

# OPERATIONS RECORD BOOK

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para 1349 and War Manual Pt. II, chapter XX, and notes in R.A.F. Pocket Book

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

No. of pages used for 241 the month

Place	Date	Time	Summary of Events	References to Appendices
Linton-on-Ouse	1.2.45		<p>With the improved weather, we are looking forward to attacking some of Germany's most vital points during February. The first unfortunate casualty to feel the sting of the "40033" this month was MAINZ. Ten of our aircraft were detailed to attack this city and all took off. All aircraft attacked the target between 1930 and 1941 hours from 16 to 40000 feet. Horizontal visibility was good. The attack opened with a few Red and Green T.I.s which were seen to cascade down at 1926 and 1929 hours respectively. These were followed immediately with Red Sky-marking Flares with Green Stars which ignited at 1929 hours. The attack continued on Sky-marking only, which appeared to be adequate throughout. The cloud thickened towards the end of the attack making assessment impossible. Explosions were reported in the target area up to 1955 hours. The red glow of fires were also seen up to 60 miles on the return journey. Ground defences consisted of Heavy Flak in barrage form bursting between 16 to 20000 feet mainly below the bombing height. None of our aircraft sustained any damage by flak. One of our aircraft NR 126 "E" landed at STRASSHALL due to shortage of petrol.</p> <p>Operations however did not take the spotlight to-day. Our aircraft, which were diverted on return from a mission on the night of the 26/29th January, were finally able to return to base. The weather has cleared considerably and a ray of sunshine was actually seen by two eyes, who at first thought it was another one of Hitler's secret weapons.</p>	A.4051 - A.4060 B.6
Linton-on-Ouse	2.2.45		<p>No Flying or Ground training was carried out to-day due to operations.</p> <p>It wasn't until late this afternoon that we were required to furnish fourteen aircraft for operations. In true 408 style we were prepared and set for the take-off in good time. The aircraft are not expected to return until the early hours of the morning.</p> <p>Prior to operations we carried out a good deal of Operational training. Flying training consisted of one Cross-country, Bombing practice and Fighter Affiliation. Ground training on the other hand consisted of H.2.S. and Map reading for Navigators. Air Gunners carried out Target Manipulation and Night Vision exercises. Air Bombers had some Link training and Hosaic.</p>	
Linton-on-Ouse	3.2.45		<p>As was predicted our aircraft returned early this morning. The target was one of old acquaintance, EMBRE-REIMS. All our aircraft returned safely to base, except one, NR 757 "E", which crashed at NORTH-HITAM aerodrome on the outward journey owing to the starboard inner engine catching fire. All the crew baled out and are reported safe. Weather over the target was reported as 10/10ths clouds with tops between 16 to 20000 feet. Visibility was fair and the target was identified by Red T.I. Markers, which disappeared quickly into cloud and were of little use for bombing, only being visible as a glow, which was intermittent. The glow of T.I.s coincided with the "E" co-ordinates. Explosions were noted at 2116 and 2119 hours. It is impossible to assess the results of the bombing, but if the markers were on it should be a good attack. Ground defences consisted of light to moderate flak bursting between 16 to 20000 feet in barrage form with small amount of predicted flak. Some fighter flares were observed but no combats were reported.</p> <p>We were again required for operations later in the day but these were finally scrubbed after much preparation. Flying training consisted of Fighter Affiliation and Bombing practice. Ground training was light with Gunners again covering a good deal of their programme with Target Manipulation and Night vision exercises. Wireless Operators had some Gen-Up exercises on Fault Finding on all types of equipment on Halifax aircraft.</p>	A.4061 - A.4074 B.9

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-On-Ouse.	4.24.5		<p>We were not required for operations until approximately 2100 hours this morning when we were required to finish sixteen aircraft. All aircraft were prepared and take-off time was awaited anxiously by all. The first aircraft was off the deck at 2120 hours, and all the remaining aircraft followed in succession and were on their way to the target in good time. Our aircraft were split up to attack two different targets to-night. The first one being OSTERFIELD COALING PLANT. Twelve of our aircraft were detailed to attack this target and claimed to have attacked it between 2100,6 hours and 2111 hours from between 15,000 feet to 19,000 feet. The weather was reported as 10/10ths clouds with tops at 6 to 10,000 feet. Visibility was fair to good. On the run up a few T.I. Reds were observed to cascade and quickly disappear into the clouds. These were only visible as a reddish glow at time of bombing. Crew either bombed on Navigational aids or on the glow of markings. The position of the glow was checked with W.W. Co-ordinates. Explosions were noted at 2105 hrs but no other results were observed. Ground defences consisted of heavy flak bursting between 15 to 20000 feet in barrage form, mostly below bombing height. Some fighter flames were seen around the target area and on main home-ward but no combats were reported.</p> <p>The aircraft from the second target are expected to arrive back at base shortly after midnight.</p> <p>Flying and ground training were both nil to-day due to operational commitments.</p>		A-075 - A-085 B-10
Linton-on-Ouse	5.24.5		<p>Aircraft from the second target, as expected, returned shortly after midnight. The target for these four aircraft was DURN Marshalling Yard. All aircraft claim to have attacked the primary between 2048-2 hours and 2052-2 hours from between 18000 to 31,000 feet. Weather was reported as 10/10ths clouds with tops between 7 to 11,000 feet with slight haze over the target. Horizontal visibility was fair. Markings appeared late and T.I.s Red and Green T.I. Markers were first observed going down at 2043.4 hours. Most crews bombed the glow of Red T.I.s by Navigational aids with one crew bombing sky-marking flames (Red with Greer Stars), which was noted at 2045 hours. All fighters appeared to disengage fairly quickly. Ground defences consisted of heavy flak bursting between 15 to 20000 feet in barrage form mostly below bombing heights. No fighter activity was reported. One aircraft, #11 landed at OSTERFIELD AFBIN, due to shortage of petrol.</p> <p>Flying training for to-day was very light, and consisted of one Air Test; Cross Country and Bombing practice. Ground training was also carried out by most of the sections. Air Runners completed the Day's Target Manipulation. Air Bombers had some H.E. and Kay reading, along with some Log-booking exercises.</p> <p>We were required for operations today, but late this evening two flames were shot up and the operation was cancelled, much to the disappointment of the crews.</p>		A-086 - A-090 B-10
Linton-on-Ouse	6.24.5		<p>Not required for operations.</p> <p>Flying training was carried out and consisted of one cross country, Fighter Affiliation and Bombing practice. Ground training comprised of B.T.C. and Log Book Marking for Navigators, Target Manipulation and Night Vision exercises for Air Runners.</p>		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse	7.2.45		Sixteen of this Squadron's aircraft were detailed for operations to day. Take-off was in the early hours of the evening and the aircraft are not expected back until morning.		
			Flying training to-day consisted of two cross country flights and Bombing practice. Ground training was very light with Turners carrying out Turret Manipulation and Night Vision. Air Bombers had some "X" and H.2.S. exercises. <del>Details</del>		
Linton-on-Ouse	8.2.45		As expected, our aircraft returned from their mission early this morning. Ten of our aircraft attacked the primary target, COCH, from 2215 hours to 2235 hours from between 4 to 12000 feet. Weather was reported as 8 to 10/10ths clouds with tops at 5 to 8000 feet. Horizontal visibility was good. Marking was on time as Red F.I.s were seen going down at 2203 hours, followed by illuminating flares. Marking was well concentrated and checked with "X". The Master Bomber was reported as not clearly heard, but was later heard with some considerable interference. While assessment of the attack is difficult due to clouds, numerous explosions were reported in the target area between 2215 hours and 2235 hours. Six of our aircraft had to abandon mission over the target on the Master Bomber's instructions. Ground defences consisted of Heavy Flak slight to moderate bursting between 4 and 3000 feet. None of our aircraft were damaged by flak. <del>W.R. 104 "X" engaged an enemy ME 109 at 2242 hours at 7000 feet on a heading of 030°T at a position of 51°N - 02°06'E. The enemy fighter opened up fire at 200 yards, but no damage was sustained by the bomber, and no claim was made regarding the fighter. (See appendix 2.3). Another aircraft, W.P. 711 "W" also encountered an enemy fighter at 2235 hours at 8000 feet on a heading of 330°T at a position of 51°N - 02°12'E whilst on the homeward journey. The enemy opened fire, but no damage was sustained by the bomber. No claim was made on the fighter. (See appendix 2.3).</del>		A.1091 - A.106 B.11
Linton-on-Ouse	9.2.45		Seventeen aircraft of this Squadron were again detailed to attack Germany. The target for this operation was WITTEBEEK. Four of our aircraft failed to take-off. - "W" Charlie due to Magneto drop; W.P. 811, due to port outer engine being O/S; W.P. 711 and W.P. 712, both along off the run-way on take-off. The remaining twelve aircraft attacked the target between 1915 hours and 1945 hours from between 10 to 12000 feet. Cloud condition varied during the attack from clear in the beginning to 8 to 10/10ths clouds in the later stages. Red F.I. markers were down on time followed by Green ones at 1942 hours. Both markers were well backed up throughout the attack. The marking was clear and appeared too scattered considering the size of the target. The majority of crews bombed the centre of the Red F.I.s which checked with "X". Assessment of the attack is difficult due to varying cloud conditions, although explosions were reported in the target area between 1915 hours and 1945 hours. Ground defences consisted of Heavy Flak, mostly barrage and bursting between 15 to 21000 feet. Searchlights were numerous, but ineffective. Fighter activity was nil.		A.1107 - A.119 B.12
Linton-on-Ouse	10.2.45		No flying training took place to-day due to the early morning operations. Ground training was very light. Navigators were not required for operations had some Mosad and Log Marking exercises.		
Linton-on-Ouse	10.2.45		We were not required for operations to-day.		
			Flying training carried out to-day consisted of one cross country, H.2.S. test and Bombing practice, along with some fighter affiliation. Ground training was carried out by Air Bombers for 2 1/2 hours on Turret Manipulation and Night Vision exercises. Air Bombers took advantage of the Link trainer for 2 hours in the morning.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse	11.2.45		We were not required for operations to-day. No Flying training was carried out to-day due to adverse weather conditions. Ground training was carried out by most of the sections. Air Gunners had some Turret Manipulation, while Wireless Operators carried out V/T and I.O.S. emergency procedure.		
Linton-on-Ouse	12.2.45		We were not required for operations to-day. No flying training was carried out to-day due to adverse weather conditions.		
Linton-on-Ouse	13.2.45		<del>Sixteen</del> <sup>Fifteen</sup> aircraft of this Squadron were to attack the German city of <del>BOEN</del> . Our aircraft are not expected to return to base until the early hours of the morning. Flying training was carried out, as the weather improved considerably. Flying consisted of Bombing practice and V.I.S. and one Air Test. Ground training was also carried out by most sections and comprised of V/T and I.O.S. emergency procedure for Wireless Operators. Air Gunners had some Turret Manipulation.		A. 120 - A. 135 B. 15
Linton-on-Ouse	14.2.45		Our aircraft returned early this morning. Five aircraft were diverted due to shortage of petrol. Aircraft "B", "C", "L" & "M" were diverted to Gillingham, and "N" to ERM. The remaining force returned to base. Fourteen aircraft claim to have attacked the primary, between 2157 and 2309.5 hours, from between 17 to 30000 feet. One aircraft abandoned mission due to <del>break</del> on port inner engine being V/S. Weather was reported at 9 to 14/10ths clouds with tops at 7 to 3000 feet. Horizontal visibility was excellent. Illuminating flares were not dropped, but Green P.I. markers were observed to drop on time. They quickly disappeared into the cloud and were only visible as a glow. The Master Bomber was clearly heard in most cases, and he gave instructions to keep the Green P.I.s. No results of the attack were observed, apart from a few explosions, with two large orange explosions at 2305 and 2307 hours. It was reported that early in the attack, after the Master Bomber had given instructions to burn the Green P.I.s, numerous dummy Green P.I.s were observed covering a wide area within a radius of five miles of the target. While a good imitation, they did not appear to burn so long nor quite as bright. Under cloud conditions however, they are somewhat confusing. Ground defences consisted of Heavy Flak, slight to moderate, and bursting between 15 to 30000 feet, below bombing height. Searchlights proved ineffective. No enemy aircraft were encountered. Flying training consisted of one Air Test. Ground training was very light and comprised of Turret Manipulation for Air Gunners, and Map reading and V.I.S. for Navigators. We were again required to furnish <del>sixteen</del> <sup>sixteen</sup> aircraft for operations and take-off time was set for 1630 hours. The target for this raid was to be CHESNITZ. Our aircraft are not expected to return until the early hours of the morning.	(see above ref. para. 100.)	A. 120 - A. 135 B. 15
Linton-on-Ouse	15.2.45		Our aircraft returned shortly after midnight last night. All aircraft claim to have attacked the primary between 2101.1 hours and 2117 hours, from 16500 to 30000 feet. Early in the attack, 8 to 10/10ths clouds with tops at 18 to 30000 feet was encountered. Horizontal visibility was good. As the attack progressed the clouds thinned considerably to such an extent, that ground detail could be distinguished in the light of incendiaries.		A. 120 - A. 135 B. 15

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

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Place	Date	Time	Summary of Events	SECRET.	References to Appendix
Linton-on-Ouse	15.2.45 (Continued)		<p>The M/S was first <sup>heard</sup> faintly, as though jammed, at 2047 hours. He was enquiring of his Deputy as to whether the target could be identified. At 2100 hours he ordered the main force to bomb the sky-marking flares, green with red stars, first seen at 2057 hours. Aircraft on first wave, in most cases, bombed sky-marking flares green with red stars. In the later stages of the attack although no T.I.'s were seen to cascade, most crews were able to bomb either the green glow or the T.I. Green on the ground which became visible through <del>thinning</del> <sup>cloud</sup> <del>cloud</del>. The ground marking was scattered in patches. In addition to a carpet of incendiaries, the area of orange flares were reported and the glow of the whole area was seen up to 80 miles on return. Ground defences consisted of heavy flak bursting between 15 to 21,000 feet. Searchlights were nil.</p> <p>Fighter activity was reported. One crew reported seeing a rocket at a position 514 N - 0150 E at 2152 hours while at 13,000 feet, on a heading of 298 T. This rocket was seen to go down and hit the ground. (See appendix C.4.) MZ 495 <sup>was</sup> Victor had two combats. One with an MZ 110 at 2100 hours at a position 5050 N - 1255 E on a heading of 18,500 feet. The rear gunner fired a quick burst and the enemy fighter broke away. No claim was made on this aircraft. (See appendix C.5.) The second combat for this aircraft was with a FW 190 at a position 5041 N - 0903 E while at 7,000 feet on a heading of 270 T. This enemy aircraft was claimed as damaged as direct hits were observed by the Rear Gunners. (See appendix C.6.) Two aircraft L &amp; V were diverted to BUNRAY.</p> <p>Flying training was very light to-day, due to the operations, and consisted of a n Air Test. Ground training was nil.</p>		A-136 - A-150 B-1
Linton-on-Ouse	16.2.45		<p>Not required for operations.</p> <p>No flying training was carried out to-day due to adverse weather conditions. Ground training however, was carried out by most sections. A ir Gunners had 2 1/2 hours Turret Manipulation. Navigators carried out by most sections. Navigators carried out "GPS" up exercises on H.2.S. and Map reading. Air Bombers had a lecture on Log Marking and Mosale.</p>		
Linton-on-Ouse	17.2.45		<p>Fifteen aircraft of this Squadron were detailed to attack WESSEL (HINDELED) and all took off. All aircraft abandoned task on Master Order's instruction between 1459 and 1500 hours, from between 10,000 to 15,000 feet. The <del>cloud</del> <sup>cloud</sup> closed up at Reading between layers. Visibility was good. Over the sea, the weather cleared below, but there were layers above at about 10,000 feet. The French Coast could be seen clearly. Cloud was encountered at about 0200 E with a gradual thickening into a solid wall at about 0400 E, and aircraft were forced to fly in cloud to the target where tops were up to 20,000 feet. Some icing was encountered. No difficulties were reported in forming the Baggle and the formation was reported as good until cloud was encountered when it became dangerous. Crews report that vapor trails and the smoke used by the "Baggle Leader" interfered, making identification of the Leader difficult. Some crews reported difficulty in climbing owing to warm temperatures. Ground defences and fighter activity were both nil.</p> <p>Flying training was nil to-day due to operations. Ground training was carried out by the Gunners not required for "GPS" and consisted of Turret Manipulation.</p>		A-151 - A-165 B-1
Linton-on-Ouse	18.2.45		<p>Not required for operations.</p> <p>Flying training was very light to-day and consisted of Fighter Affiliation, and bombing practice. Ground training was also light and consisted of Turret Manipulation for Air Gunners and H.2. S. bench work for Navigators.</p>		

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Place	Date	Time	Summary of Events	SECRET.	Ref. No.
Linton-on-Ouse	19.2.45		Not required for operations.		
			No flying training was carried out to-day due to adverse weather conditions.		
Linton-on-Ouse	20.2.45		Fourteen aircraft of this Squadron were detailed to attack the German city of MANNHEIM CIB FLAK. The aircraft are expected to return early in the morning.		A.4.166-A.4.179 B.16
			Flying training to-day was very light and consisted of fighter affiliation, bombing practice, and one cross-country. Ground training on the other hand was carried out by by most sections and consisted of H.2.S. and Morse for Navigators. Air Gunners had some Night Vision exercises.		
Linton-on-Ouse	21.2.45		As was predicted our aircraft returned early this morning. Fourteen claim to have attacked the primary, from 0440.7 hours to 0505.5 hours from between 14 to 15,000 feet. Weather was 9 to 40/40ths cloud with tops between 4 to 5,000 feet. Horizontal visibility was excellent. T.I. Red markers went down at 0456 hours followed by T.I. Green markers. The Red glow was very well concentrated and was used by practically all crews for bombing, which was checked with "GEE". Due to cloud no results were observed, apart from explosions at the following times: 0442, 0443, and 0455. One crew bombed late and reported black smoke rising above cloud tops. No enemy aircraft were encountered. Ground defences consisted of heavy flak, very slight and bursting between 12 to 15,000 feet.		(See Above Ref.) A.4.166-A.4.179 B.17
			We were again required to furnish fourteen aircraft to attack the German city of WOBES, and all took off. Like our previous raid our aircraft are not expected to return until the early hours of the morning.		
			Flying training carried out to-day consisted of fighter affiliation, and bombing practice. Ground training was very light and comprised of turret manipulation and Night Vision exercises for Air Gunners.		
Linton-on-Ouse	22.2.45		As expected our aircraft returned shortly after midnight last night. Twelve aircraft claim to have attacked the primary between 2031.1 and 2045.3 hours from between 16,500 to 19,000 feet. Weather was reported clear with slight haze. Visibility was good. One crew reports that T.I. Red Markers cascaded at 2026 hours but the majority of the crews report that the T.I. Red marking did not start until 2029 hours. These were backed up by T.I. Green markers and were both adequate and concentrated throughout the attack. Bombing appeared well grouped around the markers except one load which was dropped short. The incendiaries formed a carpet from which good fires were taking hold, with smoke rising up to 8,000 feet. Numerous explosions were reported from 2034.5 hours to 2036.5 hours. Crews appreciated the good visibility and felt that this was a successful attack, as the glow of fires could be seen up to 80 miles on return. Two aircraft failed to return from this mission. RG 477 T/F NAL. Captain F/L R.E. FLEMING J.2. 799, and TG 777 T/F Captain F/L D.F. SUTHERLAND J.2972. Nothing has been heard from these aircraft since take off time. (See Appendix A.4.169 & A.4.190 in Form 541) Ground defences consisted of slight to moderate heavy flak, mostly barrage form, with some predicted flak bursting between 15 to 20,000 feet. Numerous searchlights but mainly around the Mannheim defences. Searchlights were generally ineffective. Fighter activity was reported in the target area. One combat was reported with a single engine unidentified enemy aircraft. The Mid-Upper gunner who did not see the fighter fired a short burst in the direction from which the tracer had come. The fighter was then lost to view and no claim was made on the enemy aircraft. (See appendix; C.7). Flying training was nil due to operational commitments. Ground training was also light and Gunners had some Turret Manipulation and Night Vision exercises.		(See above Ref.)

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of (Unit or Formation) NO. 400 (S.C.A.T.) SQUADRON, Linton-on-Ouse.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse	23.2.45		<p>Sixteen aircraft of this Squadron were detailed to attack KIEZ and all took off. All the above detailed aircraft claimed to have attacked the primary from 1507.7 hours and 1512 hours from between 15,000 feet and 17,500 feet. Weather was reported as 10/10ths cloud with tops at 10,000 feet with haze. Bomb crews reported seeing one or two green puffs which appeared dead ahead but disappeared before bombing. All crews ran up on "BOMB" and released their bombs on same. Due to the target being totally obscured by cloud, absolutely no results of the attack can be reported, although there was a good concentration of 1/2 over the target. The gaggle formation was difficult to maintain over the continent due to cloud. Time wasting in gaggle formation is practically impossible. Therefore when these tactics are used, there should be some arrangements made for an adjustable 15-hour. Crews feel that a compact concentration of aircraft over the target makes bombing very dangerous and difficult. Such bombing must of necessity be considerably altered. Ground defences consisted of only medium high flak and no aircraft was damaged by flak. Fighter activity was nil.</p> <p>Flying training consisted of bombing practice, fighter affiliation, air-to-sea firing and one air test.</p>		A. 194-A. 269 B. 18
Linton-on-Ouse	24.2.45		<p>We were required for another day-night raid to-day and this time the target was to be KAMEN. Fifteen aircraft were detailed and took off. All the above aircraft claim to have attacked the primary from 1648 to 1650.5 hours from between 15 to 17,500 feet. Weather was reported as 10/10ths cloud with tops between 5 to 8,000 feet. Visibility was good. No markers were dropped and all crews bombed on navigational aids on the M/P's instructions. The gaggle formation was good but crews thought it was too concentrated over the target. No results were observed. Ground defences consisted of heavy flak, light and anti-aircraft. No fighter activity was reported. All aircraft returned safely to base.</p> <p>Flying training carried out to-day consisted of one cross country. Ground training was nil due to operations.</p>		A. 42-G-A. 424 B. 19
Linton-on-Ouse	25.2.45		<p>Not required for operations.</p> <p>Flying training consisted of fighter affiliation, bombing practice, and one air test. Ground training was also carried out by most sections and consisted of Turret Manipulation and Night Vision exercises for Air Gunners, Link trainer for Air Bombers.</p>		
Linton-on-Ouse	26.2.45		<p>We were not required for operations to-day.</p> <p>Flying training consisted for bombing practice, air-to-sea firing and Standard Beam Approach. Ground training consisted of M.P.'s and Turret Manipulation.</p>		
Linton-on-Ouse	27.2.45		<p>We were required for a day-night raid to-day and this time the target was to be MAINZ. Seventeen aircraft were detailed and the first aircraft took off at 1231 hours. All aircraft attacked the primary with the exception of "B" ROYAL HP 776 which bombed an alternative target when it was unable to do so due to the green flares appearing off to the port-side a quarter of a mile away. The primary was attacked from 1629 hours and 1632 hours from between 15,000 feet. Weather was reported as 10/10ths cloud with tops at 6,8,000 feet. Visibility was unlimited. The Master-bomber was heard early in the attack and about 1626 hours he gave the "base flight plan" and instructions to bomb the day markers. Unfortunately the green flares were not visible until 1629 hours which made it impossible for most of the aircraft, and particularly</p>		A. 4225-A. 424 B. 30

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Linton-on-Ouse	27.2.45 (Continued)		those in the front part of the gaggle, to bomb on the correct sky marking heading. The marking flares went down $\frac{1}{2}$ of a mile to the port-side, one before "H" hour. Due to cloud no results of the attack were seen. Ground defences consisted of only very slight heavy flak and there was no light flak. No aircraft were damaged by flak. There was no fighter activity. One aircraft was seen shot down in the target area. On the way out the gaggle formation ran into American formations which cut through the stream.		A.4225 - A.4241 B.20
			Flying training consisted of only one Air Test. There was no Ground training.		
Linton-on-Ouse	28.2.45		Not required for operations.		
			Flying training was very light to-day and consisted only of H.2.G. Ground training consisted of Turret Manipulation and Link training.		
Linton-on-Ouse	AS AT 28.2.45		CASUALTIES:- See daily entry and Form 541 (Appendix A.4189 - A.4190)		
			POSTINGS IN:- R.163086 W.O.2 FITZSIMMONS, J.W. (Pilot). R.193797 P/Sgt. HICKLE, R.A. (Nav.). J.40004 P/O R.C. JONES (A/B). R.194029 P.O.2 CHARLTON, P.D. (Wop/Ag). R.205170 Sgt. PRATT, A. (P/E). R.225292 P/Sgt. HEMPTON, W.H. (A/G). R.222579 P/Sgt. KNIGHT, E.C. (A/G), posted from No. 76 (R.C.A.F.) Base w.e.f. 31.1.45. (Arrived on 1.2.45.) J.38517 P/O H.R. SPOONER, (Pilot); J.40085 P/O J.E. MORAN, (Nav.); J.40099 P/O Y.D. MOUSSEAU, (A/B); R.190773 P/Sgt. EATON, J.C. (Wop/Ag); R.277649 P/Sgt. STREET, J. (A/G); R.2668 P/Sgt. HUNT, V.T. (A/G); R.97758 Sgt. DENNIE, A.D. (P/E), posted from No. 7 Group w.e.f. 3.2.45. J.36288 P/O P.E. BRAIN, (Pilot); 129068 P/L J. FISH (Nav.); J.24001 P/O R.W. MANNING (A/B); J.87705 P/O B.C. SHANNON, (Wop/Ag); R.182690 Sgt. L.O. OLSEN (P/E); R.20353 Sgt. L. MORGAN (A/G); R.262417 Sgt. MARTIN, A.D. (A/G); J.38135 P/O M.A. NORMAN (Pilot); J.41502 P/O P.D. BLANCHARD (Nav.); J.43750 P/O A.J. MARHAM (A/B); J.45227 P/O D. PARTINGTON (Wop/Ag); J.48785 P/O I.A. BAIN (P/E); J.45309 P/O W.I. LEACH, W. (A/G); J.45937 P/O N. FOULTER (A/G), posted from No. 76 (R.C.A.F.) Base w.e.f. 27.2.45. J.22430 P/O G.A. FELTER (Nav.); J.24460 P/L W. LEDMAN (A/B); J.18397 P/O M. GUIDIN (Wop/Ag); J.19912 P/O C. WILLY (P/E); J.18370 P/O P. ELLISON (A/G), posted from No. 62 (R.C.A.F.) Base w.e.f. 27.11.44. R.270067 P/Sgt. THOMPSON, M.E. (A/G), posted from No. 427 (R.C.A.F.) Squadron w.e.f. 26.2.45.		
			POSTINGS OUT:- J.39402 P/O W.H. ROYER (A/G); R.25724 P/Sgt. H.B. REID (A/G); R.30894 P/Sgt. BOWTHILL, A.L. (A/G); J.57462 P/O GLOVER, W.H. (Nav.); J.35238 P/O D.M. OLDFIELD (Nav.), posted to "R" Depot w.e.f. 1.2.45. J.26178 P/O G.F. ANDERSON (Wop/Ag), posted from this unit to No. 428 (R.C.A.F.) Squadron w.e.f. 30.1.45. (Proceeded on 2.2.45.) J.90157 P/O W.R. ARNELL (Nav.); J.90553 P/O J.R. MCCULLOCH (Wop/Ag); J.39068 P/O D.W. WOODWORTH (Wop/Ag); J.92055 P/O R.L. DAVIS (A/B); J.90541 P/O J.J. GUNNINGHAM (A/G), posted from this unit to "R" Depot w.e.f. 5.2.45. J.36945 P/O H.G. WOODS (Nav.), posted from this unit to No.1699 Conversion Unit w.e.f. 3.2.45. J.123365 P/O R.E. JOHNSON (Pilot), posted from this unit to "R" Depot w.e.f. 1.2.45. C.7929 P/L O.V.N. FARRIEL (Administration), posted to R.C.A.F. O/S H.Q. w.e.f. 1.2.45. 52161 P/O J.H. MCGILGAN (P/E), posted to R.C.A.F. w.e.f. 5.2.45. J.40644 S/L H.J. REEVES (Pilot), posted to R.C.A.F. O/S H.Q. w.e.f. 15.1.45. J.16999 P/O E.A. SKILLMAN (Nav.), posted to "R" Depot w.e.f. 8.2.45. J.19157 P/O J.P. LA FRANCE (A/B); J.19929 P/O C.A. HUBBARD (Wop/Ag); J.18369 P/O C.J. HAYES (A/G), posted to "R" Depot w.e.f. 8.2.45.		



# OPERATIONS RECORD BOOK

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

No. of pages used for day

Reference to  
Appendix

SECRET.

Summary of Events

Place Date Title

Linton-on-Ouse  
28.2.45  
(Continued)

J.10627 P/L (A/S/L) D.O. PETTIT (Pilot), posted to "R" Depot w.e.f. 12.2.45.  
J.90438 P/O R. SLESSOR (A/B); J.28671 P/O C.P. WILSON (A/B); J.35078 P/O H.L. FRYERMAN (A/B);  
J.30560 P/O Depot w.e.f. 12.2.45.  
J.89987 P/O R.W. MOSS (A/C), posted to No. 1666 Conversion Unit w.e.f. 12.2.45.  
J.27871 P/O E.A. HOWATT (Pilot), posted to No. 24 G.T.U. w.e.f. 17.2.45.  
R.26211 P/SGT. A.V. GRIGG, (A/C); R.253992 P/SGT. R. LANE (A/B), posted to "R" Depot w.e.f. 16.2.45.  
145484 P/SGT. J.A. LAWRENCE (Wop/Az); 173960 P/O E.E. WILLIAMS (A/C); 183008 P/O A.H. DEAD (P/B); 164519 P/O G.F. SCOTT (P/B); 221598 SGT. TOWN, G. (P/B); 18396 P/O DYLLIN, J.J. (P/B)  
190282 P/O RHO, G.R. (P/B), posted to A.C.A.G., Catterick w.e.f. 25.2.45.  
J.26209 P/L M.B. RAILTON, (A/C), posted to No. 22 G.T.U. w.e.f. 18.2.45.  
J.36295 P/O G.C. DENT (Pilot), posted to No. 1666 Conversion Unit w.e.f. 22.2.45.  
J.92928 P/O B.W. ROBERTS (A/C), posted to No. 1699 Conversion Unit w.e.f. 19.2.45.  
R.173842 P/O E.A.O. PROULOVE (A/C), posted to No. 127 (R.C.A.F.) Squadron w.e.f. 27.2.45.

**PROMOTIONS:-** J.3813; P/O W.E. TURNIS (Pilot), promoted to the rank of Flying Officer w.e.f. 11.1.45.  
J.16794 P/O D. HALCROW (A/B), promoted to the rank of Flight Lieutenant w.e.f. 7.1.45.  
J.38068 P/O D.M. WOODWORTH (Wop/Az), promoted to the rank of Flying Officer w.e.f. 2.1.45.

**COMMISSIONS:-** J.93316 P/O P.V. HAWKES (A/B), commissioned w.e.f. 8.11.44;  
J.93339 P/O A.B. COLLENDER (A/C), commissioned w.e.f. 2.12.44.  
J.93332 P/O K. HERSFORD (A/C), commissioned w.e.f. 15.12.44.  
J.93386 P/O T.J. WHEELER (A/B), commissioned w.e.f. 6.11.44.

**HONOURS & AWARDS:-** H.M. the KING on recommendation of the A.C.C. has approved the New Immediate award of the D.F.C. to J.24990 P/O H.E. MCINDLEN (Pilot), J.24971x A.S. QUINNAN (Pilot) and to J.24749 P/O J.M. FAULKNER (Pilot), and J.1247 P/L R.C. DIXIE (Pilot) was awarded the Bar to the D.F.C.

**CHANGES IN ADMINISTRATION:-** Flight Lieutenant W. BENTO succeeded Flight Lieutenant O.V.N. PARKER as Squadron Adjutant w.e.f. 1.2.45. Flight Lieutenant PARKER has been posted to fill vacancy in the R.C.A.F. O/S. H.Q. as a Local Administration Officer.

**AIRCRAFT ON CHARGE:-** 2. HALIFAX MARK VII **AVERAGE SERVICEABILITY:-** 19.

**OPERATIONAL AND NON-OPERATIONAL FLYING TIMES**

	OPERATIONAL		OPERATIONAL TRAINING		OTHER FLYING	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
HALIFAX VII:	14.53	784.0	121.30	30.36	18.00	4.08
HALIFAX III:	---	177.33	5.50	---	---	5.32
TOTALS	14.53	961.33	126.80	30.36	18.00	9.40

**NUMBER OF OPERATIONAL SORTIES:- ONE HUNDRED AND NINETY (190)**

**MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED ~~XXXXXX~~ HIGH EXPLOSIVES INCENDIARIES**

TONNAGE DROPPED IN FEBRUARY:-	340.17 tons 286.78 tons
" " JANUARY:-	217.63 tons 24.17
CUMULATIVE TOTAL:-	557 tons 286 lbs. 300 tons & 87 lbs.

Place	Date	Time	Summary of Events	SECRET.	Remarks
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Linton-on-Ouse  
(continued)

25.2.45

(continued)

NUMBER OF COMBATS WITH ENEMY AIRCRAFT:- SEVEN (7) (See Appendices C.1 to C.7)

C.1 to C.7

PERSONNEL STRENGTH

	OFFICERS (AIRCREW)				AIRCREW (AIRCREW)				TOTAL STRE.
	R.C.A.F.	R.A.F.	R.A.A.F.	ESTAB.	R.C.A.F.	R.A.F.	R.A.A.F.	ESTAB.	
Pilots	21	-	-	15	27	3	-	14	5
Navigators	25	2	-	15	27	7	-	14	7
Air Bombers	30	-	-	15	30	4	-	14	4
Wireless Operators	4	-	-	6	14	1	1	23	21
Air Gunners	19	-	-	11	19	51	1	-	52
Flight Engineers	6	7	-	6	13	11	16	23	27

TOTAL PERSONNEL 245 (This includes one (1) P/Lt. Administration. (Ground Crew))

SQUADRON COMMANDER'S REMARKS:-

On looking back over the past month's activities, I find that the Squadron has done very well, both on Operations and Training. During this period, five hundred and ninety operational sorties were carried out, an average of one operation every two days. It is unfortunate that two of our up and coming crews were reported missing over WORKS on the 21/22nd. Four new crews were posted in during the course of the month. With the great advances of the Allied armies on the continent during the month of February, we are looking forward to a very promising month of March in as much as Operations are concerned.

(P.R. Sharkey) Squadron Commander,  
No. 409 (R.C.A.F.) Squadron.

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