

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.	1-11-43		<p><u>Weather:</u> Cloudy with blight rain and visibility varying between 2,000 and 3,000 yards all day.</p> <p><u>Winds:</u> Light ESE'ly - SE'ly.</p> <p><u>Training:</u> No flying training was carried out today. Ground training included:</p> <p><u>Flight Engineers:</u> one hour turret manipulation. Wireless Operator Air Gunners: two hours on fault finding and one and a half hour Gee training. Navigators: one hour lecture on Anderson tables. Air Gunners: Four hours on gun cleaning.</p> <p><u>PERSONNEL OCCURRENCE REPORTS:</u> The following P.O.R.s were published today.</p> <p>R.C.A.F. Airman, Serial No. 34; R.C.A.F. Officers, Serial No. 28; R.A.F. Airman - Airwoman, Serial No. 70; R.A.F. Officers, Serial No. 25; R.A.A.F. Officers, Serial No. 10</p>		B 1 - 5
	2-11-43		<p><u>Weather:</u> Cloudy, occasional light rain or drizzle with cloud base falling to 200 feet. Cloud dispersing by midnight. Visibility poor at first and 2,000 yards in rain improving to good during afternoon then deteriorating to two miles by midnight. Winds moderate E'ly veering S'ly and then backing SE'ly after dusk.</p> <p><u>Training:</u> 3:06 hours flying training was carried out today, which included 1 1/2 hours S.B.A. and 1 1/2 hours Miscellaneous trainings. Ground training included:</p> <p><u>Flight Engineers:</u> One hour lecture on Constant Speed Unit and Hydromatic System.</p> <p><u>Bomb Aimers:</u> 2 1/2 hour lecture on trouble shooting and 'Y' instruction. Navigators: Three Dry Swims with a duration of 2 1/2 hours. Air Gunners: 4 1/2 hour lecture on escape and 1 hour on gun cleaning.</p>		
	3-11-43		<p><u>Weather:</u> Fine with little cloud at first with mist around dawn, otherwise visibility moderate to good. Variable cloud at 2,000 feet in afternoon with scattered showers becoming fine with little or no cloud in evening. Winds moderate SE'ly.</p> <p><u>Training:</u> 9:10 hours flying training was carried out during the day which included 1.20 hours x-country, 3 hours Fighter Affiliation, and 5 hours Miscellaneous Flying Training.</p> <p><u>Ground Training included:</u> Flight Engineers: 2 hours instruction on Gee operation and fix plotting. Bomb Aimers: 2 hour questionnaire on Lancaster equipment and gear and one hour on map reading. Air Gunners: Turret inspections and harmonization of guns.</p> <p><u>OPERATIONS - BOMBING ATTACK ON COLGHE - 22 AIRCRAFT DESPATCHED</u></p> <p>All of our aircraft reached and bombed primary from an average height of 19,000 feet in fair visibility. Three of our aircraft bombed on 'Y' equipment with good results. The remaining nine aircraft bombed on Red and Green T.I. Markers, which were well concentrated in target area. Six bombs hung up in one of our aircraft when over target, but these bombs were later released over Aachen by Navigators. Many bomb bursts were seen in target area with some fires beginning to take hold. When crews on homeward journey, glow on cloud over target area suggested many fires burning well. All of our aircraft returned to base undamaged.</p> <p><u>Operational Flying Time:- 57:43 HOURS (NET)</u></p> <p><u>REMARKS AND AWARDS:</u> 11366: F/O G.J. South, (Pilot) was today awarded the Immediate Distinguished Flying Cross. On the night of 18th October, 1943, on an attack on Hanover, the aircraft of which F/O South was pilot, was seen by searchlights and hit by flak. F/O South was wounded in the left arm. He refused first aid treatment and carried on to the aiming point and dropped his bombs. On being hit by flak, the aircraft went into a vertical dive and the loss of altitude had disrupted the timed run. This Officer exercised excellent judgement in retaining his T.I. Marker Flares to avoid leading the attack astray. After leaving the target, F/O South received first aid treatment and continued to pilot the aircraft which was later attacked by an enemy fighter. After an exchange of fire, the enemy aircraft was driven off. F/O South succeeded in landing his aircraft safely.</p>		A-2 See 547-24-1005 42 Aug 46

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Gransden Lodge, Bedfordshire.	4-11-43		<p>Weather: Foggy at first clearing in the afternoon with small amounts of cloud and good visibility, closing down again towards midnight. Winds light Easterly.</p> <p>Training: 7:36 Hours Flying Training was carried out today and .55 minutes during the night, which included 3 hours x-country, 2 hours Fighter affiliation, and 5 hours miscellaneous flying. Flight Engineers were given 12 hour instruction on Gee operation and fix plotting. Wireless Operators were given a 2 hour lecture on Astro Navigation and 2 hours Gee Training. Air Gunners were given instruction on aircraft recognition.</p> <p>P.O.R.'s: RCAF Airmen No. 35, RCAF Officers No. 29, RAF Airmen No. 71, RAF Officers No. 26.</p>		B 6 - 9
	5-11-43		<p>Weather: Cloudy with slight mist at first becoming fair by 0400 hours until 0800 hours then misty for rest of day. Winds light NE'ly at first gradually becoming SSE'ly and finally SSW'ly.</p> <p>Training: 28:23 hours flying training was carried out which included 9 hours 'Y' Training, 3 hours x-country, 5 hours Bombing Practice, 1 hour Fighter Affiliation and 4 hours Miscellaneous Flying. Ground Training included: F/E's - spent 8 hours sectioning aircraft parts for instructional purposes. WOP/AG's - 2 hours on gee training and 2 hours Astro Training. NAV's - 2 1/2 hours on 6 dry swims. A/G's - Aircraft Recognition.</p>		
	6-11-43		<p>Weather: Cloudy with mist until 0400 hours when slight intermittent drizzle commenced becoming continuous moderate rain by 0800 hours. Fair during afternoon becoming misty at dusk. Winds light SSW'ly at first, moderate NW'ly later.</p> <p>Training: 13:26 hours flying training was carried out which included 4 hours 'Y' Training, 3 hours Bombing Practice, 5 hours Air to Air Firing and 1 hour Miscellaneous Flying. 29:06 hours night flying was carried out on a Bullseye Exercise. Ground training included: F/E's - 8 hours on sectioning aircraft parts for instructional purposes. WOP/AG's - 2 hours instruction on the Bendix Set. NAV's - 3 dry swims with a duration of 2 1/2 hours. A/G's - Attended a lecture film and also carried out clay pigeon shooting.</p> <p>P.O.R.'s: RCAF Airmen No. 36, RCAF Officers No. 30, RAF Airmen No. 72, RAF Officers No. 27.</p>		B 10 - 13
	7-11-43		<p>Weather: Fair or fine all day with occasional variable amounts of cloud. Slight mist at dawn and dusk. Winds NW'ly - NNW'ly becoming light SSW'ly by 2200 hours.</p> <p>Training: 3:51 hours flying training was carried out which included 4 hours Miscellaneous flying today. Ground training included: F/E's - 4 hours sectioning aircraft parts for instructional purposes. B/A's - 3 hour lecture on bombing-up of aircraft with typical load.</p>		
	8-11-43		<p>Weather: Small amounts of cloud at first becoming cloudy with intermittent rain or drizzle in late afternoon and evening and cloud base falling to 1,000 feet. Visibility poor with fog towards midnight. Winds light S'ly.</p> <p>Training: 4:50 minutes flying training was carried out today which was done on an air test.</p> <p>F/E's - 2 hour lecture on carburetors and 1 hour on skeet shooting. B/A's - 1 1/2 hour lecture on WW 7 Inch Hooded Flare. A/G's - aircraft recognition, clay pigeon shooting and turret manipulation instruction.</p> <p>P.O.R.'s: RCAF Airmen No. 37, RAF Airmen No. 73.</p>		B 14 - 15
	9-11-43		<p>Weather: Mainly fair, local mist patches at dawn otherwise moderate visibility. Variable low cloud base 1,500 feet. Fine in evening with mist developing by midnight. Winds light westerly.</p> <p>Training: 5:58 hours flying training was carried out today which included 4 hours x-country and 1 hour miscellaneous flying. B/A's - one hour airborne lifeboat demonstration. NAV's - one hour lecture on use of A.P.L. A/G's - clay pigeon shooting and aircraft recognition.</p>		

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Gransden Lodge, Beds.	10-11-43		<p><u>Weather:</u> Fair or fine all day till rain at 2300 hours small amounts of low medium and high cloud till 1900 hours when sky became more cloudy. Visibility misty at first gradually improving to good during the day and deteriorating again to 4 miles by 2400 hours. Winds mainly SW-S light and variable freshening to about 15 m.p.h. at about 1300 hours.</p> <p><u>Training:</u> 147 hours flying training was carried out on an air test today. NAV's - 3 dry swims for a duration of 2½ hours. A/G's - 2 hour lecture on airborne lifeboat.</p> <p><u>OPERATIONS:</u> <u>BOMBING ATTACK ON "HODDIE" "24 AIRCRAFT DESTROYED"</u></p> <p>All of our aircraft reached and bombed primary from an average height of 14,000 feet in excellent visibility with a full moon. Three of our aircraft had Aiming Point in bombsight when loads were released. The remaining eleven aircraft dropped their bombloads on Red and Green T.I. Markers, which were very concentrated. Marshalling Yards and International Station were seen by most of the crews which was well marked by Red and Green T.I.s. Numerous bomb flashes were seen in area of Aiming Point. Incendiaries were seen burning on the south-east side. A good many medium fires were seen burning with much smoke. All of our aircraft returned to base undamaged.</p> <p><u>OPERATIONAL FLYING TIME:</u> 102:05 HOURS (NIGHT)</p> <p><u>P.O.R. for RCAF Officers No. 31, RAAF Airmen No. 9.</u></p>		A-2
	11-11-43		<p><u>Weather:</u> Rain at first but clearing later. Very little low cloud all day mainly medium and high. Visibility mainly 2 to 4 miles. Winds varying between NW - NE 5 - 15 m.p.h.</p> <p><u>Training:</u> 13:59 hours flying training was carried out today which included 1½ hours 'Y' training, 1 hour country, 2½ hours Bombing Practice, 3 hours Fighter Affiliation and 3 hours SBA. NAV's - 3 dry swims with a duration of 2½ hours. A/G's - Daily Inspections, 100 rounds clay pigeon shooting. B/A's - 2 hour lecture on trouble shooting of 'Y'.</p> <p><u>APPROXIMATE NO COMMISSIONED BOMBERS:</u> P/O S. J. March (A/B) (P/O CAN. J. 18901) and P/O A.C. Sondergard (P/B) (P/O CAN. G. 18909) today received their well deserved commissions. P/O March has been with the Squadron since 2nd June, 1943 and has completed 19 operations with Bomber Command. P/O 'Sandy' Sondergard, has been with the Squadron since 25th November, 1942 and has completed 34 operations with Bomber Command. 'Sandy' is very popular on the Squadron and the news got around fast when he got his commission so it called for quite a 'do' in the village local at night.</p>		B 15 - 17
	12-11-43		<p><u>Weather:</u> Slight rain at first clearing by dawn cloudy all day base mainly at 3,000 feet. Moderate visibility. Winds SW'ly veering NW'ly moderate to strong.</p> <p><u>Training:</u> 18:11 hours flying training was carried out during the day and 11:41 hours during the night which included 1½ hours 'Y' training, 10 hours country, 11 hours Bombing Practice, 1½ hours Lancaster Dual, and 6 hours Miscellaneous Flying. B/A's - 3 hour lecture on Bombing Up of Aircraft. W/G's - 2 hours training on Gee and 1½ hours training on Astro. P/B's - 2½ hours on turret manipulation. A/G's - Daily inspections and aircraft recognition.</p> <p><u>P.O.R. for RCAF Officers No. 32, RCAF Officers No. 74, RCAF Officers No. 28, RAAF Airmen No. 10.</u></p>		B 18 - 22
	13-11-43		<p><u>Weather:</u> Cloudy, slight mist and slight intermittent rain or drizzle until 1000 hours, when heavy shower occurred. Convection cloud with occasional showers during rest of day. Wind SW'ly veering NW'ly moderate to strong.</p> <p style="text-align: right;">P.T.O.</p>		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Gransden Lodge, Bedfordshire.	13-11-43 (Continued)		<u>Training:</u> 21:57 hours flying training was carried out today which included 5 hours 'Y' Training, 6 hours x-country, 3 hours Fighter Affiliation and 7 hours miscellaneous training. P/A's - 2 hour lecture on trouble shooting of 'Y'. P/B's - one hour lecture on aircraft icing. A/G's - Daily inspections and one hour lecture on the use of fusiform.		
	14-11-43		<u>Weather:</u> Fine with slight mist until 0600 hours when it clouded over and slight snow occurred. Remaining cloudy all day, with precipitation in the form of slight rain or snow from 1300 to 2000 hours and slight mist from 1500 to 2400 hours. Winds W'ly becoming strong NW'ly. <u>Training:</u> No flying today. NAV's - 3 dry swims for a duration of 2 hours. P/A's - 2 hour quiz on bombing knowledge. WOE/AG's - 1 1/2 hours on Gee training and a 2 hour lecture on Radar. P/B's - 1 hour on Gee instruction. A/G's - Daily inspections and 2 1/2 hours on aircraft recognition. <u>P.O.R.'s:</u> RCAF Airmen No. 39, RCAF Officers No. 33, RAF Airmen No. 79, RAF Officers 29, RCAF Officers No. 11.		B 25 - 27
	15-11-43		<u>Weather:</u> Slight mist with intermittent rain or drizzle at first becoming fine by 0700 hours. Then variable convection cloud with occasional slight or moderate showers. Becoming fine again by 2300 hours. Winds moderate NW'ly. <u>Training:</u> 41:52 hours flying training was carried out today which included 2:30 hours 'Y' Training, 16:30 hours x-country, 3 hours Bombing practice, 5 hours Fighter Affiliation, 2 hours S.E.A., 2 hours Lancaster Dual, and 10 hours Miscellaneous flying.		
	16-11-43		<u>Weather:</u> Small amounts of cloud at first increasing to 10/10 by midday. Intermittent light rain for a short period after dusk. Visibility moderate but poor in rain. Winds moderate W'ly to NW'ly. <u>Training:</u> 22:04 hours flying training was carried out today which included 9 hours 'Y' Training, 10 hours x-country, and 3 hours Bombing practice. NAV's - 3 dry swims for a 2 hour duration. P/A's - 2 hour lecture on target identification and visual bombing. P/B's - 1 1/2 hour lecture on carburettor icing. A/G's - Daily inspections and clay pigeon shooting. <u>CASUALTIES:</u> A signal was received today from Air Ministry stating that the following personnel of this Squadron who were reported missing on the night of 25/26 July, 1943 are classified as follows: CAN.R.150887 P/S B.K. White, CAN.R.97604 89T O/S V. Kettleby, CAN.J.18088 P/O Smyth M., 'Shot Down 25/7/43, buried 28.7.43 in Ten Boer Cemetery Croningen Province, Graves 24, 25, 27, Row 3. Reclassified missing, believed killed in action'. Also the following signal was received today from Air Ministry, stating that 338706 P/S W.D. Ridgeway, who was reported missing on the night of 27/28 September, 1943, 'Captured, Reclassified prisoner of war'.		
	17-11-43		<u>Weather:</u> Mainly fair. Intermittent rain around 1700 hours. Visibility poor to moderate. Winds NNW'ly moderate. <u>Training:</u> 34:121 hours flying training carried out today which included, 8 hours 'Y' Training, 5 hours x-country, 19 hours Bombing Practice and 2 hours miscellaneous flying. P/B's - One hour on Gee instruction. A/G's - Daily inspections.		
			P.T.O. (Continued)		

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Gransden Lodge, Bedfordshire.	17-11-43	(Continued)	<p>OPERATIONS: BOMBING ATTACK ON "MAGNET" - 10 AIRCRAFT DETAILED (ONE MISSING)</p> <p>Seven of our aircraft reached and bombed primary from an average height of 18,000 feet. There was 6 to 8/10 cloud in target area with some gaps. Slight icing was encountered when climbing out from England. Numerous searchlights were active in target area. Horse-shoe shaped concentration of bombing was seen near primary with considerable scattered bombing. Many bomb flashes were seen. Two of our aircraft returned early with w/s gun turrets, and loads were jettisoned safe. One of our aircraft failed to return from this operation and nothing has been heard of the following crew since time of take off: (CAF) CAN.R.115931 P/S Larson R.M.; (NAV) USA.C.386137 1st. Lieut. Pederson J.M.K.; (W/A) CAN.R.117462 P/S Mutch E.D.; (W/P/AC) 100349 SGT Errington J.B.; (W/U) CAN.R.180464 SGT Uren E.F.; (R/G) CAN.R.55961 SGT Dube J.F.H.; (W/S) 155609 SGT Thomson R.</p> <p>OPERATIONAL FLYING TIME: 4:00 HOURS (NIGHT)</p>		A-5
	18-11-43		<p>Weather: Fine with slight mist to 0600 hours. Visibility improving to 3 to 6 miles. Little or no cloud all day. Winds, mainly NW'ly 15 m.p.h.</p> <p>Training: 32 minutes flying carried out today on an air test. P/S's - one hour lecture on familiarization of Lancaster III. A/G's - Daily Inspections.</p> <p>OPERATIONS: BOMBING ATTACK ON "MAGNET" - 9 AIRCRAFT DETAILED</p> <p>The nine aircraft detailed reached and bombed primary from an average height of 20,000 feet in 10/10 cloud. Good images were obtained on Special "Y" Equipment. Extensive glow was seen on cloud as of fires or searchlights. Results of bombing not seen owing to thick clouds. Four of our aircraft suffered damage from heavy flak. One of our aircraft III W/T (S/L H. Sattler, DFC, Pilot), landed at Preston Fighter Drome owing to shortage of petrol. Four approaches were made before aircraft touched down and aircraft bounced off a hissen hut and damaged undercarriage. Aircraft is category A/C.</p> <p>OPERATIONAL FLYING TIME: 6:10 HOURS (NIGHT)</p> <p>OPERATIONS: BOMBING ATTACK ON "MAGNET" - 5 AIRCRAFT DETAILED</p> <p>The five aircraft detailed reached and bombed primary from an average height of 17,000 feet. There was slight haze with some patches of cloud in target area. Loads were dropped on Yellow and Green T.I.s. Numerous promising fires on and around the Green T.I. were observed with w/s light spread to the West. Several sticks of bombs were seen to explode as far as 15 miles radiating from target but most of bombing was fairly well concentrated. Our five aircraft returned to base undamaged.</p> <p>OPERATIONAL FLYING TIME: 26:19 hours (Night)</p>		A-4
	19-11-43		<p>Weather: Only a trace of cloud during the early morning. Visibility deteriorated to 800 yards by dawn, improving slowly to 2,500 yards, but gradually went down again after dusk. No cloud after dusk. Thin on ground frost. Winds, light mainly NW'ly.</p> <p>Training: 9:32 hours flying training carried out today, which included 3 hours x-country. 4 hours Fighter Affiliation, one hour Lancaster Dual and one hour miscellaneous flying.</p> <p>P/S's - 2 hour lecture on trouble shooting of "Y". W/S's - 1 1/2 hour lecture on hydraulics, pneumatics and emergencies. A/G's - Daily Inspections.</p> <p>P.O.'s - RCAF Airmen No. 41, RCAF Officers No. 34, RAF Airmen No. 76, RAAF Airmen No. 11, RCAF Airmen No. 6, RCAF Officers No. 6.</p>		B-28 - 33

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Gransden Lodge, Bedfordshire.	20-11-43		<p>Weather: Thick fog all day. Winds wither light SSW'ly or calm. Ground frost.</p> <p>Trainings: No flying today. NAV's one hour lecture on practical application of navigational aids and meteorological knowledge. WOP/AG's - 2 hour lecture on Radar. F/E's - 1 1/2 hour lecture on Stromborg Carburettor and Carburettor icing. A/G's - Daily inspections and lecture from P/L McDonald, one of our new pilots.</p>		
	21-11-43		<p>Weather: Fog all day with very light SW'ly winds. Occasional light intermittent drizzle.</p> <p>Training: No flying today. WOP/AG's - 2 hours training on Morse Practice. F/E's - one hour on Gee instruction. A/G's - Daily inspections and 4 hours on aircraft recognition and 225 rounds fired in clay pigeon shooting.</p> <p>P.O.R.'s: RCAF Airman No. 42, RCAF Officers No. 36, RAF Airman No. 77, RAF Officers No. 11.</p>		B 34 - 37
	22-11-43		<p>Weather: Thick fog with occasional slight drizzle until 0900 hours. Weather becoming cloudy by 1100 hours. Fine with slight mist after dusk. Wind light W'ly. Ground: Frost.</p> <p>Training: No flying training today. F/A's - 3 hour lecture on Aircraft bombing-up. A/G's - Daily inspections.</p> <p>OPERATIONS: BOMBING ATTACK ON "BERLIN" 11 AIRCRAFT DESTROYED</p> <p>THIRTEEN of our aircraft reached and bombed primary in poor visibility from an average height of 19,000 feet. Flares and flares appeared to be well concentrated. Unable to estimate effectiveness of attack owing to cloud cover. Glow of fires was seen below cloud and many large explosions were seen which lit up cloud. A very large explosion was observed at 2022 hours by many of the crews which lasted several seconds. One of our aircraft suffered slight flak damage. Aircraft 'Q' 'Risar Express'; Pilot P/O Floren H.A.; abandoned mission when 40 miles from target when port outer engine went w/s and aircraft began losing height. 3 x 2,000 lb. bombs were jettisoned and later on another 1 x 2,000 lb. bomb was jettisoned but aircraft continued to lose height. Aircraft 'Q' returned direct and met heavy flak when over Amsterdam when aircraft then at 4,000 feet. Aircraft 'Q' is the first Canadian built Lancaster.</p> <p>OPERATIONAL FLYING TIME: 86:57 HOURS (NIGHT)</p>		A-6
	23-11-43		<p>Weather: Fine with slight mist till 0600 hours, then high cirrus cloud formed which gradually increased, thickened and lowered to 10/10 medium cloud by 1600 hours and low cloud by 2000 hours with slight rain or drizzle 1900 to 2000 hours, finally clearing at 2230 hours.</p> <p>Winds: WNW to SSW'ly light becoming strong. Ground frost.</p> <p>Trainings: A/G's - Daily inspections and 150 rounds clay pigeon shooting.</p> <p>OPERATIONS: BOMBING ATTACK ON "BERLIN" 11 AIRCRAFT DESTROYED (TWO MISSING)</p> <p>Eleven of our aircraft reached and bombed primary in good visibility from an average height of 18,000 feet. Numerous bomb explosions were seen and attack appeared to be well concentrated. The first markers were scattered but later developed in a concentrated mass over an area approximately three miles which was similarly covered with fires. One of our aircraft suffered damage from heavy flak. Two of our aircraft failed to return from this operation and nothing has been heard from the following crews since time of take off: (CAPT) CAN. J. 7598 P/L LeTroy H., (NAV) 108152 P/L Cole G.W., (W/O) CAN. J. 2016 P/O Lawrence W.J.; (WOP/AG) CAN. J. 15518 P/L R.A. Gardiner, (W/O) CAN. R. 121873 P/S O'Dell J.G.; (P/O) CAN. R. 67163 P/S Kavanagh J.G., (P/O) 158004 P/O Scott P.J.; (CAPT) CAN. J. 20627 P/O Clark G.T.; (NAV) 142335 P/O Moss B.J.; (W/A) 151170 P/O Clarke H.T.; (WOP/AG) 1456862 SGT Critchlow R.N.; (W/O) 1145028 SGT Hatley A.R.; (P/O) 1335738 SGT Higgs W.C.; (P/O) 1607025 SGT Goss J.E.</p> <p>OPERATIONAL FLYING TIME: 81:39 HOURS (NIGHT)</p>		A-7

Russian air-to-surface rockets, fired against targets which were introduced late in 1941. The most widely used model carried an explosive charge of 22 lbs which slammed into the target at up to 1,150 m.p.h. The rocket had a solid propellant, was only 2 feet long and 2.2 inches in diameter, and weighed a total of 13.2 lbs.

"Rocket bombs" weighing 50 and 220 lbs were used against tanks and other armored vehicles. A Sturmovik II-2 fighter could carry eight 50 lb or six 220 lb bombs on special wing racks.

Worth, von Braun & F. I. Anderson, History of Rocketry
Space Travel (N.Y. Thomas Y. Crowell Company, 1966)

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Granden Lodge, Beds.	24-11-43		<p>Weather: Cloudy with showers at first becoming fine, cloud increasing to 10/10 by 2100 hours, with continuous rain until midnight. Visibility good except in precipitation. Wind, strong SWly veering WNWly gusty.</p> <p>Trainings: 150 hours night flying was done today. B/A's - 2 hour quiz on bombing knowledge. WOP/AC's - one hour Astro Training. A/C's - lecture on Air Sea Rescue and carried out Daily Inspections.</p>		
	25-11-43		<p>Weather: Cloudy slight mist at first becoming fine by 0300 hours. Variable convection cloud during daylight hours dispersing after dark. Winds WNWly becoming WSW, moderate.</p> <p>Trainings: 100 hour training carried out on an air test today. B/A's - one hour lecture on BOMBING AND BOMBERS. A/C's - Daily inspections and 1 1/2 hours training on aircraft recognition and also fired 100 rounds on clay pigeon shooting.</p>		
	26-11-43		<p>Weather: Very little cloud at first increasing after midday to 6/10 to 9/10 mainly light high cloud. Visibility moderate at first becoming poor later in the morning and misty later.</p> <p>Winds mainly SWly 7 mph or lighter.</p> <p>Trainings: No flying training today. A/C's - Daily inspections and 2 1/2 hours spent on aircraft recognition and also 100 rounds were fired on clay pigeon shooting.</p> <p>OPERATIONS: BOMBING ATTACK ON "BERLIN" * 11 AIRCRAFT DETAINED</p> <p>Our fourteen aircraft reached and bombed primary from an average height of 20,000 feet in clear visibility with no cloud. Numerous fires were observed and were visible for 200 miles on homeward journey. Many fires were blazing well and city was well covered in smoke. Numerous incendiaries were burning in target areas. Fuel concentration was very good. One of our aircraft suffered extensive damage from fighter but crew were unhurt. Much flak was encountered and two of our aircraft suffered damage from heavy flak. Aircraft "W" (CAPTAIN, CAN.R.139783 P/S Sieben J.G.) was down for 10 minutes over Hamburg. Aircraft dived steeply and was out of control for several thousand feet, and after getting clear of searchlights, Rear Gunner, CAN.R.169982 SGT Sandford J.W.s. and Mid-Upper Gunner, CAN.R.190855 SGT Conlon W.C., had baled out contrary to Captain's instructions. Flight Sergeant Sieben and the rest of his crew safely returned to base.</p> <p>OPERATIONAL FLYING TIME: 95:55 HOURS (NIGHT)</p> <p>P.O. Air: 20AF Airman No. 43; RCAF Officers No. 37; RAF Airman No. 78; RAF Officers No. 42; R.N.Z.A.F. Airman No. 7.</p>		A-8
	27-11-43		<p>Weather: 10/10 cloud at first developing into fog with drizzle and overcast sky late afternoon.</p> <p>Winds mainly SWly moderate.</p> <p>Trainings: No flying today. B/A's - 2 hour lecture on target identification and visual bombing. A/C's - Daily inspections and 100 rounds fired clay pigeon shooting.</p>		B 38 - 43
	28-11-43		<p>Weather: Cloudy with mist and continuous slight drizzle until 0500 hours. Continuing cloudy until 1300 hours with slight rain 1300 to 1700 hours, then fine with slight mist. Winds, SWly WNWly moderate.</p> <p>Trainings: 3:30 hours during the day of flying training was carried out on country flights and 'Y' Training, and 1 1/2 10:55 hours night flying was carried out on 'Y' bombing. A/C's - Daily inspections and 1 1/2 hours on aircraft recognition and 100 rounds were fired on clay pigeon shooting. Crews carried out parachute and dingy drills today, which was supervised by the Air Sea Rescue Officer on the Squadron.</p>		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																												
Gransden Lodge, Bedfordshire.	29-11-43		<p>Weather: Cloudy with mist and continuous slight drizzle until 0500 hours. Continuing cloudy until 1900 hours with slight rain from 1300 to 1700 hours, then fine with slight mist. Winds SW'ly to NW'ly, moderate.</p> <p>Training: 24 minutes flying carried out today on an Air Test. A/C's - Daily inspections and also studied aircraft recognition. All crews spent the afternoon on Dinky Drills and also attended a lecture by Group Captain J.E. Fauquier, DSO, DFC.</p> <p>OSIAIRIES: A signal was received from Air Ministry stating that the following N.C.O. who was reported missing on the night of 5/6th September, 1943, xxxx, CAN.R. 109822 F/S Broderick LtJ.M.; DEM, is now reclassified 'Dead', believed killed in action.</p>																																														
	30-11-43		<p>Weather: Fair, slight mist becoming cloudy by 0800 hours to 1800 hours with shower at 0850 hours. Slight mist from 1700 to 1800 hours. Fine slight mist to 2400 hours. Winds SW'ly becoming NW'ly, then W'ly, moderate at first, light later.</p> <p>Training: No flying carried out today. A/C's - Daily inspections and also fired 150 rounds clay pigeon shooting. B/A's - Instruction on bombsight. WOP/AG's - 2 1/2 hours Morse Practice. F/S's - Lecture by the Flight Engineer Leader on Lancaster III Aircraft.</p> <p>ENTERTAINMENT: A very successful Squadron Christmas Party was held in the British Legion Club, Gransden, commencing at 1930 hours. This party was attended by the Station Commander, Squadron Commander, AM Aircrew and Ground Crews personnel who have been with the Squadron almost since its inception. The menu for dinner included, soup, roast turkey, dressing, greens, and plum pudding. Press Relations Officers from R.C.A.F. Overseas Headquarters were there to 'shoot' pictures of the general gathering for future showing in Canadian theatres. This was a 'bang on' party and all personnel participating in 'tops' returned safely to base.</p> <p>AIRCRAFT STRENGTH: The Squadron has 18 Lancaster III on charge as at 30th November, 1943.</p> <p>NUMERICAL STRENGTH OF NO. 105 R.C.A.F. SQUADRON AS AT 30TH NOVEMBER, 1943.</p> <table border="0"> <tr> <td>R.C.A.F.</td> <td>Officers</td> <td>Aircrew</td> <td>71</td> </tr> <tr> <td>"</td> <td>"</td> <td>Ground Crew</td> <td>4</td> </tr> <tr> <td>"</td> <td>Airmen</td> <td>Aircrew</td> <td>70</td> </tr> <tr> <td>"</td> <td>"</td> <td>Ground Crew</td> <td>34.7</td> </tr> <tr> <td>R.A.A.F.</td> <td>Officers</td> <td>Aircrew</td> <td>11</td> </tr> <tr> <td>"</td> <td>Airmen</td> <td>"</td> <td>55</td> </tr> <tr> <td>"</td> <td>"</td> <td>Ground Crew</td> <td>102</td> </tr> <tr> <td>R.A.A.S.</td> <td>Officers</td> <td>Aircrew</td> <td>3</td> </tr> <tr> <td>"</td> <td>Airmen</td> <td>"</td> <td>3</td> </tr> <tr> <td>R.N.Z.S.F.</td> <td>"</td> <td>"</td> <td>1</td> </tr> <tr> <td>R.C.A.F.</td> <td>OFFICERS (U.S.A.)</td> <td>Aircrew</td> <td>3</td> </tr> </table> <p>FIXED DUES: 240:10</p> <p>OPERATIONAL HOURS FOR THE MONTH: 562:12 (NIGHT) NON-OPERATIONAL: xxx DAY 55:49 NIGHT</p> <p style="text-align: right;"> <i>J. E. Fauquier</i> (J.E. Fauquier) Group Captain, Commanding, No. 105 R. C. A. F. SQUADRON, F. F. F. </p>	R.C.A.F.	Officers	Aircrew	71	"	"	Ground Crew	4	"	Airmen	Aircrew	70	"	"	Ground Crew	34.7	R.A.A.F.	Officers	Aircrew	11	"	Airmen	"	55	"	"	Ground Crew	102	R.A.A.S.	Officers	Aircrew	3	"	Airmen	"	3	R.N.Z.S.F.	"	"	1	R.C.A.F.	OFFICERS (U.S.A.)	Aircrew	3		
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