing wards accom. A report remiered on the remaining aircream aircraft read			-	Very little flying was carried out to-day and consisted most. Fraining consisted of Dry Swin exercises for the Navigators and 2 hour	ly of local flying. Ground	ı.
took-off. Seven of our aircraft claimed to have attacked the primary target between 1601.55 hours and 1611 hours from between 160,000 and 30,500 feet. Here aircraft attacked alternative targets in the COLORIE are on the Master Bombers' instructions from between 160 and 1611 hours from 18,000 to 21,000 feet. The remaining two aircraft attacked spaparate alternative targets. 10 786 TH RASY attacked IMPRIMENTABLE. The weather over this target being clear and the visibility was good. This target received a good concentration of bombing and many fires were seen in the target area. 10 798 NF JIG attacked RAUGEN. The weather over the target being clear and the visibility was good as the visibility was good and the visibility spade. Ballway yards received a good concentration of bombing, but no results of the bombing work according to the remaining airtree aircraft read				Auners.	The state of the s	
targets in the CUIGGES are on the Master Bombers' instructions from between 1608 and 1611 hours from 18,000 to Z1,000 feet. The remaining two aircraft attacked separate alternative targets. 10 746 *** RASY attacked HURTH-ENISPACE. The weather over this target being clear and the visibility was good. This target received a good concentration of bombing and many fires were seen in the target area. 10 798 *** JF JIG attacked RAUGEN. The weather over the target being clear and the visibility good. Bailway yards received a good concentration of bombing, but no results of the bombing were according to the remaining afterneal arroad to results of the bombing were according to the remaining afterneal arroad.	LINTON-ON-OLGE	26.10.44	1			3647 - & 366
visibility was good. This target received a good concentration of bombing and many fires were seen in the target area. 19 798 % JU JIG attacked PARCHAN. The weather over the target being clear and the visibility good. Ballwy yards received a good concentration of bombing, but no results of the bombing were acces. A report remiered on the remaining afternea strongly read				hours and foll nours from between 18,000 and 20,500 feet. Mine aircreasing the COLOGIE are on the Master Bombers' instructions from by from 18,000 to 21,000 feet. The remaining two aircraft attacked and	aft attacked alternative etween 1608 and 1611 hours	
clear and the visibility good. Bailway yards received a good concentration of bombing, but no results of the bombing were acces. A report rendered on the remaining sixteen sincreft read				risibility was good. This target received a good concentration of her	t being clear and the	
The state of the s				lear and the visibility good. Railway yards received a good concenty	mation of bombine but	- 1 -
Continued on Page Seven	WE RELIGIOUS SHOW EVER IN A	L 61 D4			-	

R.A.F. Form 540

See sustructions for use of this form in K.R. and A.C.L., para. 2349 and Har Manual Pt. II., chapter XX., and notice in RAP. Peaket Bell.

OPERATIONS RECORD BOOK

Page No. SEVEN

of (Unit or Formation)_NO. 408 (R.C.A.F.) SQUADECN LIDTON-ON-CUSE

Place	Date ·	Time	Summary of Events	SECRET.	References to Appendices
	-				
LINTON-ON-OUSE	28.10.44 (Cont'd)		as follows: Weather was clear and visibility good. The aiming point was ob with tops at 8 to 10,000 feet. The outskirts of the city being clear. Owin	g to cloud	
	(Conc. a)		conditions, sky marker flares were sued which, however were not sufficient to	o form any	
			concentration, and the targets of opportunity were picked on the Master Bomb	ers' instructions.	
	1		These were in the Cologne area and pin pointed by the distinctive outline of	the river. One	
			factory area in particular in the South West outskirts of the city received	a good concentrati	on
			of bombing, mumerous fires with considerable smoke being reported. Heavy fl	ak, alight to	
	1		moderate between 16 and 22,000 feet mainly seen predicted flak. No enemy ai	roraft were	
	1		encountered.	200	
	1 1		Flying training consisted of some Fighter Affiliation. Ground training	was very light	
			and Navigators not required for operations had a lecture on Navigation. Gun	pers carried out	
			two hours on Turret Manipulation.		
LINTON-ON-OUSE	29.10.44		Nineteen aircraft were deta led for operations, but no take off had ta	ken place by	
MINITORNAL COMB	27020044		2359 hours and it was expected it would be another daylight "do".		
			Flying training was carried out to-day by both flights. "A" Flight has	wing 1 check sole,	
	1		Air to Air firing and 1 Air Tot. "B" Plight had 1 orew on a Day Orose Cour	try, flight.	
			Ground training was very light with Gunners having I hour on Night vision an	d ly hours on	
			Turret Manipulation. Navigators had a lecture on Radar Equipment and some s	peed up exercises.	
LTRYON-ON-OUSE	30.10.44		Eighteen aircraft from this Squadron were detailed to attack COLORIE,	Jermany. One	A. 3665 - A.
DITT OF THE COOK	JU 0 1 U 0 44		aircraft IF 711 "0" returned early die to port outer engine being unservices	ble and tail	
	1		rudder being damaged.		
	1 1		No flying training was carried out to-day due to operations. Ground t	raining carried	
	1		out was very light with Cunners having two hours on Turnet Manipulation.		
	1 2 1		Ore are acta velice aven deminera meavill and moura on farthe president		
T THE PART OF STREET	11-10-4		A report rendered on this raid reads as follows: - Seventeen aircraft of	laim to have	
Linton-di-ouse	Madidalida		attacked the target between 2113 hours and 2129 hours from between 16,500 an	d 21,000 feet.	
			Weather was 10/10ths cloud with tops between 9 and 10,000 feet. Horisontal	visibility was	
			amellent and a full moon filled the down Skymarkers went down promptly, an	d were plentiful	
			throughout the attack and formed a good concentration. No assessment of the	attack was	
			possible due to cloud. Many fires were seen and some bomb bursts were visib	le. Two enemy	
			aircraft were encountered but no claims were made on either the bomber or &	chter aircraft.	B. 6 and B. 7
			(See Appendix). Some crews commented that this target was definitly finished		
	1		were on. Flying training for to-day consisted of Fighter Affiliation and some I	ocal Plying.	
			Ground training was carried out by all sections. Mavigators having Dry Swin	exercises.	
			Ground training was carried out by all sections. Ravigators having by said Wireless Operators having Standard Beam Approach and Fault finding on all ty	me of equipment.	
			Air Gunners had some Night Vision exercises and Juret Manipulation for 2 ho	urs. The Air	
	-		Air Gunners had some hight vision exercises and nurret manipulation for 2 in		
	1		Bombers completed the day with Link trainer instructions.		
	An. at.				
LINTON-ON-OUSE	31.10.44		CASUALTIES: - See Daily entry.		£
				w) 1. 21.625	8
	******		POSTINGS IN: - R.98735 NOI C.L. JOHNSTON (pilet) J.29402 F/O J.E. PRIMAN (No F/O J.D. AUSTIN (A/B), R175266 F/S MURTIME, J. (MOP/AG), R2199	of our many a	
			DAY 1 D. MINDSTELL (A/D) D175266 P/S MERCEN, J. (MDP/MG), R2199	TO DEST RESULT . F	
	1 1		270 3:25 203:25 (243), 2213:25 273	at /m Amont.	
			(A/b), R22-796 307 NOUTER, B.R. (A/b), 199677 307 CHAUTER, 1 posted from No. 1659 Con. Unit weef. 4-10-44.	·N. (P/RIG):	

Place	Date Ti			Summary of Events	SECRET.	References
•••••	**************	Continued fr	on Bage No. seven.		SECRET.	Appendice
LINTON-ON-OUSE	32.20.44	POSTINGS IN:-	J. 28633 F/O C.L. Pi	tu (pilot). R180941 PAS HEN	EDEN, A.F. (Nav), RU-5394 WO2	
	(Cont'd)					
			# + F + (A/ G) , K2/U202	n. Unit weef. 4-10-44.	LOL2 SCT WILSON, G.F. (F/ENG)	
			J.13600 F/L K.R. PA	PROTEST (Pilot) 7 38790 PA	H.E. WORT (Nav), R194656 F/S	
			COMPANY THE TATE (INC.	F), R200394 SGT MILLER, F.J.	(A/G). R254.557 SCT HOLLTON TO A	
No. of the state o			J. 00325 P/O J.E.I.	DU BOIS (WOP) posted from No	2. 415 Squadron weef. 7.10.44.	
			P/O LA FRANCE, J.P.	DEG (A/A) J. 10080 P/O E.	A. SKILLETER, DFC (Nav), J.19387 BARD, G.A. (WOP), R191011 SOT	
			DALKO, N.G. (A/G)	J.18250 F/O B. POWELL (A/C).	52161 PAD I. H. MOCHTOWN (P. Angel	
		1	begred itom of Base	(1009 Con unit) Wagara dali	Table -	
*			J.14133 F/L H.D. HR	ACKIN (Pilot), J.40060 F/0 T	HITTLER, H.M. (Nav), J. 26708	
		1	(A/G). R217146 SCT 1	MAUTTER J.N. (A/C) 2202601	(WOP), R200086 SCT CARRIER, E.P.	
		1	posted from No. of F	Base (1000 Con unit) w.e.f.	6.10.44.	
			J. 18 369 PAN C. J. 17	type (+ 4) maked down to /	7 2 0 00 70 11	
			7.20725 F/L R. GALL	(Pilot) J. 39906 F/O D.L. Mc	KIDCON (Nav), J. 36895 F/O C.	
		(A/G). W. 265506 SOM	CTTUE HE (1/2) T 88086), J.43343 F/O L.C. ARSENAULT P/O A. DAMSON, (F/ENG) posted	
		1	From 1659 Con Unit w	W.O.f. 25.10 delse		
		J	7.10553 P/L W.J. SHI	TH (Pilot), J.10056 P/O R.A	HRUCEY (Nav), R192121 3CT	
		a a	ichimiani, N.D. (A/B).	RZ12/11 SGT MILLS, C.E. (W	OP/AGI. R270 59 3 SC# ROSAMOND	
		a n	costed from No. 61 #	ase (1664 Con unit) wee.f.	80763 SGT FREKINS, R.L. (F/EIG)	
		R	1202542 F/S SETWERT.	R.L. (A/C) posted from 166	6 Con unit weef. 19.9.11.	
			CLOSOS/ SUT HENTTY,	D.W. (F/NIG) posted from 62	Base (non-effactive sick)	
		79	1.0.f. 9.10.44.			
		3	1.10.44.	J. (F/EG) posted from No.	427 (ROAF) Squadron w.e.f.	
				er near earlier of the State of		
		POSTING OUT:- 1	396298 SOT TAXLOR,	C. (F/EIG) posted to No. 41	5 Squadron w.e.f. 3.10.44 for	
		7	16690 PA 6 7 70	THIR, DFC (Pilot), J.18330	P/O L.J. CORBEIL, DFC (A/B),	
		2	-10-44.	ZORZI, DFC (Nav) posted to	R" Depot Warrington w.e.f.	
		J.	. 38040 P/O W.J. CUR	NINGHAN (A/G) posted to No.	61 Base (Dalton) w.e.f. 27.9,44	
			ment (ment) & throughty)	F/A DENUNC Datte (A/G), Je	PAUSO PAD D.P. CODESPROY (AAC)	
				ER (A/C), J.88201 P/O T.H. 1 J.89019 P/O J.J.J. PROVOST (
		w.	· Oolo Johloupe	A company of the comp		
		Re	.62230 F/S COHEST,	L. (Nav) posted to No. 426	Squadron weef. 2.10.44	
			or operational dutie	D.S.e		
	*	J.	N STONE (A.A.)	SIASON (Nav), J. 26348 F/O R.	J. CLIFT (A/B), J.89138 P/O	
		A.	THE STITUTE LANDS DO	sted to "R" Depot w.c.f. b.l.	0-44-	
			a/o neu Gala	was (wur/as) posted to No.	00 U.T.U. W. 0.f. JalO.44.	

Why to the

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R.A.P. Form 540

See instructions for use of this form in K.R. and A.C.L., para 2340 and Wise Manual P. H., chapter X.X. and notice in R.A.P. Pocket Book.

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

Place	Date	Time			Summary of Events	SECRET.
*******	• • • • • • • •	******	Continued from	n Page No. Eight.		Арр
	77 70 1		POSTINGS OUT: -	DOOR OF THE OF	J.A., DFM (F/BR) posted to A.C.	A.C. Weesfal@alOalda
Diton-on-ouse	31.10.4	†	POSTINGS OUT!-	THE PROPERTY OF MALE	TRELEAVEN (A/B) posted to No. 61	Baste wasafa 6a10alda
				T OCE 27 TO TA	DRURY (WOP) posted to No. 61 Bas	# Weesta 10-10-14ha
and the same of th	111			7/26710 gom DODME	R, W. (F/ENG) posted to No. 420	Squadron weesfa 11-10-bbs
		1		10/0349 BUT FORTE	. McLARCOUN, DEC (Pilot) posted to	D.C. & P. Station PastBoor
				C.103/ W/Car. R.A	Managardia The (Tribe) leased to	Radamara describil massessor
				as Group Captain	LAILNUR (A/B) posted to No. 432	War ad June 11 a. S. 10 11.
				J.0/666 P/O D.R.	LALAUDA (A/B) posted to No. 432	w.e.f. 11.10-11.
				1425982 F/S CLAPS	AM. WaRs (A/G) posted to AsC.AsC	TOTAL PROPERTY AND TOTAL
		-		C.1649 S/L G.A. T	AlHING (Pilot) J. 14186 F/L D. A.	DE ROLLE (NAVY, V. COLLE
				F/O I.J. SMITH (A	/B), R215264 F/SGT BROWN, D.H. (WOP/AG), R123267 P/S WRY, A.L. (A/C
				R256192 F/S MILES	, W.D. (A/G), 1825619 SCT CHALLE	2CS, J. (F/MEG), posted
				to No. 433 Squadr	on w.e.f. 12.10.44.	(m/s) = 27970 m/s
				J.12037 F/L F.L.	SUART (Pilot), J. 35510 F/O J.J.	WOLFF (Nav), J. 3/330 P/0
				R.A. DMAN (A/B),	C.85792 F/O D.L. BREWER (WOP/AC), RZOBOSS SGT DAVIES, D.S.
				(I/G), R200175 SG	T DU PONT, L.J. (A/G), 1836702 S	GT MORRIS, D.E. (F/ENG),
				missing night of	15/16.10.4. Posted R.C.A.F. UK	Non-effective unit.
	1			J. 28951 P/O O.L.	HOFF (A/B) posted to No. 424 Squ	diron w.o.f. 18.10.44
				21 594.99 WD2 G.W.	HPATTHWATTE (A/B) posted to No.	415 Squadron w.e.f. 18.10.44.
		and the life		T 88326 P/D T. R.T.	THE ROLL (MIP) posted to No. 42	5 Sauadron w.c.f. 26.10-44.
				J.18250 F/O B.P.	POWEL (AG) posted "R" Depot w.	e.f. 26.10.44.
				T. 27576 P/O D.D.	WYLIN (Navi. J. 20082 F/O J.A. MC	KIRLEY (AVB), RIGIUZO F/S
				HAPPIS J. (A/R)	2191594 F/S CALPERIL, D.K. (A/C	. R197062 F/S FITZURALD, L.D.
	1	1		(1/h) pan1532 P/	S STEEVES, R.F. (A/G), posted to	"R" Depot weeef. 23-10-44-
				1 071 98 PA H.C	THOMSON, (Nav) posted to No. 450	Boundron weesf. 27.10.44.
				SULTIN TO THE ASSET	ITH, F. (P/BW) posted to A.C.A.	C. W.e.f. 26.10.44.
				JAHAL FAMIL SANGO	111, 21 (1/113) 10000	
			THE OLD TOURS.	mt 1 4	d (Acting) Squadron Leader has b	seen amounted to the rank
			PROMOTIONS:-			Appril 1 Town and and a trans
				of Wing Commander		
				F/1 (1/4/0)	J.P. EASTON, DPC J.9549	
				The undermentions	& Plight Ligutenarit has been app	cointed to acting rank of
				Squadron Leader.	- 1 Dr. Harris and a com of t	
					D.O. PETTIT (J.10627)	
		0		The undermentions	d Flying Officers have been appo	pinted to the rank of Flight
				Lieutenant.		5.22
		-		PM, 7-157	O F/O (A/F/L) R.J. ADSTEN, DFC	. 20 2 1 2
				CAN PAN (1	/P/L) H.D. BUACKEN J.11133 /P/L) D.A. DE WOLFF J.1136	
				CAST THAT I	AA DE WOLFF J. 14186	
				CAN DA	/P/L) R.E.J. PITEMERALD, J.1589	8
					d N.C.O.'s have been appointed t	to a commissioned rank of
				Pilot Officer:-		and and
		1		P172122 TOI J.A.	MOILVERN, (A/G), R. 74569 F/S STER	ART, R.B. (Pilot), R.00735
				WOI JOHNSTON, C.I	. (Pilot), R253839 F/S SEATH, A.	W. (A/G), 2221111 SCT MONTHOR,
				H (P/MC), R.7152	7 7/3 BRYANT, R.W. (A/G). 220264	4 SOT SOOTT, J.F. (F/ENG),
	1		1	9.198091 P/907 OF	BORNE, C.E. (A/C), R172626 F/S 1	CACPHER, N.G. (Nav), 2345A
				OUR WINESDTER O	L. (A/G), R.184508 SGT BULBECK,	A.A. (A/S) R180498 P/S
	1	757		der novements, C.	the (Mys), Resources duri Bussians,	(A/G), R194523 F/S 1035, H.W. (A/G),
	L			HIRARD: Lake S. (A	MENT ROUSES FOR INCOUNTS. J. ()	VG1. RANGOZO F/S NOSS, Helle (A/G).

Place	Date	Time	Continued from Page No. Nine. Summary of Events	SECRET.	References to Appendices
			10H H C B 4	5 × • 1 × 1	
			CONTISSIONS: The undermentioned N.C.O.'s have been appointed of Pilot Officer:	to the commissioned rank	
			R190511 P/S WILLSON, D.W. (A/G), R175266 F/S 101	RTELEY, F.C. (WOP/AG),	
			R. 1919/2 Ser. BOURDERGOUGH, R. C. (MOR/NG).		
			HONOURS AND AMARDS: - His Majesty the KING, on the recommendation in Chief, has approved the immediate award of the	of the Air Officer Commanding	
			the the following Officers of No. 408 (R.C.A.F.)	Squadron.	
			CAN. F/L R.A. CLOTHIER, DFC J. 15680 (Pilo	ot)	
			CAN. P/O L.J. CORBEIL, DFC J.18330 (A/B)		
			CAN. F/L H.R. CHEKALICK DFC J.14172 (Pilo	ot)	
			CAN. F/O S.J. DE ZORZI, DFC J.16690 (Nav)		
			His Majesty the KING, on the recommendation in Chief, has approved the immediate award to the	of the Air Officer Commanding	
			to the following Sergeant of No. 408 (R.C.A.F.)	Squadron.	
			RAF. SCT J.A. DUTES, DFE 992149 (F/20		
(Annual content of the			CANGES IN COMMAND:- W/Cdr. J.F. EASTON, DFC J.9549 assumes Comm Squadron vice W/Cdr. R.A. McLERNON, DFO 0.1637	and of No. 408 (R.C. A.F.)	
-			CHANGES IN ADMINISTRATION: NAI.	20 00 M of 18 M K	
-			AIR CRAFT ON CHARGE: - Twenty two Halifax Mark VII, Hercules IVI	engines	
			OPERATION AND NON-OP-RATION FLYING THOUSE-		
			OPERATIONAL NON-OPERATIONAL	OTHER PLYING: TOTAL	
line ne e 			HALIPAX VII 943-55 Hours 223-16 hours	54-45 hours 1221.36	
			NUMBER OF OPERATIONAL SORTIES: One Hundred and eighty three	(183)	
			ENNAGE OF BOXES DROPPED DURING THE MINTH: tons (2240 Lbs) . from	1.10.44 to 31.10.44.	
			From 1.1.44 H.E.:- 569:20 tops Incendiaries:- 80:18		
			to 30.9.44 H.R.:- 4263:86 tons Incendiaries 787:25	lons.	
			Total: 4813:06 toma. Total: 867:43		
				1 JU.88	
			PRESENTED STRENGTH: Officer's (Aircrew) RCAF RAF RAF STAR. TOT.STR. PCAF RAF	Airmen (Aircrew)	
			Pilot 38 - 15 38	- 14 3	
Wil Stelliforms Mink that C.A.	L. Al-Ja		Air Bonborov 30 - 15 30 10 -	= 14 10	
			Flight Engineers 2 3 - 6 9 5 33	2 23 21 - 23 38	
× 45			Air Gunners22 11 22 61 3 TOTAL 146 11 - 68 156 96 38	2 134 136	
				2 134 136	

R.A.F. Form 540

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

Pr. II. chapter X.V. and

OPERATIONS RECORD BOOK

Page No BLEVEN

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

No. of pages used for the Morth.

Place	Date	Time	Summary of Events SECRET.	to Appendices
NTON-ON-OUSE 31.10.44.		,	PERSONNEL STRENGTH:- Total 293 This includes one Flight Lieutenant Administration Officer. (RCAF).	
-			SQUADRON COMMUDIES REMARKS:-	
			lies behind us. Despite the fact that	
	1		all our operations took us on mich deeper penetrations, bours flows freining was not what	
			than last months total, more bombs were dropped and more nouth lines it night have been, yet full advantage was taken of what spare time we had for training, it night have been, yet full advantage was taken of our most promising crews on We were unfortunate this month in losing one of our most promising crews on	
			We were unfortunate this month in losting one	
			With a successful month behind us, we are looking to reward to	
			one in November.	
			No. 2 Acres 10 december 20 and 10 and 10 are	
			1 2 1 1040 (
			J. F. Early "10	
	1		(J.F. MASTON) Wing Commander, Commanding,	
			No. 408 (RaCohafe) SSquadrone	
			The same of the sa	
			a company of a com	
			The state of the s	
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			a series of the	
				90 E
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