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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 246, and War Manual Pt. II, chapter XX, and note in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

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

Page No. 081

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References
R.A.F. Station, Cranston Lodge, Bacton.	1-9-43		<p>Weather:- Cloudy, with slight drizzle for a short period soon after dawn. Continuing cloudy throughout the day, with slight rain during the afternoon and again towards midnight. Visibility moderate to good. Winds light S.W. freshening towards midday.</p> <p>Training:- 5:00 hours flying training was carried out during the day. Wireless operators were given a course test and practice. Flight engineers were given a lecture and instruction on Stenberg Indicator. Parachute and Dingy Drills were carried out by crews during the day.</p> <p>NOTICE TO AIRCRAFT:- The following message was received today "His Majesty The King, on the recommendation of the Air Officer Commanding-in-Chief, has approved the DEDICATION of the BACTON AIRFIELD to His Majesty King George VI, Commander John Julius Angier, R.F.C. (0.1399)."</p>		
	2-9-43		<p>Weather:- Cloudy, with continuous slight rain at first and fog towards dawn, becoming fine. Cloud increasing to 9/10 by 11:00 hours, persisting until dusk then dispersing. Visibility good. Winds light variable becoming moderate W by about midday, then falling light.</p> <p>Training:- 24:15 hours flying training was carried out during the day and 12:00 hours during the night, which included 9 hours "Y" training, 18 hours in-country, 4 hours air to sea firing, 2 hours S.B.A., and 2 hours training of pilots in conversion to Lancaster III, the Bombing Leader gave a lecture on Mark XIV Bomb sight to Bomb Aiders. Wireless operators were given instruction on Radar and London.</p>		
	3-9-43		<p>Weather:- Fine at first, visibility deteriorating to 2,000 yards by 0700 hours, becoming cloudy by 0900 hours, cloud dispersing towards midnight. Visibility improving later to moderate to good. Winds light variable, becoming mainly W by towards midnight.</p> <p>Training:- 7:16 hours flying training was carried out during the day which included 3:00 hours air to sea firing and 30 minutes S.B.A.</p> <p>OPERATIONS:- BOMBING ATTACK ON BREMEN - 6 AIRCRAFT INVOLVED - OPERATIONS MIXED RESULTS</p> <p>Five aircraft reached and bombed Bremen in fair visibility and loads were dropped at an average height of 19,500 feet. Numerous incendiary fires were seen. Target marking was good. Bombing was well concentrated. One of our aircraft suffered slight flak damage. One of our aircraft bombed in error what is believed to be BREMEN. -- (this aircraft did look this for BREMEN).</p>		A-1
	4-9-43		<p>Weather:- Small amounts of cloud at first, increasing to 9/10 around dawn, breaking towards midday then increasing during the afternoon. Visibility good. Winds light S.W. freshening and increasing.</p> <p>Training:- 21:15 hours flying training was carried out during the day which included 6 hours "Y" training, in-country 9 hours, and 5 hours air to sea firing. Bomb Aiders were given instruction on "Y" Equipment and Wireless operators were lectured on T.K.1196.</p>		
	5-9-43		<p>Weather:- Small amounts of cloud at first, increasing around dawn and continuing cloudy until dusk. Slight rain for a short period during the morning and slight drizzle during the afternoon. Visibility moderate to good. Winds S.W. gusty, veering SW and decreasing.</p> <p>Training:- 7:54 hours flying training was carried out during the day. Flight engineers were lectured on ... constant speed.</p>		

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
P.A.F. Station, Granden Lodge, Beds. (continued)	6-9-43		<p><b>OPERATIONS:- BOMBING ATTACK ON "MUNICH" II AIRCRAFT DETAIL - (ONE MISSING)</b>  <b>Operational Flying Time - 77:00 hours Night.</b></p> <p>Twelve aircraft reached and bombed primary in good visibility with some cloud, Red and Green T.I. were well concentrated with burning incendiaries and small fires well concentrated on them. The T.I. appeared to be past of river but bombs had spread across to west bank. Built up area was clearly seen on both banks. Three large bursts of 4,000 lb. bombs were seen to 4 mile southwest of the Green T.I. and fires caused a large area of black smoke. One aircraft suffered slight flak damage from heavy flak. One aircraft abandoned mission immediately after take off when port outer engine struck smoke and on climbing, petrol leak was noticed on starboard outer. One of our aircraft missing and members of crew are: 558581 SGT Brunton A.G.; 150695 SGT Thomson R.; 558582 SGT Broderick L.H.; 1682027 SGT Edging D.H.; 1591119 SGT Gais G.S.; 168872 SGT Viller D., 558587 SGT Hewitson J.</p>		A-2
	6-9-43		<p><b>Weather:-</b> Fine at first, with small amounts medium cloud. Stratus and cirrus forming during morning and increasing to 3/10 dispersing after dusk. Visibility good. Winds light S.W. increasing during morning.</p> <p><b>Training:-</b> 1445 hours flying training was carried out during the day. Wireless operators were lectured on deep signals.</p> <p><b>OPERATIONS:- BOMBING ATTACK ON "MUNICH" II AIRCRAFT DETAIL -</b>  <b>Operational Flying Time - 54:00 hours Night.</b></p> <p>All seven aircraft detailed, reached and bombed primary in good visibility from an average height of 20,000 feet. Fires were burning round concentration of Red T.I. A few incendiaries were seen by the crews, otherwise, nothing else was observed.</p> <p><b>SPORTS:-</b> Air and Ground Crew members of the Squadron took part in their first practice of the season of Canadian Touch Rugby in the Sports Field, after work for the day was completed.</p> <p><b>P.O.R.:-</b> P.O.R. Serial No. 13, P.O.R. Officers (Appendix B1), and P.O.R. Serial No. 10 P.A.F. Officers (Appendix B2), (re movements, promotions, etc.)</p>		A-3
	7-9-43		<p><b>Weather:-</b> Fine at first, becoming cloudy after dawn, with intermittent light rain around midday, continuing cloudy throughout the day. Visibility good. Winds light westerly during day.</p> <p><b>Training:-</b> 1645 hours flying training was carried out during the day, which included 2 hours of ground training, 3 hours of country bombing, 2 hours of one hour fighter affiliation, and 1:30 hours S.A.A. Bomb Aimers were lectured on 'I' equipment and Wireless Operators were lectured on signals procedure.</p> <p><b>OPERATIONS:-</b> The following message was received today stating that 952028 P/SGT Cox (10) found dead on April 8th, 1943, and buried on April 14th, 1943 in Municipal Cemetery, 1000000 of his aircraft along with three other members of the crew on the night of April 8th, 1943, at approximately 2230 hours, due to apparent misunderstanding of Captain's instructions when aircraft was in difficulty. Rest of this crew were uninjured and returned to base with aircraft.</p> <p><b>SPORTS:-</b> The Squadron Field Hockey Team played against S.A.A. Granden and the Squadron on 7th with a score of 4-1.</p> <p><b>P.O.R.:-</b> P.O.R. Serial No. 13, P.O.R. Officers (Appendix B-3), (re movements, promotions, etc.)</p>		B-1 B-2
					B-3

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OPERATIONS RECORD BOOK

Page No. 1122

No. 405 R.A.F. S. BATHON (D.F.P.)

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendices
R.A.F. Station, Grimsden Lodge, Beds.	8-9-43		<p>Weather:- Cloudy at first, breaking to small amounts during morning. Increasing during afternoon to 8/10 - 10/20, dispersing after dusk. Visibility moderate to good. Winds light S.W. veering N.W. and backing calm during the evening, then light variable.</p> <p>Training:- 8.16 hours flying training was carried out during the day and 2.03 hours during the night which included 5.30 hours "T" training and one hour Lancaster conversion instruction to new pilots.</p> <p>OPERATIONS:- BOMBED AREA ON (8.00 - 3 AIRCRAFT DETAIL) -</p> <p>Operational Flying Time:- 9:00 HOURS FLYING.</p> <p>Three aircraft reached and bombed primary from an average height of 16,500 feet in poor visibility. Built up area was seen in light of T.I. Numerous bomb flashes were seen but no fires. No further observations made.</p> <p>CASUALTIES:- A signal was received today from Air Ministry stating that the following members of a crew who were reported missing from operations over Berlin on the night of 23/24th August, 1943, are now classified interned in Sweden:- CAN. 2.56233 P/O Smith H., CAN. J. 22433 P/O Snyder D.W., O.T.W. 124358 SGT Cassidy L.W., 1134229 SGT O'Toole T., CAN. 92505 SGT J.S. Gatoe, O.T.W. 161291 SGT John Flick, 962480 SGT Galling J.C.</p>		
	9-9-43		<p>Weather:- Clear skies at first, with fog around dawn. Cumulus cloud increasing to 8/10 during morning, dispersing late afternoon. Much medium cloud after dusk, intermittent light rain at midnight. Visibility poor at first, becoming moderate to good. Winds light becoming moderate S.W. veering S.W. by 1500 hours, then backing N.W.</p> <p>Training:- 9.18 hours flying training was carried out during the day which included 3 hours "T" training, 3 hours x-country and 3 hours Air to Air Firing. Bomb Alarms were lectured on "T" Equipment. Wireless Operators were lectured on Group Signals Organization.</p> <p>OPERATIONS:- Fourteen aircraft were detailed for operations but this was scrubbed at .</p>		
	10-9-43		<p>Weather:- Cloudy at first, becoming overcast with moderate rain commencing at 0300 hours and continuing until 0700 hours, cloud base falling to 200 feet lifting and breaking to 5/10 - 6/10 at 2,000 feet during afternoon, much medium and high cloud. Visibility poor, at dusk, becoming moderate. Winds moderate S.W. veering S.W. and slackening.</p> <p>Training:- 27.13 hours flying was carried out during the day and 1.30 hours during the night which included 10 hours "T" training, 3 hours x-country, one hour air to air firing and one hour Lancaster conversion. Wireless Operators took a memo test for grade one board.</p> <p>CASUALTIES:- A signal was received today from Air Ministry stating that CAN. J. 16481 P/O Lennox J.W. (Pilot), who was reported missing on the night of 4/5th May, 1943, on bombing operations over DORMUND, is now reclassified believed killed in action, and buried 6th May, 1943, in Military Cemetery, Lingen Bas Row 8, Grave 14, Germany.</p>		
	11-9-43		<p>Weather:- Cloudy at first with continuous moderate rain ceasing at 0800 hours and fog to dawn. Continuing overcast all the morning with poor visibility, clearing slightly towards late afternoon then becoming cloudy again with visibility deteriorating to 2,000 yards. Winds, mainly moderate S.W.</p> <p>Training:- 6.46 hours flying training was carried out during the day which included 3 hours "T" training and 3 hours x-country. Bomb Alarms were lectured on "T" Equipment. Wireless Operators took a regrading board.</p>		

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Place	Date	Time	Summary of Events	References to Appendices
R.A.F. Station, Granaden Lodge, Boda.	12-2-43		<p><b>Weather:</b> - Cloudy at first with slight intermittent drizzle and cloud base falling to 600 feet and fog by dawn. Continuing cloudy all day with base mainly 1,000 feet. Poor visibility. Wind, light easterly becoming moderate SE.</p> <p><b>Training:</b> - 41:51 hours flying training was carried out today which included 24 hours "Y", 13 hours cross-country and 3 hours Air to Air Firing, and also 3 hours S.B.A. Bomb Alarms were lectured on Mark XIV bombight. Wireless Operators were given a one hour lecture by the Gunnery Leader on Air Gunnery.</p>	
	12-9-43		<p><b>Weather:</b> - Overcast with cloud base 500 to a 1,000 feet and visibility falling to 1,000 yards. Visibility slowly improving and cloud base rising to 3,000 feet. Low cloud dispersion by 2100 hours and becoming fine by midnight.</p> <p><b>Training:</b> - 12:02 hours flying training was carried out today which included 6 hours on "Y", and 6 hours Air to Sea Firing. Bomb Alarms were lectured on Bombing panel and wireless operators were given Gee training. Air Gunners were lectured on zone system.</p>	
	12-9-43		<p><b>Weather:</b> - Fine at first with much medium and small amounts of low cloud at 3,000 feet by dawn with moderate visibility. Cumulus cloud building up during the morning and some showers during the afternoon. Cloud clearing towards dusk then increasing again with base 2,000 to 3,000 feet. Moderate visibility. Winds mainly westerly, moderate.</p> <p><b>Training:</b> - 25:18 hours flying training was carried out during the day which included 10 hours on "Y" training, 3 hours practice bombing, 3 hours Air to Air Firing, and 8 hours Air to Sea Firing. Bomb Alarms took back panel drill and wireless operators were given "Y" examinations.</p> <p><b>Sports:</b> - The Squadron played against S.M. Granaden in field hockey and the teams tied 3 - 3. Members of the Squadron also participated in another Granaden Beach-hugy practice. The boys are really keen on this game and a large number have turned out to practice.</p>	
	12-9-43		<p><b>Weather:</b> - Cloudy at first, base falling to 8,00 feet. Light mist towards dawn. Fair all day with good visibility. Wind Northwesterly backing to Southwesterly.</p> <p><b>Training:</b> - ( 9:17 hours flying training was carried out during the day and 3:02 hours during the night, which included 3 hours "Y" training and 3 hours cross-country and 2 hours bombing practice.</p> <p><b>OPERATIONS:</b> - BOMBING ATTACK ON "HOSWALTON" 12 AIRCRAFT REMAINED</p> <p><b>Operational Flying Time:</b> - 84:23 Hours Night.</p> <p>Eleven aircraft reached and bombed primary from an average height of 8,600 feet. Visibility was good with clear moonlight. Large columns of smoke was rising up to 11,000 feet. Large sheds were seen burning. One large explosion was observed as from gasometer to northeast of target. Many dummy fires were seen in open country. One crew observed own bomb (kettle) strikes factory buildings. Target marking was good and was easily identified. One of our aircraft returned early with port outer engine feathered.</p> <p><b>HONOURS AND AWARDS:</b> - His Majesty the King has graciously awarded (non-immediate) the Distinguished Flying Cross to 1123412 P/O Robert J. A. (Pilot), and 1123412 P/O J. 16787 P/O Fenton H. (Navigator) 1123412 SPT William R. C. (DOP/AG), was given the non-immediate award of the Distinguished Flying Medal.</p> <p>113477 P/O Madlock J. T. (Pilot), and 119657 P/O Manning P. W. (Pilot) who are still classified as "missing", were also awarded the Distinguished Flying Cross.</p>	A-5

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OPERATIONS RECORD BOOK

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

Page No. FIVE

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendices
R.A.F. Station, Grandson Lodge, Bode.	16-9-43		<p>Weather: Cloudy all day, base 2,000 to 3,000 feet. Good visibility. Wind moderate westerly.</p> <p>Training: 8:28 hours flying training was carried out during the day and 4:12 hours during the night, which included 10 hours *T* training. Wireless Operators were lectured on *T* procedures.</p> <p>OPERATIONS: - BOMBING ATTACK ON 'BREMEN' - 3 AIRCRAFT DESTROYED</p> <p>Operational Flying Officer - 22:45 Hours Night.</p> <p>Our base aircraft reached and bombed primary in good visibility. Target was identified visually. Railway lines and bend in river were recognized. Loads were released from an average height of 13,500 feet. *T* concentration was good. No fires or explosions were seen with exception of a small number of blue/green flashes on the ground, in target area.</p>		A-6
	17-9-43		<p>Weather: Much medium cloud at first. Fair all day with low cloud increasing to 6/10 by 2:10 with slight drizzle during the evening. Moderate visibility. Wind S.W. veering S.W. by midnight. All winds light.</p> <p>Training: 8:01 hours flying training was carried out during the day and 12:35 hours during the night, which included 2 hours *T* training, 2 hours bombing practice, one hour *T* on firing, and 12 hours on ballasts. Bomb Aimers were lectured on Mark XIV bomb sight. Wireless Operators were given *T* training and Morse practice. Flight Engineers were given instruction on hydraulics on Lancaster III.</p> <p>OPERATIONS: - A signal was received from Air Ministry today, stating that CAN. J. 20161 *T* (Bomb Aimer), who was reported missing from operations on *T* on the night of 25/26th July, 1943, is now reclassified prisoner of war.</p>		
	18-9-43		<p>Weather: Fine at first, slight mist and cloud increasing towards dawn, base 2,000 to 3,000 feet. Poor visibility. Cloud clearing towards dusk and becoming fine by midnight.</p> <p>Training: 24 hours flying training was carried out during the day and 2:05 hours during the night. This included 3 hours *T* training, 10 hours *T* country, 9 hours air to air firing, 5 hours Fighter Affiliation. Bomb Aimers were lectured on bombing panel and Wireless Operators were given *T* training. Air Gunners carried out clay pigeon shooting.</p> <p>OPERATIONS: - A signal was today received from Air Ministry stating that CAN. J. 72853 *T* Henderson G.O. (Flight Engineer), who was reported missing from operations over Stuttgart on the night of 11/12th March, 1943, is now reclassified "believed killed in action". Sergeant Henderson was buried on the 14th March, 1943, in Walmsley Cemetery, assumed to be *T* Province of Moselle West of Metz, France.</p>		
	19-9-43		<p>Weather: Fog at first not clearing until midday. Then fair with small amounts of low cloud base, 3,000 feet, and moderate visibility. Winds, light southwesterly.</p> <p>Training: 19:09 hours flying training was carried out during the day which included 10 hours *T* training. Navigators were given a 1 1/2 hour lecture on Net, Thermal, and Gradient Sights. Wireless operators took Morse practice.</p>		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
W.A.P. Station, Oransden Lodge, Beds.	20-7-43		<p>Weather:- Mainly cloudy, fair in evening, variable amounts of cloud at 3,000 feet with much upper cloud at first, dispersing in evening. Intermittent rain in early morning. Visibility poor improving to good. Wind S.W.ly veering to W to NW moderate to fresh.</p> <p>Training:- 23:09 hours flying training was carried out during the day and 4:45 hours during the night, which included 8 hours 'Y' training, 7 hours z-country, 5 hours bombing practice. Bomb Albers took 'Y' instruction and wireless operators were lectured on Astro Ray. Flight Engineers were given instruction on pneumatic system on Lancaster III.</p> <p>PROMOTION:- Good news was received today, to the effect that (S/N.C.1399) Wing Commander Fairclough J.S., D.F.C., D.V.C., has been promoted to the rank of Group Captain.</p>		
	21-7-43		<p>Weather:- Small amounts of medium and high cloud at first, dispersing around noon. No wind at 3,000 feet increasing and persisting but decreasing after dusk. Visibility good throughout. Weather fair apart from a slight shower at 1900 hours. Wind light mainly S.W.ly veering to W.</p> <p>Training:- 18:02 hours flying training carried out during the day and 18:24 hours during the night which included 4 hours 'Y' training, 3 hours z-country, 5 hours bombing practice, 2 hours fighter affiliation and 18 hours on a bulls-eye exercise. Navigators were given a lecture on engine starting, Lancaster III. All crews were shown two films, which were on Lincoln Magpy and prepare for ditching.</p>		
	22-7-43		<p>Weather:- CLEAR skies except for a short period around midday when there were small amounts of cloud at 2,500 feet increasing. Visibility moderate to good except for slight haze around dusk. Weather fine. Wind, northerly, backing S.W.ly or S.W.ly after dusk.</p> <p>Training:- 8:25 hours flying training was carried out during the day which included 4 hours on 'Y' training, 3 hours bombing practice and 4 hours fighter affiliation. Wireless operators were given instruction on Astro navigation and air gunnery carried out clay pigeon shooting.</p> <p>OPERATIONS:- BOMBING ATTACK ON "HANOVER" - 2 AIRCRAFT DETAILLED Operational Flying Time:- 48:51 Hours Night.</p> <p>The nine aircraft detailed to bomb Hanover reached and bombed primary in good visibility with no cloud, from an average height of 19,000 feet. Target was identified visually and built up area was seen. Several 4,000 lb. bombs seen to burst in built up area. A few incendiaries were spreading rapidly on northern half of target. Also small fires to South of target. One of our aircraft suffered damage to starboard wing tip from heavy flak. Incendiary bombs were scattered around Aiming Point. Target was well afire on leaving with smoke rising from it to 10,000 feet.</p> <p>OPERATIONS:- BOMBING ATTACK ON "JERSEY" - 4 AIRCRAFT DETAILLED Operational Flying Time:- 18:41 Hours Night.</p> <p>The four aircraft detailed, reached and bombed primary in good visibility with no cloud, from an average height of 20,000 feet. One 4,000 lb. H.C. bomb believed to burst just South of Marshalling Yard. Some large bombs fell on either side of railway. Also several bombs fell in built up area. No fires seen.</p>		A-6
	23-7-43		<p>Weather:- Little or no low cloud. Variable amounts of medium and high cloud persisting throughout the day from dawn to dusk. Haze persisting for a few hours before dawn. Visibility moderate to good visibility. Weather fine. Wind, mainly S.W.ly backing S.W.ly at end of period.</p> <p>Training:- Only 31 minutes local flying training was carried out during the day. Training programme was curtailed owing to preparations for operations.</p>		A-7

(12088-905) Wt. 1491-1512 1508 1514 T.S. 200  
(12121-905) Wt. 1517-1521 1526 1527 T.S. 200

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OPERATIONS RECORD BOOK

Page No. FIVE

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendices
R.A.F. Station, Grandson Lodge, Boda.	16-9-43		<p>Weather:- Cloudy all day, base 2,000 to 3,000 feet. Good visibility. Wind moderate south-westerly.</p> <p>Training:- 8.28 hours flying training was carried out during the day and 4.12 hours during the night, which included 10 hours 'T' training. Wireless Operators were lectured on 34 mins procedure.</p> <p>OPERATIONS:- BOMBING ATTACK ON "MORANE" AIRCRAFT DETAINED</p> <p>Operational Flying Time:- 22.45 Hours Night.</p> <p>One three aircraft reached and bombed primary in good visibility. Target was identified visually. Railway lines and bond in river were recognized. Loads were released from an average height of 13,500 feet. T.E. concentration was good. No fires or explosions were seen with exception of a small number of blue/green flashes on the ground, in target area.</p>		A-6
	17-9-43		<p>Weather:- Much medium cloud at first. Fair all day with low cloud increasing to 6/10 to 9/10 with slight drizzle during the evening. Moderate visibility. Wind S.W. veering S.W. by towards midnight. All winds light.</p> <p>Training:- 8.01 hours flying training was carried out during the day and 12.35 hours during the night, which included 2 hours 'T' training, 2 hours bombing practice, one hour air to air firing, and 12 hours on Balliscope. Bomb Alarms were lectured on Mark XIV bombight. Wireless Operators were given Gee Training and Morse Practice. Flight Engineers were given instruction on hydraulics on Lancaster III.</p> <p>CASUALTIES:- A signal was received from Air Ministry today, stating that CAN. J. 20161 P/O Schofield A.J., (Bomb Alarms), who was reported missing from operations on Essex, on the night of 25/26th July, 1943, is now reclassified prisoner of war.</p>		
	18-9-43		<p>Weather:- Fine at first, slight mist and cloud increasing towards dawn, base 2,000 to 3,000 feet. Poor visibility. Cloud clearing towards dusk and becoming fine by midnight.</p> <p>Training:- 24 hours flying training was carried out during the day and 24.05 hours during the night. This included 3 hours 'T' training, 10 hours x-country, 9 hours air to air firing, 5 hours Fighter attrition. Bomb Alarms were lectured on bombing panel and Wireless Operators were given Gee training. Air Gunners carried out clay pigeon shooting.</p> <p>CASUALTIES:- A signal was today received from Air Ministry stating that CAN. L. 72803 SGT Henderson G.O., (Flight Engineer), who was reported missing from operations over Stuttgart on the night of 11/12th March, 1943, is now reclassified "believed killed in action". Sergeant Henderson was buried on the 14th March, 1943, in Robinson Cemetery, assumed to be in the Province of Moselle West of Metz, France.</p>		
	19-9-43		<p>Weather:- Fog at first not clearing until midday. Then fair with small amounts of low cloud base, 3,000 feet, and moderate visibility. Winds, light southwesterly.</p> <p>Training:- 19.09 hours flying training was carried out during the day which included 16 hours 'T' training. Navigators were given a 1 1/2 hour lecture on Net, Thermal, and Gradient Sights. Wireless operators took Morse practice.</p>		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.A.F. Station, Gransden Lodge, Beds.	20-9-43		<p><u>Weather</u>: - Mainly cloudy, fair in evening, variable amounts of cloud at 3,000 feet with much upper cloud at first, dispersing in evening. Intermittent rain in early morning. Visibility poor improving to good. Wind S.W.ly veering to W to NW moderate to fresh.</p> <p><u>Training</u>: - 23:00 hours flying training was carried out during the day and 4:45 hours during the night, which included 8 hours 'Y' training, 7 hours X-country, 5 hours fighter affiliation. Bomb Aimers took 'Y' instruction and Wireless Operators were lectured on Astro Navigation. Flight Engineers were given instruction on pneumatic system on Lancaster III.</p> <p><u>PROVISION</u>: - Good news was received today, to the effect that (O.N.C.1399) Wing Commander Paulmier J.E., D.F.C., D.F.C., has been promoted to the rank of Group Captain.</p>		
	21-9-43		<p><u>Weather</u>: - Small amounts of medium and high cloud at first, dispersing around noon. Low cloud at 3,000 feet increasing and persisting but decreasing after dusk. Visibility good throughout. Weather fair apart from a slight shower at 1900 hours. Wind light mainly S.W.ly veering N.W.ly.</p> <p><u>Training</u>: - 18:00 hours flying training carried out during the day and 18:24 hours during the night which included 4 hours 'Y' training, 3 hours X-country, 5 hours bombing practice, 2 hours fighter affiliation and 18 hours on a bullseye exercise. Navigators were given a 2 hour lecture on D.R. compass. Wireless Operators were given Gee Training and Flight Engineers took instruction on engine starting, Lancaster III. All crews were shown two films, which were on Lindbergh's flight and prepare for ditching.</p>		
	22-9-43		<p><u>Weather</u>: - Clear skies except for a short period around midday when there were small amounts of cloud at 2,500 feet sometimes. Visibility moderate to good except for slight haze around dawn.</p> <p><u>Weather</u>: - Fine, northerly backing S.W.ly or W.ly after dusk.</p> <p><u>Training</u>: - 8:25 hours flying training was carried out during the day which included one hour on 'Y' training, 3 hours bombing practice and 4 hours fighter affiliation. Wireless Operators were given instruction on Astro Navigation and Air Gunners carried out clay pigeon shooting.</p> <p><u>OPERATIONS</u>: - <u>BOMBING ATTACK ON "BIRBYVA" - 9 AIRCRAFT DETAILLED</u></p> <p><u>Operational Flying File</u>: - 48:51 Hours Night.</p> <p>The nine aircraft detailed to bomb Hanover reached and bombed primary in good visibility with no cloud, from an average height of 19,000 feet. Target was identified visually and built up area was seen. Several 4,000 lb. bombs seen to burst in built up area. A few incendiary bombs were spreading rapidly on northern half of target. Also small fires to south of target. One of our aircraft suffered damage to starboard wing tip from heavy flak. Incendiary fires were scattered around Aising Point. Target was well afire on leaving with smoke rising from 5 to 10,000 feet.</p> <p><u>OPERATIONS</u>: - <u>BOMBING ATTACK ON "GLENBURG" - 4 AIRCRAFT DETAILLED</u></p> <p><u>Operational Flying File</u>: - 18:41 Hours Night.</p> <p>The four aircraft detailed, reached and bombed primary in good visibility with no cloud, from an average height of 20,000 feet. One 4,000 lb. H.C. bomb believed to burst just north of Marshalling Yard. Some large bombs fell on either side of railway. Also several bombs fell in built up area. No fires seen.</p>		A-6 A-7
	23-9-43		<p><u>Weather</u>: - Little or no low cloud. Variable amounts of medium and high cloud persisting throughout the day from dawn to dusk. Haze persisting for a few hours before dawn. Visibility moderate to good visibility. Weather fine. Winds, mainly S.W.ly backing S.W.ly at end of period.</p> <p><u>Training</u>: - Only 31 minutes local flying training was carried out during the day. Training programme was curtailed owing to preparations for operations.</p>		

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OPERATIONS RECORD BOOK

Page No. 2573

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendices
RAF Station, Grenade Lodge, Beds.	25-9-43		<p><b>OPERATIONS:-</b> BOMBING ATTACK ON "MARRIEN" 14 AIRCRAFT DETAILLED</p> <p><b>Operational Flying Time:-</b> 80:57 Hours Night.</p> <p>The fourteen aircraft detailed, reached and bombed primary in very good visibility over an average height of 20,000 feet. Target was identified visually, and railway lines to North of town were recognised, and T.I. Red was observed to be on town built-up areas. The T.I. appeared to be short of target earlier on, but later, the concentrations of T.I. were good. Numerous 4,000 lb. bomb flashes were seen in built up area with many small fires starting up.</p> <p><b>P.O.R.'s:-</b> P.O.R. Serial No. 18, R.C.A.F. Airman (Appendix B-4)</p>		A-5
	26-9-43		<p><b>Weather:-</b> Little or no low cloud until dusk then increasing amounts becoming 10/10 towards midnight. Weather fine. Visibility, moderate, becoming heavy around dawn, then clearing and becoming good. Wind, westerly, light, veering westerly moderate.</p> <p><b>Training:-</b> 25 minute flying training was carried out today. Bomb Aimers were lectured on Mark XIV bombight. Wireless Operators were given instruction on Astro Navigation. Flight Engineers were lectured on engine starting, Lancaster III.</p> <p><b>P.O.R.'s:-</b> P.O.R. Serial No. 14, R.C.A.F. Airman - Airwoman (Appendix B-5) P.O.R. Serial No. 15, R.C.A.F. Officers (Appendix B-6) P.O.R. Serial No. 15, R.C.A.F. Officers (Appendix B-7)</p>		B-5 B-6 B-7
	25-9-43		<p><b>Weather:-</b> Mainly cloudy. Continuous slight rain at first becoming fine. Moderate visibility, becoming good and then reverting to moderate again. Mist patches around dawn. Wind mainly westerly moderate.</p> <p><b>Training:-</b> 3:22 hours flying training was carried out during the day which included local flying and instruction to new pilots on Lancaster III.</p> <p>Navigators were given a 1 hour lecture on Timing and Testing A.P.I. for position error and calculating weather in the air. Wireless Operators took ground Gee training.</p> <p><b>OPERATIONS:-</b> 14 aircraft were detailed for bombing operations, but this was scrubbed at 2000.</p>		
	26-9-43		<p><b>Weather:-</b> Small amounts of medium and high cloud at first. Then small amounts of low cloud base 3,000 feet, increasing and base falling to 2,500 feet, then dispersing at dusk, leaving little or no cloud towards midnight. Weather, fine. Visibility, moderate, becoming heavy around dawn, improving later. Wind, westerly, light, veering westerly moderate.</p> <p><b>Training:-</b> 40 minutes local flying was carried out during the day. Flying training for the day was curtailed somewhat, and also ground training, on account of preparations for operations. Wireless Operators were given astro navigation and Bomb Aimers were given instruction on bombing panel control. Aircrews carried out parachute and dingy drills.</p> <p><b>OPERATIONS:-</b> 14 aircraft were detailed for bombing operations, but this was scrubbed at 1750 hrs.</p> <p><b>Other:-</b> Crews viewed a film on Interrogation of Prisoners of War.</p>		
	27-9-43		<p><b>Weather:-</b> Very little cloud at first, increasing after dawn, becoming cloudy in afternoon and evening. Weather fine until night intermittent rain at midnight. Visibility moderate becoming good. Wind, light variable at first, becoming westerly moderate after dusk.</p> <p><b>Training:-</b> 7:04 flying training was carried out today on "T" training. Crews viewed film on Interrogation of Prisoners of War.</p> <p><b>P.O.R.'s:-</b> P.O.R. Serial No. 19, R.C.A.F. - Airman (Appendix B-8); P.O.R. Serial No. 11, R.C.A.F. Officers (Appendix B-9); P.O.R. Serial No. 2, R.C.A.F. Officers (Appendix B-10); P.O.R. Serial No. 2, R.C.A.F. Officers, (Appendix B-11), P.O.R. Serial No. 6, R.C.A.F. Airman (Appendix B-12)</p>		B-8 B-9 B-10 B-11 B-12

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.A.F. Station, Grandson Lodge, Boda.	27-9-43		<p><b>F.O.B.'s (Continued):-</b> F.O.B. Serial No. 4, R.N.Z.A.F. Airman (Appendix B-13), F.O.B. Serial No. 25, R.A.F. Airman (Appendix B-14),</p> <p><b>OPERATIONS:-</b> BOMBING ATTACK ON "BRUSWICK" * 2 AIRCRAFT DETAINED (ONE MISSING)</p> <p><b>OPERATIONAL FLYING TIME:-</b> 5:20 HOURS NIGHT.</p> <p>Only one of the two aircraft detailed reached and bombed primary in good visibility. Load was released at 2145 hours from 20,000 feet. Own bursts seen 2 mile North of T.I. Road in built up area. One of our aircraft is missing from this operation and nothing has been heard from this crew since time of take off. Members of the missing crew are: (O/N) G. 1359 S/A L. S. Logan, D.F.C. (Pilot); 25921 P/O Al. Liversy R.N.Z. (N/W); 25278 P/O W. G. (N/W); 117675 P/O Holden A.J. (WOP/AG); C/N. R. 04278 P/O German R.M. (N/U); 338706 P/O Midgley (N/U); C/N. R. 109771 SFT Hamilton W.C. (P/O). Squadron Leader Logan, D.F.C., was "A" Flight Commander on this Squadron and this is the second time that he has been reported missing from operations from this Squadron. He first went missing on March 11/12, 1943 from a bombing attack on Stuttgart, and assumed he escaped and returned to the Squadron, continuing operations after a short leave in Canada.</p> <p><b>REMARKS:-</b> BOMBING ATTACK ON "BRUSWICK" * 2 AIRCRAFT DETAINED (ONE MISSING)</p> <p>Flight of our aircraft reached and bombed primary from an average height of 20,000 feet in very good visibility. One of our aircraft was combed by searchlights whilst on bombing run and aircraft did not shake them off until 2 1/2 minutes after load released. Target marking excellent and P.I. markers were well concentrated. Numerous bomb flashes were observed and also a good number of fires were going well. One of our aircraft was attacked by an enemy N.E. 109 but no damage was suffered by our aircraft. This attack took place in target area. One of our aircraft failed to return from this operation and members of crew are: (P/O) C/N. J. 14022 P/O St. Louis R.A.F.; C/N. J. 17407 P/O Long S.M. (N/W); (N/A) C/N. J. 14827 P/O Redgate R.A.F.; (WOP/AG) C/N. J. 10021 P/O Lowther J.C.; (N/U) 41718 P/O Road G.S.; (N/A) 129181 P/O Goldspink W.A.; (N/U) 343997 P/O Slade G.S.</p>		B-13 B-14
	28-9-43		<p><b>Weather:-</b> Very cloudy all day. Cloud base between 1,000 feet and 2,000 feet, with heavy continuous rain until dawn when it was mainly fair with occasional showers and drizzle. Visibility, moderate, becoming poor then good and then moderate after dark. Wind, S.W., strong breeze, backing gusty and veering S.W. to S. moderate by dusk.</p> <p><b>Training:-</b> No flying training was carried out today due to poor weather conditions. Bomb Alarms were given "B" instructions. Air gunners carried out clay pigeon shooting during the morning. Flight Engineers were given instruction on emergency equipment. All crews viewed a film on "DISHING WITHOUT BOMBING".</p> <p><b>REMARKS:-</b> Members of the Squadron took part in a field hockey game after the day's work was finished.</p>		A-10
	29-9-43		<p><b>Weather:-</b> Cloudy all day, base below 2,500 feet at times below 1,000 feet. Weather, fine except for a period of drizzle after dark. Visibility, moderate, at times poor. Wind, S.W., becoming S.W. to moderate.</p> <p><b>Training:-</b> 27-58 hours flying training was carried out during the day which included 5 hours P.T. training, 6 hours bombing practice and 7 hours Fighter affiliation. Bomb Alarms were lectured on bombing panel. Flight Engineers were given instruction on Astro Navigation.</p> <p><b>REMARKS:-</b> Members of the Squadron again took part in a field hockey game.</p>		
	30-9-43		<p><b>Weather:-</b> Cloudy until dusk, then cloud decreasing, base between 500 and 1,000 feet. Weather fine apart from some continuous slight drizzle from 0900 hours to 1200 hours. Visibility poor becoming moderate. Wind mainly S.W. to S. light.</p>		

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