

OPERATIONS RECORD BOOK

5. 47. 20-408  
7AS

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

150 pages used for day.

Place	Date	Time	Summary of Events	References to Appendices
Granden Lodge, Beds.	1st May 1944		<p><b>Weather:</b> Fine at first, becoming fair to cloudy. Visibility moderate. Winds light and variable, mainly West to North-Westerly.</p> <p><b>Flying Training Time:</b> 14:07 Hours Night, 38:53 Hours Day</p> <p><b>CASUALTIES:</b> The following information was received from Air Ministry today, stating that CAN/R.85466 W/O.2 Prior A.O., who was reported missing from air operations over Montbellard, 15th/16th July, 1943, is now reclassified "Prisoner of War".</p> <p><b>VISITS:</b> Wing Commander W. Weiser, D.F.C. and Wing Commander P.G. Powell, D.S.O., D.F.C., (ex-405 Squadron) visited the Squadron today, and will return to No. 6 (R.C.A.F.) Group, tomorrow.</p>	
	2nd May 1944		<p><b>Weather:</b> Mainly cloud. Visibility moderate at first, improving during afternoon, then moderate after dusk. Winds moderate to strong West South-Westerly, gusty.</p> <p><b>Flying Training Time:</b> 27:39 Hours Day</p> <p><b>CASUALTIES:</b> Information was today received from Air Ministry, stating that CAN/R.115322 W/O.2 H.B. Searles, CAN/J.14188 P/L D.B. Quayle, and CAN/J.23961 P/O W.S. Edwards, who were reported missing from air operations over Stuttgart, 15th/16th March, 1944, are now reclassified "Prisoners of War". CAN/J.27923 P/O J.A. Cole who was also reported missing from this same attack, is reclassified "Believed Killed in Action".</p>	
	3rd May 1944		<p><b>Weather:</b> Cloudy at first, becoming fine during afternoon. Intermittent light rain around 0500 hours. Visibility good. Winds strong West South-Westerly, veering North-Westerly and falling light after dusk.</p> <p><b>Flying Training Time:</b> 6:57 Hours Day</p> <p><b>OPERATIONS:</b> Bombing attack on "MONTBELLARD" 11 Aircraft Detailed (One Missing)</p> <p>Thirteen Lancaster III aircraft attacked primary, dropping 11 x 4 hooded flares, 16 x 1,000 MG, 12 x 4,000 MG Minol, 338 x 500 HB, 24 x 500 GP. LD., between 0016 and 0029 hours, from 12,000 feet to 9,000 feet, in clear weather with no cloud. At 0014 hours, a green spot fire fell 50 to 100 yards North of Aiming Point and at 0015 hours, first illuminating flares fell over Town and at 0015:42 hours, 0016:30 hours, red spot fire fell. At 0017:24 hours, M.C. ordered "Don't bomb yet", but some aircraft commenced to bomb. At 0019 hours, M.C. ordered "Bomb green". "Don't bomb red", and at 0019:30 hours, "Bomb green next to white". All 405 Squadron aircraft bombed on M.C. instructions. Eleven bombed on green T.I. and two bombed on white T.I.s., one at 0024 hours and one at 0029 hours. Most of aircraft were able to identify the aerodrome runways and many also saw other details. The bombing and marking was unanimously reported as concentrated on A.P. with the exception of two Red T.I.s, one to South and one to North, which attracted no bombing. An explosion similar to petrol occurred at 0020 hours, and a bluish-white explosion seen at 0022:30 hours. Three Scarabrows were reported at the target, with very little light flak and only one searchlight seen. Four aircraft seen shot down. Three aircraft seen shot down in target area. Aircraft 'G' failed to return from this operation and nothing has been heard from any members of the crew since time of take off. Missing members are as follows: (Pilot) CAN/J.23317 P/L S.C. McDonald; (NW) CAN/J.22508 P/O J.K. BISHOP; (A/B) CAN/J.23971 P/O W.F. Parsons; (WF) CAN/J.19918 P/O G.M. Weaver; (A/C) CAN/R.188880 SGT Services D.L.; (A/C) CAN/J.19904 P/O J.E. Shepherd; (P/B) RAE/17903 P/O M.A. Burnaby.</p> <p><b>Operational Flying Time:</b> 18:51 Hours Night</p>	A-28

www.bomber.com

SECRET

DE

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Gransden Lodge, Beds.	4th May 1944		<p><u>Weather:</u> Fine at first, becoming cloudy by 0600 hours, cloud dispersing after dusk. Intermittent light rain from 1300 to 1800 hours. Visibility moderate to good. Winds light and variable at first, becoming moderate South South-Westerly.</p> <p><u>Flying Training Time:</u> 1:07 Hours Day</p> <p><u>CASUALTIES:</u> Information was today received from Air Ministry, stating that RAF/151215 P/O A.H. Ashford, RAF/156959 SGT Palmer W.R., and RAF/260726 SGT Gibson R.G., who were reported missing from air operations over Berlin on the night of 30th/31st January, 1944, are now reclassified "Dead, believed killed in action".</p>		
	5th May 1944		<p><u>Weather:</u> Fine at first, becoming cloudy, with showers from 1000 to 1900 hours, rain becoming continuous after dusk. Visibility good, moderate in rain. Winds moderate to strong South-Westerly veering North North-Westerly.</p> <p><u>Flying Training Time:</u> Nil</p>		
	6th May 1944		<p><u>Weather:</u> Cloudy with intermittent light rain at first, showery from 0700 to 1500 hours, then fine for rest of day. Visibility moderate, becoming good. Winds moderate Northerly falling light after dusk.</p> <p><u>Flying Training Time:</u> 6:05 Hours Day</p> <p><u>OPERATIONS:</u> Bombing attack on "MARNES CARROQUES" - 11 Aircraft Detailed (One Missing)</p> <p>Ten Lancaster III aircraft attacked primary, dropping 6 x 4 hooded flares, 121 x 1,000 MC, between 0213 and 0220 hours from 10,000 to 8,000 feet, in clear weather with no cloud and good visibility. At 0206 hours, first illuminating flares seen immediately followed by Red Spot Fires. At 0209 hours, green T.L.s began to cascade. The early marking appeared to be approximately 1 1/2 miles North-East of Aiming Point. The river, town and parts of the Marshalling Yard were clearly seen by several crews. At 0211:48 hours, the M.C. instructed not to bomb marking to North-East of A.P. At 0212 hours, M.C. instructed to bomb reds with two second overshoot. At approximately 0214 hours, he again instructed to ignore marking North-East of A.P. but to bomb one green T.L. in the smoke haze with two second overshoot. At 0215:18 hours, M.C. instructed to bomb white T.L. At approximately 0215:24 hours, the large shed in Marshalling Yard was seen to be hit and an explosion followed with flames reaching from 2 to 3,000 feet. At 0216:30 hours, M.C. was still instructing to bomb on white T.L. At 0222 to 0220 hours, M.C. said he could no longer see A.P. owing to smoke, and bombs should be aimed in centre of marking and fires, then signed off. Red Spot Fire and Green T.L. seen over the town West of A.P. and these attracted some bombing. At end of attack, whole of target area was covered by smoke. At approximately 0212 hours, 3 miles North of A.P., one red cluster and one green cluster seen on track. These attracted some bombing. One Scarescow was reported at the target. No flak or searchlights seen but some fighter activity. Three aircraft seen falling on homeward route, between target and enemy coast. Mine photographs attempted. Aircraft 'B' failed to return from this operation and nothing has been heard from any member of the following crew since time of take-off: (Pilot) CAN/J.19536 P/O R.L. Borrowes, D.F.C.; (NAV) CAN/J.18424 P/L J. Mitchell; (A/B) CAN/J.22411 P/O A. Hissoliffe; (MCP) CAN/E.131045 W/O Montgomery R.J.; (A/G) CAN/R.111795 W/O Spearman G.D., (A/C) CAN/E.104431 W/O Rother B.E., (R/R) RAF/171911 P/O Squires R.L.</p> <p><u>Operational Flying Time:</u> 28:50 Hours Night</p>		A-39

## OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Gransden Lodge, Beds.	7th May 1944		<p><b>Weather:</b> Fine at first, cloud increasing during morning, becoming fine again after 1300 hours.</p> <p><b>Visibility:</b> moderate, becoming good. Winds light and variable.</p> <p><b>Flying Training Time:</b> 4:06 Hours Day</p>		
	8th May 1944		<p><b>Weather:</b> Fine. Visibility moderate to good. Winds light and variable.</p> <p><b>Flying Training Time:</b> 8:17 Hours Day</p> <p><b>OPERATIONS:</b> Bombing attack on "MARINE ST. FLARES" 14 AIRCRAFT DETAINED (TWO MISSING)</p> <p>Twelve Lancaster III aircraft attacked primary, dropping 228 x 500 M.C., 4 x 4 hooded flares, between 0323:45 and 0328:48 hours, from 8 to 6,000 feet. No cloud with slight haze and good visibility. Flares were not called for by M.C. and our three illuminators retained them and made a second run. Seven of our bombers bombed T.I. yellow, mostly following M.C.'s orders. One claims to have bombed T.I. white and one bombed T.L. red. Our timing was good. Majority of our bombers bombed slightly early. Raid started with red spot fires at 0318 hours. Illuminator flares followed at 0319 hours. Green spot at 0321 hours. These red ground markers were slightly N.E. and S.W. of A.P., and the green 200 to 300 yards East. By 0324 hours, a yellow was on the A.P. and most aircraft heard M.C. say "Bomb Yellow". Aircraft making a second run found much smoke and visual identification was difficult. Deputy M.C. was called on to re-centre but couldn't, owing to smoke. M.C. later said "Bomb fires". Bombing generally well concentrated on yellow, with perhaps a slight undershoot. Several crews consider T.I. yellow unsuitable for marking where fires and smoke are found. Consider fighter activity quite active in target area and homeward. No risk over target. Three aircraft attempted photographs. Aircraft 'D' and 'W' failed to return from this operation and nothing has been heard from any member of these two following crews since time of take-off:</p> <p>(Pilot) AUS/409894 P/L Chase W.M.; (NAV) CAN/J.23950 P/L Knapp G.W.; (A/B) RAF/151242 P/L Sinclair W.; (WOP) RAF/1575600 P/S GILL J.T.; (A/C) CAN/J.85382 P/O Sylvan G.H.; (A/C) RAF/221675 P/S Daniels R.H.; (P/B) RAF/2202638 P/S Buckley J.M.; (Pilot) RAF/124017 P/O Darlow A.H.; (NAV) CAN/V.143680 W/O Lorimer G.L.; (A/B) CAN/J.19356 P/O Bethery L.A.; (WOP) RAF/1390377 P/S Burrell A.; (A/C) RAF/1514673 SGT Utken T.E.; (A/C) CAN/R.182337 P/S Copeland D.J.; (P/B) RAF/1603286 SGT Richards R.W.</p> <p><b>Operational Flying Time:</b> 30:44 Hours Night</p>		A-10
	9th May 1944		<p><b>Weather:</b> Cloudy, becoming fine during evening. Visibility moderate at first, improving during afternoon. Winds light South-Westerly, veering North-Westerly.</p> <p><b>Flying Training:</b> 16:12 Hours Day</p>		
	10th May 1944		<p><b>Weather:</b> Fine at first, becoming cloudy during evening. Visibility moderate to good. Winds light and variable, mainly Southerly.</p> <p><b>Flying Training:</b> 4:45 Hours Day</p> <p><b>OPERATIONS:</b> Bombing Attack on "CHURCH - Marshalling Yard" 14 Aircraft Detained</p> <p>Fourteen Lancaster III aircraft attacked primary, dropping 12 T.I. yellow, 8 T.I. white, 18 x 500 M.C., 144 Hooded Flares, from 2338:45 to 2351 hours, between 12,000 and 7,000 feet. No cloud, slight haze and good visibility. Our illuminators' timing was good. First flares dropped 2338:45 hours. All reports agree that Marshalling Yard was well lit up. Mistaken marking concentrated at 2340 hours, with green T.L., two to three HUNDRED YARDS East of A.P. Another T.I. green seen later, about 1 1/2 miles South South-East of A.P., but this was ignored. One doubtful report of red spot fire and several of a possible red spot that "faded out". Excellent co-operation between Master Bomber and Deputy Master Bomber, resulted in target being continually marked with T.L. yellow and/or T.L. white, from 2340:48 to 2351 hours, when</p>		A-11 (P.T.O.)

Place	Date	Time	Summary of Events	SECRET:	References to Appendices
Gransden Lodge, Beds.	10th May 1944		<p><u>Operations: (Continued)</u>- M.C. dropped 4 T.I. white and 4 T.I. yellow. Reports agree that yellows and whites were confined to a circle 300 to 400 yards in diameter, centred 100 to 200 yards North of A.P. M.C. followed the stages of the marking with suitable orders and Main Force responded well. Bombing was mainly among and on the Markers, with only a few loose ones slightly to North. Usual fires and smoke followed with a good oil explosion at 2345:42 hours. Majority of aircraft report no flash. Possibly a few guns West of town. Very little fighter activity. Six aircraft attempted photographs.</p> <p><u>Operational Flying Time</u>- 36:32 Hours Night</p>		A-1
	11th May 1944		<p><u>Weather</u>- Fine. Slight mist at 0600 hours, otherwise visibility moderate to good. Winds light and variable.</p> <p><u>Flying Training Time</u>- 2:09 Hours Day</p> <p><u>OPERATIONS</u>- Bombing Attack on "BOULOGNE SUB MER - Marshalling Yard" 11 A/C Detailed</p> <p>Fourteen Lancaster III aircraft attacked primary, dropping 5 IR T.I. yellow, 4 T.I. white, 152 hooded flares, 12 x 500 GP, 106 x 500 GP LD., 48 x 1,000 ANM.65, from 0024:28 to 0055:34 hours, from 20,000 to 9,500 feet, in weather, no cloud, slight haze. Master Bomber bomb-sight unserviceable on outward route. He informed Deputy M.C. who was to mark A.P. Illuminator flares were first seen at 0024:40 hours, followed by T.I. white, at 0025:30 hours. Mosquito marking was late and red spot fire fell at 0026:34 hours. This was on the A.P. and M.C. instructed to bomb. Eight aircraft bombed this marker. Green T.I. was seen 250 yards N.N.E. of A.P. The T.I. yellows dropped by Deputy M.C. at 0025:54 hours, were assessed as being 50 yards West of A.P. At 0028:12 hours, red spot fire was partially obscured by smoke, but a green T.I. was very close and one aircraft bombed this marker. At 0032:00 hours, <del>XXXXXXXXXX</del> Deputy M.C. attempted to back up red spot fire which was then obscured by smoke but this T.I. yellow fell short 250 yards N.N.E. At 0033:00 hours, M.C. instructed to bomb centre of all T.I. concentration. The attack appeared to creep back to Northern part of marshalling yard. Explosions were seen at 0038, 0050 and 0053:30 hours, a very large explosion which seemed to be from all tankers leading heavy black smoke. Defenses, very slight light flash at 9,000 feet and no searchlights. Fourteen aircraft attempted photographs.</p> <p><u>Operational Flying Time</u>- 33:49 Hours Night</p>		A-2
	12th May 1944		<p><u>Weather</u>- Fine. Moderate visibility, winds light and variable pr calm.</p> <p><u>Flying Training Time</u>- 5:01 Hours Day</p>		
	13th May 1944		<p><u>Weather</u>- Fair at first, becoming cloudy. Slight thunderstorm from 1500 to 1600 hours, rain continuous till midnight. Visibility moderate. Winds very light at first, becoming moderate North-Easterly.</p> <p><u>Flying Training Time</u>- 17:41 Hours Day</p>		
	14 May 1944		<p><u>Weather</u>- Cloudy with slight rain at first, becoming fine. Visibility good, moderate in rain. Winds moderate North to North-Easterly, gusty from 0800 to 1400 hours.</p> <p><u>Flying Training Time</u>- 29:28 Hours Day 5:55 Hours Night</p>		
	15 May 1944		<p><u>Weather</u>- Fine at first, becoming cloudy. Visibility good. Winds light North-North-Westerly veering North-Easterly and increasing, falling light again during evening.</p> <p><u>Flying Training Time</u>- 10:46 Hours Day</p>		

# 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	References to Appendices
Grandson Lodge, Beds.	16 May		<p><u>Weather:</u> Cloudy, becoming fair by 0800 hours with mist or haze. Convection cloud developing during the day with occasional showers or thundery rain. Cumulus becoming stratocumulus by 1700 hours and increasing to 9/10 with slight mist by 2400 hours. Light Northwesterly becoming North-Easterly.</p> <p><u>Flying Training Time:</u> <del>Nil</del> Nil</p>	<b>SECRET.</b>
	17 May		<p><u>Weather:</u> Cloudy with slight thunderstorms towards dawn. Continuous slight rain becoming intermittent towards midnight. Cloud base mainly 800 feet falling at times to 400 feet. Moderate visibility all day. Wind moderate North-Easterly.</p> <p><u>Flying Training Time:</u> :21 minutes Day</p>	
	18 May		<p><u>Weather:</u> Cloudy slight mist and slight intermittent rain till 0800 hours. Weather becoming fair by 1700 hours and fine by 1900 hours. Wind rather North North-Easterly becoming Southerly light.</p> <p><u>Flying Training Time:</u> Nil</p> <p><u>CASUALTIES:</u> Information was today received from Air Ministry stating that GAV/J. 8144 P/L J.C. Werneha (Ex Prisoner of War Stalag Luft 3) shot 25/3/44 when attempting to escape. Reclassified "Died while prisoner of war."</p>	
	19 May		<p><u>Weather:</u> Fine until 1000 hours, when low stratus formed, dispersing by 1100 hours and convection cloud building up with a slight shower at 1300 hours becoming fair by 1900 hours. Wind North North-Easterly becoming Southerly.</p> <p><u>Flying Training Time:</u> Nil</p> <p><u>OPERATIONS:</u> Bombing Attack on <u>"LE MANS (Marshalling Yard)"</u> 6 Aircraft Detailed</p> <p>Six Lancaster III aircraft detailed -- five successfully attacked primary from 0017:54 hours to 0035:12 hours from 12,500 to 6,000 feet, dropping 11/2 hooded flares and 40 x 1,000 M.C. in weather 10/10 layer cloud between 7,500 and 9,000 feet, clear above and below. The first aircraft to report the opening of attack saw a green reflection below cloud at 0017:50 hours. All aircraft dropped their flares by H.2.S. checked by timed run from Alencon. After dropping flares, one aircraft called up the M.C. for instructions. M.C. then instructed illuminators to go below cloud at 8,000 feet and bomb visually. Bombing was seen at 0029 hours. Four aircraft bombed visually and one on green E-I. At 0030 hours, M.C. was heard to ask Deputy M.C. to back up T.I. green. At 0031 hours, an aircraft called up for bombing instructions but there was no reply. Abortive dropped flares by H.2.S. but did not hear M.C. instruct to go below cloud. The attack appeared to be well concentrated. Explosions seen at 0028 hours, large reddish, lasting approximately 2 seconds and lighting up whole area. At 0029:54 hours, large explosion which gave off pillar of smoke rising through cloud to 9,000 feet. 0040 hours, large explosion followed by reflection of fire below cloud. Defenses, slight 1/4/7,000 feet. 6 to 8 guns North of M/Y and south of town. One aircraft seen hit and part wing was completely shot away. Six aircraft attempted photographs.</p> <p><u>Operational Flying Time:</u> 24:12 Hours Night</p>	A-43
20 May	1	<p><u>OPERATIONS:</u> Bombing Attack on <u>"BARRAGE" - Near Mt. Ouhde"</u> 10 A/C Detailed</p> <p>Seven aircraft attacked primary, dropping 8 x 500 GP, 11 x 500 GP LD, (225 x 500 GP) between 0004:18 and 0013:12 hours from 11,000 to 9,800 feet. No cloud, general haze up to 11,000 feet. No markers were seen by any aircraft, and all seven bombed on H.2.S. Our timing was good. Bombing was moderately scattered. No results observed except 2 bright green flashes among bomb bursts at 0004:30 and 0007:42 hours. Moderate Heavy FIAC FROM THE French Coast. No searchlights. No aircraft seen falling. No fighter activity. Seven (TVO)</p>	A-44	

www.bomber.com

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Gransden Lodge, Beds.	19 May 1944		<p><u>Operations:- Bombing Attack on "RADAR JAMMER - Near Mt. Couple" (Continued)</u>            aircraft attempted photographs. Three abortive, following instructions since no T.I.s seen. Aircraft 'M' jettisoned 12 x 500 GP and 6 x 500 GP LD in sea. Aircraft 'P' jettisoned 4 x 500 GP LD and 12 x 500 GP in sea and brought back 2 x 500 LD. Aircraft 'D' jettisoned 4 x 500 GP LD and 12 x 500 GP in sea and brought back 2 x 500 LD.</p> <p><u>Operational Flying Time:- 20:06 Hours Night</u></p>		A-44
	20 May 1944		<p><u>Weather:-</u> Fine until 1000 hours with fog forming in afternoon dispersing and dispersing and stratus coming in at 1700 hours, increasing and lowering to 2/10 at 1,500 feet by 2400 hours.</p> <p><u>Flying Training Time:- 4:15 Hours Day</u></p>		
	21 May 1944		<p><u>Weather:-</u> 10/10 stratus most of day with slight drizzle at 0900 hours and slight rain at 1400 hours. Wind Northerly veering North North-Easterly moderate.</p> <p><u>Flying Training Time:- 22:01 Hours Day 16:15 Hours Night</u></p> <p><u>OPERATIONS:- Bombing Attack on "MUSEUM" - 5 Aircraft Successful.</u>            Five Lancaster III aircraft attacked primary at from 0110:12 hours to 0115: hours from 22,000 to 20,000 feet dropping 5 x 4,000 HP Mined and 496 x 30 lb. Incendiaries, in weather 10/10 cloud, tops up to 20,000 feet. Three aircraft bombed red wanganid flares, first seen at 0105:30 hours and last one at 0118:00 hrs. One aircraft bombed glow of flares below cloud and one bombed on H.2.S. One aircraft reports gap in marking between 0109 and 0118 hours. Marking concentrated and bombing in this area also concentrated but much scattered bombing to west and north of Driskburg reported by one aircraft from good H.2.S. recognition. No results of attack observed. Defences:- Moderate heavy flak, barrage form bursting at 20,000 feet. Searchlights operating below clouds. No fighter activity. One Lancaster identified on fire over target. Five aircraft attempted photographs.</p> <p><u>OPERATIONAL FLYING TIME:- 19:31 Hours Night</u></p>		A-45
	22 May 1944		<p><u>Weather:-</u> Fair or fine until 1400 hours. Cloudy from 1400 to 2300 hours becoming fine at 2400 hours. Wind light Northerly falling calm then becoming light Westerly.</p> <p><u>Flying Training Time:- 1:25 Hours Day</u></p> <p><u>OPERATIONS:- Bombing Attack on "IS MANS (Marshalling Yard) - 2 Aircraft Detailed</u>            Five Lancaster III aircraft attacked primary, dropping 4 T.I. yellow, 11 T.I. white, 176 HOBAC flares, 2 x 4,000 HP Mined and 45 x 1,000 M.C. between 0223:18 and 0241:30 hours from 12,100 to 4,000 feet. Weather - no cloud and excellent visibility. Illuminators timing was excellent, commencing at 0223:18 hours. Six aircraft dropped flares on H.2.S. and one visually. M.C. reports initial illumination as "speeder". M.C. called Deputy M.C. to mark A.P. and heard latter say "dummy run", so told Main Force to orbit, meanwhile all flares went out so M.C. dropped own flares and at 0233:30 hours, dropped T.I. yellow 500 yards S.E. of A.P. He was unable to mark exact A.P. but dropped his yellows with view to assessing them, as zero was well past. M.C. and Deputy M.C. lost R/T contact after 0225 hours, and R/T reception generally was difficult owing to aircraft calling for instructions and possibly due also to jamming. Deputy M.C. dropped 4 T.I. whites visually at 0238 hours but cannot assess position, and did not see yellows. Deputy M.C. later saw yellows slightly E. of A.P. and dropped remainder of T.I. white slightly South of them at 0241:30 hours. Main Force held off until told by M.C. to bomb yellow with slight undershoot to starboard and bombing was then well concentrated on the markers, which implies that main weight of attack was on East edge of M.Y. M.C. gave "morning" 0237 hours, but bombing continued to 0242 hours. Slight Light Flak from Southern part of town. One aircraft fell in flames just South of M.Y. (PTO)</p>		A-46

## 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
Grandson Lodge, Beds.	22 May 1944		<p><u>OPERATIONS:- Bombing Attack on "LE MANS (Marshalling Yard) * (Continued)</u>  <u>Night aircraft attempted photographs.</u>  <u>Operational Flying Time:- 40:16 Hours Night</u></p> <p><u>OPERATIONS:- Bombing Attack on "DORMUND * 7 Aircraft Detailed.</u>  Six Lancaster III aircraft attacked primary dropping 24 x 2,000 HC, 8 TI Green, 2 x 4,000 HC, Minol, 19 x 1,000 MG, and 4 x 500 GP from 0044:30 to 0051:30 hours from 20,000 to 14,000 feet. Weather:- clear and no clouds. Four aircraft bombed red T.I.s which were confirmed by two aircraft by H.2.S. as being on target. One aircraft bombed TI Green at 0051:30 hours and one aircraft bombed by H.2.S. The first red T.I. was reported seen at 0041 hours and appeared to be on Southern edge of town and early bombing was scattered mostly on South edge of town recognized by several aircraft but later concentrated. Further reds at 0043 and 0045:30 hours were still further to South. Green T.I.s were reported at 0046:30 hours on South edge of town. Aircraft T, Visual Receiver, at 0051:30 hours, identified built-up area and the raid creeping back from the Southern half of the town with good fires linking up. At 0045:18 hours, one T.I. red 2 miles West of town was the only marker reported astray, except for a spoof red T.I. reported by 405/T 15 miles North of the target. FLAK was moderate for the hour, but searchlights were very active over target. Six aircraft attempted photographs.  <u>Operational Flying Time:- 25:04 Hours Night</u></p>		A-6 A-7
	23 May 1944		<p><u>Weather:-</u> Fair, becoming cloudy from 0500 to 0700 hours, then fine. Convection cloud developing during day flattening to scattered by 1700 hours and gradually decreasing to 3/10 by 2400 hours. Slight mist or haze from 0100 to 0700 hours and from 1900 to 2400 hours. Wind light North North-Westerly.</p> <p><u>Flying Training Time:- 12:11 Hours Day</u></p>		
	24 May 1944		<p><u>Weather:-</u> Fair or fine all day. Wind light variable becoming Westerly and finally South-westerly moderate.</p> <p><u>Flying Training Time:- 24:42 Hours Day</u></p> <p><u>OPERATIONS:- Bombing Attack on "AACHEN WEST (Marshalling Yard) * 7 A/C DETAILED (6 MISSING)</u>  Six Lancaster III aircraft attacked primary, dropping 6 TI green, 8 x 1,000 MG, 6 x 4,000 HC Minol and 96 x 500 GP, between 0225 and 0231:31 hours from 17,000 to 16,000 feet. Weather:- no cloud, slight haze, and visibility moderate to good. Four aircraft bombed T.I. red between 0225 and 0226:26 hours and 2 bombed centre of T.I. greens at 0228 and 0231:31 hours. Average timing was one minute 57 seconds late. Red T.I.s seen cascading at 0220, 0223 and 0228 hours. Green T.I.s seen cascading from 0224 to 0226:31 hours. All reports give the greens as slightly East and North-East of the reds. One report gives T.I. red slightly East of A.F. at 0221 hours. Bombing was concentrated and on the markers, with possibly a slight undershoot. 0227 hours, large dull red explosion. Moderate to intense heavy flak, moderate light flak, and 4 to 6 searchlights. Fighters active from 5020 N. 0420 E., and 6 aircraft seen shot down between 5020 N. 0630 E., and enemy coast homeward. Six aircraft attempted photos. Aircraft M* 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/J.15218 W/L G. Bennett, DFC, (NAV) CAN/J.11781 F/L E. Baker; (A/B) RAF/152634 F/O S.A. Baker; (W/P) RAF/1064322 S/S A. Rodgers, D.F.M.; (A/C) CAN/R.180404 W/O W. V. Joel; (A/C) RAF/1381572 F/S J.L. Bess; (S/S): CAN/J.85093 F/O Davies F.C.</p> <p><u>Operational Flying Time:- 21:03 Hours Night</u></p>		A-8

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Gransden Lodge, Beds.	25 May 1944		<p><u>Weather</u>- Fair or fine becoming cloudy by 0900 hours. Slight rain from 0900 to 1400 hours and at 1700 hours. Wind moderate South-Westerly.</p> <p><u>Flying Training Time</u>- 9:08 Hours Day</p>		
	26 May 1944		<p><u>Weather</u>- Cloudy until 1100 hours with slight rain from 0300 to 0500 hours. Fair or fine rest of day. Wind South-West to West South-West, moderate.</p> <p><u>Flying Training Time</u>- 23:47 Hours Day</p>		
	27 May 1944		<p><u>Weather</u>- Fine, becoming cloudy from 0200 to 0600 hours, then fine rest of day. Slight haze or mist from 2100 to 2400 hours. Winds, S.W. to W.S.W. moderate becoming light and variable.</p> <p><u>Flying Training Time</u>- 7:19 Hours Day</p> <p><u>OPERATIONS</u>- Bombing Attack on " <u>RENNES ST. JAMES AIRFIELD</u> " 15 AIRCRAFT DETAILED</p> <p>Fifteen aircraft attacked primary, dropping 48 7" hooded flares, 16 x 1,000 MG, 234 x 500 GP, between 0834:12 and 0852:16 hours from 14,000 to 11,500 feet. Weather, no cloud and good visibility. T.I. greens were on time and were roughly spread N.E. to S.E. Two were seen just S.E. of A.P. and one in N.W. corner of Airfield. Illuminators, including our 2, were on time and the Airfield was well lit up. Our bombers also arrived on time, but bombed up to 10 minutes late, after waiting for T.I.s, or M.C.'s orders. First yellows seen at 0845:30 hours, 2 to 300 yards South of A.P. white followed soon after, slightly North of A.P. 0839 hours, M.C. said "Bomb visually" and later said "Bomb between yellows and whites". Bombing was very concentrated and on the markers. Slight heavy flak from points between the Airfield and town. Two fighters identified at target and one over the channel. Several reports of scarecrows over target. Fifteen aircraft attempted photographs.</p> <p><u>Operational Flying Time</u>- 57:08 Hours Night</p>		A-49
28 May 1944		<p><u>Weather</u>- Fine all day. Slight haze or mist from 0000 to 0600 and 2100 to 2400 hours. Wind light South-Westerly.</p> <p><u>Flying Training Time</u>- Nil</p> <p><u>OPERATIONS</u>- Bombing Attack on " <u>MARDICK MEDIUM BATTERY</u> " 14 AIRCRAFT DETAILED</p> <p>Thirteen aircraft attacked primary, dropping 234 x 500 GP between 0030:54 and 0045:25 hours from 14,000 to 11,000 feet. No cloud and slight haze. Our timing was good but the first eight aircraft on target (the last of which bombed at 0039:33 hours) found no T.I.s, and six bombed on Gee and two bombed concentration of bomb-bursters. The five remaining aircraft bombed T.I. green, which cascaded at 0040:26 hours, 0042, 0045:08 and 0047:42 hours. Bombing was well concentrated on these T.I.s. Two strikes went right across the green which cascaded at 0042 hours, and a prolonged explosion followed at 0044 hours. The bombing before the greens went down was fairly well concentrated but much of it was in the sea. Several aircraft running in just before 0029 hours, were frustrated by the Gee code change and had to make second runs. Slight heavy flak and light flak from positions N.E. and S.W. of target. One exchange of tracer seen over target but no aircraft seen falling. One crew reported 4 parachutes falling over sea close to French Coast. Thirteen aircraft attempted photos. One abortive and jetisoned in sea 4 x 500 GP close to French Coast. 14 x 500 GP brought back.</p> <p><u>Operational Flying Time</u>- 27:58 Hours Night</p>		A-50	
	29 May		<p><u>Weather</u>- Fine all day. Slight haze or mist from 0000 to 1000 and 2000 to 2400 hours. Wind light N.W. 'ly.</p> <p><u>Flying Training Time</u>- 6:23 Hours Day</p>		




OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Gransden Lodge, Beds.	30 May 1944		<u>Weather</u> - Fine becoming fair from 1700 to 2400 hours. Slight mist all day with fog patch from 0400 to 0600 hours. Wind NNE to N.E. light.		
	31 May 1944		<u>Flying Training Time</u> - 14:14 Hours Day <u>OPERATIONS</u> - Bombing Attack on <u>RAJAR JAMBER</u> - Near Mt. Couple * 10 AIRCRAFT DETAILED Ten aircraft attacked primary dropping 9 x 4,000 HC Minol, 116 x 500 GP, 40 x 500 GP LD and 6 T.I. yellow, between 2354 and 2357 hours from 15,000 to 8,000 feet. Weather, no cloud and slight haze. The first red T.I. were reported at 2350 hours, identified and reported by the M.C. as 100 yards to East of target, and bombers were told to undershoot by 100 yards. At 2351 hours, illuminating flares were reported. At 2352 hours, green T.I. cascaded. At 2356 hours, 405/U was ordered by M.C. to bomb 100 yards to East of red T.I. All aircraft report a very concentrated attack, estimates vary from circles 200 yards to 500 yards diameter covering the attack. Flak, 2 to 3 light flak guns only. No searchlights. 10 aircraft attempted photographs. <u>Operational Flying Time</u> - 18:16 Hours Night		A-51
			<u>Weather</u> - Fine at first becoming cloudy during afternoon. Visibility poor at first improving to good during morning. Winds light to moderate North-Westerly veering Easterly. <u>Flying Training Time</u> - 7:54 Hours Day <u>OPERATIONS</u> - Bombing Attack on <u>TRUPSES (Marshalling Yard East)</u> 5 Aircraft Detailed Five aircraft successfully attacked primary, dropping 39 x 1,000 MC and 120 hooded flares between 0028:12 and 0038 hours from 12,200 to 11,000 feet. Small amounts cloud from 5 to 6,000 feet. Visibility good. Our timing was excellent and all aircraft dropped flares on red and green T.I.s which were almost touching and estimated slightly South of A.P. On their bombing runs, our aircraft bombed either reds or between white and red following M.C.'s orders. M.C. had the raid under excellent control and the following orders were clearly heard. 0029 hours, illuminate T.I.s. 0030 hours, told Deputy M.C. to mark A.P. 0032 and 0034 hours, told Main Force "Do not bomb". 0034:12 hours, "Bomb 3 reds". 0036 hours, "over shoot reds to starboard." Main Force held off until ordered to bomb, and bombing was then well concentrated on the markers. Slight flak and no searchlights. Two enemy aircraft identified in target area and tracer seen towards end of attack but no aircraft seen shot down. Five aircraft attempted photographs. <u>Operational Flying Time</u> - 17:14 hours Night		A-52
<u>AIRCRAFT STRENGTH OF NO. 405 R.C.A.F. SQUADRON AS AT 31ST MAY 1944.</u>					
Lancaster III 15					
Lancaster III (Special) 5 TOTAL: 20					
Lancaster VI (Special) 2					
<u>NO. 405 R.C.A.F. SQUADRON GENERAL STATE OF HEALTH FOR MONTH ENDING 31ST MAY, 1944.</u>					
Admissions to S.S.C. Gransden.....6					
Admissions to Other Hospitals.....9					
Venereal Disease.....4					
Other Infections.....5					
Cycling Accidents.....6					
Other Accidents.....7					
Inoculations & Vaccinations (Ground Crew) 213					
Inoculations & Vaccinations (Aircrew) 111					
Deaths.....111					

www.bomber.com

Place	Date	Time	Summary of Events						References to Appendices		
			AIRCRAFT		OTHER PERSONNEL		ARMY				
			Officers	Other Ranks	Officers	Other Ranks	Officers	Other Ranks	TOTAL		
<p align="center"><b>NUMERICAL STRENGTH OF NO. 405 R.C.A.F. SQUADRON AS AT 31ST MAY, 1944</b></p>											
Grandson Lodge, Beds.	31 May 1944										
			United Kingdom	19	45		27	6	1	1	97
			Australia	1							1
			Canada	65	49	4	269		1	2	386
			New Zealand	1							1
			Cyprus		1						1
			Rhodesia	1							1
			United States	1	1						2
				86	96	4	296	6	1	2	501
			TOTAL NUMBER OF SORTIES (OPERATIONAL) FOR MONTH OF MAY			150					
			TOTAL NUMBER OF AIRCRAFT "MISSING"			5					
			TOTAL NUMBER OF OPERATIONAL HOURS			439:04 (Night)					
			TOTAL NUMBER OF NON-OPERATIONAL HOURS			348:55 (Day and Night)					
			BOMBS DROPPED DURING THE MONTH OF MAY								
			Delivered to target:-		590:826 Tons	H.E.					
					7:107 "	Incendiary					
					7:429 "	Markers (T.I.)					
					31:638 "	Flares					
			Failures (Armanent and Other Causes):-		5:268 Tons	H.E.					
					:20 "	Incendiary					
					:210 "	Markers (T.I.)					
					:300 "	Flares					
			Percentage of failures is 25 of 1% due to Armanent causes.								
			584 practice bombs were dropped during the month.								
			This expenditure exceeds our previous month's records by nearly 100 tons.								
			 (R.J. Lane) Wing Commander, Commanding No. 405 R.C.A.F. Squadron, P. M. F.								

www.bombercommand.com/forums/index.php