

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 2249 and War Manual Pt. II, chapter XX, and note 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	1.1.45		<p>With the beginning of a New Year in which we all hope to see peace and Victory, great enthusiasm is being displayed by both Air and Ground crew to get ahead with Operations. Unfortunately though, we were stood down from "OPS" to-day.</p> <p>Flying Training was nil as most of the crews were recovering from a New Years Celebration. Ground training was like wise nil for the same reason.</p>	
Linton-on-Ouse	2.1.45		<p>As we go into the second day of the New Year everything seems to be returning to normal. Promotions for the first part went to L.A.C. DOUGET, A.J. (R120578) now CPL. DOUGET 1/c of the Squadron-Orderly room, succeeding SGT. WORTH, E.A. (2.91811) who was repated home. Our new chief is wished the best of Luck by all who serve under him. Good luck "DUKE".</p> <p>Sixteen of our aircraft were required for operations to-day. All took off. All aircraft claim to have attacked the primary between 1845 and 1855 hours from between 17,500 to 20,000 feet. A narrative rendered by Air Crew on Interrogation read as follows: Weather was approximately 5/10ths cloud with some slight haze. T.I. Markers, Red, went down at 1842 hours-backed by T.I. Green markers. They formed a good continuous concentration. Marking was reported as being accurately placed as visual identification of built up area and Rhine river was made in the light of bomb and explosion flashes. While fires were not numerous there were many explosions noted between 1846 and 1849.5 hours. One large reddish explosion was noted at 1850 hours. Ground defences consisted of Heavy Flak bursting between 16,000 to 22,000 feet. Light flak which was very slight bursting between 10 to 19,000 feet. Searchlights were numerous but ineffective. No enemy aircraft were encountered.</p> <p>Flying training for to-day was nil due to operations. Ground training was carried out by the Bomb Aimers who had some Link Trainers instruction. Air Gunners had some Night Vision exercises.</p>	<p>A.3947 - A.3962</p> <p>B.1</p>
Linton-on-Ouse	3.1.45		<p>Not required for operations.</p> <p>Flying training to-day consisted of 1 cross country. Ground training was also very light with Bomb Aimers having H.2.S. and Link trainers along with some Map reading. Air Gunners had some Turret Manipulation and Night Vision exercises.</p>	
Linton-on-Ouse	4.1.45		<p>Not required for operations.</p> <p>The newer crews which have just come in recently have been carrying out the majority of the Flying Training: Fighter Affiliation, and Bombing practice along with one day cross country, comprised the complete Flying for to-day. Ground training was carried out by Navigators who had some H.2.S. and Map reading along with Map reading. Air Gunners still are faithful to their training programme and carried out Turret Manipulation and Night Vision exercises.</p>	
Linton-on-Ouse	5.1.45		<p>Fourteen aircraft of this aircraft were detailed to attack the German city of HANNOVER. This is the second large German city which we have been required for to start the New Year off right. Thirteen aircraft claim to have attacked the target between 1921 and 1930 hours from between 16,500 to 19,000 feet. One aircraft NR 309 "A" APPLE failed to return from this mission. The Captain of this aircraft was P/Lt. A.P. SCHIELER, (J.13449). His crew and himself who have been with the squadron for some time now will be sadly missed by</p>	<p>A.3963 - A.3976</p> <p>B.2</p>

Place	Date	Time	Summary of Events	SECRET.
Linton-on-Ouse	5.1.45 (Cont'd)		<p>all. (See appendix A.3964) in form 541). The remaining aircraft returned safely to base. Weather was reported as 10/10ths cloud with tops between 6 to 10,000 feet. Visibility was good. Illuminating flares were observed at 1915 hours, followed by T.I. Red and Green markers and flares with Red and Green stars. Few T.I.'s were observed however on bombing and sky-marking flares were used as the aiming point. Although not numerous they were continuous and appeared adequate, throughout the attack. A strong whitish glow was observed but cloud prevented any assessment of the attack. Ground defences consisted of H/P alight to moderate bursting between 15 to 20,000 feet in loose barrage. Searchlights were ineffective due to cloud. No enemy aircraft were encountered.</p> <p>Flying training was nil due to operational commitments. Ground training was very light with Navigators not required for Operations having a lecture on Speed up and H.2.S. exercises. Air Gunners had some Night Vision and Skeet Shooting practice.</p>	A.3964
Linton-on-Ouse	6.1.45		<p>Again we were required to furnish fourteen aircraft for operations. All aircraft took A.3977 - A.3990 off, and claim to have attacked the primary target, which was HANAU, between 1900 and 1914 hours from between 17,000 to 20,000 feet. All aircraft returned safely. Weather was reported as 10/10ths cloud with tops at 10,000 feet. Horizontal visibility was good and the target identified by T.I. Red markers. T.I. Red Markers were seen to cascade early at 1855 hours followed by a few T.I. Green. Later sky-marking flares, Red with Green stars were dropped, and although reasonably well concentrated were none too plentiful. Practically all crews bombed the sky-markers and apart from a Reddish orange explosion at 1905 hours, and a whitish glow on the cloud no results of the bombing were observed. Difficult to assess due to cloud and sky-marking flares. Although crews did consider this to be a successful attack. Ground defences were alight to heavy flak bursting between 14 to 19,000 feet. Fighter activity was negligible.</p> <p>No Flying training was carried out to-day due to operations. Ground training on the other hand was carried out by most of the newer crews. Navigators had some H.2.S. and Speed up exercises. Air Gunners had some Turret Manipulation and Night Vision exercises along with some Skeet Shooting.</p>	
Linton-on-Ouse	7.1.45		<p>Not required for operations.</p> <p>Advantage was taken of the good Flying conditions and a full programme of Flying Training was carried out which consisted of H.2.S. cross country, Fighter Affiliation, Bombing practice, and Air to Sea firing. Some check solo's were also completed. Ground training was also carried out to a maximum with Gunners who were not Flying having some Skeet Shooting and Turret Manipulation exercises. Navigators had H.2.S. and Mosaic. Air Bombers had some Map reading.</p>	
Linton-on-Ouse	8.1.45		<p>Not required for operations.</p> <p>One aircraft took off to-day on Flying Training cross country but was diverted due to adverse weather conditions. All other training was grounded due to the heavy snow fall. Ground training on the other hand was given a chance to catch up on it self. New Navigators had some H.2.S. and "GEE" along with some log marking exercises. Air Gunners as usual carried out Night Vision and Turret Manipulation exercises. Air Bombers took advantage of using the Link trainer this morning.</p>	
Linton-on-Ouse	9.1.45		<p>Not required for operations.</p> <p>No Flying training to-day. Ground training was light with Air Gunners having Turret Manipulation and Night Vision exercises. Nava continued to "GEE" up on H.2.S. and "GEE".</p>	

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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	10.1.45		Not required for operations. Flying training is still grounded due to adverse weather conditions. Ground training was kept at a minimum with Air Gunners having Turret Manipulation and Night Vision exercises.		
Linton-on-Ouse	11.1.45		Not required for operations. Flying training was stood down again due to adverse weather conditions. Ground training was very light and the Air Gunners held the spot light living up to their motto that "Your training is never finished" by carrying out Turret Manipulation and Night Vision exercises.		
Linton-on-Ouse	12.1.45		Not required for operations. At last some of our aircraft were able to get off the deck and do some Flying training. Three of the new skippers that just recently came to the Squadron were checked out and some Fighter Affiliation and Circuits and Landings. Ground training on the other hand was quite light with Navigators carrying out H.2.S. and Wireless Operators having some W/T procedure.		
Linton-on-Ouse	13.1.45		Seventeen aircraft from this Squadron were required for operations. All aircraft took and claim to have attacked the primary between 1913.5 and 1919 hours from between 15,000 to 19,500 feet. The target for this raid was SAARBRÜCKEN. A narrative rendered by aircrew at interrogation read as follows:- Weather was clear with slight haze but visibility was good and the target identified by Red Markers. Markers went down promptly and were continually backed up throughout the attack with both Red and Greens. The markers which formed an excellent concentration were reported as surrounding the aiming point which in turn was identified by in the light of photo flashes and markers, in relation to the river and marshalling yards. The bombing was reported as concentrated around the markers and although nothing spectacular was noted, crews feel that it was a successful attack. Fighter activity was nil. Ground defences were slight and consisted of Heavy Flak bursting well below the bombing height. All aircraft returned safely to base. Flying training consisted of only 1 Air Test and one aircraft ferrying from DALTON. Ground training was also light with Air Gunners not required for operations doing Turret Manipulation.		A.3991 - A.4007
Linton-on-Ouse	14.1.45		Seventeen aircraft were required for operations to-day. The target was BREVENHOEHE. All our aircraft as detailed attacked the primary between 1933 and 1944 hours from between 17 to 19,500 feet. A narrative rendered by the aircrew at Interrogation read as follows: Weather was clear with slight haze over the target which was identified by T.I. Red Markers. Markers went down early and were continuous and plentiful, being backed up by T.I. Green markers. Although fairly concentrated they appeared to be strung out in a line running roughly North West and South East across the railroad track and into the built up area which was visually identified. A few small explosions were seen and the bombing was reported as well concentrated in and around the markers. The attack appeared successful. No enemy aircraft were encountered. Ground defences consisted of H/V, slight and bursting mostly below bombing height in loose barrage form. Flying training consisted of one Air Test and another Ferrying detail from Tholthorpe. Ground training was nil.		A.4008 - A.4023

Place	Date	Time	Summary of Events	Page No. 1000
Linton-on-Ouse	15.1.45		Not required for operations.	
			Flying training was carried out by all sections as the Yorkshire weather is gradually becoming bearable again. Training consisted of Cross country flights and Fighter Affiliation along with some Bombing practice. Ground training consisted of H.2.S. and L Mk Trainer for Navigators. Air Gunners had some Turret Manipulation and Night Vision exercises.	
Linton-on-Ouse	16.1.45		We were required to furnish fifteen aircraft for operations. For some unknown reason four of our aircraft failed to get off the ground. The remaining eleven took off but NR 199 "F" FRÉDÉRIE was forced to abandon its mission due to the Port Outer engine being unserviceable, and returned to base. The target for this raid was MADEBURG .	A.4025 - A.4035 B.6
			No Flying training was carried out to-day due to operations. Ground training was very light and consisted of Air Gunners not required for operations having Night Vision and Turret Manipulation.	
Linton-on-Ouse	17.1.45		Aircraft returned shortly after midnight last night from the raid on MADEBURG and a narrative rendered by AI crew on Interrogation read as follows:- Weather was clear with good visibility over the target. Illuminating flares were observed at 2134 hours followed by mixed T.I. Red and Green markers backed by T.I. Red. They were plentiful throughout the attack and appeared to be well placed. A number of crews visually identified the River and built up area. The W/T was clearly heard directing the attack. The target was burning well with a particularly large fire at the south end of the town. There was considerable brown and black smoke and the glow of fires could be seen for 100 miles on the return journey. One enemy aircraft was encountered, and claimed destroyed as both engines were seen on fire and the aircraft hit the ground and exploded. (See Appendix C.1). Ground defences consisted of Heavy Flak and searchlight activity was reported as very active around MAGNOVER and some cross feel that the route was too close to this defended area.	C.1
			Flying training was very active to-day even though crews did not get to sleep until the early hours of the morning. Training consisted of two aircraft on Night Cross country and some fighter affiliation. Ground training was very light with Navigators having a lecture on "H.2.S. and Bomb Aimers having a lecture on "CCE".	
Linton-on-Ouse	18.1.45		Not required for operations	
			No Flying training to-day due to inclement weather conditions. Ground training was carried out by most sections. Air Gunners had some Turret Manipulation. Wireless Operators carried out Morse and S.O.S. emergency procedure.	
Linton-on-Ouse	19.1.45		Not required for operations.	
			No Flying training was carried out to-day due to adverse weather conditions. Ground training was carried out by most sections again to-day. Navigators were busy "GUNNING" up on H.2.S. and Lorraine. Air Gunners had some more Turret Manipulation and Night Vision exercises. Wireless Operators as usual carried out W/T and Morse.	

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of (Unit or Formation) No. 408 (R.C.A.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	20.1.45		Not required for operations. No Flying training was carried out due to adverse weather conditions this morning. The weather however, cleared somewhat this afternoon and two aircraft were on Night Cross country and H.2.S. day cross country. Ground training was very light with Air Bombers taking advantage of using the Link Trainers.		
Linton-on-Ouse	21.1.45		Not required for operations. No Flying training was carried out to-day due to a bad weather change and the drone was being closed in with fog. Ground training was very light with Air Gunners getting back in the groove by having some Night Vision and Turret Manipulation exercises.		
Linton-on-Ouse	22.1.45		Not required for operations. Flying training has been very light all day as the runways are being cleared of snow. Some Fighter affiliation and Bombing practice was carried out. Ground training was carried out by most of the sections. Navigators were again being geared up on H.2.S. and "C.E.S."		
Linton-on-Ouse	23.1.45		Not required for operations. The poor Flying conditions continued to stay with us, as we were again stood down from from Flying training all day. Ground training was carried out by most sections. Air Gunners were as ever faithful to their programme and carried out Turret Manipulation and Night Vision exercises. Air Bombers had some exercises on Fishpond and a lecture on the same. One of the first members of No. 408 Squadron CHIEF GRANT, S.A. R5461 who gained the name of Chiefie through his efficiency and being one of the chief reasons for so many successful take off's on the Squadron has been repatriated back home to CANADA. On two occasions he was mentioned in Despatches. In losing him the Squadron has lost one of the old main stays. He took up residence with the Squadron in December, 1941 when it was at STERLING and on Hampden bombers, and has seen the Squadron convert to Lancs and Halifax aircraft. B.M. VOYAGE, CHIEFIE.		
Linton-on-Ouse	24.1.45		Not required for operations. The Yorkshire weather is very persistent and insists on being stubborn about clearing up as we were stood down from Flying training all day. Ground training was carried out as usual by most of the sections. Navigators had some H.2.S. and Mosaic. Air Bombers carried out Link trainer for two hours.		
Linton-on-Ouse	25.1.45		Not required for operations. Weather conditions continue to hinder all Flying as the snow has been the heaviest for some time. Ground training however is not slackening up any as all the sections are carrying out full training programmes. The Gunners section is well in front of all the other sections as they continue to carrying out Turret Manipulation and Night Vision exercises. Navigation has been drilling hard on H.2.S. and "C.E.S.". Air Bombers are continually practicing in the use of "aggs".		

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Place	Date	Summary of Events	SECRET.
Linton-on-Ouse	25.1.45 (Cont'd)	A new face was welcomed to the Squadron to-day as P/Lt. R.V. BRINT (5,14246) came in to double bank for Administrative duties as P/Lt. C.V.N. Farrell (5,7929) will be leaving the Squadron shortly.	
Linton-on-Ouse	26.1.45	Not required for operations.	
		The weather seems to have lifted somewhat, at least enough to get in some Flying training. Training consisted of Fighter Affiliation, H.2.S. and Bombing practice along with some cross country flights. Ground training again was carried out by most sections. Wireless Operators had some W/T and S.O.S. emergency procedure. Gunners again carried out Turret Manipulation.	
Linton-on-Ouse	26.1.45	We were required to furnish sixteen aircraft for operations to-day, but the snow continued to fall and as time went by became heavier and "OPS" finally had to be scrubbed much to the disappointment of all.	
		Flying training was nil due to the preparations for operations. Ground training was likewise very light with Air Gunners carrying out Turret Manipulation and Night Vision exercises.	
Linton-on-Ouse	28.1.45	Not to be disappointed for long we were again required to furnish sixteen aircraft for A.40% - A.40% operations. All aircraft were prepared but one was scrubbed prior to take off time. After a long delay and many changes in the take off time we finally got our aircraft off the ground. 3.7 The aircraft are not expected until the early hours of the morning.	
		Flying training was very light due to adverse weather conditions and operations. Training consisted of one cross country and some bombing practice. Ground training was nil due to operations.	
Linton-on-Ouse	29.1.45	Only one aircraft returned to base last night as the remainder were diverted to many different points through out the United Kingdom. Two aircraft however failed to return from this operation and nothing has been heard off or from either of these crews. The Captain of "F" BAST NF 746 P/O R.M. WALLIS J.35593 had completed 23 Operational sorties over enemy targets. P/O C.L. JONKSTON J.35128, Captain of NF 743 "K" had completed 4 operational sorties over enemy targets. Both crews will be sadly missed by all personnel of the Squadron. The target for this raid was the German industrial city of STUTTGART (WYERHANS). All aircraft claim to have attacked the primary target between 23.1 and 24.1 hours from between 17,500 to 20,500 feet. A narrative rendered on the weather by the crews read as follows: 8 to 10/10ths cloud with thin tops and slight haze. Horizontal visibility was good. Sky marking flares with Yellow Stars were first observed to ignite at 23.30 hours, followed by Sky marking flares Green with Red stars. They were igniting up as high as 19,000 feet. No results from ground marking were observed. Some crews forced to orbit as marking appeared to be somewhat late. Incendiaries and bomb flashes were observed which appeared to be well grouped. Two explosions reported at 23.5.5 hours and one fairly large explosion at 23.5.6 hours. Defences consisted of very light flak bursting between 14 to 20,000 feet generally below bombing height. No combats were reported although some fighter activity took place over the target.	
		Flying training was nil to-day, as our aircraft have not yet returned from diversion. Ground training was very light with the newer crews who have not yet been out on operations busy training on H.2.S. for Navigators, and Turret Manipulation for Gunners.	

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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	10.1.45		Aircraft have not yet returned from Diversion bases as the fog is closed in heavily with fog and heavy snow fall. No Flying training was carried out to-day due to adverse weather conditions. Ground training was very light with Gunners carrying out Turret Manipulation and Night Vision exercises.		
Linton-on-Ouse	11.1.45		Not required for operations.		
			Aircraft have not yet returned from their diversion bases due to the adverse weather conditions which persist on remaining with us. The weather looked very promising this morning as the sun came out for about an hour but soon everything returned to normal and the sun disappeared, and the fog returned.		
			Ground training was again very light with the newer crews taking the brunt of the training. Navigators were busily engaged in L.2.3, while Air Bombers took in some Gen on the use of "CHE". Air Gunners carried out Turret Manipulation.		
Linton-on-Ouse	AS AT 11.1.45		<p>CASUALTIES:- See daily entry and Form 541 (Appendix Nos. A.3964, A.4036, A.4037).</p> <p>POSSIBLE INJ- J.3777 P/O SHEPHERD, L.E. (Nav), J.16794 P/O D. HALCROW (A/C), J.87706 P/O N.K. SHEDDEN (WAC), R.59719 SGT HENRIK, R. (P/WAC), R.69364 WO1 A.E. COLLESON, (A/C), J.68307 P/O L.E. SHEPHERD (A/C), posted from No. 76 (RCAP) Base w.e.f. 7.1.45</p> <p>J.36952 P/O L.H. CROSS (Pilot), R.16326 P/SGT MCILL, S.W. (Nav), J.40033 P/O D.A. MANN (A/C), R.30966 P/SGT HUNT, (A/C), R.20832 SGT ANDERSON, J.A. (P/WAC), R.275970 P/SGT NYGAARD, C. (M/C), R.269337 P/SGT MCKEITH, F. (A/C), R.16850 J.WO1 R. HEDINGER (Pilot), R.183196 WO1 E.W. HANKE (Nav), J.40835 P/O W.R. BELL (A/C), R.211684 P/SGT WILSON, D.B. (WAC), R.20564 SGT WILD, S. (P/WAC), R.276394 P/SGT HADWICK, G.C. (M/C), R.272356 P/SGT STILLING, H.R. (A/C), posted from No. 76 (RCAP) Base w.e.f. 8.1.45</p> <p>J.38068 P/O D.H. WOODWORTH (WAC) posted from No. 21 Sisk w.e.f. 6.1.45</p> <p>R.178842 P/SGT FROUDLOVE, A.O. (A/C) posted from No. 1 P.M.U. w.e.f. 6.1.45</p> <p>J.17639 P/L P.S. SMITH, DFC (Pilot) from No. 76 (RCAP) Base w.e.f. 18.1.45</p> <p>C.358 P/O E.R. SHARPE (Pilot) from No. 62 (R.C.A.F.) Base w.e.f. 27.1.45</p> <p>J.39627 P/O K.K. HAYTH (Pilot), J.40688 P/O J.M. TAYLOR (Nav), J.40340 P/O R.D. ACKINSON (A/C), R.250570 SGT A.A. WATSON (WAC), R.219323 SGT J.E. FOLKESON (A/C), R.28224 SGT R.J. HUGHES (A/C), R.219880 SGT D.C. GONY (P/WAC) posted from No. 76 (R.C.A.F.) Base w.e.f. 23.1.45</p> <p>J.99341 P/O L.E. CLARAHAN (Pilot), R.211995 SGT CLARK, J.E. (Nav), J.11652 P/O A. SHIELDS (A/C), R.213357 SGT HAVILL, J.D. (WAC), R.283196 SGT CURRIE, N. (A/C), SGT HARGREAVE, S.B. (A/C), J.98636 P/O G.O.H. HILLS (P/WAC), posted from No. 76 (R.C.A.F.) Base (16th Con Unit) w.e.f. 23.1.45</p> <p>C.934 P/L R.T. FURRIS (Pilot), C.6706 P/L D.H. DYER (Nav), J.11656 P/O G.M. MURRAY (A/C), R.11630 WO1 J.H. BARCLAY (WAC), J.445700 P/O J. TUNNELL (A/C), R.15602 P/SGT J.P.E. STEWART (A/C), J.89754 P/O J. DUGAN (P/WAC), posted from No. 419 (R.C.A.F.) Squadron for operational duties w.e.f. 23.1.45</p>		R270608

Place	Date	Time	Summary of Events
Linton-on-Ouse	AS AT 31.1.45		<p>POSTINGS OUT:- J.87953 P/O R.G. HAWSON (Pilot), J.88169 P/O R. KVAPILIK (A/C), J.88164 P/O R.B. EEDLIN (A/C), J.90712 P/O L.J. PORTER (A/C), J.89483 P/C J. JACQUES (A/C), R197456 P/SGT QUICK, R.W. (A/C), J.19578 P/O D.M. KENNEDY (Pilot), R168561 WO1 J.H. WALKER (A/C), J.28787 P/O E.W. FENNER (A/C), posted to "R" Depot w.e.f. 24.1.45;</p> <p>118071 SGT GIBBS, L.J. (P/ENG), 1141046 SGT DAVIES, W. (P/ENG), 184753 P/O R. MENROSE (P/ENG), posted to A.C.A.C. w.e.f. 5.1.45;</p> <p>J.15710 P/L R.L. AUSTIN, DFC (WCP/AC), J.16247 P/L R.C. MOYER, DFC (NAV), posted to "R" Depot Warrington w.e.f. 8.1.45;</p> <p>J.17141 P/L N.R. HENDON, DFC (A/C), posted to "R" Depot w.e.f. 8.1.45;</p> <p>J.88866 P/O R.J. WARD, DFC (A/C), posted to No. 62 (RCAP) Base w.e.f. 6.1.45;</p> <p>C.88223 P/O L.W. CASE (Pilot), R197121 P/SGT MCHALLY, N.D. (A/C), R.222185 P/SGT FOTE, G.H. (A/C), posted to No. 62 (RCAP) Base w.e.f. 31.1.45;</p> <p>J.13449 P/L A.W. SCHILLAR (Pilot), J.39229 P/O D. ELKIN (Nav), J.37982 P/O P.A. WINTER (A/C), J.24304 P/O F.T. LEITHHEAD (WCP/AC), J.40218 P/O L.J. BEWILLE (A/C), J.41358 P/O W.A. BAKER (A/C), posted to U.K. R.E. Unit (RCAP) w.e.f. 5.1.45;</p> <p>1880201 SGT DALY, J. (P/ENG), posted to War Casualties N.E. Accounts Depot w.e.f. 5.1.45;</p> <p>151600 P/O R.D.J. LANKTREE, DFC (Nav) posted to 1666 Con Unit w.e.f. 6.1.45;</p> <p>L13600 P/L K.E. PARCHURST (Pilot), J.3872- P/O H.E. WERT (Nav), R194654 P/SGT JONES, R.B. (A/C), R186025 P/SGT GALBRAITH, D.J. (WCP/AC), R258394 P/SGT MILLER, P.J. (A/C), R254557 P/SGT HOLLIDAY, D.A. (A/C), 2216269 SGT DOWASTON, L. (P/ENG), posted to No. 405 (RCAP) Squadron w.e.f. 13.1.45;</p> <p>J.87304 P/O G.D. LAMONT (A/C), J.87279 P/O T.V. BARBER (Pilot), J.90189 P/O J.E. COMPTON (NAV), J.86930 P/O J.D. REID (WCP/AC), C.89657 P/O C. HUMPHRIES (A/C), R.76057 WO1 L.J. MCCORMACK (WCP), R196843 P/SGT MALL, E. (A/C), R184423 P/SGT MCHILLIN, J. (A/C), R201649 P/SGT KINSTRAD, D.W. (A/C), E.93464 P/O J.A. GADORETT (A/C), J.92673 P/O H.R. SHAFER (A/C), R.99823 WO1 G.L. BACH (A/C), R.300772 P/SGT R.H. SYER (A/C), 6137A SGT WILKINS, T.T. (P/ENG), J.88615 P/O L.G. ANDERSON (NAV), J.89653 P/O N.C. MACHREE (NAV), J.89165 P/O J.P.R. BROOKE (A/C), R162400 WO2 J.L. FORBES (A/C), E.90432 P/O J.W. MORTILVAY, (WCP/AC), J.90528 D.M. HOWARD (WCP/AC), posted to "R" Depot w.e.f. 16.1.45;</p> <p>187132 P/O G. CONWAY (P/ENG), 1522237 P/SGT ICHERNE, J.H. (A/C), 1821154 P/SGT CAMPBELL, J. (P/ENG), posted to A.C.A.C. w.e.f. 11.1.45;</p> <p>J.9949 WO1 J.F. BAYTON, DFC (Pilot), posted to R.C.A.F. O/S H.Q. w.e.f. 28.1.45;</p> <p>R135673 WO1 J.M. JOYCE (WCP/AC) posted to No. 434 (RCAP) Squadron w.e.f. 18.1.45 for operational duties;</p> <p>J.25886 P/O H.L. JONES (Pilot), J.86802 P/O G.A. HARTWOOD (Pilot), J.25222 P/O J.E. MCINTOSH (NAV), J.35177 P/O R.W. BOWMAN (Pilot), J.35030 P/O E.G. MORGAN (NAV), J.21186 P/L E. THORSON (NAV), J.91144 P/O J.R. ANDERSON (WCP/AC), J.89241 P/O R.W. BRYANT (WCP/AC), J.92925 P/O G.G.F.S. SCOTT (WCP/AC), J.93056 P/O D.M. DEWAR (A/C), J.92926 P/O R.D. SNEY (A/C), R206117 P/SGT W.C. SUTTON (A/C), posted to "R" Depot w.e.f. 23.1.45;</p> <p>J.35878 P/O R.C. WALLACE (Pilot) posted to R.C.A.F. O/S H.Q. w.e.f. 17.1.45;</p> <p>178924 P/O A.C.T. HART (NAV), posted to 19 O.T.U. w.e.f. 20.1.45;</p>

SECRET.

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 Month TEN

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse	AS AT 11.1.45 (Cont'd)		<p>POSTINGS OUT: J.28593 P/O R.M. WALLIS (Pilot), J.40372 P/O T.B. LITTLE (Nav), J.26214 P/O H.T. MOODYEN (A/B), R204429 P/Sgt QUINN, T.P. (A/G), R202542 P/Sgt SLEWERT, R.L. (A/G), R116664 SGT COLLINGS, L.J. (P/MSG), posted to R.C.A.F. U.K. NE. Unit w.e.f. 29.1.45 (Missing 28.1.45) 432398 P/Sgt MYNISON, P (WOP/AIR) posted to NEAR CASUALTIES ACCOUNTS DEPOT w.e.f. 29.1.45 (Missing 28.1.45); J.89138 P/O C.L. JOHNSTON (Pilot), J.35708 P/O H.C. BAILY (Nav), J.29718 P/O J.A. O'BRIEN (A/B), J.89711 P/O J.C. MORTLEY (WOP/AC), R219998 P/Sgt HEN, P (A/G), R224796 P/Sgt H. HUSE, R.E. (A/G), posted to U.K. N.E. Unit w.e.f. 29.1.45 (Missing) 28.1.45; 1594677 SGT CHANDLER T.H. (P/MSG) posted to WAR CASUALTIES ACCOUNTS DEPOT w.e.f. 29.1.45; (Missing 28.1.45).</p> <p>PROMOTIONS: The undermentioned Officers of this Squadron have been promoted to the Rank of Flight Lieutenant.</p> <p>CAN. J.23082 P/O (A/P/L) E.A. HEAVEN w.e.f. 19.11.44. CAN. J.16984 P/O (P/P/L) D.M. WILIE w.e.f. 30.12.44. CAN. J.21186 P/O (P/P/L) E. THORSON w.e.f. 20.11.44.</p> <p>COMMISSIONS: The undermentioned N.C.O.'s have been appointed the commissioned rank of Pilot Officer.</p> <p>R171460 P/Sgt G.D. DAURITZER (J.92736), R203058 P/Sgt CADORETTE, J.A. (J.92464), R210137 P/Sgt JAMISON, H.P. (188807), 1992321 SGT INMAN, H. (188806), 1994439 P/Sgt HOBBS, J. (188996), 1823292 SGT DYWID, B.J. (188896), R194135 P/Sgt SCOTT, S.S.P.S. (J.92925), R196495 P/Sgt HOBBS, G.W. (J.92925), R209132 P/Sgt SENE, R.E.D. (J.92925), R216274 P/Sgt DEWAR, D.M. (J.93056), 1991113 SGT MEAD, J.D. (188808).</p> <p>HONOURS AND AWARDS: HIS MAJESTY the KING, on the recommendation of the Air Officer Commanding in - CHIEF, has approved the post-humous award of the Distinguished Flying Cross to the undermentioned Officers of this Squadron.</p> <p>Flying Officer H.E. MCKINLEY (J.24990), Flying Officer A.S. QUELLAN (J.24971), Flying Officer J.M. PAULMER (J.34749), Flying Officer R.J.D. LANKTREE (191600).</p> <p>The Award of Mention in Despatches has been awarded to Flight Lieutenant N.E. HYDON, DFC (J.17141).</p> <p>CHANGES IN COMMAND: Wing Commander J.P. EASTON, DFC (J.9549) relinquished Command of No. 408 (R.C.A.F.) Squadron, on being posted to R.C.A.F. O/S H.Q. w.e.f. 22.11.44. Wing Commander P.R. SHARP (C.858) assumes command of No. 408 (R.C.A.F.) Squadron.</p> <p>CHANGES IN ADMINISTRATION: C.7929 Flight Lieutenant O.V.N. FARRELL, posted to R.C.A.F. O/S H.Q. w.e.f. 11.1.45; C.11268 Flight Lieutenant T.V. BERTO, attached No. 408 (RCAF) Squadron w.e.f. 21.1.45 pending posting to 408 Squadron.</p>		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																																																																													
Linton-on-Ouse	AS AT 31.1.45		<p><u>AIRCRAFT ON CHARGE:</u> 16 HALIFAX Mk. VII 6 HALIFAX Mk. III</p> <p><u>Average Serviceability</u> 12 HALIFAX Mk. VII 4 HALIFAX Mk. III</p> <p><u>OPERATIONAL AND NON-OPERATIONAL FLYING TIMES:-</u></p> <table border="1"> <thead> <tr> <th></th> <th colspan="2">OPERATIONAL</th> <th colspan="2">NON-OPERATIONAL</th> <th>OTHER</th> </tr> <tr> <th></th> <th>DAY</th> <th>NIGHT</th> <th>DAY</th> <th>NIGHT</th> <th></th> </tr> </thead> <tbody> <tr> <td>HALIFAX VII</td> <td>2:43</td> <td>55:10</td> <td>10:27</td> <td>127:25</td> <td>2:34</td> </tr> <tr> <td>HALIFAX III</td> <td></td> <td>117:03</td> <td>30:48</td> <td>2:08</td> <td></td> </tr> </tbody> </table> <p><u>TOTAL NUMBER OF SORTIES:-</u> One Hundred and Four (104)</p> <p><u>TOTAL TONNAGE OF BOMBS DROPPED</u> (2240 lbs) from 1.1.45 - 31.1.45:- H.E.:- 217.63 tons INCEND: 94.17 tons.</p> <p><u>NUMBER OF COMBATS:-</u> One one M.E. 210 claimed destroyed.</p> <p><u>Personnel Strength:-</u></p> <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="4">Officers (Aircrew)</th> <th rowspan="2">TOT. ST.</th> <th colspan="4">Airmen (Aircrew)</th> <th rowspan="2">TOT. ST.</th> </tr> <tr> <th>RCAP</th> <th>RAP</th> <th>BAAP</th> <th>ESTAB.</th> <th>RCAP</th> <th>RAP</th> <th>BAAP</th> <th>ESTAB.</th> </tr> </thead> <tbody> <tr> <td>Pilots</td> <td>31</td> <td>-</td> <td>-</td> <td>15</td> <td>31</td> <td>2</td> <td>-</td> <td>-</td> <td>11</td> <td>2</td> </tr> <tr> <td>Navigators</td> <td>28</td> <td>-</td> <td>-</td> <td>15</td> <td>28</td> <td>6</td> <td>-</td> <td>-</td> <td>14</td> <td>6</td> </tr> <tr> <td>Air Bombers</td> <td>31</td> <td>-</td> <td>-</td> <td>15</td> <td>31</td> <td>3</td> <td>-</td> <td>-</td> <td>14</td> <td>3</td> </tr> <tr> <td>Wireless Operators</td> <td>15</td> <td>-</td> <td>-</td> <td>6</td> <td>15</td> <td>18</td> <td>3</td> <td>-</td> <td>23</td> <td>21</td> </tr> <tr> <td>Air Gunners</td> <td>18</td> <td>1</td> <td>-</td> <td>11</td> <td>19</td> <td>53</td> <td>1</td> <td>-</td> <td>46</td> <td>54</td> </tr> <tr> <td>Flight Engineers</td> <td>4</td> <td>11</td> <td>-</td> <td>6</td> <td>15</td> <td>8</td> <td>19</td> <td>-</td> <td>23</td> <td>27</td> </tr> </tbody> </table> <p><u>TOTAL PERSONNEL:</u> 152 This includes 1 P/Lt: Administration. (Ground crew).</p> <p><u>SQUADRON COMMANDER'S REMARKS:-</u></p> <p>January was another successful month for the Squadron, and in spite of the wintry weather 104 Operational sorties were carried out and our Flying Training time was greater than last month. Five new crews reported in during the month but we were unfortunate in losing three of our best crews on HANNOVER and STUTTGART. We are looking forward to a good month in February, especially in view of the probably increased tempo of the land operations on the Continent.</p> <p style="text-align: right;"> <i>F.R. Shergill</i> (P.R. SHARP) Wing Commander, Commanding, No. 408 (RCAP) Squadron. </p>		OPERATIONAL		NON-OPERATIONAL		OTHER		DAY	NIGHT	DAY	NIGHT		HALIFAX VII	2:43	55:10	10:27	127:25	2:34	HALIFAX III		117:03	30:48	2:08			Officers (Aircrew)				TOT. ST.	Airmen (Aircrew)				TOT. ST.	RCAP	RAP	BAAP	ESTAB.	RCAP	RAP	BAAP	ESTAB.	Pilots	31	-	-	15	31	2	-	-	11	2	Navigators	28	-	-	15	28	6	-	-	14	6	Air Bombers	31	-	-	15	31	3	-	-	14	3	Wireless Operators	15	-	-	6	15	18	3	-	23	21	Air Gunners	18	1	-	11	19	53	1	-	46	54	Flight Engineers	4	11	-	6	15	8	19	-	23	27		
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