

APPENDIX "A"



DETAIL OF WORK CARRIED OUT

 $_{\rm By}$ No. 408 (reap) squadron, linton-on-ouse

SECRET

PAGE No. ONCE

DATE	AIRCRAFT				TIME		
	Type & Number	Crew	DUTY	Up	Down	DETAILS OF SORTIE OR FLIGHT	Reference
15/16/2.44	LANCASTER II	P/O A.A. BRYSON CAN SGT LIWISKI, P.E. CAN TRANCH, A.P. CAN	BOMBING BERLIN (This rd	17.35	23.50	Good visibility with 10/10th clouds whose tops reached 15 to	A. 2219
		P/O A.W. BOCKUS CAN	WEVE)			Red Sky Markers with Green State were seen for about fifteen minutes on approaching the target. These sky markers were	
		SGT BOWLES, E.G. CAN SGT MOORE, J. RAF				was made at 2129 hours from 21000 feet and on a heading of	
						The Beary cloud base. R/M Flares were seen at positions "P" 4 "% at 1947 and 2025 hours respectively. A quiet trip.	
		· · ·				The route markers were useful and bugh helpful. Lended at Tibenham earing the "GEE" going u/s. Load carried; 1 x h, 000 lb file Nose Inste, 540 x h lb, 16 x 30 lb, incends, and	
TONE .	LANCASTER II			***		at 4 10. "I" Type Incends.	
5/16/2.44	D.S. 729 "D"	S/L W.A. RUSSHIL CAN P/O H.E. HOWARD CAN P/O J.C.A. MOORE CAN	- do - (First)	17.30	00.38	Moderate visibility with 10/10th clouds up to 8000 feet was found over the target area by this crew. On the run up to the target, Red Flares with Green Stars were seen bursting	A. 2220
		P/O W.L. BARRETT CAN WOZ W.B. LANGON GAN P/L J.R. HANSON GAN				Flares were in the sights at the time of these Red	
	Co: Piii,	P/O J.A. PRAMPTON CAN				the release was made at 212 hours from 21000 feet and on a heading of 165%. Clouds prevented my assessment of the attack. During the run up, Red Tales and Red Flares with	
						wall concentrated with the emerginon of one hundle of Red .	
						Steady Flares were seen at resistance from the seen and seen	
****	M-1					1955, 2055 and 8000 hours respectively. Red and Green Tal. Markers were seen at Frankfurt at 2110 hours. Spoof R/M Green Steady and Fighter Flares were seen at position was	
						at 2145 hours. The route was goods Load carrieds - Same as on Sertie No. A. 2219.	
MT 16/2.44	D.S. 791 TP	F/L W.R. SMITH CAN F/O C.F. RIDGERS CAN F/S BEER, L.S. CAN F/S BOWLER, R.H. RAF	- do - (First)	17.34		This grew encountered moderate visibility with 10/10th clouds at 10000-feet over the target area. Red Flares with Green Stare were aids in making the run in on the primary. The estimated centre of these flares were in the sights at the	A. 2221
	11	F/S MILLOCK, D.J.CAN F/S DRAFER, C.O. CAN SOE CROPES, F. BAS			- W	from 22000 feet and on a heading of 16804. Page to a the	
	Co. P	P/O H.R. CHEKABUCK CAN				attack could not be obtained owing to the clouds, although one or two bomb burnts were seen, but no fire glow. Red and Green Tolks were seen cascading and disappear in the	
						respectively. PA Steady Player was 2000 and 2022 hours	
				C		ive, but seem to come doubt in two lots with a 175 minute interval. The route was good. The load carried was the same as on Sertie Ro. #2219	
					-	Mer	
- 1				4	_		4

DATE	AIRCRAFT	Crew	Duty	-	Гіме	DETAILS OF SORTIE OR FLIGHT	References
-	Type & Number	P/S CRIEP, B.V. CAN	BOMBING	Up 1722	Down 0046	Ten tenth clouds with tops at 17000 feet and good visibility	A-2222
NIGHT 15/16/2-44	Lancaster II	SOF TAMES J.S. CAN	PERRIATN	-155	WHO!-	was found by this crew over the target area. Red Flares	
		F/O E.T. WALL CAR SGT MCKINNUM, J.B. CA SGT PLUNKETT, W. CAN SGT HIGHES, C.A. RAF	(Third)		DLING	with Green Stars, and the glow of the fires on the clouds were means in identifing the primary. The reflection of the	
		SOT PLUNKETT, W. CAN				were means in identifing the primary. The reflection of the fires, and the estimated position of the flares, which burned	
		SGT HISHES, C.A. RAP	***			out just before hombing, were in the sights at the time of the release, and the release was made at 2140 hours from	
		Con Millian, V. Mar				22000 foot and on a heading of 1650%. Smake was billowing	
						through the clouds, and the base of the clouds appeared to be well illuminated with an orange glow for an area of 5 or	
						t wiles square. R/M Green Steady Flares were seen at positions "P", and "Q" at 1951 and 2034 hours respectively. Red Flares and Red T.L.s were also seen over Frankfurt at 2335.	
					-	ions "P", and "Q" at 1951 and 2034 hours respectively. Red	
***************************************						hours. No difficulties were encountered, and the route was	
			***************************************			good. Diverted and landed at Wendling. Load carried was the same as on Sortia No. &. 2219.	
	LANCASTER II	W/C D.S. JACOBS, DFC F/L T.E. MoDOUGALL, DF	- do -	1737	OLO8	This grew encountered 10/10th clouds at 10/12000 feet over the target area. Flares and T.I. Markers were seen to dis-	A. 2223
15/16/2-44	L.L. 723 TT	F/L T.R. MoDOUGALL, DF F/O E.A. DECKER CAN	C (Third)		DUM	appear through the clouds on the run in to the primary. A	
		F/O P.C. O'COMOR CAN				olustre of five R.P. Flares (red with Green stars) were in the sights at the time of the release, and the release was	
		P/O L.B. MORGAN +OAN P/O W.G. PHILIPOT RAP				made at 2126 hours from 20000 feet and on a heading of 1500%	
		SOT HENDERSON, M. RAF				Thick clouds prevented observation of the attack. Flares at positions "P" and "Q" were effective, but whitish. Time	
	00. P	P/S KEILLER, A.C. CAS				when seen were not logged. Defences in the target area re-	
		+ Amstralian in the				lied on flak rather than on flares. The route was considered good. The load carried was the same as on Sertie No.	
						2219. A diversion was made at Burn associrons.	
	* heads a second -	P/O E.T. LLOYD CHE	- 85 -	1720	0043	Good visibility with 10/10th clouds at 8000 feet was found	X 2224
	D.S. 768 "J"	PA K. STENERAATEN CA	N -(Firet)	-12	HORHAM	over the target area by this orew. Red and Green Toles	
		P/O G.E. CAMERON CAN				and Red Skymarkers with Green Stars were seen from 2112 hrs.	
		SOT BERGERON, J.A. CAR		1		release, and the release was made at 2124 hours from 25000	
		P/S WILLIAMS, H.J.RAP SOT NIGHTINGALE, H.A.	PAP			feet and on a heading of 1650M. He results were obtained to owing to the thickness of the clouds. Incendiaries of 50	
	00 . F	FOD.T. HIME CAN				and the same beautiful back due to hand you. Shy Markeys with	
						plentiful, but somewhat scattered. R/M Flares at positions was and "0" were seen at 1942 and 2025 hours respectively,	
						and were seen at 1942 and 2025 hours respectively, and were sped and effective for fix. He difficulties were	
						encountered, and the route was splendit. Landed at Borham in accordance with instructions received. The lead carried	
190						was the same as on Sortie No. &. 2219.	
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Appendix.....



DETAIL OF WORK CARRIED OUT

BY NO. 408 (R.C.A.F.) SQUADRON, LINTON-ON-OUSE.

SECRET

PAGE No. TWO

NIGHT LANGASTER II P/O J.G. WHITE CAN BOMBING 15/16/2-44 D.S. 705 % P/O G. SCHAMPHER CAN BREAD 1732 Old5 F/O G. SCHAMPHER CAN BREAD F/O J.L. LADOW F/O J.L.	*11751-4511	Wt. 11115-1114 90w 814	T.S. 790	For 1	HE MONTH O	,	EBBUARY 19 44	
NIGHT LANGASTER II P/O J.G. MELLIES CAN SCHELLING CAN P/O F.G. SCHELLING CAN P/O F.G. KREAZ CAN P/O J.G. LABOW CAN P/O J.G. KREAZ CAN P/O J.G. LABOW CAN P/O J.G. KREAZ CAN P/O J.G. KRE	DATE		Crew	Duty			DETAILS OF SORTIE OR FLIGHT	References.
HERIAN 13/16/2-64 D.S. 70 TW F/O C. SCHEATERS CAN SHELLIN (Third) F/O J. LARDY CAN SOT MATER, J. E. CAN SOT MATER, J. E. CAN MIGHT LANGASTER II P/O S. C. FILLIER CAN F/O J. LARDY CAN F/		LANCASTER II					Good visibility with 10/10th clouds at 15000 feet was found	
FAR ARGERERY, R.R. MAP SOT BATES, J.E. CMS SOT BATES, J.E. BATES FAR BATES BATE	15/16/2.44	D.S. 705 %	F/O G. SCHACHTER CAN F/O F.G. KELLY CAN F/S LEARY, F.G. RAF	BERTAIN			over the target by this crew. Red flares with Green Stars were seen on the rule in, and the estimated centum of a con- centration of these flares were in the sights at the time of	
MIGHT LANGASTER II P/O E.G. PHILLIPS CAN			F/S ARMSTRONG, R.R. RAF				feet and on a heading of 179%. P.P.P.S appeared well con- centrated, and many photo flashes were seen in the same area Incomes. of 50 s. t. De were brought back due to hang up. Green Steady Flares which were seen at positions \$50 and \$50 area to 1999 and \$50 area to 1999 and \$50 area to 1999 and the route was good. No difficulties were encountered, and the route was good. Diverted and Landed at Horban savedress. The Land carried	
15/16/2-44 L.L. 633 "L" P/O E.H. WOOD CAN F/S FORTEN, A.M. OAN SOT HOURES, J.J. CAN F/S EMERG, J.J. CAN CO. PF/D A.C. COLVILLE CAN CO. PF/D A.C. COLVILLE CAN F/S EMERG, A.B. EMP NIGHT LANCASTER II F/S M. SUTHERLAND CAN F/S EMERG, A.B. ANF SOT HAMPOCK, C.A. CAN F/S EMERG, A.B. ANF SOT HAMPOCK, A. RAF SOT HAMPOCK, C.A. CAN F/S HORBER, R.A.	WYORK							-
15/16/2.55 L.L. 722 "N" P/O R.W. HOTCHER GRM (Pirst) P/O ROUMON, C.A. CAN P/O HOMBO, R.A. AND SOT HAMPSON, A. A. AND SOT HAMPSON, A. RAP SOT HAMPSON, A. RAP SOT BORE, H.R. RAP SOT BORE, H.R. RAP HOTCHER GRM (Pirst) SOT BORE, H.R. RAP HOTCHER GRM (Pirst) SOT BORE, H.R. RAP HOTCHER GRM (Pirst) SOT HAMPSON, A. A. RAP SOT BORE, H.R. RAP HOTCHER GRM (Pirst) SOT HAMPSON, A. A. RAP From 2000 feet und on a heading of 146/9% & small glow from first was seen reflecting on the clouds whilst over the target, and grew Larger after Leaving. Sky Markers were few, but Steady supply. R.M. flares at position "P" and "Q" were seen at 1917 and 2027 hours respectively, and were eff- sective, but the ones at position "P" ware very sparse. Landed at Horham serodroms in accordance with instructions received, but the ones at position "P" ware very sparse. Landed at Horham aerodroms in accordance with instructions		L.L. 633 "L"	P/O E.H. WOOD CAN P/S FORTEN, A.M. OAN SOT ROGERS, J.H. BAN P/S BURKE, J.J. CAN P/S LAFTERRE, G. CAN SOT WILSON, W. RAP		1724		was found over the target area by this draw. Bed Flares with Green Stars were seen bursting at 2111 hours. The concentration of these flares were in the sights at the time of the release, and the release was made at 2113 hours from 23000 feet and on a heading of 169%. P.F.F.s appeared to be well concentrated during the run up. R.M. Green steady flares were seen at positions "P" and "Q" at 1941 and 2023 hours respectively. If the P.F.F.s were in their proper place, the attack should have been speed. A diversion was made at Borham services. The load carried was the same as	A. 2226
			P/D R.W. HUTCHER CAN P/S BOULDON, C.A. CAN P/S HORRS, R.A. RAP SOT HAMPSON, A. RAP SOT DERLIL, A.M.R.CAN		1725		encountered by this crew o ver the primary target. Red Sky Markers with Green Stars were seen on the run in to the primary, and these markers were in the sights at the time of the release. The release was carried out at 2125 hours from 23000 feet and on a heading of 14670s. & small-glow- from first was seen reflecting on the clouds whilst over the target, and grew larger after leaving. Sky Markers were few, but steady gapply. R.M. flares at position 'P' and "Q" were seen at 1947' and 2027 hours respectively, and were eff- setive, but the doke at position 'P' were very sparse. Landed at Borham serverum in accordance with instructions received but the corried was the same as on Spring No.	A. 2227
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APPENDIX. "A"



DETAIL OF WORK CARRIED OUT

By NO. 408 (R.C.A.F.) SQUADRON, LINTON-ON-OUSE.

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PAGE NO. THREE

DATE	AIRCRAFT Type & Number	CREW		DUTY		TIME	DETAILS OF SORTE OR PLIGHT	
IGHT	LANCASTER II	P/O W.T. FULTON	0.00	-	UP	Down		REFERENC
5/16/2-44	D.S. 845 W	F/S GAROURY, J.I	CAN CAN	BOMBING BERLIN (Third)	1750	HORHAM	Good visibility with 10/10th clouds, tops at 15000 feet, was encountered by this crew over the target area. Red Flares	A. 2231
		SGT BARR, R.I. SGT WARD, F.J.	CAN				ated centre of a concentration of the run in, and the estim-	
		SGT SMITH, J.M. SGT WALLELLY, R.	RAP				2135 hours from 21000 feet and on a headle at	
							but not when directly over the target. P.F.F. Markers were	
							flares were seen at regitions were for the Markers Green stead	,
							were affective. No 4160 mild and 2036 hours and all	
MPP .	I management						route was good. A diversion was made at Horham aerodome. The load carwied was the same as on Sortie No. 4. 2219.	
	L.L. 717 "W"	P/O H. SHEHLOCK P/O J.G. HILLMAN P/O N.H. CUNLIFFE P/S NURSE, R.S.	CAN CAN RAP	(First)	1729	0120 OTTERING	Ten tenth clouds with tops at 6/10000 feet and fair visib- ility was encountered over the target area by this crew. Red Sky Markers with Green Stars were seen for some ten	A. 2232
		SGT EMERONS, A. SGT WALKER, W. SGT BASTEN, H.G.	CAN RAP RAP				these markers were in the sights at the time of the release,	
ATTENDED	00. P	SOT PARE, J.A.H.	OAN				on a heading of 1650%. Some glow of the fires could be seen reflecting on the clouds, and some bomb bursts were also seen.	
							of at 1999 and 2026 hours respectively were very good and effective. A very good trip. Diverted to Fittering aero-	
	TARPASYUR TT	F/L W.B. STEWART		200			load carried was the same as on Sortie No. 4.2219.	
	D.S. 726 Y 1	P/O G.H. MALLORY P/O W.C. BURNS	CWI	(Third)	1726		Ten tenth clouds with tops at 5000 feet was found over the the target area by this crew. Red and Green Talas, mainly RF flares were seen on the run in to the target. The latt-	A. 2253
	1	SCT HRAY, J. B/S OSCHEIRR, R.D. P/S MARENY, H.F.	CARE				the release was made at 2126 hours from 22000 feet and on	
		OF VARLEY, N. P/S LUNGAIR, N.A.	CET			el Hiles	and one at 1911 - one and one at positions IN ope, age	
							Monioa went u/s on the home ward journey. Fewer fighters seen than on previous journeys. A quiet and quick trip. The routs was very good. The load carried was the same as	
							on Sortie No. A. 2219.	
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DATE	AIRCRAFT	Crew	DUTY		IME	DETAILS OF SORTIE OR FLIGHT	REFERENCES
	Type & Number		1500000	UP 1727	Down 0012	Good visibility with 10/10th clouds up to 8000 feet was en-	A. 2234
1GHT 5/16/2.44	LANCASTER II L.L. 725 "Z"	F/O E.M.C. FRANKLIN SGT BARTMAN, M. CA	HERLIN	2121	HORHAM	countered by this crew over the target area. Red Flares	
		SGT DELANKY, T.J. CA	f (Third)			with Green Stars were seen to burst from 2115 hours onward till the target was reached. The centre of these flares	
		WO2 E.N. BERGEN CA	i			were in the sights at the time of the release, and the releas	•
		SCT OLIVER, G.W. CA	<u> </u>			was made at 2131 hours from 21000 feet and on a heading of 1690M. Clouds restricted vision of the target area, but	
		SGT MEDCRAFT, L.J.RA	<u></u>			the cloud base was illuminated with a dull crange glow-	
						This was seen after leaving the primary. Green Steady Flared were seen at positions "PF and "Q" at 1940 and ZLO4 hours.	
						If the P.F.F.s were properly placed, a good attack andula	
				***************************************		have resulted. No difficulties were encountered. The noute was good. A diversion was made at Horham aerodrome. The	
						load carried was the same as on Sortie No. 2219,	
				,/	0055	Good visibility with 10/10ths clouds up to 16/17000 feet was	A-2235
IGHT	LANCASTER II	P/L F.W. HALES CA P/S QUANTE, J.P. AD		1726	0053 HORHAM	encountered by this crew over the target area. Red Sky	A. (())
3/10/Z·44	D.S. 844 "X"	F/O R.J. CLIFT CA				Markers with Green Stars were visible on the run in to the	
BB (9)						primary. The centre of concentration of these flares were in the sights at the time of the release, and the release	
		F/S BECKER, M. CA	28			was made at 2127 hours from 22000 feet and on a heading of	
		SOT WILLS, W. PA	·			169%. He results could be observed owing to the clouds. Route Marker flares seen at "P" at 2000 hours, at "Q" at	
		and the second				2015 hours were all effective, but the latter ones were some	•
		1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2				what scattered. The trip was a fairly quiet one. A diver- sion was made at Horham aerodrome. The load carried was the	
						same as on Sortie No. A. 2219.	
Trour .	T. 4000 A COURT TO	P/L N.R. SATH	1000000	2338	0649	Good wisibility with 10/10ths clouds up to 5000 feet was	A-2236
	D.S. 791 "F"	F/O C.F. RIDGERS	LEIPZIC	250		found over the target area by this crew. Red and Green Tel- and Green Flares with Red Stars were useful in reaching the	
		P/S BEER, L.S.	(First Wave)			vermery. The centre of the Green Flares with Red Stars were	
		P/S BOWLER, R.E. P/S MULLOCK, D.J.	3210)			in the sights at the time of the release, and the release	
		P/S DRAPER, C.O.	2			was made at 0405 hours from 22000 feet and on a heading of 20206. No fires were wisible at bombing time, but an ex-	
	Oo. P.	SOT CHOPTS, F.		117000000-1991		planton Saw, of the target was seen at 0417 hours and the	
						glow on the clouds was visible up to 150 miles may. Steady Red Flares were seen at positions W" and "Q" at 0203 and	
	14.000					Oill hours respectively. The former ones were scattered im	
•			+		-	a lines Red Teles which were seen at position we at 0,000	
			1	-		as a see an enterior . The wind forward at a ware good for direct-	
			1		1	ion, but faulty for speed, necessitating delaying action on route. The chief difficulty was ice on windscreen, and	
		11.4	1		-	faulty winds. Incendiaries of 50 x 4 lbs were nraught beam.	
			i			As to hand we up. If were more properly placed, the attack	
				-		should have been good. Lead carried;- 1 m 4000 lb HD Nose Inst., 550 x 4 lb., 16 x 30 lb. incends. and 50 x 4 lb "X"	
						Type incends,	
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APPENDIX A

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

 $_{\rm By}$ No. 408 (r.c.a.f.) squadbon, Linton-on-ouse.

SECRET

PAGE No. FOUR

DATE	AIRCEAFT Type & Number	CREW	DUTY	Up	TIME	DETAILS OF SORTIE OR FLIGHT	REFERENC
NIGHT 19/20/2-44	LANCASTER II	W/C D.S. JACOBS, DFC F/L T.R. McDOUGALL, DFC	BOMBING	2345	0705	Visibility above 10/10th clouds whose tone reached 700 fact	
-/-/	/O II	F/O K.A. DECKER	(First)			was good. This was encountered by this crew over the prim-	
		P/O P.C. O'COMMEN P/O L.E. MORMAN				600 feet. Red and Green T.I.s and Green Flares with Red Stars were visible on the run in to the primary. The centre	
		B/O W.G. PHILPOT SGT HENDERSON, M.A.				Of a large Chuster of the Green Flares were in the sights at	
	00. P.	F/O A. COLVILLE				the time of the release, and the release was made at 0400 hours from 23000 feet and on a heading of 240%. A glow on	
700						the clouds was seen developing, and bomb bursts were also visible. A white glow was visible on the clouds for about	
						100 miles after leaving the target. It appeared that many aircraft bombed simultaneously. Route markers at positions	
						"I" "Q" and "R" were seen and all term good. Many dom-	
						legs needed to [11] time: Cithen privates bandon to be made	
	x 11					ed. Very misty on outward routs. Clouds over Holland and Sorthern Germany were well broken. Searchlights and fighter were very notive. The load coarded was the same as on Sorti	
						No. A. 2236.	•
9°20/2.44	LANCASTER II D.S. 729 °D°	P/L T.W. HALES P/S QUARE, J.P. P/O R.J. CLIPT	- do - (Second)	0002	0733	Good visibility with 10/10th clouds with tops at 15/16000 feet was found over the target area. Green Sky Markers with Red Stars were been about 15 miles on the run up to the tar-	A.2238
		WOI M.J. HARRISON SOT HERARD, L.A.				get. The centre of a concentration of these linkers were in the bights at the time of the release, and the missase	
		P/S BECKER, M. SOT WILLS, V.				was made at 0405 hours from 22000 feet and on a heading of 2000M. Nothing was seen on arrival ower the target but	
						some glow could be seen after leaving. Route markers at positions "P", "Q" and "R" were all very offective. Consid-	
						ered a quiet trip. The load carried was the same as on Sortie No. A. 2236.	
	LANCASTER II D.S. 705 %	P/O J.G. WHITE P/O G. SCHACHTER	- do - (First)	2346	0325	This erew was forced to abandon the task owing to caygen failure. One 1000 lb. H.C. Hose Inst. was jettleomed live	A - 2239
		P/O P.G. KELLY P/S LEARY, P.G. P/O E.L. LARGE				on a heading of 360%. The remainder of the lead was heating	
		F/S ARBSTRONG, R.R. SOT BATES, J.E.				back to base. This sortie was considered as unsuccessful. The load carried was the same as on Sortie No. 2.236.	
	D.S. 844 "X"	P/O W.G. PHILLIPS P/O E.H. WOOD	- do - (Pirst)	002.3	0656	Poor visibility with 10/10th clouds at 12/14000 feet was found over the target by this orew. Red T.I. Markers and	Ba 2280
		P/S FORTHN, A.M. SOT HOGERS, W.H.		0 1 2 2		concentration of the latter Planes, which were easy to broad	
		P/S HUBE, J.J. P/S Lapineur, G.		2	2.	at 0,00 hours, were in the sights at the time of the release.	
		SOT WILLOW, W. F/O D.T. HIM				Route Markers were seen at resitions was not an area.	
			Section 1			all were found to be good, Incends, of 150 \times 6 lbs were brought hack due to hang up. No particular difficulties were encountered. The load carried was the same as on Sprile No.	
		the state of the s				encountered. The load carried was the same as on Sortie No.	

							^
DATE	AIRCRAFT Type & Number-	CREW	Dury	UP	IME Down	DETAILS OF SOUTH OR LEGAT	References.
NIGHT 19/20/2-44	LANCASTER II D.S. 797 "M"	P/O W.T. FULTO N P/S GABOURT, J.A. F/O F.J. KING SOT BARR, R.B. SOT THOMPSON, G.F.	BOMBING- LEIPZIG (Second)	0004	0723	Ten tenths clouds up to 7000 feet, with good visibility above this, but poor visibility elsewhere, was found over the tar- get area by this crew. Green and Red T.I.s and Green Flares with Red Stars were visible on the run in. The centre of a concentration of the latter Flares were in the sight's at	A. 2241
		SCT SMITH, J.M. SCT WALKLEY, R.				the time of the release, and the release was made at 0,005 hours from 21000 feet and on a heading of 270%. The oldowers littu by a whitish glow. Route Markers were seen at positions "P", "Q" and "R" and all were found effective. The wind forecasts were bed and thus necessitating orbits.	
						The attack appeared successful judging by the glow on the clouds. The load carried was the same as on Sortie No. A. 2236.	
19/20/2.44	LANCASTER IS D.S. 751 *0*	SOPIA M.R. HUMBIRSY F/O A.G. ESIL F/O A.L. MACQUARE SOT DAXTER, D. SOT CLAUS, A. F/S LAUGHLIN, W.H. SOT JOHNSON, A.	(First)	234.1	0709	Ten tenths clouds up to 8000 feet and poor wisibility owing to hase to about 22000 feet, was found by this ower over the primary target. Cascading Red and Green T.L.s. and Green Sky Markers with Red Stars were aids in reaching the primary. The latter flares were in the sights at the time of the release and the release was made at 0,602 hours from 21000 feet and on a heading of 200°M. Nothing could be seen willst over the target, but a large glow was seen when on the homeword journey. Boute Markers at positions "F", "Q" and "R" were	A. 224.2
		1				seem at 0205; 0305 and 0509 hours respectively, and were found effective. A very good trip, quiet and uneventful. The load carried was the same as on Sortie No. A.2236.	
NIGHT -19/12/2-44	Lancaster II L.L. 637 mpm	F/S LINGAIR, N.A. F/S PARKER, G. SOT TAYLOR, W. WOL W.L. DOREN SOT HUDSON, R.N. SOT CLAPHAM, W.R. SOT CEUICESHAWK, D.	- do - (Second)	0009	0706	Good visibility above 10/10th clouds whose tops reached 6, 000 febt wad found over the target area. Green Flares with Red Stars were visible on the run in, and the centre of a cluster of these flares were in the sights at the time of the release, the release was made at 019 hours from 21000 feet and on a heading of 200°M. Results were not obtainable as arrival over the target was early. Route Markers at position 'P' were not seem, Red Flares were seem at position 'O' at 0309 hours and found effective. Red Talsa at AMCHBE.	à. 2243
						were seen at 0510 hours and they too were effective. The windscreen food up. Arrival over the target sould have been earlier than scheduled owing to the winds, so time was wanted our route. The load carried was the same as on Nortie No. A. 2236.	
				-	9		
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	•	- 0 = 1	• *	5		••	
		WAY OUT	o contract of the contract of				
	3	2.					

APPENDIX.



DETAIL OF WORK CARRIED OUT

 $_{\rm By}$ No. 408 (R.C.A.F.) SQUADRON, LINTON-ON-OUSE

SECRET

PAGE No. PIVE

Distance	AIRCRAFT	CREW	Dirty	1	IME	DETAILS OF SORTIE OR FLIGHT	REFERENCES
DATE	Type & Number	CREW	DUTY	UP	Down		INFERENCES.
NIGHT 19/20/2-44		F/LT W.B. STEWART F/O G.E. MALLORY	BOMBING	0001	0721	Fair visibility with 10/10ths clouds up \$6.5/6000 feet was emocuntered by this crew over the target area. Green Flares with Red Stars, and Red and Green T.I. Markers were seem on	A. 2244
•	(1) 411 1-11-11-11-11-11-11-11-11-11-11-11-11	F/O W.C. BURNS SGT BRAY, J. F/S OSCHRER, R.D.	(First)			the run in to the primary. The centre of a concentration of the Flares were in the sights at the time of the release,	
		B/S MURPHY, H.F.	•			and the release was made at 0,07 hours from 20000 feet and on a heading of 22,0%. Ho bomb bursts could be seen, but	
*** (A)						a good red glow was seem reflecting on the cloud base. Snot spiralling through the clouds up to 15000 feet was seem after leaving the target. Steady Red Flares were seen at positions	
						"P" and "Q" at 0212 and 0209 hours respectively, and Red T. T. Markers were seen at position "R" at 0510 hours, but were	
		***				a bit off track. Heavy flak caused damage to the port wing	
						and port side of the fuselage at 04,54 hours at 1950 feet. No other difficulties were encountered. The route was good. The lead carried was the same as on Sortie No. A.2256.	
NIGHT 19/20/2.44	LANCASTER II D.S. 692 "S"	WO2 J.D. HARVEY P/O E.J. HURD F/O S.W. DEMPSEY	- do - (First)	2343	0701	Pairly good visibility with 10/10ths clouds up to 6/7000 feet was found over the target area by this crew. Green Tales which were seen easoading from 0599 houses were in the	A. 2245
-		P/O G.R. BUTCHART P/S DAVISON, K.L. P/S CAMPBELL, S.E.				target area when the run up was made. Green Sky Markers were also wishble. The Tallas were in the alghts at the time of the release, and the release was made at 0400 hours from	
		SOT MARON, A.				23000 feet and on a heading of 210 Ms. The glow of many good fires were seen reflecting on the clouds on leaving the target area. Some band bursts were also seem. Flares at	
		* * * * * * * * * * * * * * * * * * *				positions "P" and "Q" were seen at 0155 and 0255 hours and all were effective. The attack was considered as a good show. The load carried was the same as on Nortic No. A2236.	
ETGHT	LANCASTER II	P/S PILLION, P.H.	- do -	0007	0310	This orew was forced to abandon the task owing to the star-	4.2246
9/20/2-44	D.S. 845 TT	P/S HETHERINGTON, E.A P/O R.E. BARRIZHED P/O A.W. BOCKUS	. (Second)			board outer engine failing, thus osseing the aircraft to Less height. The return was made at position 5402 north MINE CAGOS east at CU34 hours. The load was jettisoned	
		SOT LUSSIER, K.E. SOT THORVARDSON, S. SOT GIGG, R.				live, but position not stated. The load carried was the same as on Sortie No. A. 2236. This sortie was considered unsuccessful.	
19/30/2+44	LANCASTER II MER. II., 718 ME	P/O H.R. CHEKALICK P/O H.C. MEKILIAP WO2 R.M. TRESEVAN WO1 J.B. WRAY SGT CAMPBELL, I.	- de - (Second)	0001	0649	Good visibility with 10/10ths clouds up to 7/8000 feet was emocuntered by this crew over the primary. Gross Flares with Red Stars were visible on the run in, and the estimated centre of these flares, three or four of which were seen to burst at approximately 0.11h hours, were in the sights at the time of the release. The release was made at 0.11F hree.	A. 224.6.7
		SCT URZADA, Ğ.S. SCT MONTHES, F.H.G.		20		the time of the release. The release was made at Oale mre- from 2000 feet and on a heading of 200%, an assessment of the attank could not be had owing to the clouds. Red Steady Flares were seen at positions "" and "Q" at 0207 and 0325 hours respectively and were found very goods	
				2 22		and 032) hours respectively and were lound very goods. Slight iding was encountered on take-pff. The Load carvied was the same as on Sortie No. A. 2256.	-

	AUG. 2011	2020000	Direct	1.	IME	DETAILS OF SORTIE OR FLIGHT	REFEREN
DATE	AIRCRAFT Type & Number	CREW	DUTY	UP	Down		ched A. 22M
(CHT /20/2.44	LANCASTER II L.L. 725 "Z"	P/O E.M.S. FRANKLIN SGT BARTHEN, M.	BOMBING LEIPZIG	0010	0658	This crew encountered 10/10ths clouds whose tops reac 8000 feet and good visibility ever the target area. Plares with Red Stars were seen on the run in to the	Green primary,
,,		SCT DELANEY, P.J. WOZ E.N. BERGER	(Second)			Flares with Red Stars were seen on the Run of and the estimated control of a concentration of these which were seen to burst at 0401 hours were in the si	LIMITAR
		SCT CLIVER, C.W.					at our
		SCT MEDCRAFT, L.J.	4-			hours from 22000 feet and on a heading of 200 %. The	arly to
						assess results of the attack. Red Steady Flares at 1	re found
			**********************			effective. Red Tale Marker Flares were seen at VXV	No.
						other particular difficulties were met with. The located was the same as on Sortie No. A. 2236.	ad carr-
-							also A. 224
IGHT	LANCASTER II	F/S SUTHERLAND, N.	- do - (First)	2347	0718	alende at 25 or 30000 feet, and good Visibility was	found .
9/20/2.44	L.L. 722 %	P/O R.W. BUTCHER P/S BOULEVEL, C.A.	(11121)			by this grew over the target. Red and Green Tele and	in.
		P/S HOBBS, R.A. SCT HAMPSON, A.	***************************************			The glow of fires reflecting on the clouds were in t	eas made
		SGT DeMILL, A.M.E.				at 0422 hours from 23000 feet and on a heading of 20	red glows
						The reflection of, the fires, on the clouds could be s	et was
						at least 150 miles on the return journey. In take, overshot on the run in, so an orbit had to be made, time, all the markers had disappeared. Rdute Marker	WE CHITS
			CONTRACTOR AND ADMINISTRATION OF THE PARTY O			at and the series with and the at 0203 and 0506 hours	S. BING.
						were effective. None were seen at position "B" no	tion.
						due to faulty wind forecast. The attack seemed good load carried was the same as on Sortie No. &. 2236.	de Ine .
				~~-		may be the come this down at 0003 hours on	the 19th A.22
19/20/2-44	LANCASTER II	P/O J.A. FRAMPTON P/S ASTLES, J.J.	(Second)	0003		of February for bombing operations over Lairy des	rmany .
J 20/ C044		P/O G.W. RETNOLDS				and the of warmer. This grew was due to return to the	ds drome
		SOT HENNET, K.H.				at 0700 hours. Unfortunately since no word from the been received, they must be classified as missing for	THE OP-
		SOT BORERISON, P.W.C.				erations. Listed hereunder are the names of the mi-	Sa
	4			-	DAY Y	OLIT PAR John Albert FRANKICE (Pilot) I	7.08
elitare tra					C495 . 197	29809 P/S ASTLES, John James	IL
			M-100-110-110-110-110-110-110-110-110-11		DAW TL	SAKES SOF TROBALL, Kenneth Witty (WOP/AIR) N	I L
		-	A2211111111111111111111111111111111111		CAN. RZ	276313 SOT HERRETT, Kenneth Hugh	I L
		1		1	DAT.	630958 807 ROMERTSON, Prenk William Charles (F/MNG) H	

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Appendix "A"



DETAIL OF WORK CARRIED OUT

ByNO, 408 (R.C.A.F.) SQUADRON, LINTON-OUSE.

SECRET

PAGE No. SIX

*11561-4411	W1 41107-1184 No. 8741	13 700	LOR I	THE MONTH O				
DATE	AIRCRAFT Type & Number	Crew	DUTY	Up	Time	DETAILS OF SORTIE OR FLIGHT		REFERENCES.
NIGHT	LANCASTER II	F/S CRIMP, B.V.	BOMBING	0006		This crew took-off from this drome at 000	hours on 20th	A. 2280 5
19/20/2.44	L.L. 632 "G"	F/S TAMES, J.S.	LEIPZIG			of February for bombing operations over Li	SIPZIG, Germany .	
CONTRACTOR OF THE PARTY OF THE		F/O R.T. WALL	(Second)			the grew or the aircraft. The returning	time for this crew	
		SCT MCKINNON, J.B. SCT PLUNKETT, W.				from this operations was at 0015 hours.	herefore unfortune	
		SCT HUGHES, C.A.				ately since no word from them has been re	ceived, they must	
- A.		SOT METELE, J.				be classified as missing. The names of the	ne missing crew	
						with their operational trips and hours ar		
							TRIPS HOURS	
					CANT. RI		Pilot) 4 26.56	
					CAN . R1	5727 F/S TAMES, James Sidney	Nav.) 3 21.18	
					CAN.J.	5508 F/O Raymond Thomas WALL	B.A.) 3 21.18 WOP/AG)3 21.18	
		The second secon		year 11 (11 (1)	CAN POR	0718 McKINNON, James Boyd SCT. 5341 SCT PLUNKETT, William	A.G.) 3 21.18	
		Li			DAR 165	5192 SCT HIGHES, Cyril Armstrong	A-G- 3 21-18	
	0.000					7552 SGT MEIKLE, John	F/ENG) 3 21.18	
							and the second second	
NICHT	LANCASTER II	F/L E.S. WIN	- do -	2348		From the time of take-off on the night of	the 29th of Feb-	A. 2251
	L.L. 720 "R"	P/O J.R. LEAKIN	(First)	110		rusry at 2348 hours, nothing has been hear	rd of this crew.	
		P/O J.R. BONNEVILLE				The crew was due to return to this base a	approximately	
100.07		P/S WADE, R.H.				0700 hours the following day. Therefore,	since no word has	
	Service III IV	SGT DRAMNITISKI, E.				been received from this crew, they must be missing from operations.	TRIPS HOURS	
	TE	CH/SG BROWN, N.H.H.			and T		Pilot) 3 1744	
		SOT BOLT, B.W.			CRI.T.		Nav.) 2 11.45	
227 200 2					Cana	5732 F/O John Raymond BONNEVILLE	B.A. I 4.10	
					CAN.R.E	0790 F/S WADE, Reginald	WOP/AG)2 11.45	
	and the state of the				CAN.RLE	1982 SCT DRAMETTSKI, Eldore	A.G.) 1 7.35	
					USAF.106	01604 TECH/SCT BROWN, Norman Henry Handbri	Ign (AC)2 11.45	
					RAP. 64	2442 SOT BOID, Ellis William	(P/MG) 1 7.35	
							1 have on the wet	A 225 A
	LANCASTER II	F/O G.W. RICHTER	- 40 -	8000		This grew took-off from this drome at 000 of February for bombing operations over L	mours on the 20th	8.2258
19/30/2014	L.L. 719 ~	P/S BOWDEN, D.I.	(Second)			Since that time, nothing further has been	heard of from this	
-		SGT HERRIETT, G.N. WO2 S.L. ROACH				grees. They were due to return to this dr	me at approximat-	
		SCT KELLY, R.G.			N.	ely 0000 hours on the same day. Unfortun	tely this crew	
		SCT SCEET, F.G.				must be classified as missing from operati	lons. Listed here-	
		SCT ROBERTS, C.W.C.			www.G	under are the names of the orew together	with their operat-	
						ional trips and hours.	TRUPS HOURS	
					CMI.J.		Pilot) 2 12,10	
					CART.RL	9925 F/S BOWDEN, Donald Iron	Nave) 1 4-30	
				4	CAN.R.	133 SOT HENNETT, Gordon Neil	B. 40 2 12,05 BDP/ATR)1 4-30	
						Nale Sor KELIX, Ralph Gordon	A.G.) NIL	
					DATE OF	8386 SCT SKEET, Prederick George	LO. 1 4-30	
		7.			DAW 186	302 SGT ROHERTS, Charles, William George		C 40 20
				100	Mar. 100	done our requestio, cuertaes, averrage Acothe	.,	
			and the second second			A Commence of the second secon		
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DATE	AIRCRAFT Type & Number	CREW	DUTY	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCE
IGHT	IANCASTER II	S/L W.A. RUSSELL	BOMBING	2341	0709		A. 2253+
0/21/2.44	D.S. 729 "D"	P/O M.E. HOWARD	STUTTGART			and good visibility was found over the target area by this	
- and the second		P/O J.C.A. MOORE P/O M/D. BARRETT	(First)			even wisual identification of the main railway station and	
		WO2 W.B. LEVINOX				mamaballing wands warm side in identifing the mamery.	
		P/S STEWARD, T.W.	***			The Green Tel. Markers in the centre of a chuster were in the sights at the time of the release, and the release was made	
		SCT CLARK, A.				at 0003 bears from 22000 feet and on a heading of Cay 14.	
						Incendiaries were seen burning around the markers, and fires apprang up later, the glow being visible 135 miles away. Red	
		2 * 1				stands flames were seen at position "P" and found effectives	
						Winds were not as forecasted, therefore ten mimites had to	
					4	be masted on route. The attack appeared very promising when there. The load carried was 1 x 40000 1b HC. Nost Inst.,	1
			***************************************	-		400 x 4 10; 24 x 30 1be; Incends, and 50 x 4 1b "A" Type	
						incends	
IGHT	LANCASTER II	P/O H.R. CHEKALUCK	- de -	2337	0739	Right tenths clouds up to 7000 feet and moderate visibility was encountered by this crew over the primary target. Red	A. 22545
721/2.44	L.L. 718 °E°	P/O N.C. McKILLOP	(Second)	27.1		and Comen # T s and Creen Planes with Red Stars were seen OB	
		WO2 R.M. TRELEAVAN WO1 J.B. WRAY				the men de a cluster of the clemes were in the sights at	
		SGT CAMPERLY, J.				the time of the release, and the release was made at voy	
305		SGT URZADA, G.S.				hours from 23000 feet and on a heading of 0200M. Bomb hursts were seen and incendiaries were burning well. The glow of	
		SGT HENTERS, F.H.G.				the fives was seen for a considerable distance, and well	
						over 50 miles. Steady Red Flares were seen at position "P"	
						at 0329 hours and was found effective. Some time was wasted owing to faulty winds. The attack seemed successful. The	
						load carried was the same as on Sortie No. 4. 2253.	
			_		منجم	Good visibility with 3/10th clouds up to 15000 feet was em-	X-2258
IGHT	LANCASTER II	P/O L.L. BRISO N	- do - (Second)	2340	0726	countered by this grew over the primary target. Green Flares	
0/21/2.44	D.S. 791 "F"	SGT LIWISKI, P.E. SGT TRENCH, A.P.	/ neworld			with Bed Stars were seen bursting from 0358 hours till the	
		P/O G. CROUCHER				primary was resched. The centre of a concentration of these flares were in the sights at the time of the release, and	
		SOT REDLIN, R.B.				the release was made at OLIO hours from 25000 feet and on a	
		SGT MOORE, J.				beading of 022%. Numerous bomb bursts were seen, and Tires	
			and the same of th			were burning fleroely. The target fires could be seen for 75 miles army on the homeward jorungs. Red Steady Flares	
					-	75 miles away on the homeward jorungy. Red Steady Flares were seen at position "P" at 0332 hours. Icing condition	
		1				was enoughtered over England on the outward lowrney, cover-	
9						ing the windscreen, but the side windows were free. The moute was good, and no great difficulties were met with-	
s est ()						The load carried was the same as on Sortie No. A. 2255.	relative and the second
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APPENDIX "A"



DETAIL OF WORK CARRIED OUT

 $_{\rm By}\,$ NO, 408 (R.G.A.F.) SQUA DRON, LINTON-ON-OUSE.

SECRET

PAGE No. SEVEN

*13.001 9 411.	W: 11172-1184 MW 814	T.5. 706	For	THE MONTH	OF 72	SERUARY 1944	
DATE	AIRCRAFT Type & Number	CREW	DUTY	-	TIME	DETAILS OF SORTIE OR FLIGHT	D.
				UP	Down		REFERENC
11CHT 10/21/2.44	L.L. 723 "H"	P/L F.W. HALES P/S QUANE, J.P. P/O R.J. CLIPT	BOMBING STUTTGART	2343	0728	Very good visibility with 10/10ths very thin clouds up to 10 to 12000 feet was encountered by this crew over the pris-	A. 2254
		WOL M.J. HARRISON	(First)			ary target. Green Flares with Red Stars were seen from 0400 hours onward till the primary was reached. The estimated	
		SGT HERARD, L.A.				centre of the Sky Markers were in the sights at the time of the release, and the release was made at 0500 hours from	
		SCT WILLS, V.				22000 feet and on a heading of 0200%. Wires could be seen	
						beneath the clouds. In energous explosion what was seen at 0421 hours. This was seen about 50 miles away from the tar-	
			***************************************			get on the return journey, Red Standy Player maye seen at	
			· · · · · · · · · · · · · · · · · · ·			position "P" at 0553 hours and found effective. No difficulties were encountered. The raid was considered a suscess	
				****	1	The load carried was the same as on Sortie No. & 2253.	•
DONT	LANCASTER II	P/O J.G. WHITH	- d9 -	2344	0715		A-225%
0/21/2.44	D.S. 705 %"	F/O G. SCHACHTER F/O J.B. DALLYN	(Pirst)		AVAILUSE !	good visibility was found by this grew over the target.	and Can
		P/S LEAHT, P.G.				Red T.T.s were seen going down from 0350 hours, and Flares green, with Red Stars were seen from 0355 hours on the run	
		SGT REID, G.A. P/S ARRESTRONG, R.R.				in. The centre of a concentration of the SkynMarkers were	
		SGT MATES, J.E.				in the sights at the time of the release, and the release was made at 0404 hours from 21000 feet and on a heading of	
		Heritaga and American				OZIN. The white glare of burning incendiaries could be seen through the clouds. Some glow perceived on leaving.	
						Bomb bursts were also mean. Red Steady Flavor more seems	
	· i	o a share and				position "P" at 0526 hours and found effective. Arrival over the target was a bit early owing to faulty wind fore-	•5
						cast, consequently some atcording around had to be done. A	
****						quiet and good trip. The load carried was the same as on Sortie No. 2.2253.	
GHT	LANCASTER II	P/O W.G. PHILLIPS	- do -	234.2	0706		
1/21/2044	L.L. 633 "L"	P/O R.H. WOOD	(First)	- 342	0700	Good visibility with 9/10ths clouds up to 12/14000 feet was found over the target area by this crew. Green Flares with	A-2254
		F/S PORTEN, A.M. SGT ROGERS, J.H.	The state of the s			Red Stars and Green T.I.s were seen on the run in to the	
		P/S BURKE, J.J.				primary. The centre of a concentration of the flares which were seen bursting from 0357 hours, were in the sights at	
		F/S LaPIERR, G.				the time of the release, and the release was made at Oich	
	On. P	SOT WILSON, W.				hours from 23000 feet and on a heading of WOPM. Several	
	00. P.,	.ou. FRUE, U.R.N.				bomb bursts were seen and the reflection of many small firms	
						The target could be identified for 150 miles on the homeward. Journey. Incendiaries of 50 x 1 lbs were brought back dis	
			************************			to the hang up. Red Steady Flares were seen at resition	
						"P" at 0332 hours. No difficulties were encountered, and the trip was quiet and good. The load carried was the same	
						as on Sortie No. A.2253.	
							. 6
		-					
	.,,		SAS STEERS			and the same of the same and the same of t	, THE 6-3-

	AIRCRAFT		DUTY	T	IME	DETAILS OF SORTIF OR FLIGHT	REF
DATE	Type & Number	CREW	DUIY	UP	Down		A.
21/2.44	LANCASTER II	F/S SUTHERLAND, N. F/O R.W. BUTCHER	BOMBING STUTTGART	2350	0651	and mad wigibility over the target area. Green Flares	
21/2-44	Ti-H- 122 N	P/S BOULTON, C.A.	(First)			with Red Stars were seen on the run in to the primary. A The centre of a concentration of these flares were in the	
		P/S HORBS, R.A.				sights at the time of the release, and the release was made	
		SGT HAMPSON, A.				at 0400 hours from 23000 feet and on a heading of 0200 Ma.	
		SGE DeMILL, A.M.E.				who she has been in the clouds, incendiaries were seen	
		SGT BORE, H.R.				burning in the target, Bue to faulty electric circuit, the	
						tees at the second manually of position bying morth	
						4000 10 bomb was released maintain to provide the OSLOPeast at 0412 hours and from 23000 feet. Red Steady Flares were seen at position "P" at 0534 hours and found	
						good. At 0245 hours at position 4855 north and 6820 east	
						I man at about 200 wards. The rear dunner fired a	
	A. W.					the transfer of the best we demand was sustained. Mete winds	
				110		were out about 15 minutes. The lead carried was the same	
						as on Sortie No. A.2255.	
						Good visibility with 8/10ths clouds up to 8000 feet was	ı.
THE	LANCASTER II	P/S LUNGAIR, N.A.	- do -	2348	0737	the this area area the tarmet. Green Flares	-
1/21/2-bh	Lales 637 apa	P/S PARKER, G.	(Second)				
Z. ming. in v z. v		SGT TATIOR, W.					
		WOL W.L. DORAN				A OLOG boston Coom 25000 feet and on	
		SGT HUDSON, R.N.				hand of Dolow. Good Fires appeared to have taken a	
		SGT CHAPHAM, W.R.				a to the second one which were seen for some time	
		SUT CRUTCADINACE, D.				after leaving the target area. There appeared to be two	
						after leaving the target break list again running north bunches of sky markers about two miles spart running north east. Red Steady Flares at position "P" were seen at 0350	
							į.
	A Contract Contract Contract					encountered. The load carried was the same as on Sortie	
						No. A. 2253.	500
		* *	- 2 -				
	and the second s	P/O H. SHERLOCK	- 30 -	2347	0703	Good visibility with 8/10ths slouds up to 8/10000 feet was	A.
IGHT	LINCASTER II D.S. 692 "S"		(Third)			Good Visibility with officers of this grew. Green Tales and found over the target area by this grew. Green Tales and Green Flares with Red Stars and visual identification of	
0/21/2044	Hada 974 3	P/O N.H. CUNLIFFE					
		P/S NURSE, R.S.					
		SGT EMERSON, A.					
		SOT WALKER, W.					
		SGT BASTEN, H.G.					
and the second	Co.P.	P/S FILLION, P.E.					
	d						ì
		1 1				seen for about (o miles on the hard seen for and found places were seen at position "P" at 0333 hours and found quite good. No particular difficulties were encountered.	
					Jones	appeared to be good. The load carried was the same as on	
						Sortie No. & 2253.	
						Solete no. we 55334	

MMM. Office

APPENDIX "A"



DETAIL OF WORK CARRIED OUT

By NO. 408 (R.C.A.F.) SQUADRON, LINTON-ON-OUSE

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PAGE NO. EIGHT

	W1 1111;-1184 20w 8/4		POR I	HE MONTH O		**************************************		
DATE	Airceaft Type & Number	CREW	DUTY	UP	TIME	DETAILS OF SORTIE OR FLIGHT	REFERENCES.	
NICHT 20/21/2-44	LANCASTER II L.L. 725 "Z"	F/O E.M.C. FRANKLIN SGT BARTMAN, M.	BOMBING STUTTGART	2345	0723	Ten tenths clouds up to 7000 feet and good visibility was encountered by this crew over the primary target, Green	A. 2262 3	
		SCT DELANEY, P.J. WOZ E.M. BERGEN SCT ROBIDEAU, L.J.	(Fourth)			Flares with Red Stars were seen on the run up. The centre of a concentration of these flares which were seen bursting		
		SGT CLIVER, G.W. SGT MEDCRAFT, L.J.	****			at 0558 hours were in the sights at the time of the release The release mas made at 0502 hours from 25000 feet and on a heading of 02006. Several bomb bursts were seen. The tar-		
						get was readily identified for 50 miles after leaving it. Red Steady Flares were seen at position "P" at 0335 hours.		
						Small holes were encountered in the starboard wing cansed by heavy flak at OaO2 hours. No other difficulties were		
						met with. The route was good. The load carried was the same as on Sortie No. A.225Ja		
24/25/2-44	LANCASTER II L.L. 642 "B"	P/O A.A. BRISCH SCT LIWISKI, P.E.	BOMBING SCHWEINFURT	1827	0136 STANTON	Excellent visibility was found over the target by this crew. Red T.I. Markers were seen on the run in, and the centre of	. K-22614	
		SGT TRENCH, A.P. WOZ R.E. GALLOWAY SGT RETALIN, R.B.	(Second)		HAROOURT	th ese Talas were in the mights at the time of the release. The release was made at 2324 hours from 2,500 feet and on a heading of U.5 M. A large concentration of good fires was		
		SGT BOWLES, E.G. SGT MDORE, J.		,		seen in the target area. Route Markers were seen at positions "Posnd "Q" at 2217 and 0006 hours. The former were		
						well placed, but the latter were off track as expected. The monica went u/s. In uneventful trip apart from the		
		-				flak barrage which was made met at 2000 feet in the target area, but no damage was encountered. Diverted at Stanton Harcourt aerodroms on return. The lead carried was I x 4000 lb BC Nose Inst., 32×30 lb. and 450×4 lbs Incends.		
21GHT 24/25/2-44	LANCASTER II D.S. 729 "D"	S/L W.A. HUSSHIL P/O M.E. H OWARD P/O J.C.A. MDORE	- do - (Second)	1829 L	0231 DIDHOLME	Excellent visibility was found over the target area. Red and green 7.1.s were seen on the run in. The centre of a concentration of firee burning below were in the sights at	A. 2264 5	
		P/O W.L. BARRETT WOZ W.B. LENGUX P/S STEWART, T.W. SOT CLARK, A.				the time of the release, and the release was made at 2530 hours from 22000 fest and on a heading of 0.5 Me. Heavy fires and numerous good fires were seen whilst in the tar-		
	Con Pres	P/O L.W. L'ARR			70	get area. Incomds of a x 30 lbs were brought back due to hang up. Red T.La mure seem at position "q" at 0012 hrs. The attack was considered to be an excellent one. Landed of Lindbalks accoderate on Escars. The load carvied was the same as on Sortie No. As 2255.		
	LANGASTER II	P/O D.T. EYAN. SGT WHITSON, R.D.	- do -	1824	0230 WDIG	This orew reports that the visibility over the target was clear. Red T.Y. Markers were seen on the run in. Also	L 2261 6	
		P/S DUBLIN, A.H. F/O G. CROUCHER SGT THESCOTT, H.E.		9		the river in the distance. The Palas were in the sights at the time of the release, and the release was made at 2500 hours from 2000 feet and on a heading of 050°M. First		
	. +	SGT DECK, J.A. SGT SCOTT, B.		6		and smake were well concentrated around the T.I.s. Incends, of 90 x 41bs and 4 x 30 1b were brought back due to hang up.		
						Boubs markers were seen at 2222 and 2557 hours. The attack appeared quite successful. Landed at Wing serodrome on the return journey. The load carwied was the same as on Jortic		
					1. 1	No. A. 2265.		

	AIRCEAFT Type & Number	CREW .	Duty	-	Ттме	Persons on Suprement Co.
NIGHT		10 mm		UP	Down	DETAILS OF SORTIE OR FLIGHT REFERENCE
24/25/2.44	LANCASTER II L.L. 718 °E°	P/O H.R. CHEKALICK P/O M.C. MCKILLOP	BOMBING SCHWEINFURT	1828	0157 HAMPSTEA	
		WO2 R.M. TRELEAVEN WO1 J.B. WRAY	(Second)		NORRIS	get, and these T.I.s were in the sights at the time of the
		SGT URZADA, G.S. SGT CAMPELL, J.				release. The release was made at 2315 hours from 22000 feet and on a heading of 050%. One section of 50 x 4 lbs
		SGT MEYERS, F.H.G.	***************************************			incends, were brought back due to hang up. Route Markers
					,	were seen at position "P" at 2211 hours, but they simm were dispersed. Markers at position "Q" (Aschell) were seen at
						2555 hours and were very good. Heavy flak damaged the atroraft, and wounded the captain Flying Officer H.R. Chek-
						aluck (J244/2) in the arm and leg. Landed at Hammatead
			******************************			Norris aerodrome owing to the pilot's injuries. The load carried was the same as on Sortie No. As 2263.
NICHE	LANCASTER II	P/L W.R. SIGTH	- 4	2038	0433	
24/25/2-44	D, S, 791 "P"	F/O C.F. RIDGERS	(Third)	2030	OHIL	Clear and moderate wisibility was encountered by this ores over the primary target. Green T.I.s and Green Flares with
		F/S BOWLER, R.E.				Red Stars: fires already burning and when t dentity and
		F/S MULLOCK, E.J.				of the islands in the river just sout of the town were all aids in identifying the primary target. The centre of five
		F/S DRAPER, C.O. SGT CROFTS, F.				Cascading Teles were in the sights at the time of the welcome
						and the release was made at 0108 hours from 22000 feet and on a heading of 038 M. Fires were already burning in the
						target on arrival, and a whole carpet of incendiaries soon
		· · · · · · · · · · · · · · · · · · ·				grew and the fires increased rapidly and were still visible 150 miles away. Incends of 100 x 4 lbs. were brought back
						due to hang up. The Monica III went U/S. On the resurn Journey, became involved with enemy raid in London area and
						fired colours of the period. No other difficulties were
						encountered. The raid seemed very successful. The lead carried was the same as on Sertie No. A. 2265.
KIGHT	LANCASTER II	P/L P.W. HALES	- do -	1825		The second secon
21/25/2.44	L.L. 723 "H"	P/S QUARE, J.P.	(Second)	1025	and the second	Clear and good visibility was encountered over the target A.226R/ by this crew. Green Flares with Red Stars were seen in the
		WO1 M.J. HARRISON			and the same of	distance on approaching the primary. Fires were already
		SOT RERARD, L.A.				buring. The centre of the fires were in the sights at the time of the release, and the release was made at 2343 hours
		P/S HECKER, M. SOT SCACELL, J.E.			- 1	from 22000 rest and on a heading of OSDSW. Wary large fines
-					1	were burning, and judged to be in the centre and to the corth of the town. The glow from these fires was still vis-
						this for 100 miles on the return journey. Red Flares were seen at a distance at position "P" at 2202 hours and were
				-	1	ound effective. Red T.I.s were seen at mosition "D" at
	9					0018 hours. Time was lost over England while gaining height he to being early. Then en route to the target, the winds
						WIT STIUNGER THAN IOTOCASTON, MENNEYWOOD BELLEVILLE TO THE TOTOCASTON OF THE PROPERTY OF THE P
				-		and more time was lost, thus making the arrival time over the target a bit behind. Only other difficulties met with
						were the search lights in the target area. The attack seemed
				0	N	0. A. 2263.
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APPENDIX.....



DETAIL OF WORK CARRIED OUT

 $_{\mathrm{BY}}$ no. 408 (R.C.A.F.) squadron, Linton-on-ouse

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PAGE No. NIRE

NIGHT LANCASTER II P/O R.T. LLOYD ROMENO 2039 O440 Clear visibility with some smoke was found by this crew over As 2256 7 the target area. Sky Markers and T.I.s were seen on the run in to the primary. The centre of about three red T.I.s were in the sights at the time of, the release, and the release was made at Oil 5 hours from 2,500 feet and on a header ing. of 050%. First were burning in the centre of the tomp with incendiaries taking a good hold like spokes to a wheal to the cutsdides of the town was seen at Oil 0 hours. Smoke was intense and rose to 5000 feet. Three was seen at Oil 0 hours. Smoke was intense and rose to 5000 feet. Three was seen at Oil 0 hours. Smoke was intense and rose to 5000 feet. Three was seen at positions "P" and "Q" and were rather sparse. A quiet trips. Boute and taction were very good, and the target was really well pranged. On return, some trouble was experienced near London from anti-signraft. The load carried was the same as on Sortis No. & 2265.	DATE	AIRCRAFT	CREW	Duty		Гтме	DETAILS OF SORTIE OR FLIGHT	REFERENCES.
THEFT LANGASTER II P/D J.G. WHITE P/D G.H. CARRINGTOR (Third) ALGORITHM II P/D J.G. WHITE P/D G.H. CARRINGTOR (Third) D.S. 707 IANUATOR II P/D J.G. WHITE P/D G.H. CARRINGTOR (Third) ALGORITHM II P/D J.G. WHITE P/D		Type & Number			UP	Down		s 2260 %
NICHT LANGASTER II F/O J.G. WHITE — do — Chird F/S J.M. AGGINGNUT, J.R. SOT BATES, J.R. SOT BA			P/O K. STENERAATEN P/O G.E. CAMERON	SCHWKINFURT	2039	01110	the target area. Sky Markers and T.I.s were seen on the	A. 2254 /0
NIGHT LANGASTER II 2006 VA. F. FLICTE ABSTRANCE, R.R. 507 MARTE, J.S. NIGHT LANGASTER II 2006 VA.S. NIGHT LANGASTER II 2007 VA.T. AGRIFFANCE, R.R. 507 MARTE, J.S. 2008 VA.S. NIGHT LANGASTER II 2009 VA.S. NIGHT LANGASTER II 2008 VA.S. NIGHT LANGASTER II 2008 VA.S. NIGHT LANGASTER II 2008 VA.S. NIGHT LANGASTER II 2009 VA.S. NIGHT							lease was made at 0113 hours from 2,500 feet and on a head-	
ploation to the north west of the tous was seen at 0110 hours. Sincks was intense and rose to 3000 feet. The one day are retarned as a considered a management of the seen at 0110 hours. Solve were brought back due to hang up. Route markers were seen at post tions are paid to a way are retarned on the target was really well pranged. On return, some trypule was experienced near London from anti-signraft. The load carried was the same as on Sortie Fo. A 2057,			SOT NICHTINGALE, H.A.	***			with incendiaries taking a good hold like spokes to a wheel	
Sincher was intense and rose to 30000 feet. Inconder of 6 x 50 lbs were brought back due to theng up. Bute markers were seen at positions TP and tooline were very good, and the target was really well pranged. On return, some trouble was experienced near London from anti-missioncraft. The load carried was the same as on Sortic No. As 2263. EXCELLENT LANCASTER II F/O J.G. WHITE F/O G. SCHARTER (Third) F/O G. SCHARTER (Third) F/O G. SCHARTER (Third) F/O G. SCHARTER (Third) F/O J.I. HAND F/O ARBETRENT, R.R. SOT HATES, J.E. SOT WILLS, V. O GOOD VISIBILITY with some haze was enountered by this orew seen in photo flashes on the run part of flares was seen in position TP at 2579 hours and one of flares was seen in position TP at 2579 hours and one of flares was seen in photo flashes on the run up. Two red flares was seen in photo flashes on the run up. Two red flares was seen in photo flashes on the sum up. Two red flares was seen in photo flashes on the sum up. Two red flares was seen in photo flashes on the sum up. Two red flares was seen in photo flashes on the sum up. Two red flares was seen in photo flashes on the sum up. Two red flares was seen in photo flashes on the sum up. Two red flares was seen in photo flashes on the sum up. Two red flares was seen in photo flashes on the sum up. Two red flares was seen in photo flashes on the sum up. Two red flares was seen in photo flashes on the sum up. Two red flares was seen in photo flashes on the sum up. Two red flares was seen in the sum of		O P	.SOT LANDRY, J.G.				placion to the north west of the town was seen at 0110 hours.	
MIGHT LANCASTER II P/O J.G. WHITE — do — 2006 OLD. **ROBERTER** **P/O G. SCHEGHTER** **P/O G. SCHEGHTER** **P/O G. SCHEGHTER** **P/O G. SCHEGHTER** **P/O J.I. LANCASTER II P/O W.T. PULMON — do — 2008 OLD Control of J. Lancaster II P/O						· · · · · · · · · · · · · · · · · · ·	Smoke was intense and rose to 50000 feet. Incends, of 6 x 30 lbs were brought back due to hang up. Route markers were	
EXCEPT LANCASTER II F/O J.G. WHITE							seen at positions "P" and "Q" and were rather sparse. A	
ied was the same as on Sortie No. & 2263. EXCELLENCE II F/O J.C. WHITE					****		get was really well pranged. On return, some trouble was	
P/O G.A. SCOD P/S ISABITY, P.G. P/O J.H. LABOW P/S ARRESTORY, R.R. SOT BAYES, J.E. NIGHT LABORATER II P/O W.T. FULTON NIGHT LABORATER II P/O W.T. FULTON P/S GAROUNY, J.A. P/O P.J. LINE SOT BAYES, J.E. NIGHT LABORATER II P/O W.T. FULTON P/S GAROUNY, J.A. P/O P.J. LINE SOT BARR, R.L. SOT SKITH, J.M. SOT WILLS, V. SOT		and the second	•				ied was the same as on Sortie No. A. 2263.	
The release was made at OLOS hours from 2000 feet and on a heading of 000%. The whole town appeared to be burning, and smoke from these fires was seen right up to 2000 feet. Grun district was seen in photo finance on the run up. Two red flares were seen at position "R" tam miles astern. The DaR. repeater unit in the mark IIV bombeights went Vfs. The attack was considered a success. The load carried was the same as on Sortic No. A. 265, Landed at Grunsden Lodge serodromes. **NIGHT** LANGASTER** II			F/O G. SCHACHTER F/O G.L. WOOD F/S LEAHY, F.G.			RANSDEN	over the target by this crew. A circle of Green T.I.s with two Red T.I.s in the sentre were seen on the run in to the primary. A concentration of five Red T.I.s were in the sights at 0100 hours and also at the time of the release.	A. 2270/
seen at position 'R' ten miles attern. The Dak. repeater unit in the mark III' bombeights went U/S. The attack was considered a success. The load carried was the same as on Sortic No. L. 2267. Landed at Grandem Lodge aerodromes. NIGHT LANGASTER II F/O W.T. FULTON — do — 2008 Occod visibility with some hase was encountered by this crew over the target area. Sky Markers and T. I.s were seen on the run up to the primary, and the compress of the Red I. I.s were in the sight at the time of the release. The release was made at GLIO hours from 22500 feet and on a heading of 050°M. Very fierce fires were seen all ever the target, particularly intense to the mouth west. Thick make reset up to 25000 feet. The glow of the fires was seen all very the target, particularly intense to the mouth west. Thick make reset up to 25000 feet. The glow of the fires was still visible for 300 miles on the return journey. December of N x 1 Is were brought back due to hang up. Soute Markers at positions was and were found effective. Considered a very good trip and the target was wall hit. On the return fourney. The observe of the section of the return fourney. The december of the return found of the fire was still with the control of the fire was seen on the control of the fire was still with the control of the fire was still with the control of the fire was seen and were found effective. Considered a very good trip and the target was wall hit. On the return found of the fire was still with the control of the fire was still was the control of the fire was still were because the control of the fire was still was the control of the fire was still was the contro			P/S ARMSTRONG, R.R.				heading of 002%. The whole town appeared to be burning, and smoke from these fires was seen rising up to 20000 feet. Ground details were obscured, but the built up area, was seen in photo diaghes on the run up. Two red flares were	
NIGHT LANGASTER II 7/0 W.T. FULTON - do - 20/25/2.44 D.S. 797 %** 7/5 CAROUNT, J.A. F/D F.J. KING. SOT BARR, R.L. 807 THOMPSON, H.M. SOT WILLS, V. SOT WILLS, W. SO							seen at position "R" ten miles astern. The D.R. repeater unit in the mark IIV bombeights went U/S. The attack was considered a success. The load carried was the same as on	
Over the target area. Say Markers and 7.7.a were seen on the run up to the primary, and the compre of the Red Tails were in the sights at the time of the release. The release was made at Ollo hours from 22000 feet and on a heading of DOFM. Very fierre fires were seen all over the target, particularly intense to the south west. Thick make reset up to 25000 feet. The glow of the fires was still visible for JOO miles on the return journey. Incende, of JO X & Ib. were brought back due to ham up. Rounded at positions was a very good trip and the target was well hits. On the return larger, the had to be decided over London's. The lower the target was well hits.					-			
up to 24,000 feet. The glow of the Fire was still visited. For 300 miles on the return journey. Disensis of 30 x 1 lb. were brought back due to hang up. Route Markers at positions "p" and "Q" were seen and were found effective. Considered a very good trip and the target was wall hit. On the return learner. Clark had to be dedged over Londolls. The lead carre-			P/S GABOURY, J.A. P/O P.J. KING SOT BARR, H.L. 8GT THOMPSON, H.H. SOT SMITH, J.M.	- do - (Third)	2008	04,50	over the target area. Sky Markers and Teles were seen on the run up to the primary, and the centre of the Red Teles were in the sight as at the time of the rulesse. The rulesse mas made at Ollo hours from 22500 feet and on a heading of 050°Ms. Wery figure fires were seen all over the target, restignisely interms to the neutrin west. Thick make rese	
"y" and "Q" were seen and were found effective. Considered a very good trip and the target was wall hit. On the return tearner, flat had to be dedred over London. The lead carre					1		for 300 miles on the return journey. Incends, of 30 x 1 10.	4
ied was the same as on Sortie No. A.226% E					~		and "Q" were seen and were found effective. Considered a very good trip and the target was wall fit. On the return fourney, flak had to be dedged over London. The load carri-	
				0.0			ied was the same as on Sortie No. A.2267. X	
	-					-		

24/25/2.44 D.S. 792 "" P/O S P/S SOT SOT SOT SOT SOT SOT SOT SOT SOT SO	AS BOULCON, C.A. AS HORBS, R.A. PRIMETON, A. M. PRIMETON, A. M	BOMBING SCHEEDEURT (Third) - do - (Second)	1822	0233	Bood visibility with 2/10ths clouds and smale was found over the target area by this crew. Green T.I. Markers followed by Red ones, and many fires were aids in making the approach on the primary. The centre of a cluster of the Red T.I.s were in the sights at the time of the releases. The release was made at 0100 hours from 2000 feet and on a heading of 05/0%, on arrival over the target, there were two groups of 05/0%, on arrival over the target, there were two groups of 05/0%, on arrival over the target, there were two groups of 05/0%, on arrival over the target, these fires could be seen 150 miles away. Smoke was seen rights to 8000 feets about 150 miles away. Smoke was seen rights to 8000 feets Plares were seen at positions FP and T.F. at 259 and 0156 hours respectively, and were found effective. The attack was considered to be a good show. The load carried was the same as on Sortic No. \$12505. This crew reports that good visibility with make hase was found over the target area. Red T.I. Markers were seen on the run in. The centre of a concentration of cascading Red T.I.s were in the sights at the time of the re-lease, and the ralease was made at 252 hours from 2000 feet and on a heading of 04/0%. Fires within seemed to marge 67 ter lusying the target had taken a good hold in two lines running northe east. I whitish explosion was noted at 2520 hours. Boute	L. 22714
D.S. 792 "" P/O P/	O R.W. BUTCHER S S BOULEGE, C.A. S HOHES, R.A. S HAMESON, A. P HAMESON, A. P HAMESON, A. P HAMESON, A. S PHAMESON, A. S PHAMESON, A. S PHAMESON, R. S PHAMESON, R. S PHAMESON, R. C P TATLOR, W. DI W.L. DORMS P HIDSON, R.N. P REDD, C.A. C CRITICSHAME, D. 2 J.D. HAMEYEY D S.W. DEMERSIN D S.W. DEMERSIN D G.R. BUTCHART	SOMMEDOWET (Third) - do - (Second)		0233	the target area by this crew. Green T.I. Markers followed by Red ones, and many fires were aids in making the approach on the primary. The centre of a cluster of the Red T.I.s were in the sights at the time of the releases. The release mass made at 0.000 hours from .2000 feet and on a heading of 0540%, on arrival over the target, there were two groups of 0540%, on arrival over the target, there were two groups of 0540%, on arrival over the target, there were two groups of one large blaze when leaving the target. These fires could be seen 150 miles away. Smoke was seen rights to 8000 feet. Flares were seen at positions TPs and TPs at 259 and 01.56 hours respectively, and were found effective. The attack was considered to be a good show. The load carried was the same as on Sortice No. As 2655. This crew reports that good visibility with moke hase was found over the target area. Red T.I. Markers were seen on the run in. The centre of a concentration of cascading Red T.I.s were in the sights at the time of the re lease, and the release was made at 252 hours from 2000 feet and on a heading of 0440%. Fires which seemed to merge after leaving the target had taken a good hold in two lines running northecast. A whitlish explacion was noted at 2520 hours. Boutp	L-22754
P/S	// BOUTCH, C.A. // BERS, R.A. P. HAMPSON, A. P. HAMPSON, A. P. DORELL, A.M.E. P. DOREL, H.R. // LINCAIR, N.A. // PARLER, G. P. TATIOR, W. J. LINCAIR, N.A. // PARLER, G. P. TATIOR, W. P. HIDON, R.N. P. REDD, G. A. // CRUITSHAME, D. 2 J.D. HARVEY D S.W. DEMPSIX D S.W. DEMPSIX D G.R. BUTCHART G. G. B. J. DEMPSIX D G.R. BUTCHART G. G. B. J. DEMPSIX D G.R. BUTCHART	(Third) - do - (Second)	1822		by Red ones, and many fires were aids in making the approach on the primary. The centre of a cluster of the Red Talas were in the sights at the time of the release. The release was made at 0360 hours from 2000 feet and on a heading of 050%, on arrival over the target, there were two groups of fires; one in the centre and one to the southwest of the town. The fifes grew larger and the two groups joined into one large blase when leaving the target. These fires could be seen 150 miles away. Names was seen riging to 6000 feet. Plares were seen at positions "PP and "R" at 259 and 01% hours respectively, and were found effective. The attack was considered to be a good show. The load carried was the same as on Sortie No. As 2255. This crew reports that good visibility with smake hase was found over the target area. Red Tal. Markers were seen at one the run in. The centre of a concentration of cascading Red Tales were in the sights at the time of the re lease, and the release was made at 2321 hours from 21000 feet and on a heading of 042 %; Pires which seemed to merge after leaying the target had taken a good held in two lines running northeest. A whitish explacion was noted at 2320 hours. Boutp	
P/S SQT	A HORS, R.A. 27 HAMPSON, A. 27 DORG, H.R. 28 INMEATR, N.A. 28 PARKER, G. 27 TATIOR, W. 30. W.L. DORMN 27 HIDSON, R.N. 27 RED, G. 2. 28 CHIKSHAME, D. 2 J.D. HARVEN 5 S.J. BERGEN 5 J. J. DERGEN 6 J. J. BERGEN 7 J. J. J. J. BERGEN 7 J.	- do - (Second)	1822		on the primary. The centre of a cluster of the Red TaIss were in the sights at the time of the release. The release was made at 0208 hours from 23000 feet end on a heading of D540%, On arrival over the target, there were two groups of fires, one in the centre and one to the southwest of the town. The fifes grew larger and the two groups joined into one large blase when leaving the target. These fires could be seen 150 miles away. Smoke was seen rights to 8000 feets. Plares were seen at positions FP and TR at 259 and 015 hours respectively, and were found effective. The attack was considered to be a good show. The load carried was the mame as on Sortic No. \$a2255. This crew reports that good visibility with moke hase was found over the target area. Red TaIs Markers were seen on the run in. The centre of a concentration of cascading Red TaIs were in the sights at the time of the re lease, and the release was made at 2521 hours from 21000 feet and on a heading of O440%. Fires which seemed to merge after leaving the target had taken a good held in two lines running northesses. A whittish explosion was noted at 2520 hours. Boutp	
SOT	PHAMPON, A. P. PORTE, M.A. P. PORTE, H.R. P. BORE, H.R. P. CRITISHAM, N.A. P. CRITISHAM, D. 2 J.D. HARVEY D. R.J. HERD D. S.F. DEMERST D. G.R. BUTCHART O. G.R. BUTCHART	(Second)	1822		were in the sights at the time of the release. The release mass made at 0,000 hours from 2,000 feet and on a heading of 05,0%, on arrival over the target, there were two groups of 05,0%, on arrival over the target, there were two groups of fires, one in the centre and one to the southwest of the town. The fifes grew larger and the two groups joined into one large blase when leaving the target. These fires could be seen 1.00 miles away. Nucleus was seen rights to 000 feet. Flares were seen at positions "P" and "R" at 259 and 0.25 hours respectively, and were found effective. The attack was considered to be a good show. The load carried was the same as on Sortie No. As 2655. This crew reports that good visibility with moke hase was found over the target area. Red Tal. Markers were seen on the run in. The centre of a concentration of cascading Red Tales were in the sights at the time of the re lesse, and the release was made at 2521 hours from 2100 feet and on a heading of Ohic'M; Fires which seemed to merge after leaving the target had taken a good hold in two lines running northesses. A whittish explosion was noted at 2520 hours. Boute	
SOT	PE BORE, H.R. AS LUMGATE, N.A. AS PARKER, G. PT TAYLOR, W. S. LUMGATE, N.A. AS PARKER, G. PT TAYLOR, W. S. L. C. CRUIKSHAWE, D. C. CRUIKSHAWE, D. C. CRUIKSHAWE, D. C. L. C. CRUIKSHAWE, D. C. L. C. CRUIKSHAWE, D. CRUIKSHAWE, D. CRUIKSHAWE, D. CRUIKSHAWE, D. CRUIKS	(Second)	1822		DEACH. On arrival over the target, there were two groups of fires, one in the centre and one to the southnest of the terms. The fifes grew larger and the two groups joined into one large blase when leaving the target. These fires could be seen 150 miles saw; . Namke was seen riging to 8000 feet. Flares were seen at positions "F" and "R" at 259 and 0126 hours respectively, and were found effective. The attack was considered to be a good show. The load carried was the same as on Sortice No. As 2605. This crew reports that good visibility with moke hase was found over the target area. Red T.I. Markers were seen on the run in. The centre of a concentration of cascading Red T.I.s. were in the sight to at the time of the re lease, and the release was made at 2321 hours from 2000 feet and on a heading of Ohle's. Fires which seemed to merge after leaving the target had taken a good hold in two lines running northesset. I will the explosion was noted at 2320 hours. Boute	
LANCASTER	/S LINGAIR, N.A. S PARRIER, G. T TATIOR, W. 11 W.L. DORNI P REID; G.A. 27 CRITICSHAWE, D. 2 J.D. HARVEY D S.W. DEMESIN D S.W. DEMESIN D G.R. BUTCHART	(Second)	1822		bown. The fifes grew larger and the two groups joined into one large blaze when leaving the target. These fires could be seen 150 miles away. Smake was seen right to 8000 feets. Plares were seen at positions "F" and "R" at 259 and 0156 hours respectively, and were found effective. The attack was considered to be a good show. The load carried was the same as on Sortic No. \$42855. This crew reports that good visibility with moke hase was found over the target area. Red Tal. Markers were seen on the run in. The centre of a concentration of cascading Red Tales were in the sights at the time of the re lease, and the release was made at 252 hours from 2000 feet and on a heading of Oak** Fires which seemed to merge after leaving the target had taken a good hold in two lines running northesses. A whitlish explosion was noted at 2520 hours. Boute	
ILENT LANCASTER I F/S	S LIMEATR, N.A. S PARKER, G. TY TATIOR, W. D. W.L. DORMN F HEDGON, R.N. FF REDG, G.A. CREIKSHAME, D. 2 J.D. HARVEN D N.J. HERBO D N.W. DEMERST D G.R. BUTCHART	(Second)	1822		bown. The fifes grew larger and the two groups joined into one large blaze when leaving the target. These fires could be seen 150 miles away. Smake was seen right to 8000 feets. Plares were seen at positions "F" and "R" at 259 and 0156 hours respectively, and were found effective. The attack was considered to be a good show. The load carried was the same as on Sortic No. \$42855. This crew reports that good visibility with moke hase was found over the target area. Red Tal. Markers were seen on the run in. The centre of a concentration of cascading Red Tales were in the sights at the time of the re lease, and the release was made at 252 hours from 2000 feet and on a heading of Oak** Fires which seemed to merge after leaving the target had taken a good hold in two lines running northesses. A whitlish explosion was noted at 2520 hours. Boute	
ILENT LANCASTER I F/S	S LIMEATR, N.A. S PARKER, G. TY TATIOR, W. D. W.L. DORMN F HEDGON, R.N. FF REDG, G.A. CREIKSHAME, D. 2 J.D. HARVEN D N.J. HERBO D N.W. DEMERST D G.R. BUTCHART	(Second)	1822		one large blaze when Leaving the target. These fires could be seen 150 miles away. Smoke was seen riging to 8000 feets. Plares were seen at positions "P" and "R" at 2359 and 0156 hours respectively, and were found effective. The attack was considered to be a good show. The load carried was the same as on Sortie No. As 2265. This crew reports that good visibility with smoke hase was found ever the target area. Red Tal. Markers were seen on the run in. The centre of a concentration of cascading Red Tales were in the sights at the time of the re lease, and the release was made at 2521 hours from 21000 feet and on a heading of Ohi-Ne, Pires which seemed to merge after leaving the target had taken a good hold in two lines running north cast. A whitish explication was noted at 2520 hours. Boute	
ILENT LANCASTER I F/S	S LIMEATR, N.A. S PARKER, G. TY TATIOR, W. D. W.L. DORMN F HEDGON, R.N. FF REDG, G.A. CREIKSHAME, D. 2 J.D. HARVEN D N.J. HERBO D N.W. DEMERST D G.R. BUTCHART	(Second)	1822		Flares were seen at positions "P" and "R" at 259 and 0156 hours respectively, and were found effective. The attack was considered to be a good show. The load carried was the same as on Sortie No. 4x2255. This grew reports that good visibility with moke hase was found over the target area. Red Tal. Markers were seen on the run in. The centre of a concentration of cascading Red Tales were in the sights at the time of the re lease, and the ralesse was made at 232 hours from 2000 feet and on a heading of Ohio'M, Fires which seemed to merge after leaving the target had taken a good hold in two lines running north ceast. A whitish explosion was noted at 230 hours. Boutp	
IGHT LANCASTER II 7/S I 24/25/2.44 La.L. 657 TP 7/S I 301 H 307 H 307 C	/S LINGAIR, N.A. /S PARRIER, G. 75 TATIOR, W. 10 W.L. DORN 77 HIDSON, R.N. 77 REID; G.A. 70 CHILISHAWE, D. 2 J.D. HARVEY 10 N.J. HIDSO 10 N.J. HIDS	(Second)	1822		hours respectively, and were found effective. The attack was considered to be a good show. The load carried was the mame as on Sortie No. \$4.2265. This crew reports that good visibility with make hase was found over the target area. Red Tal. Markers were seen on the run in. The centre of a concentration of cascading Red Tal.s were in the sight at the time of the re lease, and the release was made at 2521 hours from 21000 feet and on a heading of Odd-We. Fires which seemed to merge after leaving the target had taken a good hold in two lines running north cast. I whitlish explosion was noted at 2520 hours. Boute	
24/25/2+44 Lala 657 T	AS PARKER, G. TATIOR, W. DI W.L. DORAN FI HIDSON, R.N. FI REDD, G.L. CRITICSHAME, D. 2 J.D. HARVEY D N.J. HERBO S.W. DEMERSIN D G.R. BUTCHART	(Second)	1822		was considered to be a good show. The load carried was the same as on Sortie No. As265. This orew reports that good visibility with moke hase was found over the target area. Red T.I. Markers were seen on the run in. The centre of a concentration of cascading Red T.I.s. were in the sights at the time of the re lease, and the release was made at 2321 hours from 2000 feet and on a heading of Ohic's. Fires which seemed to merge after leaving the target had taken a good hold in two lines running north east. A whitish explosion was noted at 2320 hours. Boutp	
### 1	AS PARKER, G. TATIOR, W. DI W.L. DORAN FI HIDSON, R.N. FI REDD, G.L. CRITICSHAME, D. 2 J.D. HARVEY D N.J. HERBO S.W. DEMERSIN D G.R. BUTCHART	(Second)	1822		This orew reports that good visibility with smale hase was found over the target area. Red Tal. Markers were seen on the run in. The centre of a concentration of cascading Red Tales were in the sights at the time of the re lease, and the release was made at 2321 hours from 21000 feet and on a heading of Ohi-Ne, Pires which seemed to merge after leaving the target had taken a good hold in two lines running north east. A whitish explication was noted at 2320 hours. Boutp	
24/25/2.44 L.L. 637 T P/S E SOT T SOT E SO	AS PARKER, G. TATIOR, W. DI W.L. DORAN FI HIDSON, R.N. FI REDD, G.L. CRITICSHAME, D. 2 J.D. HARVEY D N.J. HERBO S.W. DEMERSIN D G.R. BUTCHART	(Second)	1822		This orew reports that good visibility with moke hase was found over the target area. Red Tal. Markers were seen on the run in. The centre of a concentration of cascading Red Talas were in the sights at the time of the re lease, and the release was made at 2321 hours from 2000 feet and on a heading of Oak@N. Fires which seemed to merge Stree leaving the target had taken a good hold in two lines running north east. I whitlish explosion was noted at 2320 hours. Boutp	
24/25/2.44 L.L. 637 T P/S I SQT : SQT : S	AS PARKER, G. TATIOR, W. DI W.L. DORAN FI HIDSON, R.N. FI REDD, G.L. CRITICSHAME, D. 2 J.D. HARVEY D N.J. HERBO S.W. DEMERSIN D G.R. BUTCHART	(Second)	1822		found over the target area. Red TaI. Markers were seen on the run in. The centre of a concentration of cascading Red TaI.s were in the sights at the time of the re lease, and the release was made at 2321 hours from 2000 feet and on a heading of Oak-Wa. Fires which seemed to merge after leaving the target had taken a good hold in two lines running north east. & whitish explosion was noted at 2320 hours. Boute	
24/25/2.44 L.L. 637 T P/S I SQT : SQT : S	AS PARKER, G. TATIOR, W. DI W.L. DORAN FI HIDSON, R.N. FI REDD, G.L. CRITICSHAME, D. 2 J.D. HARVEY D N.J. HERBO S.W. DEMERSIN D G.R. BUTCHART	- 40 -			the run in. The centre of a concentration of cascading Red I.I.s were in the sights at the time of the re lease, and the release was made at 2321 hours from 2000 feet and on a heading of 044%. Fires which seemed to merge fiver leaving the target had taken a good held in two lines running north east. A whitish explosion was noted at 230 hours. Boute	
SOT T WOLL SOT T SOT O SOT	2 J.D. DORMY PT HIDSON, R.N. PT REED; G.A. PT CHILDSHAWE, D. PT CH				F.I.s. were in the sigh to at the time of the release, and the release was made at 2321 hours from 21000 feet and on a heating of Ohi-Ne, Pires which seemed to merge after leaving the target had taken a good hold in two lines running north east. & whitish explosion was noted at 2320 hours. Boute	
SOT E SOT O SOT O	PR HIDSON, R.N. PT RED, G.A. PT CELLESHAME, D. 2 J.D. HARVEY D E.J. HURD D S.W. DEMPERY D G.R. BUTCHART				the release was made at 2521 hours from 21000 feet and on a heading of Oat ^{OM} . Fires which seemed to merge after leaving the target had taken a good hold in two lines running north east. A whitish explosion was noted at 250 hours. Route	
SOT R SOT O IGHT LANCASTER II WO2 J \$\sqrt{25}/2.44 D.S. 692 *S* F/O S. F/O S. F/O S. F/O S. F/O S. F/O S. F/O S.	PR RED, G. &. CHUIKSHANE, D. 2 J.D. HARVEY D M.J. HURD D S.W. DEMESIN				heading of 044.0%. Fires which seemed to merge after leaving the target had taken a good held in two lines running north east. A whitish explosion was noted at 2520 hours. Boute	
GOT C GOT LANCASTER II W02 J 10/25/2.44 D.S. 692 *8" P/O S. 1/25/2.44 P/S D. 1/25/2.44 D.S. 692 *8" P/O S. 1/25 D.	CRUKSHAME, D. 2 J.D. HARVEY D E.J. HURD D S.W. DEMPGEY D G.R. SUTCHART				the target had taken a good hold in two lines running north east. A whitish explosion was noted at 2320 hours. Route	
IGHT LANCASTER II W02 J. \$\sqrt{25/2.44} D.S. 692 *S* F/O S. \$F/O S. \$F/	2 J.D. HARVEY D M.J. HURD D S.W. DEMESET D G.R. BUTCHART				east. A whitish explosion was noted at 2320 hours. Route	
1/25/2.44 D.S. 692 S P/O E P/O E P/O G P/S D B/S C 807 M	D E.J. HURD D S.W. DEMPSRY D G.R. BUTCHART				made and an an and an add an and their and man found	
1/25/2.44 D.S. 692 S P/O E P/O E P/O G P/S D B/S C 807 M	D E.J. HURD D S.W. DEMPSRY D G.R. BUTCHART				markers were seen at positions "P" and "Q", and were found	
1/25/2.44 D.S. 692 S P/O E P/O E P/O G P/S D B/S C 807 M	D E.J. HURD D S.W. DEMPSRY D G.R. BUTCHART				effective. Icing conditions was encountered on landing.	
1/25/2.44 D.S. 692 S P/O E P/O E P/O G P/S D B/S C 807 M	D E.J. HURD D S.W. DEMPSRY D G.R. BUTCHART				No perticular difficulties were met with. The load carried was the same as on Sortie No. A.2265.	
L/25/2.LL D.S. 692 S P/O E P/O E P/O G P/S D B/S C 807 M	D E.J. HURD D S.W. DEMPSRY D G.R. BUTCHART				are and some or on parties that wereals	
1/25/2.44 D.S. 692 S P/O E P/O E P/O G P/S D B/S C 807 M	D E.J. HURD D S.W. DEMPSRY D G.R. BUTCHART		2011		Clear visibility was encountered by this grew over the prim-	A. 22745
F/O S. F/O G F/S D B/S C	D S.W. DEMPSHY D G.R. BUTCHART	(Third)		WESTCOTT	ary target by this orew. Red T.I. Markers were seen on the	
P/O G P/S D B/S D	D G.R. BUTCHART				run in to the target. The centre of these Red T.I.s were	
m/s c					in the sights at the time of the release, and the release	
SOT M	S DAVISON, K.L. S CAMPBELL, S.E.				was made at 0122 hours from 22000 feet and on a heading of 052°M. Many fires were seen, but the area was obsoured by	
	T MADON, As				anoke. Route Markers were seen at positions "P" and "Q" at	
	BRISSON, J.T.				2359 and 0155 hours and were found effective. Believed to	
					be a good raid. Fires were seen for 60 miles on approaching	
					the primary, and many more were seen after leaving. One	
					third of a can of incends were brought back due to hang up. A diversion was made at Westcott acrodrome. The load carr	
					ied was the same as on Sortie No. A.2265.	
					AND THE SHE BE ON DAY THE RUE ASCEDJE	eget in the
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					Land of the same o	
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APPENDIX "A"



DETAIL OF WORK CARRIED OUT

By NO. 408 (R.C.A.F.) SQUADRO N. LINTON-ON-OUSE

SECRET

PAGE No. TEN

DATE	AIRCRAFT	CREW	Down	1	TIME	DETAILS OF SORTIE OR FLIGHT	D
DATE	Type & Number	CREW	DUTY	UP	Down	DETAILS OF SORTIE OR FLIGHT	REFERENCES
NIGHT 24/25/2•44	LANCASTER II D.S. 845 T	P/S FILLION, P.F. F/S HETHERINGTON, E.		2008	0435	Good visibility with smoke hase was encountered by this crew ever the target. Red and Green Toles were seen on the run	A. 22756
		P/O R.E. BARGLIND P/O A.W. BOCKUS SGT LUSSIER, A.E.	(Third)			up to the primary, and a concentration of the Red T.I.s were in the sights at the time of the release. The release was made at 0111 hours from 22000 feet and on a heading of 050%	
		SGT THORVARDSON, S. SGT GIGG, R.				Fires appeared to cover the whole target area which were seen up to 150 miles away. R.M. Steady Red Flares were seen	
						at positions "F" and "R" at 2359 and 0156 hours respectively. Incends of 8 x 30 lbs, were brought back due to hang up. No particular difficulties were met with. The load carried	
				1		was the same as on Sortie No. As 2263.	
IGHT 24/25/2•44	LANCASTER II D.S. 726 T	F/L W.B. STEWART F/O G.E. MALLORY F/O W.G. BURNS	- do - (Third)	2007	SILVER	Pive tenths clouds up to 1/5000 feet was encountered by this care over the primary target. Red and Green 7.1. Markers and fires were aids in identifing the primary. The centre	A-2276
wee 1		SGT BRAY, J. F/S OSCHUER, R.D.			order	of the Red T.I.s were in the sights at the time of the re- lease, and the release was made at 0109 hours from 21900	
		P/S MURPHY, H.P. SOT VARLEY, N.				feet and on a heading of 0429M. Fires were burning well, and the smoke was seen to rise up to 10000 feet. One large oil fire four miles south of the main concentration was	
						seen, and the flames was seen to rise to approximately 500 feet. Red Steady Flames were seen at position "F" and "Q"	
						at 2359 and 0556 hours and were very good. The &.P.I. and Mark XIV bosh sight want U/Ss. The concentration as of fires was perfect. The load carried was the same as on Sortie	
						No. 2265. Landed at Silverstone aerodrome.	
26/25/2•44	LANCASTER II L.L. 725 °Z°	F/O E.M.C. FRANKLIN SOT BARTMAN, M. SOT DELANEY, T.J. WOZ B.M. BERGEN	- do - (Third)	201.2		Good visibility with make over some parts was found over the target area by this over. Hed T.Ls and firms mers som for 50 miles skey on the run in. The Red T.Ls were in the sights at the time of the rulease, and the release was made at 0107 hours from 2000 feet and on a heading of 070%.	L. 2271/
		SGT BOMIDEAU, L.J. SGT OLIVER, G.W. SGT BEDCRAFT, L.J.				at only hours from 2000 reet and on a heading or 0,00%. Pires were burning well on arrival and were even larger after leaving, and could be seen for 150 miles sway. Route Markers at constitutes "P" and "R" were seen at 2597 and 01% hours	
			-		= -	respectively, and were found effective. The route was good, and it seemed as though the town should have been wiped out. The load carvied was the same as on Sortie No. A.2265.	* 3
Au 00							III 505 III
1GHT 24/25/2.44		P/S KEILLER, A.C. P/O G.D. McKIEL SGT HANKINS, C.M. P/O A. WAIKER	- do - (Third)	2209	70.1	This aircraft and crew took-off from this draws at 2209 hours on the night of 24th February for bombing operations over SCHEMBURGER, Germany. Since that time, nothing further has been heard of the whereabouts of the crew or the aircraft.	1.2278
A 1 - 1 -		SGT HODGINS, N.H. SGT LOOMER, R.H. SGT PARSONS, G.L.		20		This crew was due to return to this base at 0430 hours on the following morning. Unfortunately since nothing further	
		DUT PRIBLING, Galle				has been heard of from this crew, they must be classified as missing from operations, presumably lost over the target. Listed overleaf are the names of the missing crew tegether with their operational trips and hours.	

DATE TYPE A NUMBER CERW DOWN THE CORN TOWN THE CORN THE C		Asser-	1		1	TIME	T	
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(Enird) ORN. 12603 P/S relizer, Albert Charmone (Filet) 2 14-22 ORN. 12613 P/O (George Dickor McKIEL (New) N IL BENN. 12613 P/O (GEORGE Dickor McKIEL (New) N IL ORN. 12613 P/O (GEORGE DICKORN), Morryn Engene (New) N IL CHN. 126396 SOT ENGORNS, Morryn Engene (A.G.) N IL CHN. 126396 SOT ENGORNS, Morryn Engene (A.G.) N IL CHN. 126396 SOT ENGORNS, Morryn Engene (A.G.) N IL RAF. 17278, SOT PARSONS, Gordon Noel (F/SNG) N I'L RAF. 17278, SOT PARSONS, Gordon Noel (F/SNG) N I'L RAF. 17278, SOT PARSONS, Gordon Noel (F/SNG) N I'L RAF. 16257, N III P/O N. H. CHRILDEN P/O N. H. CH			SEE OVER		2209			
CAN_ALLEST APPLIA FOR MERCHANDER MALKER, Angus (WF/AG) N I L CAN_ALLEST MEDGING, HENCYND Bayers Bayers CAN_ALLEST MEDGING, HENCYND BAYERS, Gorden Hos.1 REALIZED FABRERS, Gorden Hos.2 REALIZED FABRERS, GORDEN FABRERS, GOR	-4					CAN.RL	60920 F/S Keiller, Albert Clarence (Pilot) 2 14.22	
CHN.ELSSTOR SOT REGISER, Merryr Engene (a.G.) N I L CHN.ELSSTOR SOT REGISER, Merryr Engene (a.G.) N I L REP.172.176.8 SOT PARSONS, Gorden No.1 (7.780) N I'L REP.172.176.8 SOT PARSONS, Gorden No.1 (7.880) N I'L REP.172.176.8 SOT PARSONS, ON I'L REP.172.176.8 SOT PARSONS, NEW YOR PARSONS,						BAN. RI	71661 SOT HANKINS, Cleeman Merritt (B. M.) NIL	
CAM.RI/6865 SCP PARSONS, Gordon Mosel (2/SNC) N I'L RAF-172784 SCP PARSONS, Gordon Mosel (7/SNC) N I'L RAF-172784 SCP PARSONS, GORDON MOSE SCP PARSONS, GORDON MOSE SCP PARSONS, GORDON MOSEL (7/SNC) N I'L RAF-172784 SCP PARSONS, GORDON MOSE SCP PARSONS, GORDON MOSEL (7/SNC) N I'L RAF-172784 SCP PARSONS, GORDON MOSE SCP PARSONS, GORDON MOSEL (7/SNC) N I'L RAF-172784 SCP PARSONS, GORDON MOSE SCP PARSONS, GORDON MOSEL (7/SNC) N I'L RAF-172784 SCP PARSONS, GORDON MOSE SCP PARSONS, GORDON MOSEL (7/SNC) N I'L RAF-172784 SCP PARSONS, GORDON MOSEL (7/SNC) N I'L RAF-172784 SCP PARSONS, ARROUNT JOHN RAF-172784 SCP PARSONS, ARROUNT JOHN RAF-172785 SCP PARSONS, MOSEL MOSEL MOSEL MOSE SCP PARSONS, MOSEL MOSE SCP PARSONS, MOSEL MOS						CAN.RL	27114 P/O EMERICANIE WALKER, Angus (WOP/AG) N I L 98396 SCT HODGINS, Mervyn Eugene (A.G.) N I L	
HIMIT LANGASTER II P/O H. SHERIOK — do — 2048 ——— This aircraft and orew took—off from this base at 2048 hours for bombing operations ower SUMERINUER, Sermany. Since the time of take—off, nothing further has been heard of the whereabouts of the orew or the aircraft. This orew was due to return to this base at 0450 hours on the following shorming. Unfortunately since nothing further has been heard from this orew was due to return to this base at 0450 hours on the following shorming. Unfortunately since nothing further has been heard from this orew, they must be likted as wissing from operations presumably over the target. Likted hereunder are the names of the orew to—gether with their operational trips and hours. RAF. 162517 F/O HARTY SHEMIOK CAN. 21318 F/O HARTY SHEMIOK CA				-		CAN.RI	76885 SGT LOCKER, Roy Edwin (A.G.) N I L	
THIRD TO SHELLY PARTY SHELLY PA			l		~			
### BANGER I. ### BOMBING CAN LINE FOR THE FOR THE FOLLOWING PLANS OF THE FOLLOWING PLANS O	NIGHT 24/25/2-44		P/O J.G. HILLIAM		2048		for bombing operations over SCHWEINFURT, Germany. Since	A. 22 79 8
SOF MARKER, W. SOF MARKER, W.				ļ			the time of take-off, nothing further has been heard of the whereabouts of the crew or the aircraft. This crew was due	
from this every they must be libted as minding from operations presumably over the target. Libted hersunder are the names of the crew to-gether with their operational trips and harmonic are the names of the crew to-gether with their operational trips and harmonic are the names of the crew to-gether with their operational trips and harmonic are the names of the crew to-gether with their operational trips and harmonic are the names of the crew to-gether with their operational trips and harmonic are the names of the crew to the crew to the target (Rav. 19 112-13 (Rav. 19			SOT EMPRORI, A.	ļ			to return to this base at 0430 hours on the following morn-	
masses of the crew to-gether with their operational trips and hours. RAF. 162517 F/O HARRY SHEELOCK CAN. 27251A F/O Jameh Gordon HILLMEN RAF. 169501 P/O Henry Norman CHULIPFE RAM. 19 119-51 RAF. 169501 P/O Henry Norman CHULIPFE RAM. 19 123-JA RAF. 196967 P/B HUMBEL Regimeld Sydney CAN. 292677 EDT REGESCH, Armour John (A.G.) 17 116-JO RAF. 196967 P/B HUMBEL, Regimeld Sydney CAN. 292677 EDT REGESCH, Armour John RAF. 1999765 SGT MASTER, Walter RAF. 1999765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1999765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1999765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1999765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1999765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1999765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1999765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1999765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1999765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1999765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1999765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1999765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1990765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1990765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1990765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1990765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1990765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1990765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1990765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1990765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1990765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1990765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1990765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1990765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1990765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1990765 SGT MASTER, Henry George (F/REG) 17 115-JOB RAF. 1990765 SGT MASTER, HENRY GEORGE RAF. 1990765 SG			SOT BASTEN, H.G.				from this crow, they must be listed as missing from operat-	
RAF. 1625IT F/O Harry SHEELOCK CAN. J191L; F/O Jameh Gordon HILIMAN RAF. 163961 F/O Henry Norman CURLIFFE RAF.199626 F/E HUMBEL Regimal & Sydney CAN. RAF.209627 F/E REGERSON, Amount John RAF. 960669 SDT WELLEN, Walter (A.G.) 17 116-40 RAF. 960669 SDT WELLEN, Walter (A.G.) 17 116-40 RAF.1999765 SG RASTEN, Henry George (F/ENC) 17 115-08 RAF.1999765 SG RASTEN, Henry George (F/ENC) 17 116-40 RAF.1999765 SG RASTEN, Henry George (F/ENC) 17 116-40 RAF.1999765 SG RASTEN, Henry George (FILL) 17 116-40 RAF.1996765 SG RASTEN, HENRY GEORGE (FILL) 17 116-40 RAF.1999765 SG RASTEN, HENRY GEORG (FILL) 17 16-40 RAF.1999765 SG RASTEN, HENRY GEORGE (FILL) 1							names of the erew to-gether with their operational trips and	1
CAN. JZIGL P/D James Gordon HILLIAN RAF. 16961 P/D Hemry Horman CHULLTPF RAF.1996565 P/B HURBIS, Regiment CHULLTPF RAF.1996565 P/B HURBIS, Regiment CHULLTPF RAF.1996565 P/B HURBIS, Regiment Sydney (A.G.) 17 116.40 RAF.199677 HET EMERSON, Armour John RAF.1999765 SOT BASTEN, Henry George (P/ENG) 17 115.08 RAF.1996585 P/B HURBIS, Baster CHURBIS, Baster CHURCH, And STORM CHURCH, AND CHURCH,								
HAF-1596565 7/E DIMERIA Beginal & Sydney (NDF AIR) 20 135.58 CAN.El98677 EDT HEEDEN, Armour John (A.G.) 17 116.40 RF. 56085 NJ. Histor (A.G.) 19 127.08 RF.1399765 SGT HASTEN, Hancy George (7/RNG) 17 115.08 RF.1399765 SGT HASTEN, Hancy George (7/RNG) 17 115.08 GOOD visibility with dense smake was encountered by this orww over the target area. Green and Red T.1.s and Green P/O Ref. GLEPT (Third) The Starts were seen on the run up. 2 concentration of about four Red T.1.s which were seen caseading at 0116 hours were in the sights at the time of the valease. The release was made at 0119 hours from 2000 feet and on a heading of 0.65% Good fires were burning in the target, and were visible for 70 to 80 miles on the return journey. Red T.1.s were seen at position T at 2522 hours and were found good. The Membra were 10%. No difficulties were seen with. The load carried was 1 x 4000 b Hz, Nose Inst.						CAN. JZ	1914 F/O James Gordon HILLMAN (Nav.) 19 119.53	
RAF. 960669 907 WRINER, Walter RAF. 1399765 SGT RASTEN, Henry George (A.G.) 19 127.08 RAF.1399765 SGT RASTEN, Henry George (P/ENC) 17 115.08 Cond visibility with done smoke was encountered by this orww over the target area. Green and Red Tales and Green P/O RAF. CAMPT WOLLI, T23 °H° P/O RAF. CAMPT WOLLI, L.L. P/O HEXER, M. SOT REGAME, M. SOT SCACELL, J.K. 2016 Dours were in the sights at the time of the valuese. The release was made at 0119 hours from 22000 feet and on a heading of 0457M. Good fires were burning in the target, and were windled for 70 to 80 miles on the return journey. Red Tales were seen at position °P* at 2522 hours and were found good. The Number work 1/8. No difficulties were seen with. The load carried was 1 x 4000 1b Hr. Nose Inst. (A.G.) 19 127.08 RAF., 199765 SGT RASTEN, Henry George (P/ENC) 17 115.08 RAF., 199765 SGT RASTEN, Henry George (P/ENC) 17 115.08 RAF., 199765 SGT RASTEN, Henry George (P/ENC) 17 115.08 RAF., 199765 SGT RASTEN, Henry George (P/ENC) 17 115.08 RAF., 199765 SGT RASTEN, Henry George (P/ENC) 17 115.08 RAF., 199765 SGT RASTEN, Henry George (P/ENC) 17 115.08 RAF., 199765 SGT RASTEN, Henry George (P/ENC) 17 115.08 RAF., 199765 SGT RASTEN, Henry George (P/ENC) 17 115.08 RAF., 199765 SGT RASTEN, Henry George (P/ENC) 17 115.08 RAF., 199765 SGT RASTEN, Henry George (P/ENC) 17 115.08 RAF., 199765 SGT RASTEN, Henry George (P/ENC) 17 115.08 RAF., 199765 SGT RASTEN, Henry George (P/ENC) 17 115.08 RAF., 199765 SGT RASTEN, Henry George (P/ENC) 17 115.08 RAF., 199765 SGT RASTEN, Henry George (P/ENC) 17 115.08 RAF., 199765 SGT RASTEN, Henry George (P/ENC) 17 115.08 RAF., 199765 SGT RASTEN, Henry George (P/ENC) 17 12 15.08 RAF., 199765 SGT RASTEN, Henry George (P/ENC) 18 12 12 12 12 12 12 12 12 12 12 12 12 12						RAF+1594	6525 P/B NURSE, Reginald Sydney (WOP/AIR) 2D 133.58	
IGHT LANGASTER II F/L R.W. HALES ROMEING F/S CORNG, J.P. AUGGEORG F/S R.W. CORNG, J.P. AUGGEORG F/S R.W. CORNG, J.P. AUGGEORG FLAVOUR HALES SOT REALES, L.L. F/S HEXER, M. SOT SCAUELL, J.E. SOT SCAUELL, J.E. ROMEING Call Control of about four Red f.L.s which were seen canading at Oll6 hours were in the sights at the time of the valuage. The release was made at Oll9 hours from 22000 feet and on a heading of Old7M. Good fires were burning in the target, and were visible for 70 to 80 miles on the return journey. Red T.L.s were seen at position To at 152 22 Dours and were found good. The Member work V/S. No difficulties were level with. The load carried was 1 x 4000 1b Hz, Rose Inst. (O) x 1159 EXCRESSE II Doesnés and 50						RAF. 960	0863 SUT WELKER, Walter (A.G.) 19 127.08	
5/26/2.55 L.L. 723 °H° P/S QUAUE, J.P. P/O Ref. CHEPT WILL M.J. HARRISON SOT REPUBLIE, L.L. P/S HEXER, M. SOT SCACELL, J.E. Discharge of the release was made at 0119 hours from 2000 feet and on a heading of 0.60%. Good fires were burning in the target, and were visible for 70 to 80 miles on the return journey. Red T.L.s were seen to the release was made at 0129 hours from 22000 feet and on a heading of 0.60%. Good fires were burning in the target, and were visible for 70 to 80 miles on the return journey. Red T.L.s were seen at position "9" at 2522 hours and were found good. The Monica wont U/S. He difficulties were seet with. The load carried was 1 x 4000 1b Hz, Rose Inst. 100 x 110 2000 2000 1 noemds and 32 x 30 100 Incends and 50						RAF.1399	9763 SGT BASTEN, Henry George (F/ENG) 17 115,08	
Plares with Red Stars were seen on the run up. A concentration of about four Red 7.1.s which were seen cascading at tion of about four Red 7.1.s which were seen cascading at Ollf hours were in the sights at the time of the valcase. F/S HEXER, M. SOT SCAUELL, J.E. The release was made at Oll9 hours from 22000 feet and on a heading of 0.67Ms. Good fires were burning in the target, and were wrintled for 70 to 80 miles on the return journey. Red 7.1.s were seen at position TP at 2522 hours and were found good. The Nemica work U/R. Ne difficulties were seen with. The load carried was 1 x 4000 lb Hz. Nose Inst. 400 x 110 2022000000000000000000000000000	IGHT				2116	0505	Good visibility with dense smoke was encountered by this	A-2284.1
F/S HEXER, M. The release was made at 0119 hours from 22000 feet and on a beading of 04,57%. Good fires were burning in the target, and were visible for 70 to 80 miles on the return journey. Red T.Les were seen at position TP at 2522 hours and were found goods. The Hemica went 0/8. No difficulties were not with. The load carried was 1 x 4000 lb Hr. Nose Inst. 400 x 115 20220888 Incomeds and 50 2 20 30 Broomeds and 50	3/20/2.44	Isolas /23 "H"	PAR REF. CLIPT				Flares with Red Stars were seen on the run up. A concentra	
F/S HEXER, M. The release was made at 0119 hours from 22000 feet and on a beading of 04,57%. Good fires were burning in the target, and were visible for 70 to 80 miles on the return journey. Red T.Les were seen at position TP at 2522 hours and were found goods. The Hemica went 0/8. No difficulties were not with. The load carried was 1 x 4000 lb Hr. Nose Inst. 400 x 115 20220888 Incomeds and 50 2 20 30 Broomeds and 50			WOI M.J. HARRISON SCT HERARM, L.A.				tion of about four Red Tolos which were seen cascading at Oll6 hours were in the sights at the time of the release.	
and were visible for 70 to 80 miles on the return journey. Red T.I.s were seen at position "9" at 2522 hours and were found good. The Monion went U/8. He difficulties were not with. The load carried was 1 x 4000 lb Hr. Nose Inst. 400 x 135 20220888 Incends and 32 x 30 lbs Incends and 50			P/S HECKER, M.		-		The release was made at 0119 hours from 22000 feet and on	A
found good. The Honica went U/B. No difficulties were not with. The load carried wan 1 x 4000 lb H. Nose Inst. 400 x 11bs ZEZZZZENI Incends and 32 x 30 lbs Incends and 50			SOT SOMMER, VISA				and were visible for 70 to 80 miles on the return journey.	
400 x 1,10s Zozzawa Incends and 32 x 30 lbs Incends and 30						-	found good. The Monios went U/S. No difficulties were not	
r 4 lbs Tr Type Inoends.					-			elon e e
				+		-	x 4 lbs "X" Type Incends.	
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APPENDIX "A"



DETAIL OF WORK CARRIED OUT

 $_{\rm By}$ no, 408 (r.c.a.f.) squadron, linton-on-ouse

SECRET

PAGE No. ELEVEN

*12751-0511	W1 2222)-1284 90w 8/41	T.S. 100	FOR 1	HE MONTH O	F PEB	RUARY 19 44	
DATE	AIRCRAFT	Crew	DUTY	-	Ттме	DETAILS OF SORTIE OR FLIGHT	References.
	Type & Number			UP	Down		
NICHT 25/26/2-44	LANCASTER II D.S. 729 "D"	P/O R.T. LLOYD P/O K. STENERAATEN P/O G.E. CAMERON	BOMBIND AUGSBURG (Third)	21.00	0454	Clear with unlimited visibility was found over the target. Green and Red I.I.s and Green Flares with Red stard, also the built up area was visible on the run in. The centre of	A. 2281 Z
		SCT LANE, L. SCT BERGERON, J.A. P/S WILLIAMS E.J.				the Red T.I.s which were cascading at about 0115 hours were seen when the release was made. The release was made at 0117 hours from 22000 feet and on a heading of 360°M. Pires	
		SGT NIGHTINGALE, H.A.	•			were visible for 80 miles before reaching the target, and on anwivel large fires were still burning fiercely with make rising up to 18000 feet. After leaving, the fires were	
	t. 73					visible for 150 miles. Red T.T.'s were seen at position "P" at 2322 hours and found effective. Considered to be a good	
						attack. The load carried was the same as on Sortic No.A2280).
	Lancaster II Lala 633 %L"	P/O W.G. PHILLIPS P/O E.H. WOOD P/S PORTEN, A.M.	- do - (Third)	2102	PORD.	Much smoke was found over the target. Green T.I.s and Green T.I.s with Red Stars were seen on the run up. The centre of a small cluster of flares were in the sights at the time	A. 226 A 3
		SGT RODGERS, J.A. P/S BURKE, J.J. P/S BAPIERRE, G.				of the release, and the release was made at Ollé hours from 22000 feet and on a heading of 005 $^{\circ}$ M. Much smoke and large fires were burning in the target. Thoesds of 50 x L Ds	• •
•		SGT WILSON, W.				were brought back due to hand up. Red Teles at position "P" were seen at 2320 hours and found goods The starboard inner engine went U/S and was feathered from the target home. The	
						D.R. compass went U/S. No other difficulties were encount- ered spart from the shortage of petrol. A CACO house wh en an S.O.S. was sent out that a ditching was to take place.	
						but an attempt was made to land at FOHD aerodress and was successful. The load carried was the same as on Sortie No. A-2280.	
NIGHT 1 25/26/2-44 I	0.8. 797 MR	F/O W.T. FULTON F/S GAROURY, J.A. F/O F.J. KING	- do - (Third)	21,00	0459	The visitility was quite good apart from some hase over the target. Pires which were bunning, Green and Red Tales and Green Plares with Red Stars, all served as a means of ident-	A. 22834
		SOT BARR, R.L. SOT THOMPSON, G.F. SOT SMITH, J.M.	gg:ga		- 1	Green Flares with Red Stars, all served as a means of identifing the primary. The centre of a concentration of flares were in the sights at the time of the release, and the release was made at 0117 hours from 20000 feet and on a heading	
		SGT WILLS, V.				of 350°M. The target was well burning on arrival with much smale rising from the fires. These fires appeared to be out of control. Seweral embosions higger than bomb bursts	
						were also noted. Incends of 4 x 30 lbs were brought back due to hang up. Markers were seen at position *P* at 2352 hours and found effective. The attack was good. The load	
						carried was the same as on Sortie No. 2.2200.	*
. 1				0			

	3.			1 1			

DATE	AIRCRAFT Type & Number	Crew	Duty	UP	Down	DETAILS OF SORTIE OR FEIGHT	REFERENCE
IGHT	LANCASTER II	P/O N. SUTHERLAND	BOMBIND	2117	Ohtig Down	and Green T-I-s were seen on the run up, and the estimated	A. 228 5
5/26/2-44	L.L. 442 "B"	F/O R.W. BUTCHER F/S BOULTON, C. A.	AUSSBURG (Third)	-		newton of these T.T. which were seen cascading at ULI4 hrs.	
	64.2	F/S HORBS, R.A.	,			were in the sights at the time of the release which took	
		SGT HAMPSON, A.				place at 0115 hours from 23000 feet end-on a heading of 2600M. The fires were concentrated in one large area and	MARKETT
		SGT DONELL, A.M.E.		-		the engrances emount of smoke completely cover the target.	
					-	The smoke rost to 20000 feet. The glow of the fires was	
	March 1987					the state of the s	
		9 2	***************************************			attack was a very good show. The load carried was the same	
				1		as on Sortie No. 1.2280.	
TCSP	LANCASTER II	P/S LINGAIR, N.A.	- do -	2101	0803		1.22886
10HT 5/26/2-44	LANCASTER II	P/S PARKER, G.	(Third)			target. Burning fires, Green and Red T-I-s and Green Flares	
		SGT TAYLOR, W.			****	The centre of all Red Talus which were cascading	
		SGT HUDSON, R.N.				at 0116 hours, were in the sights at the time of the release,	•
		SGT REID, G.A.				and this was made at 0117 hours from 23000 feet and on a	
		SCT CHUIKSHANK, D.				Myos were wigible for a great distance after leaving the	
-						target: Flares at position "P" were seen at 2320 hours and found effective. Considered a very good attack. The load	
active and a second						found effective. Considered a very good attack. The load carried was the same as on Sortie No. 4.2280.	
-		1			l	The state of the s	A. 22867
TGHT	LANCASTER II	WOZ W.W. KASIPER	- do -	2105	0507	tawast. Clow of the fires, and Green and Red Teles were	MAZZOB /
	Lealer 717 "W"	SOT HEBOURNE, F.R.	(Third)			target. Glow of the fires, and Green and Red T.I.s were	
		SGT NELLICAN, J.				visible on the run up. The Red Islam and this took place at 0120 hours from 22000 feet and on a heading of 019%. The target was	
		SGT GREATREX, D.T.				mall learning and make rose to 10000 feets The glow of the	
		SOT MOORE, J.				well burning and smoke rose to 10000 reet. The glow of the	
	- Company to a desired state of the con-	SGT NEWTON, L.C.				show. The load carried was the same as on Sortie No. 22200.	
					A	Good withibility with smoke was found over the target. Red	1.228/
10HT	LANCASTER II	SGT SMITTON, F.A.	- do - (Third)	2107 B	O432 REAULTRU	m. T. a and Green Flares with Red Stars were seen on the run	/
2/20/2044	D.S. 692 "S"	P/O L.R. STEIN	frura)		Bl	mbe assessed of shotel throad F.T.s which were cascading	
		SOT SHURVELL, J.W.			-	et 0122 hours were in the sights at the time of the release, and the release was made at 0125 hours from 21000 feet and	
Manager Company		SCT MOORE, G.E.		-		and the release was made at 0125 hours from 21000 feet and	
L		SOT THORN, E.E.			1000000	smoke had risen to about 8/10000 feet. Route markers were	
				-		seem at position "P" at 2331 hours. Lended at Bessilies, due to petrol shortage. The load carried was the same as	
			100 - 100 (1 mark 2 p. 10 +) - market (1 mark 2 p. 10 +) - 10		1	on Sortie No. A.2280.	
				-	-	**************************************	
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APPENDIX "A"



DETAIL OF WORK CARRIED OUT

By NO. 408 (R.C.A.F.) SQUADRON-LIPTON-ON-OUSE

SECRET

PAGE No. TENER

DATE	AIRCRAFT		-		Гтме	DETAILS OF SORTIE OR FLIGHT	REFERENCES
Data	TYPE & NUMBER	CREW	Duty	UP	Down		
NIGHT 25/26/2.44	LANCASTER II	F/O E.M.C. PRANKLIN SGT BARTMAN, M.	BOMBUNG-	21.06	01119	Good visibility with smoke was found over the target. Grecoascading Toles and Red Toles and visual identification of	£ .
		SGT DELANEY, T.J. WOZ M.M. BERGEN	(Third)			the river were mids in identifing the primary. The centre of the Red T.I.s were in the sights at the time of the re-	
		SCT OLIVER , G.W.				lease, and the release was made at 0116 hours from 23000 feet and on a heading of 360%. Pires were going wall who	
		SGT MEDCRAFT, L.J.	•• · · · · · · · · · · · · · · · · · ·		1	the arrival over the target was made. The clouds of black	
		-		-	1	seen at position "P" at 2320 hours and were found: to be	
****	***************************************					good. No difficulties were encountered. The load carried was the same as on Sortie No. A.2280.	H
ICHT	LANCASTER II	P/L W.R. SMITH	- do -	21.11		This error took-off from this drone for bombing operations	A. 2200
5/26/2-44	D.S. 791 "P"	P/O C.F. RIDGERS	(Third)			over AUGS BURG, Germany at 2111 hours on the night of 25th	
		P/S HEER, L.S. P/S BOULER, E.H.			1	from this grew. The returning time for this grew was at	
		P/S MILLOCK, D.G.				approximately 0445 hours the following. Unfortunately sin nothing further has been heard of from this crew, they	08
		P/S DRAPER, C.O. SOT CROPTS, F.				must be classified as missing from operations, presumably	
						lost over the targets. Idated bersunder are the names of the missing crew together with their operational trips and	
						hours. TRIPS SOURS	
					CM. J.1	B361 P/O (A/P/L) willism Robert SMITH (Pilot) 25 186.0	3
	***************************************				CAN. RL	24942 F/S BEER, Lloyd Stuart (B.A.) 27 180-4	1
					RAF. 122	23079 F/S BOWLER, Romald Edgar (WOF/AIR) 26 175.3	2
		<u> </u>		****	CAN. RI	5588A F/S MILLOCK, Douglas George (A.G.) 23 154-2	0
					RAP. 179	71520 SGT CROFTS, Fred. (F/28G) 27 185.A	1
TORT	LANGASTER-II	P/S PILLION, P.M.	- 40 -	2334		44 2114 hours on the night of 25th of Pebruary, this orew	An 2299/
5/26/2.44	D.S. 845 ***	P/S HETHER DIGTOR, E.A.				took-off from this drome for bombing operations over ADCS-	
-	A 4	P/O R. M. BANGZIND				Buss, Germany. Since the time of take-off, nothing furths	
		SOT INSSUER, K.E.			-	craft. This grew was due to return to this base at 0447	1
	Man	SCT THORVARDSCH, S.				hours on the following morning. Unfortunately since nothing further has been heard from this ores, they must be	1
		SOT GIRG, H.			_	listed as missing from operations, presumably over the ter	
						get. Listed hereunder are the names of the grew to-gether with their operational trips and hours. TRUST HOUSE	
	-			1	CAN BL	99601 P/S FILLION, Paul Bugene (Pilot) 3 25,00	
		-			CAN. RL6	5971 y/s HESSERTSORM, Ewart Albert (Nav.) 1 11.30	
	dan cagimum man man			-	CAN. Jak	27284, F/O Russell Edwart BANNIAND (N.A.) 1 11.30 66899 F/O Alva William BOCKUS (WOF/AG) 1 11.30	
	3			0.00	CAN. R20	121, SQT LUBSIN, Kenneth Binard (4.0.) 1 11.30	-
		alfaut as	e denie e e			HAST SOT THORVARDSON, Stefan (A.G.) 1 11.30	
		(Did Jacobs) Wing Cos	mander		EAF. 185	OULS SOT GIOG, Robert Fiells (V/Mic) 1 11:30	
		Commanding	A SECTION OF THE PROPERTY OF THE PARTY OF TH	100 GE 5025		BEST STEEL A SECURE OF A PROBLEM STEEL AND A SECURE OF	
ATTENDED TO COLUMN TO THE PARTY OF	-	No. 408 (HeC. a.F.) B	drags.out.	- II THE REAL PROPERTY.	-		Paris Carlos