

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 2540 and War Manual Pt. II, chapter XX, and note in R.A.F. Pocket Book.

COMMANDED BY FLIGHT LIEUTENANT G.V.N. PARKER, C.V.O.

## OPERATIONS RECORD BOOK

89975

Page No. ONE

of (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 Appendices
LINTON-ON-OWSE	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 Air test, and 1 aircraft on "BULLSEYE". Ground training consisted of 2-hour night vision and 2 hours Turret Manipulation for Air Gunners. Navigators held exercises in Loran, Dry Swim and H.2.S. Wireless Operators had 1½ hours on Fault Finding on all types of equipment.		
LINTON-ON-OWSE	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 rifle range for Air Gunners. Navigators carried out Dry Swim and Log markers. Wireless Operators has exercises in S.B.A., and Fault finding on all types of equipment.		
LINTON-ON-OWSE	3.10.44		Not required for operations to-day. Flying training carried out consisted of 2 "BULLSEYE" 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. Wireless Operators completed the ground training with 1½ hours on S.O.S. procedure.		
LINTON-ON-OWSE	4.10.44		Not required for operations to-day. Advantage was again taken of the good flying conditions. Four aircraft were on "BULLSEYE" this evening. Gunners completed 2 hours on Turret Manipulation. Navigators had some Loran, Astro Navigation and H.2.S. Bombing lecture. Wireless Operators completed the days ground training with 2 hours on W/T layout, and Morse practice.		
LINTON-ON-OWSE	5.10.44		Not required for operations to-day. Both flights carried out flying training. "A" Flight having 1 solo check and H.2.S. Bombing. "B" Flight carried out Circuits and Landings, H.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-OWSE	6.10.44		Twenty two aircraft from this Squadron were required for operations to-day. All aircraft 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 DORTMUND, Germany. Weather was clear with good visibility over the target, which was identified by Red and Green T.I. Markers. Bombing was accurate and the attack considered to be successful. All aircraft were diverted to other duties due to weather. One aircraft encountered an enemy fighter which was believed to be shot down. No flying training took place to-day. Ground training was kept to a minimum with Wireless Operators having a lecture on Fault finding on all types of equipment, and Morse procedure for two hours.		A. 3500 - A. 3528 B.1

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OWSE	7.10.44		Not required for operations to-day. No Flying training to-day as aircraft were returning from diversion bases. Ground training was light with Gunners having 1 hour on Night Vision training.		
LINTON-ON-OWSE	8.10.44		Not required for operations to-day. Flying training consisted of 1 day cross country and 1 aircraft on H.2.S. and "GEE". Ground training was very little with Air Gunners having 1 hour on Night vision training and 1 hour on Turret Manipulation. Bomb Aimers had some H.2.S. and Link training.		
LINTON-ON-OWSE	9.10.44		Fifteen aircraft of this Squadron were detailed to attack BOCHUM, and all aircraft took off. All aircraft attacked the primary between 2027 and 2035.5 hours from 17,500 to 20,000 feet. Visibility was good. T.I. Red markers were reported cascading at 2024 hours followed by flares. Ground markers formed a good concentration and bombing was well concentrated on these markers. Incendiaries were taking hold and an orange red explosion with black smoke was reported. Owing to cloud it was impossible to assess the results of the attack. Ground defences consisted of Heavy flak, mainly barrage form. One combat took place, damage to aircraft was slight and no claims were made on the enemy aircraft. Flying training was kept to a minimum, with only three aircraft on H.2.S., Bombing, and Air to Air firing. Ground training was also kept to a minimum. Gunners having Night Vision exercise for 1 hour and Skeet shooting. Wireless Operators had some W/T procedure and more training.		A.3522 - A.3536 B.2
LINTON-ON-OWSE	10.10.44		Not required for operations to-day. Flying training was light. Ground training was also very light with Gunners having rifle practice and some skeet shooting. Bomb Aimers had some Link training. Navigators had exercises on Loran and H.2.S.		
LINTON-ON-OWSE	11.10.44		Eighteen aircraft from this Squadron were required for operations late this afternoon. No take-off had taken place by 2359 hours and it was expected this would be an early morning "PO". No Flying training to-day. Ground training was again kept to a minimum with Wireless Operators having some W/T procedure and S.O.S. emergency procedure. Air Gunners had some more Skeet Shooting and Rifle practice.		
LINTON-ON-OWSE	12.10.44		As predicted take off took place early this morning. Fifteen aircraft took off to attack A.3537 - A.3551 WAGNER HOOKER, Germany. Three aircraft were scrubbed prior to take off time. All aircraft attacked the primary between 1017.3 and 1024.3 hours from 17,000 to 20,000 feet. Weather was 1 to 1/10ths cloud with tops at 3 to 6,000 feet, some haze but good visibility. All crews were able to pinpoint and visually identify canal and railroads north of the target. The target itself was difficult to identify as it was soon obscured by brownish smoke. T.I.'s were seen to cascade but the large majority of crews saw only blue smoke trails. In early stages of the attack the Master Bomber, who was clearly heard, gave instructions to bomb the smoke at the base of the smoke trails and latterly the upwind edge of the smoke. Bombs were seen bursting in the target area. Some fires were observed but assessment of the attack is difficult due to the target being obscured by smoke. All crews reported a good concentration of bombing. Ground defences consisted of heavy flak mainly barrage with some seen predicted. No fighter opposition was encountered. Flying training was nil to-day. Ground training consisted of Skeet Shooting for Air Gunners. Wireless Operators had some Fishpond, Morse, and W/T training room exercises.		

## OPERATIONS RECORD BOOK

Page No. THREE

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

No. of pages used for day

Place	Date	Time	Summary of Events.	SECRET.	References to Appendices
LINTON-ON-OUSE	13.10.44		Not required for operations to-day. Flying training was carried out with "A" Flight having Fighter Affiliation, Air to Air firing and 1 check solo. Ground training was very light with Wireless Operators having some Fishpond and Morse practice.		
LINTON-ON-OUSE	14.10.44		Seventeen aircraft of this Squadron were detailed to attack DUISBURG, Germany and all took off. Four attacked the primary between 0830 and 0852.9 hours from 17,000 to 20,000 feet. Twelve attacked the alternative targets in the DUISBURG area on the Master Bombers' instruction, 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 climb. Weather was 7/10ths to 10/10ths cloud with tops at 13,000 feet. Visibility was good. Owing to cloud conditions at the target the Master Bomber gave instructions to bomb alternative target. A large orange explosion was reported in the target area at 0853 hours but bombing of necessity was very scattered. Heavy flak was reported moderate, spasmodic and unseen predicted flak between 16 and 20,000 feet. No enemy fighter aircraft were seen. Eighteen aircraft were again detailed to attack DUISBURG, for the second time within twenty four hours. All aircraft took-off except "Q" ORION due to starboard inner engine being unserviceable. Flying and Ground training were both nil due to heavy operations.		A.3552 - A.3568
LINTON-ON-OUSE	15.10.44		Out of the seventeen aircraft that took-off last night, fourteen attacked the target between 0139.5 and 0148.7 hours from 19,000 to 21,000 feet. "A" ALEX abandoned task over the target as bombs could not be released. "E" EDDIE abandoned mission due to icing of carburetor and runaway prop which could not be feathered. "F" FRED abandoned task owing to failure of starboard outer engine. All aircraft returned to base safely. Weather was about 3/10ths cloud with tops between 8 and 10,000 feet. Visibility was good. T.I. Red markers went down promptly at 0125 hours backed up by T.I. Green markers. Markers were plentiful and a good concentration of bombing developed throughout the attack. Incendiaries formed a good carpet and many fires were seen taking hold. Crews reported some explosions and considered the attack successful. Searchlights were numerous and small cones but on the whole ineffective. Defences consisted of slight heavy flak to moderate light flak between 16 and 20,000 feet. One combat was reported but no damage was made to the Bomber and no claims on the fighter. (See Appendix B.3) For the third time within forty eight hours we were detailed for operations. Nine aircraft from this Squadron were detailed to attack deep into the heart of Germany, the target being WILHELMSHAVEN, and all aircraft took off. Weather was 9/10ths cloud with tops at 19,000 feet with slight haze and poor visibility over the target. Some crews report marking as concentrated, others poor. Fires were seen taking hold and explosions were reported in the target area and bombing was generally scattered. Incendiaries, however, appeared to cover a wide area. Ground defences consisted of heavy flak mostly barrage form between 13,000 and 20,000 feet. Some light flak between 11 and 16,000 feet. Searchlights were few and ineffective. One combat was reported but no claim was made on the fighter and no damage was sustained by the Bomber. (See Appendix B.4). Three of our aircraft were diverted to other drums. One aircraft is missing from this operation. The names and numbers along with Points, Trips and Operational Hours are listed hereunder:-		B.3 A.3586 - A.3594
				OPERATIONAL	B.4

CONTINUED ON PAGE FOUR.....

Page No. FOUR

Place Date Time

Summary of Events

SECRET.

References to  
Appendices

OPERATIONAL

POINTS	TIME	HOURS
40	11	57.40
36	10	48.30
81	24	125.45
36	10	48.30
36	10	48.30
36	10	48.30
36	10	48.30

CAN. J.12037 F/L Frank LeRoy, SMART (Pilot)  
CAN. J.35510 F/O John Joseph, WOLFE (Nav)  
CAN. C.86792 F/O Denis Leonard, BREWER (WOP/AG)  
CAN. J.37830 F/O Rudolph Anthony, ROMAN (A/C)  
CAN. R204086 SGT DAVIES, Donald Stewart (A/C)  
CAN. R200175 SGT DU PONT, Leo Joseph (A/C)  
RAF. 1836702 SGT MORRIS, David Edward (P/MIC)

Flying training consisted of 1 check solo, some fighter affiliation, Air to Air firing and Standard Beam Approach. Ground training was very light with Air Gunners having 1 hour Night Vision, and Wireless Operators some Fishpond.

LINTON-ON-OWSE 16.10.44 -

Not required for operations to-day.

Three aircraft were on Night Cross country, and this completed the days flying training. Ground training consisted of 1 hour on Turret Manipulation for Air Gunners. Navigators had exercises on Dry Swin and Lorané.

LINTON-ON-OWSE 17.10.44

The Squadron was not required for operations to-day.

The only flying carried out this day consisted of night cross country exercises at which five crews participated. In addition to the flying training, a light ground training programme was laid down consisting of "Skeet Shooting"; Dry Swims, Morse practice; Dry Dinghy; Radio and S.O.S. procedure and Night Vision training. Over and above that, a few Flight lectures were held.

As a result of the Night Cross Country exercise, one aircraft ("E" for How N.F. 745) piloted by Pilot Officer C.L. Johnston (J.89128) had to be abandoned when a snow storm was encountered which caused severe icing, and thus making the aircraft uncontrollable. When this was encountered, it was decided to abandon the aircraft. This was done at approximately 2030 hours near Penriddock (near Penrith) Cumberland. The aircraft crashed in a field, and is now categorized Cat "E". Resulting from the parachute descent, the Navigator Flying Officer J.E. Freeman (J.39402) was reported missing, but was found in the morning. After being examined, his case was diagnosed as rupture of the bladder, and separation symphysis pubis. He was admitted to Carlisle City General Hospital and later transferred to Northallerton R.A.F. Hospital. Three other members of the crew, Flying Officer J.E. Austin (J.24625); RAF2666 Flight Sergeant J.G. Mortley and RAF259677 Sergeant Chandler, T.M. were slightly injured and were admitted to Coulton Hall Emergency Military Hospital, Penrith. F/O J.E. Austin was transferred to R.A.F. Hospital, Northallerton. Details as to their condition have not been received as yet.

LINTON-ON-OWSE 18.10.44

We were again stood down from operations to-day.  
Flying training carried out to-day was very light which consisted only of Bombing and Air to Air Firing, also local flying which lasted fifteen minutes.

On the ground training programme was listed Speed Up Exercises, Dry Swims; Fishpond; Morse and Marconi Receiving and Transmitting practice.

W. 12.10.44

## OPERATIONS RECORD BOOK

Page No. FIVE

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-LOUSE	19.10.44		<p>Not required for operations to-day.</p> <p>Flying training carried out consisted of two crews on a Night Cross country exercise.</p> <p>The Ground training programme was held down to a minimum which consisted of rifle shooting (500 rounds) and Sket Shooting (200 rds). Lectures were given to all Navigators on Navigation, while the Wireless Operators were kept busy training on Fishpond, W/T and Morse. Lectures were given to the Engineers on Mark VII Halifax aircraft.</p> <p>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.</p>		
LINTON-ON-LOUSE	20.10.44		<p>Not required for operations to-day.</p> <p>No Flying training was carried out due to unfavourable weather conditions. Ground training consisted of one hour of Turret Manipulation for Air Gunners and Wireless Fault Finding on all types of equipment along with some Morse for Wireless Operators.</p>		
LINTON-ON-LOUSE	21.10.44		<p>Thirteen aircraft from this Squadron were detailed for operations to-day. All aircraft 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.</p> <p>Flying training carried out during the day was extremely light which consisted only of Cross country and Bombing exercises. Ground training for the day comprised of Fishpond and Morse training for the Wireless Operators. While the Gunners carried out Machine gun and rifle shooting. In addition Night Vision exercises were also carried out by the Air Gunners.</p>		A. 3595 - A. 3607
LINTON-ON-LOUSE	22.10.44		<p>Again thirteen aircraft of this Squadron were required for operations. These Operations were finally scrubbed early in the afternoon.</p> <p>Flying training for the day comprised of H.2.S., Cross Country, Fighter Affiliation, and Bombing exercises. Ground training was light consisting of Dry Swims and Morse Training and Lectures.</p>		
LINTON-ON-LOUSE	23.10.44		<p>We were called on to-day to prepare for another planned operation. All preparations were made and twenty aircraft took-off between 1609 and 1650 hours, to attack the city of ESSEN, Germany. All crews 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. Horizontal 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 1925 hours and was followed by a green one at 1931 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 Woodbridge, two to Tempford and one to Manston, all due to shortage of petrol. One aircraft NF 137 WZ flown by F/O R.C. HARTLOW was borrowed from No. 435 (REAF) Squadron for this operation.</p> <p>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 Gunners.</p>		A. 3608 - A. 3627 B.5

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-CH-OUSE	24.10.44		<p>We were 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 shattered when just a few minutes prior to take-off, the "Scrubbing" Flare went up.</p> <p>No Flying training was carried out to-day, as all time was utilized in preparing for "OPS". The only ground training carried out, was two and a half hours Turret Manipulation which was carried out by the Air Gunners not detailed for operations.</p>		
LINTON-CH-OUSE	25.10.44		<p>Another call was received from Bomber Command to prepare for operations. Again, in response to their call, nineteen 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 hours. By 1325 hours, all aircraft were on their way to bomb the Synthetic Oil Plants at <del>HELSING</del> (MOERHUSEN) Germany. According to reports, the weather over the primary target was 10/10ths clouds with tops at about 8 to 10,000 feet with excellent visibility. Owing to clouds, crews had to depend entirely 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 bombing. The Master 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.</p> <p>No Flying training was carried out to-day because of operations. Ground training consisted of two and half hours Turret Manipulation and 1 hour on Night Vision for Air Gunners.</p> <p>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 £40,000,000 dollars. The final total being £42,200,000 dollars.</p>	A. 3626 - A. 3646	
LINTON-CH-OUSE	26.10.44		<p>Not required for operations to-day.</p> <p>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 Turret Manipulation and Rifle Shooting (200 rds). Wireless Operators had some V/T and S.O.S. emergency procedure.</p>		
LINTON-CH-OUSE	27.10.44		<p>Weather permitting seventeen aircraft from this Squadron were to be detailed for operations. Fortunately for the "Thun" all operations were scrubbed at 1630 hours this afternoon.</p> <p>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.</p>		
LINTON-CH-OUSE	28.10.44		<p>Nineteen aircraft of this Squadron were detailed to attack COLOGNE (A/P "W") and all 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 COLOGNE area on the Master Bombers' instructions from between 1608 and 1611 hours from 18,000 to 21,000 feet. The remaining two aircraft attacked separate alternative targets. NP 746 "W" BASTY attacked MURKIN-KNAUSACK. 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. NP 796 "J" JIG attacked RANDELAN. The weather over the target being clear and the visibility good. Railway yards received a good concentration of bombing, but no results of the bombing were seen. A report rendered on the remaining sixteen aircraft read</p>	A. 3647 - A. 3664	

Continued on Page Seven.....

## OPERATIONS RECORD BOOK

Page No. SEVEN

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OUSE	28.10.44	(Cont'd)	<p>as follows:- Weather was clear and visibility good. The aiming point was obscured by cloud with tops at 8 to 10,000 feet. The outskirts of the city being clear. Owing to cloud conditions, sky marker flares were used which, however were not sufficient to form any concentration, and the targets of opportunity were picked on the Master Bombers' instructions. 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 concentration of bombing, numerous fires with considerable smoke being reported. Heavy flak, albeit to moderate between 16 and 22,000 feet mainly seen predicted flak. No enemy aircraft were encountered.</p> <p>Flying training consisted of some Fighter Affiliation. Ground training was very light and Navigators not required for operations had a lecture on Navigation. Gunners carried out two hours on Turret Manipulation.</p>		
LINTON-ON-OUSE	29.10.44		<p>Nineteen aircraft were detailed for operations, but no take off had taken place by 2359 hours and it was expected it would be another daylight "do".</p> <p>Flying training was carried out to-day by both flights. "A" Flight having 1 check solo, Air to Air firing and 1 Air T-st. "B" Flight had 1 crew on a Day Cross Country flight. Ground training was very light with Gunners having 1 hour on Night Vision and 1 1/2 hours on Turret Manipulation. Navigators had a lecture on Radar Equipment and some speed up exercises.</p>		
LINTON-ON-OUSE	30.10.44		<p>Eighteen aircraft from this Squadron were detailed to attack COLOGNE, Germany. One aircraft HP 711 "G" returned early due to port outer engine being unserviceable and tail rudder being damaged.</p> <p>No flying training was carried out to-day due to operations. Ground training carried out was very light with Gunners having two hours on Turret Manipulation.</p>		A.3665 - A.3682
LINTON-ON-OUSE	31.10.44		<p>A report rendered on this raid reads as follows:- Seventy-two aircraft claim to have attacked the target between 2113 hours and 2129 hours from between 16,500 and 21,000 feet. Weather was 10/10ths cloud with tops between 9 and 10,000 feet. Horizontal visibility was excellent and a full moon filled the sky. Sky markers went down promptly, and 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 visible. Two enemy aircraft were encountered but no claims were made on either the bomber or fighter aircraft. (See Appendix). Some crews commented that this target was definitely finished if the markers were on.</p> <p>Flying training for to-day consisted of Fighter Affiliation and some Local Flying. Ground training was carried out by all sections. Navigators having Dry Swim exercises. Wireless Operators having Standard Beam Approach and Fault finding on all type of equipment. Air Gunners had some Night Vision exercises and Turret Manipulation for 2 hours. The Air Bombers completed the day with Link trainer instructions.</p>		B.6 and B.7
LINTON-ON-OUSE	As at 31.10.44		<p>CASUALTIES:- See Daily entry.</p> <p>DOWNED IN:- R.38735 WO1 G.L. JOHNSON (pilot) J.39402 F/O J.L. FREEMAN (Nav), J.24625 F/O J.D. AUSTIN (A/B), R.175266 P/B MERTLEY, J. (WOP/AG), R.219998 SGT HENRY, F (A/B), R.226796 SGT HUGHES, B.M. (A/B), 1594677 SGT CHATMAN, T.N. (P/ENG); posted from No. 1659 Con. Unit w.e.f. 4.10.44.</p>		

Place	Date	Time	Summary of Events	SECRET	References in Appendices
LINTON-ON-ORSE	31.10.44 (Cont'd)		<p>POSTINGS IN:- J.28633 P/O C.L. Pith (Pilot), R180941 P/S HERRARDEN, A.F. (Nav), R145994 WO2 C.M. CALDWELL (A/B), R25419523 P/S SCHRAFF, R.A. (WOP), R2653247 SGT VANSTONE, W.F. (A/C), R270282 SGT SWENY, A.E. (A/C), 1594042 SGT WILSON, G.F. (P/ENG) posted from 1666 Con. Unit w.e.f. 4.10.44.</p> <p>J.13600 P/L K.E. PARKURST (Pilot), J.38720 P/O H.E. WORT (Nav), R194656 P/S GALLERATH, D.L. (WOP), R258394 SGT MILLER, P.J. (A/C), R254557 SGT HOLLIDAY, D.A. (A/C), 2216269 SGT DOWSTON, L. (P/ENG) posted from 1659 Con unit w.e.f. 5.10.44.</p> <p>J.88326 P/O J.E.L. DU BOIS (WOP) posted from No. 415 Squadron w.e.f. 7.10.44.</p> <p>J.16984 P/O D.M. WILIE (Pilot), J.16999 P/O R.A. SKILLATER, DFC (Nav), J.19387 P/O LA FRANCH, J.P. HPO (A/B), J.19989 P/O HUBBARD, G.A. (WOP), R191011 SGT BAIRD, H.G. (A/C), J.13250 P/O B. POWELL (A/C), 52161 P/O J.E. McGUIGAN (P/ENG) posted from 61 Base (1659 Con unit) w.e.f. 8.10.44.</p> <p>J.14133 P/L H.D. BRACKEN (Pilot), J.40060 P/O WHITTAKER, H.M. (Nav), J.26708 P/O A.N. BOIS (A/B), J.42330 P/O M.W. ANDREWS, (WOP), R200086 SGT GARDNER, R.F. (A/C), 2217146 SGT MAGUIRE, J.H. (A/C) 2202691 SGT THORNTON, F.E. (P/ENG): posted from No. 61 Base (1666 Con unit) w.e.f. 6.10.44.</p> <p>J.18369 P/O G. J. HAYES (A/B) posted from No. 61 base w.e.f. 22.10.44.</p> <p>J.30725 P/L R. GALL (Pilot) J.39306 P/O D.L. MCKINNON (Nav), J.36895 P/O C. DRAYCOTT (A/B), J.29892 P/O J. KIRKNESS (WOP/AC), J.43943 P/O L.C. ARNHEIM (A/C), R.265506 SGT CLIVE, H.L. (A/C), J.89986 P/O A. DARGIE, (P/ENG) posted from 1659 Con Unit w.e.f. 25.10.44.</p> <p>J.10553 P/L W.J. SMITH (Pilot), J.40056 P/O E.A. BRUCE (Nav), R192127 SGT McHILLY, H.D. (A/B), R212711 SGT MILLER, G.E. (WOP/AC), R270393 SGT ROSARIO, A.J. (A/C), R258350 SGT RICHMOND, W.T. (A/C), 1880763 SGT FRENKINS, R.L. (P/ENG) posted from No. 61 Base (1664 Con unit) w.e.f. 25.10.44.</p> <p>R202542 P/S SHERRIFF, R.L. (A/C) posted from 1666 Con unit w.e.f. 19.9.44.</p> <p>R163837 SGT HENNETT, D.W. (P/ENG) posted from 62 Base (non-effective sick) w.e.f. 9.10.44.</p> <p>1690721 SGT WILSON, J. (P/ENG) posted from No. 427 (RCAP) Squadron w.e.f. 31.10.44.</p> <p>POSTINGS OUT:- 1396298 SGT TAYLOR, C. (P/ENG) posted to No. 415 Squadron w.e.f. 3.10.44 for operational duties.</p> <p>J.15600 P/L R.A. CLOUGHIER, DFC (Pilot), J.18330 P/O L.J. CORRELL, DFC (A/B), J.16690 P/O S.J. DE ZORZI, DFC (Nav) posted to "R" Depot Warrington w.e.f. 2.10.44.</p> <p>J.38040 P/O W.J. CURRINGHAM (A/B) posted to No. 61 Base (Dalton) w.e.f. 27.9.44.</p> <p>J.24616 P/O G.D. RUTLER (Nav), J.27623 P/O P.I. NELSON (Nav), J.24732 P/O P.J. PERET (Nav), R164145 P/S REMER, D.H. (A/C), J.89020 P/O D.P. GODEFROY (A/C), J.87983 P/O W.D. MADDER (A/B), J.38301 P/O T.H. FORRETT (A/C), J.88118 P/O H.B. VANDERMAN (A/B), J.89019 P/O J.J.J. PROVOSE (A/C), posted to "R" depot w.e.f. 3.10.44.</p> <p>R.62230 P/S GOSNEY, A.L. (Nav) posted to No. 426 Squadron w.e.f. 2.10.44 for operational duties.</p> <p>J.89137 P/O A.E. RYANWASHON (Nav), J.26948 P/O R.J. CLIFT (A/B), J.89138 P/O A.M. STOCK (A/B), posted to "R" Depot w.e.f. 4.10.44.</p> <p>J.87829 P/O R.J. GALLOWAY (WOP/AC) posted to No. 86 O.T.U. w.e.f. 3.10.44.</p>		

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# OPERATIONS RECORD BOOK

Page No. **NIDE**

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

No. of pages used for day

Place	Date	Time	Continued from Page No. <b>Eight</b>	Summary of Events	<b>SECRET.</b>	References to Appendices
LINTON-ON-OUSE	31.10.44			<p><b>POSTINGS OUT:-</b> 992149 SGT DUNES, J.A. (P/SG) posted to A.C.A.C. w.e.f. 18.10.44.            R14100 WO1 R.M. TRENKLEVEN (A/B) posted to No. 61 Base w.e.f. 6.10.44.            J.26837 P/O J.A. DUNRY (WOP) posted to No. 61 Base w.e.f. 10.10.44.            1076349 SGT PORTER, W. (P/SG) posted to No. 420 Squadron w.e.f. 11.10.44.            C.1637 W/Cdr. R.A. MORGAN, DFC (Pilot) posted to R.C.A.F. Station Eastmoor as Group Captain w.e.f. 14.10.44.            J.87666 P/O D.R. LALAND (A/B) posted to No. 432 Squadron w.e.f. 18.10.44.            1425982 P/S CLAPHAM, W.R. (A/G) posted to A.C.A.C. w.e.f. 14.10.44.            C.1649 S/L G.A. TABELING (Pilot) J.14186 P/L D.A. DE WOLFF (Nav), J.25112 P/O I.J. SMITH (A/B), R215264 P/SGT HROBIN, D.H. (WOP/AG), R121267 P/S WHY, A.L. (A/G), R256192 P/S MILLS, W.D. (A/G), 1825619 SGT CHALMERS, J. (P/SG), posted to No. 433 Squadron w.e.f. 12.10.44.            J.12037 P/L P.L. SMITH (Pilot), J.35510 P/O J.J. WOLFF (Nav), J.37830 P/O R.A. JOMAN (A/B), C.85792 P/O D.L. HENNER (WOP/AG), R20086 SGT DAVIES, D.S. (A/G), R200175 SGT DU PONT, L.J. (A/G), 1836702 SGT MERRIS, D.H. (P/SG), missing night of 15/16.10.44. Posted R.C.A.F. UK HQ-effective unit.            J.28951 P/O G.L. HOFF (A/B) posted to No. 424 Squadron w.e.f. 18.10.44.            R159439 WO2 G.W. BRATHWAITE (A/B) posted to No. 425 Squadron w.e.f. 18.10.44.            J.88326 P/O J.E.L. DU BOIS (WOP) posted to No. 425 Squadron w.e.f. 26.10.44.            J.18250 P/O R.E. POWELL (A/G) posted "R" Depot w.e.f. 26.10.44.            J.27576 P/O R.E. VOJAN (Nav), J.20882 P/O J.A. MCKINLEY (A/B), R167025 P/S HERRIS, J. (A/B), R19194 P/S CAMPBELL, D.K. (A/G), R197062 P/S FITZGERALD, L.D. (A/G), R201532 P/S STEWART, R.F. (A/G), posted to "R" Depot w.e.f. 25.10.44.            J.27458 P/O H.G. THOMSON, (Nav) posted to No. 432 Squadron w.e.f. 27.10.44.            54411 P/SGT ARQUITH, F. (P/SG) posted to A.C.A.C. w.e.f. 26.10.44.</p> <p><b>PROMOTIONS:-</b> The undermentioned (Acting) Squadron Leader has been promoted to the rank of Wing Commander.            P/L (A/G/C) J.P. EASTON, DFC J.9549</p> <p>The undermentioned Flight Lieutenant has been appointed to acting rank of Squadron Leader.            P/L (A/G/L) D.O. FETTER (J.10627)</p> <p>The undermentioned Flying Officers have been appointed to the rank of Flight Lieutenant.            CEN. J.15710 P/O (A/P/L) R.J. AUSTIN, DFC            CEN. P/O (I/P/L) H.D. BRACKEN J.14133            CEN. P/O (I/P/L) D.A. DE WOLFF J.14186            CEN. P/O (I/P/L) R.E.J. FITZGERALD, J.15898</p> <p>The undermentioned N.C.O.'s have been appointed to a commissioned rank of Pilot Officer:-            R172122 WO1 J.A. McILVER, (A/G), R.74569 P/S STEWART, R.B. (Pilot), R.66735 WO1 JONES, C.L. (Pilot), R253839 P/S SMITH, A.V. (A/G), 2221111 SGT MORGAN, B. (P/SG), R.71527 P/S BRANT, R.V. (A/G), 2202511 SGT SCOTT, J.V. (P/SG), R.194991 P/SGT CHODURA, C.B. (A/G), R172828 P/L MACKENZIE, H.G. (Nav), 23454 SGT HUGHES, C.L. (A/G), R.184308 SGT HULBEK, A.A. (A/G), R180498 P/S BEARD, L.H.E. (A/G), R209694 P/S JACQUES, J. (A/G), R194523 P/S MOSS, R.W. (A/G),</p>		

Place	Date	Time	Summary of Events	SECRET	References to Appendices																																																																																																
Continued from Page No. Nine.																																																																																																					
<p><b>COMMISSIONS:-</b> (Cont'd) The undermentioned N.C.O.'s have been appointed to the commissioned rank of Pilot Officer:-  R190511 P/O WILLSON, D.W. (A/C), R175266 P/O MORTLEY, F.C. (WOF/AG),  R.191572 Sgt BUCKINGHAM, R.C. (WOF/AG).</p>																																																																																																					
<p><b>HONOURS AND AWARDS:-</b> His Majesty the KING, on the recommendation of the Air Officer Commanding in Chief, has approved the immediate award of the Distinguished Flying Cross to the following Officers of No. 408 (R.C.A.P.) Squadron.</p> <p>CAN. P/L R.A. CLOTHIER, DFC J.15680 (Pilot)  CAN. P/O L.J. CORRELL, DFC J.18330 (A/C)  CAN. P/O R.J. AUSTIN, DFC J.15710 (WOF/AG)  CAN. P/L H.R. CHEKALUK, DFC J.14172 (Pilot)  CAN. P/O S.J. DE ZURE, DFC J.16690 (Nav).</p> <p>His Majesty the KING, on the recommendation of the Air Officer Commanding in Chief, has approved the immediate award to the Distinguished Flying Medal to the following Sergeant of No. 408 (R.C.A.P.) Squadron.  RAF. SGT J.A. DUNN, DFM 992149 (P/ENG).</p>																																																																																																					
<p><b>CHANGES IN COMMAND:-</b> W/Cdr. J.F. EASTON, DFC J.9549 assumes Command of No. 408 (R.C.A.P.) Squadron vice W/Cdr. R.A. McLENNAN, DFC G.1657 w.e.f. 14.10.44.</p>																																																																																																					
<p><b>CHANGES IN ADMINISTRATION:</b> Nil.</p>																																																																																																					
<p><b>AIR CRAFT ON CHARGE:-</b> Twenty two Halifax Mark VII, Hercules XVI engines.</p>																																																																																																					
<p><b>OPERATIONAL AND NON-OPERATIONAL FLYING TIMES:-</b></p> <table border="1"> <thead> <tr> <th rowspan="2">HALIFAX VII</th> <th colspan="2">(TRAINING)</th> <th rowspan="2">OTHER FLYING</th> <th rowspan="2">TOTAL</th> </tr> <tr> <th>OPERATIONAL</th> <th>NON-OPERATIONAL</th> </tr> </thead> <tbody> <tr> <td></td> <td>943.35 Hours</td> <td>223.16 hours</td> <td>544.5 hours</td> <td>1221.06</td> </tr> </tbody> </table>						HALIFAX VII	(TRAINING)		OTHER FLYING	TOTAL	OPERATIONAL	NON-OPERATIONAL		943.35 Hours	223.16 hours	544.5 hours	1221.06																																																																																				
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<p><b>NUMBER OF OPERATIONAL SORTIES:-</b> One Hundred and eighty three (183)</p>																																																																																																					
<p><b>WEIGHTAGE OF BOMBS DROPPED DURING THE MONTH:</b> tons (2240 lbs) from 1.10.44 to 31.10.44.</p> <table border="1"> <thead> <tr> <th>From 1.1.44 to 30.9.44</th> <th>H.M.-</th> <th>Incidendiaries-</th> </tr> </thead> <tbody> <tr> <td></td> <td>569:20 tons</td> <td>80:18 Tons.</td> </tr> <tr> <td></td> <td>423:86 tons</td> <td>787:25 Tons.</td> </tr> <tr> <td><b>Total:-</b></td> <td><b>4813:06 tons.</b></td> <td><b>867:43 Tons.</b></td> </tr> </tbody> </table>						From 1.1.44 to 30.9.44	H.M.-	Incidendiaries-		569:20 tons	80:18 Tons.		423:86 tons	787:25 Tons.	<b>Total:-</b>	<b>4813:06 tons.</b>	<b>867:43 Tons.</b>																																																																																				
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<p><b>NUMBER OF COMBATS:-</b> Seven Destroyed:- 1 ME 109 Damaged: 1 JU.88</p>																																																																																																					
<p><b>PERSONNEL STRENGTH:-</b></p> <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="4">Officers (Aircrew)</th> <th rowspan="2">TOT. STP.</th> <th colspan="4">Airmen (Aircrew)</th> <th rowspan="2">TOT. STP.</th> </tr> <tr> <th>RCAP</th> <th>RAF</th> <th>RAAF</th> <th>RESAB.</th> <th>RCAP</th> <th>RAF</th> <th>RAAF</th> <th>RESAB.</th> </tr> </thead> <tbody> <tr> <td>Pilot.....</td> <td>38</td> <td>-</td> <td>-</td> <td>15</td> <td>38</td> <td>-</td> <td>-</td> <td>-</td> <td>14</td> <td>-</td> </tr> <tr> <td>Navigator....</td> <td>34</td> <td>2</td> <td>-</td> <td>15</td> <td>36</td> <td>3</td> <td>-</td> <td>-</td> <td>14</td> <td>3</td> </tr> <tr> <td>Air Bombers..</td> <td>30</td> <td>-</td> <td>-</td> <td>15</td> <td>30</td> <td>10</td> <td>-</td> <td>-</td> <td>14</td> <td>10</td> </tr> <tr> <td>Wireless Operators</td> <td>19</td> <td>2</td> <td>-</td> <td>6</td> <td>21</td> <td>17</td> <td>2</td> <td>-</td> <td>23</td> <td>21</td> </tr> <tr> <td>Flight Engineers</td> <td>2</td> <td>3</td> <td>-</td> <td>6</td> <td>9</td> <td>5</td> <td>33</td> <td>-</td> <td>23</td> <td>38</td> </tr> <tr> <td>Air Gunners....</td> <td>22</td> <td>-</td> <td>-</td> <td>11</td> <td>22</td> <td>61</td> <td>3</td> <td>-</td> <td>46</td> <td>64</td> </tr> <tr> <td><b>TOTAL.....</b></td> <td><b>146</b></td> <td><b>11</b></td> <td><b>-</b></td> <td><b>68</b></td> <td><b>158</b></td> <td><b>96</b></td> <td><b>38</b></td> <td><b>2</b></td> <td><b>134</b></td> <td><b>136</b></td> </tr> </tbody> </table>							Officers (Aircrew)				TOT. STP.	Airmen (Aircrew)				TOT. STP.	RCAP	RAF	RAAF	RESAB.	RCAP	RAF	RAAF	RESAB.	Pilot.....	38	-	-	15	38	-	-	-	14	-	Navigator....	34	2	-	15	36	3	-	-	14	3	Air Bombers..	30	-	-	15	30	10	-	-	14	10	Wireless Operators	19	2	-	6	21	17	2	-	23	21	Flight Engineers	2	3	-	6	9	5	33	-	23	38	Air Gunners....	22	-	-	11	22	61	3	-	46	64	<b>TOTAL.....</b>	<b>146</b>	<b>11</b>	<b>-</b>	<b>68</b>	<b>158</b>	<b>96</b>	<b>38</b>	<b>2</b>	<b>134</b>	<b>136</b>
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# OPERATIONS RECORD BOOK

Page No. **ELEVEN**

Month \_\_\_\_\_

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

No. of pages used for ~~the~~ <sup>Month</sup> ELEVEN.

SECRET.

References  
to  
Appendices

Place	Date	Time	Summary of Events	SECRET.	to Appendices
LINTON-ON-ORSE	11.10.44		<p><u>PERSONNEL STRENGTH</u>- Total 295 This includew one Flight Lieutenant Administration Officer. (RCAP).</p> <p><u>SQUADRON COMMANDERS REMARKS</u>-</p> <p>Another successful month for the Squadron lies behind us. Despite the fact that all our operations took us on much deeper penetrations, and the number of sorties was less than last months total, more bombs were dropped and more hours flown. Training was not what it might have been, yet full advantage was taken of what spare time we had for training. We were unfortunate this month in losing one of our most promising crews on WEINHAUSENHAUSEN.</p> <p>With a successful month behind us, we are looking forward to an even more successful one in November.</p> <p style="text-align: right;"> <i>J. F. EASTON</i>            (J.F. EASTON) Wing Commander,            Commanding,  <u>No. 408 (R.C.A.F.) S.S. Squadron.</u> </p>		