

R.A.F. Form 540

See instructions for use of this form in R.A.F. A.C.I. para 148 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 LINTON-ON-OUSE

No. of pages used for day

Page No. ONE

Place	Date	Time	Summary of Events	References to Appendices
LINTON-ON-OUSE	1.12.44		Not required for operations. No Flying training was carried out to-day due to inclement weather conditions. Ground training was very light and consisted of Night Vision and Turret Manipulation for Air Gunners. Wireless Operators had some S.O.S. emergency procedure and W/T. Navigators had a lecture on H.2.S. and in the afternoon Fishpond exercises.	
LINTON-ON-OUSE	2.12.44		Thirteen Halifax aircraft were required for operations to-night. All aircraft took off and attacked the target between 2106.5 hours and 2112.4 hours from between 16,800 to 18,000 feet. The target for this "OP" was to be HAGHE. Flying training was nil due to operations. Ground training likewise was on the light side with Airgunners not required for operations doing Turret Manipulation for two and a half hours. Bomb Aimers had a lecture on timing and H.2.S.	A.3820 - A.3833 B.12
LINTON-ON-OUSE	3.12.44		Aircraft on last night's operations returned very early this morning, between 0045 and 0116 hours. A report rendered by aircrow read as follows: Weather, scattered cloud - tops about 10,000 feet, with moderate to severe icing conditions. 10/10ths cloud over the target with tops about 17,000 feet. No markers were observed therefore bombed on "GUE". Crews reported a good concentration of aircraft. No results of bombing were observed apart from flashes, and the glow of fires seen for about 15 miles from the target. Ground defences were alight with heavy flak bursting about 17,000 feet. No enemy aircraft were encountered. All aircraft returned safely. Flying training was nil to-day due to operations. Ground training consisted of H.2.S. lecture for Navigators not required for operations.	
Linton-on-ouse	4.12.44		Fourteen aircraft from this Squadron were detailed to attack KANLSBURG. All aircraft took off and thirteen claim to have attacked the target between 1931 and 1941.5 hours from between 17,000 to 19,000 feet. One aircraft NP 781 "U" abandoned task owing to radio transmitter and receiver failure. Weather was reported as 6 to 10/10ths cloud with tops between 10 to 17,000 feet. Visibility was good. The target was identified by Red and Green markers which were not well concentrated and very scarce. There was a large carpet of incendiaries and many fires were seen starting. Owing to cloud it was difficult to assess the results of this attack but the glow of fires on the cloud was visible up to 130 miles on return. Ground defences consisted of Heavy flak which was alight and bursting between 16 to 19,000 feet. No aircraft were damaged by flak. No enemy aircraft were encountered. All aircraft returned safely. Flying training to-day was nil due to operations. Ground training was again very light for the same reasons, and Air Gunners not required for operations had some exercises on Turret Manipulation.	A.3834 - A.3837 B.11
Linton-on-ouse	5.12.44		Thirteen Halifax aircraft of this Squadron were detailed to attack the German Warhalling yards at SENNY. All aircraft took off and claim to have attacked the primary between 2124.2 hours and 2132 hours from between 17 to 19,000 feet. A report rendered read as follows: Weather was clear over the target with about 5 to 10/10ths cloud with tops at	A.3848 - A.3860 B.12

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse	5.12.44		<p>10,000 feet feet. Visibility was good and the target was identified by T.I. Green markers, which were plentiful and concentrated. There appeared to be a good carpet of incendiaries around the T.I. Green markers and fires were taking hold, the glow of which was visible up to 60 miles on the return journey. One particularly large explosion with black smoke was reported at 2128 hours and a few smaller ones about the same time. All crews were unanimous that this was a successful attack. Heavy flak bursting between 15 to 17,000 feet comprised the only ground defences encountered. No enemy aircraft were encountered.</p> <p>Flying training was very light and consisted of 1 night cross country. No ground training was carried out in any sections to-day.</p> <p>Sgt. WORTH, E.A. (R.90911) N.C.O. 4/c orderly room for the past three years has finally returned to CANADA. He left to-day in what any one might call a very hurried exit. Last night elbow bending exercises were carried out in the Sgt.'s Mess at which he was quite the centre of attraction. Sgt. Worth was an exceptionally good Orderly Room chief and will be sorely missed by his Administrative Staff. Bon Voyage.</p>		
Linton-on-Ouse	6.12.44		<p>For the fourth consecutive night we have been required for operations. Fifteen aircraft of this Squadron were detailed to attack OSNABRUCK. All aircraft took off and claim to have attacked the target between 1941.5 and 1950 hours from between 14,500 and 21,000 feet. Weather was reported as 16/10 the cloud with tops between 8 to 12,000 feet. Visibility was poor. Marking was ineffective as the majority of crews report no evidence of T.I.'s. However some crews reported seeing a glow on the cloud and Bombing was carried out on the centre of this glow, aided by "GEM". Scattered fires were observed after leaving the target. Particularly large orange explosion was seen at 1942 hours, with numerous others from between 1947 to 2018 hours. The bombing was considered as generally scattered. Ground defences consisted of heavy flak alight to moderate mainly barrage bursting between 15 to 20,000 feet. No enemy aircraft were encountered. All aircraft returned safely.</p> <p>Flying training for to-day consisted of one H.2.S. cross country. Ground training consisted of Fishpond for Navigators and Electrical circuits for Wireless Operators.</p> <p>Not required for operations.</p> <p>Due to runways being coated with ice and the usual Yorkshire weather conditions, nothing but rain and fog. No Flying Training was carried out to-day. Ground training comprised of Log Marking exercises for Navigators. Fault Finding and W/T for Wireless Operators.</p>	A.3861 - A.3875 B.13	
Linton-on-Ouse	7.12.44		<p>Not required for Operations.</p> <p>Flying training consisted of 1 H.2.S. Cross country and one H.2.S. Bombing detail. Ground training carried out to-day comprised of 5 hours Turret Manipulation for Air Gunners. Navigators had some Log Marking exercises and H.2.S.. Wireless Operators had a two hour lecture on Fault Finding on Marconi Equipment.</p> <p>Not required for operations.</p>		
Linton-on-Ouse	8.12.44		<p>Not required for Operations.</p> <p>Flying training carried out to-day consisted of 6 aircraft on Formation Flying. One aircraft was on an H.2.S. Bombing detail. Ground training consisted of Night Vision, Turret Manipulation, and Sheet Shooting for Air Gunners. Wireless Operators were on Fault Finding exercises.</p>		
Linton-on-Ouse	9.12.44		<p>Not required for operations.</p>		

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of (Unit or Formation) NO. 408 (R.C.A.F.) SQUADRON Linton-on-Ouse

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse	10.12.44		Not required for operations. There was a slight change in the weather to-day as the rain turned to snow. No Flying training was carried out to-day due to inclement weather conditions. Ground training however was carried out by all sections. Navigators had some H.2.S. trainer. Wireless Operators had some W/T Manipulation and Morse. Air Gunners completed the day with Turret Manipulation.		
Linton-on-Ouse	11.12.44		Not required for operations. Flying training carried out to-day consisted of 1 Solo Check. Ground training was comprised of Turret Manipulation and Night Vision for Air Gunners. Navigators had some Dry Swim exercises.		
Linton-on-Ouse	12.12.44		Not required for operations. Flying training consisted of 7 aircraft on Formation Flying and 2 aircraft on an H.2.S. cross country. Ground training was carried out by all sections. Navigators had H.2.S. trainer, "GMA", and Dry Swim exercises. Gunners had some Turret Manipulation and Night Vision exercises. Air Bombers used the Link Trainer for Ground instruction.		
Linton-on-Ouse	13.12.44		Not required for Operations Flying training to-day consisted of 1 Air Test and Check solo. Ground training was also very light with Air Gunners carrying out 2½ hours Turret Manipulation. Wireless Operators had some W/T, and S.O.S. procedure. Navigators completed the day with H.2.S. bench work.		
Linton-on-Ouse	14.12.44		Not required for operations. No Flying training was carried out to-day due to inclement weather conditions. Ground training was held down to a minimum with Air Gunners still carrying on with Turret Manipulation and Sheet Shooting exercises. Wireless Operators again held some S.O.S. procedure and Morse practice.		
Linton-on-Ouse	15.12.44		Not required for operations. Again the weather proved to be favoring "JERRY" as we are still held down from operations and our Flying training was again nil. Ground training however was carried out in all sections with Navigators having Lorraine and H.2.S. along with a few speed up exercises. Air Gunners were busily engaged in Night Vision and Turret Manipulation exercises. Air Bombers spent some time this afternoon on the Link trainer.		
Linton-on-Ouse	16.12.44		Not required for operations. The weather continues to favor the "HUN" as we were stood down from Flying training all day due to inclement weather conditions. Air Gunners still remain loyal to their training programme and carried out Turret Manipulation and Sheet Shooting. Wireless Operators carried out Fault finding exercises on all types of equipment on Halifax aircraft.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendix
Linton-on-Ouse	17:12:44		The long last lull was broken to-day when we were required to furnish eighteen aircraft for operations in the very near future. However after a great deal of hard work by both Air and Ground crew no take off took place by 2359 hours. It was still expected that we would be taking off in the very early hours of the morning.		
			No Flying training was carried out to-day and no Ground training carried out as all crews were advised to get plenty of sleep before going on operations.		
Linton-on-Ouse	18:12:44		As was predicted an early take off took place this morning between 0239 and 0330 hours. The target for this raid was to be the German city of DUISBURG with an aiming point at "H". Three aircraft failed to take off due to engine trouble. The remaining fifteen claim to have attacked the primary between 0623 and 0640 hours from between 17,000 to 20,000 feet. The target was identified by the glow of fires on the cloud and the use of "GEE". The weather was reported as 10/10ths cloud with tops between 17 to 18,000 feet. Visibility was fair. Most of the crews reported bombing on cluster of T.L. Red Markers. No results of the bombing were visible due to cloud, which enveloped the target area. Cloud prevented any concentrated bombing. Twelve aircraft were diverted and the remaining three returned safely to base. No enemy aircraft were encountered.	A. 3876 - A. 3890 B. 14	
			Flying training was nil to-day as aircraft were returning all day from Diversion bases. Ground training was light with Navigators who have just come to the Squadron recently were doing Dry Runs and having lectures on Fishpond.		
Linton-on-Ouse	19:12:44		Again the weather has begun to favor "JERRY" as we were stood down from Operations and Flying training. Ground training comprised of Speed Up exercises for the newer Navigators and some H.2S. for the remaining Navs. Wireless Operators completed the day with Fishpond and Morse.		
Linton-on-Ouse	20:12:44		Not required for operations.		
			Typical of Yorkshire weather we are again closed in with a blanket of fog which seems to have no end. All Flying training has been stood down. Ground training carried out to-day consisted of Speed Up exercises and H.2S. Lecture for Navigators. Wireless Operators again held some exercises on Fishpond, and Fault finding. Air Gunners had some Turret Manipulations and Night Vision exercises.		
Linton-on-Ouse	21:12:44		Fifteen aircraft were required for operations to-day but after all preparations had been made and many tancy announcements changing briefing times we were finally scrubbed.		
			Flying training was very light with a few aircraft up on Check solo and test flights. Ground training has been very light due to the pause for operations. Air Gunners had some Turret Manipulation and Skeet Shooting.		
Linton-on-Ouse	22:12:44		Not required for operations.		
			Flying training consisted of Air to Air firing and Fighter affiliation along with an H.2S. Cross country. Ground training was very light with Air Gunners having Turret Manipulation and Night Vision exercises.		

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of (Unit or Formation) NO. 408 (R.C.A.F.) SQUADRON Linton-on-Ouse

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse	23:12:44		Not required for operations.		
			Aircraft were stood down from flying training to-day due to inclement weather conditions. Ground training was very light with Wireless Operators having some Fishpond and Morse exercises. Air Gunners carried out Turret Manipulation for two and a half hours.		
Linton-on-Ouse	24:12:44		Sixteen Halifax aircraft of this Squadron were detailed to attack DUSSELDORF/LORAUEN airfields. All aircraft took off. Thirteen aircraft claim to have attacked the target between 1450.5 and 1457.5 hours from between 15 to 18,500 feet. Two aircraft abandoned mission due to engine trouble. One aircraft NP 751 MU* failed to return from this operation and nothing has been heard of or from this crew since take off time. Weather was reported as clear with some slight haze over the target. The target was identified by most crews by the T.I.'s and runways. Bombing was carried out on Red T.I. markers and runways. All crews were unanimous in the decision that this attack was successful and very concentrated. Ground defences consisted of heavy flak bursting between 16 to 18,500 feet. A number of our aircraft were damaged by flak. All aircraft were diverted.		A.3691 - A.3906 B.15
			No flying training was carried out to-day as the drone was closed in with fog shortly after our aircraft took off for operations. Ground training was kept down to a minimum with Gunners not required for operations having some Night Vision and Turret Manipulation exercises.		
			While our aircraft were out wishing Hitler a "JERRY" Christmas the orderly room staff were the guests of the former Commanding Officer of the Squadron W/Cdr. J.F. ELLTON, DFC (J.9549), and the present Commanding Officer of the Squadron W/Cdr. F.H. SHARP (O.856), and the Squadron Adjutant P/Lt. C.V.N. PARRELL (C.7929). On behalf of the Orderly Room staff "Thanks a Million Fellows".		
Linton-on-Ouse	25:12:44		Not required for operations.		
			Our aircraft as yet have not returned from their diversion bases. No flying training was carried out to-day due to Christmas festivities. As all Officers and Senior N.C.O.'s were busily engaged in seeing the A.C.2 in the Airman's mess at Christmas dinner. A good time was had by all and the airman was "KING For a DAY". Prior to going to dinner a portion of the orderly room staff proceeded to the Orderly room headed by L.A.C. BROWN, L.A. (R255063) from the Discip Officer to have a few short ones before dinner. After a short pause for dinner the party was again continued until the late hours of the evening.		
Linton-on-Ouse	26:12:44		Not required for operations.		
			No aircraft returned from diversion to-day. All flying training was scrubbed due to fog. No ground training was carried out as most of the sections were recuperating from the well known "HANG OVER".		
Linton-on-Ouse	27:12:44		Not required for operations.		
			As the weather has cleared slightly most of our aircraft returned to-day from diversion. No flying training was carried out to-day. Ground training consisted of Night Vision and Sheet Shooting exercises snooking for Air Gunners. Wireless Operators carried out Fault Finding exercises on all types of equipment.		

Summary of Events

SECRET.

Linton-on-Ouse	28:12:44	<p>Fourteen aircraft of this Squadron were required for operations in the very early hours of the morning. Take off time was between 0308 and 0346 hours. All aircraft took off and claim to have attacked the target between 0630 and 0637.5 hours, from between 18 to 20,000 feet. Weather reported over the target as 10/10ths cloud with tops between 1 to 5,000 feet. Visibility was good. Markers were down on time with most crews bombing the centre of T.I. Red and T.I. Green markers, which were well concentrated throughout the attack. Some crews report one very large explosion in the target area at 0632 hours but no other results were observed and the success of the attack depends entirely on the accuracy of the markers. Heavy flak slight to moderate bursting between 14 to 21,000 feet in loose barrage form comprised the only ground defences. No enemy aircraft were encountered.</p> <p>Flying training consisted of only 1 H.2.S. cross country. Ground training was very light with Air Gunners holding the spot light with Night Vision and Skeef Shooting exercises.</p>	A. 3907 - A. 3920 B. 16
Linton-on-Ouse	29:12:44	<p>Twelve aircraft of this Squadron were detailed to attack the German Marshalling Yards at TROIS DORF. All aircraft took off and claim to have attacked the target between 1916.2 and 1927 hours from between 16,500 to 20,000 feet. Weather was reported as 10/10ths cloud with fairly thin tops at about 3 to 5,000 feet. Marking was punctual and concentrated. Red T.I.'s were effectively grouped and bombing was carried out on them. T.I. Green markers were not so distinct, although they were reported as falling around the concentration. Sky-marking flares Green with Red stars observed. Practically all bombing was done on glow of T.I. Red markers. Apart from bomb flashes, and a little smoke, no results were observed. Ground defences consisted of heavy flak which was slight and bursting between 14 to 20,000 feet. No enemy aircraft were encountered. All aircraft returned safely to base.</p> <p>Flying training was very light and consisted of Cross country and H.2.S. exercises. Navigators carried out the largest portion of the ground training with Speed up and Dry swim exercises. Air Gunners had some Night Vision and Turret Manipulation.</p>	A. 3921 - A. 3922 A. 3923 A. 3924 A. 3925 A. 3926 A. 3927
Linton-on-Ouse	30:12:44	<p>For the third consecutive night we have been required for operations. As a last attempt to put a finishing touch to the year we were required to furnish fifteen aircraft to attack the German city of COLOGNE (KALK - NORD) Marshalling yards and also to wish "JERRY" a "JAMMY NEW YEAR". All aircraft took off between 1735 and 1757 hours.</p> <p>No Flying training was carried out to-day. Ground training consisted of Night Vision and Turret Manipulation for Air Gunners. Navigators had some H.2.S. bench work and Log marking exercises. Bomb Aimers again came through with the use of the H.2.S. trainer and Link trainers.</p>	A. 3928 - A. 3929 A. 3930 A. 3931 A. 3932 A. 3933 A. 3934 A. 3935 A. 3936 A. 3937 A. 3938 A. 3939 A. 3940 A. 3941 A. 3942 A. 3943 A. 3944 A. 3945 A. 3946 A. 3947 A. 3948 A. 3949 A. 3950 A. 3951 A. 3952 A. 3953 A. 3954 A. 3955 A. 3956 A. 3957 A. 3958 A. 3959 A. 3960 A. 3961 A. 3962 A. 3963 A. 3964 A. 3965 A. 3966 A. 3967 A. 3968 A. 3969 A. 3970 A. 3971 A. 3972 A. 3973 A. 3974 A. 3975 A. 3976 A. 3977 A. 3978 A. 3979 A. 3980 A. 3981 A. 3982 A. 3983 A. 3984 A. 3985 A. 3986 A. 3987 A. 3988 A. 3989 A. 3990 A. 3991 A. 3992 A. 3993 A. 3994 A. 3995 A. 3996 A. 3997 A. 3998 A. 3999 A. 4000
Linton-on-Ouse	31:12:44	<p>Aircraft that took off last night were successful in returning to base, in the early hours of the morning. All aircraft claim to have attacked the target between 2108 and 2113 hours from between 17 to 20,500 feet. A narrative rendered by aircrew reads as follows:- Weather was 10/10ths cloud with tops at 6 to 8,000 feet. Ground marking was not successful due to cloud and therefore emergency sky-marking was used. Most crews bombed on sky-marking flares, Red with Green stars, which were generally considered scattered as they did not check with "GEE". Only a strong whitish flow on the cloud was observed. The attack was considered on the whole to be unsuccessful. No enemy aircraft were encountered. Ground defences consisted of H/P in barrage form bursting between 14 to 21,000 feet.</p>	

Ground training carried out to-day was the most complete programme that has been carried out for some time. Weather conditions were favourable and Fighter Affiliation and Bombing along with cross country and Air to Air firing were carried out. Ground training on the other hand was quite light with Air Gunners again holding the spot light with Night Vision and Turret Manipulation exercises. Wireless Operators had some T.T. procedure.

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of (Unit or Formation) NO. 408 (R.C.A.F.) SQUADRON Linton-on-Ouse

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse	AS AT 31.12.44		<p>CASUALTIES: See P. 541 Appendix A. 1905.</p> <p>POSTINGS IN: J. 9737 P/Lt. A. McCLURE (WOP/AC) posted from R.C.A.F. Station DALTON w.e.f. 5.12.44.</p> <p>R13587 SGT HEAD, M. (A/C) posted from No. 433 (RCAP) Squadron w.e.f. 8.12.44.</p> <p>J. 29724 P/O D.M. SANDERSON (Pilot), J. 38711 P/O E.E. SMITH (Nav), J. 37870 P/O W.J. GILMORE (A/C), R203097 P/SGT WAGNER, W.W. (WOP), R205005 SGT SKERMAN, D.E. (A/C), R152675 SGT ANDERSON, N.F.H. (A/C), 1822188 SGT WILSON, J. (P/ENG), posted from 1666 Con. Unit w.e.f. 7.12.44.</p> <p>J. 8377 P/Lt. A. BOSSINBERY (Pilot), J. 14800 P/Lt. J.A. HOLDEN (Nav), J. 24551 P/O H.G. BANISTER (A/B), J. 36587 P/O G.E. SMITH (WOP/AC), J. 44150 P/O R.C. O'DELL (A/C), J. 44152 P/O D.J.D. JOHNSTONE (A/C), J. 89758 P/O T.B. HUTLER (P/ENG), posted from 1666 Con. Unit w.e.f. 7.12.44.</p> <p>J. 35645 P/O E.E. HUTCHINSON (Pilot), R193191 P/SGT PATTERSON, F.E. (Nav), J. 37829 P/O W.J. WILSON (A/B), R208095 SGT HELL, A. (WOP/AC), R213129 P/SGT DE CHATEL, R.E. (A/C), R187991 P/SGT BERT, R.T. (A/C), 2220846 SGT HOWELLIS, W.E. (P/ENG), posted from 1666 Con Unit w.e.f. 11.12.44.</p> <p>R171460 P/SGT LAUGHTERS, G.D. (Pilot), R195685 P/SGT PATTERSON, B.C. (Nav), J. 39946 P/O S. IASCO (A/B), R20816 P/SGT ALLEN, A.G. (WOP/AC), R268539 SGT IMMAMUS, D.J. (A/C), R. 89561 SGT MURDO, D.J. (A/C), R199644 SGT HUSPHER, J. (P/ENG) posted from 1666 Con Unit w.e.f. 10.12.44.</p> <p>J. 45298 P/O J.D. BAIRD (Pilot), J. 81111 P/O J.M. BLACK (Nav), J. 3386 P/O E.A. KAPANTUCK (A/B), J. 186345 WOII W.G. HEDSON (WOP/AC), R282555 SGT HUGHES, R.G. (A/C), R281566 SGT BAST, W.J. (A/C), 1893211 SGT O'CONNELL, F.J.A. (P/ENG), from 1666 Con Unit w.e.f. 10.12.44.</p> <p>J. 21795 P/Lt. R.H. FLEMING (Pilot), J. 40501 P/O H.O. HINSON (Nav), J. 40075 P/O G.W. KEECH (A/B), R221360 SGT GAZD, J. (WOP/AC), R218406 P/SGT OLSON, A.R. (A/C), R277772 SGT STICKLE, D. (A/C), 2218783 SGT FOWELL, S.A. (P/ENG), posted from 1659 Con Unit w.e.f. 11.12.44.</p> <p>J. 36215 P/O S.C. DENN (Pilot), J. 35589 P/O W.E. HAYDEN (A/B), J. 38443 P/O H.O. HEMPTON (WOP/AC), J. 92429 P/O CHAW, N.A. (A/C), R136590 WOII J.C. CLOUTHIER (A/C), 187753 P/O I.E. MULLAY (P/ENG), posted from No. 432 (RCAP) Squadron for operational duties w.e.f. 25.11.44.</p> <p>J. 8939 P/Lt. W.R. AUSTIN (Pilot), J. 40503 P/O C.V. PALMISTON (Nav), J. 38284 P/O F.A. ANDREW (A/B), R171496 WO II MANNARD, C.E. (WOP/AC), R260446 SGT PITT, W.L. (A/C), R262580 P/SGT NICHOL, L.G. (A/C), R184468 SGT FARMERS, D.A. (P/ENG), posted from 1666 Con Unit w.e.f. 19.12.44.</p> <p>R183205 WOII R.E. GRAVEN (Pilot), J. 37512 P/O L.A. LARSON (Nav), R183286 P/SGT EVANS, W.E. (A/B), R155267 WO II J.A. BOBBS, (WOP/AC), R111186 SGT CRAWFORD, R.K. (A/C), R162433 SGT HERRING, D. (A/C), R162380 SGT WONG, C. (P/ENG), posted from 1659 Con Unit w.e.f. 19.12.44.</p> <p>J. 38174 P/O A. MCCELLOR (Nav) posted from No. 420 Squadron w.e.f. 15.12.44.</p> <p>R12121 P/SGT MARSH, G. (A/C), posted from No. 428 (RCAP) Squadron w.e.f. 13.12.44.</p> <p>179960 P/O T.E. WILLIAMS (A/C) posted from N.E. Sick (62 BASE) w.e.f. 10.12.44.</p> <p>R206117 P/SGT SUTTON, W.G. (A/C), posted from N.E. Sick (62 BASE) w.e.f. 8.12.44.</p>		

Place	Date	Time	Summary of Events	SECRET
Linton-on-Ouse	AS AT 31:12:44		<p>POSTINGS OUT:- J.39402 P/O J.E. FREEMAN (Nav) posted N.E. Sick to No. 62 (RCAP) Base w.e.f. 27:11:44. J.26425 P/O J.E. AUSTIN (A/B) posted N.E. Sick to No. 62 (RCAP) Base w.e.f. 27:11:44. 1819498 P/SGT ADAMS, K.R. (A/G) posted to No. 62 (RCAP) Base w.e.f. 4:12:44. 1529020 P/SGT SPINKS, B.W.J. (P/ENG) posted to No. 415 (RCAP) Squadron w.e.f. 7:12:44. J.23850 P/O W.J. SHIELDS (Pilot), J.35817 P/O G.W. TRUAZ (Nav), J.28675 P/O R.A.L. BENTLEY (A/B), J.35115 P/O J.D. WHITEHEAD (A/B), R198861 P/SGT H.H. BAKER (A/G), R222969 P/SGT EVANS, W.G. (A/G), R195839 P/SGT G.W. PATRICK (A/G), R204191 P/SGT TURNBULL, J.D. (A/G), R219901 P/SG MCINTYRE, G.M. (A/G), posted to "R" Depot W.E.F. 11:12:44. J.25736 P/O G.L. CROWE (A/B) posted to "R" Depot w.e.f. 11:12:44. 179604 P/O L. LANE (WOP/AG), posted to 1699 Con Unit w.e.f. 9:12:44. J.90440 P/O G.L. RABONE (WOP/AG) posted to No. 419 (RCAP) Squadron w.e.f. 13:12:44. R159660 P/SGT DU MESSNIL, M.A. (A/G) posted to No. 1699 (RCAP) Con Unit w.e.f. 13:12:44. R163837 SGT HENITT, D.W. (P/ENG) posted to No. 429 (R.C.A.F.) Squadron w.e.f. 14:12:44. J.86185 P/O B.L. MARTIN (WOP/AG), J.37938 P/O W.L. TURNER (WOP/AG), posted to No. 1694 Con Unit w.e.f. 15:12:44. 626089 P/SGT GRAY, B.L. (P/ENG) posted to No. 432 (RCAP) Squadron w.e.f. 21:12:44. J.37375 P/O W.H. DUNWOODIE (Pilot), J.11140 P/L W.L. PRIKER (Nav), J.38411 P/O D.G. KELLAR (A/B), R212809 P/SGT TUCKIN, D.C. (WOP/AG), R.38187 P/SGT CHASSON J.A. (A/G), R274989 P/SGT D'AMOUR, G.R.A. (A/G), R208171 SGT ALLAN, W.B. (P/ENG) posted to U/K N.E.F. Unit w.e.f. 25:12:44.</p> <p>PROMOTIONS: The undermentioned Flying Officers of No. 408 (R.C.A.F.) Squadron have been promoted to the rank of Flight Lieutenant. CAN. J.29724 P/O (T/P/L) D.M. SANDERSON w.e.f. 23:10:44. CAN. J.25226 P/O (A/P/L) E.T. FINCH w.e.f. 1. 12:44. CAN. J.38217 P/O (A/P/L) D.B. FITTS w.e.f. 25:11:44. CAN. J.26126 P/O (A/P/L) D.A. BROWN w.e.f. 10:10:44. CAN. J.27871 P/O (A/P/L) E.A. MOWATT w.e.f. 10:10:44.</p> <p>COMMISSIONS:- The undermentioned N.C.O.'s have been appointed to the commissioned rank of Pilot Officer:- CAN. R217386 P/SGT BRADY, G.J. (J.92239) w.e.f. 18:10:44; CAN. R214550 P/SGT FERGUSON, S. (J.92240) w.e.f. 18:10:44; CAN. R151001 P/SGT DAVIS, R.L. (J.92055) w.e.f. 5:10:44; CAN. R125185 WO1 J.R.L. LALONDE (J.92052) w.e.f. 5:10:44; RAF 189544 SGT MULLEY, I.E. (187753) w.e.f. 5:11:44; RAF 1381436 P/SGT RYMERIDGE, E.J. (180097) w.e.f. 5:9:44; R.67515 P/SGT SHAW, M.A. (J.92429) w.e.f. 9:11:44; CAN WO1 BROWN, A.K. R109072 (J.92578) w.e.f. 12:10:44; CAN. R168670 P/SGT SHARPE, H.R. (J.92673) w.e.f. 18:10:44.</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 10 TEN.

References to Appendices

SECRET.

Summary of Events

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																			
Linton-on-Ouse	AS AT 31.12.44		<p><u>HONOURS AND AWARDS:-</u> 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>CAN. F/Lt. Stuart Harry <u>MINDEWICK</u> (J.26761)</p> <p>CAN. F/O. <u>Frederick James WARD</u> (J.88666).</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>CAN. F/O Charles <u>AYRE</u>, <u>REID</u> (J.86586).</p> <p>CAN. F/O Peter Edward, <u>LAWRENCE</u> (J.95597).</p> <p>AUS. F/O John Patrick, <u>QUAKE</u> (A25357).</p> <p>CAN. F/O Edward Gerard <u>VAUGHAN</u> (J.86695).</p> <p><u>CHANGES IN COMMAND:-</u> NIL</p> <p><u>CHANGES IN ADMINISTRATION:-</u> NIL</p> <p><u>AIRCRAFT ON CHARGE:-</u> Seventeen Halifax Mk. VII & FOUR HALIFAX Mk. III Hercules XVI Engines.</p> <p><u>OPERATIONAL AND NON-OPERATIONAL FLYING TIMES:</u></p> <table> <tr> <th></th><th colspan="2">OPERATIONAL</th><th colspan="2">NON-OPERATIONAL</th><th colspan="2">OTHER</th></tr> <tr> <th></th><th>Day</th><th>Night</th><th>Day</th><th>Night</th><th>Day</th><th>Night</th></tr> <tr> <td>HALIFAX VII</td><td>58:37</td><td>50:09</td><td>123:19</td><td>17:23</td><td>11:38</td><td>-</td></tr> <tr> <td>HALIFAX III</td><td>6:03</td><td>76:53</td><td>20:51</td><td>-</td><td>3:08</td><td>-</td></tr> <tr> <td>TOTAL</td><td>64:46</td><td>717:02</td><td>152:10</td><td>17:23</td><td>12:46</td><td>-</td></tr> </table> <p>TOTAL OPERATIONAL:- 781:42 hours TOTAL OPERATIONAL TRAINING: 169:39 hours</p> <p>TOTAL OTHER FLYING: 12:46 hours.</p> <p><u>NUMBER OF OPERATIONAL SORTIES:-</u> One Hundred and Twenty Six (126).</p> <p><u>TONNAGE OF BOMBS DROPPED:-</u> (2240 lbs) H.E. 119:87 tons <u>INCENDIARIES</u> 115:31 tons</p> <p>from 1.1.44 - 31.12.44 tons</p> <p><u>CUMULATIVE TOTAL dropped since 1.1.44 to 31.12.44:-</u> <u>H.E.-</u> 666:46 tons <u>INCENDIARIES-</u> 1050:31 tons</p> <p><u>NUMBER OF COMBATS:-</u> NIL</p>		OPERATIONAL		NON-OPERATIONAL		OTHER			Day	Night	Day	Night	Day	Night	HALIFAX VII	58:37	50:09	123:19	17:23	11:38	-	HALIFAX III	6:03	76:53	20:51	-	3:08	-	TOTAL	64:46	717:02	152:10	17:23	12:46	-		
	OPERATIONAL		NON-OPERATIONAL		OTHER																																			
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TOTAL	64:46	717:02	152:10	17:23	12:46	-																																		

Place	Date	Time	Summary of Events	SECRET.
Linton-on-Ouse	AS AT 31.12.44			
PERSONNEL STRENGTH:-				
OFFICERS (Airocrew)				
	RCAP	RAF	RAAF	ESTAB. TOT. STR.
Pilot	38	-	-	15 38
Navigator	36	2	-	15 38
Air Bombers	32	-	-	15 32
Wireless Operators	21	-	-	6 21
Flight Engineers	2	8	-	6 10
Air Gunners	21	1	-	11 26
AIRMEN (Airocrew)				
	RCAP	RAF	RAAF	ESTAB. TOT. STR.
Pilot	2	-	-	14 2
Navigator	3	-	-	14 3
Air Bombers	7	-	-	14 7
Wireless Operators	17	2	2	23 21
Flight Engineers	6	29	-	23 35
Air Gunners	61	1	-	46 64

One Flight Lieutenant Administration.

Total Personnel:- 296

SQUADRON COMMANDER'S REMARKS:-

Due to adverse weather conditions flying (Operational and non-Operational) was restricted this month. We have been fortunate in receiving nine new crews this month to take the place of the crews screened. We were unfortunate in losing one of our best crews.

J. H. Sharp
(P.R. SHARP) Wing Commander,
Commanding
No. 408 (R.C.A.F.) Squadron