

W.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2340 and War Manual Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

# OPERATIONS RECORD BOOK

of (Unit or Formation) NO. 408 (R.C.A.F.) SQUADRON

No. of pages used for day

SECRET.

References to Appendices

Place	Date	Time	Summary of Events	References to Appendices																																																		
LONDON-ON-CUSE	1.11.44		<p>Twenty <del>one</del> Halifax Mk. VII aircraft of this Squadron were detailed to attack ORSENHAUSEN and all took off. All aircraft claim to have attacked the primary between 2025.2 and 2037.6 hours from between 19,000 and 21,000 feet. Weather was 6/10ths to 10/10ths cloud with tops between 6 to 8,000 feet. Visibility was good and the target was identified by most crews by Red and Yellow flares. Markers went down promptly and were well concentrated. Incendiaries formed a good carpet and many fires appeared to be taking hold, with a large explosion reported in the target area at 2032 hours. Crews generally report a successful attack. Heavy flak alight to moderate bursting between 16,000 and 23,000 feet, mainly barrage form. Searchlights were few and ineffective. One of our aircraft was attacked by four enemy aircraft and claimed two of them destroyed. No damage was sustained by the Bomber and no injuries to the crew. (See appendix). All aircraft returned safely.</p> <p>Flying training consisted of 1 Air Test. Ground training was also very light due to operations. Air Gunners not required for "OPS" were on the Skeet shooting range.</p>	<p>A. 3683 - A. 3703</p> <p>C.1</p>																																																		
LONDON-ON-CUSE	2.11.44		<p>For the second day of the month we were again required to put seventeen aircraft on Operations. The target for this attack was to be DUSSELDORF, Germany. All aircraft took-off and sixteen of these claim to have attacked the target between 1920.5 hours and 1928 hours from between 18,000 and 21,000 feet. One aircraft NP 744 "X" failed to return and nothing has been heard from this aircraft since take off time. Weather was clear and the visibility good. The target was identified by most crews by the Rhine river and markers. The markers were well concentrated and plentiful throughout the attack. Bombing was reported as concentrated with explosions and many fires, the smoke from which finally enveloped the target, rising to about 10,000 feet. Ground defences consisted of heavy flak between 16 and 22,000 feet. Numerous searchlights were operating in small cones, mainly to the west but generally ineffective. One combat was reported in which the enemy aircraft was claimed as destroyed. (See appendix).</p> <p>Flying training consisted of 1 day cross country along with some H.2.G. Navigation. Gunnery again carried out all the ground training for to-day with rifle practice (300 ris).</p>	<p>A. 3704 - A. 3720</p> <p>C.2</p>																																																		
LONDON-ON-CUSE	3.11.44		<p>Word was received this morning that aircraft NP 744 "X" had crashed in BELGIUM and that four of the crew were dead and the remaining three injured. The names and numbers along with the Operational Points, Trips, and Hours are listed below:-</p> <table border="1"> <thead> <tr> <th rowspan="2">NAME</th> <th rowspan="2">POSITION</th> <th rowspan="2">STATUS</th> <th colspan="2">OPERATIONAL</th> <th rowspan="2">HOURS</th> </tr> <tr> <th>PTS</th> <th>TRIPS</th> </tr> </thead> <tbody> <tr> <td>CAN. J. 86151 P/O W.B. CHILSON</td> <td>(Pilot)</td> <td>(DEAD)</td> <td>105</td> <td>29</td> <td>141:30</td> </tr> <tr> <td>CAN. J. 35924 P/O D.A. STAPLES</td> <td>(Nav)</td> <td>(DEAD)</td> <td>101</td> <td>28</td> <td>136:00</td> </tr> <tr> <td>CAN. J. 35991 P/O L.J. REMISE</td> <td>(A/B)</td> <td>(DEAD)</td> <td>101</td> <td>28</td> <td>136:00</td> </tr> <tr> <td>CAN. J. 88068 P/O D.H. WOODWORTH</td> <td>(WOP/AC)</td> <td>(INJURED)</td> <td>115</td> <td>31</td> <td>156:00</td> </tr> <tr> <td>CAN. R305117 SGT SUTTON, W.G.</td> <td>(M/S)</td> <td>(INJURED)</td> <td>108</td> <td>30</td> <td>145:00</td> </tr> <tr> <td>CAN. R309024 P/S BROWN, A.C.</td> <td>(R/S)</td> <td>(DEAD)</td> <td>108</td> <td>30</td> <td>145:00</td> </tr> <tr> <td>RAF. 1565842 SGT ANDERSON, A.</td> <td>(P/ENG)</td> <td>(INJURED)</td> <td>101</td> <td>28</td> <td>136:00</td> </tr> </tbody> </table> <p>All injured members of the crew were admitted to No. 50 American Field Hospital.</p> <p>Not required for operations.</p> <p>Flying training consisted of 1 day cross country, Fighter affiliation, Circuits and Landings and 2 aircraft on "BULLDOZER". Ground training on the other hand was not quite</p>	NAME	POSITION	STATUS	OPERATIONAL		HOURS	PTS	TRIPS	CAN. J. 86151 P/O W.B. CHILSON	(Pilot)	(DEAD)	105	29	141:30	CAN. J. 35924 P/O D.A. STAPLES	(Nav)	(DEAD)	101	28	136:00	CAN. J. 35991 P/O L.J. REMISE	(A/B)	(DEAD)	101	28	136:00	CAN. J. 88068 P/O D.H. WOODWORTH	(WOP/AC)	(INJURED)	115	31	156:00	CAN. R305117 SGT SUTTON, W.G.	(M/S)	(INJURED)	108	30	145:00	CAN. R309024 P/S BROWN, A.C.	(R/S)	(DEAD)	108	30	145:00	RAF. 1565842 SGT ANDERSON, A.	(P/ENG)	(INJURED)	101	28	136:00	
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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			Continued from PAGE NO. 1.		
LINTON-ON-OWSE	3.11.44		no heavy. Gunners had some rifle practice along with 2 hours Turret Manipulation. Navigators had a speed up exercise.		
LINTON-ON-OWSE	4.11.44		Sixteen Halifax aircraft Mk. VII of this Squadron were detailed to attack BOCHUM, Germany, and all took-off. Fifteen claim to have attacked the primary from 1935 to 1942 hours from between 13,000 and 18,500 feet. One aircraft NP 750 "F" FREDDIE is missing from this operation and nothing has been heard from this aircraft since take-off time. One aircraft NP 714 "V" landed at DOWNHAM MARSH due to shortage of petrol. Weather was clear with some slight haze or very t in cloud. Visibility was good and the target was identified by Red T.I. markers. Markers were seen going down at about 1925 hours and were backed up by T.I. Green markers. A good carpet of incendiaries was observed with numerous fires taking hold, the glow being visible for 80 miles on the return journey. Bombs were seen bursting around the markers with particularly large red explosions reported at 1935, 1936, and 1939.8 and 1942 hours. It was thought to be a successful attack. The sky marking flares did not drift off the target and failed to attract much flak. Ground defences consisted of heavy flak bursting between 16,000 to 22,000 feet. Searchlights were operating in cones and some aircraft were slightly damaged by flak. One combat was reported and the enemy aircraft was claimed as destroyed. (see appendix)		C.3
			No Flying training was carried out to-day due to operations. Ground training was very light with gunners not required for operations having 1 hour on Night Vision and 1 1/2 hours on Turret Manipulation.		
LINTON-ON-OWSE	5.11.44		Not required for operations.		
			Word was received this morning to the effect that the aircraft NP 750 "F" FREDDIE missing on operations over BOCHUM, last night had crash landed in FRANCE. The rear Gunner Flight Sergeant HARDY, Hugh David K.218193 bailed out East of DUSSELDORF and nothing has been heard of this Gunner since. The remainder of the crew are returning to this Squadron in the near future. None of the crew suffered any injuries. The points, trips, and hours for the rear Gunner are listed below:-		
			CAN. P/S HARDY, Hugh David K.218193(2/5) bailed out over Germany. 37		
				OPERATIONAL	
				PTS	TRIPS
				10	52.25
			Flying training carried out to-day consisted of Air to Air firing, Bombing, local flying and 1 Air test. Again the Gunners held the spot light on Ground training by carrying out 2 1/2 hours turret manipulation on skeet shooting (200 rds).		
LINTON-ON-OWSE	6.11.44		Fourteen Halifax Mk. VII aircraft of this Squadron were detailed to attack GIESSEN, Germany and all took-off. The aircraft claim to have attacked the primary and eleven claim to have attacked alternative targets in the GIESSEN area from 1414.8 and 1416.6 hours from between 19,000 to 21,000 feet. One aircraft NP 761 "A" is missing from this operation and nothing has been heard from this aircraft since take-off time. A report rendered by the crews read as follows:- Weather - cloud obscured most of the Ruhr with about 7/10 to 10/10ths cloud over the target with tops at 10,000 feet. Visibility was poor to good. The Master Bomber gave instructions to bomb alternative targets, and built up areas were picked by all crews. Through breaks in the cloud some T.I.'s were observed and a built up area in the city received considerable bombing from which much smoke was rising.		A.3737 - A.3750

BY PROCEEDING FROM THE C.A.L. 11.11.44

## OPERATIONS RECORD BOOK

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No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-OWSE	6.11.44	(Cont'd)	This was thought to be in the neighborhood of the aiming point. Ground defences consisted of heavy flak, moderate, bursting between 16,500 to 20,000 feet. Some aircraft were damaged by flak. No enemy aircraft were encountered.		
			Flying training consisted of 1 day cross country and some local flying. Ground training was carried out by Navigators who had a speed up exercise and Air Gunners who had some skeet shooting and 1 hour on Night Vision.		
LINTON-ON-OWSE	7.11.44		Not required for operations.		
			As usual "Liquid sunshine" prevented too much Flying training being carried out. Flying consisted of H.24S. Cross country and only 1 aircraft was detailed for this flight. Ground training was carried out by all sections. Navigators having a lecture on Navigation. Air Gunners having skeet shooting, 5 1/2 hours Turret Manipulation and rifle practice (250 rds).		
LINTON-ON-OWSE	8.11.44		Not required for operations.		
			The first part of the day allowed very little flying training being carried out. In the afternoon Fighter Affiliation, Bombing, H.24S., and 1 H.24S. Cross Country completed the day. Ground training carried out consisted of Dry Swim and H.24S. bench training for Navigators. Wireless Operators had Morse procedure and Fishpond.		
LINTON-ON-OWSE	9.11.44		Not required for operations.		
			Advantage was taken of the "unusually" good weather conditions to-day and Flying training was carried out by both flights. "A" flight having Bombing, H.24S. Bombing, and one local detail. "B" flight also had some H.24S. Bombing and practice bombing. Ground training carried out consisted of Morse and Fishpond for Wireless Operators, Turret Manipulation (5 1/2 hours) and Skeet shooting for Air Gunners. Navigators completed the Ground training with some Dry Swim.		
LINTON-ON-OWSE	10.11.44		Not required for operations.		
			Usual Flying training was carried out to-day and consisted of H.24S. Navigation, Fighter Affiliation, Bombing and Air to Air firing. Some ground training was also carried out. Air Gunners having Skeet Shooting and Night Vision exercises. Navigators held a speed up exercise while Wireless Operators had some Morse Practice and emergency procedure.		
LINTON-ON-OWSE	11.11.44		Not required for operations.		
			Weather conditions seem to be favouring us this week as this is the second time within twenty-four hours that the sun has been to shine. Advantage was taken of the good flying conditions and training carried out consisted of 1 Air Test, Air to Air firing, Local, H.24S., and Fighter Affiliation. Ground training was very light with Gunners carrying out Skeet Shooting, Rifle practice and Nightly Vision.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-ON-ORSE	12.11.44		Not required for operations.  The weather continues to be very good, but for some unknown reason we are being stood down for the sixth day from operations. Both Flights carried out Flying training which consisted of Local, H.2.S., Air to Air Firing, and four Bombing details. Ground training comprised of Speed Up exercises for Navigators and Skeet Shooting and Night Vision exercises for Air Gunners.		
LINTON-ON-ORSE	13.11.44		Not required for operations.  Flying training carried out to-day consisted of Fighter affiliation, H.2.S., and Practice bombing. All crews which did not take part in the Flying training were doing ground training. Air Bombers having Link trainer and Fishpond. Wireless Operators carrying out Morse and W/T procedure along with some Fault Finding on Marconi Radio sets. Air Gunners had 1 hour on Night Vision and some Skeet shooting.		
LINTON-ON-ORSE	14.11.44		Not required for operations.  The weather gave an all out effort to "VHEH" to-day not only for operations but also Flying training. The drizzle was closed in all day and no training was carried out. Ground training consisted of Skeet shooting, Turret Manipulation and 1 hour Night Vision for Air Gunners. Wireless Operators had some fault finding exercises on Marconi sets and Fishpond. Navigators had speed up exercises, and a flying control lecture.		
LINTON-ON-ORSE	15.11.44		Not required for operations.  Flying training was again carried out by both flights. Comprising of Fighter Affiliation, H.2.S., Standard Beam approach, and Local Flying. Ground training was held to a minimum with Gunners having exercises on Night Vision. Navigators held exercises in H.2.S. and Fishpond along with a lecture on Navigation.		
LINTON-ON-ORSE	16.11.44		At last the long stand down from operations was finally broken this morning when the Commanding Officer of Linton-On-Orse began his early morning broadcasts over the tancy that it was expected that we would be required for an early morning "do". After a few slight pauses for "Station Identification" it was learned that fourteen aircraft of No. 408 Squadron would be required for these "ops", and the wheel began to turn. All ground crew attached to the Squadron for servicing and maintenance of the aircraft along with armourers got up also but sure and proceeded to work in the rain. The first aircraft was off at 13.49 hours. The target for this "DO" was to be the German city of JULICH. All aircraft attacked the primary between 15.1.2 hours and 15.1.8 hours from between 15,000 feet to 17,000 feet. A report rendered to Intelligence read as follows:- Weather was clear over the target with about 1 to 5/10ths cloud. T.I. Red and Green markers were seen by only a few crews but all were able to identify the target visually by the river, roads, and railways. A few bombed the T.I.'s which were seen to cascade into the smoke concentration but most crews bombed either the built up area or the upwind edge of the smoke on the Master Bombers' instructions. All were unanimous that it was a concentrated attack apart from a few incendiaries which were slightly short. A line of smoke pots indicating the front line was clearly seen but only a few crews saw the red panels which were behind. Ground defences consisted of heavy flak, bursting between 16 to 25,000 feet. No enemy aircraft were encountered. All aircraft returned safely.  Flying training carried out to-day consisted of circuits and Landings. Ground training was comprised of Night Vision exercises for Air Gunners. Wireless Operators carried out Standard Beam approach exercises.		A.5751 - A.5764



## OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LINTON-CH-OUSE	17.11.44		Not required for operations.  No Flying training was carried out to-day due to the drome being closed in all day with heavy fog. Ground training carried out consisted of Sket Shooting for Air Gunners and Fishpond exercises for Navigators.		
LINTON-CH-OUSE	18.11.44		Thirteen Mk. VII Halifax aircraft and one Mk. III Halifax aircraft were detailed to attack the German city of MUNSTER. Thirteen aircraft claimed to have attacked the primary between 1500 and 1515 hours from between 16,500 to 18,000 feet. One aircraft NP 742 "A" failed to return from this operation, but word was received that this aircraft had crashed in BELGIUM but all of the crew had bailed out and are accounted for with the exception of the NAVIGATOR. Weather reported as 10/10ths cloud with tops between 10 to 22,000 feet, horizontal visibility was good. Crews had to depend on sky marking flares for bombing, and while these were good groups of both red and green flares, generally they were scattered over a wide area. No results of the attack were observed. There was a little flak in route but practically all over the target. No aircraft were damaged by flak. Two aircraft were diverted to Winchester St. George due to shortage of petrol and weather conditions at home base. On landing at base one aircraft NP 742 "A" had an accident when its Starboard undercarriage collapsed. None of the crew sustained injuries.  No Flying training was carried out to-day due to preparations for operations. Ground training however was carried out by Gunners not required for operations. This consisted of Sket Shooting, Night Vision and Turret Manipulation exercises. Wireless Operators not on "OPS" also had some training which consisted of Morse and W/T.		A. 5765 - A. 5778 B. 6
LINTON-CH-OUSE	19.11.44		Not required for operations.  No Flying training was carried out due to inclement weather conditions. Ground training was very light with Air Gunners having Sket Shooting and Night Vision exercises. Wireless Operators were on a Church parade.		
LINTON-CH-OUSE	20.11.44		Not required for operations.  Weather conditions again prevented any Flying training from being carried out. Ground training was also very light with Air Gunners having Sket Shooting and Night Vision exercises. Wireless Operators were on W/T, Fishpond and S.O.S. emergency procedure exercises.		
LINTON-CH-OUSE	21.11.44		Thirteen Halifax Mk. VII and two Halifax Mk. III aircraft were detailed to attack CASTROV/VALDE Synthetic Oil Plant and all took off. Twelve Mk. VII and two Mk. III claim to have attacked the primary between 1850 and 1900 hours from between 16,500 and 19,000 feet. One aircraft NP 810 "A" is missing from this operation and nothing has been heard of or from this crew since take off. Weather was clear over the target with good visibility. T.I. Red Markers went down early at 1855 hours and were well backed by both Red and Green. They formed an excellent concentration and were believed to be accurately placed. Numerous explosions were observed with two particularly large ones. Much black smoke was also observed with many fires seen burning. Ground defences consisted of heavy flak which was very slight and bursting between 14 to 20,000 feet.  Word was received this morning that P/O Herbert Frederick GALLAGHER, (J. 57170) (Nav) missing from operations on the day of 18.11.44 had returned to the United Kingdom and was reported as safe.		A. 5773 - A. 5793 B. 7

Place	Date	Time	Summary of Events	Page No	References to Appendices
				<b>SECRET.</b>	<b>SIX</b>
LONDON-ON-CASE	21.11.44		No Flying training was carried out to-day due to operations. Ground training was very light with Gunners having Night Vision exercises and Sket Shooting practice.		
LONDON-ON-CASE	22.11.44		Not required for operations.		
			Weather conditions closed the drone in for the first half of the day. In the afternoon some Flying training was carried out and consisted of 1 Air Test. Ground training consisted of Night vision exercises and Sket Shooting practice for Air Gunners. Wireless operators had some exercises on Failt Finding on all types of equipment.		
LONDON-ON-CASE	23.11.44		Not required for Operations.		
			Flying training commitments were very low to-day and consisted of only 1 hour on a check dial. This was due partly to weather conditions. Ground training however was carried out by Air Gunners who had sket shooting practice and Turret Manipulation for 2 hours. Navigators carried out speed up exercises in the morning and Dry Swim in the afternoon.		
LONDON-ON-CASE	24.11.44		Not required for operations.		
			Flying training consisted of 1 day H.2.S. Cross country. Weather conditions made any further training impossible to be carried out. Ground training comprised of Sket shooting and Turret Manipulation along with some Night Vision exercises for Air Gunners. Navigators held some Speed up exercises.		
LONDON-ON-CASE	25.11.44		Not required for operations.		
			Flying training carried out to-day consisted of Fighter Affiliation, Bombing, and Air to Air Firing. Ground training was very light and consisted of Night Vision and Turret Manipulation exercises for Air Gunners.		
LONDON-ON-CASE	26.11.44		Not required for operations.		
			W/Odr. P.R. SHARP (pilot) assumed temporary command of No. 408 (H.C.A.F.) Squadron was: to-day from W/O. J.P. BASTON, H.Q. 3.9.44 who has been attached to H.Q. NO. 6 Group unit.		
			Flying training was kept to a minimum to-day due to unsettled weather conditions. Both flights carried out Fighter Affiliation, Practice bombing and Air to Air Firing. Ground training likewise was kept to a minimum with Gunners having Night Vision and Turret Manipulation exercises. Navigators had speed up and Fishpond exercises.		
LONDON-ON-CASE	27.11.44		Fourteen Halifax aircraft of this squadron were detailed to attack HESS. All aircraft claim to have attacked the primary target between 20.15 hours and 20.37 hours from between 17,000 to 19,000 feet. Crews found it difficult to keep to time concentrations due to faulty winds forecasts resulting in most aircraft arriving late at the target. Weather was 8 to 10/10ths cloud with tops at 5,000 feet. Visibility was good. There was a good concentration of T.I. Reds, the glow of which being visible through the cloud. Sky markers had a tendency to drift to the North resulting in most crews bombing the T.I. Red or the glow of T.I.'s and fires. Some crews bombed sky markers in the later stages. A good carpet of incendiaries were down and the glow of fires could be seen for some 50 miles on return. Crews reported	A. 5794 - A. 5807 B. 8	

## OPERATIONS RECORD BOOK

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of (Unit or Formation) NO. 408 (R.C.A.F.) SQUADRON LENTON-CH-005E

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LENTON-CH-005E	27.11.44 (Cont'd)		a series of exceptionally large explosions occurring at approximately one minute intervals from 2020 to 2034 hours. Ground defences consisted of flak between 15 to 20,000 feet with searchlights which were few and ineffective. No fighter activity was reported. All aircraft were diverted due to weather conditions at home base.  Flying training was nil for to-day due to operations. Ground training consisted of Night Vision and Turret Manipulation for Air Gunners not required for operations. Navigators had some Dry Swim exercises.		
LENTON-CH-005E	28.11.44		Not required for operations.  Aircraft were returning to-day from last night's diversion bases and no flying training was carried out at all. Ground training was also very light with Navigators having some more dry swim exercises.		
LENTON-CH-005E	29.11.44		Not required for operations.  Flying training was carried out by both flights to-day and consisted of H.A.S. runs, Fighter Identification, Practice bombing, Standard Box, Approach and circuits and Landings. Ground training was also carried out by all sections and consisted of Night Vision, and Turret Manipulation for Air Gunners. Navigators had some lectures on Navigation and Speed Up. Wireless Operators completed the day with W/T electrical circuit and Morse procedure.		
LENTON-CH-005E	30.11.44		Thirteen Halifax aircraft of 408 Squadron were detailed to attack U-BOAT SC A/P WPs and all took off. All aircraft claim to have attacked the primary target between 2008.5 and 2017 hours from between 17,000 to 19,000 feet. Weather was B/10th cloud with tops from 5 to 7,000 feet. Visibility was good. On the run up the 2nd and 3rd markers were seen to cascade but disappeared into cloud, and crews had to depend on sky marking flares. Red with yellow stars, for bombing. These appear to have been plentiful and fairly continuous throughout the attack, but no assessment of their accuracy is possible. Bomb flashes were observed and a large explosion noted at 2017 hours. No assessment of the attack can be made, although a dull orange glow believed to be observed up to 50 miles from the target on the homeward journey. A good concentration of A/G was reported in the target area. Ground defences consisted of heavy flak, slight to moderate bursting between 15 and 20,000 feet, but mainly barrage below bombing height. Searchlights were few and ineffective. One combat was reported but no damage or injuries were sustained by the bomber or crew. The enemy aircraft was claimed as probably destroyed. (See appendix). All aircraft returned safely.	A.5606 - A.5620 B.9 C.4	
LENTON-CH-005E	AS AT 30.11.44		<p>FLYING TRAINING:- See daily entry.</p> <p>POSITIONS:- J.4005 P/O A.S. STEVENSON (Pilot), J.4005A P/O A.S. STEVENSON (Map), J.39176 P/O L.W. FRIMMELL (A/G), 2125443 SGT E.K. WILSON, (WOP/AG), K.230195 SGT MORTIMER, J.A. (A/G), 2127465 SGT BARBARA, L. (A/G), 2128200 SGT CLARK, W.E. (P/ENG) posted from 1664 Con. Unit w.e.f. 2.10.44 J.39951 P/O G.L. HOFF (A/G) posted from 43. (RAF) Squadron w.e.f. 15.11.44</p>		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
LEWIS-CH-OUSS	AS AT 20.11.44 (Cont'd)		<p><b>POSTINGS IN-</b> J. 37475 P/O W.H. BUNWOODER (Pilot), J. 31140 P/L H.A. FRICKER (Nav), J. 38411 P/O D.C. KEMAR (A/C), R. 218009 P/SGT QUINN, D. (WOP/AG), R. 208171 SGT ALLEN, J. (P/SGT), R. 208187 P/SGT CHASSON, J. (A/C), R. 214009 SGT D' UDOR, R. R.A. (A/C), posted from 1659 Con. Unit w.e.f. 11.11.44.</p> <p>J. 29302 P/O E.A. HAWES (Pilot), J. 34994 P/O D. SLEED (Nav), J. 35739 P/O S.I. BOSS (A/C), J. 42263 P/O L.H. STRICKLE (WOP/AG), R. 204599 SGT ATERNO, J. (A/C), R. 222195 P/SGT FOWEN, P. (A/C), 182940 SGT MATHIAS, A.C. (P/SGT) posted from No. 76 Base w.e.f. 11.11.44.</p> <p>J. 39102 P/O W.H. BOYER (A/C), posted from No. 433 (R.C.A.F.) Squadron w.e.f. 26.11.44.</p> <p>R. 209072 WOI A.W. BROWN (Pilot), J. 31188 P/O W.C. GUNNETT (Nav), J. 30445 P/O T.C. KING (A/C), R. 197305 SGT BERNER, J.C. (WOP/AG), R. 213328 SGT FINE, K.C. (A/C), J. 30472 P/O J.W. TROW (A/C), R. 20481 SGT HIND, R.A. (P/SGT), posted from No. 76 Base (1659 Con Unit) w.e.f. 30.11.44.</p> <p>J. 38217 P/O D.H. FITTS (Nav) from No. 432 (R.C.A.F.) Squadron w.e.f. 25.11.44.</p> <p><b>POSTINGS OUT-</b> J. 30119 P/O H.A. GREENBERG (A/C), J. 37215 P/O A.J. WHEAT (Pilot), J. 34971 P/O D.S. GUNLAN (Pilot), J. 19789 P/O D.L. SLEDER (Pilot), J. 3724 P/O W.C. HARRISON (Nav), J. 37321 P/O D.W. MONTGOMERY (Nav), J. 24228 P/O J.E. WINTER (Nav), J. 30178 P/O A.A. SEATH (A/C), R. 225404 SGT MCARDIN, A.C. (A/C), R. 149903 WOI R. BRYCE (A/C), J. 27226 P/O K.F. FORKIE (A/C), posted to "R" Depot w.e.f. 1.11.44.</p> <p>186132 SGT YEATMAN, A.A. (P/SGT) posted to A.C.A.C. w.e.f. 2.11.44.</p> <p>183899 P/O H.A. PANTING (P/SGT) posted to A.C.A.C. w.e.f. 2.11.44.</p> <p>J. 38162 P/O G.F. COVER, (WOP/AG), posted to "R" Depot w.e.f. 3.11.44.</p> <p>55737 P/O A. CLARK (P/SGT) posted to 1659 Con Unit w.e.f. 3.11.44.</p> <p>J. 39303 P/O OROGHEE, C.E. (A/C), posted to "R" Depot w.e.f. 14.11.44.</p> <p>17204 P/O R.T. BOURNE (WOP) posted to A.C.A.C. w.e.f. 14.11.44.</p> <p>J. 37345 P/O M. ALBANDER (A/C), R. 19525 P/O G.J. HAYES (P/SGT) posted to 1666 Con Unit w.e.f. 17.11.44.</p> <p>J. 25781 P/O G.R. FRANKLING (Pilot) posted to 1659 C.U. w.e.f. 18.11.44.</p> <p>169072 SGT WILSON, J. (P/SGT) posted to No. 415 (RCAF) Squadron w.e.f. 19.11.44.</p> <p>J. 38933 P/O D.S. MCKAY (A/C) posted to No. 415 (RCAF) Squadron w.e.f. 27.11.44.</p> <p>J. 39227 P/O J.A. McILVERIE (WOP/AG) posted to 1659 C.U. w.e.f. 28.11.44.</p> <p>J. 19704 P/L J.A. BREWER (Pilot), J. 37119 P/O L.R. MORTIMER (A/C), J. 38901 P/O B.F. GIBBONS (WOP), J. 39710 P/O L.A. HERARD (A/C), J. 39948 P/O D.T. TILSON, (A/C), J. 39534 P/O D.H. DOCK (A/C), R. 213134 P/S HEST, A. (A/C), J. 38262 P/O J.T. BREWER (A/C), posted to "R" Depot w.e.f. 27.11.44.</p> <p>J. 13070 P/L I.F. SCHNEIDER (Nav), posted to 62 Base w.e.f. 18.11.44.</p> <p>J. 37342 P/O R.F. PATER (Pilot), J. 38081 P/O G.L. HENSON (Nav), J. 39390 P/O A.H. MAY (A/C), R. 265707 P/SGT DAINE, P.S. (WOP/AG), R. 20727 P/SGT MCDONNELL, W.C. (A/C), R. 24615 P/SGT MCDONNELL, (A/C), 1513005 SGT GRANT, C.L. (P/SGT), posted to No. 432 (R.C.A.F.) Squadron for operational duties w.e.f. 25.11.44.</p> <p>J. 26751 P/L S.H. MONTGOMERY (Pilot), J. 36311 P/O J.A. BLEIGH (Nav), J. 35776 P/O J.A. HARRISON (A/C), J. 30605 P/O D.P. STAPLES (WOP), C. 39491 P/O A.A. HILBEEK (A/C), J. 39043 P/O G.F. BOWSER (A/C), 1866973 SGT PARBRIDGE, K.A. (P/SGT), posted to No. 432 (R.C.A.F.) Squadron w.e.f. 30.11.44.</p> <p><b>POSTINGS OUT-</b></p> <p>The undermentioned Flight Lieutenant has been appointed to the acting rank of Squadron Leader w.e.f. 10.10.44.</p> <p>Cdr. J. 10644 Flight Lieutenant (A/C/L) H.J. Reeves (pilot)</p>		



# OPERATIONS RECORD BOOK

Page No. NINE

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

No. of pages used for 300 THE  
Month

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																									
LINTON-ON-OUSE	25.11.44		<p><b>PROMOTIONS:-</b> The undermentioned Flying Officer has been appointed to the rank of Flight Lieutenant (Acting). w.e.f. 27.10.44.</p> <p>CAN. J.27498 Flying Officer H.G. THORSON (Nav). (A/C/L).</p> <p><b>COMMISSIONS:-</b> The undermentioned N.C.O.'s have been appointed to the commissioned rank of Pilot Officer.</p> <p>R299017 SGT STIVERS, W.R. (A/C), R179569 P/SGT ARTHUR, W.R. (Nav), R131320 P/SGT COLLIER, J.W. (Nav), R132056 WOL. MCILLINAK, G.R. (WOP/AG), R191465 P/SGT RAMON, G. L. (A/C), R161716 WO2 HOWARD, D.M. (A/C), R199246 WO1 J.E. MCILLION (A/C), R201543 P/SGT PORTER, L.J. (A/C), R182661 P/SGT STALLS, J.E. (A/C/L), R193008 P/SGT COLE, D.H. (A/C), R191265 P/SGT GIBBERHAM, J.W. (A/C), R193008 P/SGT SLESSOR, R. (A/C), 1566777 SGT CONWAY, J.L. (P/ENG), R175959 P/SGT ARTHUR, J.R. (A/C).</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 undermentioned Officers of No. 408 (R.C.A.F.) Squadron.</p> <p>Flight Lieutenant R.E. FINEBERND (J.15695) (Nav). CAN.</p> <p>Flight Lieutenant (A/C/L) S.R. FRANKLING (J.5016) (Pilot) CAN.</p> <p>HIS MAJESTY THE KING on the recommendation of the Air Officer Commanding in Chief, has approved the Non-Immediate award of the Distinguished Flying Cross to the undermentioned Officers of No. 408 (R.C.A.F.) Squadron.</p> <p>Flight Lieutenant A.A. BECKER (J.25317) (Pilot) CAN.</p> <p>Flying Officer P.L. HESON (J.34623) (Nav) CAN.</p> <p>HIS MAJESTY THE KING on the recommendation of the Air Officer Commanding in - Chief, has approved the Non-Immediate award of the Distinguished Flying Medal to the undermentioned Flight Sergeant of No. 408 (R.C.A.F.) Squadron.</p> <p>Flight Sergeant SOSLAN, J. (A/B) R162332.</p> <p><b>CHANGES IN COMMAND:-</b> Wing Commander P.R. SHARP (C.698) assumes temporary Command of No. 408 (R.C.A.F.) Squadron vice Wing Commander J.P. EASTON, DFC (J.9949) with effect from 26.11.44 on the latter's attachment to H.Q. NO. 6 (R.C.A.F.) Group Unit.</p> <p><b>CHANGES IN ADMINISTRATION:-</b> NIL.</p> <p><b>AIRCRAFT ON CHARGE:-</b> Nineteen (19) Halifax MK. VII and Two (2) Halifax MK. III Hercules XVI Engines.</p> <p><b>OPERATIONAL and NON-OPERATIONAL FLYING TIMES:-</b></p> <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">OPERATIONAL</th> <th colspan="2">NON-OPERATIONAL</th> <th colspan="2">OTHER FLYING</th> </tr> <tr> <th>DAY</th> <th>NIGHT</th> <th>DAY</th> <th>NIGHT</th> <th>DAY</th> <th>NIGHT</th> </tr> </thead> <tbody> <tr> <td>HALIFAX MK. VII</td> <td>364:45</td> <td>40:51</td> <td>149:43</td> <td>32:09</td> <td>15:30</td> <td></td> </tr> <tr> <td>HALIFAX MK. III</td> <td>12:45</td> <td>27:26</td> <td>17:28</td> <td></td> <td></td> <td></td> </tr> <tr> <td>TOTAL</td> <td>380:30</td> <td>68:17</td> <td>167:11</td> <td>32:09</td> <td>15:30</td> <td></td> </tr> <tr> <td>TOTAL OPERATIONAL:-</td> <td colspan="6">602:19 HOURS TOTAL TRAINING: 199:05 HOURS</td> </tr> </tbody> </table>		OPERATIONAL		NON-OPERATIONAL		OTHER FLYING		DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	HALIFAX MK. VII	364:45	40:51	149:43	32:09	15:30		HALIFAX MK. III	12:45	27:26	17:28				TOTAL	380:30	68:17	167:11	32:09	15:30		TOTAL OPERATIONAL:-	602:19 HOURS TOTAL TRAINING: 199:05 HOURS							
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Place

Date

Time

Summary of Events

**SECRET.**

References  
to  
Appendices

LONDON-ON-QUEBEC

30.11.44

NUMBER OF OPERATIONAL SORTIES: One hundred and thirty sorties (130).

WEIGHT OF BOMBS DROPTED:- (from 1.11.44 to 30.11.44) (2240 lbs)

H.E.: 3354.8 tons Incendiaries: 47.57 tons

AGGREGATE TOTAL OF BOMBS DROPTED SINCE 1.11.44 to 31.10.44 H.E. 423106 tons Incendiaries:-

86743 tons

NUMBER OF COMBATS:- Four (4) Two destroyed, 1 claimed destroyed, 1 probably destroyed.

PERSONNEL STRENGTH:-

	OFFICERS (Aircraft)				AUXILIARY (Aircraft)			
	RCAP	RAF	RAAF	TOTAL	RCAP	RAF	RAAF	TOTAL
Pilot	32	-	-	32	1	-	-	1
Navigator	32	2	-	34	1	-	-	1
Air Gunners	27	-	-	27	8	-	-	8
Wireless Ops.	2	-	-	2	11	2	-	13
Plt. Engineers	1	6	-	7	20	2	-	22
Air Gunners	18	-	-	18	53	1	-	54

One Flight Lieutenant Administration.

Total Personnel: 355. Two Hundred and Fifty five.

SQUADRON COMMANDING OFFICER:-

Having assumed command towards the end of the month it is difficult to make any suitable remarks on the monthly activities of the Squadron. The reduced Operational and Flying training hours was due to adverse weather conditions.

*J. H. H. H.*  
(P.A. H. H.) Wing Commander,  
Commanding,  
No. 406 (B.O.A.P.) Squadron.