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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 240, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. ONE

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

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET	References to Appendices
R.A.F. Station, Grensdon Lodge, Beds.	1-6-43		<p>Weather:- Cloudy, with low cloud at about 2,000 feet all day. Visibility was good during the morning, deteriorating during the afternoon. Winds strong Southwesterly. Slight rain during P.M. and evening.</p> <p>Training:- 11:50 hours flying training were carried out during the day. The Gunnery Leader lectured Bomb Aimers on V.G.O. Navigators were engaged in three cross-country flights of three hours each.</p>		
	2-6-43		<p>Weather:- Variable large cloud amounts at 15,00 feet. Visibility moderate. Showers during afternoon, winds moderate Southerly. Cloud clearing late evening.</p> <p>Training:- 2:50 hours flying training were carried out during the day. Navigators were given a lecture on carolis and wander. Bomb Aimers were given a lecture on flares, fuses and dry-cell. Wireless Operators were given instruction on 4/T General and Air Gunners studied on aircraft recognition.</p> <p>Sports:- The Squadron Headquarters played softball with R.A.F. Station Tempsford and defeated them by a score of 5 - 1.</p>		
	3-6-43		<p>Weather:- Variable mainly large amounts of cloud at 2,000 feet with showers and thunderstorms during afternoon. Winds moderate Westerly falling light and cloud breaking in evening. Visibility moderate.</p> <p>Training:- Bomb Aimers were given a lecture on Mark 14 Bombsight, flares, fuses and bombing hand carriers. Navigators were given a 1 1/2 hour lecture on Mark 14 bombsight carriers and pyrotechnics. Crews carried out parachute and dinghy drills. 9:15 hours flying training were carried out during the day.</p>		
	4-6-43		<p>Weather:- Generally 5/10 cumulus base 2,500 feet with much medium cloud. Visibility moderate. Winds South Southwesterly.</p> <p>Training:- 9:35 hours flying training were carried out during the day. Lds/G were detailed for operations, which were scrubbed at 1345 hours. Bomb Aimers attended a lecture on Mark 14 Bombsight and also viewed a film. Air Gunners were lectured on G.C.I. control to fighting. Navigators viewed a film on Mark 14 bombsight.</p>		
	5-6-43		<p>Weather:- Variable strato-cumulus at 2,000 feet, much medium. Slight rain about midday. Visibility moderate. Winds west Southwest moderate.</p> <p>Training:- The Squadron was stood down to-day. Wireless Operators were engaged in practice on fault finding on Marconi receivers. Navigators and Bomb Aimers were given lectures on P.P.F. technique. 4:20 hours flying training were carried out during the day.</p>		
	6-6-43		<p>Weather:- Variable amounts broken lowcloud, decreasing amounts of medium cloud. Visibility moderate. Winds westerly and moderate becoming light.</p> <p>Training:- 2:45 hours flying training were carried out during the day. Wireless Operators were lectured on fault finding Marconi and remedying electrical apparatus. Parachute and dinghy drills were carried out.</p>		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.A.F. Station, Grandden Lodge, Beds	7-6-43		Weather:- Cumulus building up towards midday, base 3,000 feet. High and medium cloud increasing during morning, cumulus dispersing, fair during the evening. Visibility moderate becoming good. Winds South Southwesterly. Operations:- 14 a/c were detailed for bombing operations, which were scrubbed at 2200 hours. Training:- In view of preparations for operations, training was necessarily curtailed, somewhat. 4:35 hours flying training were carried out during the day.		
	8-6-43		Weather:- 10/10 strato-cumulus cloud, at 1,000 feet, breaking and lifting during the afternoon and evening. Visibility improving to moderate. Winds Southwesterly veering westerly, light. Training:- 16:25 hours flying training were carried out during the day. These included three bombing and six S.E.A. flights. Bomb Aimers were given a lecture on meteorology and wireless operators were lectured on fault finding Marconi and transmitter power units.		
	9-6-43		Weather:- Strato-cumulus cloud dispersing early, small cumulus above 3,000 feet during the morning and afternoon. Visibility was poor to moderate. Winds light Northwesterly. Low dispersing in evening, variable amounts medium cloud persisting. Training:- 14 a/c were detailed for operations which was scrubbed at 2200 hours. Preparation for operations prevented ground training somewhat. Bomb Aimers were given a lecture on Astro Navigation. 2:20 hours flying training were carried out during the day. Sports:- Maintenance Flight of this Squadron played a softball game against R.A.F. Station Wyton and Maintenance won 5 - 4.		
	10-6-43		Weather:- Generally small amounts of low cloud, with large amounts of medium and high. Visibility improving to good during evening, deteriorating rapidly after dark. Winds Southwesterly. Training:- 5:44 hours flying training were carried out during the day. Bomb Aimers were given a lecture on bombing panel and Mark 14 Bombsight. Wireless Operators were engaged in practice on fault finding, Marconi transmitter and power leads. Health:- 72 aircrew personnel were given their annual T.A.B. and A.T.T. inoculation today.		
	11-6-43		Weather:- Little low and much medium cloud. Visibility poor generally. Winds: light Southerly. A- Operations:- 12 a/c were detailed for bombing operations on DUSSELDORF. Take-off commenced at 2300 and all aircraft were airborne at 2311 hours. 10 aircraft reached and bombed primary in good visibility, with some cloud, from an average height of 18,000 feet. Good concentration of fires were seen by crews with many H.E. bursts. Smoke was seen to be rising from 12,000 to 15,000 feet in target area. Port outer engine on one aircraft caught fire before reaching target and motor was feathered and fire went out. 19 good photographs were obtained. Operation was abandoned at 0023 hours by one aircraft, before crossing English Coast. One of our aircraft suffered slight Flak damage. One of our aircraft is MISSING from this operation. Members of Crew are:- (CAPT) CAN.J.16995 P/O Harty J.C. (American), (NAV) CAN.J.17436 P/O Miller B.L.; (B/A) 143129 P/O Patterson J.J. (HGF/AG) CAN.J.9638 P/O Pillingham T.A. (N/A) CAN.R.84381 SGT Taylor N.H. (R/G) CAN.J.17437 P/O Mackay E.E. (P/E) CAN.R.79790 SGT Tatham W.N. (2ND PILOT) CAN.R.67665 W/O Sommerville J. (American). Nothing has been heard from any of this crew since time of take-off. Operational Flying Time:- Night 50:19.		
	12-6-43		Weather:- Variable amounts of low cloud about 2,500 feet, decreasing after dark. Much medium cloud during the morning. Visibility moderate becoming good. Wind mainly Southwesterly.		

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R.A.F. Form 540

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OPERATIONS RECORD BOOK

Page No. THREE

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
R.A.F. STATION, Gransden Lodge, Beds.	12-6-43		(CONTINUED)		
			25TH OPERATION "BOCHUM". Eight aircraft were detailed for operations on Bochum, reduced to six by Group. 6 aircraft reached and bombed primary, in very hazy visibility, from an average height of 12,000 feet. Many good fires were seen and also some good concentration of incendiaries. Five good photographs were taken and some of our aircraft was damaged by flak. Operational Flying Time: Day - Nil Night 29:25. Flying Training: 3-68 hours flying training were carried out during the day.		A-2
	13-6-43		Weather:- Variable amounts of cumulus with medium cloud above. Visibility moderate. Wind Southwesterly, moderate. Trainings:- 13:55 hours flying training were carried out during the day and 3:54 hours were carried out during the night. Bomb aimers were given a lecture on HES. Flying training consisted of 2 X- countries, and 3 details for bombing practice. Conversion training of P/O H.R. Lefevre and crew was completed by night dual instruction by W/C J.E. Fauquier, DFC and two hours night solo circuits and landings.		
	14-6-43		Weather:- Variable amounts of cumulus giving showers and a thunderstorm during the afternoon. Visibility good. Wind West to Southwest. Trainings:- 13:01 hours flying training were carried out during the day, which consisted of four details, air to sea firing, and one X- country. Bomb aimers were lectured on Dark 14 bombight. The P/E Leader gave a lecture to new crews on Halifax familiarisation, petrol, oil and coolant systems.		
	15-6-43		Weather:- Variable wind; large amounts of cumulus and cumulonimbus, giving frequent showers and thunderstorms until late evening. Visibility very good. Wind mainly Southwesterly. Trainings:- 20:53 hours flying training were carried out during the day, which consisted of three details air to sea firing, two cross-countries, 2 Monica tests, and three engine flying practice. The Gunnery leader lectured the Bomb aimers, and Wireless Operators were given a lecture by the Station R.D.F. Officer on R.D.F. Equipment. Bomb aimers were also lectured on "Y" Equipment.		
	16-6-43		Weather:- Much layer cloud at 3,000 feet during early morning, breaking and cumulus cloud forming giving a shower during the evening. Visibility moderate, wind westerly, becoming light variable after dark. Operations:- 18 aircraft were detailed for bombing operations, but were scrubbed at 1430 hours. Trainings:- 18:17 hours flying training were carried out during the day and 21:42 hours of night, which consisted of 2 bombing practices, five day cross-countries, 3 night cross-countries. The P/E Leader gave a lecture on oxygen system and emergency equipment to new crews. Wireless Operators took w/t exercises for one hour and were given a lecture by R.D.F. Officer on Monica, H.R.33 and Gen. Flying Accident: Seven members of this Squadron lost their lives on a routine cross-country flight, near R.A.F. Station, Sutton Bridge, when their aircraft crashed, the cause of which is as yet undetermined. The members of the crew killed are: (Pilot) 46731 P/L Lawson S.D. (W/O) 41484 P/O Agassiz R.M. (S/A) 12919 P/O Frewin L.M.A. (W/O) 103015 SGT Faulkner A. (W/O) 138022 SGT Dunne C. (S/A) 12421 P/O Dwyer W.C. (S/A) 57128 SGT Holliday H.		

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
R.A.F. Station, Cransden Lodge, near	16-6-43		(continued) Pilot Officer S.H. Long is to proceed tomorrow to represent the Squadron at the funeral to be held at Sutton Bridge.		
	17-6-43		Weather:- Cumulus at 3,000 feet increasing to large amounts during the afternoon, dispersing after dusk, but medium cloud persisting. Visibility moderate to poor. Wind light Northwesterly backing to West Southwesterly after dusk. Operations:- 15 a/c were detailed for a bulls-eye, terminating in a P.P.F. demonstration of T.I. and marker flares at Rushford. Three crews were detailed for markers, the remaining 12 for main force observation. Flying times - Night 56:35. Training:- Bomb Aimers were given a lecture on "V" Equipment. Air Gunners were given a lecture on R.D.F. and Wireless Operators were given a wireless quiz. Flying times: Day 13:09		
	18-6-43		Weather:- Medium cloud thickening and lowering, low cloud spreading over, and rain commencing at midday, continuing until midnight. Low cloud falling to 500 feet during the afternoon then lifting slowly to 1,000 feet. Training:- No flying training was carried out during the day owing to bad weather conditions. Considerable progress was made in ground training. Bomb Aimers were given a lecture on fuses. Air Gunners were given a 1 1/2 hour lecture on intelligence. Navigators were lectured on magnetic. Wireless Operators underwent tunnel and Morse practice.		
	19-6-43		Weather:- Low and medium cloud breaking to less than 5/10 in the afternoon, lead lifting to 2,000 feet. Visibility improving to very good and wind veering from Southwesterly to West Southwesterly temporarily. Training:- 12:48 hours flying training were carried out today. Operations:- 14 a/c were detailed for bombing operations on St. As. Creusot, reduced to 11 by Group. Take off commenced at 2330 hours and all eleven aircraft were airborne at 2340 hours. Visibility was excellent in target area and all our aircraft reached and bombed primary from an average height of 7,000 feet. Target was clearly identified visually and several members of the crew observed bombs falling directly on Schneider works. Many explosions were also seen in target area. No flak damage was suffered by any of our aircraft and all returned back to base safely. Operational Flying Time:- Night - 65:49.		A-3
	20-6-43		Weather:- Much layer cloud spreading in early morning, breaking and lifting to 3,000 feet during the morning, and later cumulus cloud forming at 2,000 feet. Visibility remaining very good. Wind South Southwesterly. Operations:- 10 a/c were detailed for bombing operations which were scrubbed at 1800 hours. Preparations for operations curtailed air and ground training. Training:- 6:19 hours flying training were carried out during the day. Bomb Aimers were given a lecture on conall box. Three crews underwent training flights with new secret equipment.		
	21-6-43		Weather:- Weather fine, with mainly small amounts of cloud over 3,000 feet. Visibility very good. Wind Westerly. Operations:- 14 aircraft were detailed for bombing operations on Erfeld. 13 of our aircraft reached and bombed primary from an average height of 19,500 feet in good visibility. Loads were dropped on red and green T.I. markers. Many good fires, large explosions and burning incendiaries were observed in the target area. Three of our a/c suffered flak damage, many good photographs were also obtained. One of our aircraft is missing from this operations. members of the crew are:-		A-4

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OPERATIONS RECORD BOOK

Page No. FIVE

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
R.A.F. Station Greenwich Lodge, Beds.	21-6-43		(continued) (CAPT) CAN.R.16904 P/L Jurell S.L. (NAV) CAN.R.16996 P/O Hodge P.W. (B/A) CAN.R.16996 P/O Leneux J. (WOP/AG) CAN.J.17110 P/O Livingston R.A. (M/U) CAN.R.95504 P/S Rowe E.D. (R/O) CAN.8142-A SGT Robinson R. (P/W) CAN.R. 74646 SGT Nichols A.W. BEM. Nothing has been heard from any members of this crew since time of take-off. Operational Flying Time:- Night - 83:47.		A-4
	22-6-43		Weather:- Small amounts of cloud at 3,000 feet and variable amounts of medium and high cloud. Visibility poor in early morning, improving rapidly to very good. Wind light Southwesterly. Operations:- 6 a/c were detailed for bombing attack on MILHEIM. Five a/c reached and bombed primary in good visibility with bright moonlight. Loads were dropped on red and green T.I. from an average height of 18,000 feet. A large concentration of fires was observed, with smoke rising up to 8,000 feet. One of our aircraft suffered slight flak damage. Four good photographs were taken. Many burning incendiaries were seen in target area, and these were well concentrated around aiming point. Operational Flying Time:- 21:01. Training:- 7.34 hours flying training were carried out during the day. Wireless Operators were lectured on electrical equipment. Three flight details for HES training and two air to sea firing.		
	23-6-43		Weather:- Fine in early morning, becoming cloudy with cloud at about 3,000 feet and medium cloud above, cloud clearing around dusk. Wind west, moderate, becoming light in evening. Visibility good. Training:- 21:27 hours flying training were carried out during the day. Bomb aimers were lectured on W/T equipment. The Wireless Operators took w/t exercises. Three bombing practice details on Rushford Range and two air to sea firing. Crews also carried out parachute and dinghy drills. Sports:- Squadron Headquarters played softball against R.A.F. Station, Graveley and won 12 - 6.		
	24-6-43		Weather:- Fine, becoming cloudy by noon with cumulus at 3,000 feet which dispersed during the afternoon as medium cloud spread in. Layer cloud formed about dusk when medium and high clouds cleared. Visibility good. Wind Northwest backing to Southwest by midnight. Operations:- 14 aircraft were detailed for bombing operations on ELBERFELD, reduced to 11 aircraft by Group. 14 aircraft reached and bombed the primary from an average height of 19,500 feet in moderate visibility, with some ground haze. Many large fires with other smaller scattered ones were observed in target area. Large masses of black smoke were rising in target area. There was a splendid concentration of red and green T.I. in target area, but the area of most intense bombing was slightly to Southwest and East. 9 good photographs were taken. Starboard outer engine failed on one aircraft at English coast on return journey. 3 of our aircraft suffered damage from heavy flak. One of our aircraft is missing from this operation and nothing has been heard from any of the crew since time of take-off. Members of crew are: (CAPT) 131694 SGT Andrews P.C. (NAV) 1423994 SGT Jones G. (B/A) CAN.R.102920 P/S Kingsley W. (WOP/AG) 102968 SGT Rowler P. (M/U) 1300168 SGT Tisbury G. (R/O) CAN.R.141400 SGT Kucinsky J. (P/E) CAN.R.60745 SGT Price C.W. Operational Flying Time:- 49:55 Training:- 20:41 hours flying training were also carried out during the day.		A-5

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
R.A.F. Station, Grensden Lodge, Beds.	25-6-43		<p>Weather: Much thick medium and high cloud until evening. Some slight rain during the morning. Cloud dispersing about midnight. Visibility mainly good, but deteriorating during evening towards dusk. Wind West to West-Northwest.</p> <p>Training: - 12.39 hours flying training were carried out during the day, which included instruction on "Y" equipment and two cross-countries. Ground training included lecture to wireless operators on W/T General. Bomb Aimers were given instruction on Mark 14 Bombsight and Navigators were lectured on new secret equipment. Gunners studied aircraft recognition.</p> <p>Casualty: A signal was received today, quoting German information that the following members of a crew missing on the night of 12.3.43, are now classified as prisoners of war: 1288240 SGT Roberts; 626241 SGT Adlam; 1384356 SGT A.S. Knight.</p> <p>Sports: "A" Flight played a softball game against Squadron Headquarters and defeated H.Q. 11-7. W/T Instruments played softball against Squadron Armory Section and W/T won 11-9.</p>		
	26-6-43		<p>Weather: Convection cloud increasing during the day, base generally 2,000 feet, dispersing at dusk. Some medium cloud persisting later. Visibility very good. Wind light North-Northeast.</p> <p>Training: - 39:31 hours flying training was carried out during the day, including 13 flights on instruction on new "Y" equipment. Two details of air to sea firing. Bomb Aimers were given lecture on "Y" equipment.</p> <p>Sports: "A" Flight maintenance defeated 405 Armory in a softball game, and 405 H.Q. defeated W/T Instruments 11-6.</p>		
	27-6-43		<p>Weather: Visibility rapidly deteriorating before dawn to 200 yards. Low stratus spreading in at about 1,000 feet, lifting and breaking to less than 500 by late afternoon. Visibility becoming very good. Wind Northerly.</p> <p>Training: 35:43 hours flying training were carried out during the day, which included 15 flights "Y" training and S.E.A. landings. One air to sea firing. Crews also carried out parachute and alighty drills.</p> <p>Visits: W/M G. E. Brookes, G.N.E. No. 6 R.A.F. Group, visited the Squadron today.</p> <p>HONOURS AND AWARDS: A signal has been received from Air Ministry informing that His Majesty the King, on the recommendation of the Air Officer Commanding-in-Chief, has approved the immediate award of the Distinguished Flying Cross to (G.N.C.1259) S/L I. S. Logan (Pilot), and (G.N.J.16817) P/O H. J. Jennings (MOP/AC). These two officers were reported missing on the night of March 11/12, 1943, and at a later date returned back to the Squadron after a miraculous escape from the enemy. Both these officers are at present in Canada on leave.</p>		
	28-6-43		<p>Weather: Low stratus spreading in again about dawn, breaking in early afternoon, lifting to 2,500 feet, but not clearing. Visibility good. Wind North-Northeast.</p> <p>Operations: 12 A/C were detailed for bombing operations on COLOGNE. Take off commenced at 2304 and 11 aircraft were airborne at 2315 hours. All aircraft reached and bombed primary from an average height of 13,000 feet on red and green star and whitemarkers. Visibility was hazy in target area. There was considerable plow on clouds, but how much was due to fires was is uncertain. A tremendous explosion occurred in one aircraft either in or alone beneath aircraft, cause of which is unknown. One of our aircraft suffered slight flak damage to fuselage. 9 photographs were taken.</p> <p>Operational Flying Time: 57:00 Hours.</p> <p>Training: 8:18 hours flying training was carried out during the day.</p>		A-7

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 210, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. SEVEN

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
R.A.F. Station, Grenade Lodge, Beds.	29-6-43		Weather: Stratus increasing and lowering again during darkness, breaking about midday, and decreasing to 5/10 by evening, and increasing again at dusk. Visibility good. Wind strong North Northeast. TRAINING: 16:27 HOURS flying training were carried out during the day, which included 8 flights on "Y" training, and two flights on bombing practice and S.B.A. Landings.		
	30-6-43		Weather: Before dawn 10/10 stratus at about 1,000 feet with slight drizzle. Visibility poor. Drizzle ceasing and cloud breaking mid-morning but visibility hopeless, and cloud breaking again in evening. At dusk, stratus increasing and lowering and visibility deteriorating. Wind North West, fairly strong. TRAINING: 33:44 hours flying training were carried out during the day, which included 9 flights familiarisation with new "Y" equipment, three flights Fighter Affiliation, and two flights S.B.A. Air Gunners were lectured on combat flying. Bomb Aimers were given lectures on new secret equipment. AIRCRAFT STRENGTH: The Squadron has 21 Halifax II aircraft on charge. NUMERICAL STRENGTH OF NO. 405 R.C.A.F. SQUADRON, AS AT 1ST AND 30TH JUNE, 1943.		
			FIRST THIRTIETH		
			R.C.A.F. - Officers - Aircrew 42 45		
			- Ground Crew 3 3		
			- Airmen - Aircrew 57 54		
			- Ground Crew 322 337		
			R.A.F. - Officers - Aircrew 7 9		
			- Ground Crew 1 1		
			- Airmen - Aircrew 33 40		
			- Ground Crew 97 108		
			R.N.Z.A.F. - Officers - Aircrew 0 1		
			- Airmen - Aircrew 0 1		
			R.N.Z.A.F. - Officers - Aircrew 0 1		
			- Airmen - Aircrew 1 1		
			(sgd.) J. E. FAUQUIER		
			(J.E. Fauquier) Wing Commander, Commanding, No. 405 R.C.A.F. SQUADRON.		

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