

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 405 (R.G.A.F.) Squadron (R.F.F.).

No. of pages used for day.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Granden Lodge, Beds.	June 1 1944		<u>Weather:</u> - Blandy at first and cloudy. Moderate visibility during early morning but slight haze during rest of day. Cloud height 2,500 feet during morning, lowering to 800 feet by 1200 hours, and rising again to 2,000 feet by 2000 hours. Winds, light variable at first, becoming N.N.W. to N.W., 10 knots, and light variable again by evening. Intermittent rain during early afternoon. <u>Flying Training Time:</u> - Nil		
	June 2 1944		<u>Weather:</u> - Cloudy until 1500 hours, becoming cloudy again by 2,000 hours. Slight haze at first. Moderate wind, E. to N.N.W. <u>Flying Training Time:</u> - 35:22 Hours (Day) 20:25 Hours (Night)		
			<u>OPERATIONS:</u> - Bombing Attack on "TRAPERS (Marshalling Yard) WESP" 6 A/C Detailed (One Missing) - 405 'G', Bombload: 6 Cluster 7" Hooded Flares, 8 x 1,000 MC TD. Six aircraft detailed, five successful, dropping 48 x 1,000 MC TD and 144 Hooded Flares between 00:35:56 and 00:51:18 hours from 12,500 to 11,400 feet. Weather, no cloud over target, with excellent visibility. Our timing was good and first illumination flares reported at 00:42 hours. At 00:44 hours, Red T.L. identified as lying approximately 200 yards South of Aiming Point at North tip of small wood. Three aircraft dropped flares on this T.L. and the other 2 aircraft dropped on H.2.S. The M.G. was heard very clearly between the first run and bombing run, and at 00:46 hours. He directed bombing "to port of red T.L.". One green T.L. fell North-west end of Marshalling yard at 00:47:50 hours. One yellow T.L. came down on green T.L. at 00:48 hours. At 00:50 hours, M.G. changed bombing instructions to "Bomb yellow T.L.", and this was repeated several times. One aircraft who reported his stick of bombs bursting from Western edge of Marshalling Yard up to Aiming Point, assessed yellow T.L. as being accurately placed. The aircraft bombed Aiming Point visually, one on red T.L. as per M.G.'s instructions and the other on yellow T.L. as per M.G.'s later instructions. Main Force appeared to be bombing on centre of well placed markers, and at 00:52 hours Target was obscured by smoke. Slight flak North-west of Marshalling Yard and one Searchlight. One M/230 claimed as damaged over target and a JU-88 claimed as destroyed by an aircraft leaving the target area. Eleven aircraft seen shot down between target and turning point of first leg back. All those starboard of track. Five aircraft attempted photographs. <u>Operational Flying Time:</u> - 16:52 Hours (Night).		A-53
	June 3 1944		<u>Weather:</u> - Cloudy all day and intermittent slight rain between 1100 and 1500 hours, and again at midnight. Visibility good. Wind, strong South-westerly all day. <u>Flying Training Time:</u> - 19:05 Hours (Day).		
June 4		<u>Weather:</u> - Mainly cloud with intermittent slight rain during morning and again in evening. Visibility good. Wind strong South-westerly all day. <u>Flying Training Time:</u> - 1:29 Hours (Day) seen over target			
			<u>OPERATIONS:</u> - Bombing Attack on "GRANDS - Heavy Coastal Battery" 3 A/C Detailed. Three aircraft successful, dropping 3 x 1,000 E.L. green and 48 x 500 G.P.s between 02:52 and 02:57:54 hours from 10,400 to 11,000 feet. Weather, patches of diffused cloud to 11,000 feet with very poor visibility. The three aircraft bombed on the new H.Z.S./Gee method. No ground detail could be seen. By 02:53:50 hours, two reds and three greens lay in a line running the same direction as the coastline, which was not seen. The reds were at the Southwest end of this line and each T.L. was 100 to 200 yards from the next. Another green lay away from the others to the Northwest. Bombing was seen on and around the T.L.s but not very (F.T.O.)		A-54

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Granden Lodge, Beds.	June 4 1944		<p>Operations:- (Continued) concentrated. A few bursts of heavy flak and no searchlights, and also no fighter activity and no aircraft seen falling. Three aircraft attempted photographs. Operational Flying Time:- 5:22 Hours (Night).</p>		A-54
	June 5 1944		<p>Weather:- Cloudless at first, becoming 6/10ths by 0900 hours and cloudy by evening. Slight shower at midnight. Visibility good all day. Wind, W.S.W. to W.N.W., 20 knots, gusty. Flying Training Time:- 16:25 Hours (Day).</p> <p>OPERATIONS:- Bombing Attack On "MORRIS - LIGHT Coastal Battery" 16 A/G Detailed. Sixteen aircraft successful, dropping 3 LB 24 Green (Right), 4 x 1,000 T.L. Green, 28 x 1,000 M.O. 25 x 1,000 American and 36 x 500 GP between 04:19:06 and 04:28:16 hours from 9,200 feet to 8,500 feet. Weather, 9/10 to 10/10ths thin cloud, top 6,000 feet, with a thin layer above base 9,000 feet. T.L.'s were cascading just above cloud, but could only be seen dimly through cloud when on the ground. Our timing was good. Eleven bombed on E.2.3./00s, one bombed T.L. red and four bombed T.L. green after 04:25 hours. Our Emergency Markers all dropped greens with possibly a slight undershoot. Our V.H.U.'s bombed one red with three greens close by at 04:22 hours, and later bombers reported a good concentration of T.L. green. Bombing was light at first, but later a good concentration was seen on the T.L.s. Flak, nil. Two aircraft reported shot down. Sixteen aircraft attempted photographs. Operational Flying Time:- 49:26 Hours (Night).</p>		A-55
	June 6 1944		<p>Weather:- Cloudy at first, dispersing by 0700 hours, and becoming cloudy again by 1000 hours. Intermittent rain during evening. Visibility good, but slight haze forming during evening. Moderate E.N.W. wind at first, becoming strong N.W. and dying down again by midnight. Flying Training Time:- NIL</p> <p>OPERATIONS:- Bombing Attack On "CONNER-GUN-ROCKETRY (Smoke Point)" 2 A/G Detailed. Two aircraft successful, dropping 9 T.L. white, 2 clusters 7" hooded flares, 14 x 500 G.P. 25 and 2 x 500 G.P. 10 between 04:51:30 and 04:55 hours between 5,100 to 3,500 feet. Weather, almost 10/10 cloud, occasional breaks, base 5,100 feet. The Master Bomber reports no T.L.s at E.T.A. (04:47 hours). Then two reds and one green bunched together. Deputy M.B. reports Green T.L. falling at 04:53:30 hours, immediately following 2 red T.L.s. The smoke made assessment of markers difficult and M.B. told Main Force to hold bombs at 04:50 hours. But at 04:52 hours, on Deputy M.B. reporting red T.L. as "hang on", instructed Main Force to bomb red T.L. at 04:54 hours, but M.B. did not drop his own T.L. whites. Two green T.L.s were 1 1/2 to 2 miles away to East, but all bombing was concentrated on T.L.s at target, with exception of one lead which was 2 miles from target. Both aircraft attempted photographs. Operational Flying Time:- 8:18 Hours (Night)</p>		A-56
June 7 1944		<p>Weather:- Cloudy all day, intermittent slight rain at 1300 hours, and again during the evening. Slight haze at first, but visibility becoming twenty miles and then hazy again by midnight. Hardwesterly wind, moderate first, but very slight during evening. Flying Training Time:- NIL</p> <p>OPERATIONS:- Bombing Attack On "ROBERTS-CERTIFY" 11 A/G Detailed. 1 Cancelled - 405 'B', Bomblod: 16 x 500 GP N. Inst., 2 x 500 GP 25, 405, reason, instrument failure. Thirteen aircraft detailed, 12 successfully dropping 40 x 500 GP N. Inst. and 176 x 500 GP 25 between 02:40 and 02:55:48 hours from 7,000 to 4,000 feet. Small amount of cloud above. No cloud below. Slight ground haze. Visibility moderate to good. One aircraft bombed T.L. green. First green 02:47 hours, another 02:52 hours, fairly close. Master Bomber (P.T.O.)</p>		A-57	

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No. of pages used for day

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Granden Lodge, Beds.	June 7 1944		<p>Operations:- (Continued) backed up these greens but overshoot and ordered Main Force to ignore red and bomb the greens. Bombing was well concentrated on these greens but there were other greens further East, and crews were asking Master Bomber which greens they were to bomb. There were also reds 5 to 10 miles short of the greens first mentioned and these collected some bombs. The last aircraft on (0122:48 hours) bombed a concentration of greens and reds and reports other greens three miles West and 5 miles East. The centre concentration was heavily bombed, but a good Gee fix seen after leaving put these markers 4 miles West of target. Four to six heavy flak guns in target area, and one of our aircraft was hit. One unidentified single engine aircraft in target, and many single engine vapour trails, seen. Twelve aircraft attempted photographs.</p> <p>Operational Flying Time:- 43:12 Hours (Night)</p> <p>Weather:- Fair with haze at first. Visibility improving to 10 miles but becoming cloudy with intermittent slight rain and drizzle during evening. Visibility 1,500 yards, by midnight, in rain. Wind, moderate N.W. to W.</p> <p>Flying Training Time:- 26 minutes (Day).</p>	SECRET. A-57
	June 8 1944		<p>Operations:- Bombing Attack On <u>ACHENS - Junction Switches</u> * 3 A/C Detailed</p> <p>Three Lancasters successful, dropping 18 T.L. red, 5 x 500 GP, 18 x 500 GP M.Inst and 9 x 500 GP, 2D .025, between 0122:25 and 0128:18 hours from 6,900 to 5,500 feet. Weather -- clear beneath cloud base 7,000 feet, tops 8,500 feet. 0106 hours, M.C. instructed Main Force to go below cloud. 0117:24 hours, first Mosquito T.L. greens seen lying off N.W. corner of triangle of railway lines. 0118 hours, M.C. dropped own red T.L.s and Deputy M.C. and V.R.U. confirm these went down in centre of triangle. 0119 hours, M.C. told Main Force to bomb on greens, Deputy having assessed greens as "Bang on" aiming point, 0121 hours, Deputy M.C. backed up markers with own red T.L.s and at 0122:18 hours, the last red T.L. was seen ascending. Ground detail was clearly identified visually by all aircraft, their reports of the placing of markers and times of dropping all appraised. Main Force bombing was concentrated on green T.L.s and when the M.C. left the target, it was covered in smoke. By then the T.L.s were obscured and his last instruction was "Bomb red glow and centre of fire". M.C. reports three aircraft shot down over target by single bursts of flak. Three aircraft attempted photographs.</p> <p>Operational Flying Time:- 9:01 hours (Night).</p>	A-58
	June 9 1944	(Continued)	<p>Weather:- Cloudy with slight rain during morning and cloud base falling to 500 feet, light rain again during evening. Visibility poor at first, improving to good by midday but deteriorating again after dusk. Wind moderate S.W. by veering W.N.W. by.</p> <p>Flying Training Time:- 27 minutes (Day).</p> <p>Operations:- Bombing Attack On <u>RENNES AIRFIELD</u> * 8 A/C Detailed</p> <p>One cancelled, 405/M. "bogged", bombed, 16 x 500 GP 2D .025 and 2 x 500 GP M. Inst. Eight aircraft successful, dropping 128 x 500 GP 2D .025 and 16 x 500 GP M. Inst between 0215:23 and 0221:24 hours from 8,000 to 5,500 feet. Weather -- 10/10, mass 6 to 9,000 feet, but clear below. Timing of four aircraft was very good, of remainder moderately good. All aircraft bombed T.L. yellow. 0220:12 hours, M.C. told Main Force to go below cloud. 0221 hours approximately, first green followed immediately by flares 2 to 3 miles North of green. T.L. red fell very close to green shortly after both slightly South of Aiming Point and inside NW corner. Yellow was on A.P. Crews speak highly of Master Bomber, who gave successive orders to bomb green, bomb green to starboard, bomb yellow, bomb yellow with one second overshoot. Bombing was concentrated and on the markers. 10 to 20 light flak guns from points round the A.P. No A/C seen shot down. No fighter activity. 8 A/C attempted photographs.</p> <p>Operational Flying Time:- 32:12 Hours (Night)</p>	A-59

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Garnden Lodge, Beds.	June 10 1944		<p><u>Weather:</u> Fair at first, becoming cloudy by dawn, cloud dispersing again towards midnight. Light rain around 0500 hours and slight showers during afternoon. Visibility moderate to good. Winds moderate W by veering SW by then becoming light and variable.</p> <p><u>Flying Training Time:</u> - 1:02 hours (Day)</p> <p><u>OPERATIONS:</u> - Bombing Attack On "VERMILION" - MATRONS - Locomotive Depot * 7 A/C Detailed</p> <p>Ten aircraft successful, dropping 68 x 500 GP, 16 T.L. yellow, 10 T.L. white and 10M hooded flares between 0037:24 hours and 0045:24 hours, from 8,500 to 5,700 feet. Weather clear with no cloud. The first red T.L. was reported as 0035 hours 200 yards S.W. of A.P. and further reds at 0034:30 hours 300 yards S.W. of A.P. They were assessed by M.C. as very close to A.P. and M.C. dropped his yellow T.L. on A.P. This T.L. was clearly heard by all aircraft and at 0036:00 hours ordered "it is the attic". 0040 hours, "Bomb Northern red T.L.". (These 200 yards S.W. of A.P.). 0040:36 hours, "Bomb between red and yellow T.L.". 0041:24 hours, "Bomb shot yellow by 2 seconds". 0042 hours "Bomb yellow T.L.". 0042:36 hours, "Bomb centre of all yellow T.L. and white". 0044:22 hours, aircraft "I" 405 (later reported missing), reported "everything away". M.C. ordered 7/405 "W's, go home". All the bombing was very concentrated on the T.L.s. Flak was H/P and S/L none at target. Much fighter activity seen. Six aircraft attempted photographs. One Lancaster, 405/T missing. Heard over target at 0044:22 hours "everything away" and M.C. replied "O.K. go home".</p> <p><u>Operational Flying Time:</u> - 22:37 Hours (Night).</p>		A-60
	June 11 1944		<p><u>Weather:</u> Cloudless at first, cloud increasing during morning, breaking to small amounts after dusk. Intermittent light rain from 2000 to 2300 hours. Visibility poor at first, improving to 15 miles. Winds, light S.W. by increasing.</p> <p><u>Flying Training Time:</u> - 2:42 Hours (Day)</p> <p><u>OPERATIONS:</u> - Bombing Attack On "ZOUJI" - Railway Junction * 13 A/C Detailed</p> <p>Ten aircraft successful, dropping 171 x 500 GP TD .025, and 21 x 500 GP LD between 0040:30 and 0048 hours from 7,400 to 1,000 feet. Weather - 10/10 cloud, tops 8,000 feet, with broken cloud in layers down to 1,000 feet. Timing of 6 aircraft was good and of 4 aircraft, not so good. No markers were positively pinpointed but there is good evidence that a cluster of red and yellow T.L.s lay slightly East of A.P. with another cluster of red and yellow T.L.s further East in the Marshalling yards. The M.C. was heard to say "Bomb reds". "Bomb between yellow and reds". "Bomb to port of reds". "Bomb yellow". A moderate number of bombs were seen bursting on and close around the markers, but some bursts and fires were seen to the N. A train was seen partially destroyed in the M.Y. Considerable light flak and 2 searchlights. Three of our aircraft were hit and one aircraft was slightly wounded. One aircraft seen shot down and one combat. Both of home side run over Franco. No claims or damage from the combat. Ten aircraft attempted photographs. Two abortive - markers not clearly seen. 405/W, jettisoned safe 2 x 500 GP LD and 2 x 500 GP TD .025 4820 N 0248 W, and brought back 14 x 500 GP TD .025. 405/P jettisoned safe, 1 x 500 GP LD 4800 N 0211 W, and 1 x 500 GP LD 4959 N 0252 W, and brought back 16 x 500 GP TD .025. One aircraft missing - 405/V, bombless, 16 x 500 GP TD .025 and 2 x 500 GP LD.</p> <p><u>Operational Flying Time:</u> - 60:13 Hours (Night)</p>		A-61
	June 12 1944		<p><u>Weather:</u> Small amounts cloud at first, becoming fair. Good visibility. Winds moderate W.S.W. by veering W.N.W. by, then backing again during evening.</p> <p><u>Flying Training Time:</u> - 7:07 Hours (Day)</p> <p><u>OPERATIONS:</u> - Bombing Attack On "MILERS" - LORDEAN * 8 A/C Detailed</p> <p>Night Lancaster aircraft successful, dropping 136 hooded flares, 16 T.L. yellow, 10 T.L. white and 74 x 500 GP from 0004:12 to 0029:48 hours from 12,000 to 8,000 feet. Weather - clear with no cloud. The first red T.L. at 0004:18 hours was assessed by the M.C. as (70)</p>		A-62

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Ganaden Lodge, Beds.	June 12 1944	(Continued)	<p><u>Operations</u>- (Continued) slightly to North of A.P. and the M.C. marked to A.P. at 0007:28 hours with T.I. yellow and the Main Force was told to bomb T.I. yellow. The Deputy M.B. was ordered to back up the yellow T.I. and Deputy M.B. S.I. overlapped the yellow already down on A.P. All aircraft bombed on M.B. orders. One green T.I. fell at 0006 hours to the South of A.P. on the aerodrome and one red T.I. fell slightly North of M/T 200 yards due west of A.P. Main Force were told to ignore this at 0011 hours. Some T.I. yellow (or white) fell between this red T.I. and the yellow on the A.P. and Main Force were told to ignore these. The only bombing seen was concentrated on the Aiming Point, but as not much bombing was seen it is thought Main Force were late. There was slight H/F and I/F and no S/L. Considerable fighter activity at target and home air. Eight aircraft attempted photographs.</p> <p><u>Operational Flying Times</u>- 22:26 Hours (Night).</p>		A-62
	June 13 1944	Weather	<p>Cloudy with good visibility at first, light rain during morning with cloud base falling to 900 feet. Slight shower during afternoon, cloud lifting and dispersing towards midnight.</p> <p><u>Winds</u> light S.W. veering and strengthening.</p> <p><u>Flying Training Times</u>- 12:47 Hours (Day)</p>		
	June 14 1944	Weather	<p>Very little cloud at first, becoming cloudy with slight showers during the early evening, cloud dispersing after dusk. Good visibility. Winds moderate W.S.W. by evening W.N.W. by night.</p> <p><u>Flying Training Times</u>- 33:35 Hours (Day)</p> <p><u>OPERATIONS</u>- Bombing Attack On "GENERAL - Track Crossings" - 2 A/C Detailed.</p> <p>Eight aircraft successful, dropping 136 hooded flares, 12 T.I. yellow, 10 T.I. white, 56 x 500 GP TB, 2025, 16 x 500 GP TB and 78 x 500 GP between 0050:06 and 0058:21 hours from 12,100 to 6,300 feet. M1 to 10/10 cloud, base 7 to 8,000 feet, and haze below. Air timing was good. Initial illumination slightly South and inadequate over A.P. One red T.I. very slightly North of A.P. went down 0050 hours approximately, followed by a green slightly South and 2 reds slightly North of first red. M.B. identified A.P. and dropped 4 T.I. yellow, which fell on railway tracks 100 to 200 yards S.W. of A.P. M.B. told Main Force to bomb between the red and yellow, then told Deputy M.B. to mark A.P. or back up yellow, and he marked A.P. at 0055:42 hours. W.B.U. dropped 20 T.I. white between red and yellow at 0058:06 hours, and the A.P. was then just a large blob of yellow. No further marking was required and M.B. retained remainder of his yellows and finished by telling Main Force to bomb concentration of yellow. Bombing was scattered at first, and M.B. called Main Force to order, and later bombing was well on the yellows. Slight I/F from the town. Two aircraft seen shot down in target area. One by flak and one by fighter. Fighter flares in target area. Eight aircraft attempted photographs.</p> <p><u>Operational Flying Times</u>- 21:20</p> <p><u>OSHA/INS</u>- Information was today received from Air Ministry, stating that RAF/74017 P/O A.E. Dackow, (Pilot), who was previously reported missing from bombing attack on Haine St. Pierre, 8th May, 1944, is now reclassified prisoner of war at Stalag Luft Three.</p>		A-63
	June 15	Weather	<p>No cloud at first with good visibility, becoming cloudy around dawn, slight rain during evening. Winds light westerly increasing during morning and backing South-westerly towards midnight.</p> <p><u>Flying Training Times</u>- 15:58 Hours (Day)</p> <p><u>OPERATIONS</u>- Bombing Attack On 2 ZENE - Marshalling Yard - 16 Aircraft Detailed.</p> <p>Fourteen bombers in aircraft successful, dropping 288 x 500 G.P. between 00:18 and 0057 hours from 9,000 to 5,500 feet. Weather, route cut, cloudy in layers from 2 to 12,000 (P.F.O.)</p>		A-64

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Gainsden Lodge, Beds.	June 15 1944		<p>OPERATIONS- (Continued)- feet, persisted to target which was clear below 7,000 feet. 0043:00 hours, first red T.L. seen. 0045 hours, 2nd red T.L. and Illumination Flares down. 0048 hours, third red T.L. down. Our timing was fairly good. Several enemy identified bomb-crashing. Marshalling Yard and A.P., and confirm first red T.L.s marked A.P. Second lead fell slightly South. 0049:30 hours, one yellow went down and overcast A.P. by 250 to 300 yards. Deputy assessed this T.L. and at 0049:20 hours, M.C. directed bombing between red and yellow T.L.s. Bombing well concentrated. 7 A/G bombing on red T.L.s. 6 between railway yard T.L.s and one on white and all claim to have bombed on M.C.'s instructions. 0049 and 0053 hours, 2 tank explosions reported by majority of crews. Two aircraft down over target - probably fighters as flak very slight in target area. No claims or damage from combat. Seven aircraft report big explosion off Dunkirk on run in. Believe collision between 2 aircraft. Eleven aircraft attempted photographs. 108 aircraft missing.</p> <p>Operational Flying Time- 24:35 Hours (Night).</p>		A-64
	June 16 1944		<p>Weather- Cloudy, main cloud base 1 to 2,000 feet, with moderate visibility all day. Slight intermittent rain at noon. Cloud clearing towards dusk. Wind Southerly at first, veering to Northwest moderate.</p> <p>Flying Training Time- 5:34 Hours (Day).</p> <p>OPERATIONS- Bombing Attack on "BENSOURCE (Bolton)" 3 Aircraft Detailed</p> <p>Three Lancaster III aircraft successful, dropping 5 x 4,000 HC M.K.1, 16 x 500 GP, between 0124 and 0127:12 hours from 18,000 to 15,000 feet. Weather, 10/10 cloud, tops 10,000 feet with good visibility. The three aircraft were 4 minutes 42 seconds late between them. No markers were down on arrival and one aircraft bombed on H2.S. and 2 on B.R. T.L. red were seen succeeding by one aircraft at 0130 hours approximately. Bombing was very accurate. Bursts were seen up to 15 miles short and also well South of target. Intense Heavy Flak barrage from 15,000 to 20,000 feet. Considerable fighter activity East of 0520 to and from target. Many aircraft seen shot down. But only three recorded. Three aircraft attempted photographs.</p> <p>Operational Flying Time- 22-10:56 Hours (Night)</p>		A-65
	June 17 1944		<p>Weather- Cloud increasing to 10/10, base 1,500 to 3,000 feet. Visibility becoming very good by dawn. Fine all day, with cumulus cloud developing during the morning and dispersing to small puffs by dusk. Wind, N.W. fly moderate to strong and gusty.</p> <p>Flying Training Time- 1:25 Hours (Day).</p> <p>OPERATIONS- Bombing Attack on "GUSEMONT/NEUVILLE-AU-BOIS - Constructional Works" 7 A/G Detailed</p> <p>Seven aircraft successful, dropping 16 x T.L. yellow, 6 x 500 GP T.Inst., 10 x TI White, between 0505:48 and 0512:36 hours from 11,200 to 9,000 feet. Weather, 10/10 cloud, tops 5 to 7,000 feet. Only the glow of T.L.s was seen owing to the cloud and this glow was first reported at 0502:30 hours. The M.C. ordered the illuminators to hold their flares at 0507 hours and told the Main Force to bomb the North side of the glow at 0508 hours. At 0509 hours, Main Force were told to back up centre of red glow and later at 0511 hours to bomb centre of glow. No results were seen. No encounters and no claims. Light flak, slight. Seven aircraft attempted photographs.</p> <p>Operational Flying Time- 17:24 hours (Night).</p>		A-67
	JUNE 16 1944		<p>OPERATIONS- Bombing Attack on "BENSOURCE - Constructional Works" 11 Aircraft Detailed</p> <p>Eleven aircraft successful, dropping 196 x 500 GP between 0055:06 and 0104:21 hours from 12,000 to 10,700 feet. Weather, 10/10 cloud, tops 6 to 10,000 feet. Our timing was very good, except for one aircraft 24 minutes late. Several aircraft saw T.L. reds cascading (FTO)</p>		A-66

OPERATIONS RECORD BOOK

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

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Grandson Lodge, Beds.	June 16 1944		OPERATIONS:- (Optimised) - or burning on the ground on the run-up, but all aircraft found 10/10 cloud over target and bombed the red glow which most aircraft found checked the very closely with H.2.S./Gas. No results observed except reflections of bomb flashes and one aircraft reports reflection of yellow explosions larger than bomb flashes. Slight Heavy Flak. No aircraft seen falling. No fighter activity. Ten aircraft attempted photographs. Operational Flying Time:- 25:22 Hours (Night).		A-66
	June 18 1944		Weather:- 10/10 low stratus coming in soon after midnight, base 1,500 to 2,000 feet and moderate visibility, stratus clearing by noon and cumulus developing. Fine with very good visibility until dusk when 10/10 stratus dispersing during afternoon, cloud clearing to nil by midnight. Flying Training Time:- 18:22 Hours (Day).		
	June 19 1944		Weather:- 10/10 stratus, dispersing during afternoon, cloud clearing to nil by midnight. Very good visibility all day. Wind, N.W.E. 'ly, moderate to strong. Flying Training Time:- 21:31 Hours (Day).		
	June 20 1944		Weather:- Fine at first but 10/10 stratus base 5,000 feet, appearing towards dawn, and remaining for rest of day, base 500 to 1,000 feet. Good visibility. Continuous drizzle commencing towards midnight. Wind, North North Easterly moderate. Flying Training Time:- 22:35 Hours (Day).		
	June 21 1944		Weather:- Continuous drizzle until noon, with 10/10 low stratus base 400 feet to 1,000 feet. Cloud base lifting to 2,000 feet with moderate to good visibility. Wind North North Easterly moderate. Flying Training Time:- Nil. OPERATIONS:- Bombing Attack on "OISEMONE/NEUVILLE-AN-BOIS - Constructional Works (Daylight)" 2 Aircraft Details "A-68" Two aircraft successful, dropping 20 x 500 GP MD, 625, & 1 x 500 GP LD at 1956:30 and 2004:28 hours from 17,000 to 16,000 feet. Weather, 10/10 cloud, tops 4 to 5,000 feet. Master Bomber and Deputy arrived 12 minutes early, with Main Force very close behind and above. No H.L.s or ground detail seen. Master Bomber told Main Force and Deputy to orbit and went down to 7,000 feet, but could still see nothing to drop his T.I.s on, so gave "Gauliflower". M.B. bombed on H2S/Gas on first run over target and Deputy M.B. on H2S after orbiting. A few bursts of Heavy Flak seen after leaving. No enemy aircraft seen, and neither was fighter escort. Two aircraft attempted photographs. Operational Flying Time:- 4:23 Hours (Day).		
	June 22		Weather:- 10/10 stratus clearing by dawn. Some small cumulus forming during the day and clearing towards dusk. Good visibility. Wind moderate North Easterly. Flying Training Time:- 25:05 Hours (Day).		
	June 23 1944		Weather:- 10/10 stratus base falling to 400 feet by 0900 hours when drizzle commenced. Cloud base rising and cloud clearing by dusk. Moderate to good visibility all day except in drizzle when it fell to 3,000 yards. Wind N.W.E. 'ly moderate falling light. Flying Training Time:- 2:18 Hours (Day) OPERATIONS:- Bombing Attack on "OISEMONE - Constructional Works" "7 A/C Detailed." Seven aircraft successful, dropping 70 x 1,000 MG, 14 x 1,000 GP MD and 14 x 500 GP LD from 0200:30 to 0206 hours from 14,300 to 11,000 feet, in weather 9/10 to 10/10 cloud. (P.F.F.)		A-69

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Grandson Lodge, Beds.	June 23 1944		<u>OPERATIONS</u> :- (Continued)- First marking seen at 0054 hours -- red T.I.s ascending. These were well and continuously backed up. At 0056 hours, M.B. heard to say "Tucky Strike". Six aircraft bombed on red T.I.s on the glow from same, checked by Gee, and one aircraft bombed on Gee. Most bombing was around the markers, but some was overshooting to the South of A.F. No ground detail seen. Defences -- slight heavy flak bursting at 8,000 feet and some light flak at 15,000 feet. No searchlights. Some fighter activity seen off Dunkerque and one aircraft seen shot down in that area. Seven aircraft attempted photos. <u>Operational Flying Time</u> :- 12:58 Hours (Night).		A-69
		June 24 1944	<u>Weather</u> :- No low cloud at first, and only very small amounts of medium cloud. Cloud clearing to nil by midday. Small amounts of cumulus building up during the afternoon. Fine all day with moderate visibility. Wind W.N.W. very light backing gradually to South West moderate. <u>Flying Training Time</u> :- 13:45 Hours (Day). <u>OPERATIONS</u> :- <u>Bombing Attack On "BONNEFOY - Constructional Works" (Day-Light Attack)</u> <u>2 Aircraft Detailed</u> The aircraft successful, dropping 20 T.I. yellow, 16 x 500 GP TD .025 at 1658 and 1702:24 hours from 14,000 to 12,500 feet. Weather, no cloud with slight haze. The Master Bomber and Deputy Master Bomber approached in formation and saw T.I. red cascade at 1657 and 1658:50 hours. One was about 1,750 yards West of the A.F. and the other about 2,000 yards W.N.W. The Master Bomber identified the A.F. visually and dropped his T.I.s and bombs on his first run at 1657 hours 2 to 300 yards South West of the A.F. He then told the Deputy M.B. to go forward and mark the A.F. and told the Main Force to bomb the reds with one second overshoot. The first few sticks undershot to the North West and M.B. told Main Force to bomb to port of reds. The A.F. was then quickly covered with a heavy concentration of bombs. When the Deputy M.B. arrived, to mark and bomb at 1702:24 hours, he found a cloud of smoke, which he judged by adjacent ground detail to be right over the target. Bombing continued to be very concentrated and accurate and both M.B. and Deputy M.B. are certain it was an entirely successful raid. No enemy fighters seen. Slight heavy flak from points a few miles South East of the target. Both aircraft attempted photographs. <u>Operational Flying Time</u> :- 4:13 Hours (Day). <u>OPERATIONS</u> :- <u>Bombing Attack On "MIDDE STRAETE - Constructional Works" 11 A/C Detailed</u> Fourteen aircraft successful, dropping 256 x 500 GP from 0125:32 to 0130:59 hours from 14,800 to 12,900 feet. Weather - no cloud, slight haze and good visibility. Our timing was good. First red fell at 0121 hours and was the most accurate, as checked by Gee. Other reds followed forming a line at right angles to the track, North East - South West. There were two T.I.s together in the centre including the first one, with 2 others together two to three miles to Starboard and one about 1 1/2 miles to port. All 11 of our aircraft but 3 bombed the centre T.I.s which checked very well with Gee, and appeared to collect most of the bombing. Very slight light flak and heavy flak. Fourteen aircraft attempted photographs. <u>Operational Flying Time</u> :- 25:58 Hours (Night)		A-70
	June 25 1944	<u>Weather</u> :- Small amounts of low cloud with increasing medium, hazy all day with about 5/10 low cloud at 2 to 3,000 feet and 10/10 medium, and rain commencing at about 2100 hours and becoming continuous. Moderate to poor visibility. Wind moderate S.S.W. by. <u>Flying Training Time</u> :- 4:45 Hours (Day).		A-71	

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
Gransden Lodge, Beds.	June 26 1944		<p>Weather: Slight rain on and off all day, with varying amounts of low cloud at 1,000 to 2,000 feet and 10/10 medium cloud above. Visibility mainly about 3 miles.</p> <p>Flying Training Time: 2 1/2 Hours (Day).</p> <p>HONOURS AND AWARDS: The following members of this Squadron have received awards as shown opposite their names (non-immediate).</p> <p>GAN/J.22484 P/L Roston W.D., "D.F.C." GAN/J.85245 P/O Hirschfeld G.D., "D.F.C." GAN/J.85253 P/O Kentis A.B., "D.F.C." GAN/J.27172 P/L Shoarer H.M., "D.F.C." GAN/J.16125 P/L Duff F.R.N., "D.F.C."</p>	
		June 27 1944	<p>Weather: Continuous rain until dawn. 10/10 cloud with patches down to 300 feet, clearing by 0900 hours. Cumulus and cirrus-mass developing during the morning. Base 3,000 feet, falling to 2,000 feet during a thunder storm at about 1300 hours. There was a further shower during afternoon, then cloud cleared to small amounts by midnight. Visibility poor at first becoming good.</p> <p>Flying Training Time: 3 1/2 Hours (Day).</p> <p>OPERATIONS: Bombing Attack On "ONSDOWN/NEUVILLE-AL-BOIS - Constructional Works" 13 A/C Detailed. A-72</p> <p>Thirteen aircraft successfully dropping 208 x 500 GP and 26 x 500 GP LD between 0128:56 hours and 0135:54 hours from 14,500 to 12,100 feet. Weather - patches of cloud, nil to 7/10 over target. The first red T.I. was reported at 0126:30 hours and one aircraft reported this as being on the A.P. One red fell 1/2 mile to N.E. and one red 1/2 mile to South. The first green T.I. was at 0131:05 hours centring the red T.I.s. The bombing appeared concentrated and all aircraft bombed T.I. red. Two aircraft came over target, met approximately 15 A/I generally ineffective. Some S/E fighter activity near target. 13 aircraft attempted photos.</p> <p>Operational Flying Time: 30:58 Hours (Night).</p> <p>OPERATIONS: Bombing Attack On "WIKERONS - Constructional Works" 2 A/C Detailed. A-73</p> <p>Two aircraft successful, dropping 8 T.I. green, 16 x 500 GP LD .025 and 4 x 500 GP LD from 02:07 to 02:08:12 hours from 14,000 to 13,700 feet, in clear weather and good visibility. First marking - three red T.I.s in line, seen at 02:05:50 hours and these were assessed as being 1 1/2 miles between the outside markers. One aircraft retained green T.I.s as the marking was so scattered although the centre red checked with Gee. He dropped his bombs by visual identification of the quarry (A.P.) by the light of photo flashers. The other aircraft identified the centre red T.I. as being in the quarry and so backed it up with his greens at 02:08:12 hours. These fell a few yards S.E. of the reds. Bombing was around all three red markers. Defences - one or two heavy flak bursts seen at 7,000 feet. Two searchlights. No fighter activity and no claims. One aircraft attempted photograph.</p> <p>Operational Flying Time: 3:19 Hours (Night).</p>	
	June 28 1944		<p>Weather: Fine at first, becoming cloudy towards dawn with rain beginning early in the morning and continuing throughout the day. Cloud base at 1,000 feet and occasionally below.</p> <p>Visibility mainly good apart from rain and wind strong Southerly.</p> <p>Flying Training Time: 1:24 Hours (Day).</p> <p>OPERATIONS: Bombing Attack On "METZ - Marshalling Yard" 14 A/C Detailed.</p> <p>Thirteen aircraft successfully dropping 26 T.I. red, 20 T.I. green, 104 hooded flares and 86 x 1,000 MG between 0123:12 and 0135:45 hours from 12,300 to 7,500 feet. No cloud with good visibility. Illuminators' timing was good. Early flares were off target to S.W., but (P.F.F.)</p>	

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Ganders Lodge, Beds.	June 28 1944		<p>OPERATIONS:- (Continued)- the Marshalling Yard was well lit by 0125 hours. M.B. arrived at 0124 hours, and made a dummy run and called on Deputy M.B. to mark A/Fs and also called for more flares. Deputy M.B. dropped T.L. red at 0125:36 hours. One cluster fell about 200 yards North-east of the A/F and 2 to 3 others were scattered about 100 yards further East. M.B. told Main Force to undershoot reds by 100 yards. At 0127:30 hours, M.B. dropped T.L. reds between the Eastern edge of M/F and the Deputy M.B. reds and called on recontrurs to R/F 100 yards short of reds. One lead greens went on the reds and one lead slightly overshoot. M.B. repeated instructions to Main Force to bomb 100 yards short of reds and later told Main Force to bomb 100 yards short of reds and later told Main Force to bomb the centre of the concentration of T.L.s. Bombing was concentrated and on the markers, except for several sticks West and Southwest of the M/F in corridor stages. Slight heavy flak at target. Considerable fighter activity from 05:30 E and 04:20 E outward. One combat - 405/T - claims 1 FW190 destroyed, thirteen aircraft attempted photographs. One aircraft missing.</p> <p>Operational Flying Time:- 67:45 Hours (Night).</p>		A-74
	June 29 1944		<p>Weather:- Cloudy all day. 10/10 low cloud cover at first. Base slowly lifting to 2, to 3,000 feet during the afternoon with some small breaks occurring later. One slight shower after midday and rain commencing again towards midnight. Visibility good. Wind moderate Southwesterly falling light and variable, after dusk.</p> <p>Flying Training Time:- Nil</p>		
	June 30 1944		<p>Weather:- Much multi-layer cloud and some light rain during the hours of darkness. Visibility falling almost to fog limits in the hour before dawn. Clouds lifting and breaking slowly during the morning to about half cover in the afternoon. Upper cloud spreading over the area again during the evening with a resumption of rain towards midnight. Visibility improving during daylight to very good. Wind, light to moderate southwesterly.</p> <p>Flying Training Time:- 14:58 Hours (Day).</p> <p>OPERATIONS:- Bombing Attack On "VILLERS BOCCHE" 10 A/G Detailed. Ten aircraft successful, dropping 58 x 500 GP, 1 x 500 GP and 88 x 1,000 American (A & M.6), from 1958 to 2005 hours from 13,400 to 4,000 feet. Weather - clear with patches of cloud moving in at approximately 3,000 feet below at 2005 hours. 5/10 stratus cumulus above at 13,000 feet. The M.B. ordered "Baseline 4" at 1950 hours and two aircraft descended to approximately 4,000 feet, although it was clear over the target, and all aircraft were able to identify the target area normally. Red T.L.s were seen cascading at 1958 hours, just North of A.F. (approximately 200 yards). The T.L.s were quickly obscured by smoke and after orders from the M.B. at 1958:40 hours, to bomb red T.L.s with one second overshoot, M.B. switched to green, then "ignore green" and at 1958 hours, to "starboard edge of smoke". The whole A/F was covered by a terrific concentration of bombing. One stick slightly to North of A.F. caused a large explosion at approximately 2002 hours. All aircraft received moderate light flak on target, some heavy flak at 15,000 feet, all died down early, but continued on outskirts 2 to 3 miles from target. Two or three aircraft shot down by flak at 4,000 and 10,000 feet.</p> <p>Operational Flying Time:- 25:50 Hours (Night).</p>		A-75

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OPERATIONS RECORD BOOK

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

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Gransden Lodge, Beds.	June 30 1944		<p>AIRCRAFT STRENGTH OF NO. 405 R.C.A.F. SQUADRON AS AT 30TH JUNE, 1944.</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td>Lanester III</td> <td style="text-align: right;">9</td> <td></td> </tr> <tr> <td>Lanester III (Special)</td> <td style="text-align: right;">12</td> <td></td> </tr> <tr> <td>Lanester VI (Special)</td> <td style="text-align: right;">2</td> <td></td> </tr> <tr> <td></td> <td style="text-align: right;">TOTAL:-</td> <td style="text-align: right;">23</td> </tr> </table> <p>NO. 405 R.C.A.F. SQUADRON GENERAL STATE OF HEALTH FOR MONTH ENDING 30TH JUNE, 1944.</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td>Admissions to S.S.Q. Gransden.....</td> <td style="text-align: right;">7</td> </tr> <tr> <td>Admissions to Other Hospitals.....</td> <td style="text-align: right;">2</td> </tr> <tr> <td>General Disease.....</td> <td style="text-align: right;">2</td> </tr> <tr> <td>Other Infections.....</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Cycling Accidents.....</td> <td style="text-align: right;">3</td> </tr> <tr> <td>Other Accidents.....</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Prostbits.....</td> <td style="text-align: right;">NIL</td> </tr> <tr> <td>Deaths.....</td> <td style="text-align: right;">NIL</td> </tr> </table> <p>NUMERICAL STRENGTH OF NO. 405 R.C.A.F. SQUADRON AS AT 30TH JUNE, 1944.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">AIRCRAFT</th> <th colspan="2">OTHER PERSONNEL</th> <th colspan="2">R.A.F.</th> <th colspan="2">ARMY</th> <th rowspan="2">TOTAL</th> </tr> <tr> <th>Officers</th> <th>Other</th> <th>Officers</th> <th>Other</th> <th>Officers</th> <th>Other</th> <th>Officers</th> <th>Other</th> </tr> <tr> <th></th> <th>Ranks</th> <th>Ranks</th> <th>Ranks</th> <th>Ranks</th> <th>Ranks</th> <th>Ranks</th> <th>Ranks</th> <th>Ranks</th> <th></th> </tr> </thead> <tbody> <tr> <td>United Kingdom</td> <td style="text-align: right;">21</td> <td style="text-align: right;">41</td> <td></td> <td style="text-align: right;">20</td> <td></td> <td style="text-align: right;">6</td> <td></td> <td></td> <td style="text-align: right;">88</td> </tr> <tr> <td>Australia</td> <td style="text-align: right;">1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: right;">1</td> </tr> <tr> <td>Canada</td> <td style="text-align: right;">67</td> <td style="text-align: right;">40</td> <td style="text-align: right;">3</td> <td style="text-align: right;">266</td> <td></td> <td></td> <td style="text-align: right;">1</td> <td style="text-align: right;">2</td> <td style="text-align: right;">339</td> </tr> <tr> <td>New Zealand</td> <td style="text-align: right;">1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: right;">1</td> </tr> <tr> <td>Cyprus</td> <td></td> <td style="text-align: right;">1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: right;">1</td> </tr> <tr> <td>Rhodesia</td> <td style="text-align: right;">1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: right;">1</td> </tr> <tr> <td>United States</td> <td style="text-align: right;">1</td> <td style="text-align: right;">1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: right;">2</td> </tr> <tr> <td></td> <td style="text-align: right;">92</td> <td style="text-align: right;">85</td> <td style="text-align: right;">3</td> <td style="text-align: right;">286</td> <td style="text-align: right;">6</td> <td style="text-align: right;">1</td> <td style="text-align: right;">2</td> <td></td> <td style="text-align: right;">475</td> </tr> </tbody> </table> <p> TOTAL NUMBER OF OPERATIONAL SORTIES FOR MONTH OF JUNE, 1944. 181 TOTAL NUMBER OF AIRCRAFT EXPENDED "KINGS" FOR MONTH OF JUNE, 1944. 6 TOTAL NUMBER OF OPERATIONAL HOURS FLOWN FOR MONTH OF JUNE, 1944. 519:40 (Day & Night) TOTAL NUMBER OF NON-OPERATIONAL HOURS FLOWN FOR MONTH OF JUNE, 1944. 264:54 (Day & Night) </p>	Lanester III	9		Lanester III (Special)	12		Lanester VI (Special)	2			TOTAL:-	23	Admissions to S.S.Q. Gransden.....	7	Admissions to Other Hospitals.....	2	General Disease.....	2	Other Infections.....	10	Cycling Accidents.....	3	Other Accidents.....	10	Prostbits.....	NIL	Deaths.....	NIL		AIRCRAFT		OTHER PERSONNEL		R.A.F.		ARMY		TOTAL	Officers	Other	Officers	Other	Officers	Other	Officers	Other		Ranks	Ranks	Ranks	Ranks	Ranks	Ranks	Ranks	Ranks		United Kingdom	21	41		20		6			88	Australia	1								1	Canada	67	40	3	266			1	2	339	New Zealand	1								1	Cyprus		1							1	Rhodesia	1								1	United States	1	1							2		92	85	3	286	6	1	2		475		
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