

R.A.F. FORM 414

ROYAL AIR FORCE

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PILOTS FLYING  
LOG BOOK

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NAME.....

## INSTRUCTIONS

(see Q.R. & A.C.I., para. 198)

1. This book is an official document and is the property of Her Majesty's Government.
2. An accurate and detailed record is to be kept in the log of all flights undertaken by the individual to whom it relates.
3. Monthly flying will be analysed by aircraft types and inserted in red ink. The stamp will be inserted on the left-hand page appropriately aligned to the rating.
4. The annual summary and assessment will be completed on Form 415A and inserted in the appropriate page of the log. This form will also be used when a pilot is posted or attached to another unit for flying duties.

## CERTIFICATES OF QUALIFICATION AS FIRST PILOT

(Q.R. & A.C.I., para. 198, clause 6)

Name D. EVISON Rank Squad

(i) Certified that the above named has qualified as a First Pilot (day only)

On (Type)	Date	Unit	Signature and Rank

(ii) Certified that the above named has qualified as a First Pilot

On (Type)	Date	Unit	Signature and Rank
<i>Viper Unit</i>	<i>20/7/37</i>	<i>230 Sqn</i>	<i>[Signature]</i>

Year 1934	AIRCRAFT		No. of in Flight	2nd Pilot, Pupils or Passenger	DUTY (including Results and Remarks)
	Type	No.			
					Totals brought forward
<u>RAF WADDICOTT</u>					
Jan 2 <sup>nd</sup>	Vindicator	901	W J JODD	SELF	Co 1 Station R. Daniels R. Pearce R. Maclean
Feb	Vindicator	901	J. T. COOPER	SELF	Co 1 Station W. Daniels W. Pearce W. Maclean
	Vindicator	901	J. T. COOPER	W. Daniels	Co 1
	Vindicator	901	J. T. COOPER	W. Daniels	Co 1
	Vindicator	901	J. T. COOPER	W. Daniels	Co 1

Grand Total from 1/10/33  
29/16/34

Totals carried forward

INFLIGHT HOURS				MILES FLOWN					No. of flights	REMARKS	
Day	Time	Hour	Min	Day	Min	Hour	Min	Sec		Alt.	Remarks
Jan 2	09.15			1.15	07.10	1.00	1.00	00	00		

Year	ABOARD		Pilot, or in Pilot	2nd Pilot, Pupit or Passenger	DUTY (including Results and Remarks)
	Type	No.			
1918	-	-	-	-	Tools brought forward
-	10	SEA-1400	701	Wp. Langer	1000 Wp. Langer To 2 and 1000 Wp. Langer To 1000 Wp. Langer To 1000 Wp. Langer
May 4	4	SEA-1400	100	Wp. Langer	1000
June 15	15	SEA-1400	100	Wp. Langer	1000 1000 1000 1000
June 15	15	SEA-1400	100	Wp. Langer	1000 1000 1000 1000
June 16	16	SEA-1400	100	Wp. Langer	1000 1000 1000 1000
May 1	1	SEA-1400	100	Wp. Langer	1000 1000 1000 1000
-	6	SEA-1400	100	Wp. Langer	1000 1000 1000 1000
June 17	17	SEA-1400	100	Wp. Langer	1000 1000 1000 1000
June 17	17	SEA-1400	100	Wp. Langer	1000 1000 1000 1000
-	10	SEA-1400	100	Wp. Langer	1000 1000 1000 1000

Grand Total (Sea 1400 - 100)  
29/100 1000

Tools Carried Forward

MONTHLY SUMMARY				PERIODIC SUMMARY						Grand Total	PERIODIC Summary			
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct		Nov	Dec	Jan	Feb
1918	1918			1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
				1000										
1918	1918			1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000

Year	AIRCRAFT		Pilot, or in Pilot	1st Pilot, Pupl or Passenger	DUTY (Including Route and Remarks)
	Type	No.			
1953					
1953					Tanks Brought Forward
	12	Boeing	206	1000	to 200000 2000 (1000)
	13	Boeing	600	1000	to 200000 2000 2000 2000
			to 200000	to 200000	2000 2000
				to 200000	
1954	1	Boeing	206	1000	2000 200000 2000 (1000)
	2	Boeing	876	1000	to 200000 2000 2000 2000
			to 200000	to 200000	2000
				to 200000	
1955	4	Boeing	876	1000	to 200000 2000
			to 200000	to 200000	2000
				to 200000	
	5	Boeing	876	1000	to 200000 2000
			to 200000	to 200000	2000
				to 200000	
	6	Boeing	876	1000	to 200000 2000 (1000 2000)
			to 200000	to 200000	2000 2000
				to 200000	

CASUALTY (Ch. 2) in 1953  
1954

Tanks Carried Forward

Year	AIRCRAFT		Pilot, or in Pilot	1st Pilot, Pupl or Passenger	DUTY (Including Route and Remarks)
	Type	No.			
1953					
1953					Tanks Brought Forward
	12	Boeing	206	1000	to 200000 2000 (1000)
	13	Boeing	600	1000	to 200000 2000 2000 2000
			to 200000	to 200000	2000 2000
				to 200000	
1954	1	Boeing	206	1000	2000 200000 2000 (1000)
	2	Boeing	876	1000	to 200000 2000 2000 2000
			to 200000	to 200000	2000
				to 200000	
1955	4	Boeing	876	1000	to 200000 2000
			to 200000	to 200000	2000
				to 200000	
	5	Boeing	876	1000	to 200000 2000
			to 200000	to 200000	2000
				to 200000	
	6	Boeing	876	1000	to 200000 2000 (1000 2000)
			to 200000	to 200000	2000 2000
				to 200000	

Log book checked in  
abundance with 2000 2000  
with 2000 for amount of 2000  
later.

CASUALTY (Ch. 2) in 1953  
1954

Year	AIRCRAFT		File, or in File	Seat Pilot, Pilot or Passenger	DUTY (including hours and Remarks)
	Type	No.			
1959					Totals brought forward
	2	300	1000	of 10000 of 1000000	To Woodford to ...
	4	300	1000	of 10000 of 1000000	To ... to ...
	9	300	1000	of 10000 of 1000000	To ... to ...
	16	300	1000	of 10000 of 1000000	To ... to ...
	17	300	1000	of 10000 of 1000000	To ... to ...

83821 1000 (Col. 1) to 1001  
1959 Jan 16 1000

Totals Brought Forward

1959				1960							Totals			
Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000



Year <i>1941</i>	AIRCRAFT		Pilot, or Co Pilot	2nd Pilot, Copilot or Passenger	DUTY (Including Basis and Remarks)
	Type	No.			
					— Tons Brought Forward
<i>Dec</i>	<i>B</i>	<i>Amal</i>	<i>146</i>	<i>CO</i>	<i>FL STATION - unapproved -</i>
					<i>FL STATION</i>
<i>"</i>	<i>12</i>	<i>"</i>	<i>"</i>	<i>CO</i>	<i>FL STATION - unapproved -</i>
					<i>FL STATION</i>
<i>"</i>	<i>14</i>	<i>"</i>	<i>"</i>	<i>CO</i>	<i>FL STATION - unapproved -</i>
					<i>FL STATION</i>
<i>Dec</i>	<i>1</i>	<i>"</i>	<i>"</i>	<i>CO</i>	<i>FL STATION -</i>
<i>"</i>	<i>1</i>	<i>"</i>	<i>"</i>	<i>CO</i>	<i>FL STATION -</i>
<i>"</i>	<i>7</i>	<i>"</i>	<i>"</i>	<i>CO</i>	<i>FL STATION -</i>
					<i>FL STATION -</i>
<i>"</i>	<i>11</i>	<i>"</i>	<i>"</i>	<i>CO</i>	<i>FL STATION -</i>
					<i>FL STATION -</i>
<i>"</i>	<i>13</i>	<i>"</i>	<i>"</i>	<i>CO</i>	<i>FL STATION -</i>
					<i>FL STATION -</i>
<i>"</i>	<i>15</i>	<i>Vindicator</i>	<i>150</i>	<i>CO</i>	<i>FL STATION -</i>
<i>"</i>	<i>17</i>	<i>"</i>	<i>"</i>	<i>CO</i>	<i>FL STATION -</i>
<i>"</i>	<i>17</i>	<i>"</i>	<i>"</i>	<i>CO</i>	<i>FL STATION -</i>
<i>1941</i>	<i>B</i>	<i>Amal</i>	<i>146</i>	<i>CO</i>	<i>FL STATION -</i>
					<i>FL STATION -</i>

Grand Total Tons *15* or *25*  
*1041* tons *13* tons

Tons Carried Forward

OPERATIONAL BASIS					OPERATIONAL BASIS					GROSS TONS CARRIED FORWARD	TOTAL TONS CARRIED FORWARD	
Day	Month	Day	Month	Tons	Day	Month	Day	Month	Tons		Previous	Total
<i>10</i>	<i>12</i>	<i>10</i>	<i>12</i>	<i>1.00</i>	<i>10</i>	<i>12</i>	<i>10</i>	<i>12</i>	<i>1.00</i>		<i>1.00</i>	
<i>11</i>	<i>12</i>	<i>11</i>	<i>12</i>	<i>1.00</i>	<i>11</i>	<i>12</i>	<i>11</i>	<i>12</i>	<i>1.00</i>		<i>2.00</i>	
<i>12</i>	<i>12</i>	<i>12</i>	<i>12</i>	<i>1.00</i>	<i>12</i>	<i>12</i>	<i>12</i>	<i>12</i>	<i>1.00</i>		<i>3.00</i>	
<i>13</i>	<i>12</i>	<i>13</i>	<i>12</i>	<i>1.00</i>	<i>13</i>	<i>12</i>	<i>13</i>	<i>12</i>	<i>1.00</i>		<i>4.00</i>	
<i>14</i>	<i>12</i>	<i>14</i>	<i>12</i>	<i>1.00</i>	<i>14</i>	<i>12</i>	<i>14</i>	<i>12</i>	<i>1.00</i>		<i>5.00</i>	
<i>15</i>	<i>12</i>	<i>15</i>	<i>12</i>	<i>1.00</i>	<i>15</i>	<i>12</i>	<i>15</i>	<i>12</i>	<i>1.00</i>		<i>6.00</i>	
<i>16</i>	<i>12</i>	<i>16</i>	<i>12</i>	<i>1.00</i>	<i>16</i>	<i>12</i>	<i>16</i>	<i>12</i>	<i>1.00</i>		<i>7.00</i>	
<i>17</i>	<i>12</i>	<i>17</i>	<i>12</i>	<i>1.00</i>	<i>17</i>	<i>12</i>	<i>17</i>	<i>12</i>	<i>1.00</i>		<i>8.00</i>	
<i>18</i>	<i>12</i>	<i>18</i>	<i>12</i>	<i>1.00</i>	<i>18</i>	<i>12</i>	<i>18</i>	<i>12</i>	<i>1.00</i>		<i>9.00</i>	
<i>19</i>	<i>12</i>	<i>19</i>	<i>12</i>	<i>1.00</i>	<i>19</i>	<i>12</i>	<i>19</i>	<i>12</i>	<i>1.00</i>		<i>10.00</i>	
<i>20</i>	<i>12</i>	<i>20</i>	<i>12</i>	<i>1.00</i>	<i>20</i>	<i>12</i>	<i>20</i>	<i>12</i>	<i>1.00</i>		<i>11.00</i>	
<i>21</i>	<i>12</i>	<i>21</i>	<i>12</i>	<i>1.00</i>	<i>21</i>	<i>12</i>	<i>21</i>	<i>12</i>	<i>1.00</i>		<i>12.00</i>	
<i>22</i>	<i>12</i>	<i>22</i>	<i>12</i>	<i>1.00</i>	<i>22</i>	<i>12</i>	<i>22</i>	<i>12</i>	<i>1.00</i>		<i>13.00</i>	
<i>23</i>	<i>12</i>	<i>23</i>	<i>12</i>	<i>1.00</i>	<i>23</i>	<i>12</i>	<i>23</i>	<i>12</i>	<i>1.00</i>		<i>14.00</i>	
<i>24</i>	<i>12</i>	<i>24</i>	<i>12</i>	<i>1.00</i>	<i>24</i>	<i>12</i>	<i>24</i>	<i>12</i>	<i>1.00</i>		<i>15.00</i>	
<i>25</i>	<i>12</i>	<i>25</i>	<i>12</i>	<i>1.00</i>	<i>25</i>	<i>12</i>	<i>25</i>	<i>12</i>	<i>1.00</i>		<i>16.00</i>	
<i>26</i>	<i>12</i>	<i>26</i>	<i>12</i>	<i>1.00</i>	<i>26</i>	<i>12</i>	<i>26</i>	<i>12</i>	<i>1.00</i>		<i>17.00</i>	
<i>27</i>	<i>12</i>	<i>27</i>	<i>12</i>	<i>1.00</i>	<i>27</i>	<i>12</i>	<i>27</i>	<i>12</i>	<i>1.00</i>		<i>18.00</i>	
<i>28</i>	<i>12</i>	<i>28</i>	<i>12</i>	<i>1.00</i>	<i>28</i>	<i>12</i>	<i>28</i>	<i>12</i>	<i>1.00</i>		<i>19.00</i>	
<i>29</i>	<i>12</i>	<i>29</i>	<i>12</i>	<i>1.00</i>	<i>29</i>	<i>12</i>	<i>29</i>	<i>12</i>	<i>1.00</i>		<i>20.00</i>	
<i>30</i>	<i>12</i>	<i>30</i>	<i>12</i>	<i>1.00</i>	<i>30</i>	<i>12</i>	<i>30</i>	<i>12</i>	<i>1.00</i>		<i>21.00</i>	
<i>31</i>	<i>12</i>	<i>31</i>	<i>12</i>	<i>1.00</i>	<i>31</i>	<i>12</i>	<i>31</i>	<i>12</i>	<i>1.00</i>		<i>22.00</i>	
<i>Total</i>										<i>22.00</i>	<i>22.00</i>	



Year <i>1942</i>	AIRCRAFT		Price, or in Piles	Est Price, Fuel or Passenger	DUTY (Including Receipts and Remarks)
	Type	No.			
					Totals Brought Forward
<i>Oct</i>	<i>17</i>	<i>blacks</i>	<i>24 \$36</i>	<i>Cost</i>	<i>24.00</i> <i>BLK</i> <i>BLK</i> <i>24.00</i> <i>2.00</i> <i>BLK</i> <i>BLK</i> <i>2.00</i> <i>2.00</i> <i>BLK</i> <i>BLK</i> <i>2.00</i>
	<i>17</i>		<i>24 \$36</i>	<i>Cost</i>	<i>24.00</i> <i>BLK</i> <i>BLK</i> <i>24.00</i> <i>2.00</i> <i>BLK</i> <i>BLK</i> <i>2.00</i>
	<i>18</i>		<i>24 \$36</i>	<i>Cost</i>	<i>24.00</i> <i>BLK</i> <i>BLK</i> <i>24.00</i> <i>2.00</i> <i>BLK</i> <i>BLK</i> <i>2.00</i>
	<i>18</i>			<i>Cost</i>	<i>24.00</i> <i>BLK</i> <i>BLK</i> <i>24.00</i> <i>2.00</i> <i>BLK</i> <i>BLK</i> <i>2.00</i>
	<i>18</i>			<i>Cost</i>	<i>24.00</i> <i>BLK</i> <i>BLK</i> <i>24.00</i> <i>2.00</i> <i>BLK</i> <i>BLK</i> <i>2.00</i>
	<i>18</i>			<i>Cost</i>	<i>24.00</i> <i>BLK</i> <i>BLK</i> <i>24.00</i> <i>2.00</i> <i>BLK</i> <i>BLK</i> <i>2.00</i>
	<i>18</i>			<i>Cost</i>	<i>24.00</i> <i>BLK</i> <i>BLK</i> <i>24.00</i> <i>2.00</i> <i>BLK</i> <i>BLK</i> <i>2.00</i>
	<i>18</i>			<i>Cost</i>	<i>24.00</i> <i>BLK</i> <i>BLK</i> <i>24.00</i> <i>2.00</i> <i>BLK</i> <i>BLK</i> <i>2.00</i>
<i>Nov</i>	<i>15</i>	<i>Army</i>	<i>24</i>	<i>Cost</i>	<i>24.00</i> <i>BLK</i> <i>BLK</i> <i>24.00</i> <i>2.00</i> <i>BLK</i> <i>BLK</i> <i>2.00</i>
	<i>18</i>	<i>Army</i>	<i>24</i>	<i>Cost</i>	<i>24.00</i> <i>BLK</i> <i>BLK</i> <i>24.00</i> <i>2.00</i> <i>BLK</i> <i>BLK</i> <i>2.00</i>
	<i>18</i>	<i>Army</i>	<i>24</i>	<i>Cost</i>	<i>24.00</i> <i>BLK</i> <i>BLK</i> <i>24.00</i> <i>2.00</i> <i>BLK</i> <i>BLK</i> <i>2.00</i>
	<i>18</i>	<i>Army</i>	<i>24</i>	<i>Cost</i>	<i>24.00</i> <i>BLK</i> <i>BLK</i> <i>24.00</i> <i>2.00</i> <i>BLK</i> <i>BLK</i> <i>2.00</i>

GRAND TOTAL Col. 31 = P. 1  
3702.00 402.00

Totals Carried Forward

DISBURSMENTS				DISBURSMENTS				Exp. Bal.	BALANCE	
Oct	Nov	Dec	Total	Oct	Nov	Dec	Total		Exp. Bal.	Cont. Bal.
447.40	21.50		468.90	447.40	21.50		468.90	447.40	21.50	

Date		AIRCRAFT		Pilot or 1st Pilot	2nd Pilot, Pilot or Passenger	DUTY (Including Remarks and Remarks)
Month	Day	Type	No.			
380	—	—	—	—	—	Totals Brought Forward
—	12	Waco	20	1st Lt R. ...	1st Lt S. ... 2nd Lt S. ...	1st Lt S. ...
381	1					

Checks (Over, Out, ) in (to)  
2782.00 20.00

Totals Brought Forward

Passenger Account				Crew Account				Totals		Totals	
Out	Ret	Out	Ret	Out	Ret	Out	Ret	Out	Ret	Out	Ret
44.30	27.50			44.30	27.50	28.00	6.00	72.30	33.50	70.30	33.50
						2.00					48
Total Pass. Pass. Time				44.30							
				200.00							
				618.00							
				2516.11							
Commission to Captain's Room -											
1000.00 from des. (Long) ...											
for balance ...											
											200.00
J. P. ...											
Royal Air Force Flying College											
44.30	27.50			44.30	27.50	28.00	6.00	72.30	33.50	70.30	33.50



NO. 1 WITH APPROPRIATE CHANGES  
 (REMARKS) (SEE LAST PAGE) (SEE LAST PAGE)

Account

Year 1941	AIRCRAFT		Pilot, or 1st Pilot	2nd Pilot, Pilot or Passenger	DUTY (Including Remarks and Remarks)
	Type	No.			
—	—	—	—	—	Totals Brought Forward
<i>Royal Air Force - Wynona Council - MAW 34</i>					
503	14	Waco C7	<sup>24</sup> 574	W. Williams	Local camp, P.O. C.A.
"	"	"	"	"	Recess - 1 hour
"	"	"	"	"	W. L. - in P.O.
"	"	Waco C7	<sup>24</sup> 574	W. Williams	P.O. (over) 1:00
504	"	Waco	"	"	Banking WAS collection and Air - <span style="float: right;">Passage</span>
507	1	Waco	"	"	Waco from banking - 1
"	2	Waco	"	"	Local bank
"	2	Waco	"	"	Waco
"	5	Waco	"	"	Waco - bank
"	1	Waco	"	"	Waco - bank
"	1	Waco	"	"	Waco - bank
"	1	Waco	"	"	Waco - bank
"	1	Waco	"	"	Waco - bank
"	1	Waco	"	"	Waco - bank
<i>Totals WAC Wynona Council</i>					

GRAND TOTAL FOR (1) OF (2) OF (3)  
 5145 100 100 Totals Carried Forward

Year	Month	Day	Time	From	To	Remarks	Total	Per Hour	Total	Per Hour
49-50	9-30			44-10	46-00	2460	22-10	43-00	12-00	44-30
50-51	9-30			44-10	46-00	2460	22-10	43-00	12-00	44-30

GRAND TOTAL FOR (1) OF (2) OF (3)  
 5145 100 100 Totals Carried Forward



