

OPERATIONS RECORD BOOK

of (Unit or Formation) NO. 405 H.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, Beds.	DEC. 1		<p>Weather: Fine to 1000 hours with mist to 0700 (slight), then visibility 1 - 2,000 yards to 1300 hours, with conditions becoming first fair then cloudy. Mist slight from 1300 to 2400 hours, thickening from 1400 to 2100 hours. Fair slight mist again until 2400 hours when cloudy conditions with slight intermittent rain and 1200 yards visibility occurred.</p> <p>Winds: NWly becoming Sly, light to moderate.</p> <p>Training: 5:30 hours flying training was carried out today, which included 1 1/2 hours x-country and 4 hours Lancaster dual instructions. Ground training is as follows:</p> <p>NAV: Preparations were made for operations which were scrubbed later in the day.</p> <p>B/A: " " " " " " " " " " " "</p> <p>W/Cs: " " " " " " " " " " " "</p> <p>A/Gs: " " " " " " " " " " " "</p> <p>Ops: Daily inspections and clay pigeon shooting.</p> <p>F/Ss: Lecture on carburettor and carburettor icing to Pilots and also preparation for operations which were scrubbed later in the day. Also one hour skeet shooting.</p>		
	DEC. 2		<p>Weather: Cloudy at first with rain commencing at 0500 hours and continuing throughout morning and becoming fair. Visibility poor at first, improving to 10 miles by 1800 hours, then deteriorating to 3,000 yards by midnight. Winds moderate SSWly veering Wly and slackening towards midday.</p> <p>Training: 8:30 hours flying training was carried out during the day and 2 hours during the night, which included: 7 hours x-country, 1 1/2 hours Lancaster dual instruction to new Pilots, and 2 hours night Lancaster dual. Ground training is as follows:</p> <p>All sections made preparations for operations which somewhat curtailed the ground training programmed for the day.</p> <p>B/A: Lecture on "Cluster Projectile".</p> <p>A/Gs: Daily inspections.</p> <p>F/Ss: Skeet shooting.</p> <p>OPERATIONS: - BOMBING ATTACK ON "BERLIN" - 12 AIRCRAFT DETAILED - 12 SUCCESSFUL</p> <p>The twelve aircraft detailed, reached and bombed primary from an average height of 19,000 feet. There was 6 to 8/10 cloud in target area with some clear areas. T.I.s and flames appeared to be fairly well concentrated and crews report seeing incendiaries burning beneath cloud after leaving. One of our crews encountered icing over North Sea on way out which made climbing difficult and delayed their arrival at target.</p> <p>Operational Flying Time: 72:19 HOURS (NIGHT)</p>		A-1
	DEC. 3		<p>Weather: Fine at first but fog forming at 0600 hours and persisting until 1500 hours, then becoming cloudy with good visibility. Light rain or drizzle during afternoon. Winds light SWly at first, becoming calm then moderate NNEly.</p> <p>Training: No flying training was carried out today owing to weather conditions till 1500 and preparations for operations at night. All sections made preparations for operations which prevented any further progress in ground training.</p> <p>OPERATIONS: - BOMBING ATTACK ON "BERLIN" - 14 AIRCRAFT DETAILED (ONE MISSING)</p> <p>Thirteen of our aircraft reached and bombed primary from an average height of 18,000 feet in 10/10 cloud. T.I.s and flames were well concentrated and bombing appeared concentrated. One of our aircraft failed to return from this operation and nothing has been heard from the following crew since time of take off: 116422 P/O Boeing H.H. (Pilot), 89843 P/L Belcher G. (Nav), 157332 P/O Anderson J.V. (B/A), 64448-112262 P/S Acker-G.H. (W/C), 1027022 P/S Davis G.A., DEM (A/G), 1204312 P/S Holder S.M. (A/G), P/O Holland G.C. (P/Z).</p> <p style="text-align: right;">P.T.O.</p>		A-2

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
Gransden Lodge, Beds.	DEC. 3		(Continued) <u>Operational Flying Time: 86:58 HOURS (NIGHT)</u>		A-2
	DEC. 4		<u>Weather:</u> Cloudy at first, clearing towards dawn. Fine all day with very good visibility. Winds fresh NNE - NE'ly. <u>Training:</u> 6:35 hours flying training was carried out today, which included 2:40 hours 'Y' training, 2:45 hours bombing practice and 1:10 hours night Lancaster dual. <u>NAV:</u> All Navigators were stood down today. <u>P/A:</u> Lecture on bombing patten and crew drills. <u>W/P/AC:</u> This Section was stood down today. <u>A/G:</u> Daily inspections, 450 rounds skeet shooting and 1 1/2 hours study on aircraft recognition. <u>P/R:</u> Flight Engineers were stood down today.		
	DEC. 5		<u>Weather:</u> Very little cloud at first, becoming 10/10 low cloud by 1600 hours and growing steadily more foggy towards midnight. Winds moderate NW'ly at first, then mainly NE'ly. <u>Training:</u> 8:10 hours flying training was carried out today which included 4 hours bombing and 4:10 hours Lancaster dual instruction to new Pilots. Ground training, as follows: <u>NAV:</u> Log marking and comment on operations. <u>P/A:</u> Instruction on special equipment. <u>W/P/AC:</u> Lecture on Astro and Beam Gee, and also Morse practice. <u>A/G:</u> 1 1/2 hour instruction on aircraft recognition. <u>P/R:</u> Skeet shooting and instruction on aircraft icing.		
	DEC. 6		<u>Weather:</u> Thick fog until 1800 hours, when it thinned slightly to 800 feet visibility with 10/10 low stratus. Visibility 1 - 2,000 yards between 1300 and 1800 hours, then thick fog closed in again. Winds light NE'ly. <u>Training:</u> No flying today owing to poor weather conditions. Ground training, as follows: <u>NAV:</u> Lecture on Astro-Navigation to Wireless Operators. <u>P/A:</u> Lecture on Importance of Interrogation. <u>W/P/AC:</u> Morse practice and instruction on Astro-Navigation. <u>A/G:</u> Daily inspections, dinghy drills, Range estimation, Aircraft recognition and 125 rounds fired skeet shooting.		
	DEC. 7		<u>Weather:</u> Thick fog, suddenly improving at 1300 hours to visibility 1500 yards and 7/10 low cloud, then thick fog at 1900 hours, improving slightly after dusk but soon closing down again. Winds light NE'ly becoming calm and finally about 2400 hours, very light W'ly. <u>Training:</u> No flying training carried out today owing to poor weather conditions. Ground training, as follows: <u>NAV:</u> Practice on Astro Sight calculation. <u>P/A:</u> Visit to photo section with demonstration. <u>W/P/AC:</u> Morse practice. <u>A/G:</u> Daily inspection, dinghy drill, skeet shooting, aircraft recognition, and range estimation. <u>P/R:</u> 1 1/2 hour lecture on bombsight.		
	DEC. 8		<u>Weather:</u> Fog, with sky discernible at first, thickening from 0200 to 1500 hours, and slight improvement until 1700 hours when it closed in once more. Winds light SW'ly becoming NE'ly.		

P.T.O.

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Gransden Lodge, Beds.	DEC. 8		(Continued) <u>Training:</u> No flying training carried out today owing to poor weather conditions. Ground training is as follows: <u>NAV:</u> Dry swims and lecture on log keeping and operational procedure. <u>P/A:</u> Lecture on Path Finder weapons in use. <u>W/P/AC:</u> This section was stood down today. <u>A/C:</u> Daily inspection, dinghy drills and skeet shooting. <u>P/E:</u> Lecture on aircraft icing.		
	DEC. 9		<u>Weather:</u> Fog until 1300 hours, visibility then improving, becoming 3 miles by 1800 hours. Fog at 1900 hours, improving again to visibility 1 - 2,000 yards from 2000 to 2100 hours. <u>Winds:</u> Light / W. <u>Training:</u> No flying today owing to adverse weather conditions. Ground training, as follows: <u>NAV:</u> Lecture by Group Navigation Officer. <u>P/A:</u> Lecture on Mark III fuse and night photography. <u>W/P/AC:</u> Lecture on Signals procedure. <u>A/C:</u> Daily inspection, dinghy drills and 150 rounds skeet shooting. <u>P/E:</u> Lecture on Gee.		
	DEC. 10		<u>Weather:</u> Thick fog until 0900 hours with occasional slight drizzle. Cloudy with visibility improving to 10 miles by 2200 hours, becoming fine slight mist by 1800 hours. Cloud reforming at midnight. Winds light or calm, mainly NW'ly at first then NE'ly. <u>Training:</u> 4:20 hours flying training was carried out today which included 10 hours x-country, 20:30 hours practice bombing, 3:15 hours Lancaster dual, 1:45 hours night 'Y' training, 5:30 hours night bombing practice, and 2 hours night Lancaster dual. The large flying training programme today somewhat curtailed the ground training. <u>W/P/AC:</u> One hour lecture on Pathfinder instructions for Wireless Operators. <u>A/C:</u> Daily inspections, dinghy drills, 200 rounds skeet shooting and a lecture by W/C R.A.F. Land, D.S.O., D.P.C.		
	DEC. 11		<u>Weather:</u> Cloudy all day apart from fine break from 1300 to 1500 hours. Slight mist to 1200 hours and occasional slight snow showers throughout the day. Winds moderate NW'ly becoming NE to NE'ly. <u>Training:</u> 11:35 hours flying training was carried out today which included 5:25 hours 'Y' training, 2:50 hours x-country, 16:55 hours practice bombing, 4 hours night bombing practice, 10:05 hours fighter affiliation, .55 hours Lancaster dual, 1:25 hours night Lancaster dual. Ground training, as follows: The large flying training programme somewhat curtailed the ground training. <u>A/C:</u> Daily inspection, 125 rounds skeet shooting. Eight gunners visited U.S.A.A.F. Alconbury. <u>P/E:</u> Skeet shooting.		
	DEC. 12		<u>Weather:</u> 10/10 cloud, base 1300 to 2,000 feet, most of the day. Good visibility. Winds moderate, mainly NW'ly. <u>Training:</u> 34:55 hours flying training was carried out during the day, which included 12:10 hours 'Y' training, 13:30 hours x-country, 5:35 hours practice bombing, and 1:10 hours Lancaster dual. GROUND TRAINING, AS FOLLOWS: <u>NAV:</u> 2 Dry swims for a duration of 2 1/2 hours. <u>P/A:</u> Instruction on bomb sight. P.T.O.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Grandsen Lodge, Beds.	DEC. 12		(Continued) Training: W/P/AG: Morse practice and Gee instruction. A/G: Daily inspection, dingy drills and 325 rounds skeet shooting.		
	DEC. 13		Weather: 9/10 cloud at first, clearing by 0600 hours. Visibility Visibility good, decreasing after dusk. Winds light, mainly NE'y. Lunar halo reported at 2300 to 2400 hours. Training: 37:15 hours flying training was carried out today, which included: 8:30 hours 'Y' training; 6:30 hours x-country; 16:05 hours practice bombing; 5:30 hours Fighter affiliation. Ground training, as follows: NAV: 4 dry swims. P/A: Instruction on bombight. A/G: Daily inspection, dingy drills, 200 rounds skeet shooting, and 18 gunners checked harmonization. P/E: Bomb plotting and hints on bombing.		
	DEC. 14		Weather: 10/10 cloud base from 1 to 2,000 feet all day, but lowering to 100 feet at 2400 hours. Visibility 2 to 4 miles at first, gradually deteriorating to 1,800 yards at 2400 hours. Winds light mainly SE'y. Training: No flying was carried out today owing to adverse weather conditions. Ground training, as follows: NAV: 3 dry swims. P/A: Navigation lecture on D.R. Navigation for a duration of three hours. W/P/AG: Gee training and Morse practice. A/G: Daily inspection, aircraft recognition, range estimation. P/E: Bombight leveling.		
	DEC. 15		Weather: Thick fog until 0800 hours. Cloudy rest of day with visibility 1,000 to 2,000 yards from 0800 to 1800 hours, and 1,000 yards from 1800 to 2400 hours. Winds NE'y, gradually backing SE'y, light. Training: No flying was carried out today. Ground training included: NAV: Lecture on P.F.F. Navigation. P/A: All bomb aimers took part in a bombing quiz. W/P/AG: Astro Navigation and Morse practice. A/G: Daily inspection and 200 rounds 150 rounds, skeet shooting. P/E: Bomb stations and coral box settings, and knowledge on general bombing.		
	DEC. 16		Weather: 10/10 cloud all day, base 1,000 feet to 2,000 feet, lowering to 100 feet at midnight. Visibility 3 to 4 miles at first then gradually going down down all day, becoming 1000 yards by 2400 hours. Wind light SE'y. Training: 5:50 hours flying training was carried out today which included 4:15 hours 'Y' training and 1:05 hours x-country. Ground training included the following: NAV: Preparations for operations prevented much progress in ground training for the day. A/G: Daily inspection, aircraft recognition and 200 round clay pigeon shooting. P/E: Lecture on Gee and 50 rounds skeet shooting. OPERATIONS: BOMBING ATTACK ON "BERLIN" BY 23 AIRCRAFT DETAILED All of our aircraft detailed, reached and bombed primary from an average height of 20,000 feet, with 10/10 cloud from 6 to 8,000 feet. Target marking was good, especially the wanganui flares. A good concentration of Red T.I. could be seen through the cloud. Numerous fighter flares were seen in the target area. Dummy Red T.I. were seen East, West and North of target - P.T.O.		A-3

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Gransden Lodge, Beds.	DEC. 16		<p>OPERATIONS: BOMBING ATTACK ON "BERLIN" (Continued)</p> <p>which were much smaller than our own markers. All Red Flares were well concentrated. All route markers were well placed and concentrated. A glow of incendiaries was seen later on when attack was developing. Five of our aircraft returned and landed safely to base; 3 landed at Marham, one landed at Warboys and one landed at Bourne. Visibility was very poor with much ground fog and the aircraft encountered much difficulty in landing. Three of our aircraft crashed when landing, owing to poor visibility and lack of petrol. All members of aircraft 'D' were killed with the exception of the rear gunner, CAN/R/87404 W/O S.H. Nutting, D.F.M., this was Warrant Officer Nutting's 45th bombing operation, which completed his second tour of operations. W/O Nutting, D.F.M. suffered only shock and minor scratches. Three members of aircraft 'G' were killed, and P/L ALAN W.O. (CAN/J/6955) Pilot, was dangerously injured, but the three remaining members were not seriously injured but were admitted to hospital. All members of aircraft 'B' were killed with the exception of CAN/R/9119 P/O Drew S.S., Pilot, who is on the slightly injured list. The rear gunner of aircraft 'B' CAN/R/21941 SGT McDona L.A. was uninjured. The 12 members of these three aircraft who were killed are as follows: CAN/J/20576 P/O Moleman B.A. (Pilot); CAN/J/11170 P/O Sheppard W.F. (NAV); CAN/R/21528 SGT Schneider G.R. (B/A); L.88721 SGT Halliwell E. (WOP/AG); CAN/R/189695 SGT Boothcock M.F.V. (A/G); 172350 SGT Corwell H.L. (S/E); CAN/J/21532 P/O Stassens D.H. (NAV); CAN/J/23592 P/O Collier E. (S/A); CAN/R/171882 SGT Strang G.L. (A/G); AUS/125183 P/S Mienert V. (NAV); CAN/R/130592 P/S Saunders H. (W/A); CAN/R/59015 W/O Dolson W.L. (WOP/AG); CAN/R/198710 SGT Bessent H.R. (A/G); 847220 SGT Corrigan H. (S/A).</p> <p>Operational Flying Time: 98:14 HOURS (MIDN)</p>	SECRET.	A-3
	DEC. 17		<p>Weather: Thick fog until 2200 hours when visibility improved to 2,000 yards with 10/10 cloud at 1,500 feet. Winds SE to S, light to moderate.</p> <p>Training: No flying was carried out today owing to poor weather conditions. Ground training included the following:</p> <p>NAV: All navigators were stood down for the day.</p> <p>P/A: 3 new crews were given basic ground check No. 25.</p> <p>WOP/AG: stood down.</p> <p>A/C: Daily inspection, aircraft recognition.</p> <p>B/S: Lecture on petrol system of Lancaster III.</p>		
	DEC. 18		<p>Weather: Cloudy with poor visibility and periods of slight rain until 1000 hours. Fog then forming with drizzle clearing later but slight rain from 1600 to 1900 hours. Cloudy till 2100 hours. Winds SSWly light becoming Ely light, then S. - SSW, moderate to heavy.</p> <p>Training: No flying was carried out today owing to adverse weather conditions. Ground training included the following:</p> <p>NAV: 6 day swabs.</p> <p>P/A: Navigation lecture on leg keeping.</p> <p>WOP/AG: Motor practice and instruction on Astro Navigation.</p> <p>A/C: Daily inspection, aircraft recognition. All gunners were stood down during the afternoon.</p> <p>B/S: Instruction of engine starting and coolant system.</p>		

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Graysden Lodge, Beds.	DEC. 19		<p>Weather: Cloudy with slight mist and continuous moderate rain until 0800 hours. Weather remaining cloud until 1800 hours. Fine slight mist from 1800 to 2100 hours. Winds strong SWly.</p> <p>Training: 6:25 hours flying training was carried out today which included 5:30 hours 'Y' training and 45 minutes x-country flight.</p> <p>A/C: Daily inspection, aircraft recognition and aircraft familiarization.</p> <p>P/Z:</p>		
	DEC. 20		<p>Weather: Fine with slight mist becoming fair by 0900 hours. Wind SWly becoming Sly moderate.</p> <p>Training: No flying or ground training was carried out today owing to preparations for ops.</p> <p>OPERATIONS: BOMBING ATTACK ON "FRANKFURT" * 10 AIRCRAFT DETAILED</p> <p>One of our aircraft reached and bombed primary in 9/10 thin layer cloud from an average height of 18,000 feet. Incendiaries were seen burning in built-up area with several Yellow T.I. one to two miles North. Bombing appeared to be covering an area of town and spreading West to East. Orange explosions were seen in built up area. Numerous scattered fires were seen through breaks in cloud. One of our aircraft did not attack primary owing to navigation error. A but load was released on T.I. Green in centre of T.I. Yellow at Mannheim. A large explosion was seen at Mannheim and quite a few fires were burning. All of our aircraft returned to base undamaged. 50:00</p> <p>Operational Flying Time: 3:00 HOURS (NEHR)</p>		A-4
	X DEC. 21		<p>Weather: Fair becoming cloudy by 0800 hours to 1700 hours with period of intermittent light rain and mist. Fine slight mist from 1900 to 2100 hours. Winds SSW veering S. to SSW moderate.</p>		
Continued from DEC. 20.	DEC. 20		<p>OPERATIONS: BOMBING ATTACK ON "MANNHEIM" * 3 AIRCRAFT DETAILED</p> <p>Our three aircraft detailed, reached and bombed primary from an average height of 19,000 feet in good visibility. One large explosion was seen and also a few small fires. Raid appeared well concentrated. Our three aircraft returned to base undamaged.</p> <p>Operational Flying Time: 15:34 HOURS (NEHR)</p>		A-5
	X DEC. 21 (Cont'd)		<p>Training: 1:20 hours Lancaster dual instruction was the only flying done today. Ground training included the following:</p> <p>B/A: Four new crews were given a lecture on bombing - operational procedure.</p> <p>W/P/A/C: Instruction on Astro Navigation.</p> <p>A/C: Daily inspection, 140 rounds clay pigeon shooting and a lecture on sighting by the Gunnery Leader, S/L J.P. CLARK, D.F.C.</p>		
	DEC. 22.		<p>Weather: Fine slight mist until 0700 hours becoming fair until 1900 hours with intermittent then backing again in SW, moderate.</p> <p>Training: 50:00 hours flying training was carried out today, which included: 11:10 hours night fighter affiliation, 2:20 hours Lancaster dual, 1:10 hours night Lancaster bombing, 2:30 hours miscellaneous flying. Ground training included the following:</p> <p>NAV: 3 dry swims and a lecture on navigational use of H.2.S.</p> <p>W/P/A/C: Morse practice and Gee training.</p> <p>A/C: Daily inspection, 50 rounds clay pigeon shooting, aircraft recognition.</p> <p>P/Z: Instruction to new engineers on pneumatics and hydraulics. P.F.O.</p>		

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Granden Lodge, Beds.	DEC. 22		(Continued) PRISONERS OF WAR: A signal from Air Ministry was received today stating that the following members of this Squadron who were reported missing from operations on the night of 5/9th October, 1943, from an attack on Hanover, are now reclassified Prisoners of War: GNV/J/27442 P/O G.A. FARHAM (WOP/AC); 612879 SGT J.G. CAMPBELL (P/O).		B-1 (Funeral)
	DEC. 23		Weather: Fair to fine all day, with visibility deteriorating from 1000 to 2,000 yards from 1700 to 2300 hours, improving at 2400 hours. Wind light variable. Training: 1:50 hours flying training was carried out today which included :20 minutes Lancaster dual and 1:30 hours miscellaneous flying. Ground training included the following: Progress in ground training was somewhat curtailed owing to preparation for ops. NAV: 2 dry swims during the morning. A/C: Aircraft recognition and 100 rounds clay pigeon shooting. OPERATIONS: BOMBING ATTACK ON "BERLIN" - 13 AIRCRAFT DETAILLED Our thirteen aircraft reached and bombed primary from an average height of 19,500 feet in 10/10 clouds. Results of bombing was not seen owing to clouds. Faint glow of Red Gl. seen through clouds. Glow of fires was observed after leaving target. All route markers outward were well placed and concentrated. One of our aircraft suffered damage to hydraulics and inter-com from heavy flak. All our aircraft returned to base. Operational Flying Time: 92:57 HOURS (NIGHT)		A-6
	DEC. 24		Weather: Fine until 2400 hours, with fog from 1700 to 2100 hours, then cloudy with mist until 2400 hours. Winds W, becoming NW then backing SW, light. Training: 3:50 hours flying training was carried out today which included :50 minutes S.B.A. and :50 minutes Lancaster dual and 2:10 hours miscellaneous flying. Ground training included the following: WOP/AC: Morse practice and Astro-Navigation. A/C: Daily inspection and aircraft recognition. Z/A: Lecture on feathering.		
	DEC. 25		Weather: Cloudy with slight mist all day. Winds SSW'ly to SW'ly, light. Training: All training was stood down today. XMAS DINNER: Officers and N.C.O.'s served the Airmen at X-Mas Dinner in the Airmen's Mess. It was an excellent dinner and all had a good helping of chicken which is quite a treat. Beer was served with the meal and also minerals. A cigar and six cigarettes were given out to each airman. The Station Dance Band provided music throughout the music and all were in a happy mood, and all appeared to have enjoyed 'a wonderful time'. A dance was held in the evening in the airmen's concert hall. XXXXXXXXXX Group Captain G.P. Dunlop, APO, addressed all ranks during dinner and expressed his appreciation of the co-operation he received and conveyed his wishes to all for a Very Merry Xmas and Very Happy New Year.		
	DEC. 26		Weather: Cloudy with slight mist and fog forming from 0700 to 1200 hours, then fair until 2100 hours when fog reformed. Winds light variable. Training: 1:30 hours Lancaster dual was the only flying training carried out today owing to poor weather conditions. Ground instruction was stood down for the day.		
	DEC. 27		Weather: Fog until 0500 hours. Clearing and 10/10 stratus forming base at 1,500 feet to 2,000 feet. Fair from 1300 to 1700 hours, cloudy with mist from 1700 to 200 hours and then fine. Winds SW to W, light. P.T.O.		

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Gransden Lodge, Beds.	DEC. 27		(Continued) TRAINING: 36:50 hours flying training was carried out today which included 5:50 hours VV training, 22:00 hours 22:00 hours practice bombing, 8:50 hours miscellaneous flying. Ground training was somewhat curtailed owing to the big flying programme for the day. A/G: Daily inspection, aircraft recognition and 100 rounds clay pigeon shooting.		
	DEC. 28		Weather: Fine with mist until 0900 hours, fog forming until 1000 hours, then cloudy with mist or slight mist rest of day. Winds SW to W. light. OX TRAINING: 21:35 hours flying training was carried out today owing to poor weather conditions. Ground training included the following: N/A: Instruction of P.F.F. navigation procedure. B/A: Lecture on bombights and bombing panel. W/A: Horse practice and 900 training. A/G: Daily inspection, aircraft recognition, 110 rounds clay pigeon shooting. S/E: Lecture on aircraft icing and fuel system. DEATHS: (CAN/3/6935) P/L W.C. Allan (Pilot) died in St. Hughes Hospital, Oxford, at 04:30 hours as a result of injuries sustained in the air accident on the night of 16/17th December, 1943, whilst returning from air operations over enemy territory.		
	DEC. 29		Weather: Cloudy slight mist until 2100 hours apart from cloud break from 1500 to 1500 hours. Fine from 2100 to 2400 hours. Winds WSW to W, light to moderate. TRAINING: 21:35 hours flying training was carried out today which included 2:15 hours VV training, 6 hours country flights, 2:50 hours practice bombing, 4:20 hours fighter affiliation and 3:30 hours miscellaneous flying. Not much ground training was carried out today owing to the large flying programme, and preparation for operations. A/G: Daily inspections. OPERATIONS: <u>BOMBING ATTACK ON "BERLIN" - 14 AIRCRAFT DETAINED</u> Five of our aircraft reached and bombed primary from an average height of 19,000 feet with 10/40 cloud cover in target area. Target was identified by REVEROUS WATZAHNI and also Red and Green T.I.s. Many T.I.s were brought back owing to cloud. Glow of T.I.s could be seen through cloud which appeared well concentrated. Aircraft "C" observed three very large explosions at 2017 hours. All route markers were well placed and concentrated. No results of bombing were observed owing to cloud. Aircraft "M" jettisoned bombs six miles south of target after aircraft was hit by heavy flak. Aircraft "I" abandoned mission when starboard outer engine completely failed. Bombs were jettisoned 5220 N. 0500 E. Aircraft "N" bombed amid heavy flak and was hit just before bombing at 1955 hours when aircraft was at 17,500 feet, causing damage to starboard outer engine and also port inner engine was hit. Starboard outer engine was feathered. Main air pressure bottle was holed. Aircraft encountered more heavy flak over Bremen and aircraft was hit again. Aircraft "T" also had to feather port inner engine and aircraft returned on two engines and crossed enemy coast at 8,000 feet and landed at Woodbridge. Operational Flying Time: 89:04 HOURS (LIGHT)		A-7

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																												
Grandden Lodge, Beds.	DEC. 30		<p>Weather: Fair or fine with slight mist all day. Winds NW'ly, light, moderate.</p> <p>Training: 40 minutes Fighter affiliation was the only flying training carried out today.</p> <p>Ground training included the following:</p> <p>NAV: Lecture on Navigation.</p> <p>B/A: Instruction on bomb panel and bombsight.</p> <p>WCF/AG: Morse practice and Astro-Navigation.</p> <p>AVG: Daily inspection and dinghy drills.</p> <p>(S/B): Lecture on feathering of aircraft.</p>																																																														
	DEC. 31		<p>Weather: Fair or fine becoming cloudy with slight mist, by 1100 hours. Visibility deteriorating at 1000 to 2,000 yards at 1500 hours. Occasional intermittent slight rain from 1600 to 2400 hours. Winds NW'ly becoming W'ly, light moderate.</p> <p>Training: No flying was carried out during the day owing to poor weather conditions.</p> <p>Ground training was somewhat curtailed owing to preparation for operations which were scrubbed later in the day.</p> <p>Funeral FUNERAL: (CAN/4/6935) P/L W.C. Allan (Pilot), was buried today in Botley Cemetery, Oxford. Full service honours were accorded.</p> <p>AIRCRAFT STRENGTH OF NO. 405 R.C.A.F. SQUADRON AS AT 31ST DECEMBER, 1943.</p> <p>The Squadron has 21 Lancaster III aircraft on charge.</p> <p>NUMERICAL STRENGTH OF NO. 405 R.C.A.F. SQUADRON AS AT 31ST DECEMBER, 1943.</p> <table border="0"> <tr> <td>R.C.A.F.</td> <td>- Officers</td> <td>-</td> <td>Aircrew</td> <td>- 62</td> </tr> <tr> <td>"</td> <td>"</td> <td>"</td> <td>Ground Crew</td> <td>- 3</td> </tr> <tr> <td>"</td> <td>"</td> <td>AIRMAN</td> <td>Aircrew</td> <td>- 50</td> </tr> <tr> <td>"</td> <td>"</td> <td>"</td> <td>Ground Crew</td> <td>- 332</td> </tr> <tr> <td>R.A.F.</td> <td>- Officers</td> <td>-</td> <td>Aircrew</td> <td>- 18</td> </tr> <tr> <td>"</td> <td>"</td> <td>"</td> <td>"</td> <td>- 16</td> </tr> <tr> <td>"</td> <td>"</td> <td>"</td> <td>Ground Crew</td> <td>- 97</td> </tr> <tr> <td>R.A.A.F.</td> <td>- Officers</td> <td>-</td> <td>Aircrew</td> <td>- 4</td> </tr> <tr> <td>R.N.Z.A.F.</td> <td>- Airman</td> <td>-</td> <td>"</td> <td>- 1</td> </tr> <tr> <td>R.C.A.F. OFFICERS (U.S.A.)</td> <td>-</td> <td>-</td> <td>"</td> <td>- 4</td> </tr> <tr> <td>"</td> <td>"</td> <td>AIRMAN</td> <td>"</td> <td>- 1</td> </tr> <tr> <td>"</td> <td>"</td> <td>"</td> <td>Ground Crew</td> <td>- 3</td> </tr> </table> <p>FLYING TIMES: OPERATIONAL HOURS FOR THE MONTH: 51:45 (NIGHT) NON-OPERATIONAL 233:55 (DAY) 42:30 (NIGHT)</p>	R.C.A.F.	- Officers	-	Aircrew	- 62	"	"	"	Ground Crew	- 3	"	"	AIRMAN	Aircrew	- 50	"	"	"	Ground Crew	- 332	R.A.F.	- Officers	-	Aircrew	- 18	"	"	"	"	- 16	"	"	"	Ground Crew	- 97	R.A.A.F.	- Officers	-	Aircrew	- 4	R.N.Z.A.F.	- Airman	-	"	- 1	R.C.A.F. OFFICERS (U.S.A.)	-	-	"	- 4	"	"	AIRMAN	"	- 1	"	"	"	Ground Crew	- 3		
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			<p><i>J. E. Fauquier</i> [J.E. Fauquier] Group Captain, Commanding, No. 405 R.C.A.F. SQUADRON, P.F.F.</p>																																																														

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