

## OPERATIONS RECORD BOOK

of (Unit or Formation)

R.A.F. Form 540  
 See Instructions for use of this form in H.H. and A.C.I.  
 para. 2340, and War Manual Pt. II, chapter XX., and  
 notes in R.A.F. Pocket Book.

Place	Date	Time
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Linton-on-Ouse

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 Home Headquarters, No.6 (R.G.A.F.) Group  
 Top- O.C. No.408 Squadron

Date:- 20th May, 1942.

Ref:- 60/S.3052/HOB/Miss.

S. 47-28-408

D.A.

SECRET

14136

Operations Record Book - 408 Squadron - April 1942.

Your April O.R.B. has been checked and the following points are brought to your attention for correction and clarification:

- 13/14 April - 1. HQ. 408 "G" - no time up or down.  
 2. Battle Order gives P/O Gifford's number as J.36136 and P.341 as J.26136.  
 3. P.340 states bombing was between 2326.8 & 2336 hrs. but P.341 shows bombing from 2326 to 2338 hrs.  
 4. Where did s/o "L" and "O" land?

- 18th - 1. Battle Order gives P.O. Lull's number as J.92246 and P.340 as J.92245.

- 25th - 1. Battle Order gives P/L May's number as J.22753 and P.340 as J.27753.  
 2. Base and Station O.R.B.'s state your s/o reported Missing called in an s/o of 408 Squadron. Is this correct?

- General - 1. Battle Order's and combat reports must be sorted in order of date and a complete set of each attached to each copy of P.341.

2. It is requested, please, that your reply be sent in five copies.

J.A. Mairier 2678  
 (J.G. SMART) Flight Lieutenant,  
 For Senior Air Staff Officer,  
 No.6 (R.G.A.F.) Group,  
 ROYAL AIR FORCE

OPERATION

R.A.F. Form 540  
 (See instructions for use of this form in K.R. and A.C.I., para. 2340, and War Manual Pt. II, chapter XX., and notes in R.A.F. Pocket Book.)

of (Unit or Formation) No. 408 (R.G.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	1.4.45		The Squadron Commander, Wing Commander T.R. Sharp Q.M.S. was advised that he had been awarded the Distinguished Flying Cross. To-day being the first day of April some effort was required to convince him that this decoration was really on the level.  We were not required for operations to-day.		
Linton-on-Ouse	2.4.45		No Flying training was carried out to-day due to adverse weather conditions. Ground training was light and consisted of Night Vision Exercises for the Gunnery, N.2.S for the Bomb Aimers, and Engine Handling for the Flight Engineers.		
Linton-on-Ouse	3.4.45		This morning we made preparations for an operation but it was scrubbed about 15.15 hours. Shortly after it was scrubbed we were again advised to prepare for operations in the morning.		
Linton-on-Ouse	3.4.45		Flying training was extensive to-day and consisted of seven Cross-Countries, five Bombing Practices, two Air-to-Ground Firing Practices, three Fighter Affiliations, and two Check-Outs. Air-Gunners carried out Aircraft Recognition Exercises and had some Sight Practice on Types II C Gun-Sights. Air-Bombers had N.2.S. Exercises. The Wop/Ag's had Fish Pond Training and the Flight Engineers carried out Engine Handling.		
Linton-on-Ouse	3.4.45		The operations which was prepared last night for this morning was scrubbed at 11.30 hours. Shortly afterwards we were again advised to prepare for operations but was only to be scrubbed again. Between 16.00 hrs and 16.30 hrs this evening we were advised again to prepare for another one. Take off is expected to take place in the early morning.		
Linton-on-Ouse	4.4.45		Due to Operational commitments no Flying training was carried out to-day. Aircraft not detailed for the operations did a little Ground training. Gunnery carried out Turret Manipulation and Sheet-Shooting Exercises while the Navigators had some Speed-Up Exercises.		
Linton-on-Ouse	4.4.45		The scheduled operation for this morning was scrubbed at 0315 hours due to the disappointment of the airmen. The next operation which was prepared later in the day was happily not done in vain. Fifteen of our aircraft were detailed and the first aircraft took off at 1924 hours. The aircraft are expected to return in the early hours of the morning.	A.44.86-A.4500 B.38	
Linton-on-Ouse	5.4.45		Flying training consisted of only one Air Test. Ground training comprised Panel Drill and Link trainer for Bomb-Aimers, Group V/T Exercises and a Lecture for the Wop/Ag's, Log Marking for Navigators and Night Vision Exercises for the Gunnery.	A.44.86-A.4500 B.38	
Linton-on-Ouse	5.4.45		As detailed our aircraft returned early in the morning. The target was HANEDUA/ROMANIA. Fourteen of our aircraft claimed to have attacked the primary between 2229 hours 2235-5 hours-free-between 16,000 and 19,000 feet. One of our aircraft (H.F. 742 "P" Pilot - P/O A.K. BROWN J. 92578) failed to return from this mission and nothing was heard from this aircraft since take-off time. (See Appendix A.44.86 & B.38) Weather was reported as nil to 5/10ths cloud with tops at 4/5,000 feet. Visibility was good. The target was marked on time with Red T.I.'s, Mixed T.I.'s, Red and Green and T.I.'s Green. They were plentiful and generally well concentrated. The Master Bomber was heard from H-15, who gave Barrage Flight.	A.44.86-A.4500 B.38	

Place	Date	Time	Summary of Events.	<u>SECRET.</u>	References to Appendices
Linton-on-Ouse (Continued)	5-4-45		....(Cont'd from page 1)...check your R/T transmitters, followed by various instructions in relation to the markers. Bombing was very good with some terrific explosions reported between 2225 and 2237 hours. Fires were seen with considerable black smoke; and a successful attack is reported. Ground defences consisted of slight to Moderate and inaccurate heavy flak which was encountered at 15-20,000 feet. There was slight light flak. Searchlight were numerous but ineffective. No aircraft was damaged by flak. No combats were reported. We were not required for another operation to-day.		A.4504-A.4500 B.38
Linton-on-Ouse	6-4-45		Flying training consisted of seven Cross-Country, eight Bombing Practices, nine Fighter Affiliations, two Air-to-Sea Firing Practices, one Standard-Bear Approach, one H.2.S. Practice, one local and one Check-Out. Ground Training comprised "H.M." and H.2.S. Exercises for Bomb-Dimers, Log-Marking and T.I. Exercises for Navigators, and Night Vision Exercises for the Gunnery.		
Linton-on-Ouse	7-4-45		We were not required for operations to-day. No Flying training was carried out to-day. Ground training comprised Turret Manipulation for Gunnery, Engine Handling for the Flight Engineers, and General Navigation Training for the Navigators.		
Linton-on-Ouse	7-4-45		We were called to prepare for operations twice to-day and each time it was scrubbed. W.O.2 Patterson, B.C. (R.19565) or P/O G.D. DAUGHERTY'S crew who went missing on the 7th of March of this year was reported officially safe in the United Kingdom.		
Linton-on-Ouse	8-4-45		Flying training comprised five Fighter Affiliations, eight H.2.S. Exercises, one Bombing Practice, and one Cross-Country. Ground training was light. Gunnery carried out some Night Vision Exercises, Air-Bombers had H.2.S Exercises and Wop/Ag's had Lectures.		
Linton-on-Ouse	8-4-45		We were detailed for operations to-day and 15 of our aircraft were detailed and all took off. The aircraft are expected to return around after 0000 midnight.		B.39
Linton-on-Ouse	9-4-45		Flying training was light and comprised only three Air Tests. Air-Gunnery carried out Aircraft Recognition Exercises and Sight Practice on Type II C Gyro Guns. Air-Bombers had some acoustic and Panel Drill. Wop/Ag's had Fish Pond Training while the Flight Engineers had Engine Handling.		
Linton-on-Ouse	9-4-45		As predicted our aircraft returned shortly after midnight. The target was HAMBURG. Fourteen of our aircraft claimed to have attacked the primary between 2232.5 hours and 2240.2 hours from between 16,000 and 19,000 feet. One of our aircraft (P/O 769-770 Pilot - P/O A.F. JENSEN J.36130) failed to return from this mission and nothing has been heard from this aircraft since take-off time (See Appendix A.4502 & B.39). Weather was reported as 8-10ths cloud with tops at 2-6,000 feet. Visibility was good. There was considerable interference on both VHF and TR 1196 resulting in most crews not hearing the M/H clearly until just prior to "H" hour. The Red and Green Ground Markers were down on time followed by illuminating flares and sky markers Red with Green stars. The ground marking was visible through the thin cloud as a glow. Few results were observed apart from a number of explosions, two fairly large ones at 2233 and 2238 hours. Ground defences consisted of slight to moderate heavy flak in barrage form which was encountered at 15-15,000 feet. Light flak was moderate and was encountered up to 16,000 feet.		A.4501-A.4515 B.39

# OPERATIONS RECORD BOOK

Page No. THREE

R.A.F. Form 540  
See Instructions for use of this form in R.R. and A.C.I.,  
para. 1340, and War Manual Pt. II, chapter XX., and  
notes in R.A.F. Pocket Book.

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

No. of pages used for day \_\_\_\_\_

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
Linton-on-Ouse (Continued)	19.4.45		(Cont'd. from page 2) Searchlights were very few and ineffective. No aircraft was damaged by flak. Two combats were reported. (See Appendix G.13 & G.14)  We were not required for operations to-day.  Flying training consisted of four Gross-Countries, four Bombing Practices, and three Air-to-Sea Firing Exercises.		A.4514-A.4515 B.39
Linton-on-Ouse	10.4.45		Ground training consisted of Range Estimation for the Gunners, "G.M.", H.2.S. Exercises and Link-trainer for the Bomber-airmen.  Seventeen of our aircraft were detailed for operations to-day and all took off. The target was LINZHEK. Sixteen of our aircraft claimed to have attacked the primary between 1750 and 1800 hours-between 16,000 and 18,000 feet. Weather was reported clear-and-visibility was excellent. Crews were able to pinpoint their way into the target which was visually identified by Railways, Motorways and wooded areas. The T.L. Yellow markers went down at 1750 hours but undershot the aiming point. The M/B was clearly heard and instruction were mainly to overshoot the markers. Most crews however were able to bomb the target visually and a concentrated attack is reported. Ground defences consisted of slight heavy flak which was encountered at 15-18,000 feet. No combats or attacks were reported.		A.4516-A.4532 B.40
Linton-on-Ouse	11.4.45		No Flying training was reported to-day. Training was confined to ground to-day. Air-Gunners had Night Vision Exercises and Aircraft Recognition Exercises. Air-Bomber had some "G.M." and H.2.S Exercises. Navigators and Flight Engineers had T.L. Exercises.		
Linton-on-Ouse	12.4.45		We prepared for an operation to-day but it was scrubbed at 20.00 hours.  No Flying training was carried out to-day. Air-Gunners had Turret Manipulation and some Shoot-Shooting Practices. Bomb Aimers carried out Panel Drill and a few lectures. Flight Engineers had some "put-up" practices on Emergency Services.		
Linton-on-Ouse	13.4.45		We were not required for operations to-day.  Flying training was nil to-day. Ground training comprised Sight Practice on Type II C Gyro Guns for the Gunners, Link Trainer and Dry Runs for Air-Bombers, Group H/T Exercises and a lecture for the Roy/Ag's, and Log-Marking for the Navigators.		
Linton-on-Ouse	14.4.45		Seventeen of our aircraft were detailed for operations to-day, and all took off in the evening. The aircraft are expected to return early in the morning.		A.4533-A.4539 B.41
Linton-on-Ouse	15.4.45		Flying training consisted of three Air-to-Sea Firing Exercises, three Fighter Affiliations, and three Bombing Practices. Air Gunners who were not detailed for to-day's operations had Night Vision Exercises.		
Linton-on-Ouse	16.4.45		As predicted our aircraft returned in the early morning. KIEL was the target. Seventeen of our aircraft claimed to have attacked the primary from 2300.0 hours to 2330.0 hours-between 12,000-17,000 feet. Weather was reported as 10/10ths cloud with tops at 2-7,000 feet. Visibility was good. The Master Bomber was heard at H-15 by most crews, when he advised the Main Force to be prepared to attack the alternative aiming point.		A.4533-A.4549 B.41

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
Linton-On-Ouse (Continued)	14a-h-5		(Cont'd from page three) The attack opened up with illuminating flares going down on time, followed by T.I. Red. The Master Bomber was then heard instructing crew to bomb alternative aiming point which was marked by T.I. Green, forming a fair concentration. All crews were able to see the glow of markers through the cloud. With the exception of a few minor explosions and the flashes of bombs bursting, no results were observed. Ground defences consisted of slight to moderate heavy flak in barrage form which was encountered at 14-18,000 feet. Light flak was slight. Searchlights were very few and ineffective. Two combats were reported. (See Appendix G.15 A.G.16).	A-4533-A-4549 B.41	
			Pilot Officer A.E. Brown (J. 92578) and his navigator, mid-upper gunner and flight engineer who were reported missing from operations on the 4/5th of April, 1945 has been classified officially as safe in the U.K., and have since reported to this unit. (See Appendix A. 4486 & B.38 in Form 541). Their report on the incident was as follows: Aircraft crash-landed approximately 20 miles north of Margate at 2345 hours from 2500 feet and all documents (i.e. log were burnt with the aircraft). All times are approximate. Attacked primary. 3/10ths cloud with tops at 4,000 feet. Visibility was good and the target was identified by Green T.I.'s. Jettisoned safer - 4 x 500 lb. M.C.T.D. 025 over the North Sea at approximately 2140 hours after losing Port Outer engine. Port outer lost approximately 2140 over the North Sea. Jettisoned Wing-Positions (bombs), climbed to bombing-height and bombed 4 minutes later. On return approximately 2305 hours starboard outer went up, 2325 hours Port Inner, 2327 Starboard Inner lost. Gave instructions for crew to bail out just prior to losing starboard inner. The A/B, W.O./AG, and R/GNR, bailed out. Balance of crew safe. Bomb load was 16 x 500 lb. M.C.T.D. 025 1 x BG 152.	A-4486 B.38	
			Flying training was nil to-day. Flight Engineers had Engine Handling and some D.I.'s. Bomb Aimers had "XXX" and H.2.S Exercises, while the Gunners had Aircraft Recognition Exercises.		
Linton-on-Ouse	15a-h-5		We prepared for an operation to-day but it was scrubbed at 1615 hours.		
			Flying training consisted of three Air-to-Sea Flying Exercises, five Fighter Affiliations and three H.2.S Exercises. Bombing Practice consisted of six H.2.S and seven Bombing Range Exercises. Gunners carried out Turret Manipulation and Night Vision Exercises, Air-Bombers had Link Trainer and Panel Drill, and Navigators had General Navigation Training.		
Linton-On-Ouse	16a-h-5		We were detailed for operations to-day. Ten of our aircraft were detailed and all took off after 2300 hours. The aircraft are not expected to return until about 0700 hours in the morning.	A-4550-A-4559 B.42	
			Flying training consisted of one Fighter Affiliation, two Cross-Countries and five Bombing Practices. Flight Engineers carried out Engine Handling and R.I.'s and the Gunners had Range Estimation Practice and Sheet-Shooting Exercises.		
Linton-on-Ouse	17a-h-5		As predicted our aircraft returned around 0700 hours. The target was GARLINCEN. Nine of our aircraft claimed to have attacked the primary between 0338.9 hours and 0347 hours from between 46,500/48,000 feet. One of our aircraft (P.W. 230 "W" Pilot:- R.H. HUTCHISON J. 25645) abandoned the task at position 5358 N - 0108 W at 2345 hours from 5,500 feet due to port inner engine having stopped as the aircraft was unable to maintain height and the remaining engines were over heating. Weather was reported clear with slight haze. Visibility was good.	A-4550-A-4559 B.42	

RECORDED AND INDEXED BY [unclear]

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## OPERATIONS RECORD BOOK

Page No. FIVE

of (Unit or Formation) No. 406 (R.G.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	17.4.45		(Cont'd from page four) Red T.L.'s went down first cascading at 0335 hours, followed by Yellow A.4550-A.4559 T.L.'s and Green flares. The two Red T.L.'s appeared to be well concentrated around the markers but no results were observed. Assessment of the attack was impossible. Ground defences consisted of anti-aircraft heavy flak. No combats were reported.		B.42
Linton-on-Ouse	18.4.45		Flying training consisted of two Cross-Countries, one Fighter Affiliation, and three Bombing Practices. Ground training consisted of Sight Practices on Type II C gyro guns for the Air-Gunners, H.2.S. Exercises for Air-Bombers and Engine Handling for the Flight Engineers.	A.4560-A.4576	B.43
Linton-on-Ouse	19.4.45		We were detailed for a day-light raid on HELIGOLAND and seventeen of our aircraft were detailed and all took off. Sixteen of our aircraft claimed to have attacked the primary between 4225.4 and 4225.3 hours from between 17,000 & 19,000 feet. One of our aircraft (N.F. 776 "N" Pilot - F/O A.J.T. CHILLY J.92285) failed to return from this mission and nothing has been heard from this aircraft since take-off time. The weather was reported clear over the target. Visibility was excellent. Some cloud was reported in the vicinity. Target marking on north end of the Island originally, so N/B ordered overhead by one of the sections then he distributed bombing over the Island. Finally in instructions to "Bomb centre of smoke". All crews were enthusiastic about the concentration of bombing as well as the N/B. Ground defences consisted of meagre heavy flak. No combats were reported.		
Linton-on-Ouse	19.4.45		Flying training was light to-day and consisted of one Local, two Fighter Affiliations, two H.2.S. Bombing and ten Bombing Range Practices, and two Cross-Countries. Ground training comprised Target Manipulation and Night-Vision Exercises for the Gunners and Engine Handling for the Flight Engineers.		
Linton-on-Ouse	19.4.45		To-day the Presentation of the "HANDLEY PAGE TROPHY" to the "EDGE" Squadron took place. The trophy was presented to us for having the lowest accident rate in the R.G.A.F. No. GROUP for the month of March, 1945.		
Linton-on-Ouse	20.4.45		We were not required for operations to-day.		
Linton-on-Ouse	20.4.45		Flying training was extensive. Eleven Fighter Affiliations and Fish Pond Practices were carried out. Besides there were five Cross-Countries, twelve H.2.S. Bombing Practices and nine Bombing Range Practices, and an Air-Marking Practice. Ground training was carried out in all the exercises. Navigators had Speed-by Exercises and Log-Marking. Air-Bombers had "WEE" and H.2.S. Exercises. Flight Engineers carried out Engine Handling and some D.L.I.'s. Gunners and Night Practices on the Type II C gyro guns and Aircraft Recognition Exercises. The W.P./E's had Fish Pond Training and Group W.E. Exercises.		
Linton-on-Ouse	21.4.45		We were not required for operations to-day.		
Linton-on-Ouse	21.4.45		Flying training comprised seven Air-to-Ground Firing Exercises, three Cross-Countries, nine H.2.S. Bombing Practices and H.E.E.S. Bombing Range Practices. Ground training comprised Range-Estimation and Shoot-Shooting for the Gunners, Link-Training for Air-Bombers, and General Navigation Training for the Navigators.		
Linton-on-Ouse	21.4.45		We were called to prepare for operations in the evening but it was scrubbed at about 10.00 hours.		

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
Linton-on-Ouse	21.4.45 (CONTINUED)		Flying training consisted of four Air-to-Sea Firing Exercises, nine Fighter Affiliations and Fish Pond Exercises, nine H.2.S Bombing Practices and nine of Bombing Range Practices. Ground training comprised Night Vision Exercises for Gunners and "GEE" Exercises for the A/B's.		
Linton-on-Ouse	22.4.45		We were detailed for operations to-day and seventeen of our aircraft were detailed A.A.577-A.A.593 and took off. The target was to be BREMEN but all the above aircraft were abortive over the target between 1900 & 1915 hours from between 17,500/19,400 feet because the Master Bomber ordered the attack abandoned. Weather over the target was reported as 5 - 10/10ths cloud with tops at 5 - 10,000 feet. The Master Bomber ordered the mission to be abandoned after a short discussion with his deputy. No aircraft from this station bombed, although several aircraft open -ed their bomb doors and dropped the leaflets. Several Air-Bombers reported identifying Aiming Point visually and seeing Red T.I.'s on the target. No heavy flak was reported and no aircraft were damaged. Fighter activity was nil. B.44		
Linton-on-Ouse	23.4.45		Flying training was nil. Ground training comprised Log-Marking for Navigators, Group H/T Exercises for WOP/AG's, H.2.S and Panel Drill for Air-Bombers, and Night Vision Exercises for the Gunners.		
Linton-on-Ouse	23.4.45		We were not required for operations to-day.		
Linton-on-Ouse	23.4.45		Flying training comprised one Local, two Air Firing Practices, two Cross-Countries, five H.2.S Bombing Practices and five Bombing Range Practices. Gunners carried out Night Practices on the Type II-G Gyro-Guns and had some Sunset Manipulations. Flight Engineers had the usual Engine Handling and D.I.'s while the Bomb-Aimers had Dry Swap Exercises.		
Linton-on-Ouse	24.4.45		We were not required for operations to-day.		
Linton-on-Ouse	24.4.45		Flying Training comprised three Locals, four Air Firing Practices, two Cross-Countries, four H.2.S Bombing Practices and six Bombing Range Practices. Gunners had Night Vision Exercises and Aircraft Recognition Practices. Engineers carried out Engine Handling and the Navigators had "GEE" and H.2.S Exercises.		
Linton-on-Ouse	25.4.45		We were detailed for operations to-day, and 17 aircraft were detailed from this squadron and all took off in the afternoon. The aircraft returned between 1900 and 20.00 hours. The target was BREMEN. Sixteen of our aircraft claimed to have attacked the primary from 1746.5 hours and 1719. hours from between 10200/12000 feet. One of our aircraft (W.F. 796 "K" Pilot - S/L A.E. MAY J. 22/45) failed to return from this mission, and nothing has been heard from this aircraft since take-off time. Weather was reported clear, with slight haze and smoke, with horizontal visibility good. T.L. Rads were observed cascading at 1714 hours but were soon obscured by smoke and dust. The M/B was heard on time and his instructions to the M/Force were clear and precise throughout. Green in the early stages bombed the markers, and laterly the concentration of smoke. The attack was reported as concentrated and a number of fires were seen. Ground defences consisted of light to nil heavy flak bursting from between 8/13,000 feet. No aircraft was damaged by flak. No combats were reported. A.A.594-A.A.610 B.45		
			No Flying Training was carried out to-day due to operational commitments. Some Ground Training was carried out to-day by the airmen who were not detailed for the operations. Gunners carried out Aircraft Recognition Exercises while the Air-Bombers carried out H.2.S Exercises.		

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## OPERATIONS RECORD BOOK

of (Unit or Formation) NO. 403 (R.G.A.F.) SQUADRON, LINTON-ON-OUSE

Page No. SEVEN

No. of pages used for day \_\_\_\_\_

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Uuse	26.4.45		In the early morning we prepared for an operation but it was scrubbed at noon. Flying training consisted of two Air Firing Practices, two Cross-Countries, two H. 2.S. Bombing Practices, and one Bombing Range Practice. Ground training was extensive to-day and all sections reported training being carried out. The Gunnery Section carried out Sight Practice on the Type II G gyro guns and had Turntable Manipulation and Aircraft Recognition Exercises. The Engineer Section carried out Engine Handling. Bombing Section carried out "W.M." and H. 2.S. Exercises. The Signals Section had Group W/T Exercises. The Navigation Section had Log-Marking and General Navigation Training.		
Linton-on-Uuse	27.4.45		We were not required for operations. No Flying Training was reported. Ground Training comprised Modem and Panel Drill for the Bomb-dismers, Fish Pond Training for the WOP/AG's, Night Vision Exercises for the Gunners and Engine Handling for the Engineers.		
Linton-on-Uuse	28.4.45		We were not required for operations. Flying training comprised one Local, three Air Firing Exercises, seven Fighter Affiliations, three Cross-Countries, seven H. 2.S. Bombing Practices, eight Bombing Range Practices. Ground training comprised Turntable Manipulation for the Gunners, H. 2.S. Exercises for the Air-Bombers, D.I.'s for the Engineers, and Group W/T Exercises for the WOP/AG's.		
Linton-on-Uuse	29.4.45		We were not required for operations to-day. No Flying Training was reported to-day. All training was confined to ground. Air-Bombers carried out H. 2.S. Exercises and some Link Trainer. The Gunners had Sight Practice on the Type II G gyro guns and Sheet-Shooting. Navigators carried out General Navigation Training.		
Linton-on-Uuse	30.4.45		We have not detailed for operations to-day. With the European Victory almost in our grasp it seems apparent that the "cross" operational days in this country are rapidly coming to a close. It is hoped that the raid in MAY 1945 will be the last raid for us, in this country.		
Linton-on-Uuse			Flying training consisted of one Local, one Air Firing Practice, ten Fighter Affiliations, four Cross-Countries, ten H. 2.S. Bombing Practices, ten Bombing Range Practices. Ground training consisted of Turntable Manipulation for the Gunners, Log-Keeping and D.I. Exercises for the Engineers and Group W/T Exercises for the WOP/AG's.		
CASUALTIES:- See Daily Diary and Form 541 (Appendix A.4486, A.4502, A.4570, A.4603)					
POWERS IN:- P/O D.J. McKEEVEY J.93268 (Pilot), F/O R.H. BAKER J.45576 (Nav.), F/O H.E. BIGGAR J.42236 (A/B), SGT. GANN, L.G. R.252314 (WOP/AG), SGT. DALE, R.G. R.279415 (M/S/AG), SGT. PARTRIDGE, L.E. R.273059 (R/AG), SGT. KILBRETT, G.E. R.258870 (T/B); posted to this unit from No. 76 (R.G.A.F.) Base u.e.f. 2.4.45.					
F/O R.V. THOMAS J.20269 (PILOT), F/O E.G. PARTRIDGE J.45164 (NAV.), F/O R.G. PRIMROSE J.43606 (A/B), F/O W.L. DUBOIS J.35926 (WOP/AG), SGT. HANING, R.M. R.214936 (M/S/AG)					

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Ouse	30.4.45 (CONTINUED)		<p>P/O J.T. BOYER J.45926 (R/AG), SGT. O'DELL, R.W. 1616426 (P/B), posted to this unit from No. 76 (R.C.A.F.) Base w.e.f. 1.4.45.</p> <p>P/O A.R. HAY J.227783 (PILOT), WD. 2 J.H. BRAMBLETT R.197973 (NAV.), P/O J.D. STANLEY J.422259 (A/B), P/O A.R. BOID J.46747 (WOP/AG), SGT. HOVEY, V.E. R.267615 (MU/AG) SGT. BUTTER, A.L. R.274835 (W/AG), SGT. HUGHES, J. 2206716 (P/B), posted to this unit from No. 76 (R.C.A.F.) Base w.e.f. 5.4.45.</p> <p>P/O H.L. PATTISON R.26 173312 (PILOT), P/O D.G. BROWN J.43577 (NAV.), P/L J. LAMBERT J.20262 (A/B), W/S NEMKINS, J.H. R.204578 (WOP/AG), SGT. INGRAMS, J.D. R.230127 (MU/AG), SGT. LARSEN, R.H. R.289233 (R/AG), P/O J. MOUNT R.16960 (P/B), posted to this unit from No. 76 (R.C.A.F.) Base w.e.f. 5.4.45.</p> <p>WO 1 J.C. KELFORD R.130367 (PILOT), SGT. WATSON, J. 1524034 (NAV.), SGT. BALLANTINE, A.K. R.216284 (A/B), W/SGT. TORMERON, J.M. R.194765 (WOP/AG), P/SGT. ARROL, E.B. R.109250 (MU/AG), SGT. FOSTER, T.G. R.221769 (R/AG), SGT. MCNAUL, P.F. R.286192 (P/B), posted to this unit from No. 76 (R.C.A.F.) Base w.e.f. 5.4.45.</p> <p>P/O R.W. GALLAGHER J.45456 (Pilot), P/O THOMPSON, J.H. J.40696 (NAV.), P/O G.P. BRIMACOMBE J.44357 (A/B), P/O A.D. BOULTON J.36520 (WOP/AG), P/O GLASSER, W.M. J.47016 (MU/AG), P/O K.H. HAINES J.41025 (R/AG), P/O W.D. MILLER J.43925 (P/B), posted to this unit from No. 76 (R.C.A.F.) Base w.e.f. 1.4.45.</p> <p>P/L R.H. WANNAMAKER J.27628 (Pilot), P/O D.G. REEVES J.43412 (NAV.), P/O G.W. MOWATT J.43657 (A/B), P/O J.R. WADDELL J.46026 (WOP/AG), P/L L.J. FINCH, J.15500 (MU/AG) P/SGT. TAKEY, W.G. R.268994 (R/AG), P/O E.M. BOTHWELL, J.43261 (P/B), posted to this unit from No. 76 (R.C.A.F.) Base w.e.f. 12.4.45.</p> <p>P/L R.E. HENDERSON J.10278 (Pilot), P/O E.J. THOMPSON J.43434 (NAV.), P/O J.A. KARASINSKI J.43219 (A/B), P/SGT. KANE, J.H. R.196337 (WOP/AG), P/O K.H. HAINES J.45939 (MU/AG), P/O J.M. TAILLIEU J.45703 (R/AG), SGT. KIMMO, R.W. R.264151 (P/B), posted to this unit from No. 76 (R.C.A.F.) Base w.e.f. 1.4.45.</p> <p>P/O R.M. COOK J.42148 (WOP), P/O J.W. HOBBS J.44083 (NAV.), P/SGT. SCOTT, R.C. R.209881 (A/B), P/SGT. HENRY, R.A. R.216832 (WOP/AG), P/O J.R. BRADY, J.41907 (MU/AG), P/O L.H. PAUL J.47128 (R/AG), P/O G.E. HILL J.43062 (P/B), posted to this unit from No. 76 (R.C.A.F.) Base w.e.f. 20.4.45.</p> <p>W/O I.J.R.A. PHILIP HOBBS R.154526 (A/B), posted to this unit from 426 (R.C.A.F.) Squadron Base w.e.f. 19.4.45.</p> <p>P/O R.J.A. PAYETTE J.87703 (WOP/AG), posted to this unit from 426 (R.C.A.F.) Squadron w.e.f. 20.4.45.</p> <p>P/O D.R. LAMBRETH J.41253 (Pilot), P/O S.W. SKILLING J.43563 (NAV.), WD. I. LEITCH, A.R. R.116061 (A/B), P/SGT. HICKMAN, D.H. R.205388 (WOP/AG), P/SGT. RESTORICK, P.O. R.272662 (MU/AG), SGT. STICKNEY, H.H. R.205563 (R/AG), P/SGT. KENNEDY, R.S. 220563 (P/B), posted to this unit from No. 76 (R.C.A.F.) Base w.e.f. 27.4.45.</p> <p><b>POSTINGS OUT:</b> - P/O G. WILBY G.19932 (P/B), posted from this unit to ROCAF "B" Depot w.e.f. 3.4.45.</p> <p>P/O R. HENRY 160956 (P/B), posted from this unit to No. 62 (R.C.A.F.) Base w.e.f. 4.4.45.</p> <p>P/O G.L. HOFF, J.20951 (A/B), posted from this unit to R.C.A.F. 0/S H.Q. w.e.f. 5.4.45.</p> <p>P/L W.G. HUGHES J.15150 (NAV.), posted from this unit to No. 6 AIRCRAFT SCHOOL, Dalton w.e.f. 6.4.45.</p>		

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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.

## OPERATIONS RECORD BOOK

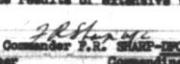
Page No. **NINE**

of (Unit or Formation) **NO. 406 (R.G.A.F.) SQUADRON, LINTON-ON-OUSE**

No. of pages used for day \_\_\_\_\_

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton-on-Uuse	30.4.45		<p><b>POSTINGS OUT-(CONTINUED)</b> P/O M.W. GUINN J.18397 (WOP/AG), F/L W.H. LEIGHAM J.21460 (A/B), posted from this unit to R.C.A.F. "B" Depot w.e.f. 9.4.45. P/O M.B. PRY J.89067 (WOP/AG), posted from this unit to No. 6 Aircrew School, Dalton w.e.f. 11.4.45. F/O J.M. MCCORMICK J.36943 (NAV.), posted from this unit to No. 24 O.T.U. w.e.f. 13.4.45. P/O A.W. SARGENT 195160 (P/B), P/O W.J. RICHARDSON 195128 (P/B), SGT. WILSON, G.G. 1594042 (B/M), posted from this unit to R.A.F. Station, A.C.A.C., Battlesbridge w.e.f. 16.4.45. A/P M.D. SONNOLLY J.25966 (Pilot), posted to No. 22 O.T.U. w.e.f. 16.4.45. F/O M.A. MONAHAN J.38136 (Pilot), P/O A.E. HUMPHARD J.41502 (NAV.), P/O A.J. MARKHAM J.43759 (A/G), P/O D. PARKINGTON (WOP/AG), P/O A. BAILEY J.45985 (P/B), P/O W.J. LEACH J.45209 (A/G), posted from this unit to No. 405 (R.G.A.F.) Squadron w.e.f. 12.4.45. P/O A.E. SHERRY (A/G) J.93880, posted from this unit to No. 22 O.T.U. w.e.f. 16.4.45. F/L R.T. FLINCH J.25226 (Pilot), P/O A.H. BOIS J.26708 (A/B), P/O W.H. HAYDEN J.35509 (A/B), P/O M.W. ANDERSON (WOP/AG) J.12634, P/O J.A.M. FRASER J.93033 (WOP/AG), P/O A.C. MILLION R.215764 (WOP/AG), P/O M.R. COLE J.41859 (A/G), NO. I. W.H. SCHERR R.17815 (A/G), P/O G. BROWN J.93046 (A/G), P/O E.H. SCOTT J.93908 (A/G), P/O J.G. SULLIVAN R.112688 (A/B), P/O M. HEAD J.94162 (A/B), posted from this unit to R.C.A.F. "B" Depot w.e.f. 19.4.45. P/O G.P. PITKIN J.26633 (Pilot), posted from this unit to No. T.U. Warboys w.e.f. 18.4.45. P/O H.P. SALISBURY J.37170 (NAV.), posted from this unit to "B" Depot w.e.f. 19.4.45. F/L R.D. BRACKEN J.44153 (Pilot), posted from this unit to "B" Depot w.e.f. 27.4.45. P/O W.E. TURNER J.68734 (Pilot), posted from this unit to "B" Depot w.e.f. 27.4.45. S/L H.L. SAUNDERS-DEE J.9108 (Pilot), P/O D.M. SWAIN J.18713 (NAV.), P/O J.G. SULLIVAN J.36682 (A/B), NO. 2 O.R. LAMBERT R.115518 (WOP/AG), P/SGT. ROHL, H.R. 276987 (AG/AG), P/O H. GARDNER, W.O. R.449777 (A/M), SGT. MISTER, H.R. 1996554, posted to No. 515 (R.G.A.F.) Squadron w.e.f. 23.4.45.</p>		
			<b>PROMOTIONS:- NIL.</b>		
			<b>COMMISSIONS:-</b> P/O H.V. REEDMAN J.94412, commissioned w.e.f. 26.4.45. P/O W.H. SCHERR J.94129, commissioned w.e.f. 26.4.45. P/O M.R. SMITH J.94127, commissioned w.e.f. 26.4.45. P/O D. SHUTTLA J.94140, commissioned w.e.f. 26.4.45. P/O M. HEAD J.94102, commissioned w.e.f. 26.4.45. P/O A.E. SHERRY J.93880, commissioned w.e.f. 19.4.45. P/O T. ROMANCHUK J.94107, commissioned w.e.f. 6.2.45. P/O H.H. OLIVE J.94105, commissioned w.e.f. 6.2.45. P/O J.H. MAGUIRE J.94106, commissioned w.e.f. 6.2.45. P/O E.P. GARDNER J.94107, commissioned w.e.f. 6.2.45. P/O W.P. VAUGHAN J.93907, commissioned w.e.f. 19.4.45. P/O J.W. FITZKEITHES R.94470, commissioned w.e.f. 20.3.45. P/O J.R. GIBSON J.94434, commissioned w.e.f. 20.3.45. P/O W.H.L. PITKIN J.94403, commissioned w.e.f. 21.3.45.		

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Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices																																																																																
Linton-on-Ouse	30.4.45		DIMISSIONS:- (Continued) P/O E.W. HOUGH J. 94436, commissioned w.o.f. 20.3.45. P/O L. SUMNER 196060, commissioned w.o.f. 22.3.45. P/O J.H.V. SUMNER, commissioned w.o.f. 19.3.45.																																																																																		
<b>HONOURS &amp; AWARDS:-</b> H.M. the KING on recommendation of the A.G.C. has approved the Immediate award of the D.F.C. to W/G. F.R. SHARP (G.89), and Non-Immediate D.F.C. to P/L P.H. CLIFTON 157577, P/O C.W. THIRAK J. 35617, P/O L.G. ANDERSON J. 88645, P/B S/L MARTIN J. 86185, P/O L.G.T. HART 178924, P/O G.R. FRANKLIN J. 25781, and to P/L I.P. HEDDERICKER J. 13070. The Immediate D.F.M. was awarded to P/O D. SHUTKA J. 94140 and to P/O T. ROMANCHUK.																																																																																					
<b>OPERATIONAL AND NON-OPERATIONAL FLYING TIMES</b>																																																																																					
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<b>MONTHLY AND CUMULATIVE TOTALS OF BOMBS DROPPED DURING THE MONTH AND YEAR</b>																																																																																					
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<b>SQUADRON COMMANDER'S REMARKS:-</b> A very successful month in all respects. Besides the operations a great deal of flying training was carried out and the results of extensive training are beginning to show in the operational results.																																																																																					
 Wing Commander F.R. SHARP-MPC, Officer Commanding, No. 406 (M.G.M./P.) Squadron																																																																																					