

Power Copy

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. 018

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.

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

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
R.A.F. Station, GRANBUSH LODGE	1-0-43		<p><b>Weather</b> - Cloudy with continuous rain at first and again during the afternoon and evening, becoming fair by dusk. Thick cloud at 300 feet in rain. Visibility was mainly poor. Winds from North-westerly.</p> <p><b>Training</b> - Squadron training under N.E.U. continued with four cross-country flights to 17:15 hours. Crews not engaged in flying were given ground instruction by N.E.U. instructors.</p> <p><b>Flying Hours</b> - Operational - Nil. Non-Operational - Day 17:15 hours.</p>	
	2-0-43		<p><b>Weather</b> - Mainly fair with cloud base at 2,000 feet or above. Visibility moderate or good. Wind to strong North-westerly.</p> <p><b>Operations</b> - Eight a/o were detailed for operations. Briefings were held and crews were briefed and had tanks up for take-off when the operation was "scrubbed".</p> <p><b>Training</b> - Preparation for operations curtailed the training programme, however, two training flights were undertaken.</p> <p><b>Flying Hours</b> - Operational - Nil. Non-Operational - Day 1:40 hours.</p>	
	3-0-43		<p><b>Weather</b> - Cloudy at first with cloud base 1,000 feet, becoming fair with moderate visibility. Wind to strong North-westerly.</p> <p><b>Operations</b> - Twelve a/o were detailed for bombing operations. Briefings were held and crews proceeded to a/o when orders were received that operation was again cancelled.</p> <p><b>Training</b> - As most crews had been detailed for operations, the training was restricted. Crews took their logs to the Navigational Leader of No. 11, for criticism.</p> <p><b>Flying Hours</b> - Operational - Nil. Non-Operational - Day 3:00 hours.</p>	
	4-5-43		<p><b>Weather</b> - Fair all day, becoming fine during the evening. Very good visibility. Moderate North-westerly wind.</p> <p><b>AVIATION OPERATIONS</b> - Bombing of target on "No. 10" was undertaken. Briefings were held on 2201 hours and all a/o were airborne at 2250 hours. Seven a/o reached primary and bombed from an average height of 17,000 feet. Many fires and also terrific explosions were observed by six of the crews. Bombs hit on one a/o and the reason was not ascertained. Heavy flak damage was encountered by one a/o, which damaged the operation. A/C "T" passed through flak damage and encountered by one a/o, which was slightly injured. Target was well lit at night when all a/o lost target and crew could not return from target on return journey. One a/o failed to return from this operation, and members of his crew were: (102/20) 100010 SGT Roberts F.V.; (102/20) 100010 SGT Wright A.T.; (102/20) 100010 SGT Hooley D. (102/20) 100010 SGT Allen A.</p> <p><b>Flying Hours</b> - Operational - Night 2:22. Non-Operational - Nil.</p>	A-1

www.bombercommand.com

Poor Copy

Place	Date	Time	Summary of Events	Page No.	References to Appendices
R.A.F. Station, Grandson Lodge.	5-5-45		<p><b>Weather:</b> - Fog developing a couple of hours after midnight and persisting till dawn. Lifted fog dispersing by mid-morning. Variable clouds. Scattered showers, subsequently visibility had become moderate. Light N.W. winds.</p> <p><b>Operations:</b> - The Squadron was stood down for operations today.</p> <p><b>Training:</b> - Four new crews were assigned to the N.T.U. for P.F.F. training. N.T.U. instructors gave lectures to the various sections during the day. Plotting was carried out by Navigators at night.</p> <p><b>Flying Time:</b> - Operational - NIL --- Non-Operational - Day 1:50</p>		
	6-5-45		<p><b>Weather:</b> - Cloudy with cloud base below 1,000 feet at first, lifting slowly. Poor to moderate visibility. Light to moderate westerly winds.</p> <p><b>Operations:</b> - This included two hours practice by Wireless Operators as intercom failures and other things. Crews assigned for N.T.U. training attended lectures during the day in their respective sections.</p> <p><b>Flying Time:</b> - Operational - NIL --- Non-Operational Day 5:15</p>		
	7-5-45		<p><b>Weather:</b> - Fair becoming cloudy. Cloud base mainly above 2,000 feet. Moderate visibility. Moderate westerly winds.</p> <p><b>Operations:</b> - Five a/c were detailed for a bullseye, but the assignment was later scrubbed.</p> <p><b>Training:</b> - Considerable progress was made in training. Crews detailed for N.T.U. training engaged in 3 1/2-hour flights. Navigators had plotted previous legs. These not detailed for N.T.U. training attended a one hour lecture on timing.</p> <p><b>Flying Time:</b> - Operational -- NIL --- Non-Operational -- Day 17:10</p>		
	8-5-45		<p><b>Weather:</b> - Cloudy with occasional showers, heavy at times, with maximum cloud base temporarily below 1,000 feet. Good visibility. Strong to gale, south to southwest winds.</p> <p><b>Operations:</b> - No training flying could be carried out due to poor weather. Parachute and dingy drills were held. Wireless Operators engaged in three hour signal practice.</p>		
	9-5-45		<p><b>Weather:</b> - Mainly fair. Variable cloud mainly above 2,000 feet. Moderate to good visibility. Strong to gale southwest winds.</p> <p><b>Operations:</b> - Five a/c were detailed for operations which were scrubbed shortly after briefing.</p> <p><b>Training:</b> - Crews detailed for P.F.F. instruction, were given ground training by N.T.U. Specialist.</p> <p><b>Remarks:</b> - Group Captain C.R. Slone, the Senior Air Staff Officer, of No. 6 (R.O.A.F.) Group, visited Wing Commander J.L. Paucier, D.F.C., today.</p>		
	10-5-45		<p><b>Weather:</b> - Continuous rain, heavy at times. Cloud 10/10ths below 500 feet. Strong to gale southerly winds.</p> <p><b>Operations:</b> - Considerable progress was made in training, with crews detailed for P.F.F. training undergoing ground instruction from N.T.U. instructors. Navigators worked on four day work. Wireless Operators were given a one hour lecture on Astro Navigation by the N.T.U. Navigational Leader. Parachute and dingy drills were carried out.</p> <p><b>Flying Time:</b> - NIL</p>		
	11-5-45		<p><b>Weather:</b> - Fair, becoming cloudy, with light rain in the early evening. Little cloud at first. 10/10 cloud in the evening. Moderate southeasterly winds.</p> <p><b>Operations:</b> - Five a/c were detailed for operations which were later scrubbed in the day.</p> <p><b>Training:</b> - Three training flights were undertaken by trainees under the direction of N.T.U.</p> <p><b>Flying Time:</b> - Operational -- NIL --- Non-Operational -- Day 6:45</p>		

www.bomber.com

Power Copy

Wt. 2046(11) 203M. 291 F.J. Ltd. 51-811

SECRET.

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. 17008

See instructions for use of this form in K.R. and A.C.I. para. 2245, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

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

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
R.A.F. Station, Grunden Lodge.	12-5-43		<p><b>Weather:</b> - Mainly cloudy. Light local rain or drizzle. Cloud base at 1,500 feet or above. Visibility moderate. Fresh to strong southwesterly winds.</p> <p><b>Operations:</b> - <b>REAR OPERATIONS - BOMBING ATTACK ON "DORCHES" - 5 A/O REPAIRED</b></p> <p>Four a/o reached primary in excellent visibility and bombs were released from an average height of 15,000 feet. Large fires were observed and also many burning incendiaries were observed on west bank of Rhine. Many large explosions were also seen in target area by few of the crews. One a/o returned early because Bomb Alarm was unnecessary at 0230 hours. Load from this a/o was jettisoned safe at 0240 hours 584 H. 0230 H. All a/o returned to base undamaged.</p> <p><b>Flying Times:</b> - Operational - Night 21:43 ----- Non-Operational - Day 3:10</p>	A-2
	13-5-43		<p><b>Weather:</b> - Cloudy early, becoming fine by afternoon. Visibility good. Strong south westerly, falling light winds.</p> <p><b>Operations:</b> - <b>REAR OPERATIONS - BOMBING ATTACK ON "DORCHES" - 5 A/O REPAIRED</b></p> <p>Three a/o reached and bombed primary in good visibility. Terrific large explosions were observed by three of the crews and built up area was clearly seen. Many incendiaries were seen burning on the ground and the area was covered with dense black smoke. One a/o was seen bombed by 1700 but this a/o dove to 15,000 feet and evaded it. One a/o abandoned operation at 0047 hours when D.R. and Airground Comms were cut off and he/she was jettisoned safe. One of our aircraft is missing. Members of crew are: (D/W) OAN J. 10119 P/O Beattie H.B. (W/O) OAN J. 11344 P/O Martin J.J. (A/O) 137663 SGT Glasha E.W. (R/W/O) 126822 SGT Hawley G.D. (A/O) OAN R. 116629 SGT Peterson R. (A/O) OAN R. 95284 SGT Hart R.L. (W/O) OAN R. 10127 SGT O'Shea J.S.</p> <p><b>Flying Times:</b> - Operational - Night 17:08 ----- Non-Operational - Day 3:55</p>	A-3
	14-5-43		<p><b>Weather:</b> - Fine and warm though some light and fork lightning in the early morning. Moderate visibility improving. Light variable winds.</p> <p>No operations scheduled for 20-Day.</p> <p><b>Training:</b> - Consisted of three bombing flights, five S.B.A., and two X-Country. Bomb Alarms were given a one hour lecture on bombs and bomb carriers, and Wireless Operators were given a lecture on electrical circuits in Halifax II.</p> <p><b>Flying Times:</b> - Operational - Nil ----- Non-Operational - Day 19:15</p>	
	15-5-43		<p><b>Weather:</b> - Fine. Small amounts of cloud. Light, North to Northeast wind.</p> <p>No operations scheduled for 20-Day.</p> <p><b>Training:</b> - A large programme of training flying was carried out to-day. Two new crews arrived from Wellington Squadron to be converted to Halifax by this Squadron. Dual instruction was started. Other flying consisted of 26 hours X-Country, and one S.B.A. flight. Wireless Operators were given a lecture on Cee connection and views. Navigators were given a one hour lecture on estimating W/V's, drifts and ground speed. Air Gunners studied ammunition.</p> <p><b>Flying Times:</b> - Operational - Nil ----- Non-Operational - Day 29:45</p>	

www.bombercommand.com



Poor Copy

Place	Date	Time	Summary of Events	Page No.	References to Appendices
R. A. F. Station, GRANTON LODGE.	16-5-45		<p><b>Weather:</b> Fine. Good visibility. Light variable winds.</p> <p><b>No Operations Scheduled for To-Day.</b></p> <p><b>Training:</b> Flying included 13 hours bombing practice, one S.B.A., 26 hours X-Country and two hours dual instruction to Wellington crews being converted. Bomb Alarms took a one hour lecture on pistols and fuses. The S/L Leader gave instruction to Wellington Pilots on Wellington petrol system. Three crews assigned to N.F.U. for P.F.P. Training, were given 15 hours on engines, astro navigation and geo navigation.</p> <p><b>Flying Times:</b> Operational - NIL ---- NRP-Operational - Day 49:05</p>		
	17-5-45		<p><b>Weather:</b> Fine. Little or no cloud. Moderate visibility becoming good. Wind light, between North and East.</p> <p><b>No Operations Scheduled for To-Day.</b></p> <p><b>Training:</b> With no operations scheduled, another large programme of training flying was carried out. This included 22 hours X-Country, 15 hours bombing practice, 4 hours fighter affiliation, and three hours dual instruction to crews being converted. S/L Leader gave further instruction on the oil and coolant systems. Three crews assigned to N.F.U. were given lectures on P.F.P. technique and bombing tactics. Flight Engineers were given instruction on map reading and astro navigation. Navigators were given instruction on navigation signals, geo and astro navigation, and P.F.P. technique. Wireless Operators were given instruction on Gummy Tactics and P.F.P. technique. Air Gunners were given instruction on Gummy Tactics and P.F.P. technique.</p> <p><b>Flying Times:</b> Operational - NIL ---- NRP-Operational - Day 49:00</p>		
	18-5-45		<p><b>Weather:</b> Fine. Small amounts of cloud. Good visibility. Light Easterly wind.</p> <p><b>No Operations Scheduled for To-Day.</b></p> <p><b>Training:</b> Considerable progress was again made in the training programme. This included 20 hours X-Country, one practice bombing flight, 7 hours fighter affiliation. Bomb Alarms took a one hour lecture on the bombing panel and the Flight Engineer Leader gave further instruction to the new pilots being converted to Halifax. Navigators assigned to N.F.U. for training, carried out plotting practice.</p> <p><b>Flying Times:</b> Operational - NIL ---- NRP-Operational - Day 48:35</p>		
	19-5-45		<p><b>Weather:</b> Fine. Little cloud. Good visibility. Light to moderate southeasterly wind.</p> <p><b>No Operations Scheduled for To-Day.</b></p> <p><b>Training:</b> Training included a one hour lecture to Navigators on D.M. compass and a lecture to Wireless Operators on setting up a manipulation on tinsel. Air Gunners studied aircraft recognition.</p> <p><b>Flying Times:</b> Operational - NIL ---- NRP-Operational - Day 10:20</p>		
	20-5-45		<p><b>Weather:</b> Fine, small amounts of low cloud at first, variable amounts at 2000 feet later. Wind light to moderate with -ist during evening. Wind light North-easterly.</p> <p><b>No Operations Scheduled for To-Day.</b></p> <p><b>Training:</b> Another large flying training programme was carried out. This included 25 hours X-Country 12 hours bombing practice and two hours S.B.A. landings. Ground instruction included a half hour lecture to Bomb Alarms on bombing pattern and target run-ups. Wireless Operators carried out more practice and Air Gunners studied night vision.</p> <p><b>Flying Times:</b> Operational - NIL ---- NRP-Operational - Day 44:05</p>		

www.bomber.com

Poor Copy

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. FIVE

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.

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

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
R.A.F. STATION, CHANISH TOWER	21-5-43		<p>Weather:- Fair, with moderate variable visibility and variable amounts of cloud above 3,000 feet. Wind light E to N.E.</p> <p>No Operations Scheduled for 20-Day.</p> <p>Training:- This included 25 hours cross-country, five hours S.D.A. landings and four thirty-five minute night. Bomb Alarms attended a two hour lecture on a Mark XIV bomb. Wireless operators carried out some practice. Air Gunner, B.F. stripping.</p> <p>Flying Times:- Operational - NE - - - - NE-Operational - Day 30:30 - - Night - 4:35</p>	
	22-5-43		<p>Weather:- Little cloud at first with increasing amounts and rain in afternoon clearing to moderate cloud base mainly above 2,000 feet. Wind S'ly light to moderate.</p> <p>No Operations Scheduled for 20-Day.</p> <p>Training:- A total of 24 hours training flying included 16 hours bombing practice, four hours S.D.A. landings and 13 hours night cross-country. Bomb Alarms were given a short lecture on small fuses shorts and wireless operators attended a lecture on intercom system, failures and functions.</p> <p>Flying Times:- Operational - NE - - - - NE-Operational - Day - 20:30 - - Night - 4:05</p>	
	23-5-43		<p>Weather:- Fine at first with smaller cloud, variable in amount, base 2,000 feet, with light showers around dusk. Visibility good. Moderate S'ly wind.</p> <p>COMBINATION - BOMBING ATTACK ON "RESEARCH" IN A/D DISTRICT</p> <p>As aircraft were successful in reaching primary and following their headlights on and large areas were covered with burning incendiaries and also many large explosions were seen with one a/c suffered slight fire damage and another was badly damaged considerably by fire damage to tailplane, elevator, temperature gauges, oil leak in 6th a/c motor and w/t aerial. The engine of one a/c reached base. Aircraft "Research" (S/N 212099 P/O Domesak H.S.) was attacked by enemy fighter which the Rear Gunner (S/N 63841 SGT Baker J.A.) could not identify. The Halifax was flying at 15,000 feet at 200 mph. The enemy a/c was first sighted by the Rear Gunner, about 150 yards before breaking off his attack sharply to port. Rear Gunner returned the enemy's fire. Rear gunner gave evasive action, diving forward to attack. No damage was claimed to the enemy a/c. One of our a/c is missing, members of the crew are: (S/N) S/N 122707 SGT Martin J., (S/N) S/N 122663 SGT Irvine R. G (P/O) S/N 122663 P/O Clark H., (S/N) S/N 122773 SGT Harrison J., (S/N) S/N 122663 SGT Irvine R. G (P/O) S/N 122663 SGT Jennings R.W. (P/S) S/N 57482 SGT Maloney S.</p> <p>Bombing has been heard from this crew since take-off.</p> <p>Flying Times:- Operational - Night 6:25 - - - - NE-Operational - Day 10:50</p>	A-4

www.bomberco

Poor Copy

Place	Date	Time	Summary of Events	Page No.	References to Appendices
R.A.F. Station, GRANDDEN LODGE.	24-5-45		<p><b>Weather</b> - Cloudy at first, becoming clear and fine after dark. <b>Wind</b> - Northwesterly wind.</p> <p><b>Operations</b> - No Operations Scheduled for To-Day.</p> <p><b>Training</b> - No training flying could be carried out due to weather conditions. Ground training included a lecture by the Bombing Leader to the entire Squadron on flares, fuses, and fuses. Crews detailed for R.T.U. training were given a variety of lectures including R.A.F. technique, bombing tactics, gas and astro navigation. Ditchy and parachute drills were carried out.</p> <p><b>Flare Range</b> - NIL.</p>		
	25-5-45		<p><b>Weather</b> - Fine at first, becoming fair and fine after dark. Good visibility. Moderate N.W. to West wind.</p> <p><b>MAIN OPERATION - BOMBING ATTACK ON "DUSSELDORF" BY A/O BOMBERS</b></p> <p>At 4/0 Bombers and bombers primary in moderate visibility through gaps in cloud. Large explosions were seen, but none of the crews observed own bombing results due to cloud cover. Incendiarium were scattered and burning on the ground. Three large red glows were seen in forest area which was reflected on cloud. Fires were seen for a half hour after leaving target by one of the crews. Heavy flak was encountered by one a/o at 10,000 feet at 0136 hours in Duisburg area and crashed at the end of the runway on taxi off when engine out before leaving ground. One a/o crew were only slightly injured in aircraft in category 1-1. One of our aircraft is missing after this operation. Members of the crew were: (A/O) GUN, R. 11347 SGT Lobban G.S. (NAV) GUN, R. 2375 (P/O) GUN, R. 13951 SGT Harold G. (A/O) GUN, R. 90327 SGT Houston J.T. (P/O) 97757 SGT Holton G.</p> <p><b>Flare Range</b> - Operations - Night 04:22 - NIL - Operational - NIL</p> <p><b>Remarks</b> - One enemy a/o seen firing target, Dusseldorf, heading 306 true, speed 160 knots, at 12,000 feet, position 5237 N. 0425 E., Halifax "U", (A/O) GUN, R. 11347 SGT Lobban G.S., was attacked by an enemy a/o, 04:30. The enemy a/o fired one long burst and broke away. Captain took evasive action by a straight dive and enemy a/o was not seen again.</p>	A-5	
	26-5-45		<p><b>Weather</b> - Little cloud at first increasing slowly to 10/10 by mid afternoon, base mainly 3,000 feet lowering to 1,500 feet in evening. Visibility poor at first improving to good. Moderate NWly wind.</p> <p><b>Operations</b> - 24 A/O were detailed for operations and briefings were carried out. The operation was scheduled later in the day.</p> <p><b>Training</b> - Representatives of the Squadron proceeded to P.F.F. Group, Wymon, in order to pay a visit to their headquarters, The King and Queen. Squadron representation included GUN, R. 13207 P/O J.R. Burdick, P.F.F., and an operational aircraft Halifax and crew, Captain, GUN, R. 13001 P/O Gorman H., and twenty-five representatives of air and ground crew.</p>		
	27-5-45		<p><b>Weather</b> - Fair. Variable amount of cloud at 3,000 feet. Visibility moderate to good. Wind N.W., light to moderate.</p> <p>(OVER)</p>		

www.bombercommand.com



Poor Copy

RAF Form 540

See instructions for use of this form in KR and ACL, para 249 and War Manual, Pt. II, chapter XX, and note in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. 4872

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
RAF Station GRANDSTAY LODGE	27-7-43		<p>(Continued)</p> <p>2ND OPERATION - BOMBING ATTACK ON "ROSEN" - 6 A/G RESULTS</p> <p>Five a/g bombed and bombed primary at an average height of 18,500 feet. No results were observed due to cloud cover in target area. Several good fires were seen and large volumes of smoke were rising in the fall area. This area was well lit, as seen through gaps in the cloud. Two of our a/g suffered heavy fish damage. One of our a/g is missing, nothing having been heard from the crew since take-off. Numbers of crew were: (OUR) GUNNER - 107757 SGT Latham G.S. (NAV) GUN 7-14175 P/O Wilson G.S. (M/A) GUN 3-2222 P/O Miller G.S. (M/A) GUN 3-2221 SGT Swanson G. (M/O) GUN 3-139531 SGT Harold G. (P/O) GUN 3-90327 SGT Hanson G.S. (M/A) 97757 SGT Holmes J.</p> <p>Flying Time: Operational - Night 25:40 --- Non-Operational - Day 2:40</p>		A-5
	28-7-43		<p>Weather - Fair, becoming fine in the evening. No low cloud at first, becoming variable in amount at 2,000 feet, clearing in the evening. Visibility moderate at first improving to good. Wind light, between E. and N.</p> <p>No Operations scheduled for 28-7-43.</p> <p>Training - This included more practice by Wireless Operators. Gunnery studied a/g operations and crews carried out parachute and dingy drills.</p> <p>Flying Time: Operational - Night --- Non-Operational - Day 11:40</p>		
	29-7-43		<p>Weather - Fine, becoming fair. Low cloud increasing in afternoon at 1,000 feet clearing in the evening when increasing upper cloud. Visibility moderate. Wind light, variable, mainly N.W.</p> <p>2ND OPERATION - BOMBING ATTACK ON "ROSEN" - 11 A/G RESULTS</p> <p>11 A/G bombed and bombed primary in good visibility from an average height of 17,500 feet. Pattern of the streets was clearly seen by one of the crews. Heavy explosive were observed to be bursting on Red and Green T.E. markers, and numerous fires and incendiaries were also seen to be burning. One large area was covered with very intense fires with light coloured smoke, and also some explosions were seen in the midst of these fires. Much smoke was encountered by one of the crews at a height of 10,000 feet, in target area. Two of our a/g suffered heavy fish damage one between take and parachute and the other in the target area. One of our a/g abandoned operation shortly after take-off when port outer engine failed and was unable to climb. Crew were jettisoned 2100 ft and GUN 3- "Sally", and a/g "Sally" a safe landing back to base. All of our a/g returned safely from this operation.</p> <p>Flying Time: Operational - Night 24:40 --- Non-Operational - Day 4:30</p>		A-7
	30-7-43		<p>Weather - Occasional rain with local thunder in morning becoming fair after midday. Cloud 10/20 at 1,000 feet at first, lifting to 2000 feet and breaking in the afternoon. Visibility poor becoming moderate. Wind on veering N.W. light.</p> <p>Training - Gunnery programme was held in ground training under N.T.O. Lectures were given to all crew on P.F.F. technique both in morning and afternoon.</p> <p>Flying Time: ---</p>		

www.bombercommand.com

