

OPERATIONS RECORD BOOK

Page No. 1

of (Unit or Formation) 486 (R.G.A.F.) SQUADRON.

No. of pages used for day _____

Place	Date	Time	Summary of Events			<u>SECRET.</u>	References to Appendices			
SITUATIONAL STATE OF UNIT AS AT 1st AUGUST 1943										
DEFENCES										
			Aircrews	Allocated	Employed	Total				
			R.A.C.A.F.s	43	4	47				
			R.A.C.A.F.s (Units)	3		3				
			R.A.C.A.F.s	9	1	10				
			R.A.C.A.F.s (G.A.F.)	1		1				
			U.S.G.A.F.s	2		2				
			Total	56	5	61				
ATTACKS										
			Aircrews	Allocated	Employed	Total				
			R.A.C.A.F.s	72	20	92				
			R.A.C.A.F.s (U.S.A.F.s)	4		4				
			R.A.C.A.F.s	76	60	136				
			U.S.A.F.s	31		31				
			Total	149	81	230				
Linton on Ouse	1.8.43		WEATHER: Intermittent slight rain 0540 - 0630, then cloudy with improving visibility becoming good in afternoon. TEMPERATURE 15° C.							
			Church Services, well attended, started the day's activities. The policy of having an early service and allowing personnel to attend before reporting to their sections has stimulated attendance. The gunnery section continued for the fourth day. Their concentrated air-to-air firing programme. A total of 5 patrols were arranged with 10,500 rounds fired. The past 4 days training resulted in 119 gunners and bomb-aimers firing as each patrol allowed up to six gunners to fire and a total of 97,000 rounds of .303 ammunition were expended. 2/L Asst. Instructor (129721), SQUADRON CHIEF INSTRUCTOR expressed high appreciation of the help afforded by the Target Towing Flight of R.A.F. STATION, Leonfield who had made available for four days consecutively for Squadron use, towplanes and drogues. The training achieved has given the new members a great deal of confidence and should assist the new audience when operations begin.							
Linton on Ouse	2.8.43		WEATHER: Intermittent slight rain 0425 - 0630 and around 1600, otherwise cloudy with moderate to good VISIBILITY.							
			Sgt Brown J. 07750 reported to 1522 R.A.F. Flight for a week's course on Bomber Approach Training. A meeting was held in the R.A.F. Office in which the Station Committee of Adjustment was set up. Notices of all members were clearly laid down and it is anticipated that this important function will be handled expeditiously.							

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
2.8.43 (continued from Page 2.)					
Linton on Ouse	3.8.43.		<p>20.8.43. Now in G.13575. Squadron personnel officers reported on temporary duty in R.A.F. Division, operations to reduce actual instruction and first hand knowledge on bombing-up procedure of Lancaster aircraft.</p> <p>H.M.C.A. presented the regular weekly show in the H.A.A.F.L. Show not up to standard set in past few weeks but quite enterprising nonetheless.</p>		
Linton on Ouse	3.8.43.		<p>WEATHER: Cloudy morning, fair afternoon, very good visibility. Light westerly winds.</p> <p>The Squadron was requested to initiate its operations the sooner or aircraft available to operate same night. Due to the training programme a stand-down was allowed. Practice bombing continued throughout the day and a heavy programme of night flying arranged. Night aircraft were detailed for a Command Palliative, crews selected and targets prepared. Then troubles started. "A", Captain 2nd Lt. Gandy S.A. 639872 H.M.C.A. was nominated early due to high oil temperature on starboard inner motor. Just before take-off "B" and "C" developed negative engine and were scrubbed. Five aircraft took off and still trouble developed. "D", 6323822 Sgt. Griffiths Q.A. at the controls, requested permission to land due to constant speed unit becoming u/o resulting in over-speeding a motor. Then "E", piloted by 2/Lt. J.G. Mc Neill J3201, returned with L.P.U. and T.R.9, u/o and landed. Finally "F", 2/Lt. J.S. Hallward J32055, returned with constant speed unit u/o which left two aircraft out of an original eight on the Palliative. It is to be seen that the difficulty with a new type of MIGRAVE will be experienced and this type of exercise is designed to discover weaknesses. For that they have been discovered, all sections are working with the idea of eliminating occurrences so that the first operation may be a 100 per cent "do". 2/Lt. R.W. Apps, J11552 returned to the Unit upon completion of an angles conversion course at Nov. 1 recently. The Station ball team, all members of which are 426 Squadron, played Eastmoor in the first play-down game to decide a winner in this base. Spurting Ball was played followed by good pitching, hitting and fielding and an easy 13 - 4 victory was written into the records. First step on the way to London successfully accomplished.</p>		
Linton on Ouse	4.8.43.		<p>WEATHER: Heavy dew and mist early. Cloudy day. Intermittent slight rain 14.30 - 15.15, 17.10 - 19.10 and 19.40 - 19.45.</p> <p>Ground crew personnel spent a busy day getting aircraft serviceable. Applications for commissions were received from 6323822 Sgt. Smith H.A. and 639873 Sgt. Headland P.E., air gunner in the Squadron.</p> <p>The Court of Inquiry investigating the alleged absence of H.M.C.A. 1st Lt. J.H. examined and counted witnesses of the Squadron.</p> <p>Tholthorpe ball team met and defeated the Station team 8 - 4 in an excellent game. The loss to the home team tied Linton and Tholthorpe in first place in the Base League and demonstrated that Tholthorpe must be the team to beat if this Station has hopes of winning the district championship.</p>		
Linton on Ouse	5.8.43.		<p>WEATHER: Continuous slight rain early and further periods of intermittent slight rain during day. Weather conditions deteriorated with fog at night.</p> <p>A meeting was called by 2/Lt. D. Edwards A.F.C. which was attended by all section heads of the Station. Several important visitors are expected on the week end and the Station Commander is anxious that all sections present the best appearance possible.</p>		

(710855-920) Wt. 34631-3522 1500 11/43 T.B. 700

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 236, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

of (Unit or Formation) 426 (Bomber) Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	5.8.43 (continued from Page 2.)		Rehearsal operations of air bombing carried out in the past two days using Mk. XIV Bombsights for the first time. 50 patrols were carried out and 110 practice bombs dropped. Average error 132 yards which 2/L Mr. Booth, 422058, 426 Sqn. Squadron Bombing Leader, reported as quite satisfactory in view of the fact that steady improvement was being shown.		
Linton on Ouse	6.8.43		WEATHER: Very early, becoming moderate visibility after dawn with intermittent slight rain around 0700. Wind northerly 10 knots. A Command Ballance was called for and ten aircraft, five from each flight, were detailed. With the efforts of August 5th fresh in everyone's mind all ground crew were full out to avoid a recurrence of the unobservability that met the majority of aircraft on the ground. Crews were briefed and take-off set for 0830 hours. Jet conditions provided considerable about but it was hoped that conditions over the major centres would be fair and that F.L. Markings which were being dropped by P.M.s would be visible. Take off found nine aircraft bombing satisfactorily, the tenth becoming stalled due to a prolonged wait with the result that it went unobservability. However nine aircraft completed the route. Cloud conditions were bad over most of the route with the result that nearly all the aircraft were unable-to-see-the-demarcation-of-N.L. Markings. Over London, the clouds were 4/20ths and the London Searchlights put up a good show. "V", piloted by s/l. J.G. Mc Neill, 3202, a veteran of 26 operations, stayed well behind the aircraft for over 15 minutes, and an excellent job of passing along the aircraft was accomplished. All personnel were gratified with the greatly improved performance and real that the 426 Sqn. is rapidly approaching the day when it will become operational.		
Linton on Ouse	7.8.43		WEATHER: Cloudy all day with continuous rain 10.15 - 15.30 and again at night. Visibility good but moderate in rain. Very little flying due to weather conditions and work on kits that had been laid down the previous night. The Ammunition Section completely sorted up several stores with various loads in practice for the day when it will be necessary to sort the kit down quickly. Several distinguished personages visited the station. Air Attaché Field Marshall Dr. R.T. Gandy-Holby, Ambassador of State for Air, accompanied by Air Marshal Dr. Alexander C.R., Air Officer Commanding-in-Chief R.C.A.F. Overseas; Air Vice Marshal G.R. Brooks C.B.E., Air Officer Commanding No. 6 (NORTH) Group; Air Commodore G.H. Glanville, Flying Air Commodore R.F. Johnson, Base Commander, Repatriation Group Captain Sir Louis Grigis R.A.M.C., C.V.O., Personnel Air Navigation Group Captain P.A. Chapman, Station Commander, Repatriation Group Captain H.S. Morrison D.M.C., Station Commander, Coastal Wing Commander G.H. Durban Hall, and Wing Commander R.D. Miller.		
Linton on Ouse	8.8.43		WEATHER: Intermittent slight rain early; cloud rest of day with very good visibility. Wind south easterly wind. Church services were held in the Station Chapel in the morning. Cross country exercises were carried out by four aircraft and two flying with tank loads one remained over the airfield. However, unobservability of the targets caused postponing the flights. Operations advised that on August 10th a Part I "C" zone would be selected, indicating that the Squadron would become operational on August 11th. Thus, from June 17th 1943 the Squadron has completed a move from R.A.F. Duxford, has re-named with Lancaster II aircraft.		

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
	9.8.43 (continued from Page 5.)		and completely changed the maintenance set up with the formation of a Base Maintenance Unit and a Station R & I set up. Ground personnel of the Squadron are attached to the various Base and Station Sections. It was originally hoped that the changeover could be accomplished in less time but w/a runways and shortages of tool kits and repair and maintenance equipment prolonged the task. The morale of the Squadron is very high. Crews feel that they are flying the finest aircraft in use and that A26 will not be found wanting whatever the call may be.		
Linton on Ouse	9.8.43		WEATHER: Mainly cloudy with good visibility and fresh Easterly winds all day. Major Stevenson, M.C., 6 (R.A.C.P.) Group, INSPECTED ALL AIRFIELD ON COMING RIDE AND SEARCHLIGHTS. Five air bombing details were carried out during the afternoon. Plans were developed for an operational bombing of ten aircraft to iron out the kinks of the last bullocky. This proved that the Captains were becoming more familiar with the procedure because nine aircraft were airborne in eight minutes. The tenth aircraft had been scrubbed due to engine trouble earlier in the day. This exercise, with the exception of local hits or flying, had eight LANDING GND., complete the preparation for operations and the operators themselves are ready to go when the green light gives the "go" signal at about 11hrs.		
Linton on Ouse	10.8.43		WEATHER: Cloudy all day with intermittent slight drizzle 09.00 - 10.15 and poor to moderate visibility. P/O Turner, a recent arrival from the continent, gave a lecture to the aircrew personnel of the Squadron on 10.15 hours in the briefing room. A26 Squadron moved into the Station preparing to convert to Lancaster II aircraft. This unit welcomes them and hopes that a fine spirit of rivalry will develop which should result in keeping both Squadrons on top lines. Part 2 "C" run was rendered to Operations showing the state of operational crews and AIRFIELD AVAILABILITY FOR BOMBING 11.15. P/O T.M. Keene, 210099, reported to No. 1 R.C.P.U., Westcott for an Engine Handling and Consumption Course. P/O E.H. Hambelline, 39105, and crew rejoined the unit from 1079 Conversion flights.		
Linton on Ouse	11.8.43		WEATHER: Cloudy all day. Continuous slight rain 04.00 - 05.30 and showers in afternoon. Moderate visibility. A Stand-down from operations was the information received from Operations. As a result both flights Commanders arranged flightless affiliation for crews. Ten aircraft were detailed for a Command Bullocky. Later in the day it was thought that ten more aircraft would be serviceable and, in an effort to get as much benefit as possible, the aircraft were detailed on a Command aircraft basis. However, they were still unserviceable at take-off time so ten aircraft took off and completed the course. Weather conditions were quite unpredictable and all crews reported a successful trip.		

(72000-2205) Wt. 34051-222 1200 11245 T.S. 700

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R.A.F. Form 540

See instructions for use of the form in K.R. and A.C.L.
para. 2B6, and War Manual, Pt. II, chapter XX, and
notes in R.A.F. Pocket Book.

of (Unit or Formation) 406 (R.C.A.F.P.) SQUADRON

No. of pages used for day 5

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	11.6.43	(continued from Page 4)			
			R/L T.G. Mc Goll, P.R.O. M.O., 6 Group, paid a visit to the Squadron and began recording stories etc. to be used in Canada when the news of the first R.C.A.F. Lancaster Squadron is published. Representatives of the C.R.B.C. made recordings of crew impressions after flying Lancasters, and recorded the take-off roar of the four Hercules motors. Apparently history is being made!		
			R/L J.M. Waddell, Squadron Medical Officer since the Unit was formed, was posted to Head Office on August 17. He has been a staunch supporter of all Squadron activities and it is with regret of all Squadron personnel that his name is removed from the medical roll.		
Linton on Ouse	12.6.43		The addition of 406 Squadron has brought joy to the hall. New, as several experienced players have arrived who will strengthen the team. A practice was held to arrange the line up for the team which will meet Thilthorpe in the Hess-Kneale Cup on August 14th.		
Linton on Ouse	12.6.43		WEATHER: Fair at first becoming cloudy by 10.00 hours. Very good visibility. INSTRUMENTS: Slight drizzle in morning.		
Linton on Ouse	12.6.43		A standstill from operations again after considerable discussion involving bomb loads and petrol consumption. Target chosen to be beyond the present range of this Squadron carrying a paying bomb load, until more data on air miles per gallon is available. Crews were very disappointed as they are keen to get cracking even if the trip means operating from an untrained base. Flighter utilization was continued. Ten hour tour circuits were transferred to 406 (R.C.A.F.P.) Squadron.		
Linton on Ouse	12.6.43		A Group photo was taken at noon. Officers of the Linton base, including Stations Linton, Thilthorpe and Eastgate and the Commanding Officers and Adjutants of the operational Squadrons on the base and the R.C.A.F. Officers personnel made up the group.		
Linton on Ouse	12.6.43		Photographs from R.C.A.F. Headquarters continued their task of photographing the first R.C.A.F. Lancaster Squadron, featuring crew pictures, bomb bay and bomb loads. R/C M.O. Head of R.C.A.F.P. Headquarters, London, with the Chief, recording was also worked throughout the day recording a message of H/C L. Crook D.F.C., D.F.C., member of air crew and finally the knock out ball game between Thilthorpe and Linton. A good game was put up and the impression of the game should convince people of Canada that a good ball game in England has the same appeal to Canadians just like as it has in Canada. The local team was strengthened by the addition of three players from 406 Squadron and selected Thilthorpe 17. The boys feel that their chances of representing this District have really improved. R.A.U. Job Strickland of Peterboro, Ontario, pitched a very smart game for the winners. R.C. 6 Group will play on the Linton diamond Sunday, August 16th in the next playground game.		
Linton on Ouse	12.6.43		At 14.00 hrs. 1202260 met crew and 120227, Hartney, 120230, and crew were detached to 1679 Conversion Flight for conversion training.		
Linton on Ouse	13.6.43		WEATHER: Overcast all day. Continuous slight drizzle before dawn and again in evenings. Moderate to good visibility.		
Linton on Ouse	13.6.43		Operations advised that Master Control was stood down for the day. An order of 13 aircraft for a bombing was given but due to weather conditions the Wallaby was selected. Test flying was carried out with ten aircraft with bomb loads working on consumption figures with changing jets on the carburetors.		
Linton on Ouse	13.6.43		R/L G. Lushbrook D.F.C., D.F.C., from the Handling Squadron, Ballymena, visited the Unit and discussed problems with the Unit Commander. Pilots Notes, Lancaster II were produced and instructions given to order sufficient copies for all pilots and flight		

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
	15.8.43	(Continued from Page 5)			
Linton on Ouse	15.8.43		<p>engineers. These had been previously ordered and the unit informed they were not as yet printed.</p> <p>Information was received that S/L M. J. R. Millward, J10225, and F/L J. G. M. Neill, J1021, had been awarded the D.F.C. and that Sgt Patch H.E., R2569, had completed his tour with this Unit and is now on the strength of No. 4 T.U.W.Y. had been awarded the D.F.C.</p> <p>WEATHER: Variable skies with showers in afternoon. Excellent visibility, fresh Westerly wind.</p> <p>A stand-down from operations was the first news in the morning. Training plans were laid on and fighter affiliation exercises were carried out and both night bombing runs made. Photographers were present from Air Force Headquarters and arrangements were made to take off two Lancasters and take photographs in flight. D.O. 633, piloted by S/L R. F. Rye, J1162, took-off early due to constant speed units returning to function, over-rode on four motors, the pilot was unable to coarse the pitch and to decrease revs was forced to throttle back. THIS RESULTED IN THE AIRCRAFT LOSING ALTITUDE. THE PILOT EXPLODED ONE CIRCUIT AND UPON LANDING WAS UNABLE TO GET UNARMOURING DOWN IN TIME AND MADE A BOLLY LANDING. NOONE WAS INJURED BUT THE FUSILLAGE AND INBOARD MOTOR MOUNTS SUFFERED DAMAGE AND THE AIRCRAFT WAS PLACED IN CATEGORY 4-D.</p>		
Linton on Ouse	15.8.43	13	<p>S/L R. Mathews of Canadian Section Comptroller Air Ministry and S/L W. Dunn of the Canadian Flying, A.F.M.'s Office, visited the Unit. This visit was greatly appreciated by the Unit. Adjourned for an hour mainly concerned with the Canadian raids and a general discussion helped resolve a number of irritating problems.</p> <p>A Party was held in the Sergeants' mess which was well attended. A good time was had by all!</p>		
Linton on Ouse	15.8.43		<p>WEATHER: Fine early, becoming cloudy by noon. Excellent visibility, fresh Westerly winds.</p> <p>Another operational stand-down. The unit is beginning to wonder when and where the first operational target will be.</p> <p>A bullseye was arranged. Ten aircrafts were detailed due to the changing of time. take-off was scheduled one hour earlier than usual.</p> <p>The motion picture "Wings Over" was brought to the Station by S/L T. McEvily, P.A.C. H.C. no. 6 Group and viewed by a large number of Squadron personnel. It was particularly interesting as many Squadron H.A.P. and ground crew appeared on the screen as well as the Wellington aircraft which the Squadron were operating at the time the picture was made.</p> <p>S/L C.P. Russell, J22031, was posted to 1591 B & C Flight.</p> <p>The Station Softball team and No. 6 Group in the knockout playdowns and defeated them 33 - 0. The 6 Group took over no match in any department for the hard hitting local team and 1591. Bob Strelakoff pitched a beautiful one hit twenty three strike out game.</p> <p>The bullseye was scrubbed after all cross were in the kites, due to weather conditions.</p>		
Linton on Ouse	15.8.43		<p>WEATHER: Overcast all day with intermittent rain or drizzle. Variable, generally poor to moderate visibility.</p> <p>Another operational stand-down. Local flying arranged including photography for R.C.A.F. H.C. of Lancasters in flight.</p> <p>S/L L. Greening, R20, S/L J. R. Millward R204, S/L W.R. Swanson R20, S/L P.J. Harro</p>		

(72055-9205) Wt. 14931-2226 1200 1246 T.S. 700

OPERATIONS RECORD BOOK

Page No. 7

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.L. para. 239, and War Manual Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

of (Unit or Formation) 405 (R.A.F.A.F.) SQUADRON.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																																																																																																																								
	16.8.43 (Continued from page 6)		<p>BIGG, S/L in Bomber D/F, Sgt. J.H. Cleveland, F/O J. Devon and Sgt. J.D. Watts obtained permission from Group to visit No. 113 Squadron at LINTON SHAWNEE. The trip was quite successful and all section leaders reported a grand deal of useful "gut" material.</p> <p>Information was received that awards had been approved - D.F.C.'s to S/L D.R. Shuttleworth J15014, F/O G.W. Scouller J15214, F/O E.W. Russell J15214, F/O H.A. Henry J15445, S/L R.J. Murphy J15835 who had completed his tour with this Squadron and is now on strength of 22 aircraft. The "gut" was presented to Sgt. W.H. Watts 1132503.</p> <p>The regular weekly R.A.F.A.F. show was presented in the R.A.F.A.F.I.L. to a large crowd.</p>																																																																																																																																																										
Linton on Ouse	17.8.43		<p>WEATHER: Cloudy all day with moderate visibility and light Easterly to South Easterly winds. SHOWERS AT NIGHT.</p> <p>Instructions to operate were received in the morning. All sections set to work in preparation. The aircraft were checked over, detailed and the work of bombing up got under way. Reference was set for 21.00 hours and the target was LINTON SHAWNEE. At 21.00 hours the first aircraft took off and all nine were in the air in eight minutes. 10.5 tons, allotted by number, were dropped while heading to the target point, collided with a concrete mixer and damaged the propeller on the starboard outer motor. The engine stopped but restarted and the pilot was unaware of damage and took off. Once airborne considerable vibration developed and the pilot was forced to jettison his bomb load and return to base. Crews found weather conditions very clear and agreed that the P.R.T. was very good and that the target was perfectly lighted. The aircraft were given diversion orders but three aircraft ignored the instructions and returned to base. Three others landed at LINTON SHAWNEE, FIELDMOUTH and HUNTINGDON. Two aircraft did not return. Personnel included :-</p> <table border="1"> <thead> <tr> <th>Name</th> <th>Rank</th> <th>Code</th> <th>In</th> <th>Type</th> <th>Flight</th> <th>Explosives</th> <th>Explosives</th> </tr> </thead> <tbody> <tr> <td>44224</td> <td>S/L</td> <td>Clegg</td> <td>I</td> <td>Pilot</td> <td>3</td> <td>(2nd Tour)</td> <td>12.50</td> </tr> <tr> <td>(A/V/U)</td> <td>D/F.</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>125618</td> <td>F/O</td> <td>Arden</td> <td>Audi</td> <td>Navigator</td> <td>2</td> <td></td> <td>9.55</td> </tr> <tr> <td>J15663</td> <td>F/O</td> <td>Harris</td> <td>F.T.</td> <td>Navigator</td> <td>5</td> <td></td> <td>27.35</td> </tr> <tr> <td>(A/V/U)</td> <td>D/F.</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>1217087</td> <td>Sgt</td> <td>Reading</td> <td>K.W.</td> <td>Air Bomber</td> <td>3</td> <td></td> <td>16.15</td> </tr> <tr> <td>1557421</td> <td>Sgt</td> <td>Hudson</td> <td>G.O.</td> <td>Air Bomber</td> <td>12</td> <td></td> <td>11.00</td> </tr> <tr> <td>J26525</td> <td>F/O</td> <td>Dee Sutton</td> <td>T.</td> <td>AI/AD</td> <td>ND</td> <td></td> <td>ND</td> </tr> <tr> <td>1210024</td> <td>Sgt</td> <td>Smith</td> <td>H.H.</td> <td>AI/AD</td> <td>25</td> <td></td> <td>12.40</td> </tr> <tr> <td>J15015</td> <td>F/O</td> <td>Shuttleworth R.D.</td> <td>Pilot</td> <td></td> <td>20</td> <td></td> <td>12.44</td> </tr> <tr> <td>(A/V/U)</td> <td>D/F.</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>J21070</td> <td>F/O</td> <td>Robinson</td> <td>G.C.</td> <td>Navigator</td> <td>22</td> <td></td> <td>12.55</td> </tr> <tr> <td>1210431</td> <td>Sgt</td> <td>Guthrie</td> <td>E.G.</td> <td>AI/AD</td> <td>27</td> <td></td> <td>20.00</td> </tr> <tr> <td>J77225</td> <td>Sgt</td> <td>Bouver</td> <td>J.M.</td> <td>Air Bomber</td> <td>13</td> <td></td> <td>10.52</td> </tr> <tr> <td>1242220</td> <td>Sgt</td> <td>Burns</td> <td>M.</td> <td>Air Bomber</td> <td>ND</td> <td></td> <td>ND</td> </tr> <tr> <td>45314</td> <td>F/O</td> <td>Scouller</td> <td>G.W.</td> <td>AI/AD</td> <td>15</td> <td></td> <td>27.10</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>1313623</td> <td>Sgt</td> <td>Bunting</td> <td>G.N.</td> <td>A/G.</td> <td>10</td> <td>(2nd Tour)</td> <td>12.00</td> </tr> </tbody> </table> <p>The Squadron Learned with deep regret that F/O L. Grimes 120-120 had not returned. In the period in which F/O Grimes commanded the Squadron he earned the respect and admiration</p>	Name	Rank	Code	In	Type	Flight	Explosives	Explosives	44224	S/L	Clegg	I	Pilot	3	(2nd Tour)	12.50	(A/V/U)	D/F.							125618	F/O	Arden	Audi	Navigator	2		9.55	J15663	F/O	Harris	F.T.	Navigator	5		27.35	(A/V/U)	D/F.							1217087	Sgt	Reading	K.W.	Air Bomber	3		16.15	1557421	Sgt	Hudson	G.O.	Air Bomber	12		11.00	J26525	F/O	Dee Sutton	T.	AI/AD	ND		ND	1210024	Sgt	Smith	H.H.	AI/AD	25		12.40	J15015	F/O	Shuttleworth R.D.	Pilot		20		12.44	(A/V/U)	D/F.							J21070	F/O	Robinson	G.C.	Navigator	22		12.55	1210431	Sgt	Guthrie	E.G.	AI/AD	27		20.00	J77225	Sgt	Bouver	J.M.	Air Bomber	13		10.52	1242220	Sgt	Burns	M.	Air Bomber	ND		ND	45314	F/O	Scouller	G.W.	AI/AD	15		27.10									1313623	Sgt	Bunting	G.N.	A/G.	10	(2nd Tour)	12.00		A460-A467 B24
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Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
	17.8.43 (continued from page 7)		or all personnel, both air and ground crews. The Station hall team completed their conquest of this section of the ploughing, destroying NAFB200R 27 - 1.		
Linton on Ouse	18.8.43		WEATHER: Cloudy all day, moderate visibility afternoon to good in afternoon. Westerly wind. Operations Leader J.H. Dennis DFC assumed temporary command of 425 (R.C.L.F.) Squadron. A stand-down from operations was ordered. Four aircraft were arrived on a Bullseye exercise featuring mainly night-fighter practice. The aircraft that had landed in East Anglia from operations the preceding night all arrived back at Rangoon. The Bullseye aircraft took off and made a successful return. Ops reported good conditions and very good practice.		
Linton on Ouse	19.8.43		WEATHER: Cloudy all day with moderate visibility and light South Westerly winds. Operations were ordered and seven aircraft, all that were serviceable, were detailed. During the late afternoon, due to weather conditions, the operation was scrubbed. 1120235 Sgt Davies A.C. and crew and 121126 P/O D.W. Dimmick and crew reported to the 1570 Conversion Flight. Information was received from Air Ministry that 1300775 Sgt Major A.C. had been appointed to commanding rank with effect from 17th April 1943. REMARKS: He will be known as P/O D.W. Dimmick.		
Linton on Ouse	20.8.43		WEATHER: Overcast with intermittent slight rain early and a further period of rain in the afternoon; moderate visibility. Key aircraft for all sections. A stand-down from operations was the first news of the day. A Bullseye was arranged and six crews detailed. P/O J.C. McNeill and 122001 P/O J.M. H. Morris 120925 and 121125 Sgt Davies J.H. were screened and posted to 1570 Conversion flight as instructors. 1120935 Sgt McLean A. was posted to 1570 Conversion Unit to be crewed up. 1210190 Sgt Anderson L.L. DME was posted to 22 S.E.U. to be crewed up. The Bullseye was scrubbed due to weather conditions but local circuits and traps were serviced safe.		
Linton on Ouse	21.8.43		WEATHER: Overcast, with continuous slight rain till 0945, and showers later. Visibility mainly moderate. Another operational standdown and due to pessimism in the Met. Section as far as flying generally was concerned which was proven later to be very justified. Very little flying was arranged. 1120970 s/Sgt Jones T.J. reported to the Squadron on posting from 405 (R.C.L.F.) Squadron. s/o C. Hanney, 121125, returned to the Unit following a Flying Leader's Course at Finsbury.		
Linton on Ouse	22.8.43		WEATHER: Fair morning, cloudy afternoon; showers evening and thunderstorms at 1915 HOME: FAIRLY GOOD VISIBILITY. Church Services were held in both Roman Catholic and Protestant Chapels. Operations requested eight aircraft for bombing. Ten were ordered but eight only were required. All aircraft were loaded with 2,000-lb. bombs which gave the maximum their first		

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of (Unit or Formation) 126 (B.C.L.P.) Squadron

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Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices																																																														
	22.6.43 (continued from page 8)		<p>actual handling of these bombs. Briefing and all other preparations proceeded smoothly and took only the usual time required for eight aircraft taking the air at one minute intervals and setting course for the target - BERLIN. Overflying weather conditions unsatisfactory over the target area with cloud ranging from 2/10 to 10/10. All crews booked on P.L. Markers but only one aircraft was rather scattered. Shortly after leaving the target-area, B.M. 602, piloted by S/L. J.H. Millward R/C J2025, was attacked by a M.L. 109. The enemy aircraft was observed flying over an attack on another bomber and, apparently looking for easier prey, came into the attack. P/O G.H. Russell J1711A, rear gunner, opened evasive action and opened up on the aircraft for about 60 seconds. No hits were seen to go out of gun barrels, trailing smoke and was claimed by P/O Russell and the Mid Upper Gunner, P/O. J. H. Pethick J2026, and the Air Bomber P/O G.C.S. Ruth J1149, to have hit flares and crash in flames. This aircraft is claimed as a kill. P.O. 713 747, piloted by S/L. J. J. Langley, J3590, was also attacked, this time by a J.U. 88 shortly after leaving the target area. The rear gunner, mid upper gunner, and mid upper gunner, S/L. J. G. Williams Jr., both experienced trouble with their cameras and only one gun was able to be fired. The J.U. 88 made five attacks but the liaison between the rear gunner and the pilot was so excellent and the evasive action taken so successful that the enemy aircraft broke off and the bomber returned safely. A very good show on the part of the crew who were doing their first trip to the Ruhr Valley.</p> <p>All aircraft returned to base.</p>		P468-A475																																																														
Station on Ops	23.6.43		<p>MORNING: Very hazy, cloudy afternoon; shower in evening. Good to very good visibility.</p> <p>Inspected fighters were required from the bombers as the instructions for a full patrol had caused some speculation. One aircraft, L.L. 713 was found to have been damaged by shot and had to be condemned Cat. C. The main gear was damaged and unfortunately it was beyond that capacity to repair. Eleven aircraft were finally selected and every effort made to get them in the air. The target was re-assigned to Berlin. Despite all efforts only eight aircraft took off. Various items, such as rear turret, hydraulic g/s and an oxygen leak prevented the others aircrafts. Although the ops. Admin. P.O. GM "A", piloted by S/L. H. H. Ross J11852, developed engine trouble and when trying to decide whether or not to abandon the operation, one engine went w/a and the pilot accordingly gritted his teeth and returned home on three engines. One aircraft is missing. Personnel injuries:</p> <table border="1"> <thead> <tr> <th>NAME</th> <th>AGE</th> <th>SEX</th> <th>GRADE</th> <th>OF. PERIOD</th> <th>OF. NUMBER</th> </tr> </thead> <tbody> <tr> <td>J13921</td> <td>27/0</td> <td>Male</td> <td>W/T</td> <td>Pilot</td> <td>1</td> <td>64.45</td> </tr> <tr> <td>J10100</td> <td>27/0</td> <td>Male</td> <td>W/T</td> <td>Pilot</td> <td>2</td> <td>15.30</td> </tr> <tr> <td>J19103</td> <td>27/0</td> <td>Male</td> <td>W/T.</td> <td>Nav/Gunner</td> <td>3</td> <td>34.30</td> </tr> <tr> <td>J20213</td> <td>26/0</td> <td>Male</td> <td>W/T.</td> <td>Nav/Gunner</td> <td>4</td> <td>76.58</td> </tr> <tr> <td>J21125</td> <td>27/0</td> <td>Male</td> <td>A.J.</td> <td>Air Bomber</td> <td>5</td> <td>76.58</td> </tr> <tr> <td>J10207</td> <td>26/0</td> <td>Male</td> <td>A.</td> <td>Mid Upper Gunner</td> <td>6</td> <td>7.25</td> </tr> <tr> <td>J20507</td> <td>27/0</td> <td>Male</td> <td>D.B.</td> <td>Air Gunner</td> <td>7</td> <td>7.25</td> </tr> <tr> <td>J134023</td> <td>27/0</td> <td>Male</td> <td>Turret</td> <td>Air Gunner</td> <td>8</td> <td>75.00</td> </tr> </tbody> </table> <p>The remaining aircraft found their target and we anticipated that it was very heavily defended.</p>	NAME	AGE	SEX	GRADE	OF. PERIOD	OF. NUMBER	J13921	27/0	Male	W/T	Pilot	1	64.45	J10100	27/0	Male	W/T	Pilot	2	15.30	J19103	27/0	Male	W/T.	Nav/Gunner	3	34.30	J20213	26/0	Male	W/T.	Nav/Gunner	4	76.58	J21125	27/0	Male	A.J.	Air Bomber	5	76.58	J10207	26/0	Male	A.	Mid Upper Gunner	6	7.25	J20507	27/0	Male	D.B.	Air Gunner	7	7.25	J134023	27/0	Male	Turret	Air Gunner	8	75.00		P476-A482
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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Linton on Ouse	24.8.43		<p>WEATHER: Mainly cloudy day with poor visibility early, becoming moderate. Light, variable wind.</p> <p>An operational sandwich was welcomed by the Squadron as it offered a chance to get serviceability improved. S/C Edwards called a meeting of Section Leaders to discuss plans for cleaning up station grounds and section premises.</p> <p>S/L W.H. Swanson DFC reported to No. 6 Group upon instructions from the S.A.S.O. to confer with Station and Squadron Commanding with particular attention being paid to fuel consumption problems.</p> <p>The OPERATIONAL TEAM MEETING led by S/C Bowden set the AIRSHOW officers on the ball diamond and after a sandwich (7) exhibition, which got with a 13 - 10 win. As well, it's polite to let the visitors win the first one!!</p> <p>Plans were being completed for the playroom games with commence - with the first game being scheduled for early next week.</p> <p>W.H.S. played to the full house at the Station Hydrocarb.</p>		
Linton on Ouse	25.8.43		<p>WEATHER: Overcast, with periods of rain (heavy at times) throughout the day; moderate to good visibility.</p> <p>S/C D.R. De Sloane J17502 was attached to No. 1 M.C.B.U. at Westcott for a year as 'Y' engine Handling Course.</p> <p>An operational sandwich was the order of the day. All sections went to work on a clean up basis, paying particular attention to bits of paper, long grass, overgrown and non-existent items etc. The morale considerably demonstrated the value of the effort and improved the general appearance very much.</p> <p>"Tropics in Nine"; a variety show produced by base and squadron personnel was presented in the M.C.B.U. General command or opinion was that the show was very cleverly prepared and it was expected that it would be shown again soon.</p>		
Linton on Ouse	26.8.43		<p>WEATHER: Mainly cloudy; poor visibility early, moderate later. Showers in evening with thunderstorms 20.00 to 21.00 hours.</p> <p>A Headquarters Radio Control Officer signalled advised that S/L W.H. Swanson DFC J13176 was reported to the Squadron as Commanding Officer and authorised the rank of Acting Wing Commander effective 15th August 1943.</p> <p>Operations requested ten aircraft and crews were selected and work started. Before flying information was received that the operation was scrubbed.</p> <p>R131820 Sgt Berry D.A. and crew reported back to the Unit upon cessation of bombardment at 1610 Conversion flight.</p> <p>S44320 Sgt Ware A.C., flight Engineer, reported to the Unit to be crewed up with Sgt Berry.</p>		
Linton-on-Ouse	27.8.43		<p>WEATHER: Fair or fine all day; poor visibility early, becoming moderate in morning and good in afternoon.</p> <p>Operations requested Derby figures. Eleven crews were detailed and work of loading up and air briefing etc., got underway. The experience in operating however that the Squadron has gained in the past few days in bombing raid with the result that all aircraft were ready long before take-off and the last minute rush completely eliminated. Eleven aircraft were airborne and enroute for the target Nuremberg. All crews reported good visibility, little or no cloud but as they attained in the later stages had to contend with considerable smoke. J.229-G 2/f.</p> <p>J2/J Engine, piloting No. 77 developed engine trouble in the starboard inner engine. The R/T/R.</p>		

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R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.
para. 249, and War Manual, Pt. II, chapter XX, and
notes in R.A.F. Flying Book.

of (Unit or Formation) 405 (R.C. / R.A.F.) Squadron

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Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
Linton-on-Ouse	27/3/43 (Continued from Page 10)		Discontinued accidentally, but the pilot carried on to a point where he found he would be very late on target. At 0528Z 0326Z it was decided to jettison and return to BASE. A/C 10.679 piloted by Flt. Lt. J. G. C. McNaughton, who subsequently was succeeded by an unidentified observer just before entering the target area. The enemy a/c was first sighted on the starboard quarter flying a parallel course, which it followed till it was over the target. At 0537Z 0326Z the 10.679 opened fire. McNaughton gave evasive action and opened fire. The enemy a/c closed but broke off in a diving turn to starboard and disappeared into clouds at about 3000 feet. No explosions were seen through the clouds by crew members at the point where the a/c disappeared. This a/c is missing as disappeared.	A483-A492 B26	
Linton-on-Ouse	28.3.43		Wet weather. Cloudy with rain and drizzle. Generally poor visibility. Rain in the morning, more rain at noon. Prospects for getting aircraft serviceable did not look very good, but an operational maintenance unit ordered ground crews put in a very busy day as considerable flight damage had been experienced. Propellers were laid on four aircraft, and three had considerable damage while the fourth was taken off inspection and was not known to the crews at intermission. At 1200Z 0426Z Capt. E. Walling reported from the 10.679. B. H. BREWER was a spare Air Gunner. He 3361 Sgt. M. Lewis, a former W/Ter II (E) who had been with the Squadron since its formation and had been posted to a Flight Navigator, reported on posting from 1079 Conversion flight to be crewed as a Flight Engineer.		
Linton-on-Ouse	29.3.43		Cloudy, rain and drizzle. Generally bad visibility. A quiet day. No operations called for and all efforts maintained on the job of getting aircraft serviceable. Church services were held in both chapels. A visiting naval visitor, Group Captain McNaught, Chief R.C. Chaplain, R.C.A.F., Overman, took the morning and evening services for R.C. personnel. Weather throughout the day kept aircraft grounded and made training impossible.		
Linton-on-Ouse	30.3.43		Wet weather. Rain at first, good visibility. Derby figures were requested for operations and 15 a/c were detailed. G/C. Conn, R.G.H.A. Headquarters, Command, Germany visited the unit and gave a day meeting the Squadron air and ground crew personnel.	A493-A502 B27	
			The overall tour was excellent. Visiting Washington visited LINTON and played the first game of the district championship. The local team was in top form and sound the visitors out very tough - score 19-0 for the locals. Lt. Col. McStrickland who seems to feature excellent writing performance turned in a brilliant one hit pitching show and aided by the lousy bats of his mates was never in danger or threat. The Washington boys had a long bus ride and provided a different view of the following day.		
			The hour for take-off was set at 2100 hours and then put back a few minutes due to a slight wind change. One aircraft was given the go-ahead to request trouble and another due to an engine leak in the rear turret. Eleven aircraft took off and set course for the target. At 0440 piloted by 499037 P/O. Fred Smart had the pilot's escape hatch blown open and the hood bullock out for pilot and navigator was torn. The pilot decided to jettison and returned to BASE.		
			Mc497 piloted by 471677 P/O. Mac Shear did not reach the primary target due to an encounter with a night fighter near 0300Z at 0433 hours, while flying at 10,000 feet. At 0440 was observed approaching from the starboard quarter above at 300 yards. The 10.679 opened fire and observed hits and the now queer 2012 at 1000 feet over the 1/4 and passed overcast to the port side. The 10.679 disappeared into the clouds and was not seen again. This aircraft is claimed as probably downed.		

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Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
Linton-on-Ouse	30.6.43	(Continued)			
			D.B. 745 piloted by p/o. L.W. McHig was attacked near AIRFIELD at 0645 hours from 10,000 feet. While flying on 10,000 feet in dark weather and fired his bursts. The rear gunner returned the fire and the enemy a/c broke out and disappeared. No claim is made regarding this aircraft.		
			All other crews attacked the primary target AIRFIELD. Damage was due to cloud over targets said that the raid was not too well concentrated. All aircraft recovered and landed safely at AIRFIELD. It is presented to the men who came to "Dinner" at the R.A.F. A really fine show will noted and greatly appreciated by all who attended.		
Linton-on-Ouse	31.6.43		Weather clearly moderate to good visibility. Good luck required and many aircraft were allotted and never ditched across the bomb load and petrol load and petrol load required it to travel as though the Battle of BIRMINGHAM was being continued and bringing back some supplies was jammed. The final ball game had started at 0600 hours and BIRMINGHAM certainly played hardball. ball action their not as brilliant as on the previous evening. The score was 2-2 when the locals were to bat in the last inning. These batsmen were unbroken and the home team when BIRMINGHAM 1st. H. Gough, who had piloted a medium gun, had a hole cut through the left rudder so that he could not turn right. He was flying low over the ground and there were series of turns to the right, and as it is was the locals will re-enact No. 5 District in the LIMAZULI playground. This was the case B.M. 711 when an American pilot who was shot down over BIRMINGHAM was wounded. The American pilot, himself, had one and set course for the safety area. pilot aircraft returned under fire by ground anti-aircraft and was shot down located at Southern airfield. B.M. 677 was not heard from since take-off, particulars of missing personnel as follows:		A 503-A 508 B 38-B 32
			Capt. 23826 w/o. Dick McKay (Pilot) 7 20-10 Cpt. 2413493 Sgt. A.C. Knottell (Navigator) 7 20-20 R.A.F. 1325461 Sgt. D.B. Harris (Wingman) 5 20-20 Cpt. 214177 Sgt. L.R. McHig (Air Bomber) 5 20-20 Gunner 23826 w/o. Hyndman (Right Gunner) 1 - Sgt. 1523327 Sgt. H.C. Jewell (Mid/Air) 2 21-20 Cpt. 2174320 Sgt. T.M. Martin (Left) 4 21-20		
			HONORIS AND AWARDS: J10255 1/L J.H. Hilliard awarded the D.F.C. J2201 1/L T.V. de Will awarded the D.F.C. J13018 1/L D.L. Shuttleworth awarded the D.F.C. R.A.F. 23826 W.O. H.W. Maxwell awarded the D.F.C. R.A.F. 23826 W.O. H.W. Maxwell awarded the D.F.C. J16853 1/L M.J. Murphy awarded the D.F.C. (now posted to 23 O.T.U.) J17411 1/L R.A. Neary awarded the D.F.C. 19359 1/L H.R. Patch awarded the D.F.C. (now posted to 22 O.T.U.) R217523 Sgt. G.H. Watts awarded the D.F.C.		
			OPERATIONS: 120472 Sgt. J.W. McHig appointed Pilot Officer W.A.F. 150443 R217523 Sgt. Watts J.W. McHig appointed Pilot Officer W.A.F. 150443		

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I.
para. 246, and War Manual, Pt. II, chapter XX, and
notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. 13

of (Unit or Formation) No. 425 (R.C.A.F.) SQUADRON

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			PROMOTIONS: Appointed to the acting rank of Flying Commander w.e.f. 12.8.43 i.e. 2/2 W.H. Swindell J.S.176, D.F.O. Promoted to the rank of Temporary Flying Officer w.e.f. dates stated: 1. 1/2 W.H. Campbell, Jacobs, W.H. Seale 1/2 W.H. Campbell, Jacobs, W.H. Seale Appointed to the acting rank of Flight Lieutenant w.e.f. 1.7.43 i.e. 2/2 J.J. Devine D.F.O.		
			CHANGES IN UNIT COMMANDERS: W/Cdr W.H. Swindell D.F.O. 12.8.43 becomes command of 425 (R.C.A.F.) Squadron with effect from 10th August 1943 vice W/Cdr L. Brooks D.F.O., D.F.O. W.H. Swindell		
			MOVES IN ADMINISTRATION: Nil		
			HEALTH: satisfactory during the month		
			ADMISNS: 9 admitted to Hospital for 17 days. 3 excused duty for 7 days.		
			RECENT LEAVES: 21 admitted to Hospital for 59 days. 9 excused duty for 8 days.		
			MATERIAL AT END OF MONTH AS AT 31st AUGUST 1943.		
			CAPTIONS AIRCREW GROUND CREW TOTAL AIRCREW GROUND CREW TOTAL Aircrews 46 8 53 27 10 1 28 35 53 R.C.A.F. (101A) 2 2 4 1 1 1 4 5 R.C.A.F. 6 1 7 7 7 7 24 24 R.C.A.F. (101B) 1 1 2 1 1 1 2 2 Total 53 10 63 27 10 3 35 53 603		
			ALISTARY OF CHANGES: 21 LEAVES 13		
			SUMMARY OF FLYING TRAINING HOURS: 235-27		
			SUMMARY OF OPERATIONAL TRAINING HOURS: 475-25		
			SUMMARY OF OTHER FLYING HOURS: 45-20		
			<i>Whitman</i> Wing Commander, Commanding 425 (R.C.A.F.) Squadron		