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R.A.F. Form 540

OPERATIONS RECORD BOOK

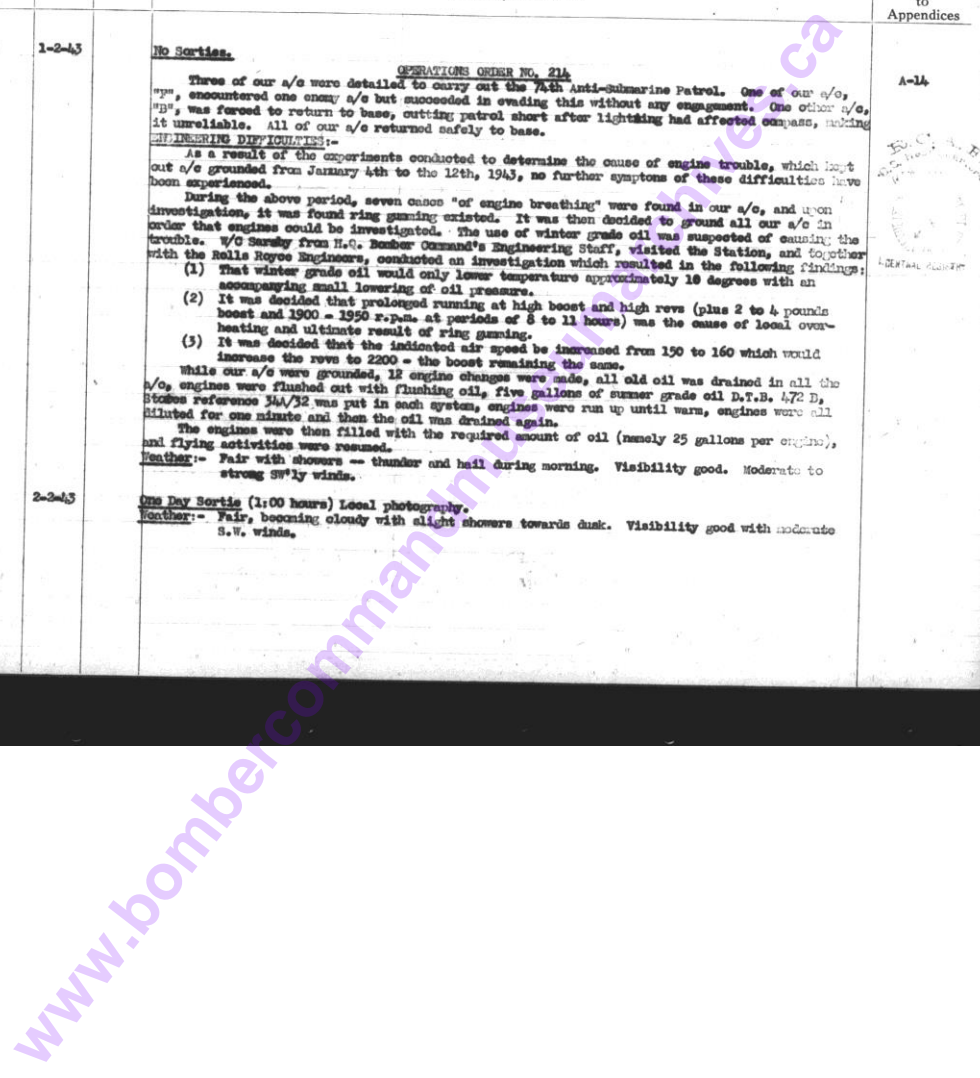
Page No. ONE

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

of (Unit or Formation) 405 R.C.A.F. SQUADRON, TORCLIFFE, (BEAULIEU)

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
Beaulieu	1-2-43		<p><u>No Sorties.</u></p> <p><u>OPERATIONS ORDER NO. 21A</u></p> <p>Three of our a/c were detailed to carry out the 14th Anti-Submarine Patrol. One of our a/c, "PB", encountered one enemy a/c but succeeded in evading this without any engagement. One other a/c, "PB", was forced to return to base, cutting patrol short after lightning had affected compass, making it unreliable. All of our a/c returned safely to base.</p> <p><u>ENGINEERING DIFFICULTIES:-</u></p> <p>As a result of the experiments conducted to determine the cause of engine trouble, which kept out a/c grounded from January 4th to the 12th, 1943, no further symptoms of these difficulties have been experienced.</p> <p>During the above period, seven cases "of engine breathing" were found in our a/c, and upon investigation, it was found ring gumming existed. It was then decided to ground all our a/c in order that engines could be investigated. The use of winter grade oil was suspected of causing the trouble. W/C Savary from H.Q. Bomber Command's Engineering Staff, visited the Station, and together with the Rolls Royce Engineers, conducted an investigation which resulted in the following findings:</p> <ol style="list-style-type: none"> (1) That winter grade oil would only lower temperature approximately 18 degrees with an accompanying small lowering of oil pressure. (2) It was decided that prolonged running at high boost and high revs (plus 2 to 4 pounds boost and 1900 - 1950 r.p.m. at periods of 8 to 11 hours) was the cause of local overheating and ultimate result of ring gumming. (3) It was decided that the indicated air speed be increased from 150 to 160 which would increase the revs to 2200 - the boost remaining the same. <p>While our a/c were grounded, 12 engine changes were made, all old oil was drained in all the a/c, engines were flushed out with flushing oil, five gallons of summer grade oil D.T.B. 472 D, Stokes reference 34A/32 was put in each system, engines were run up until warm, engines were all diluted for one minute and then the oil was drained again.</p> <p>The engines were then filled with the required amount of oil (namely 25 gallons per engine), and flying activities were resumed.</p> <p><u>Weather:-</u> Fair with showers -- thunder and hail during morning. Visibility good. Moderate to strong SW'y winds.</p>	A-14
	2-3-43		<p><u>One Day Sortie (1:00 hours) Local photography.</u></p> <p><u>Weather:-</u> Fair, becoming cloudy with slight showers towards dusk. Visibility good with moderate S.W. winds.</p>	



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Place	Date	Time	Summary of Events	Page No.	References to Appendices
Beaulieu	3-2-43		<p><u>Two Day Sorties.</u> (5:05 Hours) Air Tests and Local Flying Practice. <u>OPERATIONS ORDER NO. 215</u> Two of our a/e took off on Anti-Submarine Patrol No. 75 and returned back to base safely after uneventful trip with nothing unusual to report. <u>Weather:-</u> Fair with slight showers in the afternoon. Visibility good with moderate West wind becoming light.</p>		A-15
	4-2-43		<p><u>One Day Sortie.</u> (1:25 Hours) Local cross-country flight to R. I. A. F. Station, Topcliffe. <u>OPERATIONS ORDER NO. 216</u> Three of our a/e took off for Anti-Submarine Patrol No. 76, two of which returned back to base with nothing unusual to report. "B", F/O Colledge R.F., returned back to base after a thrilling encounter with several enemy J.U.88s, in which one was claimed destroyed and two probably destroyed. While on patrol our a/e "B", came into contact with a formation of enemy J.U.88s made up of four a/e. Captain immediately engaged them while diving and turning into attack (cork-screwing), and losing height from 7,000 feet to 3,000 feet after 1st attack. First enemy a/e was bagged in this first attack in which the Mid-Upper Gunner GUN. R. 82075 SGT Taylor R.A., W/P/M, returned the enemy's cannon and machine guns from 100 yards range, which resulted in enemy a/e belching smoke from port engine and then seen to dive towards the sea where it crashed into the water. A second attack was made by the remaining a/e on the starboard beam in which no hits were scored but the Rear Gunner GUN. R. 1998 W/O Steward J.H., A/U, got in a burst. This was followed up by a third attack from the enemy a/e from the port beam, similar to the first two. This time our M/U claims several hits and smoke was seen to come from the enemy a/e port engine. The remaining enemy a/e made no attack but joined the other hostile craft four miles to starboard quarter. Six more attacks were delivered singly by enemy a/e which took advantage of the sun but no hits were observed on the enemy a/e during these encounters. Eventually, Captain GUN. R. 8207 F/O Colledge R.F., Pilot, was able to find cloud cover and break away from the attackers, after a very brilliant duel with superior numbers. The Captain, F/O Colledge has been recommended for the immediate award of the D.F.C. for his part in this outstanding success while the Mid-Upper Gunner, Sgt R.A. Taylor has been recommended for the immediate award of the D.F.C. for the expert gunnery while under fire which contributed so largely to the safe return of this a/e to base. <u>Weather:-</u> Fine, becoming cloudy. Visibility moderate to good and then deteriorating to moderate.</p>		A-16
	5-2-43		<p><u>One Day Sortie.</u> (2:35 Hours) Air Tests. <u>OPERATIONS ORDER NO. 217</u> Four a/e were detailed to carry out our Anti-Submarine Patrol No. 77. Ten or twelve fighters were sighted but were not engaged and two Spanish vessels, one which was identified as the Albatros, were observed. All our a/e returned safely to base having nothing further to report. <u>Weather:-</u> Cloudy, intermittent slight rain during the afternoon. Cloud base falling to 1,500 feet. Visibility good to moderate with light freshening to strong winds.</p>		A-17
	6-2-43		<p><u>No Sorties.</u> <u>Weather:-</u> Cloudy, becoming fine, with visibility improving to good. Winds light Wly.</p>		

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R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. THREE

See instructions for use of this form in K.R. and A.C.I., para. 234, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) 405 R.O.C.F. SQUADRON, TULLOCH, (REARLINE) No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices
Bostalis	7-2-43		<p><u>No Sorties.</u></p> <p><u>OPERATIONS ORDER NO. 218</u></p> <p>Six of our a/c took off to carry out Anti-Submarine Patrol No. 76. "T", while on patrol, sighted two Spanish trawlers and investigated but could not identify them. Remaining a/c completed routine patrols and all our a/c returned safely back to base.</p> <p><u>Weather:</u> Variable amounts of cloud at 2,000 feet with good visibility. Winds moderate N.W. 'ly.</p>	A-18
	8-2-43		<p><u>One Day Sortie.</u> (3:55 Hours) Local cross-country flight.</p> <p><u>OPERATIONS ORDER NO. 219</u></p> <p>Four a/c were detailed to carry out Anti-Submarine Patrol No. 79 which was carried out uneventfully. All our a/c but "R" which landed at FREDANWACK, returned safely to base.</p> <p><u>Weather:</u> Cloudy with visibility improving to good. Winds becoming strong southerly. At night, S.S.W. gale with gusts 45 miles per hour.</p>	A-19
	9-2-43		<p><u>No Sorties.</u></p> <p><u>OPERATIONS ORDER NO. 220</u></p> <p>Four of our a/c took off to carry out our Anti-Submarine Patrol No. 80, and all returned safely to base with nothing unusual to report.</p> <p><u>RECORDS AND AWARDS:</u> Information has been received from Records Gloucester that CAN. R. 60726 Sgt. Raymond H.H.J. (WGP/AG), has been awarded the D.F.M. Award of his decoration was published in the London Gazette dated February 5th, 1943. This M.O.O. was a member of a crew reported missing from operations on the 24-7-41.</p> <p><u>Weather:</u> Cloudy with intermittent slight rain, becoming fair and visibility improving to good.</p>	A-20
	10-2-43		<p><u>No Sorties</u></p> <p><u>OPERATIONS ORDER NO. 221</u></p> <p>Four of our a/c took off to carry out Anti-Submarine Patrol No. 81. All our a/c completed a routine patrol with nothing eventful to report and returned safely to R.A.F. Station GUYRAIL.</p> <p><u>Weather:</u> Fair with continuous slight rain during afternoon. Visibility good becoming moderate in rain. Winds moderate S. 'ly.</p>	A-21
	11-2-43		<p><u>No Sorties</u></p> <p><u>OPERATIONS ORDER NO. 222</u></p> <p>Four a/c were detailed to carry out Anti-Submarine Patrol No. 82. Three of our a/c returned to base after uneventful patrol and "R" reporting several small M.V.s which were photographed. One a/c also reported a thin streak 300 yards long which was investigated but no further observations were made and a/c returned to R.A.F. Station HULL.</p> <p><u>Weather:</u> Cloudy with 2,000 to 2,500 foot base with good to excellent visibility.</p>	A-22

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Place	Date	Time	Summary of Events	Page No. References to Appendices
Bombier	12-2-43		<p><u>No Sorties.</u></p> <p><u>OPERATIONS ORDER NO. 223</u></p> <p>Four a/c took off on Anti-Submarine Patrol No. 83. A/C experienced poor weather conditions which forced two of our a/c to return early to base while another experienced engine trouble and had to jettison load, and also return to base. "T" (Sgt Sykes R.A.) sighted a U-Boat coming tower and carried out an attack but after a ten minute search, no evidence of any damage was revealed, but crew are confident that the U-Boat must have been badly shaken if not severely damaged.</p> <p><u>TRANSFER TO U.S. FORCES:-</u> Another member of our Squadron, CAN.R.12496 SGT Hawkins K.B. VC, has been discharged from the R.C.A.F. and accepted in the U.S. Army Air Corps. Since his arrival with AOC on the 21st September 1943, this A.C.O. carried out 15 Coastal Command Submarine Patrols for a total of 142 hours and has always displayed a keen interest in his work. He was very popular with the personnel of the Squadron and his departure was regretted, although, all were glad to extend every good wish to "Tom" in his service under new colours.</p> <p><u>R.C.A.F. COMPLAINTS:-</u> Several cases of woolen comforts have been received by the Squadron for distribution to the Squadron personnel. These comforts include scarves, socks, pullovers, tank-tops, pyjamas, gloves, to keep the boys warm and provide for their personal comfort. All the boys are very appreciative of this gesture and look forward to the distribution of these items.</p> <p><u>Weather:-</u> Cloudy with 1500 foot base but falling to 800 feet towards end of period with slight drizzle.</p>	A-23
	13-2-43		<p><u>Two Day Sorties. One Night Sortie (5:30 Hours) Air Tests, Navigation Flight and Local Flying Practice.</u></p> <p><u>OPERATIONS ORDER NO. 224</u></p> <p>Four a/c were detailed to carry out the 84th Anti-Submarine Patrol and all returned back safely to base on completion of normal routine patrols.</p> <p><u>Weather:-</u> Fine, becoming fair with good visibility.</p>	A-24
	14-2-43		<p><u>Three Day Sorties. (4:45 Hours) Local photography in co-operation with R.C.A.F. Filming Unit.</u></p> <p><u>OPERATIONS ORDER NO. 225</u></p> <p>Four of our a/c carried out Anti-Submarine Patrol No. 85. Two a/c sighted several small Spanish trawlers and a ship of 7500 tons which was not attacked owing to message received from base warning them back. All a/c returned back to base safely.</p> <p><u>CHANGE OF COMMAND:-</u> CAN.J.15818 A/V/L C.O. Palmer D.F.C. has been appointed in command of the Squadron's "B" Flight w.e.f. 22-1-43 and succeeds CAN.J.15057 A/V/L R.S. Stone who has been re-entrained to Canada. This appointment was received with great enthusiasm and pleasure by the members of the Squadron who have learned to admire the sterling leadership qualities that this Officer possesses and his natural ability and daring in the air which makes him an outstanding Pilot. S/L "Charlie" Palmer first came to the Squadron in June 1942 as a Sgt. Pilot but his superior knowledge and ability was not long in being recognised which would not account for his rapid promotion. He has gained valuable experience in the part he has played in a host of raids over enemy territory which will ensure the confidence of those under his command in the future operations of this Squadron.</p> <p><u>Weather:-</u> Cloudy with moderate to good visibility. Winds moderate W.S.W.</p>	A-25
	15-2-43		<p><u>One Day Sortie. (2:25 Hours) Air Test and Local Flying Practice.</u></p> <p><u>OPERATIONS ORDER NO. 226</u></p> <p>Four of our a/c took off on Anti-Submarine Patrol No. 86 and all completed uneventful patrols and returned to base safely, "B" returning early with engine trouble.</p> <p><u>Weather:-</u> Cloudy with intermittent slight drizzle with good to moderate visibility.</p>	A-26

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Page No. FIVE

See instructions for use of this form in K.R. and A.C.I. para. 2449, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) 405 R.C. I.F. SQUADRON, (BEAULIEU) TOPOLIFFE.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
Beaulieu	16-2-43		<p><u>Four Day Sortie. (4:35 Hours) Air Tests and Local Flying Practice.</u> <u>OPERATIONS ORDER NO. 227</u> Four a/c carried out Anti-Submarine Patrol No. 87 and returned safely to base after uneventful trip with nothing unusual to report. <u>ADOPTION OF SQUADRON:-</u> Information has been received from British Columbia House, London, in London, to the effect that 405 R.C.A.F. Squadron has been officially adopted by the City of Vancouver. A cable received from the Honorary Secretary of the Vancouver Women's Canadian Club explained that the City would be delighted to provide for the Squadron's needs and request details concerning what adoption might truly mean. It is certain that the Squadron personnel will receive generous consideration by this organization and that every thought and care will be shown towards the welfare of the personnel. To celebrate this adoption, 10,000 cigarettes have been received from B.C. House, London, for distribution amongst personnel which will undoubtedly be the forerunner of a very happy association between this Squadron and the Club. <u>Weather:-</u> Fine with moderate visibility. Winds moderate N.N.W. becoming calm.</p>	A-27
	17-2-43		<p><u>No Sortie.</u> <u>OPERATIONS ORDER NO. 228</u> Four a/c took off for Anti-Submarine Patrol No. 88. One a/c "P" sighted two trawlers while another "J" sighted 8 or 10 French and Spanish trawlers, but nothing further was observed and all a/c returned safely to base. <u>Weather:-</u> Cloudy with 1500 to 2000 foot base and continuous slight drizzle up till 0500 hours. Visibility poor.</p>	A-28
	18-2-43		<p><u>No Sortie.</u> <u>OPERATIONS ORDER NO. 229</u> Five a/c were detailed for Anti-Submarine Patrol No. 89. "B" sighted two Spanish trawlers on patrol and "F" experienced coolant trouble in one engine and returned to base early. Remaining a/c had uneventful trips and all returned to base except "V" which landed at R.A.F. Station W. W.I. <u>Weather:-</u> Fine with poor visibility, deteriorating to 800 yards in fog. Slight frost.</p>	A-29
	19-2-43		<p><u>Two Day Sortie. (2:35 Hours) Air Tests and Local Flying Practice.</u> <u>OPERATIONS ORDER NO. 230</u> Four of our a/c carried out Anti-Submarine Patrol No. 90 and all completed uneventful patrols and returned safely to R.A.F. Station BEAULIEU. <u>DAVE 101668 LAC Sigmundson R.-</u> Information was received today to the effect that LAC Sigmundson has been removed from Gallowick Camp Military Hospital and now convalescing in the Hartwell House Convalescent Home. This airmen had been on the Dangerously Ill List for some time, after the amputation of the right leg at the thigh following a septic arthritis right knee. <u>Weather:-</u> Fine, becoming cloudy towards dawn with poor visibility.</p>	A-30

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Place	Date	Time	Summary of Events	Page No. References to Appendices
Beaulieu	20-2-45		<p><u>Four Day Sorties.</u> (6:45 Hours) Air Tests, Sea Firing Flights and Local Flying Practice.</p> <p><u>OPERATIONS ORDER NO. 231</u></p> <p>Four a/c took off for Anti-Submarine Patrol No. 91. "P" sighted Spanish M.V. while "Q" and "R" sighted a routine patrol. "J" had hydraulic trouble making it impossible to retract port wheel and was forced to return back to base where he spent some time circling the aerodrome to consume 600 gallons of petrol before landing. Remaining a/c returned safely to base.</p> <p><u>Weather:-</u> Cloudy with much haze. Cloud base 1500 to 2000 feet. Visibility moderate to poor.</p>	A-31
	21-2-45		<p><u>No Sorties.</u></p> <p><u>OPERATIONS ORDER NO. 232</u></p> <p>Four a/c were detailed to carry out Anti-Submarine Patrol No. 92 which ended tragically for one of our a/c. Three a/c observed fishing vessels on patrol but all returned to base safely having sighted nothing further to report. "U", Sgt. Hart crashed two minutes after take-off at 06:45 hours 1 1/2 miles N.E. Beaulieu Aerodrome. This a/c took off and was soon to begin a 180 degree turn to take up course, when it was observed to dive down steeply and crash into sea where it burst into flames with a series of explosions. There were no survivors, seven members of the crew being instantly killed. This crew was a "fresh" one and had only recently come to the Squadron in January, 1945. There was no explanation for this fatal accident which was in good weather and in fairly good flying weather. An Inspector from Group made a careful examination of the scene of the crash and it would appear that the a/c went straight down, possibly due to a stall, although nothing definite can be determined. There was no apparent technical failure which might have caused crash. Those who lost their lives were: 1269973 Sgt Hart W.J. (Pilot); CAN.R.101653 Sgt Sellar L.H. (NAV); CAN.J.11948 P/O Shagan G.J. (American - W/A); CAN.R.101927 Sgt Parker B.S.J. (WOP/M); CAN.R.109798 Sgt Turner B.S. (W/U); CAN.R.93372 Sgt O'Donohoe P.J. (A/C); CAN.R.79756 Sgt McLean E.V. (W/S).</p> <p><u>Weather:-</u> Cloudy with moderate visibility, with cloud base lowering to 500 feet during night with poor visibility.</p>	A-32
	22-2-45		<p><u>No Sorties.</u></p> <p><u>OPERATIONS ORDER NO. 233</u></p> <p>Three a/c took off on Anti-Submarine Patrol No. 93 and returned safely to base on completion of uneventful patrols.</p> <p><u>Weather:-</u> Cloudy with 300 foot base with moderate visibility.</p>	A-33
	23-2-45		<p><u>Two Day Sorties.</u> (2:40 Hours) Bombing practice and Local Flying.</p> <p><u>OPERATIONS ORDER NO. 234</u></p> <p>Four a/c were detailed to carry out Anti-Submarine Patrol No. 94. "H" sighted a small boat by coming tower of U-boat, but upon investigation, nothing further was observed. "V" observed a 3000 ton ship at 04:00, but aside from these observations, nothing unusual was reported and all our a/c returned back safely to base.</p> <p><u>Weather:-</u> Cloudy with cloud base rising from 800 to 1500 feet. Visibility moderate.</p>	A-34
	24-2-45		<p><u>No Sorties.</u></p> <p><u>OPERATIONS ORDER NO. 235</u></p> <p>Four a/c took off for Anti-Submarine Patrol No. 95. "A", after having identified a small single funnelled ship, observed a swirl in the vicinity and upon investigation noticed what appeared to be a periscope near swirl. This object was followed by what appeared to be another periscope, leaving a foathered wake behind. No attack was carried out. Two other a/c sighted an empty singly funnelled</p>	A-35 (OVER)

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Page No. 55728

See instructions for use of this form in K.R. and A.C.I., para. 2149, and War Manual, Pt. II, Chapter XX, and notes in R.A.F. Pocket Book.

(of Unit or Formation) 405 R.C.A.F. SQUADRON, TO. CLIFFE (REALEUX)

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
Beaulieu	26-3-43	(Continued)	<p>attacked by machine-gun fire from "B" for Bear. All a/c returned back to base safely.</p> <p>FUNERAL: Six members of our Squadron which were among the crew which lost their lives in a striking incident while taking off on an Anti-Submarine Patrol on February 22, 1943, were laid to rest this afternoon in a very impressive ceremony. The remains of CAN.R.11948 P/O Shagan G.J., (CAN.R.10185) Sgt. Sellar R.H., CAN.R.101927 Sgt. Parker R.S., CAN.R.109798 Sgt. Burton D.G., CAN.R.93372 Sgt. O'Donoghue F.J., and CAN.R.79756 Sgt. McLean R.V., were given full Military Honours before being laid to rest in Bolder Cemetery. The caskets of these six Canadians were draped with individual Union Jacks and covered with flowers, and carried by aircrew personnel of this Squadron. While each casket was lowered to its final resting place, the mournful notes of the Last Post were sounded. Wreaths were sent from the Commanding Officer, R.A.F. Station, BEAULIEU, Officer Commanding No. 405 R.C.A.F. Squadron, Senior N.C.O.'s and Airmen of the Squadron. An Escort Party, made up of Squadron personnel accompanied the bodies to the cemetery and the Commanding Officer of the Station and Squadron, along with the Squadron Adjutant, attended the funeral to pay final tribute to these fallen airmen. The remains of 1269973 Sgt. Hart W.J., were sent on to his parents at their request for burial.</p> <p>Weather: Fair but hazy. Visibility moderate becoming good in afternoon. Fog during the night, with visibility zero.</p>	
	25-3-43		<p>No Sorties.</p> <p>OPERATIONS ORDER NO. 216</p> <p>Four a/c took off on Anti-Submarine Patrol No. 96. All our a/c returned safely to base, the only observations made were of Spanish and Portuguese trawlers which were investigated.</p> <p>Weather: Visibility becoming very good in fair weather.</p>	A-36
	26-3-43		<p>No Sorties.</p> <p>OPERATIONS ORDER NO. 217</p> <p>Four a/c took off for Anti-Submarine Patrol No. 97. "B" sighted vessels GIBRIA one and two manned by Admiralty following their suspicious movements. The position, speed and course of these vessels were reported to Admiralty for their interception action. "B" sighted two Spanish Vessels, probably trawlers, and investigated, but no further observations were made and all our a/c returned safely back to base.</p> <p>REPARATION BONDING AIRCRAFT TRAINING: Information was received from Records, Gloucester and R.C.A.F. Overseas Headquarters to the effect that two members of the Squadron CAN.R.11855 LAC Wallace A.C., Electrician, and CAN.R.111493 LAC Beaudin J.N.R., Clerk General, are to be repatriated to Canada in the very near future to undergo aircrew training. Both these airmen have applied for this training some months ago and news that their wishes would be granted was received happily. LAC Wallace has been with the Squadron since December 1942, while LAC Beaudin joined the Squadron in November 1941 being the first Canadian clerk in the Squadron Orderly Room. Several other members of the Squadron have also applied for aircrew training and will be anxiously awaiting their call to further this anticipated career.</p> <p>Weather: Fine with very good visibility.</p>	A-37

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Place	Date	Time	Summary of Events	References to Appendices																																													
Beaulieu	27-2-43		<p>No Sorties.</p> <p><u>OPERATIONAL ORDER NO. 238</u></p> <p>Four a/c were detailed to carry out Anti-Submarine patrol No. 98. All a/c returned successfully to base on completion of same, having sighted nothing out of the ordinary to report.</p> <p>SQUADRON PRAISE AND COMMENDATION:- 405 R.C.A.F. Squadron has received praise of a kind rarely handed out by High Officials of the R.A.F. Commendation was received from the Commander-in-Chief of both Bomber and Coastal Commands for its efficiency in changing over to its new job of Anti-Submarine work carried out far over the Atlantic and hostile waters, and for the high degree of serviceability of our four engine bombers. The greatest admiration and praise for the very excellent fashion in which the Squadron on short notice turned out so many serviceable a/c for this show was expressed by these high ranking R.A.F. Officials. They asked to convey their congratulations to all the lads on the Squadron for the magnificent effort they have shown.</p> <p>Weather:- Fine, becoming fair. Visibility poor to good.</p>	A-38																																													
	28-2-43		<p>One Day Sortie. (1:50 Hours) Local cross-country to R.C.A.F. Station Topcliffe.</p> <p>Four a/c were detailed to carry out a patrol which was subsequently cancelled because of instructions received from Bomber Command to the effect that 405 R.C.A.F. Squadron should make immediate preparation for transfer from R.A.F. Station, BEAULIEU, to R.C.A.F. TOPCLIFFE, Waco. 0001 hours, March 1st, 1943, at which time the Squadron would change from Coastal Command to Bomber Command.</p> <p>HONOURS AND AWARDS:- A message was received from the Air Officer Commanding 19 Group, congratulating 1319955 Sgt. Syms R.A., Pilot, and 6487466 Sgt. Nichols A.W., Flight Engineer, on the award of the British Empire Medal in recognition of their gallantry and devotion to duty. These two a/c's extricated a member of their crew from their burning a/c after it had crashed on November 26, 1942, near Cornwall, on a return from an Anti-Submarine Patrol. Despite the flames and explosions, the two Sergeants showed complete disregard for their own personal safety in saving the 307410 66717 1st Lt. Sgt. Purman C.A., from the Mid-Upper turret where he was trapped and faced certain death.</p> <p>Weather:- Fine, becoming fair with moderate to good visibility.</p> <p>AIRCRAFT STRENGTH:- The Squadron has 21 Halifax II a/c and one Oxford II a/c on charge.</p> <p>Operational Flying Times:- 95 Aircraft carried out 860:25 Hours operational flying time, for the month.</p> <p>Flying Training Times:- 30 Aircraft carried out 49:15 Hours of Flying Training Time, for the month.</p> <p style="text-align: center;">STRENGTH OF NO. 405 R.C.A.F. SQUADRON AS AT FIRST AND THIRTY-SIXTH FEBRUARY, 1943.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>FIRST</th> <th>THIRTY-SIXTH</th> </tr> </thead> <tbody> <tr> <td>R.C.A.F. OFFICERS - Aircrew</td> <td>36</td> <td>37</td> </tr> <tr> <td>" " - Ground Crew</td> <td>4</td> <td>4</td> </tr> <tr> <td>R.C.A.F. AIRMEN - Aircrew</td> <td>131</td> <td>135</td> </tr> <tr> <td>" " - Ground Crew</td> <td>352</td> <td>317</td> </tr> <tr> <td>R.A.F. OFFICERS - Aircrew</td> <td>13</td> <td>13</td> </tr> <tr> <td>" " - Ground Crew</td> <td>NIL</td> <td>1</td> </tr> <tr> <td>R.A.F. AIRMEN - Aircrew</td> <td>33</td> <td>16</td> </tr> <tr> <td>" " - Ground Crew</td> <td>112</td> <td>101</td> </tr> <tr> <td>R.A.F. OFFICERS - Aircrew</td> <td>NIL</td> <td>1</td> </tr> <tr> <td>" " - Ground Crew</td> <td>NIL</td> <td>NIL</td> </tr> <tr> <td>R.A.F. AIRMEN - Aircrew</td> <td>3</td> <td>2</td> </tr> <tr> <td>" " - Ground Crew</td> <td>NIL</td> <td>NIL</td> </tr> <tr> <td>R.N.R.A.F. OFFICERS - Aircrew</td> <td>1</td> <td>1</td> </tr> <tr> <td>" " - Airmen</td> <td>3</td> <td>3</td> </tr> </tbody> </table>		FIRST	THIRTY-SIXTH	R.C.A.F. OFFICERS - Aircrew	36	37	" " - Ground Crew	4	4	R.C.A.F. AIRMEN - Aircrew	131	135	" " - Ground Crew	352	317	R.A.F. OFFICERS - Aircrew	13	13	" " - Ground Crew	NIL	1	R.A.F. AIRMEN - Aircrew	33	16	" " - Ground Crew	112	101	R.A.F. OFFICERS - Aircrew	NIL	1	" " - Ground Crew	NIL	NIL	R.A.F. AIRMEN - Aircrew	3	2	" " - Ground Crew	NIL	NIL	R.N.R.A.F. OFFICERS - Aircrew	1	1	" " - Airmen	3	3	
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A.C.P. Clayton
 (A.C.P. Clayton) Wing Commander,
 Commanding, No. 405 R.C.A.F. Squadron.

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