COMPILED BY - F/LT. HERTO, T.V. (N.A.Y.)

R.A.F. Form 540
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OPERATIONS RECORD BOOK

S.47-20-408
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of (Unit or Formation) NO. 408 (R.C.A.F.) SQUADRON, LINTON-ON-OUSE

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Place	Date	Time	Summary of Events	References to Appendices
LINTON-ON-OUSE	1.3.45		With prospects of better weather ahead the "GOOSE" is looking forward to giving the REICH a thorough pounding this month. Thirteen of our aircraft were detailed to attack MANNHEIM and all took off. All aircraft claimed to have attacked the primary between 1514 hours and 1517.6 hours between 17,500 and 19,000 feet. The weather was reported 10/10ths cloud with tops at 10/12,000 feet. Horizontal visibility was good. On run up the M/B was clearly heard giving a time check, Wind, Velocity, Basement Plan, and instructions to the Main Force to bomb the sky markers and Blue smoke puffs. The markers were clearly seen, appeared to be reasonably well concentrated and adequate throughout the attack and checked with "GEE". Route, tactics and gaggle were reported as good. No results were seen owing to cloud. Ground defences consisted of slight heavy flak in barrage form bursting from 15 to 21,000 feet. One aircraft was reported damaged by flak. One of the aircraft ("K" NP 804) landed at APPLEBRIDGE, due to engine failure. There was no fighter activity. Flying training was very light and consisted of one Fighter Affiliation, and two on Bombing Practise, Air-to-Sea firing, and one cross-country. Ground training was nil.	A.4242 - A.4254 B.21
LINTON-ON-OUSE	2.3.45		We were again required for operations and this time we were detailed to attack the city of COLOGNE. Fifteen of our aircraft took off this morning and attacked the primary from 1004 hours to 1015 hours from between 15,000 feet and 19,000 feet. Over the target the weather varied from clear to 7/10ths cloud with tops at 5/8,000 feet. Horizontal visibility was very good. The M/B was punctual and clear. He directed the attack throughtout, changing from ground markers mixed Red and Green to Reds and then to bombing the upwind edge of the smoke with required undershoots up to 2 seconds. The target was visually identified and the bombing was reported as concentrated, with a tendency however to build up to the south of the aiming point. Crews feel that the purpose of this attack was achieved. One aircraft failed to return from this mission. The aircraft was RG 472 "T" and the Captain was F/O H.R. SPROULE J.38517. Nothing has been heard from him or of this aircraft since take-off time. (See Appendix A.4264 & B.22 in Form 541.). Ground defences consisted of slight to moderate heavy flak with some predicted flak bursting between 15 to 20,000 feet mainly from the southern outskirts of the target past BONN. Two aircraft were damaged by heavy flak. Fighter Activity was nil. One aircraft was seen shot down, and six parachutes was seen decending. Flying training consisted of only one Fighter Affiliation, Bombing Practice, H2S and one Standard Beam Approach. No ground training was reported.	A.4255 - A.4269 B.22
LINTON-ON-OUSE	3.3.45		We were not required for operations to-day. There was considerable Flying training carried out to-day, and consisted of three Cross Countries, considerable H2S, Fighter Affiliation, and Bombing Practice. Standard Beam Approach and Air Tests were also carried out. Ground training consisted of H2S and Map reading for Navigators. Air Gunners carried out Turret Manipulation and Night Vision exercises.	X.
LINTON-ON-OUSE	4.3.45		In the early hours of the morning two alerts were sounded. German intruders were reported in the vicinity but no damage or casualties were reported. We were not required for operations.	

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Place	Date	Time	Summary of Events	References to Appendices
LINTON-ON-OUSE (CONTINUED)	4.3.45		Flying training was light to-day and consisted of only Fighter Affiliation and Bomb-ing Practice. Ground training consisted of some Link trainer for Air-Bombers, Turret Manipul-ation for air-gunners and Map reading for Air Bombers.	
LINTON-ON-OUSE	5.3.45		We were required for operations today and sixteen of our aircraft were detailed to take off. Take-off started about 1700 hours. The aircraft are expected to return in the early hours of the morning.	A.4270-A.4285 B.23
			Flying training consisted of one Check-Off and two Cross-Countries. Ground train-ing consisted of Turret Manipulation and H.2.S.	
LINTON-ON-OUSE	6.3.45		As predicted our aircraft returned early in the morning. Sixteen of our aircraft claimed to have attacked the primary (CHEMNITZ) between 2147 and 2206 hours from between 15,000 and 17,500 feet. Weather was reported 10/10ths cloud with tops at 10/12,000 feet. Hori-zontal visibility was good. The sky marking flares Red and Green stars went down on time which the M/B instructed the crews to overshoot at 12 seconds. Due to lack of markers at one period the glow on the cloud was bombed on his instructions. No results of the attack were observed owing to cloud. Ground defences consisted of slight heavy flak. One combat was reported.	A.4270 -A.4285 B.23 C.8
			Flying training consisted of Bombing Practice, Cross Countries, and Fighter Affilia-ation. Ground training consisted of Turret Manipulation, H2S, Link Trainer, and Night Vision exercises.	
LINTON-ON-OUSE	7.3.45		Fifteen of our aircraft were detailed for operations to-day. They all took off in the evening and are expected to return in the early hours of the morning.	A.4286-A.4301 B.24
			Flying training consisted of one Air Test, two Cross-Countries and two Bombing Practices. No ground training was reported.	
LINTON-ON-OUSE	8.3.45		As predicted our aircraft returned shortly after midnight. The aircraft claimed to have attacked the primary (HEMMINGSTEDT) between 2159.5 hours and 2209 hours from between 8,000 and 12,000 feet. The weather was clear and vertical visibility was from fair to good but marred by slight haze. Illuminating flares and T.I. Green went down on time at 2156 hours followed by T.I. Yellow, with T.I. Red later on. Crews generally report a good concentration of T.I. Green but the T.I. Yellow were scattered. The Master Bomber was heard by a few crews about 2150 hours, but was not clearly heard until about 2200 hours. Various aiming instructions were given with reference to the T.I.'s and at about 2201.5 hours a few crews reported that the Master Bomber called them down to 6,000 feet, too late to follow instructions completely. A few explosions were reported at 2201, 2203 and 2206 hours. Some small fires were observed. Assessment was difficult. Ground defences consisted of heavy flak from slight to nil. There were a few searchlights but they were ineffective. No aircraft was damaged by flak. There was some evidence of fighter activity but no combats were reported. Two aircraft were reported shot down. One of our aircraft (NP 718 "B" Pilot:-P/O G.D.HAUSMANN J.92736) went missing.	A.4286 - A.4301X B.24 A.427
			Flying training consisted of Bombing Practice, Fighter Affiliation and an Air Test. Ground training consisted of H2S and Turret Manipulation.	

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Place	Date	Time	Summary of Events	References to Appendices
			THIS OPERATION SHOULD BE DATED 8/9th.	
LINTON-ON-OUSE	9.3.45		~~Twelve~~ THIRTEEN of our aircraft were required for operations to-day. Take-off time started shortly after 1500 hours. The aircraft are expected to return in the early hours of the morning.	A.4312-A.4316 B.25
			Flying training consisted chiefly of bombing practice. There was one Cross-Country and an Air Test. Ground training consisted of Turret Manipulation and some Link Trainer.	
LINTON-ON-OUSE	10.3.45		Our aircraft returned shortly after mid-night. The target was HANNUT (TROIS VOSS SHIFTAND). Our aircraft claimed to have attacked the primary from 2130 hours to 2141.1 ~~hours from between 15,000 feet and 20,000 feet. Thin Stratus cloud 8/10ths was encountered~~ at 6 - 10,000 feet. Visibility was good. The attack opened with illuminating flares, promptly at 2121 hours, followed by Green T.I.'s, and skymarking flares Green with red stars at 2127 hours. The Master Bomber was clearly heard directing the attack throughout with reference to both ground and skymarking. There appeared to be a fair concentration of T.I. Green. A few fires were reported and several large explosions particularly one or more about 2127 hours. No exact location of target area was possible so [illegible]. Ground defences ~~consisted of slight to moderate heavy flak bursting between 16 - 20,000 feet.~~ Light flak was very slight. Searchlights activity was moderate but ineffective due to cloud. No aircraft was damaged by flak. A few fighter flares were seen in and around the target to about 0000 B on return, and a few fighters in the same area. One of our aircraft (LF 769 "D") landed at CARMAY due to no brake pressure.	A.4317-A.4321 B.26
			We were not required for operations to-day.	
			Flying training consisted of ten Cross-Countries and an Air-Test. Ground training consisted of H2S, Turret Manipulation and Link Trainer.	
LINTON-ON-OUSE	11.3.45		Fifteen of our aircraft were detailed for operations to-day. Take-off time started at 1144 hours. The target for this raid was to be ESSEN. All aircraft claimed to have attack~~ed the primary between 1541 and 1520 hours from between 18,000 and 19,000 feet. Weather~~ consisted of 10/10ths cloud with tops at 5 - 6,000 feet. Horizontal visibility was excellent. ~~The markers Blue and Red smoke puffs were adequate and concentrated.~~ The Master Bomber and A/C link were clearly heard by most crews. They directed the attack most efficiently throughout. The markers and "H2S" coincided, but owing to cloud no results of the attack were observed apart from brown smoke which was seen rising through the cloud tops. Ground defences consisted from nil to slight heavy flak. No aircraft was damaged by flak. There was one re~~port of an ME 262 being pursued by fighters in the target area. Four aircraft was seen shot~~ down in the target area.	A.4322-A.4329 B.26
			Flying training consisted of four Cross-Countries. There was two of Bombing Practice, Fighter Affiliation, and H2S. Besides there was an Air-Test and a Check-Off.	
LINTON-ON-OUSE	12.3.45		To-day fifteen of our aircraft were detailed for operations. First aircraft took off at 1245 hours. The target to-day was DORTMUND. All our aircraft detailed claimed to have ~~attacked the primary from 1645.3 hours to 1651.3 hours from between 16700 feet and 18,000 feet.~~ Weather consisted of 10/10ths cloud with tops at 6,000 feet. Visibility was excellent.	A.4330-A.4344 B.27

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Place	Date	Time	Summary of Events	References to Appendices
LINTON-ON-OUSE (CONTINUED)	12.3.45		Crews report a good concentration of Green and Blue smoke puffs which were ample throughout. The R/T Link and Master Bomber were clearly heard. The M/B's instructions varied from time to time from bombing markers to overshooting markers and smoke was starting to rise through the cloud tops. Ground defences consisted from nil to slight heavy flak bursting between 16-20,000 feet. There was no light flak. One aircraft was damaged by flak. Two ME 262 were reported over the target area which followed the stream for about 50 miles.	A.4330-A.4344 B.27
			Flying training was light to-day due to operational commitments, and consisted of of one Cross-Country, three Bombing Practices, two of H2S and Air-to-Sea Firing. No ground training was reported.	
LINTON-ON-OUSE	13.3.45		Fifteen of our aircraft were detailed to bomb the city of WUPPERTAL. The aircraft took off at noon. Fifteen of our aircraft claimed to have attacked the primary between 1604 hours and 1610.5 hours between 18-20,000 feet. One of our aircraft (NP 769 "D") land on Air-Field A.92 on the continent due to port outer engine being u/s. Weather was reported 8/10ths to 10/10ths cloud with tops at 5-8,000 feet, thick ground haze and a layer of thin cloud at 15/17,000 feet. Horizontal visibility was good. The M/B was first heard at 1545 hours and at about 1550 hours gave Basement Flight Plan and Visual Basement 12,000 feet. This was followed by instructions to the Main Force to bomb Blue Smoke puffs. Apart from one or two Red smoke puffs, Blue's were the only markers seen. They appeared to be satisfactory, fairly well concentrated, but none too plentiful and checked with "GEE". There were some reports of "GEE" jamming. Some bomb flashes were seen and a few crew report seeing fires in the built-up area. Ground defences consisted of no flak, but one aircraft was reported damaged by predicted heavy flak at [illegible]. There was no fighter activity.	A.4345-A.4359 B.28
			Flying training consisted off two Cross-Countries and one Air-Test. Ground training consisted of Link Trainer and Turret Manipulation.	
LINTON-ON-OUSE	14.3.45		Fourteen of our aircraft were detailed and all took off. They are expected to return around midnight.	A.4360-A.4373 B.29
			Flying training consisted of two Cross-Countries. Air-Gunners carried out Turret Manipulation and Night Vision exercises. Air Bombers had some Link Trainer and Mosaic.	
LINTON-ON-OUSE	15.3.45		As predicted our aircraft returned at midnight and the early hours of the morning. The target this time was [illegible]. Thirteen of our aircraft claim to have attacked the primary from 2016.5 hours to 2022.4 hours between 11900 feet and 14,000 feet. One aircraft (NP 742 "U") abandoned the attack at 2020 hours at 13,000 feet due to not hearing the M/B and markers not checking with "GEE". Weather was clear, with slight haze. Vertical visibility was good. The T.I. Red and Green markers and illuminating flares went down promptly. The markers were well concentrated but were somewhat obscured by smoke. They appeared to be well placed being checked by "GEE". Most crews heard the M/B give the Basement Flight Plan but subsequent broadcasts were only heard by a few crews. Some aircraft had their transmitters on. There were numerous explosions between 2016 hours and 2042 hours with two particularly large ones at 2025 hours. Some fires were seen with considerable smoke rising to 4/5,000 feet. Ground defences consisted of slight to nil heavy flak bursting between 10- 15,000 feet. One ME 109 was seen in the target area. No combats were reported. One of our aircraft saw an unidentified aircraft four miles dead ahead at 2016 hours at 14,000 feet.	A.4360-A.4373 B.29

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LINTON-ON-OUSE (CONTINUED)	15.3.45		This aircraft was seen to explode in the air and fell in a built-up area. No parachutes were seen decending from the aircraft.	A.4360-A.4373 B.29
			To-day we were required for two operations. First operation started off at noon. Ten aircraft were detailed for this first operation and all took off. The target for this operation was CASTROPRAUXEL. All the aircraft claimed to have attacked the primary, from 1600.6 and 1604.4 hours between 17,200 and 19,000 feet. The weather was clear with ground haze. Vertical visibility was good. T.I. Red, Yellow and Green markers were seen and were well grouped. The M/B was heard from H-15 whose instructions were clear and precise throughout. The attack was well concentrated with a number of deep red-orange explosions which emitted black oily smoke which rose to about 10,000 feet. The M/B was enthusiatic about the accuracy of the attack. Ground defences consisted of slight to moderate heavy flak bursting between 15/19,000 feet with some predicted flak from the Rhine to the target. Two aircraft was damaged by flak. There was no fighter activity.	A.4374-A.4383 B. 30
			The second operation started approximately 1658 hours. This time eight of our aircraft were detailed and all took off. The aircraft are not expected to return until the early hours of the morning.	A.4384-A.4391 B.31
			Flying training was very light due to operational commitments, and consisted of only one Cross-Country and one Check-Off. No ground training was reported.	
LINTON-ON-OUSE	16.3.45		Our aircraft returned shortly before mid-night. Their target was HAGEN. All aircraft claimed to have attacked the primary between 2031 hours and 2034.8 hours from between 17,200 and 19,000 feet. The weather was clear with slight ground haze. Vertical visibility was good. The target was identified by illuminating flares and Red and Green T.I.'s which checked with "GEE". The markers appeared to be fairly well concentrated apart from one batch of T.I.'s Red N.E. of the target. The M/B was heard from about 2016.5 hours at which time he gave the Basement Flight Plan and a time check. Most crews heard his bombing instructions, although there were some reports of jamming. There was considerable smoke in the target area which at times almost obscured the markers, but crews feel that it was a concentrated attack. Some fires were seen and a tremendous explosions noted at 2032 hours with another at 2035 hours. Ground defences consisted of slight to moderate heavy flak bursting between 16-19,000 feet but was generally inaccurate. There were searchlights at the target. No aircraft was damaged by flak. Fighter flares were seen from the target to about 0400 E and a MELLO sighted. No combats or attacks were reported. Seven aircraft was reported seen shot down on way homeward.	A.4384-A.4391 B.31
			We were not required for operations to-day.	
			Flying training consisted of four Cross-Countries, three Bombing Practices, one Check-Out, one Fighter Affiliation and one H2S practice. Ground training consisted of Turret Manipulation for Gunners and Link trainer for Air-Bombers.	
LINTON-ON-OUSE	17.3.45		We were required for operations but it was scrubbed after much preparation.	
			There was considerable Flying training to-day. It consisted of six Cross-Countries,	

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Place	Date	Time	Summary of Events	References to Appendices
LINTON-ON-OUSE (CONTINUED)	17.3.45		(Contd)...twelve Bombing Practices, ten Fighter Affiliations, four Air-to-Sea Firing Practices, and one Check-Out. Ground training consisted of Log marking for Navigators, Turrett Manipulation ~~and Night Vision exercises for Gunners.~~	
LINTON-ON-OUSE	18.3.45		We were required for operations and fourteen of our aircraft were detailed and all took off shortly after mid-night. Aircraft are expected around sun-rise.	A.4392-A.4408
			Flying training was light and consisted of only one Cross-Country, two Fighter Affiliations, two Bombing Practices, and one H2S Practice. Ground training consisted of H.2.S. exercises for Air-Bombers.	B.32
LINTON-ON-OUSE	19.3.45		Our aircraft returned back from between 0700 and 0800 hours. All of our aircraft claimed to have attacked the primary (WITTEN) from 0413 hours to 0420.2 hours from between 14,000 to 16,000 feet. ~~The weather was clear with slight haze.~~ Vertical visibility was good. T.I. Red markers, and flares Red with Green stars went down on time with T.I. Green later on in the attack. Generally they were reported as fairly well concentrated and ample throughout. There was a good carpet of incendiaries around the markers and some fires were taking hold which were visible up to 100 miles on return. Large explosions were seen at 041, 0418, 0433, 0433 hours. There was considerable smoke reported in the target area and crews feel that it was a successful attack. Ground defences consisted of slight to moderate heavy flak in barrage form bursting from between 14/16,000 feet. Light flak was encountered up to 18,000 feet but was very slight. There were numerous searchlights on the run in and out of the target but there was none over the target. ~~The aircraft were damaged by flak.~~ There was four combats reported, one outward, one over the target area and four homewards. (See Appendices C.9, D.10, C.11, and D.12.) Seven aircraft were reported shot down. 1 A/C (NP 334 ?) lost by Flak	A.4392-A.4408 B.32
			We were again required for operations but it was cancelled at 1330 hours after much preparation.	
			No Flying training was carried out to-day. Ground training was very light and consisted of Turret Manipulation and Map reading exercises.	
LINTON-ON-OUSE	20.3.45		We were not required for operations to-day.	
			Flying training consisted of two Air-Tests, two Cross-Countries and a Bombing Practice. Ground training consisted of H2S exercises and some "ZZZ" for Air-Bombers. Gunners carried out some Turret Manipulation and Night Vision exercises.	
LINTON-ON-OUSE	21.3.45		Fifteen of our aircraft were required for operations and all took off about two hours. The target was ROSSLAU. Thirteen of our aircraft claimed to have attacked the primary between 1730.0 and 1730.7 hours from between 10,000 to 11,000 feet. Two of our aircraft (NP 742 "W" & NP 000 "X") bombed ANHUS believing it to be the primary at position [illegible] 0701 & between 1722 hours and 1725 hours from between 10,200 feet and 11,200 feet. The weather was clear with slight haze. Vertical visibility was good. The target was visually identified by most crews who saw the built-up area, Marshalling Yard, and River. One group of Yellow T.I.'s early in the attack appeared to be on the Marshalling Yard, with another group in the built-up area to the N.E. which the H2S instructed crews to ignore.	A.4426-A.4440 B.33

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LINTON-ON-OUSE (CONTINUED)	21.3.45		The M/B was heard quite clearly by most crews from H-15 on and the bombing was reported as concentrated. Numerous small fires were observed with considerable smoke, and is believed to be a successful attack. Ground defences consisted of slight heavy flak which was encountered at 10-12,000 feet. No aircraft was damaged by flak. There was no fighter activity. Two aircraft was reported shot down.	A.4406-A.4420 B.33
			Flying training consisted of three Bombing Practices, three Fighter Affiliations, two Air-to-Sea Firing, and two Cross-Countries. Ground training was nil.	
LINTON-ON-OUSE	22.3.45		To-day for the first time in the history of the Squadron three crews were screened in a single day. The captains of the three crews were A/F/L H.D. SOKOLOFF J.25986, F/L E.T. FINCH J.25226, and A/F/L C.L. PITU J.28633.	
			Sixteen of our aircraft were detailed for operations to-day. All started taking off after 1130 hours. The target was DORSTEN. All of our aircraft claimed to have attacked the primary from 1432 hours and 1436.1 hours from between 16-18,000 feet. Weather was clear with slight haze. Vertical visibility was good. The target was visuall identified by the canal, river and railroad system. The T.I. Yellow markers appeared to be accurately placed in the built-up area, but were obscured very early in the attack by smoke. The Master Bomber was clearly heard giving Basement Flight Plan and various instructions in relation to the T.I. Yellow markers and the smoke. Practically all crews bombed with reference to the smoke. Bomb-ing appeared to be concentrated and a successful attack was reported. Ground defences consisted of only very slight heavy flak. No aircraft was damaged by flak. There was no fighter activity. No aircraft was reported shot down.	A.4421-A.4437 B.34
			Flying training was very light to-day and consisted of only one Cross-Country, a Bombing Practice and a H2S exercise. Ground training consisted of Turret Manipulation, H2S, and Night Vision exercises.	
LINTON-ON-OUSE	23.3.45		We were required for operations to-day but it was postponed until to-morrow.	
			Flying training was light and consisted of only one Cross-Country, one Fighter Affiliation and one Air-to-Sea Firing practice. Ground training was nil.	
LINTON-ON-OUSE	24.3.45		Sixteen of our aircraft were detailed to attack the city of [illegible]. Fifteen of our aircraft claimed to have attacked the primary between 1301.6 and 1304.5 hours from between 16,200 and 18,500 feet. One of our aircraft (MP 749 "Y") abandoned the task over base owing to port inner engine being u/s. The weather was clear with good visibility. The target was visually identified by the triangle of railroads and Autobahn, and checked with "GEE". Some Red and Green T.I.'s were seen but were quickly obscured by smoke. The M/B was heard from H-15 generally clear and apart from a period before H Hour his instructions were adequate throughout. Most crews had to bomb the smoke from about 1302 hours but a very concentrated attack was reported with several large explosions about 1302 hours. Ground defences consisted of meagre but accurate heavy flak. Two [illegible] aircraft was damaged by flak. There was no Fighter activity. One aircraft was seen shot down by heavy flak in the target area.	A.4438-A.4453 B.35
			Flying training consisted of two Cross-Countries, one Check-Off, one Bombing Practice,	

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Place	Date	Time	Summary of Events	References to Appendices
LINTON-ON-OUSE (CONTINUED)	24.3.45		(Cont'd)..one Air-to-Sea Firing exercise, and two H2S exercises. Ground training comprised of H.2.S and Log marking for navigators, Turret Manipulation and Night Vision exercises for Air-Gunners.	
LINTON-ON-OUSE	25.3.45		Sixteen of our aircraft were detailed this morning for operations and all took off. The target this time was MUNSTER. All of our aircraft claimed to have attacked the primary ~~from 4006 to 4048.45 hours from 17/19,000 feet. The weather was clear with some haze.~~ Vertical visibility was good. Heavy winds were encountered over the target. The target was identified visually by the Marshalling Yards, canal and built-up area and by Red T.I.'s and in some cases on "ZES" check. The Master Bomber was heard calling "Watch Overshooting" but in spite of this warning some overshooting was done. The target was covered with smoke and several fires were seen on departure. ~~Bombing was reported well concentrated and the crews believe the attack was effective.~~ All of our aircraft were diverted due to poor visibility over the Home Base ~~with the exception of one aircraft. Twelve were diverted to LEEMING~~ and one at DALTON and one at CROFT. One of our aircraft (NP 804 "Z" Pilot;- F/O BURROWS, R.A. J.42161) did not return, and is presumed missing. Nothing was heard from this aircraft since take-off time. (See Appendix A.4458 & B.36.in Form 541.). Ground defences consisted of heavy flak. Two aircraft were seen shot down by flak, one at position 5147 N 0702 E at 1009 hours from 17,000 feet and ~~five parachutes were seen descending and another aircraft was seen spiralling down at MUNSTER,~~ and this time no parachutes were seen. No combats were reported.	A.4445.-A.4469 B.36.
			Flying training consisted of only one Air-Test. Ground training was nil.	
LINTON-ON-OUSE	26.3.45		We were not required for operations.	
			There was much Flying training to-day. It consisted of six Fighter Affiliations, seven Bombing Practices, five Air-to-Sea Firing exercises, three H2S exercises, two Check-Outs, ~~and one Cross-Country. Ground training consisted of Turret Manipulation~~, H.2.S exercises, Night Vision exercises and there was some Link Trainer for Navigators.	
LINTON-ON-OUSE	27.3.45		We were not required for operations to-day.	
			Much Flying training was accomplished to-day. It consisted of three Cross-Countries, seven Fighter Affiliations, nine Bombing exercises, two Standard Beam Approach exercises, one H2S ~~exercise, and one Air-Test. Ground training was about the same as yesterday.~~	
LINTON-ON-OUSE	28.3.45		We were not required for operations to-day.	
			Due to adverse weather conditions no Flying training was carried out. Training was confined to Ground training. Turret Manipulation and Night Vision exercises were carried out by the Gunners. Navigators had H2S and Log Marking exercises.	
LINTON-ON-OUSE	29.3.45		We were not required for operations to-day.	
			Flying training was extensive and consisted of five Cross-Countries, eleven Fighter Affiliations, eight Bombing Practices, five Air-to-Sea Firing exercises, four H2S exercises, and one local Air-Test. ~~There was some Ground training and it consisted of Turret Manipulation~~ and Night Vision exercises for Gunners.	

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Place	Date	Time	Summary of Events	References to Appendices
LINTON-ON-OUSE	30.3.45		In the evening we prepared for operations for the following morning.	
			Flying training was slight to-day. It comprised of one Cross-Country, and one "GEE" exercise. Ground training on the other hand was carried out to a greater extent and all sections had their share. For navigators it comprised of H2S exercises and Log Marking, Air Gunners had Turret Manipulation and Night Visions exercises. Air Bombers has some "GEE" and H2S exercises.	
LINTON-ON-OUSE	31.3.45		Sixteen of our aircraft were detailed for operations and they all took off about sunrise. The target to-day was the HAMBURG SUB YARDS. Fifteen of our aircraft claimed to have attacked the primary between 0852.8 and 0904.5 hours from between 17,600 and 19,000 feet. One of our aircraft (MP 806 "Q" Pilot:-F/O [illegible] BLYTH J.39627) failed to return and nothing has been heard from this aircraft since take-off time. (See Appendix A.4476 & B.37 in Form 541). Weather consisted of 10/10ths cloud with tops at 8-10,000 feet. Horizontal visibility was good. The skymarkers, Red smoke puffs were numerous but were scattered over a wide area. The M/B was heard on time and quite clear throughout and varied his instructions in an endeavour to centre the attack. No results were seen, but bombing was reported as scattered. Ground defences consisted of slight to moderate heavy flak in barrage form bursting between 16 and 20,000 feet. One aircraft was reported damaged by flak. Five ME 262's were reported seen in the target area. No combats were reported. Seven aircraft were reported shot down.	A.4470-A.4465 B.37
			Flying training consisted only of an Air-Test. No ground training was reported.	
LINTON-ON-OUSE			CASUALTIES:- See daily entry and Form 541 (See Appendix A.4254, A.4207, A.4458 & A.4476.)	
			POSTINGS IN:- SGT. G.R. ROBERTS R.197347 (Pilot), F/O C.E. McDONNELL J.41622 (Nav.), SGT. E.A. WHEELER, R.255276 (A/B), SGT. W.R. MURRAY R.218174 (WOP/AG), W.O.2 R.B. COMPTON, R.185892 (A/G), F/O E.A. MARTIN J.45709 (A/G), SGT. W.J. SMITH 1880013, posted to this unit from No. 76 (R.C.A.F.) Base w.e.f. 3.3.45. F/SGT. G.E. FLETT R.276855, posted to unit from No. 415 (R.C.A.F.) Squadron w.e.f. 2.3.45. F/O J.C. HIBBIT J.39445 (Pilot), F/O R.E. MONCRIEFF J.41486 (Nav.), F/O R.W. LINTON J.42197 (A/B), SGT. M.E. ORR, R.184448 (WOP/AG), SGT. W.R. GRASSICK R.205673 (A/G), SGT. D.J. KRUEGER R.272880 (A/G), SGT. W.D. MacRAE 1826906, posted to this unit from No. 76 (R.C.A.F.) Base w.e.f. 4.3.45. S/L H.L. SAUNDERS J.9149 (Pilot), F/O B.N. SWAIN J.3[illegible]712 (NAV.), F/O J.G. SULLIVAN J.38682 (A/B), WO2 O.R. LAUTERT, R.115[illegible] (WOP/AG), SGT. H. POHL R.214987 (A/G), SGT. CARD, W.V. R.149777 (A/G), SGT. A. LISTER 1596584 (F/E), posted to this unit from No. 76 (R.C.A.F.) Base w.e.f. 4.3.45. SGT. F.H. SAMSON 1894[illegible] (F/E), posted to this unit w.e.f. 6.3.45, from 431 (RCAF) SQUADRON. F/O B.A. BURROWS J.42161 (Pilot), F/O W.R. LAY J.42183 (NAV.), F/O F.W. SHANTZ J.42248 (A/B), F/O J.P. MARCHANT J.85813 (WOP/AG), SGT. C.L. COFFIELD R.142788 (A/G), SGT. W.A. DYER R.280313 (A/G), SGT. R. HAMILTON 1568370 (F/E), posted to this unit from No. 76 (R.C.A.F.) Base w.e.f. 12.3.45. F/O G.T. ABEL J.40446, posted to this unit from 415 (R.C.A.F.) Squadron w.e.f. 12.3.45.	

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Place	Date	Time	Summary of Events	References to Appendices
LINTON-ON-OUSE (YORKSHIRE)	31.3.45		POSTINGS IN: (CONTINUED) F/O C. CARRELL J.41462 (Pilot), F/O M.J. LINTON J.42176 (NAV.), F/O H.F. TUCKY, J.42755 (A/G), W.O.2 A.L. RAYMOND R.148821 (W.O.P./A.G.), SGT. A.H. TAYLOR 1292941 (F/E), SGT. J.T. HUNTER R.267521 (A/G), SGT. P. CHIARA R.283436 (A/G), posted to this unit from No. 76 (R.C.A.F.), Base w.e.f. 13.3.45. W.O.I. J. LUTHEAD 1566401 (A/G), posted to this unit from No. 420 (R.C.A.F.) Squadron w.e.f. 20.3.45. F/O J.B. EDWARDS J.42164 (Pilot), F/SGT. MEEG, L.D. R.188407 (NAV.), F/O W.C. WATSON J.40361 (A/G), ~~F/O J.F. [illegible] J.44706 (WOP/AG), SGT. [illegible] SHEEHAN (F/E), SGT. D.A. SCOBBART R.272188 (A/G), SGT. R. BROWN R.198934 (A/G)~~, posted to this unit from ~~No. 76 (R.C.A.F.) Base w.e.f. 20.3.45.~~
			POSTINGS OUT:- F/O M.A. SHAW J.92429 (A/G), posted from this unit to HD. 22 O.T.U. w.e.f. 3.3.45. W.O.I J.C. SLOUTER (A/G), posted from this unit to RCAF "E" Depot w.e.f. 7.3.45. ~~F/O L. SHERRALL J.24030, posted from this unit to No. 62 (R.C.A.F.) Base w.e.f. 7.3.45.~~ SGT. L. THOMAS 1579912 (F/E), posted from this unit to A.C.A.C., CATTERICK w.e.f. 8.3.45. F/O E.M.L. RANDELL J.36485 (A/G), posted from this unit to No. 62 (R.C.A.F.) Base w.e.f. 9.3.45. ~~F/SGT. S.R. PLETT (A/G), posted from this unit to No. 434 Squadron w.e.f. 13.3.45.~~ F/O R.M. ATTIGAE J.35566, (Pilot), F/O S.R. LLOYD J.30968 (A/G), F/SGT. D.P. ARCHER R.196645, (WOP/AG), F/O K. HENSFORD J.93332 (A/G), posted from this unit to RCAF "E" Depot w.e.f. 10.3.45. F/SGT. D.J. MUIRO R.89561 (A/G), posted from this unit to No. 426 Squadron w.e.f. 11.3.45. F/O T.J. WHEELER J.93386 (A/G), posted from this unit to No. 62 Base w.e.f. 23.3.45. ~~W.O.2 G.R. WAYER R.166339 (WOP/AG), posted from this unit to 24 O.T.U. w.e.f. 13.3.45.~~ F/O S. MERRISON J.92240 (A/G), posted from this unit to "E" R.C.A.F. "E" Depot w.e.f. 20.3.45. SGT. J. [illegible] 1895570 (F/E), posted from this unit to A.C.A.C., w.e.f. 21.3.45. F/SGT. J. McGART 1366309 (F/E), posted from this unit to A.C.A.C. w.e.f. 21.3.45. F/O L.R. GERWOOD J.35777 (NAV.), F/L D. [illegible] J.10794 (A/G), F/O H.K. SUTHERLAND J.87790, (WOP/AG), F/O L.W. SIMMAR J.93307 (A/G), F/O A.A. SOLOMONS J.93319 (A/G), SGT. S. HORSFALL R.[illegible]199 (F/E), posted from this unit to No. 429 Squadron w.e.f. 24.3.45. F/O R.H. STEWART J.89238 (Pilot), posted from this unit to No. 22 O.T.U. w.e.f. 23.3.45. F/L D.L. BROWN J.26128 (Pilot), F/O A.J. HERBERT J.42236 (A/G), F/O S.J. BRAIN J.92239 (A/G), posted from this unit to R.C.A.F. "E" Depot w.e.f. 20.3.45. F/SGT. P.H. BARKER 1894242 (F/E), posted from this unit to 426 Squadron w.e.f. 24.3.45. ~~S/L R.W. MORRIS J.[illegible] (Pilot), F/L D.M. DUFF C.6706 (Nav.), posted from this unit 424 Squadron w.e.f. 26.3.45.~~ F/O S.M. [illegible] J.41[illegible] (A/G), W.O.2 J.M. PARDLAY R.131630 (WOP/AG), F/O J. [illegible] J.92754 (F/E), F/O A. [illegible] (A/G), F/SGT. J.P.M. SERGANT R.156822 (A/G), posted from this unit to No. 424 Squadron w.e.f. 26.3.45.
			PROMOTIONS:- J.87705 F/O [illegible], promoted to the rank of Flying Officer w.e.f. [illegible]. ~~J.87706 F/O H.M. SUTHERLAND, promoted to the rank of Flying Officer w.e.f. 30.1.45.~~	

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COMPILED BY:- F/L BERTO, T.V. (N.A.Y.)

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I., para. 2349 and War Manual Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. [illegible]

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

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
LINDON-ON-OUSE	31.3.45		PROMOTIONS:- J.22430 F/O G.A. PELTER, promoted to the rank of Flight Lieutenant w.e.f. 30.12.44.	

COMMISSIONS:- J.93861 P/O A.F. HEARDON, commissioned w.e.f. 6.11.44.
J.93833 P/O J.A.M. FRASER, commissioned w.e.f. 3.1.45.
J.92858 P/O A.G. STAILES, commissioned w.e.f. 3.1.45.
J.93878 P/O L.S. SWINDELLS, commissioned w.e.f. 3.1.45.
J.93864 P/O C. BROWN, commissioned w.e.f. 24.1.45.

HONOURS & AWARDS:- NIL.

CHANGES IN ADMINISTRATION:- NIL.

AIRCRAFT ON CHARGE: 23 HALIFAX VII
AVERAGE SERVICEABILITY:- 19

OPERATIONAL AND NON-OPERATIONAL FLYING TIMES

	OPERATIONAL DAY	OPERATIONAL NITE	OPERATIONAL TRNG. DAY	OPERATIONAL TRNG. NITE	OTHER FLYING DAY	OTHER FLYING NITE
HALIFAX VII	952.57	573.43	282.14	58.35	19.45	--
TOTALS	1526.40 hrs.		340.49 hrs.		19.45 hrs	

NUMBER OF OPERATIONAL SORTIES:- TWO-HUNDRED AND FORTY-FOUR (244)

MONTHLY AND CUMULALATIVE TOTALS OF BOMBS DROPPED DURING THE MONTH AND YEAR.

	HIGH EXPLOSIVES	INCENDIARIES
TONNAGE DROPPED IN JANUARY:-	217.63 tons	94.17 tons
" " " FEBRUARY:-	340.17 "	206.70 "
" " " MARCH :-	562.05 "	165.40 "
GRAND TOTAL :-	1119.85 tons	465.127 tons

NUMBER OF COMBATS WITH ENEMY AIRCRAFT:- FIVE (5) (SEE APPENDIX C.8 to C.12.)

PERSONAL STRENGTH

	OFFICERS (AIRCREW) R.C.A.F.	R.A.F.	R.A.A.F.	ESTAB.	TOTAL STRENGTH	AIRMEN (AIRCREW) RCAF	RAF	RAAF	ESTAB.	TOTAL STRENGTH
PILOTS	33	-	-	29	33	4	-	-	28	4
NAVIGATORS	32	1	-	15	33	7	-	-	14	7
AIR BOMBERS	33	-	-	15	33	6	1	-	14	7
W.O.P./A.G.	16	-	1	6	17	21	1	-	23	22
A/G.	17	-	-	11	17	59	1	-	46	60
F/E.	6	8	1	14	14	17	-	-	XX	31

TOTAL PERSONNEL:- TWO HUNDRED AND SEVENTY NINE (79) (This includes one F/LT. Administration.)

SQUADRON COMMANDERS REMARKS:- An excellent month for the Squadron. Besides participating in in fifteen successful operations with no non-starters and only one early return we did over 350 hours of Flying training. We received ten new crews but were unfortunate in losing four of our best crews.

F.R. Sharp

Wing Commander F.R. SHARP,
Officer Commanding,
No. 408 (RCAF) Squadron.

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