

OPERATIONS RECORD BOOK

of (Unit or Formation) NO. 405 R.C.A.F. SQUADRON

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
C. R.A.F. Station.	1-4-43		No Sorties. <b>TRAINING</b> - Navigators devoted 12 hours to Gee Training and the Navigation Leader gave the Flight Engineers instruction on Astro Navigation. The Signals Leader gave a lecture to WOP/AG's on Tinsel Operation and Results. <b>Weather</b> - Cloudy with good visibility. Strong winds reaching gale force during the afternoon and evening.		
	2-4-43		<b>Flying Training</b> - 18:05 Hours <b>OPERATION NO. 8 - ST. MAZARE</b> The target was reached in fair visibility and bombed on P.P.F. from an average height of 14,000 feet. Two a/c were detailed for this operation, and take-off commenced at 18:22 hours. Results of bombing could not be observed due to smoke in target area. Both a/c returned to base undamaged, reporting a successful trip with glow of fires visible for 7 1/2 miles on return journey. <b>Operational Flying Time</b> - 12:38 Hours. <b>Training</b> - Further progress was made in ground training, Navigators on Gee, Flight Engineers on Astro Navigation, Bomb Alarms were given two hours instruction on hydraulics, fuel, and electric system. Air firing practice on dragoo was carried out. <b>Weather</b> - Cloudy, becoming fair at night, with good visibility.		A-1
	3-4-43		<b>Flying Training</b> - 3.15 Hours. <b>OPERATION NO. 9 - ESSEN</b> Five a/c were detailed for bombing. Take off commenced at 19:53 hours. Three of our a/c reached the target area in good visibility and released loads on P.P.F. from an average height of 17,000 feet. Actual bursts were observed by all crews. Transcendental blasts and fires were seen, the glow being visible for 120 miles on return. A particularly large explosion was observed by two crews at 22:12 hours. Two of our experienced crews and Specialist Officers are missing, being unreported from time of take off. Two of the Squadron Bombing Leader. Both are old timers of 405. Members of the missing crews are:- W.S. (B/A); CAN.J.9648 P/O Hodinot W.H. (WOP/AG); CAN.R.58618 P/S Veuch H. (A/G); CAN.R.102442 SGT Granbois A.B. (A/G); CAN.R.54322 SGT Phipps J.A. (P/E); CAN.R.89712 P/S Perry K.C. (Pilot); CAN.R.93277 P/S McAlpine W.T. (Pilot); CAN.R.91619 P/S White T.D. (Nav); CAN.J.15434 P/L Luxford F.E. (B/A); CAN.R.95419 SGT Halikowski J.W. (WOP/AG); CAN.R.102578 P/S Bradley E. (A/G); CAN.C. 18166 P/L Murphy W.L. (AG); CAN.10748 SGT McQueen H.J. (P/E). <b>Operational Flying Time</b> - 13:50 Hours. <b>Weather</b> - Fair to cloudy. Good visibility.		A-2
	4-4-43		<b>Flying Training</b> - NIL <b>OPERATION NO. 10 - KIM</b> Ten a/c were detailed for this operation. Take off commenced at 20:44 hours. Eight of our a/c reached the target area in 10/10 cloud and bombed on T.I. markers from an average height of 16,500 feet. The first a/c bombed the target at 23:23 hours, the last at 23:37 hours. Actual results could not be observed due to extent of cloud. One a/c abandoned primary due to oxygen failure, and bombed an alternative target Hedgesley. No results were observed. Nine a/c returned to base undamaged, one "H", Captain Sgt. [Name] crew, are missing, and nothing has been heard since take off. Members of crew are:- (Pilot) CAN.R.90930 SGT Foley W.J.; (NAV) CAN.J.22531 P/O Wright R.J.; (B/A) CAN.R.109394 SGT Sergeant H.B.J.; (WOP/AG) CAN.R.69379 SGT Landon M.E.; (A/G) CAN.R.116056 SGT Goldney R.E.; (A/G) CAN.R.13695 SGT Taylor J.; (P/E) 942345 SGT Derna A.R.		A-3

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.C.A.F. LEEMING	4-4-43 (cont'd)		Operational Flying Time:- 54:06 Hours. <b>STATION PARADE</b> - A Station Parade was held at 0900 hours commemorating the 25th Anniversary of the formation of the Royal Air Force. On April 1st, 1918, Group Captain C.R. Dunlap, Station Commander, addressed the parade on the history and accomplishments of the Royal Air Force. <b>Weather</b> - Fine, becoming fair to cloudy. Moderate visibility with fog around dawn, rapidly improving to good.		
	5-4-43		<b>Flying Training</b> :- 2:10 Hours. Seven a/c were detailed for operations, but this was cancelled late in the day. <b>Training</b> :- Navigators were given instruction on Gee. The Signals Leader gave a one hour lecture on Marconi manipulation. The Bombing Leader gave a one hour lecture to Bomb Aimers on Gee. Parachute and High Drill was carried out. <b>Weather</b> :- Fine, becoming cloudy with rain in the evening, later becoming fair to fine. Moderate visibility, becoming good. Winds of gale force in the afternoon, and early evening.		
	6-4-43		<b>Flying Training</b> :- .15 Hours <b>OPERATION NO. 11 - CINNAMON</b> Six a/c were detailed for Gardening Operations in the Cinnamon Area. Take off commenced at 2039 hours. Visibility in gardening area was good except for slight sea haze. Pin points were obtained by five of the crews and vegetables were laid in designated area. Parachutes were seen to open by two of the crews. Five of the a/c returned undamaged, one a/c "C", Captain F/O Edwards J.H., is missing, unreported from time of take off. Particulars of the crew are:- (Pilot) CAN.R.21216 F/O Edwards J.H.; (NAV) CAN.R.133386 SGT Stuart H.V.; (B/A) CAN.R.106431 SGT Jones H.I.; (W/P/G) CAN.R.1333386 SGT Wallace L.R.; (A/G) CAN.R.98929 SGT Anderson F.H.; (A/G) CAN.R.119606 SGT Roberts P.D.; (P/B) CAN.R.61133 SGT Gordon A.D. <b>Operational Flying Times</b> :- 31:54 Hours. <b>VISITS AND INSPECTIONS</b> :- F/L Seaborn of R.C.A.F. Overseas H.Q., London, visited the Station and carried out an inspection of Equipment Sections. <b>Weather</b> :- Fine, becoming fair to cloudy. Good visibility. Winds of gale force in afternoon and evening.		A-4
	7-4-43		<b>Flying Training</b> :- NIL The Squadron was given a stand-down today. Considerable progress was made in ground training. Navigators held a discussion on Navigation Analysis, the Bombing Leader gave a one hour lecture on Gee, W/P/Gs discussed intercom and R.A.9 troubles and remedies. <b>CASUALTIES</b> :- Information was received today from the International Red Cross Society that CAN.R.102033 F/S Kennett who was reported missing on the night of 11/12th March, 1943, is now captured, not classified prisoner of war. Also reported missing on the night of 11/12th March 1943, CAN.R.124691 SGT R.C. McDonald and CAN.R.107026 SGT Lachin E.G., are now classified missing, believed killed in action. <b>Weather</b> :- Cloudy, becoming fair. Good visibility. Severe gale in morning and afternoon.		
	8-4-43		<b>Flying Training</b> :- 3:10 Hours <b>OPERATION NO. 12 - DUISBURG</b> Four a/c were detailed for bombing operations on Duisburg. Take off commenced at 2130 hours. Operation was abandoned by three of the a/c due to severe icing conditions encountered. A.S. indicators went n/a in two a/c and both compasses were defective in a third. A fourth a/c reached the target in 10/10 cloud and bombed on estimated position on T.I. markers seen shortly before release. The a/c was caught in a box of heavy flak and due to icing, went into a spin after violent evasive action with three engines cutting. Captain warned crew to stand by to		A-5

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R.C.A.F. LEPINE	8-4-43	(cont'd)	<p>baled out. Four members of the crew baled out, apparently misunderstanding instructions. The Pilot, P/O Stovel C.C., regained control of the/c at 1,000 feet, and returned to base undamaged, after recovering from another spin on the return voyage. Members of the crew who baled out were:</p> <p>(A/G) CAN.R.126996 P/S Wagner J.A.; (A/G) 96808 P/O Cox A.; (P/B) CAN.R.66920 SGT Whitterton A.; (2nd Pilot) CAN.L. 16354 P/O Bisson G.E.</p> <p><b>STATUS:</b> DEFINITE INSTRUCTIONS WERE RECEIVED TODAY REGARDING THE MOVE OF THE SQUADRON TO No. 8 P.P.F. Group, R.A.F. Station, Granden Lodge, Beds., to be effective 13th April, 1943. This will be the third move of the Squadron within a period of six weeks. Squadron personnel have become very efficient in Squadron movement and it is expected the move will be completed with little difficulty.</p> <p><b>Operational Flying Time:-</b> 14:17 Hours.</p> <p><b>Weather:-</b> Cloudy with good visibility.</p>		
	9-4-43		<p><b>Flying Training:-</b> 2:00 Hours</p> <p>The Squadron was given a stand-down to-day, and consequently, good progress was made in ground training. WOP/AGs were given a lecture in fault finding. Bomb Aimers were given two hour lecture on hydraulic, fuel and electrical systems. Parachute and Dinghy Drills were carried out.</p> <p><b>Weather:-</b> Fair becoming cloudy. Good visibility.</p>		
	10-4-43		<p><b>Flying Training:-</b> 1:40 Hours.</p> <p><b>OPERATION NO. 13 - FRANKFURT</b></p> <p>Three a/c were detailed for bombing operations on Frankfurt. Take off commenced at 2335 hours. Target area was reached in 10/10 cloud and loads were released on P.P.F. which were reported as scattered. Results of bombing could not be observed. One of our a/c encountered enemy a/c on outward journey which appeared on starboard side, when it peeled off for attack, rear gunner opened fire with a short burst and two long bursts. Enemy a/c broke off attack and disappeared. No claim is made. Moderate to heavy flak which was accurate, was encountered, but a/c returned to base slightly damaged by flak.</p> <p><b>Operational Flying Time:-</b> 22:16 Hours</p> <p><b>Weather:-</b> Cloudy with good visibility.</p>		A-6
	11-4-43		<p><b>Flying Training:-</b> 8:40 Hours</p> <p><b>Training:-</b> 20 Navigators were given a two hour lecture on XV Bombsight. Bomb Aimers were given a one hour lecture on the same subject. Crews carried out Parachute and Dinghy Drill</p> <p><b>VISITS AND INSPECTIONS:-</b> Air Vice Marshal G.E. Brookes, O.B.E., visited the Station with His Grace Archbishop Owen, Primate of all Canada, who conducted a Holy Communion Service in the Station Church.</p> <p><b>Weather:-</b> Cloudy with some slight intermittent rain. Good visibility.</p>		
	12-4-43		<p><b>Flying Training:-</b> 2:20 Hours</p> <p><b>CASUALTIES:-</b> Information was received today, from the International Red Cross Society, that the following members of this Squadron who were reported missing on the night of 11/12th March, 1942 are now classified as follows: CAN.R.83457 P/S Christian G.T. DFM, CAN.R.79113 P/S Carlon T.E. DFM; CAN.J.16527 P/O Probert J.S.; CAN.R.82514 SGT Reynolds H.G.; CAN.R.91221 SGT A.E. Bines; CAN.R.64186 SGT Collin A.C., now captured, classified prisoners of war.</p> <p><b>Weather:-</b> Cloudy with moderate visibility.</p>		

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R.C.A.F LEAMING	13-4-43		<p><b>Flying Training:-</b> 11:20 Hours.</p> <p><b>BULLSEYE:-</b> Three crews were detailed for a Bullseye which was subsequently cancelled.</p> <p><b>SQUADRON MOVE:-</b> Preparations were begun for the Squadron move. Plans were made with Movement Control for the placing of goods vans and for the special accommodation required for the advance party, and the special train for the main party.</p> <p><b>Weather:-</b> Cloudy, with moderate to good visibility.</p>		
	14-4-43		<p><b>OPERATION No. 14 - STUTTGART</b></p> <p>Five a/c were detailed for bombing operations on Stuttgart. Take off commenced at 2125 hours and completed at 2147 hours. One a/c returned after 3:20 hours, due to oxygen failure in rear turret. The other four a/c reached the target in good visibility obscured somewhat by slight haze. Loads were dropped on P.F.F. from an average height of 16,000 feet. One crew observed its own results, but the remainder were unable to do so due to concentration of rifles. Fire was light and moderate and not very accurate. S/L's were few and ineffective. Crews report the target well hit, spreading in the town area. Glow was visible 70 miles on return journey. All a/c returned undamaged.</p> <p><b>Operational Flying Times:-</b> 34:05 Hours.</p> <p><b>Weather:-</b> Cloudy with rain at first. Good visibility.</p>		A-7
	15-4-43		<p><b>Flying Training:-</b> 2:25 Hours.</p> <p><b>Ground Training:-</b> Aircrew were engaged in ground training, including parachute and dinghy drill. Specialist Officers began to make preparations for packing equipment for the impending move.</p> <p><b>RECALLS:-</b> The following information was received from the International Red Cross Society re the undermentioned crews who were reported missing on the night of 11/12th March 1943, and are now classified as follows:-</p> <p>132995 P/O Kirkpatrick W.W.; CAN J.16635 P/O Laberge R.H. now classified dead. No burial place stated. And, 136323 P/O Honey F.P.; 136533 P/S Johnston R.; 1336541 SGT Mason H.J.; CAN W.78126 P/O MacDonald H.A., now classified captured, prisoners of war.</p> <p><b>Weather:-</b> Cloudy, with good visibility.</p>		
	16-4-43		<p><b>SQUADRON MOVE:-</b> All personnel set to work packing and loading equipment for the 1st equipment train scheduled to leave tomorrow, 17th April, 1943.</p> <p><b>Weather:-</b> Fair to fine. Visibility good, becoming moderate to poor by midnight.</p>		
	17-4-43		<p><b>Flying Training:-</b> 15 Hours.</p> <p><b>SQUADRON MOVE:-</b> The Squadron is stood down for operations until completion of the move to R.A.F. GRANDSEN LODGE. The advance rail party, consisting of 10 Officers, and 130 airmen, under the command of 16152 P/L Cole C.W., paraded at 0730 hours and departed by rail from Leaming Bar Station, and arrived, after five changes, at Goringham Station, at 1642 hours, proceeding to R.A.F. Station, Grandsen Lodge, by motor transport. The rest of the Squadron completed the loading of the equipment on the special train, which left at noon.</p> <p><b>Weather:-</b> Cloudy with good visibility.</p>		
	18-4-43		<p><b>SQUADRON MOVE:-</b> The M.T. party, consisting of 27 Junior N.C.O.'s and airmen, under charge of 16413 CP Deen G.F., left R.C.A.F. Station, Leaming, at 0700 hours, and arrived at R.A.F. Station Grandsen Lodge, at 2000 hours. The main rail party consisting of 16 Officers, 60 Senior N.C.O.'s and 316 other ranks, under the command of CAN J.16167 P/L J.F. Clark paraded at 0230 hours and were entrained at Leaming Bar Station at 0940 hours in Special Train 2771. Control Officers. The party arrived at Goringham Station at 1612 hours, preceded by M.T. to R.A.F. Station, Grandsen Lodge, the advance party which had arrived the previous day, completed unloading the 1st equipment special trains, which had arrived at Goringham during the night.</p> <p><b>Weather:-</b> Cloudy with good visibility.</p>		

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R.A.F. STATION GRANDSDEN FIELDS	19-4-43		<p>Flying Times (Non-Operational) 22:30 Hours.</p> <p>4164 W/C P. Clayton D.F.C. &amp; Bar: - Aircrew Officers and N.C.O.s, said farewell to W/C Clayton at his departure from the Squadron on his appointment to a senior operational post at R.A.F. Base, Middle Wallop Station, Hampshire. All ranks retain many happy memories of W/C Clayton's popularity and comradeship during the period in which he commanded the Squadron.</p> <p>4164 W/C P. Clayton: - The air party, consisting of 12 Halifax a/c, with 30 Officers, and 83 Senior N.C.O.s, under command of W/C Clayton, took off from Grandden Station, Hampshire, at 19:00 hours, and arrived at destination at 21:00 hours. The weather was overcast with light rain and poor visibility at destination. A rest party, to proceed on the following day, the movement of the Squadron was completed today.</p> <p>Weather: - Fair to fine with good visibility.</p>		
	20-4-43		<p>SQUADRON MOVE: - The Squadron, consisting of 12 Halifax a/c, under the command of W/C Clayton, departed Grandden Station at 06:00 hours, and arrived at Grandden Station at 12:00 hours, proceeding to R.A.F. Station, Grandden Lodge, by transport. Personnel departed the day to unloading the second equipment train and arranging working accommodation at the new station.</p> <p>W/C Clayton: - Wing Commander J.H. Fenwick, D.O., who resumed command of the Squadron, was accompanied by W/C Clayton, who remained at Grandden Lodge, Hampshire, to see the Squadron to R.A.F. Station, Grandden Lodge, Hampshire, on the morning of 20th April 1943. W/C Clayton's previous command of the Squadron during the period of 27th September, 1941 to 8th August, 1942, and many of the personnel of the Squadron renewed acquaintances, having served under him during this period.</p> <p>Weather: - Fine all day with moderate visibility improving to excellent and light S.W. wind.</p>		
	21-4-43		<p>Flying Training: - 8 crews were selected for the first crew of flying training to be conducted by the Navigational Training Unit. At 09:00 hours, all aircrew attended a lecture given by the C.O.U. on P.P.F. technique. Specialist Officers of the U.S.A.A.F. gave one hour lectures to the various crew categories. At 11:00 hours, the C.O.U. gave a talk on P.P.F. navigation. The afternoon was devoted to lectures by N.T.U. Specialist Officers on various phases of P.P.F. work.</p> <p>Weather: - Cloudy in evening, otherwise fine. Visibility good, or very good. Fresh S.W. winds.</p>		
	22-4-43		<p>Flying Training: - 3:00 Hours. Three of the selected crews carried out bombing practice under the direction of N.T.U. officers. Five periods were devoted to ground instruction, with lectures on various subjects by N.T.U. Specialist Officers.</p> <p>Weather: - Cloudy all day. Cloud base falling to 400 feet at times. Occasional drizzle during morning and afternoon. Variable visibility and light S.W. winds becoming fresh to strong S.W. wind.</p>		
	23-4-43		<p>Training: - 7:00 Hours. High Level Bombing.</p> <p>Weather: - Further progress was made in ground instruction under N.T.U.</p> <p>Weather: - Fine for first few hours, becoming cloudy with light rain at intervals during the day. Moderate visibility, though poor at times and fresh S.W. winds.</p>		
	24-4-43		<p>Operations: - 7 a/c were detailed for bombing operations, and briefings were held, but the operation was scrubbed at 17:30 hours.</p> <p>Training: - Flying: 16:10 Hours. High Level Bombing.</p> <p>Ground Training: - Five periods were devoted to ground training under the N.T.U. Flights of bombing practice under the direction of N.T.U. Officers were also carried out. W/Cs were given instruction on R.F. beacons, parrot receivers, valves and layout.</p> <p>Weather: - Variable skies but mainly cloudy with occasional showers. Very good visibility. Fresh S.W. wind backing S.W. wind.</p>		

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	25-4-43		<p>Flying Training:- 20:40 hours. X-country, Fuel Consumption, Range Bombing.</p> <p>Ground Training:- All crews detailed for P.F.F. training were given five one hour instructional periods by N.T.U. Three cross-country and three bombing flights were carried out.</p> <p>CASUALTIES:- The Squadron was happy to welcome back for a brief visit, S/L L.F. Logan and SGT. W.D. Jennings, who have recently returned after escaping from Germany, having been shot down on the raid on Stuttgart on the night of March 11, 1943.</p> <p>30th ANNIVERSARY:- Today marks the second anniversary of the formation of this Squadron, the first Canadian Bomber Squadron to be formed.</p> <p>Weather:- Mainly cloudy with intermittent rain late in the day. Excellent visibility and strong Wly wind.</p>		
	26-4-43		<p>OPERATION N. 15 - DUISBURG</p> <p>Eleven a/c were detailed for operations on Duisburg. Take off commenced at 0015 hours. Ten a/c reached primary and released loads on red and green T.I. markers, from an average height of 15,000 feet. One A-1000 G.I. hung up on one a/c and was left in safe after leaving target area on return journey. Numerous good fires were seen and huge billows of smoke were coming from the middle of town. Concentrated fires and incendiaries were observed covering an area of four miles in the target area. One large warehouse was seen to be well alight by one of the crews. One of our a/c is missing from this operation, members of crew are as follows:-</p> <p>CAN.R.4158 SGT. Crockett D.E. (Pilot); CAN.R.96309 P/S Marriott J.R. (W/O); CAN.R.84338 P/S Sleeth S. (B/A); 649767 P/S O'Hara F.E. (JOP/AG); CAN.R.104320 SGT. Sturdy J.L. (A/O); CAN.R.76508 P/S Bentley T.L. (A/O); CAN.R.61926 SGT. Penner L. (P/S); CAN.R.102143 SGT. Dixon C.B. (2nd Pilot).</p> <p>OPERATIONAL FLYING TIME: 49:21 Hours.</p> <p>Ground Training:- Crews detailed for further P.F.F. instruction were given ground training by the N.T.U. Five were given 45 minutes instruction on air training and one hour instruction on meteorological data.</p> <p>Weather:- Variable amounts cumulus clouds during afternoon with isolated showers. Otherwise fine with excellent visibility and strong Wly winds.</p>		A-B
	27-4-43		<p>Four a/c were detailed for bombing operations, which were scrubbed soon after briefing.</p> <p>Flying Training:- 9:10 Hours. X-Country.</p> <p>Ground Training:- Six additional crews were assigned for ground and flying training under P.F.F. conditions. The N.T.U. instructors outlined the procedure to be followed for the training.</p> <p>Weather:- Mainly fine but cumulo-nimbus clouds giving showers after midday. Very good visibility and fresh to strong Wly winds.</p>		
	28-4-43		<p>The Squadron was stood down for operations today with the result that Specialist Officers were able to devote considerable time to ground training. Parachute and dingy drills were held.</p> <p>Crews detailed for P.F.F. instruction reported to N.T.U.</p> <p>Flying Training:- 15:40 Hours. High Level Bombing, Air Test, Range Bombing and X-Country.</p> <p>CASUALTIES:- One a/c was reported today from Air Ministry, quoting International Red Cross Secretary information, that the following airmen who were reported missing on the night of April 3rd, 1943, are classified as follows:- CAN.J. 16960 P/O Lago J., CAN. J. 9848 P/O Hoddinott W.H., CAN.R.88916 P/S Wagh R.C., CAN.R.54222 SGT. Phipps W.J., CAN.R.89712 P/S Perry F.O., captured, now classified prisoners of war.</p> <p>Weather:- Variable skies, cloudless at times. Moderate to good visibility and fresh Wly winds.</p>		



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R.A.F. STATION GRANDDEN LODGE	29-4-43		<p>Flying Training:- 34:35 Hours. Air Test, Range Bombing and Cross Country.</p> <p>Flying Training under the direction of N.T.U. was carried out with cross-country flights and Range Bombing practice.</p> <p>Crews not detailed for this training were given instruction by Squadron Specialist Officers.</p> <p>WOP/AGS were given a lecture on Avionics Flying Controls and a one hour discussion was held on T.R.9 faults and power supplies.</p> <p>Weather:- Fine, becoming cloudy after midday and occasional rain or drizzle during the evening. Moderate to good visibility and light SW'ly winds.</p>																																
	30-4-43		<p>OPERATION NO. 16 - ESSEN</p> <p>Six a/s were detailed for bombing operations on Essen. Take off commenced at 0007 and completed at 0523 hours. Three a/c reached primary and dropped loads through 10/10 cloud, and no observations were made. Sky markers were seen at 12,000 feet over target area. One a/c suffered slight heavy risk damage. One a/c saw a red glow below clouds. Two other a/c abandoned operations, one on account of severe icing conditions, and the other because Gee was u/s. One of our a/c failed to return from this operation. Members of crew are:- (C/P) 47360 P/L Atkinson H.P.; (S/W) C/N. 10054 P/O Hardy W.H.S.; (R/A) C/N. 15526 P/O Heilley R.W.; (WOP/AG) C/N. R. 76187 Sgt. McCollum G.L.; (A/O) C/N. R. 13284 Sgt. Heilley W.V.; (A/O) C/N. 7808 P/S O'Neil F.R.; (P/E) C/N. R. 102333 SGT Collopy G.K.; (2ND PILOT) C/N. C. 11767 P/O Burgess W.T.</p> <p>OPERATIONAL FLYING TIME:- 21:10 Hours.</p> <p>Flying Training Time:- 12:15 Hours. Cross Country and Range Bombing.</p> <p>Weather:- Cloudy all day with cloud base falling to 400 feet at times. Frequent rain or drizzle. Moderate visibility and light variable winds becoming fresh NE'ly then SW'ly.</p>		A-9																														
			(J.E. Fauquier) Wing Commander, Commanding No.405 R.C.A.F. SQUADRON.																																
			AIRCRAFT STRENGTH:- The Squadron has 20 Halifax II Aircraft on charge.																																
			NUMERICAL STRENGTH OF NO.405 R.C.A.F. SQUADRON, AS AT 1ST AND 30TH APRIL, 1943.																																
			<table border="1"> <thead> <tr> <th>R.C.A.F. - Officers - Aircrew</th> <th>FIRST</th> <th>THIRTIETH</th> </tr> </thead> <tbody> <tr> <td>- Ground Crew</td> <td>3</td> <td>3</td> </tr> <tr> <td>Airmen - Aircrew</td> <td>136</td> <td>90</td> </tr> <tr> <td>- Ground Crew</td> <td>317</td> <td>365</td> </tr> <tr> <td>Airmen - Aircrew</td> <td>15</td> <td>16</td> </tr> <tr> <td>R.A.F. - Officers - Aircrew</td> <td>1</td> <td>1</td> </tr> <tr> <td>- Ground Crew</td> <td>1</td> <td>1</td> </tr> <tr> <td>Airmen - Aircrew</td> <td>46</td> <td>45</td> </tr> <tr> <td>R.C.A.F. - Officers - Aircrew</td> <td>1</td> <td>1</td> </tr> <tr> <td>R.N.Z.A.F. Airmen - Aircrew</td> <td>3</td> <td>4</td> </tr> </tbody> </table>	R.C.A.F. - Officers - Aircrew	FIRST	THIRTIETH	- Ground Crew	3	3	Airmen - Aircrew	136	90	- Ground Crew	317	365	Airmen - Aircrew	15	16	R.A.F. - Officers - Aircrew	1	1	- Ground Crew	1	1	Airmen - Aircrew	46	45	R.C.A.F. - Officers - Aircrew	1	1	R.N.Z.A.F. Airmen - Aircrew	3	4		
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