

OPERATIONS RECORD BOOK

(Unit or Formation) **NO. 405 R.C.A.F. SQUADRON (P.F.F.)** 1944

Page No. **ONE**

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices																												
Grandsen Lodge, Bedfordshire.	JAN. 1		<p><b>Weather:</b> Cloudy with slight mist all day, becoming fine at 2400 hours. Winds, W - WSW by moderate.</p> <p><b>Training:</b> 30 minutes flying was all that was carried out today due to poor weather conditions. Ground training was scrubbed for the day owing to preparations for operations.</p> <p><b>OPERATIONS: Bombing Attack On E. BERLIN * 22 Aircraft Detailed (One Missing)</b></p> <p>Ten of our aircraft reached and bombed primary from an average height of 20,000 feet in thin layer 10/10 cloud from 17 to 18,000 feet. Target was identified by H.2.S. with fairly good images, and also by vanguard flares and flares red/green stars. A big red explosion was seen at 0318 hours for ten seconds. No results were seen of own bombing and most flares were brought back owing to poor visibility which prevented crews from identifying primary. Aircraft 'N' was damaged by heavy flak over Berlin at 0236 hours, and bomb bay, tail plane and main plane were holed. Aircraft 'J' was attacked by an enemy fighter near Berlin at 0312 hours and suffered damage to main plane, port elevator, port inner tank holed, leads of H.2.S. hit, inter-com. w/s, mid-upper turret hit and petrol jettisoning gear hit, causing 300 gallons of petrol being lost. Aircraft 'J' landed at Gravesend. Two of our aircraft are missing from this operation and nothing has been heard from the following members of this Squadron since time of take off:</p> <table border="0"> <tr> <td>R.25378 P/O Campbell A.F.</td> <td>PILOT</td> <td>J.27237 P/O Donnelly T.H.</td> <td>"R.P.M."</td> </tr> <tr> <td>J.19119 P/O Gavin T.D.</td> <td>NAV.</td> <td>J.14767 P/O Salala A.J.</td> <td></td> </tr> <tr> <td>R.143435 P/S Duns J.H.</td> <td>W/A</td> <td>E.15740 P/S Clark W.L.W.</td> <td></td> </tr> <tr> <td>RAF.1048952 SGT Redhead J. (English)</td> <td>WOP/AG</td> <td>RAF.1337836 SGT West B.S.S.J.</td> <td></td> </tr> <tr> <td>J.26196 P/O Thompson D.H.</td> <td>W/U</td> <td>RAF.1818766 SGT Watts R.E.</td> <td></td> </tr> <tr> <td>R.65760 P/S Cameron B.</td> <td>P/C</td> <td>E.186558 SGT Edgar R.</td> <td></td> </tr> <tr> <td>RAF.1804724 SGT Leslie D.J. (English)</td> <td>P/S</td> <td>RAF.1605616 SGT Miller L.G.R.</td> <td></td> </tr> </table> <p><b>Operational Flying Time: 60:24 HOURS (NIGHT)</b></p>	R.25378 P/O Campbell A.F.	PILOT	J.27237 P/O Donnelly T.H.	"R.P.M."	J.19119 P/O Gavin T.D.	NAV.	J.14767 P/O Salala A.J.		R.143435 P/S Duns J.H.	W/A	E.15740 P/S Clark W.L.W.		RAF.1048952 SGT Redhead J. (English)	WOP/AG	RAF.1337836 SGT West B.S.S.J.		J.26196 P/O Thompson D.H.	W/U	RAF.1818766 SGT Watts R.E.		R.65760 P/S Cameron B.	P/C	E.186558 SGT Edgar R.		RAF.1804724 SGT Leslie D.J. (English)	P/S	RAF.1605616 SGT Miller L.G.R.		A-1
		R.25378 P/O Campbell A.F.	PILOT	J.27237 P/O Donnelly T.H.	"R.P.M."																											
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RAF.1804724 SGT Leslie D.J. (English)	P/S	RAF.1605616 SGT Miller L.G.R.																														
	JAN. 2		<p><b>Weather:</b> Part of fine all day with slight mist until 0700 hours. Winds SW to SW, moderate.</p> <p><b>Training:</b> A 1 1/2 hour country flight was the only flying training carried out today. Ground training was stood down owing to preparations for operations.</p> <p><b>OPERATIONS: Bombing Attack On E. BERLIN * 12 Aircraft Detailed (One Missing)</b></p> <p>Eight of our aircraft reached and bombed primary from an average height of 20,000 feet in 10/10 cloud at 27,000 feet. Target was identified on H.2.S. and also by vanguard flares and flares red/green seen through gaps in cloud. No results of bombing observed by any of the crews. One crew observed bomb bursts reflected on cloud. Aircraft 'T' was damaged by heavy flak when over Hanover at 0330 hours and fuselage was perforated in about fifty places and the Navigator was wounded in the leg. Severe icing conditions were encountered by most of the crews and three of our aircraft abandoned mission owing to this and leads were jettisoned. Many flares were brought back owing to difficulty in positively identifying primary. One of our aircraft is missing from this operation and nothing has been heard from this crew since time of take-off. The missing members are as follows:</p> <table border="0"> <tr> <td>PILOT</td> <td>RAF.1015525 W/O Robinson A.W.</td> <td>NAV.</td> <td>J.22208 P/O Elliott D.J.</td> </tr> <tr> <td>W/A</td> <td>RAF.656618 P/S Evans G.R.</td> <td>WOP/AG</td> <td>RAF.1162204 P/S Clarke J.D.</td> </tr> <tr> <td>W/U</td> <td>RAF.1217743 P/S Anderson J.</td> <td>P/C</td> <td>E.82062 W/O Nolan T.H.</td> </tr> <tr> <td>P/S</td> <td>E.165968 SGT Mahony E.J.</td> <td></td> <td></td> </tr> </table> <p><b>Operational Flying Time: 65:00 HOURS (NIGHT)</b></p>	PILOT	RAF.1015525 W/O Robinson A.W.	NAV.	J.22208 P/O Elliott D.J.	W/A	RAF.656618 P/S Evans G.R.	WOP/AG	RAF.1162204 P/S Clarke J.D.	W/U	RAF.1217743 P/S Anderson J.	P/C	E.82062 W/O Nolan T.H.	P/S	E.165968 SGT Mahony E.J.			A-2												
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P/S	E.165968 SGT Mahony E.J.																															

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SECRET

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
Gunsden Lodge, Bedfordshire.	JAN. 3		<p><b>Weather:</b> Cloudy all day, with slight rain intermittently between 1000 hours and 1200 hours, and continuously between 1800 and 2000 hours. Wind N.W. veering N.W. by, strong at first, becoming moderate to light.</p> <p><b>Training:</b> No flying training carried out today owing to adverse weather conditions. Ground training carried out by all sections, during the afternoon. Bomb Aimers were given a lecture on the 7" hooded flare projectile. Air Gunners carried out daily inspections and also some clay pigeon shooting.</p> <p><b>CASUALTIES:</b> A signal was received from Air Ministry today, stating that OAN/R.108322 P/S. Ernest S.C. (A/C) who was reported missing after operations on the night of 29/21 October, 1943, on Leipzig, is now reclassified believed killed in action.</p> <p><b>Factor:</b> (See appendix B-1).</p>		B-1
	JAN. 4		<p><b>Weather:</b> Fine with slight mist all day. Winds N.W. by moderate, falling light towards 2400 hrs.</p> <p><b>Training:</b> 21:00 hours flying training was carried out today, which included 1:20 hours of training, 3:30 hours x-country flights, and 10:10 hours bombing, and also 3:00 hours Air to Air firing. Navigators were given 3 dry swims during the morning and afternoon. Wireless Operators were given instruction on Gee. Air Gunners carried out daily inspections and also studied aircraft recognition. Flight Engineers were given rocket shooting and also a talk from the P/E leader on Lancaster III fuel system.</p>		
	JAN. 5		<p><b>Weather:</b> Fine, slight mist until 0700 hours. Cloudy until 2000 hours, with visibility between 1,000 to 2,000 yards from 0700 to 1100 hours, and slight mist rest of day. Fair from 2000 hours to 2400 hours. Winds, N.W. by backing S.W. by, light becoming moderate.</p> <p><b>Training:</b> No flying training was carried out today. Ground training was scrubbed owing to preparations for operations.</p> <p><b>OPERATIONS: Bombing Attack On "SECRET" AT AIRCRAFT DETAIL (</b></p> <p>Our thirteen aircraft all reached and bombed primary, and there was nil cloud and excellent visibility in target area with snow on ground. Bombloads were released from an average height of 16,000 feet. Target was identified visually, and also by H.2.5, flares red/green and red T.L. Details of town and docks and built-up area were seen. Illumination from flares and moon showed up snow covered town in perfect detail. Large explosions with much black smoke rising to 5,000 feet was seen. Indications of heavy bombing were observed on West bank of river. Numerous good fires were burning well slightly to North of T.L. Glow of fires from target was seen from base on return. Many incendiaries were also seen. All of our aircraft returned to base safely and undamaged.</p> <p><b>Operational Flying Time: 208:15 HOURS (NIGHT)</b></p> <p><b>CASUALTIES:</b> The Rear Gunner in aircraft "R" on the above noted bombing operation, OAN/R.79453 Sgt Doust R.H., died from natural causes on the homeward journey. The Captain of this aircraft signalled R.A.F. Station West Raynham that he was making an emergency landing. This aircraft landed at 0801 hours. The Medical Officer of R.A.F. Station West Raynham boarded the aircraft to find that the Rear Gunner was dead. The body was then removed to S.S.C. While on the way back from the target it was noticed that the Rear Gunner had been silent for ten minutes. One of the crew went to investigate and found the Rear Gunner unconscious and apparently dead. Artificial respiration was administered with the oxygen turned full on for the rest of the journey back, of about one hour's flying. The rest of the crew were undamaged and returned to base undamaged.</p>		A-3

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OPERATIONS RECORD BOOK

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

No. of pages used for day **THREE**

Place	Date	Time	Summary of Events	SECRET	References to Appendices
Gransden Lodge, Bedfordshire.	JAN. 6		<b>Weather:</b> Fair to cloudy with variable medium and low cloud all day, base of low cloud about 3,000 feet. Slight mist throughout period. Winds SW to WSW moderate. <b>Training:</b> No flying training today. Preparations for operations which were scrubbed later in the day somewhat curtailed the ground training. Crews carried out parachute and dinghy drills during the afternoon.		
	JAN. 7		<b>Weather:</b> Fair at first, becoming cloudy at 0200 hours and remaining so for rest of day. Slight rain commencing about 1530 hours until 2000 hours, intermittent at first, later becoming continuous. Cloudy until 2400 hours, becoming fair but slight intermittent drizzle in wind. Winds West to Southwest moderate, falling light. Slight mist all day. <b>Training:</b> 22:30 hours flying training carried out today, which included 5:50 hours x-country flights, 9:10 hours practice bombing, 5:00 hours fighter affiliation, 2:50 hours S.B.A. The large flying programme delayed the progress in ground training today. Navigators were given an A.P.I. lecture. Air Gunners were given a lecture on range estimation and also P.O.H.'s (See appendix B-2)		B-2
	JAN. 8		<b>Weather:</b> Cloudy with slight mist until 0900 hours and intermittent slight rain at 0700 hours. Remaining cloudy rest of day. Winds SSW becoming WSW moderate. <b>Training:</b> 1:20 hours flying training carried out today, which included 1:55 hours x-country flights, 2:00 hour fighter affiliation and 25 minutes miscellaneous flying. Aircrews were given a 1 1/2 hour lecture on escape by the Intelligence Officer of S.E.Q. Gransden Lodge.		
	JAN. 9		<b>Weather:</b> Cloudy all day with slight rain at 0700 hours and then commencing again at 1500 to 2000 hours, slight intermittent rain at first, becoming continuous moderate towards end of period. Slight mist 0400 to 0500 and 1700 to 2400 hours. Winds SSW to moderate. <b>Training:</b> No flying training today. Bomb Airmen were given a questioning exercise on MK 14 bombsight. Wireless Operators were given more practice. Air Gunners carried out daily inspections and also sheet shooting. P.O.H.'s (See appendix B-3).		B-3
	JAN. 10		<b>Weather:</b> Cloudy at first with continuous light rain, becoming fair towards midday, cloud improving at first improving to six miles during afternoon, dispersing again towards midnight. Visibility N. to NE strong at first, becoming light. <b>Training:</b> 46:25 hours flying training carried out today which included 8 hours x-country flights, 24:20 hours day practice bombing, 10:20 hours night practice bombing, 2 hour air to sea firing, 3:30 hours air to air firing, 9:25 hours fighter affiliation and 50 minutes miscellaneous flying. Ground training was slowed down owing to the large flying training.		
	JAN. 11		<b>Weather:</b> Little cloud and poor visibility at first, becoming cloudy, with rain commencing towards midday and continuing until dusk. Thick fog with sky obscured after 2000 hours. Winds light WSW to W and becoming moderate. <b>Training:</b> 9:30 hours flying training carried out today which included 4 hours x-country flights, 2:20 hours practice bombing and 45 minutes S.B.A. Navigators were given a 1 1/2 hour lecture on P.F.F. Navigation. Bomb Airmen were lectured on H.2.S. and also viewed a film on H.2.S. Flight Engineers were lectured on hydraulic, pneumatic and fuel systems. Air Gunners carried out daily inspections and also given instruction of turret manipulation. P.F.O.		

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
Gransden Lodge, Bedfordshire.	JAN. 21 (Continued)		<b>CASUALTIES:</b> A signal was received from Air Ministry today stating that the following crew on Berlin are now classified as follows:		
			Pilot J. 7598 P/L Letroy H.L. - Dead		
			Wing RAF 100102 P/L Cole G.W. DFC - Prisoner of War		
			W/O J. 3024 P/O Lawrence E.J. - Dead		
			W/O J. 15594 P/L Gardner E.A., DFC - Dead		
		W/O R. 121873 P/O O'Neil J.G. - Dead			
		W/O R. 67863 P/S Renshaw J.G.S. - Dead			
		W/O RAF 158004 P/O Scott P. - Dead			
	JAN. 22		<b>Weather:</b> Thick fog with sky obscured at first, clearing towards dawn and becoming cloudy with light, becoming moderate. Slight drizzle at 0200 to 0300 hours. Winds SW to NW'ly		
			<b>Training:</b> 20:25 hours flying training carried out today which included 10:40 hours in-country S.B.A. Navigators were given a 2 1/2 hour lecture on G.P.I. and also demonstration. Air Gunners carried out daily inspections and also instruction on fighting.		
	JAN. 23		<b>Weather:</b> Cloudy with occasional light rain or drizzle most of the day, cloud breaking to small amounts after 2300 hours. Visibility moderate. Winds strong SW'ly varying NW'ly		
			<b>Training:</b> No flying training today. Navigators were given instruction on G.P.I. and A.P.I. carburettor and airframe icing. Flight Engineers were given instruction on in an aircraft recognition signs. Air Gunners carried out daily inspections and also engaged P.O.R.'s (See appendix B-4).		
	JAN. 24 (continued below)		<b>Weather:</b> Very little cloud all day. Visibility moderate deteriorating after dusk to 2,000 to 3,000 yards. Winds light NW'ly backing SW'ly		B-4
			<b>Training:</b> No flying training today. Preparation was made for operations which commenced tomorrow. This somewhat curtailed ground training.		
	JAN. 25		<b>Weather:</b> Small amounts cirrus cloud with slight mist at first. Fog forming at 0300 hours persisting until midday. Fine all afternoon fog reforming after dusk till 2400 hrs. Winds light variable.		
			<b>Training:</b> 2:00 miscellaneous flying was carried out today. Aircrews were stood down during the afternoon, after operations the night before.		
(Continued)	JAN. 24		<b>OPERATIONS: Bombing attack on "BRUNSWICK" - 14 Aircraft Destroyed (1 MISSING)</b> Eleven of our aircraft reached and bombed primary from an average height of 15,000 feet in 8/10 clouds. Bombs were released on Green T.L.s, flares Red/Green and also on hangar burning through cloud. Bomb-aiming was accurately placed and fairly concentrated. H.E.s indicated that attack was on the town. Many fighter flares on run in were seen just short of target. Aircraft "M" was hit by flak which damaged H.Z.S. Aircraft "H" was attacked by an ME.110 at 1925 hours. A short exchange of gun fire took place and our aircraft suffered damage to mainplane but there is not claim as far as the enemy aircraft is concerned. All members of this crew were unharmed. Three of our aircraft failed to return from this operation and nothing has been heard from any of the following crews since time of take-off. (P.2.G.).		A-4

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OPERATIONS RECORD BOOK

of (Unit or Formation) NO. 105 SQUADRON R.C.A.F. (P.F.F.) . . . No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendices
Gransden Lodge, Bedfordshire.	JAN. 16 (Continued)		<p><b>OPERATIONS: (Continued) - Summary:</b></p> <p>Capt. J.10213 P/O Claviter P.R. J.16306 P/O Drimds G.R. J.18808 P/O Floren H.A.                      Sqn. Ldr. J.12968 P/O Neville S.R. R.F.115787 P/O Jarvis R.R. J.11784 P/O Thatcher W.                      B/A J.18901 P/O March J.J. J.17444 P/O J.R. Gilbey J.21521 P/O Astbury J.W.                      W/P RAF.160057 SGT Joslyn K.S. RAF.167209 SGT Madell P.R. J.13500 P/O Semellard J.J.                      M/O J.18436 P/O Parker A.S. R.168827 P/S Peterson R.P. R.100019 W/O Amis L.H.                      P/O R.13754 W/O Lawrence A.L. RAF.157611 SGT Smith D.F. R.53804 W/O Lyons W.                      P/R RAF.641790 SGT Dunnett G.A. RAF.652152 SGT Lane S.A. R.81110 SGT Houlding H.C.                      2nd Pilot J.9534 P/O Sanderson E.A.</p> <p>Operational Flying Time: 55:58 HOURS (NET).</p>		A-4
	JAN. 16		<p><b>Weather:</b> Small amounts thick fog but fine all day. Winds light SE*ly or calm.</p> <p><b>Training:</b> No flying training today. Navigators carried out parachute and dingy drills. Wireless Operators were given a lecture on fishpond. Air Gunners carried out daily inspections and also turret manipulation and aircraft recognition. Flight Engineers were given instruction on engine coolant system and also engine feathering.</p>		
	JAN. 17		<p><b>Weather:</b> Thick fog until 1100 hours, becoming cloudy with mist until 2200 hours and slight mist from 2200 to 2400 hours. Intermittent slight rain becoming continuous moderate between 2000 and 2300 hours. Winds S. to SSW, light.</p> <p><b>Training:</b> No flying today owing to poor weather conditions. Navigators again carried out dingy and parachute drills. Bomb Aimers were given instruction on practical bombing up of aircraft. Wireless Operators were lectured on Gee and Astro. Air Gunners carried out dingy and parachute drills as well as daily inspections. Flight Engineers were given a lecture on Gee and also skeet shooting.</p> <p>P.O.R.'s (See appendix B-5).</p>		B-5
	JAN. 18		<p><b>Weather:</b> Cloudy with slight mist and periods of intermittent slight drizzle all day. Wind, SSW*ly moderate.</p> <p><b>Training:</b> No flying training today owing to adverse weather conditions. Navigators were given an intelligence lecture. Bomb Aimers were given a revision questionnaire. Wireless Operators were given fishpond and Gee training. Air Gunners carried out daily inspections and also studied sighting and harassment. Flight Engineers were given instruction on engine handling.</p> <p><b>CASUALTIES:</b> A signal was received from Air Ministry stating that the following two members of this Squadron who were reported <del>missed</del> missing from operations over Hannover on October 9/9, 1943, are now classified killed in action:</p> <p>CAN. J.16432 S/L M. Schneider, (Pilot)                      CAN. R.63861 P/S J.A. Becker, (A/C).</p> <p>Also, another signal was received from Air Ministry stating that the following members of this Squadron who were reported missing from operations over Mannheim, 27/18 November, 1943, are now classified killed in action:</p> <p>USAAF. G.886137 1st Lieut. Pedersen J.M.L. (Nav)                      R.55961 SGT Dubs J.P.H. (A/C)                      R.134563 P/S Partridge G.J. (2nd Pilot)</p> <p>P.O.R.'s (See appendix B-6).</p>		B-6

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Place	Date	Time	Summary of Events	References to Appendices
Granden Lodge, Birmingham,	JAN 19		<p><b>Weather:</b> Cloudy with slight mist thickening to mist from 1000 to 1300 and 1900 to 2300 hours. CONTINUOUS SLIGHT RAIN FROM 1400 TO 2400 HOURS. WIND SW'ly backing S'ly then veering NW'ly towards 2400 hours, moderate.</p> <p><b>Training:</b> No flying carried out today owing to poor weather conditions. Navigators carried out sea sky swims. Bomb Aimers studied map reading. Wireless Operators were given a lecture on fault finding. Air Gunners carried out daily inspections and also clay pigeon shooting. Flight Engineers were given instructions on constant speed unit and hydraulic aircrews.</p>	
		JAN 20	<p><b>Weather:</b> Slight rain at 0100 hours then fair becoming fine with mist by 0600 hours. Thick fog forming from 0800 to 1200 hours. Fair of fine with slight mist rain rest of day. Winds NW'ly backing S. to SSW, light becoming moderate.</p> <p><b>Training:</b> A 25 minute air test was the only flying carried out today owing to the adverse weather conditions. Preparations for operations somewhat curtailed the ground training programme for the day.</p> <p><b>OPERATIONS: Bombing Attack On BERLIN * 11 AIRCRAFT DETAILED</b></p> <p>Our eleven aircraft detailed were successful in bombing primary from an average height of 19,500 feet through 10/10 cloud. Loads were released on Wagonai flares, flares red/green, and also by H.2.S. Clouds were well illuminated by searchlights in target area. Many fighter flares were seen East of target. At 1935 hours, members of the crew in aircraft 'R' observed flares red/green, but not bunched, but spread in a line East to West with bomb flashes reflecting on cloud below. Aircraft 'R' suffered minor damage from heavy flak while over target. Members of crew in aircraft 'G' observed a very large explosion from target at 1942 hours. One large dummy fire was seen on Southwest side of Berlin, through cloud gap. Four of our aircraft jettisoned T.I.s owing to 10/10 cloud and another jettisoned T.I.s owing to hang-up over target. All of our aircraft returned to base safely.</p> <p><b>Operational Flying Time: 76:01 HOURS (10:17)</b></p> <p><b>CASUALTIES:</b> A signal was received from Air Ministry today stating that the following two members of this Squadron who were reported missing from bombing operations over Brunswick on 27/28 September, 1943, are now classified prisoners of war:        OAN/C.1159 S/L E.E. Logan, D.F.C. (Pilot) (Escapes)        RAF/125091 P/O A. Livesey.</p> <p>Squadron Leader Logan previously went missing on the night of 11/12 March 1943, over Stuttgart, and he successfully managed to escape and return to the United Kingdom.</p> <p>Another signal was received from Air Ministry today, stating that OAN/R.169092 SGT J.W. Sandford, OAN/E.190855 SGT W.C. Gordon (both Air Gunners), who baled out successfully over Hamburg on the homeward journey from target Berlin on the 26th November, 1943, contrary to Captain's instructions, are now reclassified prisoners of war. The remainder of the crew returned safely to base from this operation.</p>	A-5 A
	JAN 21		<p><b>Weather:</b> Fair or fine until 1600 hours then becoming cloudy. Slight mist from 0100 to 1200, 1700 to 2200 and 2400 hours. Winds SW to SSW, moderate.</p> <p><b>Training:</b> No flying training carried out today. Preparations for operations prevented any progress in the ground training programme.</p> <p><b>OPERATIONS: Bombing Attack On BERLIN * 11 AIRCRAFT DETAILED (ONE MISSING)</b></p> <p>Thirteen of our aircraft successfully reached and bombed primary from an average height of 19,000 feet in fair visibility with cloud varying from 5 to 10/10. Loads were released on good concentrations of Red T.I., Green T.I. and also Wagonai flares. H.2.S. was also used.</p> <p>P.T.O.</p>	A-6

OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendices
Granden Lodge, Bedfordshire.	JAN. 21 (Continued)		<p><b>OPERATIONS: "MAGDEBURG" (Continued)</b></p> <p>Many incendiaries were seen burning on and around the T.I.s. Searchlight activity and Red Flares on T.I.s were seen 25 miles Southeast of target. Target marking was concentrated. Good fires were seen up to 80 miles after leaving target. Aircraft 'E' observed numerous blue flashes from target and on leaving, one large fire was seen burning continuously. Just West of target, an instantaneous explosion was observed. Numerous good fires were seen which were spreading rapidly on leaving target. A heavy cloud of smoke was seen rising from target. One of our aircraft failed to return from this operation and nothing has been heard from the following crew since time of take off:</p> <p>Pilot J.18939 P/O K.C. Wilson Nav J.16300 P/O Spayer I.G.                  R/A RAF.14950E SGT Good W. WOP RAF.19904G SGT Stevens R.                  R/S RAF.16224 SSG Morrison B.R. P/O RAF.1608094 SGT Paul J.H.</p> <p><b>OPERATIONAL FLYING TIME: 8,145 HOURS (NIGHT)</b></p> <p><b>P.O.B.'s: (See appendix B-7)</b></p>		A-6
	JAN. 22		<p><b>Weather:</b> Cloudy all day with slight mist until 0800 hours. Periods of intermittent slight rain or drizzle throughout day. Winds SSW to SW, moderate to strong.</p> <p><b>Training:</b> No flying training carried out today. Aircrews were stood down today following two consecutive nights of operations.</p> <p><b>CHANGE IN COMMAND:</b> (CAN/O.5795) Wing Commander R.J. Lane, D.S.O., D.F.C., assumed command of No. 405 R.C.A.F. Squadron today vice (CAN/C.1399) Group Captain J.E. Paughier, D.S.O., D.F.C. Group Captain Paughier leaves many friends behind him on the Squadron and all ranks wish him every good wish at his new post. Wing Commander Lane is welcomed to the Squadron to carry on the good work done by his predecessor. Before leaving, Group Captain Paughier, completed two hours of operations.</p> <p><b>HONOURS AND AWARDS:</b> The following members of this Squadron have received the DISTINGUISHED FLYING CROSS:</p> <p>J.17712 P/L Maclean R.S. (Flight Engineer Leader).                  G.18909 P/O Sondergaard A.C. (Flight Engineer)                  J.18179 P/O Card H.C. (Bomb Aimer).</p>		B-7
	JAN. 23		<p><b>Weather:</b> Cloudy with continuous moderate rain and slight mist until 0500 hours. Remaining cloudy until 1200 hours, with slight rain from 0700 to 0900 hours. Fair to cloudy rest of day with heavy showers at approximately 1700 to 2300 hours. Wind SSW veering NW then backing ESW and finally veering Wly, strong at first, becoming moderate.</p> <p><b>Training:</b> 21:50 hours flying training carried out today which included 5:20 hours FF training, 11:35 hours x-country flights, 1:30 hours S.B.A. and 2:20 hours Lancaster Dual instruction to new Pilots, and also 1:05 hours miscellaneous local flying. A three hour lecture was given to new Navigators on P.F.F.E. Navigation. Wireless Operators were given instruction on Gee, Fishpond and Astro Navigation. Air Gunners carried out clay pigeon shooting and also studied aircraft recognition. Flight Engineers were given instruction on carburettors.</p> <p><b>P.O.B.'s: (See appendix B-8)</b></p>		B-8

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Gransden Lodge, Bedfordshire.	JAN. 24.		<p><b>Weather:</b> Fine until 0800 hours then fair to 1100 hours. Cloudy slight mist from 1100 to 2000 hours with periods of intermittent rain. Fair slight mist rest of day. Wind, NW backing S.W., then veering SW., moderate becoming strong.</p> <p><b>Trainings:</b> 12:15 hours flying carried out today which included 9:20 hours practice bombing 1:50 hours air-to-air firing and 1:05 hours miscellaneous flying practice. Navigators were given a lecture on intelligence and new navigators were given instruction on P.P.P. Bomb Aimers were given instruction on H.2.S. Mk III. Wireless Operators were given a Fitzgibbon lecture. Air Gunners were given skeet shooting and instruction on range estimation. Flight Engineers were given Gee and fix plotting.</p>		
	JAN. 25		<p><b>Weather:</b> Fair or fine until 1600 hours. Slight showers between 1600 and 1800 hours, then fine. Winds SW veering NW, moderate to strong.</p> <p><b>Trainings:</b> 2:15 hours flying training carried out today which included 1:15 hours x-country and 1 hour local miscellaneous flying practice. Preparations for operations which were scrubbed later in the day prevented any progress in ground training.</p>		
	JAN. 26		<p><b>Weather:</b> Fine becoming cloudy by 0700 hours. Slight rain from 1100 to 1700 hours. Weather fine by 2300 hours. Slight mist from 0800 to 2400 hours. Wind NW backing South then veering NW, moderate.</p> <p><b>Trainings:</b> No flying carried out today. Navigators carried out dinghy and parachute drills. Bomb Aimers were given instruction on H.2.S. Mk III. Wireless Operators took part in a Morse exercise, and Astro Navigation. Air Gunners carried out daily inspections and also instructed on turret manipulation. Flight Engineers were given instruction on engine handling, starting and stopping.</p>		
	JAN. 27		<p><b>Weather:</b> Fair, becoming cloudy from 0800 to 1800 and 2000 to 2400 hours. Fine from 1800 to 2000 hours. Slight mist from 0100 to 1200 and 2100 to 2400 hours. Wind SW to WSW.</p> <p><b>Trainings:</b> A 30-minute air test was the only flying done today. Preparation for operations prevented any further progress in ground training.</p> <p><b>OPERATIONS: Bombing Attack On "BREMEN" BY AIRCRAFT DETAILED</b></p> <p>Our fourteen aircraft reached and bombed primary in 10/AS cloud from an average height of 20,000 feet. White fighter flares were seen to South of track and North of target on run in. Searchlights illuminated cloud below and target area was well lit up but hazy. Numerous wags and flares were seen in target area and also many explosions. Some crews observed glow of fires for 100 miles on return journey. Intense flak was encountered in target area. Aircraft "B" and "P" were both attacked by an ME.110 but evasive action was taken by our aircraft which they successfully evaded the enemy. No claim is made to the enemy aircraft and there is no damage to our aircraft. All of our aircraft returned and landed safely to base.</p> <p><b>Operational Flying Time: 10:42 HOURS (WDR)</b></p>		A-7
	JAN. 28		<p><b>Weather:</b> Cloudy until 0400 hours then fair becoming fine towards midnight. Slight mist from 0100 to 0900 hours. Wind WSW, moderate.</p> <p><b>Trainings:</b> 3:30 hours local miscellaneous flying was carried out today. Preparations for operations prevented any further progress in the ground training programme.</p> <p><b>OPERATIONS: Bombing Attack On "BREMEN" BY AIRCRAFT DETAILED</b></p> <p>Seven of our aircraft successfully reached and bombed primary from an average height of 19,000 feet. Severe icing conditions were encountered and three of our aircraft were forced to return early, being unable to gain height. A good glow of fires was observed below cloud.</p> <p style="text-align: center;">P.T.O.</p>		A-8



OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Gransden Lodge, Bedfordshire.	JAN. 28 (Continued)		<p>OPERATIONS: 'BERLIN'.....</p> <p>Many Wagonai flares and flares red/green were seen in target area. White fighter flares were seen in a line from Northwest right across target area. An exceptionally large explosion which lit up sky like daylight was observed by most of the crews at 0314 hours. Some incendiaries were seen burning on ground. Intense flak was encountered in target area. All of our aircraft returned to base.....</p> <p>Operational Flying Time: 99125 HOURS (NIGHT)</p> <p>P.O.R.s: (See appendix B-9).</p>		A-8
	JAN. 29		<p>Weather: Fine becoming cloudy from 0400 to 2100 hours, then fine again, slight mist from 0100 to 0900 and 1800 to 2400 hours. Wind SW, moderate.</p> <p>Training: No flying carried out today. Navigators were given instruction on P.F.F. Navigation. Bomb Alarms were given instruction on Astro-Navigation. Wireless Operators were given a course on Morse. Air Gunners were given aircraft recognition and also carried out daily inspections. Flight Engineers were given instruction on Gas on Gas.</p>		B-9
	JAN. 30		<p>Weather: Fine until 1600, cloudy from 1600 to 2000, then fine again. Slight mist all day. Wind SW to NW, light.</p> <p>Training: A 25 minute air test was all that was carried out on the flying program for today. <del>OPERATIONS</del> Preparations for operations prevented any further progress in the ground training.</p> <p>OPERATIONS: Bombing Attack on 'BERLIN' 13 Aircraft Detailed (THREE MISSING)</p> <p>One of our aircraft successfully reached and bombed primary from an average height of 28,500 feet in 10/10 cloud. Many flares were seen in target area, well concentrated. Fighter flares were more numerous than ever before. Some large explosions were observed. Bomb marking was very good. Aircraft 'D', Captain, CAN/J.2433, P/O D.E. Hiden, was damaged by flak on homeward journey causing damage to the port wing and also slightly injuring the Flight Engineer, RAF.167287 SGT E.A. Wilkinson, in the right arm. Aircraft 'D' was attacked three times by an ME.110 on the way back from target. The enemy aircraft was first sighted at four hundred yards, heading astern below, immediately after direct hit by flak, causing fire in aircraft, thus no evasive action was taken. The port outer engine was hit causing the rear turret to be u/s. Mid Upper turret also went u/s after a three second burst was fired. Gunners were unable to return fire on the third attack owing to the gun turrets being u/s. Both air gunners saw tracers enter the enemy aircraft. Extensive damage done to own aircraft. The Navigator CAN/J.14222 P/O H.E. Park, and the Wireless Operator, CAN/J.112893 P/O A.L. Weaver, were both slightly injured. Aircraft crash landed with wheels up at Oltishall owing to undercarriage being u/s. The remainder of this crew were uninjured.</p> <p>Operational Flying Time: 61:26 HOURS (NIGHT)</p> <p>Three of our aircraft failed to return from this operation and nothing has been heard from any of the following crews since time of take off.</p>		A-9
			<p>Pilot CAN.J.4566 P/L Roberts W.A. CAN.R.13132 P/S Bonikovsky A. RAF.68185 P/L Shackleton H.L.</p> <p>RAF. CAN.J.12796 P/O Gaiton E.S. CAN.J.17674 P/O Leberge J.R.A. IFC. RAF.1601726 S22 Gibson R.C.</p> <p>P/O CAN.J.82341 P/O Bockett B. IFC. CAN.R.143118 P/S O'Neil G.M. RAF.151225 P/O Ashford A.H.</p> <p>W/O RAF.128248 W/O Beckhurst A. CAN.R.97113 W/O Buchanan G.H. RAF.131446 S21 Williams H.</p> <p>M/U CAN.R.55993 W/O Bellan P.R. CAN.R.71360 SGT Rimsman S. RAF.1077032 S21 Walker J.W.</p> <p>P/O CAN.J.17658 P/O Schmitz A.R. CAN.R.96581 P/S Chawest J.M. RAF.167829 S21 Brown T.</p> <p>P/R RAF.1318002 SGT Bentley L.R. RAF.1304728 SGT Cole P.S. RAF.1585509 S21 Palmer W.</p>		

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Place	Date	Time	Summary of Events	<b>SECRET</b>	References to Appendices
Granden Lodge, Bedfordshire.	JAN. 31		<p><u>Weather:</u> Cloudy with slight mist all day. Wind SSW to WSW, light moderate.</p> <p><u>Training:</u> 3:00 miscellaneous local flying training was carried out today. Navigators were given instruction on P.P.F. Navigation. Bomb Airmen were given Gee and Astro training. Wireless Operators took part in a search exercise. Air Gunners carried out daily inspections and clay pigeon shooting. Flight Engineers were given instruction on Gee and also on hydraulic systems. Lancaster III.</p> <p><u>P.O.R.S.:</u> (See appendix B-10).</p>		B-10
<p><u>AIRCRAFT STRENGTH OF NO. 405 SQUADRON R.C.A.F. AS AT 31ST JANUARY, 1944.</u></p>					
<p>The Squadron has 17 Lancaster III aircraft on charge.</p>					
<p><u>NUMERICAL STRENGTH OF NO. 405 SQUADRON R.C.A.F. AS AT 31ST JANUARY.</u></p>					
<p>R.C.A.F. - Officers - Aircraft - 12                  " " " " - Ground Crew - 5                  " " " " - Aircraft - 31                  " " " " - Ground Crew - 222</p>					
<p>B.A.F. - Officers - Aircraft - 10                  " " " " - Ground Crew - 1                  " " " " - Aircraft - 36                  " " " " - Ground Crew - 51</p>					
<p>R.A.F. - Officers - Aircraft - 3                  " " " " - Aircraft - 1</p>					
<p>U.S.A. - Officers - Aircraft - 1</p>					
<p><u>FLYING TIMES - OPERATIONAL HOURS FOR THE MONTH - OPERATIONAL</u>      <u>NON-OPERATIONAL</u>                  750:45 (NIGHT)      180:50 (DAY) 19:50 (NIGHT)</p>					
<p><u>GENERAL HEALTH OF THE SQUADRON FOR THE MONTH OF JANUARY, 1944.</u></p>					
<p>Admissions to S.S.Q. Oakington..... 1                  Admissions to Other Hospitals..... 7                  General Disease..... Nil                  Cycling accidents..... 1                  Other Accidents..... 3                  Other Infections..... 12                  Deaths..... 1                  Frostbite..... Nil                  Flying Accidents..... Nil</p>					
<p>We have had a minor epidemic of 'Flu' but the general health of the Squadron has been good.</p>					
<p style="text-align: right;"><i>R. Lane</i>                  (R. J. Lane) Wing Commander, Commanding,                  No. 405 Squadron R.C.A.F., P.P.F.</p>					

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