

OPERATIONS RECORD BOOK

J. 47-20-405  
DAS.

of (Unit or Formation) NO. 405 B.C.A.F. SQUADRON (R.F.F.) 10700 No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Grandson Lodge, Beds.	1st		<b>Weather:</b> Fog, clearing by 1000 hours, and becoming cloudy. Visibility moderate after 1000 hours. Wind light variable, becoming S.W., light to moderate. <b>Flying Training:</b> 11:25 Hours (Day)		
	2nd		<b>Weather:</b> Cloudy with slight rain, becoming moderate, rain at 0700 hours. Rain ceased by 1300 hours, cloudy rest of day. Visibility moderate, becoming poor. Wind E.S.E., moderate, veering South midday, later backing S.W. <b>Flying Training:</b> Nil.		
	3rd		<b>Weather:</b> Cloudy with intermittent rain, continuous from 1900 hours. Visibility, moderate, becoming poor. Wind S.W. veering S.W. 1800 hours, becoming light variable. <b>Flying Training:</b> 4:24 Hours (Day)		
	4th		<b>Weather:</b> Cloudy at first with intermittent rain or drizzle, ceasing 1400 hours. Becoming fair. Visibility poor, then moderate to good. Wind, W.S.W. moderate. <b>Flying Training:</b> 36:53 Hours (Day) - 14:55 Hours (Night) <b>OSUNTERS:</b> A signal was received from Air Ministry today, stating that 1395048 SRE Stevens, R.E. (W/S/Sir), who was reported missing 20/22nd January, 1944, after the bombing attack on Rhegenburg, is now reclassified "Dead, Believed Killed In Action".		
	5th		<b>Weather:</b> Cloudy with intermittent rain or drizzle. Visibility moderate becoming poor with fog 2000 to 2200 hours. Wind W.S.W. veering E at 1300 hours, later light variable or calm. <b>Flying Training:</b> 38:30 Hours (Day)		
	6th		<b>Weather:</b> Cloudy except 2100 to 2300 hours. Visibility poor becoming moderate. Wind, light variable. <b>Flying Training:</b> Nil.		
	7th		<b>Weather:</b> Cloudy, fair or fine after 1800 hours. Visibility poor becoming moderate. Wind, light E.S.E. <b>Flying Training:</b> 36:06 Hours (Day)		
	8th		<b>Weather:</b> Fair or fine, but cloudy from 0500 to 0800 and 1800 to 2100 hours. Fog clearing at 0900 hours, then poor to moderate, visibility. Wind S.E. light to moderate. <b>Flying Training:</b> 66:07 Hours (Day)		
	9th		<b>Weather:</b> Fair till 1000 hours, cloudy till 1500 hours, then fair or fine. Visibility poor becoming good. Wind, light Southwesterly, veering W.S.W. light to moderate. <b>Flying Training:</b> 6:06 Hours (Day) 14:43 Hours (Night) <b>OPERATIONS:</b> <u>RECONCILING</u> <u>FLIES</u> (Marshall's Leads) <u>PARADISE</u> <u>RECALLED</u> Seven Lancaster III aircraft, attacked primary, dropping 53 x 1,000 M.G., 14 x 500 M.G., from 0845 to 0052 hours between 16,400 and 15,700 feet. Weather: Some thin scattered cloud over target, varying from 2/10th's to 7/10th's, and estimated at heights from 4,000 to 15,000 feet. The target was marked by an excellent concentration of F.L. rods. Very few Greens were seen. The bombing was very concentrated on the red F.L.s. Only one bombload was reported away from the aiming point, and that was one-mile due North. A large explosion was reported at 0052 hours. Flak was estimated at 2 to 10 guns N/W and some E/W. Searchlights, nil. Seven aircraft attempted photographs. <b>Operational Flying Time:</b> 19:56 Hours (Night)		A-25

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Grandson Lodge, Beds.	10th		<p><b>Weather:</b> Fine till 1000 hours, then fair to cloudy. Visibility good. Wind S.W. moderate.</p> <p><b>Flying Training:</b> 2445 Hours (Day)</p> <p><b>OPERATIONS: BOMBING ATTACK ON "LAGOS" - 7 AIRCRAFT DETAIL</b></p> <p>Seven Lancaster aircraft attacked primary, dropping 42 x 1,000 G.P., 42 x 1,000 H.C., from 0547 to 0558 hours, between 15,500 and 15,500 feet. Weather: nil to 6/10th's thin low cloud. Slight general haze. Downward visibility good to moderate. At 0535 hours, first red T.L. and green T.L. reported. Marking was continuous and concentrated with a preponderance of T.L. green in the later stages. At 0548 hours, one aircraft identified details of marshalling yard and reports two T.L. green on parking sidings and that bombing was concentrated on these T.L.'s and immediately to North-west. This aircraft also reports one T.L. green one mile North North-West of the other two, but this situated no bombs. At 0549 hours, another aircraft reports 3 T.L. green in same relative position as above, and that some bombing was in centre of the triangle so formed. This suggests that some bombs fell on the town immediately South of parking sidings. Mark negligible, with no searchlights. No aircraft seen shot down and no sightings. Seven aircraft attempted photographs.</p> <p><b>Operational Flying Time:</b> 2515 Hours (Night)</p>		A-26
			<p><b>SIXTH VICTORY LOAN CAMPAIGN</b></p> <p>This campaign opened at this Squadron today. Extensive preparations in the way of advertising, both by the tannoy and by easelboards and sign painting, were made prior to the opening date. Victory Loan Headquarters was established for the purpose of having a central point at which application forms could be completed and a staff was allotted to the Headquarters for this purpose. An objective of 15,000 dollars was set which was almost reached on the first day of the campaign. Plans were made by the Victory Loan Committee to have a sports afternoon on Wednesday, 12th April, with a band concert and dance in the evening, at which the R.C.A.F. Overseas Headquarters band would be present to provide a musical background and at which "a few plugs" would be put in for the Victory Loan Campaign. It appears from the results achieved on the first day that the objective will be reached quite easily and possibly surpassed by a few thousand dollars.</p>		
	11th		<p><b>Weather:</b> Cloudy, becoming fair at 1300 hours and fine at 2100 hours. Slight rain at 2000 hours. Visibility good. Wind S.W. to S.S.W., light or moderate.</p> <p><b>Flying Training:</b> 5:05 Hours (Day)</p> <p><b>OPERATIONS: BOMBING ATTACK ON "LAGOS" - 10 AIRCRAFT DETAIL</b></p> <p>Ten Lancaster aircraft attacked primary, dropping 120 x 1,000 H.C. between 2213 and 2249 hours from 16,500 and 16,500 feet. Weather: 3 to 5/10th's thin patchy stratus cloud, from 3 to 15,000 feet. Eight aircraft were able to bomb T.L. red. One bombed T.L. green and one on H.C.B. through cloud. First T.L. red reported at 2239 hours. T.L. reds were in good stumpy and well concentrated with two reports of a slight tailing off to the North. A few T.L. greens seen around 2244 hours, were slightly North and N.W. of T.L. reds. After 2245 hours, T.L. greens were rather scattered. T.L. bombing generally considered very concentrated and on the markers. Incendiaries were scattered over estimated town area, with numerous small fires later consolidating into larger ones. Mark and searchlights negligible. Ten aircraft attempted photographs.</p> <p><b>Operational Flying Time:</b> 2544 Hours (Night)</p>		A-27
12th		<p><b>Weather:</b> Fine becoming cloudy from 0500 to 1200 hours. Varied cloud in afternoon and evening. Visibility, moderate, but fog from 0600 to 0600 hours, then moderate to good. Wind, S.W. light, gradually backing S.E. light to moderate.</p> <p><b>Flying Training:</b> 5:45 Hours (Day)</p>	(Continued Over)		





## OPERATIONS RECORD BOOK

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

No. of pages used for day

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Grandden Lodge, Bels.	12th	(Cont'd)	<b>VICTORY LOAN CAMPAIGN:</b> The whole Squadron was "stood down" during the afternoon so that sports could be held, as arranged by the Victory Loan Committee. A booth was set up on the sports field at which application for bonds were taken. In the evening, a splendid band concert and dance was held in the new concert hall with the music supplied by the R.C.A.F. Overseas Headquarters' band. This was undoubtedly a great success and must certainly help to boost the sales on the Sixth Victory Loan Bonds. The Committee decided that a concentrated attack should be made through the medium of slogans which would be broadcast over the tannoy system at every available opportunity and martial music to be supplied over the tannoy for about 15 minutes each day.		
	13th		<b>Weather:</b> Fair to cloudy, becoming fine at 2100 hours. Intermittent slight rain from 1600 to 1700 hours. Visibility moderate to good. Wind E.S.E. light to moderate, becoming light variable then light S.W.'ly. <b>Flying Training:</b> 28:35 Hours (Day) <b>CASUALTIES:</b> A signal was today received from Air Ministry stating that the following five members of this Squadron who were reported missing from a bombing attack on Scherndorf, 24/25th February, 1944, are now captured, now classified as Prisoners of War. CAN/J.14989 P/O Mr. CHRISTISON, CAN/E.13688 SGT Robinson G.S., CAN/R.13419 SGT Foure S.L., CAN/J.9216 P/L J.W. Fielding, CAN/R.21657 P/O Shaw J.R. This signal also stated that one died, 18/02/44, SGT G.W. Tongue, now classified "missing believed killed in action".		
	14th		<b>Weather:</b> Fair or fine, becoming cloudy. Intermittent slight rain from 1600 hours. Visibility moderate to good in afternoon. Wind S.S.W. light backing S.S.E. light to moderate. <b>Flying Training:</b> 12:59 Hours (Day)		
	15th		<b>Weather:</b> Cloudy with intermittent slight rain, becoming fair or fine. Slight intermittent rain from 1600 to 1900 hours. Visibility moderate to good. Wind light S.E.'ly. <b>Flying Training:</b> 22:28 Hours (Day)		
	16th		<b>Weather:</b> Thick fog at first, clearing by 0900 hours and becoming cloudy with poor visibility. Slight rain during afternoon. Winds light and variable at first becoming moderate S.W.'ly, slackening again towards midnight. <b>Flying Training:</b> 4:19 Hours (Day)		
	17th		<b>Weather:</b> Cloudy with slight drizzle from 0500 to 1000 hours, cloud dispersing after dusk. Visibility poor. Winds light, mainly Northerly. <b>Flying Training:</b> Nil		
	18th		<b>Weather:</b> Cloudy with slight mist at first, becoming fine with good visibility. Winds light and variable, becoming moderate S.S.E.'ly. <b>Flying Training:</b> 3:17 Hours (Day) (See Operations - see over)		
	19th		<b>Weather:</b> Fine at first, slight mist around dawn, becoming cloudy with good visibility. Light rain commencing at 1900 hours, becoming moderate by midnight. Winds moderate to strong S. to S.W.'ly. <b>Flying Training:</b> 27:13 Hours (Night) <b>CASUALTIES:</b> A signal was today received from Air Ministry stating that 2527437 P/O G.L. Watts (Beechey) who was reported missing from a bombing attack on Brunswick, 7/28th September, 1943, has arrived in the United Kingdom. Reclassified "Safe U.K."		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Granden Lodge, Beds.	28th (Cont'd)		<p><b>OPERATIONS: BOMBING ATTACK ON "PARIS" MOIST-LS-SEC * 8 AIRCRAFT DETAILLED</b></p> <p>Eight Lancaster III aircraft attacked primary, dropping 12 x T.L. red, 12 x T.L. green, 15 x hooded flares and 75 x 2,000 M.G., between 2329 and 0001 hours, from 15,000 to 8,000 feet. Weather: no cloud, with slight haze. Bomb opened on time with T.L. reds within 200 yards of Aiming Point. Target was one-half illuminated and Visual Markers aimed T.L. red/green were seen on Aiming Point 200 yards South-west, and on Western extremity. No T.L. greens were one mile North of Aiming Point followed later by one T.L. red. Bombing was mainly concentrated on Marshalling Yard and timing was good. Flak negligible. Eight aircraft attempted photographs.</p> <p>Operational Flying Time: 28:50 Hours (Night)</p>		A-28
			<p><b>OPERATIONS: BOMBING ATTACK ON "TECHNIC" * 8 AIRCRAFT DETAILLED</b></p> <p>Eight Lancaster III aircraft attached primary, dropping 20 x 4 hooded flares, 16 T.L. green and 74 x 2,000 M.G., between 2324 and 2348 hours, from 14,000 to 7,000 feet. Weather: no cloud with slight haze. Mosquito T.L. reds slightly scattered. Timing good. Marking and bombing generally considered excellent, with slight spread to West, and a few scattered single T.L.s. Big explosion at 2337 hours. Defences negligible. Eight aircraft attempted photographs.</p> <p>Operational Flying Time: 23:33 Hours (Night)</p> <p><b>REMOVAL AND AWARDS:</b> The following two members of this Squadron have received non-immediate awards as shown opposite their names:</p> <p>CLYD. 19576 2/S S.M. Harrows, (P/O) * D.F.C.        28975429 2/O S.R. Wright (P/O) * D.F.M.</p>		A-29
	19th		(See page three).		
	20th		<p>Weather: Steady with slight rain at first, about dispersing towards midnight. Visibility moderate to good. Winds strong S.W. by veering N.W. by and slackening, backing again towards midnight.</p> <p>Flying Training: 25:20 Hours (Day).</p> <p><b>OPERATIONS: BOMBING ATTACK ON "PARIS" * 24 AIRCRAFT DETAILLED</b></p> <p>Between Lancaster III aircraft attached primary, dropping 100 hooded flares, 12 x T.L. green and 147 x 2,000 M.G., between 2334 and 2357 hours, from 8,000 to 4,900 feet. Weather: slight haze, patches of thin clouds, giving 4 to 20/10th's cloud, from 3,000 to 6,000 feet. Mosquitoes were approximately three minutes late. Three of our illuminators dropped flares on H.2.S. and one on H.E., and flares were scattered S.W., E.E. and West of target. One illuminator waited for T.L. red. Three Visual Markers retained T.L.s owing to poor illumination of smoke. Three Visual Markers backed up red and green T.L.s, or T.L. green following the Master Marker's orders. Timing was generally good but three supporters were 1 1/2 minutes late between them. The first Mosquito T.L. greens are estimated to have been on the Marshalling Yard, East of the Aiming Point, and these were backed up. Early T.L. reds were further East and off the Marshalling Yard, and they collected some bombs. Other greens and reds were slightly North of these bombs. The main weight of the attack was probably on the Marshalling Yard South-East of the Aiming Point, but many bombs fell just off the marshalling yard to the North and East. One big explosion held red parcel, at 2345 hours. Defences, nil or negligible. Heavy flak. No searchlights. No fighters seen. No aircraft seen shot down. Fourteen aircraft attempted photographs.</p> <p>Operational Flying Time: 23:18 Hours (Night)</p>		A-30



OPERATIONS RECORD BOOK

of (Unit or Formation) No. 105 R.C.A.F. SQUADRON (C.P.F.)

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
Granden Lodge, Bels.	21st		<p>Weather: Fine, becoming cloudy after dawn. Slight rain around 1300 hours. Visibility moderate to good. Light easterly, becoming moderate.</p> <p>Flying Training: 4:36 Hours (Day).</p>	
		22nd	<p>Weather: Fine all day. Visibility good. Winds moderate N.W. by backing S.W. by.</p> <p>Flying Training: 12:07 Hours (Day)</p> <p><b>OPERATIONS: BOMBING ATTACK ON "MARSHALLING" - 7 AIRCRAFT DESTROYED</b></p> <p>Seven Lancaster III aircraft attacked primary, dropping 50 x 2,000 H.G., 8 x T.L. green, 2 x 4,000 H.G., 200 x 4 LB. incendiaries, and 100 x 100 lb. bombs, from 6114 to 6131 hours between 16,000 and 19,000 feet. Weather: no cloud, with slight haze and vapour trails or concentration of red and green T.L. which were identified as being in built-up area. Three red T.L.s cancelled at 0112 hours, and marking then continuous and concentrated and well placed. A considerable undershoot to Southwest and South-east, 3 to 5 miles, was reported from incendiaries and possibly dummy red T.L. which attracted some bombing, but the target area was covered with incendiary and red fires and smoke. Great yellow explosion in target area was reported at 0149 hours. Mist was moderate and searchlights very active aided by vapour trails. Heavy aircraft used. Three fighters sighted over target. Seven aircraft attempted photo.</p> <p>Operational Flying Time: 23:26 Hours (Night).</p> <p><b>OPERATIONS: BOMBING ATTACK ON "MARSHALLING YARD" - 7 AIRCRAFT DESTROYED</b></p> <p>Six Lancaster III aircraft attacked primary, dropping 50 x 1,000 H.G. from 0008 to 0025 hours from 8,000 to 9,000 feet. Weather: no cloud with good visibility. Two T.L. yellow reported on target at 0002 hours. At 0005 hours, illumination flares were reported but no further T.L. H.G. (between 0004 and 0005 hours) ordered "Do not bomb" and used for more illumination. At 0007 hours, told to bomb slightly to North of green T.L. and this order was later cancelled and then ordered to bomb T.L. red. H.G. was jammed at 0012 hours. The bombing was very concentrated and on the Marshalling Yard, and the M.G. remarked on the concentrated bombing. Aircraft "B" was attacked by a JU 88 over Leon, and rear gunner, CAN/2.129722, was killed instantly. Aircraft "C" was hit by flak, and mid-upper gunner, CAN/2.13618 W/S Foulde J., was slightly wounded. Aircraft "D" failed to return from this operation and nothing has been heard from any of the following members of the crew since time of take off: (Pilot) CAN/2.129605 W/S Salisbury R.A., (NAV) CAN/2.157896 W/S G Oliver W.L., (A/B) CAN/2.120880 W/S Alberts M.L., (W/O) CAN/2.135702 SGT Bennett G., (W/S) CAN/2.132222 W/S Rowan J.W., (W/S) CAN/2.136004 SGT A. Ockel J., (A/B) CAN/2.13139 222 Barker G.S.</p> <p>Operational Flying Time: 42:26 Hours (Night).</p>	A-31 A-32
		23rd	<p>Weather: Fine at first, becoming cloudy during afternoon, cloud breaking to small amounts after dusk. Visibility moderate improving to good by 0900 hours. Winds moderate S.W. by becoming light and variable, mainly S.W. by.</p> <p>Flying Training: 8:37 Hours (Night).</p>	
		24th	<p>Weather: Fair at first, cloud increasing after dawn then dispersing again after 1900 hours. Visibility moderate at first, improving during morning. Winds light S.W. by veering N.W. by and becoming moderate.</p> <p>Flying Training: 9:26 Hours (Day) 3:55 Hours (Night)</p> <p>OPERATIONS: (Continued over)</p>	

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Sumner Lodge, Ind.	24th		<p><b>OPERATIONS: BOMBING ATTACK ON WASHINGTON - 14 AIRCRAFT DETAIL</b></p> <p>Six Lancaster III aircraft attacked primary, dropping 4 T.L. red, 12 x 500 H.G., 25 x 1,000 H.G., 18 x 2,000 H.G., and 8 x 4,000 H.G. Minol, between 0055 and 0068 hours from 18,500 to 11,500 feet. Weather: 5/16 to 8/10 cloud at 15,000 to 20,000 feet. Many below cloud. All our aircraft except one Visual Marker He. were on Mark. route and experienced wind changes and H.2.S. unserviceability probably due to icing. Sinking was therefore poor. Our three Visual Marker illuminators were 23 minutes late between them and dropped only bombs. Of 5 Supporters, two bombed in the target area and these were 14 minutes late between them. Our Visual Marker failed to identify. The only markers dropped were T.L. red by one Visual Marker at 0048 hours. At 0054 hours, first T.L. green. At 0067 hours, cluster of four T.L. reds centering 7 T.L. greens. At 0068 hours, T.L. reds predominated. Marking was generally considered well concentrated and on the target, but some T.L. red seen in dark area. Incendiaries were thick on and around the markers with an updraft to the West, and very good fires were later seen in the target area. There was however much scattered bombing all round the target and especially to the North. At 0057 hours, obvious heavy T.L. red five miles South of target. At 0056 hours, flares red/yellow seen 25 miles South-west of target. Defences negligible. Eleven aircraft attempted photographs. Aircraft 'P' and 'Q' attacked alternatives. 'P' attacked Heidelberg and dropped 6 x 2,000 H.G. at 0040 hours, from 18,500 feet. Defence and accurate flak was encountered. Photograph attempted. Aircraft 'R' attacked and dropped 6 x 2,000 H.G. at 0052 hours from 17,500 feet. Defences nil. Photograph attempted. Aircraft 'S' and 'T' bombed on H.2.S. and thought they were on the primary. Aircraft 'U' returned early with intercom w/e. Jettisoned 1 x 4,000 H.G. Minol, 5 x 1,000 H.G., and 1 x 500 H.G. at 0027 H. at 0025 H. but 'S' flares red/yellow brought back. Operational Flying Time: 2:30 hours (Night).</p>		A-33
	25th		<p>Weather: Fine at first, becoming cloudy by 0900 hours. Visibility good. Winds moderate N.W. 17, veering and slackening.</p> <p>Flying Training: Nil</p>		
	26th		<p>Weather: Cloudy with moderate visibility at first, cloud breaking by midday and visibility improving. Winds light and variable.</p> <p>Flying Training: 4:45 Hours (Day)</p> <p><b>OPERATIONS: BOMBING ATTACK ON WASHINGTON - 2 AIRCRAFT DETAIL</b></p> <p>Six Lancaster III aircraft attacked primary, dropping 8 T.L. green, 6 x 1,000 G.F., 20 x 1,000 H.G., 14 x 500 H.G., and 6 x 4,000 H.G. Minol, between 0128 and 0132 hours, from 18,500 to 16,000 feet. Weather: small amounts of cirrus at 19 to 20,000 feet with good visibility, with Visual marking and Visual centering started early. First T.L. red seen at 0124 hours. One Visual Marker at 0128 hours (2 minutes early) dropped T.L. Green on one T.L. red. One Visual Marker at 0128 hours (2 minutes early) dropped T.L. Green on cluster of three reds and one green. One Supporter on slightly early, bombed T.L. red. One Supporter on 1 minute later at 0129 hours, bomb several greens on one red. One Supporter bombed 3/4 minutes later following a marker. All marking seen during this period was very concentrated, and so was the bombing, with only a very slight updraft. The fires which developed later also appeared well concentrated. Flak was moderate. Searchlights were numerous. Several aircraft seen oned were not engaged by flak or fighters, but 2 fighters, fighter flares and vapour trails were seen in the target area. Six aircraft attempted photos. Aircraft 'W' and 'X' jettisoned: 'W' jettisoned 6 x 1,000 H.G., 3 x 500 H.G., and 1 x 4,000 H.G. Minol 10 miles N.W. of Base when oned by searchlights. 'X' jettisoned 2 x 1,000 G.F., 51:08 H. 05:00 H., and 1 x 1,000 G.F. and 3 x 500 H.G., 1 x 4,000 H.G. Minol, 51:26 H. 05:00 H. between (continued)</p>		A-34

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Handwritten initials/signature



## 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
Granden Lodge, Beds.	26th		<p><b>OPERATIONS: (Continued)</b>  <b>0158</b> and <b>0152</b> hours, from 15,000 to 16,000 feet.  <b>Operational Flying Time: 51:28 Hours (Night)</b></p> <p><b>OPERATIONS: BOMBING ATTACK ON "VILBERGSTEIN ST. GEORGE" 6 AIRCRAFT DESTROYED</b>  Six Lancaster III aircraft attacked primary, dropping 2 x T.L. green, 2 x S.L. red, 21 x hooded flares, 13 x 1,000 G.P., 29 x 1,000 H.G., and 4 x 1,000 H.C. Mine, between 0051 hours and 0045 hours from 15,000 to 6,000 feet. Weather: No cloud, with good visibility.  <b>M.C. AND DEPUTY M.C.:</b> First red fell at 0051 hours, 300 yards West of Aiming Point. Second red fell at approximately same time on North tip of Marshalling Yard. Third red fell one minute later 600 yards to North-east. The M.C. instructed Main Force to bomb centre of red T.L. with slight undershoot, but believed he was jammed on dark frequency. M.C. told Deputy to look up position of red T.L. The increased wind force appears to have upset bombing, and T.L.s fell 300 yards to West of M.C. west on, and his T.L.s also fell on previous red. M.C. then instructed Main Force to bomb to East of red and green S.L.s, but he may not have got through. The bombing was O.K. for line, with slight undershoot. Deputy M.C. used Harwood on dark frequency to give instructions. He reports no real concentration of bombing and slight undershoot.</p> <p><b>ILLUMINATION:</b> Were mostly 2 to 3 minutes late, owing to wind increase and some report no M.C. on dark frequency. Report bombing was fairly concentrated and all pinpointed. Three T.L. reds at North end of Marshalling Yard. Explosion at 0045 hours, like ammunition.</p> <p><b>REMARKS:</b> Some searchlights, 2 to 3 searchlights and some light flak from aerodrome. The smoke from South of Aiming Point drifted 7 miles South of Marshalling Yard with 5 fires on edge of Marshalling Yard, two between South of Aiming Point and river. Two photos attempted.</p> <p><b>Operational Flying Time: 25:11 Hours (Night)</b></p> <p><b>FUNERAL:</b> CAPT. R. 18722 SGT McCrex J.E. (A/C) who was killed instantly by an enemy fighter when on operations over LAMM, 22/23rd April, 1944, was buried today at Cambridge Burrough Cemetery. Full Service Honours were accorded. Photographs of the funeral are enclosed.</p>		A-34 A-35
		27th		<p><b>Weather:</b> Fine all day. Visibility moderate. Wind light westerly, veering North-westerly and increasing.</p> <p><b>Flying Time: 5:27 Hours (Day)</b></p> <p><b>OPERATIONS: BOMBING ATTACK ON "VILBERGSTEIN ST. GEORGE" 6 AIRCRAFT DESTROYED</b>  Six Lancaster III aircraft attacked primary dropping 2 T.L. green, 5 x 1,000 H.C. Mine, 7 x 500 H.G., 2 x 2,000 H.G., 4 x 1,000 G.P., from 0259 to 0209 hours; from 15,500 to 15,000 feet. Weather: No cloud with good visibility. Our timing was excellent except for one Sagger who did not receive the new zero owing to W/T failure. Attack commenced at 01:59 hours with flares. Our Mine Marker II Dismantlers dropped greens at 0200 hours and no others were seen earlier. At 0208 hours, our Visual Marker found mixed T.L. red/green on Aiming Point well backed up by reds. He retained his own T.L.s as the Aiming Point seemed sufficiently well marked. A stick of incendiaries seen across Haybeck Works early in raid by one aircraft and an explosion from same place noted at 0208 hours by another aircraft. A large explosion also noted at 0210 hours. Bombing and marking was generally very well concentrated and the slight undershoot to the West was where it was wanted. Good fires reported by all aircraft after leaving. Smoke screens in operation from 0205 hours, but target well marked by them. Flak moderate and searchlights plentiful but ineffective. Considerable fighter activity on last two legs to target and in target area. Twelve aircraft reported shot down, mostly near Harshburg. Six aircraft attempted photographs.</p> <p><b>Operational Flying Time: 10:12 Hours (Night)</b></p>	

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices									
Gaunden Lodge, Beds.	27th (Cont'd)		<p><b>OPERATIONS: BOMBING ATTACK ON "HONEYBEE" &amp; AIRCRAFT REPAIRED (ONE MISSING)</b></p> <p>Seven Lancaster III aircraft attached to 100 hooded flares, 48 x 1,000 G.P., 18 x 1,000 H.G., from 0124 to 0143 hours from 12,000 to 4,500 feet. Weather very thin patches of drifting cloud at 4 to 5,000 feet, giving nil to 6/10th's cloud. Slight haze, visibility moderate to good. Raid opened one minute early with red spot fire 300 yards North-west of Adling Foot. Mosquitoes 2 L. red followed well off to North and 3 T.I. greens, one on centre of South edge of Marshalling Yard and 2 well off to South. Master Bomber directed Deputy Master Bomber to back up the best green, but his greens went West-North-of-Marshalling Yard. Master Bomber then dropped greens and heard Deputy M.B. say "Bang On". M.B. directed D.M.B. to drop T.I. white on these green and his T.I. white went on top. M.B. directed MAIN FORCE to bomb T.I. white. At this time a few aircraft were dropping bombs up to 10 miles short of the target, and there was the average amount of overshooting and undershooting, but in the main, the bombing was very good indeed. Greens and Whites then started to fade, and M.B. directed D.M.B. to back up, but he made a dummy run, so M.B. backed up with T.I. white, very slightly South. D.M.B. followed with T.I. yellow on what was left of greens and whites. A big fire was now burning in the centre of the Marshalling Yard, and is believed to have been the locomotive workshops. Smoke was drifting South-west. M.B. told MAIN FORCE to bomb the fire and left at 0200 with 18. Timing was somewhat especially the illuminators. A few Light Flak and Heavy Flak guns but no searchlights were seen. A lot of fighter activity seen in target area and home ward. Seven aircraft attempted photo probes. One of our aircraft failed to return from this operation and nothing has been heard from any member of the following crew since time of take off:</p> <p>Missing Aircraft: "A" Deputy Master Bomber: 2 T.I. red, 2 T.I. green, 2 T.I. Yellow, 2 T.I. white, 12 hooded flares, and 3 x 1,000 G.P. (Pilot) CAN/J. 2467 A/L. Rankinson R.W.F. (NW) CAN/J. 24769 W/L. Allen L.A.F. (A/B) CAN/J. 22504 W/O Smith W.A.F. (NW/AM) MAY/1314683 W/S. Buckley J.S. (W/O) CAN/R. 60535 W/S. Foster L.A.F. (B/B) CAN/R. 52304 W/S. Gifford M.M.F. (W/A) CAN/R. 29795 W/O Booth R.A.F. (VISUAL A/B) CAN/J. 12975 W/L. D. Bessy, "D.P.C.", Sergeantal Flying Time: 2257 Hours (Night).</p>		A-37									
	28th		<p>Weather: Fine, becoming fair to cloudy. Visibility moderate at first, improving by 1000 hours. Winds moderate N.W. by, becoming light and variable, mainly Northerly.</p> <p>Flying Operations: 27:54 Hours (Day).</p>											
	29th		<p>Weather: Cloudy, becoming fine after dusk. Visibility moderate. Winds light and variable becoming moderate Northerly about midday and backing and slackening after 1800 hours.</p> <p>Flying Operations: 29:33 Hours (Day).</p>											
	30th		<p>Weather: Fine at first, becoming cloudy during morning then fair for rest of day. Visibility moderate at first, improving during afternoon. Winds light westerly, veering and increasing towards 1900 hours, then falling light.</p> <p>Flying Operations: 48:05 Hours (Day); 26:24 Hours (Night).</p> <p>SIXTH VICTORY LOAN: Results of Victory Loan Campaign to date: 25,500 Dollars.</p> <p>AIRCRAFT STRENGTH OF NO. 405 R.C.A.F. SQUADRON AS AT 30TH APRIL, 1944.</p> <table border="1"> <tr> <td>Lancaster III</td> <td>30</td> <td></td> </tr> <tr> <td>Lancaster III (Special)</td> <td>7</td> <td>TOTAL: 38</td> </tr> <tr> <td>Lancaster II (Special)</td> <td>1</td> <td></td> </tr> </table>	Lancaster III	30		Lancaster III (Special)	7	TOTAL: 38	Lancaster II (Special)	1			
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# OPERATIONS RECORD BOOK

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

No. of pages used for day \_\_\_\_\_

Place	Date	Time	Summary of Events	<b>SECRET.</b>	References to Appendices																																																																																																		
Grandson Lodge, Bada.	30th (Cont'd)		<p><b>NO. 405 R.C.A.F. SQUADRON STATE OF HEALTH FOR MONTH ENDING 30TH APRIL, 1944.</b></p> <p>Admissions to S.S.C. Grandson.....9                      Admissions to Other Hospitals.....7                      Venereal Disease.....NIL                      Other Infections.....7                      Cyclis Accidents.....7                      Other Accidents.....4                      Deaths.....NIL                      Inoculations (Ground Crew).....14                      Inoculations (Aircrew).....13</p> <p>The general health of the Squadron has been very good for the past month. Increase in cycling accidents.</p> <p><b>NUMERICAL STRENGTH OF NO. 405 R.C.A.F. SQUADRON AS AT 30TH APRIL, 1944.</b></p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">ROYAL AIR FORCE</th> <th colspan="2">OTHER PERSONNEL</th> <th colspan="2">W.A.S.F.</th> <th colspan="2">ARMY</th> <th rowspan="2">TOTAL</th> </tr> <tr> <th>Officers</th> <th>Other Ranks</th> <th>Officers</th> <th>Other Ranks</th> <th>Other Ranks</th> <th>Officers</th> <th>Other Ranks</th> </tr> </thead> <tbody> <tr> <td>United Kingdom</td> <td>27</td> <td>47</td> <td>32</td> <td></td> <td>5</td> <td>1</td> <td>2</td> <td>114</td> </tr> <tr> <td>Antarctica</td> <td>3</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>(Attached)</td> <td>3</td> </tr> <tr> <td>Canada</td> <td>68</td> <td>46</td> <td>3</td> <td>261</td> <td></td> <td></td> <td></td> <td>388</td> </tr> <tr> <td>New Zealand</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td> </tr> <tr> <td>Ceylon</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td> </tr> <tr> <td>Malaya</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td> </tr> <tr> <td>Trinidad</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td> </tr> <tr> <td>United States</td> <td>1 (Attached)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td> </tr> <tr> <td></td> <td><b>102</b></td> <td><b>93</b></td> <td><b>35</b></td> <td><b>261</b></td> <td><b>5</b></td> <td><b>1</b></td> <td><b>2</b></td> <td><b>500</b></td> </tr> </tbody> </table> <p>TOTAL NUMBER OF SORTIES FOR MONTH OF APRIL..... 118                      TOTAL NUMBER OF AIRCRAFT "MISSING"..... 2                      TOTAL NUMBER OF OPERATIONAL HOURS..... 435:12 (Night)                      TOTAL NUMBER OF NON-OPERATIONAL HOURS..... 488:50 (Day) 77:01 (Night).</p>		ROYAL AIR FORCE		OTHER PERSONNEL		W.A.S.F.		ARMY		TOTAL	Officers	Other Ranks	Officers	Other Ranks	Other Ranks	Officers	Other Ranks	United Kingdom	27	47	32		5	1	2	114	Antarctica	3						(Attached)	3	Canada	68	46	3	261				388	New Zealand	1							1	Ceylon								1	Malaya	1							1	Trinidad	1							1	United States	1 (Attached)							1		<b>102</b>	<b>93</b>	<b>35</b>	<b>261</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>500</b>		
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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Canadian Lodge, Red.	30th (Cont'd)		<p><b>BOMBS DROPPED DURING THE MONTH OF APRIL</b></p> <p><b>* DELIVERED TO TARGET *</b></p> <p><b>* FAILURES *</b></p> <p><b>* RESULTS *</b></p> <p>B.M. 406:204 Bombs          Bombs 2149          B.L.M. 71286          Flares 24:166</p> <p>B.M. 8:504 Bombs          Bombs 1107          B.L.M. 111          Flares 1:092</p> <p>Percentage of failures is .5 of 1 per cent due to Arment causes.</p> <p>The following practice bombs were dropped during the month: 516</p> <p>Bombs, marks 375          Bombs, marks 00          (Right)</p> <p><i>J. J. Lane</i>          (R. J. Lane) Wing Commander,          Commanding No. 405 R.C.A.F. Squadron.</p>		1

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