

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. E340, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

## OPERATIONS RECORD BOOK

10733  
10733Page No. 000

of (Unit or Formation) No. 405 (RCAP) Squadron, Poeklington

No. of pages used for day

| Place       | Date      | Time | Summary of Events   | References to Appendices |
|-------------|-----------|------|---|--------------------------|
| Poeklington | 1 st Jan. |      | <u>No Sorties</u><br><u>Weather:</u> Fog all day. Cloudy, very slight surface wind.   |                          |
|             | Jan. 2nd. |      | <u>No Sorties</u><br><u>Weather:</u> Visibility 1/3,000 yards all day. Slight intermittent rain.  |                          |
|             | Jan. 3rd. |      | <u>8 Day Sorties (5.30 hrs.)</u> Air tests<br><u>Weather:</u> Visibility 1/5 Mile Low cloud.  |                          |
|             | Jan. 4th. |      | <u>4 Day Sorties (1.50 hours)</u> Air tests<br><u>Weather:</u> Intermittent rain. Cloud base often below 1,000 ft. Visibility improving from about 1 mile to 6 miles at right.  |                          |
|             | Jan. 5th. |      | <u>11 Day Sorties (9.40 hrs.)</u> Air tests; Local flying practice.<br><u>Prisoners of War</u> - Air Ministry telegram conveyed official confirmation that Sgt. J.S. Paton (R69544) of Toronto, had escaped to Gibraltar. Sgt. Paton was second pilot of the a/c captained by W/Cdr. P.A. Gilchrist, D.F.C., which was boght down over Brest on July 24th, 1941.<br><u>Flying Accidents and Casualties.</u><br><u>W. 5589</u> was on a routine air test about 1100 hrs. on the 5th January, captained by Sgt. G.B. Lefurgey. The machine developed engine trouble, which, combined with difficult weather conditions made a forced landing necessary. It became impossible to land the machine safely and it crashed near the village of Strensmall, some miles from Poeklington. The machine was destroyed, and the crew were killed from burns and multiple injuries.<br>These killed were:<br>Can. R.50333 Sgt. O.B. Lefurgey (Capt.), Can. R.80002 Sgt. E. Wityck (2nd Pilot), Aus. A04529 Sgt. J.D. garrow (Obs.), Can. R.52966 Sgt. W.A. Robertson (1st WOP/AG), Can. 10939A Sgt. J.B. Gayfer (A/C)<br>Can. R.65813 Sgt. M.P.F. Robson (2nd WOP/AG) was delayed and missed the conveyance to the dispersal. He did not make the sortie with the rest of the crew.<br><u>Weather:</u> 10/10 cloud at 1,000 ft, in showers of sleet and snow. |                          |
|             | Jan. 6th. |      | <u>8 Day Sorties (5.50)</u> Air tests; Driffield; Local flying practice.<br><u>O.P.S. Order No. 67.</u> Five (Fresher) a/c to attack Cherbourg.<br><u>Weather:</u> Little or no cloud and good visibility. Surface wind.  |                          |
|             | Jan. 7th. |      | <u>52nd OPERATIONS - CHERBOURG.</u><br>This was the first operation against Cherbourg by 405 Squadron. Five A/C set out as detailed, but 8/10 to 10/10 cloud was encountered over the French coast, and 3 a/c had to jettison. Two a/c found luck; breaks, identified the docks, and bombed them. Photographs taken showed nothing but cloud.<br><u>Accident.</u> - On returning from this operation, a/c "U" Z.3418 (Capt. F/O. Thiele) landed at Holme, with no lights and crashed into another a/c on the runway. This second a/c likewise had no lights. The accident was due to a confusion of signals: "U" receiving TR9 from Poeklington and Aldis signal from Holme. The matter is subject to a court of inquiry.<br>There were no casualties to personnel, but both a/c were seriously damaged.  |                          |

| Place       | Date                | Time | Summary of Events   | References to Appendices |
|-------------|---------------------|------|---|--------------------------|
| POCKLINGTON | Jan 7th<br>(Cont'd) |      | <p><u>OFS. Order No. 68</u> - 5 a/c to attack ST. NAZAIRE.<br/> <u>5 Day Sorties (2.30 hrs.)</u> Air tests<br/> <u>Weather:</u> Some low cloud. A few showers in the afternoon visibility mainly four miles.</p>  | B.1                      |
|             | Jan. 8th.           |      | <p><u>53rd OPERATIONS - ST. NAZAIRE.</u><br/>                     One a/c brought bombs back from our first operation against this target. Four a/c completed the sortie in moderate visibility, all identifying the target area. One a/c attacked the docks in a glide from 5,000 ft. machine-gunning dock buildings and causing a blue explosion. Some good fires were caused and many bursts were observed. NICKLES were dropped as briefed, and photographs were taken with moderate results.<br/> <u>FUNERAL</u> - Sgts. Lefurgey, Wityak, Garrow, Robertson and Gayfer, killed the crash of 5th Jan. were buried with full service honours in the little village churchyard of Harby-on-the-Moor. S/Ldr. The Rev. E.M. Parry, the Station Chaplain officiated, and representatives of all sections of the Station and Squadron followed the cortege.<br/>                     A series of photographs were taken of the ceremony and forwarded to the relatives of the deceased airmen, all from overseas: four Canadians and one Australian. Sgt. Lefurgey was from Prince Edward Island; Sgt. Wityak from Brandon, Manitoba; Sgt. Robertson from Toronto; Sgt. Gayfer from Ingersoll, Ontario.<br/>                     Copies of the photographs are enclosed with the R.C.A.F. copies of this diary.<br/> <u>5 Day Sorties (2.30 hrs.)</u> Air tests Local Flying Practice.<br/> <u>1 Night Sortie (3.35 hrs.)</u> Search light co-operation practice.<br/> <u>Weather:</u> Cloud and moderate visibility during the day, but 10/10 cloud at 2,000 ft. with showers at night.</p> | B.2                      |
|             | Jan. 9th.           |      | <p><u>5 Day Sorties (4.05 hrs.)</u> Air tests.<br/> <u>1 Night Sortie (1.55 hrs)</u> Duals and Night Flying Practice with landings.<br/> <u>Weather:</u> 10/10 cloud at 1,2,000 ft. in frequent showers of snow and sleet during afternoon and evening. Visibility mainly good.</p>   |                          |
|             | Jan. 10th.          |      | <p><u>9 Day Sorties (9.35 hrs.)</u> Air Tests; Air Flying Practice.<br/> <u>Weather:</u> Good visibility in morning, then frequent snow showers in which base was 1,000 ft. and visibility poor. Fog followed at 1800 hrs. and persisted for rest of night.</p>   |                          |
|             | Jan. 11th.          |      | <p><u>No Sorties.</u><br/> <u>Weather:</u> Thick fog all day.</p>   |                          |
|             | Jan. 12th )         |      | <p><u>No Sorties</u></p>  |                          |
|             | Jan. 13th )         |      | <p><u>Weather:</u> - Fog persisted for a day or two and was followed by snow from cloud below 1,000 ft.</p>   |                          |
|             | Jan. 14th )         |      | <p>Any improvement was followed by deterioration of conditions until the 15th January.</p>  |                          |
|             | Jan. 15th           |      | <p><u>15 Day Sorties (13.05 hrs.)</u> Air tests; Cross-Country, L.F.P.<br/> <u>OFS. Order No. 69</u> Four (Fresher) a/c to attack EMEEN.<br/> <u>Prisoners of War</u> - A telegram from the International Red Cross Society, quoting Berlin information states that Can. B51850 Sgt. J.H. Kirk, and 1376867 Sgt. W. Dessetter are both prisoners. This telegram was subsequent to Air Ministry action presuming the deaths of both Sergeants.</p>   |                          |

*W. W. W.*

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## OPERATIONS RECORD BOOK

Page No. THREE

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 on R.A.F. Pocket Book.

No. of pages used for day

of (Unit or Formation) No. 405 (RGAF) Squadron, Pooklington.

| Place        | Date       | Time     | Summary of Events   | References to Appendices |
|--------------|------------|----------|---|--------------------------|
| Pooklington. | Jan. 15th  | (cont'd) | <p>Their a/c was missing from operations over Hanover on the 14th July 1941 and the whole of the crew are now reported to be prisoners of war.</p> <p><u>Weather.</u> Overcast, with visibility improving to 4 miles deteriorating after 2200 hours.</p>  |                          |
|              | Jan. 16th. |          | <p><u>5th OPERATIONS. - EMDEN.</u></p> <p>Owing to the artificial horizon of one a/c being w/s, only three a/c took part in this operation. Bombs were observed hitting the docks and the north end of the town. Large fires burning obscured results. There was snow all round Emden area, and 19/10 cloud was encountered to and from the target. All three a/c landed at other bases: Linton, Dalton and Aoklington.</p> <p><u>11 Day Sorties.</u> (7.15 hrs) Air Tests.</p> <p><u>2 Night Sorties.</u> (8.55 hrs) Searchlight Co-operation Practice. Duals.</p> <p><u>Weather.</u> Visibility 2,000 yds at first becoming 5 miles during the afternoon and 3 miles at night.</p>  | B. 3.                    |
|              | Jan. 17th. |          | <p><u>8 Day Sorties.</u> (5.20 hrs) Air Tests.</p> <p><u>OPS. Order No. 70.</u> Eight a/c to Attack Bremen.</p> <p><u>Weather.</u> Overcast at 3,000 ft and visibility moderate to good.</p>  |                          |
|              | Jan. 18th. |          | <p><u>55th OPERATIONS. - BREMEN.</u></p> <p>There was unexpectedly thick cloud over the North Sea, persisting over the enemy coast. This led three of our captains to attack Emden, but only one experienced clear weather. This advantage was unluckily neutralised by mechanical failure of release of the 4,000 pounder. It was eventually released by hand and is believed to have found a good mark in Emden town. Other captains bombed flak concentrations but reported no definite results. Six A/C dropped NICKELS.</p> <p>"I" (Z-3329), captained by S/Ldr. W.B. Keddy, D.F.C., was missing from this operation. A message was sent at 1745, received 1813, "returning base engine trouble". At 1832 Observer Corps reported an a/c, believed to be a Wellington, down in the sea close to the coast at Skipsaen. The A/C was reported to be on fire.</p> <p>ASRS left Bridlington at 1840, returned at 2225 with nothing to report. Seachurch by aircraft, led from this Squadron by W/Odr R.M. Fenwick-Wilson, A.F.C., proved fruitless.</p> <p>But in the morning word was received that two of the crew had been picked by a British destroyer: F/Lt. D.R.S. Scrivens, R.A.F. (Bombing Leader, Obs) and Can. R.65168 Sgt. R.L. Turnbull (W/O/AG) of Digby, Nova Scotia. Both were suffering from exposure and frostbite, and Sgt. Turnbull had a broken nose. These extracts from a letter to W/Odr. Fenwick-Wilson from F/Lt Scrivens give a personal account of the accident. It was written from Sheppey County Hospital, Kent.</p> <p>"... my hands have thawed enough to let me write, although my feet are still swollen. We are both covered with cuts and Turnbull had his nose straightened to-day and seems quite good. It will probably be a fortnight before we can even walk again, as we were pretty bad when we were picked up. The destroyer which picked us up was firing at an a/c five minutes later and we've got a faint idea it might have been someone looking for us.</p> <p>"Well, as to what happened -- we crossed the coast and started climbing, and about half an hour later S/L Keddy said "We'll turn back, the starboard engine is duff." We did so and I sent a message to base and thought no more of it. We jettisoned bombs. Ten minutes later the captain</p> | B. 4.                    |

R. H. H. H.



| Place        | Date             | Time | Summary of Events   | Page No. <u>408</u> | References to Appendices |
|--------------|------------------|------|---|---------------------|--------------------------|
| POOKLINGTON. | Jan. 18th (cont) |      | <p>I told Masse (2nd Pilot) to go back and pump oil as we had no oil pressure, and told us to get our chutes ready as the coast was ahead of us, and we were at 2,000 ft. Just then the engine caught fire and I went forward and let the 2nd W/OP out of his turret ( Sgt. P.A. Gale, RAF); He came out and went back, and as I shut the door again I was thrown on the floor and was under water. After crawling round the bomb hatch for about ten minutes (it seemed that long) trying to get out, someone fell on top of me and rolled off, and I shot straight to the surface (my Mae West was inflated). I should think the nose turret fell off completely or something, as I can't imagine I went up through the hatch. On reaching the surface the rear of the kite was still floating and I spotted the dinghy with Turnbull clinging to it. I swam over to it and after several unsuccessful attempts I found I had my chute and harness on, so I got it off. Turnbull was already in the dinghy and with his help I scrambled in. Our hands were so frozen we couldn't open the rum bottle, the torch didn't work, one distress signal didn't work, and the other we let off when we thought we heard a motor-boat, but no good -- we froze for fourteen hours before we were picked up. They were very good on the ship and we enjoyed it. We saw no sign of the others after reaching the dinghy." (A copy of this letter is being forwarded with the Diaries to H.Q. R.C.A.F.)</p> <p>The members of the crew missing are:<br/> S/Ldr. W.B. Keddy, D.F.C. (Can. 39535) of Cornwall, Ont., Can. R56128 Sgt. G.J. Masse (2nd pilot) of Central Falls, Rhode Island, U.S.A.; 1166976 Sgt. P.A. Gale, R.A.F. (2nd W/OP AG), 568534 P/Sgt. C.P. Gurr, R.A.F.</p> <p>S/Ldr. Keddy was the very able leader of "B" Flight, 405 Squadron, and was popular throughout the Squadron. He was posted to command "B" Flight on 30th May, 1941, and on 8th August 1941 he became the first officer to win the Distinguished Flying Cross with 405 Squadron. His loss to the Squadron and to the R.C.A.F. in these critical days is severe, and regretted by all.<br/> Can. J. 4881 P/Lt. J. McCormack, of Toronto, Ont. assumed command of "B" Flight, 405 Squadron.</p> <p><u>2 Day Sorties.</u> (2.10 hrs) Sea Search.<br/> <u>Weather.</u> Cloudy with snow or sleet after midday. Visibility decreased &amp; decreased after mid-day to 2/4,000.</p> <p>Jan 19th. <u>No Sorties.</u><br/> <u>Administrative Change.</u> P/O G.M. Griffin, R.C.A.F. was posted as Adjutant, 405 Squadron from R.C.A.F. w.o.f. 19th January, 1942. S/Ldr M.E. Jones, RCAF, interim adjutant, was posted to Headquarters, R.C.A.F.</p> <p><u>Weather.</u> Cloudy; snow with visibility decreasing to 1,000 yards.</p> <p>Jan. 20th. <u>1 Day Sortie.</u> (4.0 min.) Air Test.<br/> <u>Weather.</u> Continuous snow reducing visibility to 800/1500 yds. Snow became slight and ceased soon after mid-day. Wind south-easterly decreasing from 15 m.p.h. to 5/10 m.p.h.</p> <p>Jan. 21st. <u>10 Day Sorties.</u> (6.20 hrs) Air Tests.<br/> <u>OFS. Order No. 71.</u> Eight A/C to attack Bremen.<br/> <u>Visits and Inspections.</u> The Station and 405 Squadron were visited by the Air Officer in charge R.C.A.F. Overseas. The following is an extract from a letter, dated 21st January, from R.C.A.F. Headquarters.<br/> " My recent visit to your Station was most interesting as well as enjoyable. It was most heartening to me to see the enthusiasm and efficiency of the Canadian Squadron at Pooklington and I would like to convey to them my heartiest congratulations upon the splendid work they have done and are doing.</p> |                     |                          |

*RA [Signature]*

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2340, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

## OPERATIONS RECORD BOOK

Page No. FIVEof (Unit or Formation) 405 (RCAF) Squadron, Pocklington.

No. of pages used for day \_\_\_\_\_

| Place        | Date       | Time      | Summary of Events  | References to Appendices |
|--------------|------------|-----------|--|--------------------------|
| Pocklington. | Jan. 21st. | (cont'd). | "Signed: H. Edwards,<br>Air Vice Marshal,<br>Air Officer-in-Chief,<br>R.C.A.F. Overseas".<br><u>Weather.</u> Cloudy with intermittent snow. Visibility improving to 2/4 miles after mid-day.   |                          |
|              | Jan. 22nd. |           | <u>56th OPERATIONS.</u> - Bremen.<br>Two a/c returned early with engine trouble. One a/c attacked Emden (head of docks), and another bombed Flak near Kiarlethand. Four of our a/c bombed the target area. Two carried four thousand pounders which caused a terrific long lane of blast. Searchlight were numerous and flak hectic and uncomfortably accurate. One photograph taken showed Bremen race-track. Mikels were dropped in the area of Bremen and near Emden.<br><u>4 Day Sorties.</u> (2.55 hrs) Air Tests.<br><u>Administrative Change.</u> Medical Officer: P/O C.J.F. Rees, R.A.F. VR was posted from R.A.F. Station, Blackpool w.e.f. 16th January and arrived today to assume duties as 405 Squadron Medical Officer vice P/O G.W. Bellis, posted non-effective sick, R.A.F. Station, Pocklington.<br><u>Weather.</u> Cloudy with occasional snow. Visibility poor, but improved to 6 miles in mid-morning. Deteriorated again to 1,000 yds by mid-night. |                          |
|              | Jan. 23rd. |           | <u>No sorties.</u><br><u>Weather.</u> Continuous snow changing to rain or drizzle. 10/10 cloud. Visibility decreased to 400 yds.   |                          |
|              | Jan. 24th. |           | <u>5 Day Sorties.</u> (4-40 hrs.) Local flying practice; B.A. practice.<br><u>Weather.</u> Rain and drizzle; fog in morning and evening and visibility of 300 yards.   |                          |
|              | Jan. 25th. |           | <u>No Sorties.</u><br><u>Weather.</u> Continuous rain and snow followed by rain. Visibility deteriorated to less than 2,000 yds.   |                          |
|              | Jan. 26th. |           | <u>5 Day Sorties.</u> (2-45 hrs) Air Tests.<br><u>QES Order No. 72.</u> Seven a/c to attack Hanover G.P.O.<br><u>Weather.</u> Cloudy, occasional snow; visibility in snow 1600 yds.  |                          |
|              | Jan. 27th. |           | <u>57th OPERATIONS.</u> - Hanover.<br>Two A/C returned early. 10/10 cloud over North Sea gave way to clear moonlit weather over the continent, but snow and frozen waterways made identification difficult. One a/c bombed Bremen, others attacked the target area, but only one fire was noted. One of our a/c sighted 5 enemy a/c in loose vic formation with other single-engined fighters weaving. Though only 400 yds away, there was no engagement. Photos taken show only fields.<br><u>1 Night Sortie.</u> (4-00hrs.) Local Night Flying.<br><u>Weather.</u> Fair or fine with period of snow in the afternoon. Visibility improved to 6 miles late in evening.  |                          |



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| Place  | Date      | Time | Summary of Events  | References to Appendices |  |     |      |          |    |   |          |   |   |           |    |    |          |     |     |           |    |    |           |   |   |          |    |    |           |     |     |          |   |   |           |    |    |          |   |   |          |   |   |
|--|-----------|------|--|--------------------------|--|-----|------|----------|----|---|----------|---|---|-----------|----|----|----------|-----|-----|-----------|----|----|-----------|---|---|----------|----|----|-----------|-----|-----|----------|---|---|-----------|----|----|----------|---|---|----------|---|---|
| Rocklin, ton.  | Jan. 28th |      | <p>3 Day Sorties (1:30 hrs.) Air Tests.<br/>           1st Group No. 7: 3 (Prober a/c to attack Boulogne.<br/>           Weather: Fine becoming cloudy with showers.</p>   |                          |  |     |      |          |    |   |          |   |   |           |    |    |          |     |     |           |    |    |           |   |   |          |    |    |           |     |     |          |   |   |           |    |    |          |   |   |          |   |   |
|  | Jan. 29th |      | <p>3 Day Sorties (2:00 hrs.) Boulogne.<br/>           Because of 10/10 cloud and fog none of the aircraft bombed the target. One brought back 1 bomb, one jettisoned, the third attacked Calais.<br/>           3 Day Sorties (2:25 hrs.) Air Tests.<br/>           Weather: Cloudy, with rain and drizzle; some snow.</p>   |                          |  |     |      |          |    |   |          |   |   |           |    |    |          |     |     |           |    |    |           |   |   |          |    |    |           |     |     |          |   |   |           |    |    |          |   |   |          |   |   |
|  | Jan. 30th |      | <p>3 Day Sorties.<br/>           Weather: Heavy rain or sleet. Visibility 1/2,000 yds.</p>   |                          |  |     |      |          |    |   |          |   |   |           |    |    |          |     |     |           |    |    |           |   |   |          |    |    |           |     |     |          |   |   |           |    |    |          |   |   |          |   |   |
|  | Jan. 31st |      | <p>3 Day Sorties (2:00 hrs.) Air Tests.<br/>           1st Group No. 7: 5 a/c to attack Brast.<br/>           1st Group No. 8: 1 a/c to attack Brast.<br/>           Major preparations were being made to receive H.R.U. the base of 4024, who is to limit the station and squadron on the 1st February 1944.<br/>           Weather: Continuous rain or drizzle with improving visibility.</p> |                          |  |     |      |          |    |   |          |   |   |           |    |    |          |     |     |           |    |    |           |   |   |          |    |    |           |     |     |          |   |   |           |    |    |          |   |   |          |   |   |
| <p>Numerical strength of 405 (RCAF) Squadron at the 1st and 31st of January 1944</p> <table border="1"> <thead> <tr> <th></th> <th>1st</th> <th>31st</th> </tr> </thead> <tbody> <tr> <td>Officers</td> <td>12</td> <td>9</td> </tr> <tr> <td>Air Crew</td> <td>2</td> <td>2</td> </tr> <tr> <td>Grd. Crew</td> <td>76</td> <td>65</td> </tr> <tr> <td>Air Crew</td> <td>134</td> <td>217</td> </tr> <tr> <td>Grd. Crew</td> <td>11</td> <td>11</td> </tr> <tr> <td>Grd. Crew</td> <td>1</td> <td>1</td> </tr> <tr> <td>Air Crew</td> <td>70</td> <td>69</td> </tr> <tr> <td>Grd. Crew</td> <td>331</td> <td>265</td> </tr> <tr> <td>Air Crew</td> <td>2</td> <td>2</td> </tr> <tr> <td>Grd. Crew</td> <td>15</td> <td>13</td> </tr> <tr> <td>Officers</td> <td>0</td> <td>1</td> </tr> <tr> <td>Air Crew</td> <td>7</td> <td>1</td> </tr> </tbody> </table> |           |      |  |                          |  | 1st | 31st | Officers | 12 | 9 | Air Crew | 2 | 2 | Grd. Crew | 76 | 65 | Air Crew | 134 | 217 | Grd. Crew | 11 | 11 | Grd. Crew | 1 | 1 | Air Crew | 70 | 69 | Grd. Crew | 331 | 265 | Air Crew | 2 | 2 | Grd. Crew | 15 | 13 | Officers | 0 | 1 | Air Crew | 7 | 1 |
|  | 1st       | 31st |  |                          |  |     |      |          |    |   |          |   |   |           |    |    |          |     |     |           |    |    |           |   |   |          |    |    |           |     |     |          |   |   |           |    |    |          |   |   |          |   |   |
| Officers   | 12        | 9    |  |                          |  |     |      |          |    |   |          |   |   |           |    |    |          |     |     |           |    |    |           |   |   |          |    |    |           |     |     |          |   |   |           |    |    |          |   |   |          |   |   |
| Air Crew   | 2         | 2    |  |                          |  |     |      |          |    |   |          |   |   |           |    |    |          |     |     |           |    |    |           |   |   |          |    |    |           |     |     |          |   |   |           |    |    |          |   |   |          |   |   |
| Grd. Crew  | 76        | 65   |  |                          |  |     |      |          |    |   |          |   |   |           |    |    |          |     |     |           |    |    |           |   |   |          |    |    |           |     |     |          |   |   |           |    |    |          |   |   |          |   |   |
| Air Crew   | 134       | 217  |  |                          |  |     |      |          |    |   |          |   |   |           |    |    |          |     |     |           |    |    |           |   |   |          |    |    |           |     |     |          |   |   |           |    |    |          |   |   |          |   |   |
| Grd. Crew  | 11        | 11   |  |                          |  |     |      |          |    |   |          |   |   |           |    |    |          |     |     |           |    |    |           |   |   |          |    |    |           |     |     |          |   |   |           |    |    |          |   |   |          |   |   |
| Grd. Crew  | 1         | 1    |  |                          |  |     |      |          |    |   |          |   |   |           |    |    |          |     |     |           |    |    |           |   |   |          |    |    |           |     |     |          |   |   |           |    |    |          |   |   |          |   |   |
| Air Crew   | 70        | 69   |  |                          |  |     |      |          |    |   |          |   |   |           |    |    |          |     |     |           |    |    |           |   |   |          |    |    |           |     |     |          |   |   |           |    |    |          |   |   |          |   |   |
| Grd. Crew  | 331       | 265  |  |                          |  |     |      |          |    |   |          |   |   |           |    |    |          |     |     |           |    |    |           |   |   |          |    |    |           |     |     |          |   |   |           |    |    |          |   |   |          |   |   |
| Air Crew   | 2         | 2    |  |                          |  |     |      |          |    |   |          |   |   |           |    |    |          |     |     |           |    |    |           |   |   |          |    |    |           |     |     |          |   |   |           |    |    |          |   |   |          |   |   |
| Grd. Crew  | 15        | 13   |  |                          |  |     |      |          |    |   |          |   |   |           |    |    |          |     |     |           |    |    |           |   |   |          |    |    |           |     |     |          |   |   |           |    |    |          |   |   |          |   |   |
| Officers   | 0         | 1    |  |                          |  |     |      |          |    |   |          |   |   |           |    |    |          |     |     |           |    |    |           |   |   |          |    |    |           |     |     |          |   |   |           |    |    |          |   |   |          |   |   |
| Air Crew   | 7         | 1    |  |                          |  |     |      |          |    |   |          |   |   |           |    |    |          |     |     |           |    |    |           |   |   |          |    |    |           |     |     |          |   |   |           |    |    |          |   |   |          |   |   |
| <p>NOTE: R.A.F. (Canadian) ... Officers.<br/>           Air Crew 2 - 2<br/>           Aircrew Air Crew 1 - 1<br/>           Grd. Crew 1 - 1<br/>           (Included in Canadian total)</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. 2049, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

## OPERATIONS RECORD BOOK

Page No. 29

#405 SQN.  
of (Unit or Formation) R.A.F. STATION, POCKLINGTON

No. of pages used for day

| Place | Date    | Time | Summary of Events   | References to Appendices |
|-------|---------|------|---|--------------------------|
|       | 6/1/42  |      | Operation (Fresher) Night 6/7 Jan'y. 1942. Target :- CHERBOURG.<br>5 WELLINGTON II 405 R.C.A.F. Squadron detailed.<br>Two a/c bombed primary. Three jettisoned safe. One of these landed at Holme on Spalding Moor. Bombs seen to fall in Target Area causing fires. Weather -9/10 in Target area prevented 3 A/C identifying Docks. Small Intensity heavy flak reported. | D.57 B.67<br>E.58        |
|       | 7/1/42  |      | Operation. Night 7/8 January. Target :- ST. NAZAIRE<br>5 WELLINGTON II 405 R.C.A.F. Sqdn. detailed.<br>Four attacked primary seeing their bursts in target area causing one large explosion One rear gunner machine gunned the docks from 5000 ft. Weather :- no cloud, ground haze, dark with moderate visibility.   | D.58. B.68 E.59          |
|       | 15/1/42 |      | Operation (Fresher) Night 15/16 January 1942 Target :- BREMEN<br>4 WELLINGTON II 405 R.C.A.F. Squadron detailed<br>One A/C failed to start. - Artificial horizon w/s. Other three landed away from base. Three attacked primary observing bursts in town and docks. Weather clear, very dark, good visibility.  | D. 59, B.69, E.60        |
|       | 17/1/42 |      | Operation Night 17/18/January 1942. Target :- BREMEN<br>8 WELLINGTON II 405 R.C.A.F. Squadron detailed.   | D.60. B.70<br>E. 61.     |



| Place | Date    | Time | Summary of Events   | References to Appendices |
|-------|---------|------|---|--------------------------|
|       |         |      | <p>Four A/c attacked BREMEN in thick weather seeing their bombs drop in Target Area. Fires and explosions seen. Three aircraft attacked BREMEN (alternative). One aircraft carrying a 4000 lb bomb saw it burst with terrific results in middle of town. The raid was marred by the loss of aircraft "I". - S/Ldr. Keddy, Captain, - who went into the sea twenty miles off the coast SKIPSSEA. His Navigator and W/Operator were saved by a destroyer. No news of the other members of the crew.</p> |                          |
|       | 21/1/42 |      | <p>The Station snow clearance organisation was put into operation for the first time.</p>   |                          |
|       | 21/1/42 |      | <p>Operation Night 21/22nd January, 1942 Target :- BREMEN<br/>           9 Wellington 405 R.C.A.F. detailed<br/>           4 A/c attacked primary observing good results especially from the 4000lb. bombs. Two Aircraft brought bombs back owing to engine trouble. One attacked alternative (BREMEN) and saw bombs burst in docks. One attacked flak concentration near ELSPLETH.<br/>           Clear weather; ground heavily covered with snow and rivers reported frozen up.</p>                 | D. 61, B. 72, E. 63      |
|       | 26/1/42 |      | <p>"Q" site at BURNBY in operation for first time.</p>  |                          |



R.A.F. Form 540

## OPERATIONS RECORD BOOK

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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.

No. of pages used for day \_\_\_\_\_

of (Unit or Formation). R.A.F. STATION FOCKLINGTON

| Place | Date    | Time | Summary of Events   | References to Appendices |
|-------|---------|------|---|--------------------------|
|       | 26/1/42 |      | OPERATION Night 28/29th January, 1942 Target : HANOVER<br>9 WELLINGTON II 405 R.C.A.F. Squadron detailed<br>Two aircraft found the primary and saw their bombs burst in densely built up area probably HANOVER. The weather was clear, but snow and frozen water-ways made pin-pointing difficult. Two aircraft attacked BRUNSWICK. One attacked BREMEN.<br>Two were non-starters owing to technical trouble. One returned early owing to engine trouble. | D. 62 B. 72 E. 63        |
|       | 28/1/42 |      | 104 Squadron Driffield detached to FOCKLINGTON for Operations owing to the u/s state of their aerodrome.  |                          |
|       | 28/1/42 |      | 104 Squadron operated.  |                          |
|       | 28/1/42 |      | Operation (Fresher) Night 28/29 January 1942 Target :- BOULOGNE<br>Three WELLINGTON II 405 R.C.A.F. Squadron detailed.<br>Ten tenths cloud over target made identification impossible. Two aircraft attacked CALAIS and observed bursts in Dook area. The third owing to non-identification brought bombs back.   | D. 63. B. 73. E. 64      |
|       | 31/1/42 |      | Operations. Night 31 Jan/1st February, 1942. Target BREST   | D. 64 B. 74<br>E. 65     |

| Place | Date | Time | Summary of Events   | References to Appendices |
|-------|------|------|---|--------------------------|
|       |      |      | <p>7 WELLINGTON 405 R.C.A.F. detailed</p> <p>Two non starters owing to technical trouble. Two brought bombs back.</p> <p>Three attacked primary seeing bursts in area. The aircraft that returned with bombs did so owing to the smoke screen which was put out on arrival of first aircraft.</p> <p><i>W.A. Handley</i><br/>Ops./ Int.</p> |                          |

OPERATIONS RECORD BOOK SUMMARY - JANUARY 1942.

No. 405 SQUADRON.

| 1-1 | <u>STRENGTH</u>   | <u>AirCrew</u> | <u>Grd.Crew</u> | <u>Total</u> |
|-----|-------------------|----------------|-----------------|--------------|
|     | R.C.A.F. Officers | 12             | 2               | 14           |
|     | " Airmen          | 76             | 132             | 208          |
|     | R.A.F. Officers   | 11             | 1               | 12           |
|     | " Airmen          | 70             | 331             | 401          |
|     | R.A.A.F. Officers | 2              | -               | 2            |
|     | " Airmen          | -              | 15              | 15           |
|     | R.N.Z.A.F. "      | 7              | -               | 7            |
|     | TOTAL             | 178            | 481             | 659          |

Included in the Canadian total are two R.A.F. (Canadian) AirCrew Officers, one R.A.F. (Can.) AirCrew Airman, and one R.A.F. (Can.) GrdCrew Airman.

No flying due to weather.

2-1 No flying due to weather.

3-1 8 Day sorties. Air tests.

4-1 4 Day sorties. Air tests.

5-1 11 Day sorties. Air tests and local flying practice. Air Ministry telegram advised that Sgt. J.S. Paton (R69544), of Toronto, had escaped to Gibraltar. Sgt. Paton was second pilot of the a/c., captained by W/C. P.A. Gilchrist, DFC., which was brought down over Brest on July 24/41. One a/c. on a routine air test crashed near the village of Strensall due to engine trouble and difficult weather conditions. The crew of five were killed from burns and multiple injuries.

6-1 7 Day sorties. Air tests. Local flying practice. Ops. Order No.67 - Five (Fresher) a/c. to attack Cherbourg.

7-1 52nd Operations - Cherbourg. This was the Sqn.'s first operation against Cherbourg. Of the five a/c. detailed, three had to jettison as cloud was encountered over the French coast. The other two identified the docks and bombed them. On returning one a/c. landed at Holme and crashed into another a/c. on the runway. Both a/c. were damaged but there were no casualties to personnel. Ops. Order No.68 - 5 a/c. to attack St. Nazaire. Five Day sorties. Air tests.

8-1 53rd Operations - St. Nazaire. Of five a/c. detailed on Sqn.'s first attack on St. Nazaire, one returned with bomb load, the other four bombed the target and good results were observed. Funeral with full service honours was held of the five of crew killed in crash of 5-1-42. Five Day sorties. Air tests and local flying practice. Three Night sorties. S/L. co-op. practice.

9-1 Five Day sorties. Air tests. One Night sortie. Duals and night flying practices with landings.

10-1 9 Day sorties. Air tests and flying practice.

11-1 to 14-1 No sorties due to weather.



- 15-1 15 Day sorties. Air tests, Cross country, L.F.P. Ops. Order No.69- four(Fresher) a/c. to attack Emden. The crew of the a/c. missing from operations over Hanover on July 14/41 are now reported by the International Red Cross Society as prisoners of war.
- 16-1 54th Operation - Emden. Only three A/c. took part in this raid which showed good results. 11 Day sorties. Air tests. 2 Night sorties. S/L. co-op. practices and duals.
- 17-1 8 Day sorties. Air tests. Ops. Order No.70- Eight a/c. to attack Bremen.
- 18-1 55th Operations - Bremen. Due to thick cloud three of the eight a/c. detailed attacked Emden, but only one experienced clear weather and obtained good results. The other a/c. attacked flak concentrations but reported no definite results. One a/c. was missing from this operation although two of the crew were later picked up out of the sea by a destroyer. The entry gives a very good account of the incident including an extract from a letter written by one of the rescued crew members. 2Day sorties. Sea search.
- 19-1 No flying.
- 20-1 One Day sortie. Air test.
- 21-1 10 Day sorties. Air tests. Ops. Order No.71- Eight a/c. to attack Bremen. A.V.M. H. Edwards A.O.C. in C. R.C.A.F. Overseas, visited the Sqn.
- 22-1 56th Operations - Bremen. Of the eight a/c. detailed, two returned early with engine trouble, one attacked head of docks at Emden, one bombed flak near Elsflethand, and four bombed the target area. Two of these carried four thousand pounders which caused a terrific long lane of blast. S/L.'s were numerous and flak hectic and accurate. 4 Day sorties. Air tests.
- 23-1 No flying due to weather.
- 24-1 5 Day sorties. Local flying practice, B.A. practice.
- 25-1 No flying due to weather.
- 26-1 5 Day sorties. Air tests. Ops. Order No.72- seven a/c. to attack Hanover G.P.O.
- 27-1 57th Operations - Hanover. Of the seven a/c. detailed, two returned early, One bombed Bremen, others attacked the target area, but only one fire was noted. Snow and frozen waterways made identification difficult. One a/c. sighted a formation of e/a. but no engagement took place. 1 Night sortie. Local night flying.
- 28-1 3 Day sorties. Air tests. Ops. Order No.73 - 3 (Fresher) a/c. to attack Boulogne.



29-1 58th Operations - Boulogne. Because of cloud and icing none of the 3 a/c. detailed bombed the target. One returned with bombs, one jettisoned, the third attacked Calais. 5 Day sorties. Air tests.

30-1 No flying due to weather.

31-1 9 Day sorties. Air tests. Pocklington Ops. Order No.74 - 5 a/c. to attack Brest. Preparations being made to receive H.R.H. the Duke of Kent on 1-2-42.

| <u>STRENGTH</u>   | <u>AirCrew</u> | <u>Grd.Crew</u> | <u>Total</u> |
|-------------------|----------------|-----------------|--------------|
| R.C.A.F. Officers | 9              | 2               | 11           |
| " Airmen          | 65             | 217             | 282          |
| R.A.F. Officers   | 11             | 1               | 12           |
| " Airmen          | 69             | 265             | 334          |
| R.A.A.F. Officers | 2              | -               | 2            |
| " Airmen          | -              | 13              | 13           |
| R.N.Z.A.F. Off.   | 1              | -               | 1            |
| " Airmen          | 1              | -               | 1            |
| TOTAL             | 158            | 498             | 656          |

Included in the Canadian total are two R.A.F. (Canadian) AirCrew Officers, one R.A.F. (Can.) AirCrew Airman, and one R.A.F. (Can.) GrdCrew Airman.