

OPERATIONS RECORD BOOK

5.22-1.405
DA5

28183 Page No. ONE

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	References to Appendices
Gransden Lodge, Bedfordshire.	1-10-43		<p>Weather: Fair at first, becoming cloudy with moderate to good visibility with intermittent light rain shortly before midnight. Winds light SW'ly increasing during the afternoon.</p> <p>OPERATIONS:- BOMBING ATTACK ON "MUNICH" - 5 AIRCRAFT DETAILLED</p> <p>The five aircraft detailed, reached and bombed primary in thick 8/10 cloud, from an average height of 18,500 feet. Too much cloud to observe any results. Glow on cloud indicated two areas of fires close together. Several loads of incendiaries were burning six miles South of primary. All our aircraft returned to base undamaged.</p> <p>Operational Flying Time: 25:12 HOURS (NIGHT)</p> <p>Training:- 5:35 hours flying training was carried out today which included dual conversion on Lancaster III, cross-country flights and local flying. Wireless Operators/Air Gunners were given a 3-hour lecture on Astro-Navigation and a 3-hour lecture on Gee.</p>	<p>SECRET.</p> <p>A-1</p> <p>Headquarters 8 NOV 11 1943 RECEIVED</p>
	2-10-43		<p>Weather: Fair at first with light drizzle before dawn, cloud dispersing by 2100 hours. Visibility good. Winds moderate SW'ly veering WW'ly and slackening during the afternoon, then becoming light SW'ly and variable.</p> <p>OPERATIONS:- BOMBING ATTACK ON "MUNICH" - 12 AIRCRAFT DETAILLED</p> <p>All fourteen of our aircraft reached and bombed primary in good visibility with no cloud and slight haze from an average height of 19,000 feet. Numerous red and white fighter flares were seen over target. Whole built up area was visible in glow of Yellow T.I. Bombing appeared well concentrated and glow of a large number of fires was seen long after leaving target area. Smoke was rising from fires up to 8,000 feet. Target marking was good. Numerous large explosions were also observed around aiming point. One of our aircraft suffered slight damage from heavy flak. Two of our aircraft landed at Dunsfold.</p> <p>Operational Flying Time:- 106:59 HOURS (NIGHT)</p> <p>Training:- 3:07 hours flying training was carried out today which included Lancaster conversion to new pilots and miscellaneous flying. Wireless Operators were given a 3½ hour lecture on Gee and a two-hour lecture on Astro-Navigation. Five crews carried out parachute and dinghy drills during the morning.</p>	A-2
	3-10-43		<p>Weather: No cloud at first with moderate visibility, cloud increasing to 9/10 by midday then dispersing to small amounts towards dusk. Visibility improving to good around dawn. Winds light SW'ly, increasing during morning.</p> <p>OPERATIONS:- BOMBING ATTACK ON "MUNICH" - 12 AIRCRAFT DETAILLED</p> <p>All our aircraft reached and bombed primary in fair visibility with no cloud and some haze from an average height of 19,000 feet. Many good fires were seen burning all within the area covered by flares. Explosions and burning incendiaries were seen around aiming point. Gun bursts were seen by many of the crews.</p> <p>Operational Flying Time:- 68:02 HOURS (NIGHT)</p> <p>Training:- 4:25 hours flying training was carried out during the day, which included local flying and cross country flights. Wireless Operators were given a 2½ hour lecture on Gee and a three-hour lecture on Astro Navigation. Air Gunners studied aircraft recognition.</p> <p>PERSONNEL OCCURRENCE REPORTS:- The following P.O.R.s were published today: R.C.A.F. Airmen, Serial No. 21; R.C.A.F. Officers, Serial No. 17; R.A.F. Airmen, Serial No. 57; R.A.F. Officers, Serial No. 13; R.A.A.F. Airmen, Serial No. 8;</p>	A-3
				B 1 - 5

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Place	Date	Time	Summary of Events	References to Appendices
Gransden Lodge, Bedfordshire.	4-10-43		<p>Weather:- Cloudy all day, base 3 to 4,000 feet., slight drizzle towards midnight. Moderate visibility and fresh SW'y winds.</p> <p>OPERATIONS:- BOMBING ATTACK ON "FRANKFURT" 1 AIRCRAFT DETAILED</p> <p>All of our aircraft reached and bombed primary in very good visibility from an average height of 18,500 feet. Mass of deep red fires on target seen from 100 miles, reflected on clouds. Some bombs were seen to explode in Marshalling Yard. Built up area and river were clearly seen. Target appeared to be well ablaze when aircraft on homeward journey.</p> <p>Operational Flying Time:- 29:46 HOURS (NIGHT)</p> <p>TRAINING:- 4:35 hours flying training were carried out during the day, which included local flying and cross-country flights. Wireless Operators were given a three hour lecture on ARTIF Navigation.</p> <p>ADMINISTRATIVE CHANGE:- (CAN. C. 18929) Pilot Officer Steeves R.C.G. (Admin), today arrived on the Squadron as Supernumerary Adjutant.</p>	A-4
	5-10-43		<p>Weather:- Cloudy all day, base mainly 1,500 to 2,500 feet. Visibility moderate. Winds moderate SW'y, becoming strong towards midnight.</p> <p>TRAINING:- 9:36 hours flying training was carried out today which included local flying practice, bombing exercises, 'Y' training and S.E.A. All crews were given a lecture on interrogation.</p> <p>Air Gunners were given a lecture on turret manipulation.</p> <p>PERSONNEL OCCURRENCE REPORTS:- The following P.O.R.s were published today: R.C.A.F. Airman, Serial No. 22; R.A.F. Airman, Serial No. 58;</p>	B 6 - 7
	6-10-43		<p>Weather:- Cloudy all day, base mainly 1,500 feet to 1,500 feet., with continuous light rain from 1800 hours onwards. Visibility moderate. Winds strong SW'y dying away towards midnight.</p> <p>TRAINING:- 2:44 hours flying training was carried out today which included miscellaneous flying. Navigators were given 2 hours instruction on 'Y' and Air Gunners were given a 2 hour lecture on turret manipulation.</p> <p>SPORTS:- Members of the Squadron took part in a practice touch rugby game during the late afternoon.</p>	
	7-10-43		<p>Weather:- Cloudy, base mainly 1,500 feet to 2,500 feet, clearing towards midnight, with intermittent light rain from 0100 hours to 0200 hours. Moderate visibility but fog towards midnight. Winds veering WSW to NNE.</p> <p>OPERATIONS:- BOMBING ATTACK ON "FRANKFURT" 1 AIRCRAFT DETAILED</p> <p>All of our aircraft detailed reached and bombed primary in very good visibility from an average height of 18,500 feet. Bomb flashes were seen in target area with many fires reflected on clouds. A big explosion lit up the sky through the cloud from the target concentration of Yellow T.L.s. One of our aircraft suffered damage to both wings from heavy flak, while on bombing run.</p> <p>Operational Flying Time:- 88:13 HOURS (NIGHT)</p> <p>TRAINING:- 1:52 hours flying training was carried out today which included local flying. No ground training was carried out owing to preparation for operations.</p> <p>CASUALTIES:- A signal was received today from Air Ministry, stating that the following who were reported missing on the night of 3rd/4th July, 1943, on a bombing attack on Cologne, are now classified as follows: PRISONERS OF WAR: CAN. R. 11397 SGT Harrison G.K., CAN. C. 18157 P/O Cleo H.A.M., 13540 P/O Smith R.B., D.F.C., CAN. J. 1677 P/O Prudl P.W., CAN. J. 17006 P/O Anderson J. and reclassified 'DEAD', CAN. J. 17005 P/O Rankin J.</p> <p>PERSONNEL OCCURRENCE REPORTS:- The following P.O.R.s were published today: R.C.A.F. Airman, Serial No. 25; R.C.A.F. Officers, Serial No. 17; R.A.F. Airman, Serial No. 59; R.A.F. Officers, Serial No. 14; R.A.F. Officers, Serial No. 7;</p>	A-5 B 8 - 12

OPERATIONS RECORD BOOK

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

No. of pages used for day

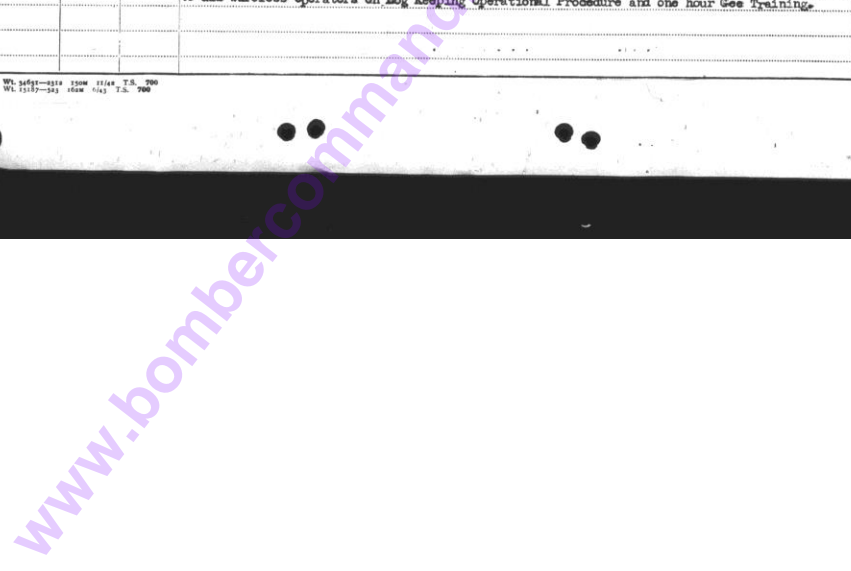
Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Gransden Lodge, Bedfordshire.	8-10-43		<p>Weather: No cloud at first, becoming partly cloudy around dawn and continuing throughout day. Visibility poor at first with fog patches, improving after dawn and becoming good. Winds light NNE'ly veering SSE'ly, by midday.</p> <p>OPERATIONS: BOMBING ATTACK ON "HANOVER" IN AIRCRAFT DETACHED (ONE MISSING)</p> <p>Thirteen of our aircraft reached and bombed primary in good visibility with no cloud and some slight ground haze from an average height of 20,000 feet. All route markers were accurately placed. Very good fires were seen over a large part of the town. A large dull red explosion was observed which covered the whole of the target area at 0142 hours. T.I. concentrations were very good. In centre of town, near railway, two factories were seen to be ablaze. One of our aircraft was hit by flak at 0127 hours over target, so load was jettisoned while aircraft still over target. One of our aircraft failed to return from this operation and members of the missing crew are: (PILOT) CAN. J. 126432 S/L Schneider M.; (NAV) 126821 P/O Wilson F.W.; (W/O) 433149 P/O Taylor J.G.; (WUR/AG) CAN. J. 17442 P/O Fyfe G.A.; (W/O) CAN. R. 63641 P/O Hucker J.A.; (W/O) CAN. J. 16957 P/L Botkin R.T.; 619679 SGT Connolly J.J. (P/S).</p> <p>TRAINING: No flying training was carried out today, and no ground training on account of preparations for operations. Flight Lieutenant M. Sattler, R.F.C., flew the last Canadian Built Lancaster, "Star Express" from base to Kinton-On-Cause, today.</p> <p>BOMBERS AND AWARDS: CAN. J. 17018 P/L H. Goman, was today awarded the Distinguished Flying Cross (Immediate Award).</p> <p>PERSONNEL COORDINATION REPORTS: The following P.O.s were published today: R.C.A.F. Airmen, Serial No. 24; R.C.A.F. Officers, Serial No. 18; R.A.F. Airmen - Airwomen, Serial No. 60; R.A.F. Officers, Serial No. 15;</p>		A-6
	9-10-43		<p>Weather: Partly cloudy all day, mostly medium and high with Sc coming in between midday and dusk. Visibility moderate to good until very late in period when it was reduced to 1,000 yards. Winds mainly light SE'ly.</p> <p>TRAINING: 7-25 hours flying training was carried out during the day which included Bombing Practice, "Y" Training, Air to Sea Firing and Miscellaneous local flying. Navigators were given a two hour lecture on trouble shooting of "Y" and Bomb Aimers were given a 2 hour lecture on Mark XIV Bombight.</p>		
	10-10-43		<p>Weather: Fog persisting until 1400 hours, then cloud lifting and breaking by dusk. Visibility soon deteriorating again to 20 yards by midnight. Winds mostly calm and very light SE'ly.</p> <p>TRAINING: 7-45 hours flying training was carried out during the day which included Cross-Country Flights, "Y" Training, Bombing Practice and Timing Exercises. A two hour photographic lecture was given to all crews. A four hour full scale bombing exercise was carried out and explained to all Bomb Aimers.</p>		
	11-10-43		<p>Weather: Thick fog at first, visibility remaining at 2,000 yards or below all day. Cloud clearing to all by dusk and visibility deteriorating to 80 yards by midnight. Winds very light and variable, mainly calm.</p> <p>TRAINING: No flying was carried out today on account of poor weather conditions. A one hour lecture on icing was given to pilots and a 1 1/2 hour lecture was given to Bomb Aimers on bombs and fuses.</p> <p>CASUALTIES: A signal was received from Air Ministry today, stating that 1377432 SGT G., MacGregor, CAN. J. 12681 P/O T.W. Simpson and CAN. R. 58807 SGT J.B. McDougall, who were reported missing on the night of 15/16th July, 1943, on a bombing attack on Montbelliard, have now arrived safe in the United Kingdom.</p>		B 13 - 16

P.T.O.

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
Granaden Lodge, Bedfordshire.	11-10-43		(Continued) PERSONNEL OCCURRENCE REPORTS: - The following P.O.R.s were published today:- R.C.A.F. Airmen, Serial No. 25; R.C.A.F. Officers, Serial No. 19; R.A.F. Airmen, Serial No. 61; R.A.F. Officers, Serial No. 16; R.N.Z.A.F. Officers, Serial No. 4;		B 17 - 21
	12-10-43		Weather: - Fog at first, clearing towards noon to moderate visibility. Winds light, mainly S'ly. TRAINING: - No flying was carried out today on account of adverse weather conditions. W/T exercises with Group were given to Wireless Operators and also one hour Gee Training and a half hour Astro Navigation Training. Navigators were given a 1 1/2 hour lecture on new technique for using Hi.S. and the new technique for using A.P.I.		
	13-10-43		Weather: - Fog at first, clearing towards noon then visibility becoming poor again after dusk. Winds light, mainly S'ly. TRAINING: - 24-27 hours flying training was carried out today which included 'Y' Training, Practice Bombing, A.P.I. and Cross-Country Flights. Wireless Operators were given one hour Morse training and one hour Gee Training. Flight Engineers were given instruction on hydraulic system of Lancaster III. PERSONNEL OCCURRENCE REPORTS: - The following P.O.R.s were published today:- R.C.A.F. Airmen, Serial No. 26; R.C.A.F. Officers, Serial No. 20; R.A.F. Airmen - Airwoman, Serial No. 62; R.A.F. Officers, Serial No. 17; R.N.Z.A.F. Airmen, Serial No. 5; R.N.Z.A.F. Officers, Serial No. 5;		B 22 - 27
	14-10-43		Weather: - Continuous drizzle at first with mist developing into fog by 0800 hours, clearing in the early afternoon to 10/10 base mainly 1,000 feet. Visibility poor to moderate in the afternoon. Winds light, mainly S'ly. TRAINING: - 7:00 hours flying training was carried out today, which included Fighter Affiliation and Cross-Country Flights. Navigators were given a one hour lecture on special equipment. Flight Engineers were given instruction on emergency of Lancaster III engine handling. Four crews carried out parachute and dinghy drills during the day.		
	15-10-43		Weather: - Cloudy with mist until 0900 hours, apart from fog patches at 0500 hours, weather then becoming fine but fog immediately developing until 1000 hours. Fair with mist, becoming slight at 1200 hours, rest of day. Winds light S'ly. TRAINING: - 13:05 flying training was carried out today, which included Cross-country flights and A.P.I. training. PERSONNEL OCCURRENCE REPORTS: - The following P.O.R.s were published today:- R.C.A.F. Airmen, Serial No. 27; R.C.A.F. Officers, Serial No. 21; R.A.F. Airmen - Airwoman, Serial No. 63; R.A.F. Officers, Serial No. 18;		B 26 - 31
	16-10-43		Weather: - Small amounts of cloud at first, becoming 7/10 - 8/10 around midday and persisting throughout the rest of the day. Visibility poor at first with fog around 0400 hours, improving during morning to moderate to good. Winds light and variable, becoming moderate S'ly. TRAINING: - 31:44 hours flying training was carried out today, which included Fighter Affiliation, Practice Bombing, Timing, 'Y' Training, S.E.A. and Cross-Country Flights. A lecture was given to all Wireless Operators on Log Keeping Operational Procedure and one hour Gee Training.		

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Gransden Lodge, Bedfordshire.	17-10-43		<p>Weather: - Cloudy with slight mist at first, rain commencing around dawn and continuing throughout the morning, with cloud base falling to 800 feet, becoming fine. Winds moderate SSE'ly veering SW'ly by midday then backing to South by midnight.</p> <p>TRAINING: - 6:31 hours flying training was carried out today, which included 'Y' training and S.B.A. Flights. Wireless Operators were given a one hour lecture on Astro-Navigation and one hour W/T Exercises. Air Gunners studied aircraft recognition.</p> <p>PERSONNEL OCCURRENCE REPORTS: - R.C.A.F. Airmen, Serial No. 28; R.C.A.F. Officers, Serial No. 22; R.A.F. Airmen - Airwomen, Serial No. 64; R.A.F. Officers, Serial No. 19;</p>		B 32 - 35
	18-10-43		<p>Weather: - Small amounts medium and high cloud at first, becoming cloudy during afternoon and cloud persisting throughout the rest of the day. Visibility moderate at first, improving to good. Winds light SSE'ly at first becoming moderate.</p> <p>OPERATIONS: - BOMBING ATTACK ON "HANOVER" IS AIRCRAFT DESTROYED</p> <p>Fourteen of our aircraft reached and bombed primary in fair visibility from an average height of 18,000 feet. Results of bombing were difficult because of cloud. Loads were dropped on Red, Green and Yellow T.I. Markers. Attack was very difficult to see, but seemed to be scattered.</p> <p>Operational Flying Time: - 75:12 HOURS (WENT)</p> <p>Training: - Wireless Operators were given more training and a two hour lecture on Gee.</p>		A-7
	19-10-43		<p>Weather: - Cloudy with light rain for a short period before dawn then again from 1700 hours until midnight. Visibility good but moderate in rain. Winds moderate SSE - S'ly increasing to S/10 base 2,500 feet.</p> <p>TRAINING: - No flying was carried out today. Flight Engineers were given instruction on fuel system and engine handling procedure of Lancaster III, during the afternoon.</p> <p>HONOURS AND AWARDS: - (PILOT CAN. J. 16008) P/O B.C. Demison was today awarded the Distinguished Flying Cross. Pilot Officer 'Denny' Dennison was reported missing from operations over Stuttgart on the night of 11th/12th March, 1943. 'Denny' made his way back safely to England and returned to the Squadron to visit his numerous friends before proceeding to Canada on leave. (NAV. CAN. J. 8817) S/L P.O. Powell, R.F.C., was today awarded the Distinguished Service Order. Squadron Leader 'Pete' Powell is the Squadron Navigation Leader with 55 operations with Bomber Command.</p> <p>PERSONNEL OCCURRENCE REPORTS: - The following P.O.s were published today: R.C.A.F. Airmen, Serial No. 29; R.C.A.F. Officers, Serial No. 23; R.A.F. Airmen - Airwomen, Serial No. 65; R.A.F. Officers, Serial No. 20;</p>		B 36 - 39
	20-10-43		<p>Weather: - Very little cloud at first, increasing to 8/10, base 2,500 feet, at 1300 hours, decreasing in afternoon but increasing again to 7/10, base 1,100 feet at 2200 hours. Visibility very good. Winds moderate veering SE - SW. Showers in afternoon and evening.</p> <p>OPERATIONS: - BOMBING ATTACK ON "BERLIN" IS AIRCRAFT DESTROYED (ONE MISSING)</p> <p>Eleven of our aircraft reached and bombed primary in poor visibility. Load were dropped from an average height of 19,500 feet on Red and Yellow T.I. Markers, and also on fires in target area. One of our aircraft jettisoned load 150 degrees North at 2025 hours, when aircraft load up and port inner engine stopped. Another of our aircraft abandoned mission at 2037 hours when port inner engine load up and load jettisoned 5220 N. 1215 E. Numerous bomb flashes and search lights were seen over Berlin by some of the crews. Another of our aircraft abandoned mission when Rear Gunner was ill due to oxygen supply failure. Results of bombing impossible due to poor visibility. Special equipment was used for bombing. P.T.O.</p>		A-8

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Gransden Lodge, Bedfordshire.	20-10-43		<p>OPERATIONS:- BOMBING ATTACK ON "LEIPZIG" (CONTINUED) One of our aircraft failed to return from this operation and members of crew are as follows: (GAPT) A/S. 11977 P/O Wood K.R.; (NAV) CAN. J. 23215 P/O Redpath J.N.R.; (B/A) 13903 SGT Bundy F.W.; (WOP/AC) 1126573 P/S Hedley W.H.; (M/U) CAN. R. 107156 W/O Johnson G.O.; (B/C) CAN. N. 108322 P/S Brunet E.C.; (B/E) 1582638 SGT Lovelock J.H. Nothing has been heard from this crew since time of take off. This was Pilot Officer Wood's 20th operation with Bomber Command from this Squadron.</p> <p>Weekend Operational Flying Time: 88:16 HOURS (NIGHT). TRAINING:- Wireless Operators were given instruction on aircraft recognition. Navigators were instructed on H.E.S. and A.P.I. Procedures. Air Gunners were given instruction on sighting and range estimation.</p>		A-8
	21-10-43		<p>Weather:- Cloudy with showers until midday, cloud breaking to 4/10 - 6/10 during afternoon, increasing towards midnight to 10/10. Visibility good, but moderate in showers. Winds moderate to strong S'ly.</p> <p>TRAINING:- No flying training was carried out today owing to poor weather conditions. Considerable progress was made in ground training. Navigators back plotted previous operation. Bomb Airmen were given a lecture on bombing panel. Wireless Operators carried out Morse exercises. Air Gunners fired 500 rounds clay pigeon shooting. Flight Engineers were given instruction on Lancaster III Engine Auxiliaries. Three crews carried out parachute and dingy drills.</p> <p>PERSONNEL OCCURRENCE REPORTS:- The following P.O.R.s were published today: R.C.A.F. Airmen, Serial No. 30; R.A.A.F. Officers, Serial No. 24; R.A.F. Airmen, Serial No. 66; R.A.F. Officers, Serial No. 21; R.A.A.F. Officers, Serial No. 8.</p>		B 40 - 44
	22-10-43		<p>Weather:- Little cloud at first increasing to 10/10 at dusk, with continuous moderate rain. Visibility moderate. Winds fresh, backing SE - SW during the day.</p> <p>OPERATIONS:- BOMBING ATTACK ON "FRANKFURT" - 5 AIRCRAFT DETAILLED The five aircraft reached and bombed primary in good visibility. Loads were dropped from an average height of 18,500 feet on T.I. Reds. Good images were obtained on special equipment by one of the aircraft. Attack appeared to be very concentrated and many fires were seen on home-ward journey over Kassel. Very large fires were burning with numerous explosions and much smoke in target area at Frankfurt.</p> <p>Operational Flying Time:- 28:05 HOURS (NIGHT)</p> <p>OPERATIONS:- BOMBING ATTACK ON "KASSEL" - 7 AIRCRAFT DETAILLED Six of our aircraft reached and bombed primary in good visibility from an average height of 18,000 feet. Special equipment was used, with good results. Attack was developing and appeared to be very concentrated with a good close pattern of T.I. around Aiming Point. Built up area was clearly seen.</p> <p>Operational Flying Time:- 32:19 HOURS (NIGHT) TRAINING:- 12:24 hours flying training was carried out today which included Fighter Affiliation, Bombing Practice and T.I. Training. Wireless Operators were given a two hour lecture on fault finding and manipulation of T.I. R. 1135. Navigators were given 13 dry swims with a duration of three hours.</p> <p>PRISONERS OF WAR:- A signal from Air Ministry was received today stating that 535857 SGT C. Hewitson, and 1550695 SGT R. Thomson, who were reported missing on the night of 5/6th September, 1943, on a bombing attack on Mannheim, are now classified Prisoners of War.</p>		A-9 A-10

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Gransden Lodge, Bedfordshire.	23-10-43		<p>Weather: - Cloudy at first with light rain during morning and heavy showers in the early afternoon. Cloud dispersing after 1500 hours. Visibility good, but moderate in rain. Winds light and variable, becoming moderate SSW'ly, veering W'ly and increasing during afternoon then becoming light and variable again.</p> <p>TRAINING: - 35 minutes flying was carried out today on an Air Test. Air Gunners were given instruction on turret manipulation and aircraft recognition during the morning. All aircrew were stood down this afternoon, and recreational buses were provided for Cambridge.</p> <p>PERSONNEL OCCURRENCE REPORTS: - The following P.O.R.s were published today: R.C.A.F. Airmen, Serial No. 31; R.C.A.F. Officers, Serial No. 25; R.A.F. Airman-Airwomen, Serial No. 67; R.A.F. Officers, Serial No. 22; R.A.A.F. Officers, Serial No. 9;</p>		B 45 - 49
	24-10-43		<p>Weather: - Small amounts cloud at first, increasing during afternoon to 7/10 - 8/10 and dispersing by midnight. Visibility poor at first, improving around midday, then deteriorating after 1800 hours. Winds, light and variable, mainly S'ly.</p> <p>TRAINING: - 25:25 hours flying training was carried out today which included Air to Air Firing, 'Y' Training, Bombing Practice, Cross-Country and Miscellaneous Local Flying Flights. Air Gunners fired 27,250 rounds on Air to Air Firing. Navigators took part in two dry swims today.</p> <p>PROMOTIONS: - The following three Pilots were promoted today to the rank of Acting Squadron Leader: CAN. J. 17018 P/L Gowan H., D.F.C.; CAN. J. 21542 S/L Sattler M., D.F.C., CAN. J. 10822 P/L Weiser W., D.F.C. Squadron Leader 'Harry' Gowan, D.F.C. is now Flight Commander of the Squadron. 'Harry' has 33 'ops' to his credit. Squadron Leader 'Marty' Sattler, D.F.C., has 39 'ops' to his credit, and Squadron Leader 'Bill' Weiser, D.F.C., has 38 'ops' to his credit.</p>		
	25-10-43		<p>Weather: - No cloud at first, medium cloud increasing during morning to 7/10 - 8/10. Visibility poor at first with fog by 0400 hours and persisting throughout the morning. Winds light and variable.</p> <p>TRAINING: - 17:29 hours flying training was carried out today which included Bombing Practice, S.B.A., Cross-Country, 'Y' Training and Fighter Affiliation. Wireless Operators were given a lecture on Special Equipment by the Radar Officer, and also two hours Gee Training. Navigators took part in 3 dry swims.</p> <p>POSTINGS: - CAN. J. 5795 S/L R.J. Lane, D.S.O., D.F.C., arrived on the Squadron yesterday and took over 'A' Flight. Squadron Leader Lane flew the 1st Canadian built Lancaster 'Riser Express' to this country. SQDN. LDR. Lane has 51 operations to his credit. Squadron Leader Lane was also promoted to the rank of Wing Commander (Acting).</p> <p>CHANGE IN COMMAND: - CAN. C. 1399 Group Captain J.E. Fauquier, D.S.O., D.F.C., our Commanding Officer, is at present on leave and CAN. J. 5795 Wing Commander R.J. Lane, D.S.O., D.F.C., took over Command of the Squadron.</p>		
	26-10-43		<p>Weather: - Dense fog all day. Winds calm or light NW'ly.</p> <p>TRAINING: - No flying was carried out today owing to the poor weather conditions. Navigators took part in two dry swims. Air Gunners fired 300 rounds clay pigeon shooting.</p> <p>PERSONNEL OCCURRENCE REPORTS: - The following P.O.R.s were published today: C.A.F. Airmen, Serial No. 32; R.C.A.F. Officers, Serial No. 26; R.A.F. Airmen, Serial No. 68; R.A.F. Officers, Serial No. 23;</p>		B 50 - 53
	27-10-43		<p>Weather: - Thick fog at first, persisting throughout the morning. Visibility remaining poor. Sky obscured at first then clear skies. Winds light and variable.</p> <p>TRAINING: - Bomb Airmen were given a lecture on Special Equipment. 5 crews carried out parachute and dinghy drills. No flying was carried out owing to poor weather.</p>		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																				
Gransden Lodge, Bedfordshire.	28-10-43		<p>Weather: - Fog forming and becoming dense by dawn, visibility not improving to more than 2,000 yards all day. 10/10 very low stratus cloud forming during evening. Winds light SE'ly.</p> <p>TRAINING: No flying was carried out today on account of poor weather. Wireless Operators were given W/T practice. Air Gunners studied aircraft recognition. Three crews were given instruction on Dingley D.111, by the Air Sea Rescue Officer.</p>																																						
	29-10-43		<p>Weather: - 10/10 cloud at 200 feet at first, sky becoming obscured by 0300 hours. Slight intermittent drizzle towards dawn and visibility deteriorating to 80 yards, fog lifting by midday forming a layer of stratus at about 1,500 feet; base rising to 7,000 feet by midnight. Visibility remaining poor. Wind very light NE'ly.</p> <p>TRAINING: - No flying was again carried out today. Crews were stood down during the afternoon and buses were provided to Cambridge.</p> <p>PERSONNEL OCCURRENCE REPORTS: - The following P.O.R.s were published today: R.C.A.F. Airmen, Serial No. 35; R.C.A.F. Officers, Serial No. 27; R.A.F. Airmen - Airwomen, Serial No. 69; R.A.F. Officers, Serial No. 24.</p> <p>CASUALTIES: - Very good news was received in a signal from Air Ministry today, stating that CAN. J. 15166 P/L W.L. Murphy (A/E), who was reported missing on the night of 3rd/4th April, 1943, on a bombing attack over Essen, and later a signal was received from Air Ministry stating that Flight Lieutenant Murphy was classified on 1st May, 1943, 'Missing' Believed Killed in Action. The latest news from Air Ministry, states that Flight Lieutenant Murphy, who was Squadron Gunner Leader when he went missing, is now classified 'NOT DEAD' but 'Captured, Prisoner of War'. All members of the Squadron were very glad to hear of this very unusual good news.</p>		B 54 - 57																																				
	30-10-43		<p>Weather: - Cloudy with mist at first, fog for a short period around dawn, visibility improving to moderate by noon, then poor for the rest of the day. Winds light SE'ly.</p> <p>TRAINING: Training was somewhat curtailed today owing to preparation for operations which were scrubbed at 1630 hours. CAN. J. 15248 P/L G. Bennett, D.F.C., flew the 'Hurr Express' from Wyton to the Squadron, today.</p>																																						
	31-10-43		<p>Weather: - Cloudy all day; light rain from 0800 hours to 1100 hours, and again shortly before midnight. Visibility 2,000 yards at first, improving to 2 - 4 miles. Winds moderate SE'ly.</p> <p>TRAINING: - No flying was done today owing to poor weather conditions. Navigators back plotted previous operations. Wireless Operators were given instruction on Astro Navigation and Air Gunners fired 200 rounds clay pigeon shooting.</p> <p>AIRCRAFT STRENGTH: - The Squadron has 24 Lancasters on charge. (23 MK III and 1 MK I).</p> <p>NUMERICAL STRENGTH OF NO. 405 R.C.A.F. SQUADRON AS AT 31ST OCTOBER, 1943.</p> <table border="1"> <tr> <td>R.C.A.F.</td> <td>Officers</td> <td>Aircrew</td> <td>48</td> </tr> <tr> <td>"</td> <td>"</td> <td>Ground Crew</td> <td>3</td> </tr> <tr> <td>"</td> <td>Airmen</td> <td>Aircrew</td> <td>63</td> </tr> <tr> <td>"</td> <td>"</td> <td>Ground Crew</td> <td>370</td> </tr> <tr> <td>R.A.F.</td> <td>Officers</td> <td>Aircrew</td> <td>21</td> </tr> <tr> <td>"</td> <td>"</td> <td>"</td> <td>51</td> </tr> <tr> <td>"</td> <td>"</td> <td>Ground Crew</td> <td>109</td> </tr> <tr> <td>R.N.Z.A.F.</td> <td>"</td> <td>Aircrew</td> <td>1</td> </tr> <tr> <td>R.A.A.F.</td> <td>Officers</td> <td>"</td> <td>4</td> </tr> </table> <p>FLYING TIMES</p> <p>OPERATIONAL HOURS FOR THE MONTH: 610:14 HOURS (NIGHT) - NON-OPERATIONAL: 200:09 HOURS (DAY)</p>	R.C.A.F.	Officers	Aircrew	48	"	"	Ground Crew	3	"	Airmen	Aircrew	63	"	"	Ground Crew	370	R.A.F.	Officers	Aircrew	21	"	"	"	51	"	"	Ground Crew	109	R.N.Z.A.F.	"	Aircrew	1	R.A.A.F.	Officers	"	4		
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J. E. Pauglier
(J.E. Pauglier) Group Captain,
Commanding, No. 405 R.C.A.F. SQUADRON.

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