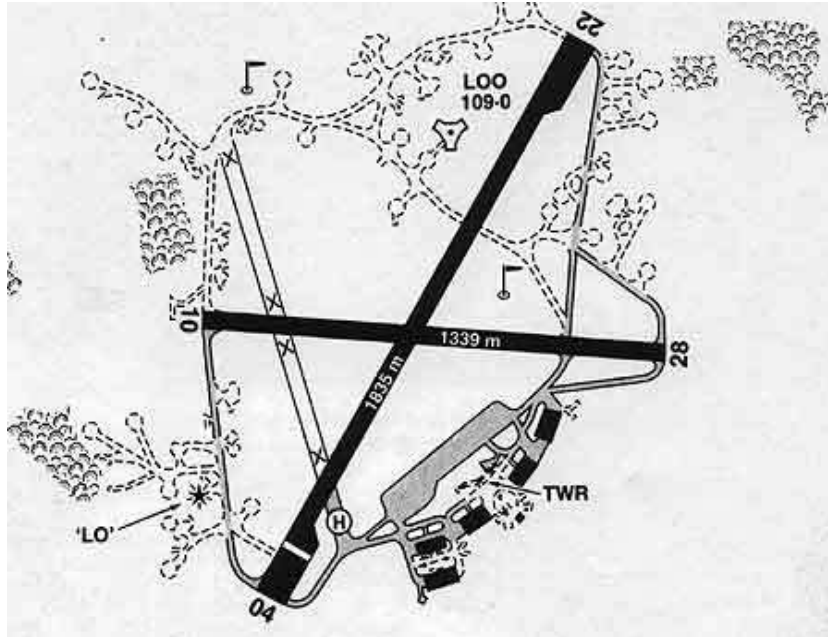


Linton-on-Ouse, Yorkshire - No. 62 "Beaver" (Operational) Base



Linton-on-Ouse airfield was built in 1936-1938, as part of an RAF expansion scheme. The base is 15 km northwest of the City of York, in Yorkshire, Eng.

The Royal Air Force began flying 'Whitley' bombers at the airfield in early summer of 1938, on a turf only aerodrome. In the winter of 1938/39 the operating surface of the airfield was often water-logged, and unserviceable.

The Air Station was only the second aerodrome in RAF Bomber Command to have concrete runways constructed – in the autumn of 1939. Runway 04/22 was 3,300 feet long, and runway 10/28 was 3,400 feet long. A concrete perimeter track was built, with 34 pan hardstands for bomber aircraft.

RAF Bomber Squadrons began leaflet dropping operations on the first nights of the War, in September 1939; and the first bombing raids from Linton Air Station, with 'Whitley' aircraft, were carried out in April of 1940. Various RAF Bomber Squadrons were based at Linton on Operations from 1939 until June of 1943, when the airfield was allocated to No. 6 (RCAF) Group.

No. 6 (RCAF) Group was formed at Linton-on-Ouse Air station on October 25th, 1942, and the Group Headquarters moved to Allerton Park on December 6th, 1942. On June 1st, 1943 Linton-on-Ouse became No. 62 "Beaver" (Operational Base) – No. 6 (RCAF) Group, controlling RCAF Stations Linton-on-Ouse, East Moor, and Tholthorpe.

On June 18th, 1943 – No. 426 Squadron RCAF arrived at Linton-on-Ouse to convert to the new 'Lancaster' B.Mk.II aircraft, with Bristol 'Hercules' radial engines. The Squadron flew its first Operational mission on August 17/18, 1943, losing two aircraft including the CO's. In April 1944 No. 426 Squadron re-equipped with 'Halifax' B.Mk.III and B.Mk.VII, and remained at Linton-On-Ouse until transferred to Transport Command in May, 1945.

No. 408 Squadron RCAF arrived at Linton-on-Ouse on August 27th, 1943 – to also convert to the 'Lancaster' B.Mk.II – Hercules engine aircraft. The Squadron converted to 'Halifax' B.Mk.III and B.Mk.VII aircraft in September of 1944, and again to the Canadian built Lancaster B.Mk.X in early 1945.

At the end of the War, and VE-Day, No. 405 Squadron returned to Linton-on-Ouse from No. 8 Pathfinder Group. In Mid-June of 1945, both No. 405 Squadron and No. 408 Squadrons, with Avro 'Lancaster' B.MK.X (Canadian built), flew their aircraft to Canada.

RCAF Squadrons based at Linton-on-Ouse – 1943 to 1945.

No. 426 'Thunderbird' - No. 6 Group - June 18th, 1943 to May 24th, 1945

No. 408 'Canada Goose' – No. 6 Group – August 27th, 1943 to June 13th, 1945

No. 405 'Eagle' - No. 6 Group - May 26th, 1945 to June 15th, 1945

Base Commanders – No. 62 "Beaver" Base.

June 18th, 1943 to February 28th, 1944 – A/C McEwen, C.M. – DFC

February 29th, 1944 to June 27th, 1944 – A/C Ross, A.D. – GC

June 28th, 1944 to September 18th, 1944 – A/C Fauquier, J.E. – DSO & 2 Bars, DFC.

September 19th, 1944 to May 30th, 1945 - A/C Hurley, J.L.

May 31st, 1945 to July 15th, 1945 – A/C Kerr, J.G. - AFC

From November, 1945 RAF Transport Command operated No. 1665 HCU at Linton until May 1946. Fighter Command, with Mosquito, Hornet, Meteor, Sabre, and Hunter aircraft operated from Linton Air Station until 1957. The airfield then became the site of No. 1 Flying Training School, with Vampire, Jet Provost, and Tucano aircraft.



RAF Station Linton-on-Ouse (Google Earth photo 2010)



Avro

'Lancaster' B.Mk.II – No. 426 Squadron RCAF – Linton-on-Ouse, York. (Model by W. Cameron)

The Lancaster B.Mk.II was fitted with Bristol 'Hercules engines as a hedge against the shortage of Rolls Royce 'Merlin' engines. The B.Mk.II production ceased in early 1944.

Three RCAF Squadrons flew the Lancaster B.Mk.II with the radial engines – Nos. 408, 426, 432.

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