

*Compiling Officer A. Stevenson*

RAF Form 540

See instructions for use of this form in KR and ACJ, para 2369 and War Manual Pt. II, chapter XX, and notes in RAF Pocket Book.

**OPERATIONS RECORD BOOK**

Page No. One

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
R.A.F. Station, Gransden Lodge, Bedfordshire.	1-8-44		<p><b>Weather:-</b> Cloudy at first, becoming foggy towards dawn, cloud lifting and visibility improving to 10 miles during morning, and cloud dispersing during afternoon and evening to small amounts, but becoming overcast again at midnight. Slight drizzle during morning. Light Northeasterly wind all day.</p> <p><b>Flying Training Time:-</b> 17:14 Hours (Day)</p> <p><b>OPERATIONS:-</b> "BULLE CROIX 1285 BOMBERS" 2 Aircraft Detailed.</p> <p>Two abortive sorties and both aircraft brought back all bombs. Both aircraft flew above unbroken cloud from inside English Coast, and approaching target found 10/10 cloud, tops 4,000 feet. No T.L.s seen. Master Bomber went down to 5,000 feet and gave Sultana (Abandon Mission) at 2024:50 hours. Moderate heavy T.I.A. in restricted concentrations from St. Omer area.</p> <p><b>Operational Flying Time:-</b> 3:16 Hours (Night)</p> <p><b>CASUALTIES:-</b> Information was today received from Air Ministry, quoting German information that the following members of this Squadron who were reported missing from bombing attack on Lens, 15th/26th June, 1944, are now reclassified missing believed killed: CAN/R.123750 SGT G.E. Roberts, CAN/R.163427 P/S W.D. Huff, CAN/R.91123 SGT W.A. Morrill.</p> <p>Also, CAN/J.85093 P/O P.C. Davies, who was reported missing from bombing attack on Aschen West Marshalling Yard, 24th/25th May, 1944, now captured, reclassified Prisoner of War.</p> <p>Also, CAN/J.86023 P/O D.E. Malcombe, who was reported missing from bombing attack on Tours, 11th/12th June, 1944, now captured (wounded), reclassified Prisoner of War.</p> <p>Also, CAN/J.86072 P/O E.W. Stringman, who was reported missing from bombing attack on Metz, 28th/29th June, 1944, now captured, reclassified Prisoner of War.</p>		A-109
	2-8-44		<p><b>Weather:-</b> Cloudy all day, but dispersing slightly, with slight drizzle during morning. Visibility heavy during morning but improving to 8 to 10 miles during afternoon and evening. Light East-Northeasterly wind at first, but becoming 10 to 15 knots during afternoon and evening.</p> <p><b>Flying Training Time:-</b> 1:35 Hours (Day)</p>		
	3-8-44		<p><b>Weather:-</b> Cloudy all day but dispersing to small amounts during evening. Visibility good all day, but fog forming at midnight. Slight drizzle during early hours of morning. Wind East-Northeast, 10 knots falling light at 10 o'clock but becoming stronger again at midnight.</p> <p><b>Flying Training Time:-</b> 1:10 Hours (Day)</p> <p><b>OPERATIONS:-</b> "LEIS ADAM BOMB" 8 Aircraft Detailed. (Day/Night)</p> <p>Eight aircraft successful AT, dropping 44 x 1,000 MG, 12 x 1,000 AM 65, 23 x 500 GP. LD, 8 x 500 AM 64, between 14:00:24 and 14:08:18 hours from 15,000 to 13,000 feet in weather 2/10 to 5/10 cumulus cloud in locality but target was clear and visibility good. At 1357 hours, M.B. first said "Undershoot reds by 100 yards", but our first arrival at 14:00:26 hours, saw no T.L.s. The target was quickly covered with smoke and Master Bomber's later orders were "Bomb 100 yards short of smoke", "Bomb centre of smoke", and "Overshoot the smoke". Six aircraft bombed centre of smoke and two bombed identified buildings in woods. Bombing was all within the target area apart from a few sticks which undershot, and was mainly concentrated close around the A.P. One aircraft saw yellows cascading on approach, and at 14:05 hours, red T.L.s seen burning in centre of smoke, when aircraft right overhead. Two aircraft hit. One aircraft came back on three engines. One believed to have sighted a dinghy. All aircraft attempted photographs.</p> <p><b>Operational Flying Time:-</b> 2:49 Hours (Day)</p>		A-110  C.W.P.

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
R.A.F. Station, Granden Lodge, Bedfordshire.	3-8-44		<p><b>OPERATIONS:-</b> "FOREST DE NIMPEE (C)" 3 Aircraft Detailed (Daylight)</p> <p>Three aircraft successful 'A', dropping 16 T.I. Yellow, 18 x 1,000 MC TD .025 between 2006:30 and 2009:15 hours from 15,000 to 14,000 feet. There was 4/10 to 7/10 cloud at target, tops 6 to 8,000 feet. The Master Bomber, at 2002 hours, ordered "Bomb T.I. Yellow". All three aircraft identified the target area and two the actual aiming point. Aircraft 405/V at 2006:30 hours, dropped T.I. Yellow on A.P. and Master Bomber ordered Main Force to bomb these. At 2008:12 hours, aircraft 405/D who was baulked by cloud on first run, found the Aiming Point covered by smoke and some cloud obstruction and did not drop his T.I. Yellow. At 2009:15 hours, aircraft 405/T could only pick up smoke trails of T.I. Yellow in the bombing concentration, and bombed these. He reported some bombing 3 or 4 miles North on Bois des Haut Rues, but to T.I.s there. Apart from this, the bombing was very concentrated with only a few sticks astray 600 yards to North of Aiming Point. Defences - 4 or 5 bursts of flak only 10 to 12,000 feet. All aircraft attempted photographs and returned to base.</p> <p>Operational Flying Time: 6:12 Hours (Day)</p> <p><b>CASUALTIES:-</b> Information was today received from Air Ministry, quoting German information, that RAF/52654, P/O S.A. Walker, who was reported missing from bombing attack on Aachen West Marshalling Yard, 24th/25th May, 1944, now captured, reclassified Prisoner of War.</p>		A-111
	4-8-44		<p><b>Weather:-</b> Foggy, with intermittent slight drizzle until 11 o'clock, when fog cleared and visibility improved to 7 miles. Small amounts of cloud till midnight. Wind, North-Northeasterly, 10 knots.</p> <p>Flying Training Time: 2:53 Hours (Day)</p> <p><b>OPERATIONS:-</b> "LE HAÏR ADAM DUNE" 3 Aircraft Detailed (Daylight)</p> <p>Five aircraft successful 'A', dropping 24 T.I. Yellow, 29 x 1,000 MC, 6 x 1,000 ANM .55, 5 x 1,000 ANM 59, 5 x 500 ANM 64, and 2 x 500 GP TD (6 hours delay), from 1257:54 to 1300:06 hours, from 15,000 to 14,000 feet, in weather 1/10 to 3/10 cumulus cloud, tops to 4,000 feet. On arrival at 1256 hours, Master Bomber found T.I. reds covering an area which included Aiming Point and extended 4 to 500 yards to Southwest. Master Bomber aimed Yellows at the Aiming Point at 1257:54 hours and Deputy Master Bomber did the same at 1258:06 hours. Target then clouded over until 1300 hours when Yellows were seen right on Aiming Point, with one Yellow in North-Northeast corner of target area. Main Force were warned off the latter and it was not bombed. Bombers' 1st Yellows later went 50 to 100 yards to Northeast of Aiming Point and Master Bomber told Main Force to overshoot these Yellows by 100 yards. Bombing was so concentrated on the Aiming Point that Master Bomber gave orders for later arrivals to bomb well up into smoke. At 1311 hours, large explosion with depressive mushroom of smoke from centre of target area. Flak - slight to moderate predicted. One aircraft slightly damaged. Main Force disregarded flak and went right in and did an excellent job. All aircraft attempted photographs and landed bases.</p> <p>Operational Flying Time: 14:18 Hours (Day)</p> <p><b>OPERATIONS:-</b> "THOOSY/ST. MAXIMEN DUNE" 11 Aircraft Detailed (Daylight)</p> <p>Eleven aircraft successful 'A', dropping 115 x 1,000 MC TD .025, 6 x 1,000 ANM 65, TD .025, 26 x 500 ANM 64 TD .025, 14 x 500 GP TD, 4 x 500 GP LD and 4 x 500 MC TD .025 from 1313:36 to 1328:48 hours from 15,700 to 14,400 feet, in scattered cumulus cloud 1 to 5/10, tops estimated at 5 to 10,000 feet. All aircraft heard the instructions of the Master Bomber from 1313 hours to "Bomb and III". Seven aircraft heard the instructions of the Master Bomber from 1313 hours to "Bomb and III". The other two aircraft bombed red T.I.s and 2 aircraft bombed the smoke concentration. The other two aircraft saw that the red T.I. were 400 yards N.N.W. of the Aiming Point and bombed the A.P. visually. The A.P. was identified by eight Bomb Aimers. The centre of the concentrated bombing was approximately 400 yards West of the A.P. near the railway. One yellow T.I. was reported cascading at 1312:30 hours 2,000 yards W.S.W. of the A.P. and this was over</p>		A-112
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OPERATIONS RECORD BOOK

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

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Gransden Lodge, Bedfordshire.	4-8-44		<p><b>OPERATIONS:-</b> * FROST/ST. MAXIMIN DUMP * (Continued)                      was the only T.I. astray. The flak was moderate in barrage form at the release point. Two aircraft were hit, and 405/C had the Engineer slightly wounded in the knee, and hydraulics hit. One aircraft was seen falling near French Coast on way home. All aircraft attempted photographs and landed base.</p>		A-113
	5-8-44		<p><b>Operational Flying Time:-</b> 34:26 Hours (Day)  <b>Weather:-</b> Cloudy all morning but dispersing to small amounts during afternoon and evening. Visibility good all day. Wind Northeasterly, 10 Knots.  <b>Flying Training Time:-</b> 4:18 Hours (Day)  <b>OPERATIONS:-</b> * BORDOUX-BASSIN *                      8 Aircraft Detailed (Daylight)                      Eight aircraft successful 'A', dropping 32 T.I. Yellow, 47 x 1,000 MG., 16 x 500 AIM 64, from 1855:54 to 190:18 hours from 6,200 to 3,500 feet. Weather - layers of cumulus nimbus cloud from 18,000 down to 2,000 feet lay close to target with fingers of cloud drifting across. At 1846:30 hours, Master Bomber gave Basement 15,000 feet, but on closer approach was forced down and gave Basement successively as 12,000, 8,000 and finally 5,000 feet at 1857:30 hours. 1855 hours, Master Bomber said "Forget timing". Deputy Master Bomber dropped T.I. Yellow in centre of target at 1855:54 hours from 6,000 feet and immediately ran into cloud. Master Bomber was close behind him and also ran into cloud, so orbited and dropped Yellow T.I. at 1858:30 hours from 4,800 feet. At 1859 hours, Master Bomber told Main Force to make dummy runs if necessary. His Yellows and others dropped by one Backer Up drifted South while cascading and lay in Southern edge of target. The Yellows dropped by the other Backer Up went right in centre of target. All T.I.s were largely ineffective owing to fires and smoke, but were not needed for the same reason. Bombing was very good. About 6 sticks went in the river and one or two on the opposite bank. The rest went right in the target, from which there was a succession of big oil explosions. 1905:30 hours, Master Bomber said "Ain at fire" which was in centre of target. Towards the end the target was covered with smoke and apparently devastated except for a few buildings in the Northeast corner. Master Bomber told late arrivals to bomb these buildings and the last aircraft on did a Dummy Run. Master Bomber left target at 1907 hours. One Pilot (believed Australian) gave such back-chat from H-12 and thereby interfered with the Master Bomber's bombing run and broadcasting. Slight heavy flak and light flak from positions on West bank of river and N.E. of target. Moderate heavy flak from Bordeaux area, mostly short. Two aircraft slightly damaged. All attempted photographs and landed base.  <b>Operational Flying Time:-</b> 59:57 Hours (Day)</p>		A-114
			<p><b>OPERATIONS:-</b> * BORDOUX-BASSIN II *                      4 Aircraft Detailed (Daylight)                      One aircraft successful 'A', (405/H), dropping 12 x 1,000 MG and 4 x 500 GP. LD., at 2006:06 hours from 17,400 feet in 10/10 cloud. Three aircraft abortive: 405/B jettisoned 4 x 1,000 MG. at 5015 N. 0112 E. at 2007:18 hours from 14,000 feet. 405/H jettisoned 4 x 500 GP. LD. at 5030 N. 0112 E. at 2005:30 hours from 16,000 feet. 405/C jettisoned 4 x 500 GP. LD. at 5030 N. 0120 E. at 2016 hours from 15,000 feet. Aircraft 405/H reports that at 2002 hours, the formation split up when run in to 10/10 cumulus nimbus cloud which caused icing. Roar of formation turned off and 'M' began turning and coming into a clear patch saw smoke puff from Bonquito's which was immediately ahead. 'M' swung back into line and dropped his bombs. Saw three aircraft dropping bombs approximately 1,000 yards behind. Other three aircraft way formation was very scattered and was lost when trying to de-ice. No defences. One aircraft attempted photograph. All returned to base.  <b>Operational Flying Time:-</b> 12:16 Hours (Day).</p>		A-115

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.A.F. Station, Gransden Lodge, Bedfordshire.	6-8-44		<p><b>Weather:</b> Cloudy all morning but dispersing to small amounts during afternoon and evening. Visibility slight haze at first but improving to 10 to 15 miles after dawn. Wind North-Northeasterly, 10 Knots, falling light near midnight.</p> <p><b>Flying Training Time:</b> 24:39 Hours (Day)</p>		
	7-8-44		<p><b>Weather:</b> Foggy with intermittent slight drizzle at first, but fog lifting and visibility improving to 10 miles. No cloud. Wind light North-Northeasterly.</p> <p><b>Flying Training Time:</b> 18:58 Hours (Day)</p> <p><b>OPERATIONS:</b> - TOTALISE A/P 3 * 2 Aircraft Detailed</p> <p>Two aircraft abortive, both bringing back all T.L.s and bombs. Weather, hazy and no cloud. One cluster of green T.L.s fell at 2257:30 hours and a second at 2259:30 hours when Master Bomber said "Bomb the concentration of Green T.L.s". At 2302 hours, Master Bomber said bombing was undershooting and called on Visual Backers' Up to back up the green T.L.s. There was no backing up. Presumed V.B.U.'s were late. At 2305:30 hours, Master Bomber called to abandon mission and hold bombs. One or two sticks were seen to burst after this. There were very few Star Shells. No searchlights, and no Bofors firing but our own artillery seemed to be hitting the Green T.L.s. Defences nil. No photographs attempted, and all our aircraft landed back to base.</p> <p><b>Operational Flying Time:</b> 5:04 Hours (Night)</p> <p><b>OPERATIONS:</b> - TOTALISE A/P 6 * 12 Aircraft Detailed</p> <p>Twelve aircraft successful 'A', dropping 24 T.L. red, 12 x 1,000 MG. T.Inst., and 40 x 500 MG. S.Bomb., from 2349:40 to 2359:48 hours from 8,500 to 8,000 feet. Weather, clear over target with visibility four miles. All aircraft report position of red T.L.s accurate, which checked up well with Gee and opportunity excellent throughout attack from 2355 to 2348 hours. On Master Bomber's instructions, eight bombed centre of concentration of reds and at 2346 hours, he changed his instructions to "Bomb port and South of red T.L.s" and other four aircraft bombed as directed. Mosquito Yellow T.L.s were reported 2 or 3 miles East of reds, seen at 2355 hours. At 2341 hours, searchlights appeared horizontally pointing South. Star Shells fired by artillery exploded over red T.L.s and illuminated T.L.s which at beginning of attack appeared to disappear into ground haze. Bombing was well concentrated on compact group of red T.L.s which covered area estimated 2 or 300 yards circles. On several occasions bombs blew gaps in the circle. No combats. Five aircraft reported shot from target homewards. Twelve aircraft attempted photographs and returned to base.</p> <p><b>Operational Flying Time:</b> 30:46 Hours (Night)</p>		A-116
	8-8-44		<p><b>Weather:</b> Foggy at first, becoming fine but fairly cloudy during afternoon and evening. Wind light variable but mainly Southerly. Visibility fairly hazy all day.</p> <p><b>Flying Training Time:</b> 12:43 Hours (Day)</p> <p><b>OPERATIONS:</b> - FORST DE LUCHEUX * 15 Aircraft Detailed.</p> <p>Fifteen aircraft successful 'A', dropping 16 T.L. green, 24 T.L. Yellow, 200 Hooded Flares, 59 x 1,000 MG., and 46 x 1,000 ANM 65 from 2343 to 2352:30 hours from 14,000 to 9,600 feet. Weather, no cloud, slight haze and good visibility. Mosquito reds were on time and exceptionally concentrated, and about 100 yards E. or N.E. of Aiming Point. All illuminators but one were on time and the target was very well illuminated. Two reserve illuminators dropped flares without orders. Deputy Master Bomber dropped greens on A.P. at 2346:24 hours from 9,000 feet and the Master Bomber dropped greens slightly N. of A.P. at 2350:28 hours from 14,000 feet. Visual Backers' Up Yellows were dropped at 2348:48 hours, 2351:48 hours and 2352:30 hours, but were quickly lost among fires and smoke. Bombing was very concentrated and there were numerous explosions from ammunition and petrol, and many fires and much smoke followed. Slight light and heavy flak. One Lancaster seen to fall in flames, about five miles North of target. ...over</p>		A-117
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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
R.A.F. Station, Granden Lodge, Bedfordshire.	8-8-44		<p><b>OPERATIONS:-</b> " <u>FORET DE LUCHEUX</u> " (Continued)                      One two-engine aircraft, possibly ME.410, also fell in flames in target area. All attempted photographs and returned to base.                      Operational Flying Time:- 42:32 Hours (Night).</p>		A-118
	9-8-44		<p><b>Weather:-</b> Cloudless at first, but becoming cloudy during afternoon and evening. Visibility mist during early morning but improving to 15 to 20 miles. Wind light Westerly becoming stronger during the afternoon.  <b>Flying Training Time:-</b> 15:05 Hours (Day) - 2:12 Hours (Night)  <b>OPERATIONS:-</b> " <u>COLONVILLE</u> " - Constructional Works " 2 Aircraft Detailed (Daylight)                      Two aircraft successful 'A', dropping 8 T.I. Yellow, 8 x 1,000 ANM 44 and 4 x 1,000 ANM 65 at 2112:06 and 2112:54 hours from 15,000 and 14,500 feet. Weather, no cloud and good visibility. Mosquito's reds were well concentrated but lay 2 or 300 yards E. of Aiming Point. The Deputy Master Bomber identified Aiming Point and his Yellows cascaded over it, but drifted East and partly overlapped the reds. Master Bomber told Main Force repeatedly to undershoot the reds, but their bombing was mostly on and overshooting the reds, and was generally scattered. Master Bomber retained his Yellows. Moderate heavy flak from positions East and North of target. Both aircraft attempted photographs and returned to base.                      Operational Flying Time:- 4:15 Hours (Day)  <b>OPERATIONS:-</b> " <u>FORET DE LUCHEUX</u> " - Constructional Works " 2 Aircraft Detailed                      Two aircraft successful 'A', dropping 15 T.I. Green, 8 x 1,000 ANM 44 and 4 x 1,000 ANM 65 at 2353:24 and 2355:07 hours from 11,000 and 12,000 feet. Weather, no cloud and good visibility. Five Mosquito reds were in a circle about 200 yards diameter lying partly on the Aiming Point and partly to the E. of it. Master Bomber identified A.P. by photo flashes. Master Bomber dropped his greens inside the reds and the Deputy Master Bomber dropped his greens slightly further East but still on the reds. Master Bomber told Main Force to bomb the centre of the reds and later when the reds and his own greens were fading, said to undershoot the Deputy's greens by 100 yards. Main Force bombing was very scattered, only four sticks seen on the T.I.s. No defences. Both aircraft attempted photographs and returned to base.                      Operational Flying Time:- 3:33 Hours (Night)</p>		A-119
	10-8-44		<p><b>Weather:-</b> Fairly cloudy all day, but becoming cloudless towards midnight. Visibility good. Wind fairly strong, West-Southwesterly.  <b>Flying Training Time:-</b> 12:30 Hours (Day).  <b>OPERATIONS:-</b> " <u>LA HALLE</u> A/P 'B' " " 10 Aircraft Detailed                      Ten aircraft successful 'A', dropping 32 x T.I. Green, 136 x Hooded flares, 34 x 1,000 ANM 44 and 27 x 1,000 ANM 65 from 22:2:54 to 23:06:12 hours from 15,200 to 9,800 feet in clear weather. The illuminators fell approximately one minute early and were well placed and the target illumination was good. Some bombing, approximately four sticks, took place before the greens were dropped, some near the Aiming Point and one stick 1,300 yards to S.E. The Deputy Master Bomber dropped his green T.I. at 22:54:36 hours, which fell 150 yards N.N.E. of Aiming Point and the Master Bomber dropped his green T.I. at 22:56 hours 200 yards S.S.E. of A.P. and Master Bomber told Main Force to bomb between the greens. First Visual Backer up greens fell in water of small harbour South of A.P. Second Visual Backer up greens fell on Aiming Point. There was surprisingly little bombing activity at Aiming Point 'B' and no fires seen. The red T.I.s of A.P. 'C' stretched almost to A.P. 'B'. Defences, moderate flak light, some tracer and some heavy flak. Some light flak from ship in harbour. One FW.190 fired at by 405/K off Brittany Coast homeward. Nine aircraft attempted photographs and returned to base.                      Operational Flying Time:- 51:51 Hours (Night) /all</p>		A-121

C.W.P.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.A.F. Station, Cranendon Lodge, Bedfordshire.	11-8-44		<p><b>Weather:</b> Cloudless at first becoming cloudy at 1100 hours. Visibility slight haze at first and fog forming at dawn, but improving to 10 to 15 miles afterwards. Wind light Southwesterly at first becoming 20 to 25 knots during afternoon but decreasing late in evening again.</p> <p><b>Flying Training Time:-</b> 11:41 Hours (Day).</p>		
	12-8-44		<p><b>Weather:</b> Fairly cloudy all day, becoming less so in late evening. Visibility good all day. Fairly strong Southwesterly wind becoming light Northwesterly.</p> <p><b>Flying Training Time:-</b> 16:37 Hours (Day)</p> <p><b>OPERATIONS:-</b> <b>IN FRANCE</b> <b>12 Aircraft Detailed (Daylight)</b></p> <p>Four aircraft successful 'A', dropping 8 T.L. Yellow, 8 x 1,000 ANM 59, 12 x 2,000 A.P., and good visibility. The attack opened almost a minute late. Master Bomber saw Deputy Master Bomber's T.L.s cascade at 14:59 hours when reaching ground they were touching North edge of A.P. At 15:00 hours Master Bomber told Main Force to undershoot the T.L.s by half second. He repeated this at 15:00:22 hours. The aiming point soon became obscured by grey smoke and at 15:01:22 hours Master Bomber told Main Force to bomb centre of smoke. He retained his own T.L.s. At 15:02:30 hours, he said "Bomb centre of smoke, you cannot see T.L.s". At 15:02:30 and 15:04:06 hours, "Centre of smoke is A.P.". At 15:06 hours and 15:06:30 hours, "Centre of smoke is A.P. No T.L.s are visible". Bombing was generally on and defences, intense light flak and heavy flak. Two aircraft hit, 405/D hit by light flak, with slight damage. 405/C hit by heavy flak, and slight damage, also. Flight Engineer slightly injured in right knee. Sighting of ships, already passed to Group. One ship seen firing at aircraft. All aircraft attempted photographs and returned to base.</p> <p><b>Operational Flying Time:-</b> 21:47 Hours (Day).</p> <p><b>OPERATIONS:-</b> <b>RUSSIA</b> <b>12 Aircraft Detailed</b></p> <p>Eleven aircraft successful 'A', dropping 102 Hooded flares, 3 x 1,000 T.L. red, 3 x 1,000 T.L. green, 3 T.L. red, 11 x T.L. green, 5 x 4,000 H.C. Mined, 20 x 500 H.C., 20 x 500 ANM 61, 2 x 1,000 H.C., 14 x 1,000 ANM 65, 8 x 1,000 ANM 44 and 18 x 2,000 H.C., between 0008:42 and 0019 hours from 15,500 to 17,000 feet. Layers of stratus giving 8/10 cloud from 4 to 16,000 feet. Visibility moderate. Our timing was good except for one Supporter 3 minutes late. Identified illumination was scattered. Several complaints that CPI run was too short. Two of our scattered greens were seen up to 0010:24 hours when one green and 2 reds were down. Ground built up area with 2 reds to the N. Our Visual Marker dropped red/green T.L.s on A.P. at 0014 hours and reports scattered greens to South of target. Master Bomber then said, "Bomb red/green T.L.s". At 0017 hours, red/green T.L.s reported North of other T.L.s which were being bombed. At 0019 hours, good concentration of incendiaries spreading 2 or 3 miles S. with reds among them but position not identified. Conclusion is that marking was generally S. of target and attracted bombing, but at least one Visual Marker was on A.P. Many searchlights generally stationary and ineffective. Slight to moderate heavy flak. Some light flak. Seven aircraft seen falling E. of 5° N., including one in target area. All aircraft attempted photographs and returned to base.</p> <p><b>Operational Flying Time:-</b> 51:09 Hours (Night)</p>	A-122	
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OPERATIONS RECORD BOOK

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

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
R.A.F. Station, Grensdon Lodge, Bedfordshire.	12-8-44		<p><b>OPERATIONS:-</b> "BALANCE" "4 Aircraft Detailed.</p> <p>Four aircraft successful 'A', dropping 96 hooded flares, 10 x 1,000 MC, 6 x 500 MC, 14 x 1,000 AM 65 and 4 x 1,000 AM 44 from 0209:54 and 0217:12 hours between 8,500 and 7,000 feet. Weather, 9 to 10/10 layer of thin cloud from 1,000 to 1,500 feet. At 0209:24 hours, the first red T.I. was reported ascending, and was visible through the thin cloud. Two T.I. red fell at approximately 0210 hours 200 yards from first red. The Master Bomber said "Bomb right hand T.I.", and this T.I. was backed up by green T.I.s. All illuminating flares were dropped on the 2 T.I. reds which were 200 yards apart and across the track and on the Gee line. Two aircraft dropped their bombs on the starboard T.I. red by Master Bomber's orders and two bombed T.I. greens on Master Bomber's orders. The marking was very concentrated and the bombing was all on the markers. The only results observed was a mushroom of dust and smoke which rose above the cloud. All aircraft attempted photographs and returned to base.</p> <p>Operational Flying Time:- 10:42 Hours (Night)</p>		A-124
	13-8-44		<p><b>Weather:-</b> Cloudless at first, becoming cloudy after dawn but clearing again during afternoon, and evening. Visibility good all day. Wind, light Northeasterly, becoming light South-Southeasterly.</p> <p><b>Flying Training Time:-</b> 5:47 Hours (Day)</p>		
	14-8-44		<p><b>Weather:-</b> Fine all day with small amounts of cloud. Visibility hazy at first becoming good after dawn. Wind light variable.</p> <p><b>Flying Training Time:-</b> 6:00 Hours (Day)</p> <p><b>OPERATIONS:-</b> "FRONTAGE A/P 21-4" "8 Aircraft Detailed (Daylight)</p> <p>Six aircraft successful 'A', dropping 18 T.I. Yellow, 30 x 1,000 AM 65 and 31 T.I. Green between 1358 and 1406:30 hours from 7,500 to 4,800 feet. No cloud, moderate to good visibility. 1345 hours, Master Bomber gave cloud nil. Deputy Master Bomber map-read to target and found 2 or 300 yards W. of Aiming Point, and put his yellows 100 yards E. at 1358 hours. From 1358:36 to 1400:30 hours, Master Bomber gave orders to Backers Up and bomb between reds and yellows. Bombing was very concentrated except for one stick 800 to 1,000 yards short to N. Target area soon covered with smoke drifting S.W. from N. edge of woods round Aiming Point. 1402 hours, Master Bomber said "Bomb reds if visible". 1402:30 hours, Master Bomber said "Overshoot base of smoke by 1/2 second". Master Bomber then put his yellows slightly over and to starboard and at 1404 hours, said "Bomb 25 to 50 yards to front of yellows". 1405 to 1405:30 hours "Bomb yellows in smoke with 1/2 second overshoot". Two of our Backers Up put their greens on estimated position of Aiming Point but one load of greens was slightly short to North-East and was washed out by Master Bomber at 1406 hours. At 1406:30 to 1407:36 hours, Master Bomber said "Overshoot base of smoke by 1/2 second". At 1408:24 hours, Master Bomber said "Bang on bombing", and left target. A few bursts of heavy flak at the start of raid only. All aircraft attempted photographs and returned to base.</p> <p>Operational Flying Time:- 21:00 Hours (Day)</p> <p><b>OPERATIONS:-</b> "FRONTAGE A/P 22-4" "8 Aircraft Detailed (Daylight)</p> <p>Eight aircraft successful 'A', dropping 144 x 500 MC (N.L.44) between 1437 and 1443:18 hours from 8,200 to 7,500 feet. No cloud and slight haze. Early bombers report red T.I.s 100 yards W. of Aiming Point with another red 200 yards E. of Aiming Point. A yellow T.I. under-shot slightly and Master Bomber said "Bomb yellow with one second overshoot", which our first three bombers did. Remaining aircraft bombed on Master Bomber's orders as follows: "Bomb yellow with 2 seconds overshoot". "Bomb green with one second overshoot". "Bomb green with 2 seconds overshoot". "Bomb red with 1/2 seconds overshoot". "Bomb centre of greens". Three aircraft heard Master Bomber washout a green on N.E. edge of bombed area. Washout also given for one over</p>		A-125
					A-126

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.A.F. Station, Cranendon Lodge, Bedfordshire.	14-8-44		<p><b>OPERATIONS:-</b> "TRACTABLE A/P 22" (Continued)</p> <p>short yellow and one red to N.E. Bombing was concentrated except for two or three sticks up to 500 yards short to N. and several sticks which went slightly E of concentration. Slight heavy flak from position 2,000 to 3,000 yards S. and W. of Aiming Point. All aircraft attempted photographs and returned to base.</p> <p><b>Operational Flying Time:-</b> 21:05 Hours (Day).</p>		A-126
	15-8-44		<p><b>Weather:-</b> Small amounts of cloud all day. Visibility, slight haze at first becoming misty at dawn but improving to 10 to 15 miles during rest of day. Wind, mainly light Easterly becoming East-Southeasterly 10 knots, but falling light again during evening.</p> <p><b>Flying Training Time:-</b> 11:39 Hours (Day).</p> <p><b>OPERATIONS:-</b> "VOLKEM AIRFIELD" "2 Aircraft Detailed (Daylight)</p> <p>Two aircraft successful 'A', dropping 20 x 1,000 AMM 65, 4 x 500 AMM 64 and 4 x 500 GP. LD, between 1156:43 and 1159:06 hours from 16,800 to 15,000 feet, in clear weather, no cloud, and good visibility. Both aircraft failed to contact Master Bomber of Deputy Master Bomber over Oakington and followed them at approximately 2,000 yards to target. At 1156:30 hours, heard Master Bomber say "Bomb reds". On arrival, yellow T.I.s were right on the Aiming Point and red T.I.s on the W.N.W. runway. Master Bomber then said "Bomb T.I. yellows". Both our aircraft bombed the yellows. One aircraft seen to bomb along the W.S.W. to E.N.E. runway. Our aircraft were on too early to assess the attack but both report there was plenty of smoke over Airfield. then they left. No defences. Both aircraft attempted photographs and landed back to base.</p> <p><b>Operational Flying Time:-</b> 10:04 Hours (Day).</p> <p><b>OPERATIONS:-</b> "BRUSSELS/MEUSEBOEK - Airfield - A/P 'A'" "2 A/C Detailed (Daylight)</p> <p>Nine aircraft successful 'A', dropping 28 T.I. red, 70 x 1,000 AMM 65, 8 x 500 AMM 64, 8 x 500 GP. LD, between 1156:12 and 1202:49 hours from 17,000 to 15,500 feet. No cloud and perfect visibility. Deputy Master Bomber arrived without support and was engaged by accurate heavy flak. His bombight was up and he retained his T.I.s. At 1156:12 hours, Master Bomber said "Main Force to bomb 50 yards to starboard of them". Backers by dropped red T.I.s runway and told Main Force to bomb 50 yards to starboard of them. Backers by dropped red T.I.s between Aiming Point and S. Dispersal area, and also 500 to 1,000 yards N.E. of Master Bomber's reds on the runway. Meanwhile, Main Force who were about 200 yards N.E. of Master Bomber's reds on the S. Dispersal area and the E. and S. runways, so Master Bomber later told them to undershoot on to the N. dispersal area. Bombing was good. Only 2 or 3 sticks seen outside the Airfield. A column of flame followed by smoke went up from S. Dispersal at 1209 hours. Several small explosions and fires from both N. and S. Dispersals. By the end of the raid, the airfield was covered with smoke and dust except in the N.E. corner. Moderate accurate heavy flak on approach from N.W. Three aircraft hit. Nine aircraft attempted photographs and returned to base.</p> <p><b>Operational Flying Time:-</b> 40:26 Hours (Day).</p>		A-127
	16-8-44		<p><b>Weather:-</b> Fine all day, with variable small amounts of high and medium cloud. Moderate to good visibility. Wind light variable becoming moderate West-Southwest.</p> <p><b>Flying Training Time:-</b> 12:49 Hours (Day).</p> <p><b>OPERATIONS:-</b> "SEVEN" "1 Aircraft Detailed (One Missing)</p> <p>Three aircraft successful 'A', and one missing, dropped 16 x 2,000 HC between 0054:24 and 0102:07 hours from 18,500 to 17,000 feet. 3 to 5/10 cloud in target area. Clear over target with haze visibility. The three aircraft were late on target owing to wind changes. Illumination Flares were rather to Northwest of scattered green T.I. at about 0100 hours, but by 0102 hours, 3 or 4 Visual Markers red/greens and several greens were in good concentration and believed on Southeast part of town and docks area East of A.P. Bombing was well concen-.../over</p>		A-128

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
R.A.F. Station, Granden Lodge, Bedfordshire.	16-8-44		<p><b>OPERATIONS:- " SEWITT " (Continued).</b>                      trated on the T.I.s. At 0100 hours, large oil explosion. Good fires seen from East of Rugen Island. Slight to moderate heavy flak. Moderate searchlight activity. Fighter activity over Denmark. Three aircraft attempted photographs and returned to base. The following members are missing from this operation and nothing has been heard from them since time of take-off:-                      CAN/J.28938 P/O Miller B.H. (Capt); CAN/J.27503 P/O Wims R.C. (Nav); CAN/J.28938 P/O Durfee A.D. (A/S); CAN/R.34825 W/O L. Rafter R.H. (W/P); CAN/R.252261 SGT Huggrove P.A. (A/O); CAN/R.25226 SGT Dodi A.C.D. (A/O); CAN/R.349240 SGT Umscheid J.L. (W/S).                      Operational Flying Time:- 23 1/2 Hours (Night)</p> <p><b>OPERATIONS:- " KING " 12 Aircraft Detailed (One Missing)</b>                      Eleven aircraft successful, dropping 33 T.L. Green, 144 Hooded flares, 4 T.L. red 250 lb., 12 T.L. Red 1,000 lb., 8 x 4,000 H.C. Minol, 6 x 1,000 ANM 65, 8 x 2,000 H.C., between 0000:12 hours and 0020:31 hours from 16,300 and 18,700 feet. Weather:- 3 to 7/10 thin stratus cloud in layers 8 to 10,000 and 17 to 18,000 feet, quite heavy with poor visibility. No ground detail seen except one aircraft who saw Kiel Canal. No wanganri flares were dropped by 405 Squadron. Six of the early aircraft and one of the later bombed on G.P.L. At 0007:06 hours and 0008:45 hours, two aircraft bombed T.L. green on Master Bomber's instructions, and two at 0012:50 hours and 0020:51 hours, bombed T.L. reds. The first greens were reported at 0002:28, and at 0004 hours. Greens were reported in a semi-circle of one mile with one red T.L. which checked fairly well with H.2.S. as at the Aiming Point. Some greens were reported at 0009 hours, several miles to Southwest and of the last aircraft on target, 405/E at 0020:31 hours, with good H.2.S. checks reports fires 5 to 10 miles in area, 1 1/2 miles West of the A.F. and undershooting. The Master Bomber was heard at 0007:06 and 0008:45 hours giving orders to bomb green, and at 0012:50 hours, to bomb reds further South. Only 3 aircraft bombed on Master Bomber's instructions. One Visual Marker brought back all his T.I.s. The other Visual Marker is missing. One Visual Centrer dropped his T.L. on Master Bomber's instructions on the green T.L. The other Visual Centrer, 405/E was late arriving and dropped on one T.L. red left burning. Defences, intense predicted on too early arrivals, moderate heavy flak later. Aircraft 405/D, missing, carried 7 T.L. green 250 lb., 4 T.L. red 1,000 lb., and 3 x 1,000 ANM 65. Eleven of our aircraft returned to base. The missing members are as follows:                      CAN/J.19844 P/O Fisher C.H. (Capt); RAF/86600 P/O Bruce J.S. (Nav); CAN/J.12962 P/O Kemp K.D. (A/S); CAN/R.109440 W/O Billingsley P.D., (W/P); CAN/J.26606 P/O Korshamer K.A. (A/G); CAN/V.188428 P/S Carter J.W. (A/G); RAF/1871640 SGT Jolly E.N., (W/S); CAN/J.23966 P/O Oulhoun M.E. (Visual A/B). Nothing has been heard from any member of this crew since time of take-off.                      Operational Flying Time:- 56:55 Hours (Night)</p> <p><b>HOURS AND AWARDS:-</b> The following members of this Squadron received awards such as shown opposite their names:                      RAF/11476 S/L H.W.A. Spillcock (Pilot) D.F.C.                      RAF/109507 S/L H.M. Goul (Air Gunner) D.F.C.                      CAN/447375 P/O Griffiths R.A.M. (Air Gunner) D.F.C.</p>		A-129
	17-8-44		<p><b>Weather:-</b> Fine at first, becoming cloudy towards dawn, with cloud base falling to 1,000 feet. Cloud base lifting during afternoon and breaking to nil by midnight. Moderate visibility becoming good. Wind South Southwest to West Southwest, moderate.</p> <p><b>Flying Training Time:-</b> 5:29 Hours (Day).</p>		A-130

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Place	Date	Time	Summary of Events	References to Appendices
R.A.F. Station, Grauden Lodge, Bedfordshire.	18-8-44		<p><b>Weather:</b> Fine at first, becoming cloudy towards dawn, main base 3,000 feet with patches at 800 feet. Cloud breaking at dawn leaving only small amounts of cirrus cloud. Some small cumulus cloud forming during the morning, spreading out to 7 to 9/10 strato-cumulus cloud, base 2 to 3,000 feet, dispersing to small amounts by midnight. Good visibility. Winds moderate to strong Southwesterly.</p> <p><b>Flying Training Time:</b> 16 1/2 Hours (Day).</p> <p><b>OPERATIONS:</b> <b>OPERATIONS</b> * 3 Aircraft Detailed.</p> <p>Three aircraft successful 'A', dropping 6 T.I. greens and 24 x 1,000 ANM 65 between 0053:30 and 0100 hours, from 18,000 to 16,500 feet. Some low cloud, haze, but poor visibility. All three aircraft report 3 red T.I.s in good concentration backed up by green T.I. Bombing was on the markers and fires and explosions were seen. Other reds possibly decoys, seen 10 miles West, 8 miles East, and 6 miles South of the main concentration. The timing was good but only one aircraft dropped his greens, of the others, one was doubtful of the position of the concentration of markers and one had w/s bombsight following evasive action. Slight separate good shot heavy flak. One aircraft damaged. Three aircraft attempted photographs and returned to base.</p> <p><b>Operational Flying Time:</b> 10:50 Hours (Night)</p> <p><b>OPERATIONS:</b> <b>BREMEN</b> * 12 AIRCRAFT DETAILED</p> <p>Eleven successful 'A', dropping 116 Hooded Flares, 12 T.I. Green, 40 x 1,000 ANM 65, 5 x 4,000 H.C. Minol, 15 x 1,000 ANM 44 from 0002 to 0014 hours from 18,600 to 15,000 feet. No cloud and visibility moderate to good. Illumination was generally considered very good and most aircraft identified bridges on a bend in the river with built-up area on both banks and are confident the T.I.s were on the target. Greens cascaded from 0005 hours and were in very good concentration round the aiming point. Mixed red/greens followed from 0008 hours and were on or very close to the A.F. Reds were seen from 0005:54 hours, some with red/greens, but seemed well to North possibly decoys. Bombing was concentrated and on the markers. A series of big explosions reported from 0003 hours and the glow of good fires was seen from the North Sea. Our timing was good. Four Ring Marker Illuminators retained T.I.s, one because of distributor failure and 3 because of poor H.C.S. Moderate to intense heavy flak. Searchlights very active, but not very effective. Handy Very little fighter activity. Eleven aircraft attempted photographs. One aircraft successful 'B', 405/V, supported, attacked unidentified town in Bremen area by H.C.S., dropping 8 x 1,000 ANM 65 and 5 x 1,000 ANM 44 at 0005:56 hours from 16,500 feet. All aircraft returned to base.</p> <p><b>Operational Flying Time:</b> 59:21 Hours (Night).</p>	A-131
	19-8-44		<p><b>Weather:</b> Fair at first with 4 to 6/10 strato-cumulus cloud at 5,000 feet and moderate visibility. Cloud base lowering to 4,000 to 2,000 feet, with 10/10 cloud above by midday, with intermittent rain becoming continuous between 1300 and 1600 hours, and visibility falling to 2,500 yards. Cloud breaking slowly during evening becoming nil for a short period around 2100 hours. Wind moderate South becoming Southwesterly.</p> <p><b>Flying Training Time:</b> Nil.</p> <p><b>HONOURS AND AWARDS:</b> The following three members of this Squadron today received notification of their Immediate Award of the Distinguished Service Order.</p> <p>CAN/J.19268 S/D E.L. MacKinnon, D.F.C. (Pilot).</p> <p>CAN/J.12442 S/D G.H. Ellwood, D.F.C. (Navigator).</p> <p>CAN/J.9789 S/L G.A. Sweeney, D.F.C. (Air Bomber).</p> <p><b>CASUALTIES:</b> Information was today received from Air Ministry quoting German Information, stating that CAN/J.85083 P/O F.C. Davis, and RAF/1381572 P/S Boas J.L., who were reported missing from bombing attack on Aachen West Marshalling Yard, 24th/25th May, 1944, now captured, reclassified Prisoners of War.</p>	C.W.P.

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
RAF Station, Granden Lodge, Bedfordshire	19-8-44		<u>CASUALTIES</u> - (Continued) Information was today received from Air Ministry, quoting German information that RAF/144430 P/L J.H. O'Neill and CAN/J.5504 P/L G.L. Court, now captured, reclassified prisoners of war. These two officers were reported missing from bombing attack on Stappes, 2/3 June, 1944.		
	20-8-44		<u>Weather</u> - 10/10 very low stratus cloud, base 2 to 400 feet with intermittent slight drizzle continue all day. A period of continuous rain between 1000 and 1500 hours. Poor visibility improving to 10 to 20 miles during the evening. Continuous drizzle from 2000 to 0600 hours on following day. Wind moderate to strong North Northeasterly. <u>Flying Training Time</u> - NIL		
	21-8-44		<u>Weather</u> - 9/10 cloud, base 200 to 500 feet with 10/10 cloud at 1,000 feet above. <del>SEVERE</del> Almost continuous drizzle all day. Poor to moderate visibility. Wind moderate to strong Northeasterly. <u>Flying Training Time</u> - NIL		
	22-8-44		<u>Weather</u> - Cloudy, with cloud base falling to 400 feet. Rain commencing at 0600 hours and continuing till 2200 hours. Visibility below 2,000 feet all day. Wind moderate to strong Northeasterly. <u>Flying Training Time</u> - NIL		
			<u>CASUALTIES</u> - Information was today received from Air Ministry stating that RAF/181872 SGT. A.G. Deakin who was reported missing from bombing attack on 11/12th June, 1944, now reclassified safe in United Kingdom.		
	23-8-44		<u>Weather</u> - Overcast at first, with drizzle and fog. Visibility falling to 200 yards by dawn. Conditions improving slowly during the morning. Low cloud broke and lifted becoming 2/10 to 4/10 at 5,000 feet. Much medium and high cloud above. Visibility very poor at first improving slowly and becoming 10 to 15 miles in afternoon and evening. Wind moderate Northeasterly, becoming light Southeasterly, then moderate Southwesterly. <u>Flying Training Time</u> - 22:20 Hours (Day). <u>CHANGE IN COMMAND</u> - CAN/J.15618 W/C G.W. Palmer, D.F.C., today assumed command of 405 Squadron. Group Captain R.J. Lane, D.S.O., D.F.C., left the Squadron to assume new duties with No. 6 (R.C.A.F.) Group.		
	24-8-44		<u>Weather</u> - Continuous rain at first, from cloud at medium levels. Small amounts of strato-cumulus cloud forming at 4,000 feet increasing to 6 to 9/10. Rain becoming intermittent and ceasing by dawn. Cloud base falling in evening to 400 feet. Rain becoming light and variable. Moderate visibility, falling to 1,000 yards during the evening. Wind light and variable. <u>Flying Training Time</u> - 21:06 Hours (Day)		
	25-8-44		<u>Weather</u> - Fair at first, with small amounts of cloud, cumulus and strato cumulus, building up during the morning becoming 10/10 at 2,500 feet. Cloud breaking to small amounts again towards midnight. Moderate visibility. Wind fairly light Southwesterly becoming calm, then light Southeasterly. <u>Flying Training Time</u> - 18:25 Hours (Day)		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.A.F. Station, Grenden Lodge, Bedfordshire.	25-8-44		<p><b>OPERATIONS:-</b> "RUSSELISHIM" * 16 Aircraft Detailed.</p> <p>Sixteen aircraft successful 'A', dropping 12 x 1,000 AM 65, 51 x 7" hooded flares, 21 x T.L. red, 3 T.L. green, 3 x 1,000 T.L. red, 3 x 1,000 green T.L., 8 x 1,000 HC. Minol, 42 x 500 MC., and 16 x 2,000 HC., between 0052 and 0109:12 hours from 18,200 to 14,900 feet. No clouds, slight haze and visibility moderate to good. Our three Supporters and two out of three Blind Illuminators were on time or slightly early. The three Supporters bombed on H.2.S. One Blind Illuminator retained flares owing to weak H.2.S. and the third with H.2.S. u/s dropped them visually at 0051:12 hours. Our Primary Visual Marker reports illumination excellent and dropped his red/green T.L.s on the Aiming Point at 0053:42 hours, after positive visual identification. These were the first red/greens to be dropped but others followed at 0055:24 and 0055:36 hours, slightly to port and starboard respectively and with a very slight overshoot. Our 3 Blind markers found red/greens burning and retained their T.L. green and wagnamis. Our 3 Visual Centurars dropped T.L. red on T.L. red/green at 0057:40, 0059:36 and 0109 hours, the last being two minutes early. Our 2 Blind Sky Markers retained their wagnamis. Reports agree that the marking was excellent and on or very close to Aiming Point. Bombing was good, and by 0109 hours, the target area was carpeted with incendiaries and fires, with smoke to 12,000 feet. Slight heavy flak in early stages, moderate later. Much ineffective searchlight activity. Considerable fighter activity over the target and on homeward route. Three aircraft seen shot down at target. All believed R.F.F. aircraft, and five between target and Luxembourg. Three damaged North of Saarbrücken. The rear gunner GAV/R.8960, W/C.2 Martin H.J., was injured in the right ankle, and the following three members of the crew baled out without orders, following a steep dive for several thousand feet. Nothing has been heard from these three members. One crew member, W/C.2 GAV/R.8958, 7th Main S.S. (W/U) RAF/89580, set into K.L. (1/2). Several aircraft attempted photographs and returned to base.</p> <p>Operational Flying Time:- 110:58 Hours (Night).</p>		A-133
	26-8-44		<p><b>Weather:-</b> Fine at first, but visibility deteriorating to 2,000 yards at dawn. 6 to 9/10 cumulus cloud forming during the day, dispersing again towards midnight. Base 3,000 feet. Visibility poor at first becoming moderate. Wind Southeasterly backing Southwesterly then light and variable.</p> <p><b>Flying Training Time:-</b> 9:00 Hours (Day).</p> <p><b>OPERATIONS:-</b> "KIM" * 15 Aircraft Detailed.</p> <p>Thirteen aircraft detailed, 12 successful 'A', dropping 8 T.L. green, 120 hooded flares, 12 x 1,000 AM 44, 30 x 2,000 HC, 4 flares red/yellow, 4 x 4,000 HC. Minol, 25 x 500 AM 65, 6 x 500 MC, and 1170 x 4lb. incendiaries between 2300:18 and 2313:18 hours from 18,200 to 17,500 feet. One abortive, 405/I, Primary Visual Marker, owing to A.P. not identified, so brought back 6 T.L. green, 6 T.L. red and 8 Hooded flares. No cloud and visibility good to South part of town and A.P. covered early in raid by smoke screen blowing from the East bank of the Kiel Haven. Our Supporters were on time or early, but one bombed 6 minutes late after orbiting. All Supporters bombed on H.2.S. Two Blind Illuminators dropped their flares on time by H.2.S. and one with H.2.S. u/s dropped visually one minute late. One Blind Marker with H.2.S. u/s dropped only bombs on green T.L.s. Another found no markers down and dropped green T.L.s and wagnamis on H.2.S. at 2307:30 hours. Third dropped T.L. green on H.2.S. at 2306:48 hours. The Blind Sky Marker retained his wagnamis. No mixed red/green T.L.s were seen, and marking was scattered, with greens on built up area North of A.P. and reds further North. Bombing was also scattered but mainly in built up area on both sides of South extremity of Kiel Haven. Moderate heavy and light flak. Moderate and ineffective searchlight activity. Considerable fighter activity from target across Denmark. Four aircraft seen shot down. Twelve aircraft attempted photographs, and all returned to base.</p> <p>Operational Flying Time:- 71:13 Hours (Night).</p>		A-134

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.A.F. Station, Grandson Lodge, Bedfordshire.	27-8-44		<p><u>Weather:</u> Fine during first part of day with variable amounts of high and medium cloud. 6 to 9/10 cloud, mainly cirrus, during the evening. Poor visibility at first becoming good. Wind Southwest to West Southwest light.</p> <p><u>Flying Training Time:</u> 6:22 Hours (Day)</p> <p><u>OPERATIONS:</u> <u>HOME</u> 2 Aircraft Detailed. (Daylight)</p> <p>Three aircraft successful 'A', dropping 3 x 4,000 HC. Minol, 16 x 500 HC. ED .025, between 1357:12 and 1400:27 hours, from 18,500 to 18,000 feet. Weather, 5/10 stratus-cumulus cloud, tops 5 to 9,000 feet. The two Supporters were at Downham Market before time and waited, but no other aircraft appeared and they picked up the Master Bomber and Deputy Master Bomber when approaching the English Coast. Exchanges overheard between Master Bomber and Deputy Master Bomber indicated that both had failed to mark the Aiming Point while our aircraft were over the target. The Master Bomber told early arrivals to bomb visually or on D.R. if no T.L.s seen. Our two Supporters were on time, one saw no T.L.s and bombed visually, but did not see his bursts nor any others though owing to evasive action taken. At 1357:50 hours, the other Supporters bombed on D.R. through cloud and saw white smoke from T.L.s 20 seconds later, but could not identify the colour. The Backer Up identified the A.P. but retained his yellows as no T.L.s were down. He dropped his 1 x 4,000 HC at 1400:27 hours about 100 yards Southeast of the A.P. and another was seen to burst 2 to 300 yards Southwest of A.P., 15 seconds later T.L. red cascaded 100 to 200 yards North of A.P. No other T.L.s seen. Our three aircraft landed back to base.</p> <p><u>Operational Flying Time:</u> 9:13 Hours (Day).</p>		A-135
	28-8-44		<p><u>Weather:</u> Cloudy, mainly high cloud at first, but base lowering to 3,000 feet and later to 400 feet with a period of continuous rain from 0900 to 1100 hours. Cloud persisting all day though base lifting to 2,000 feet during the afternoon. Intermittent rain, slight, during the evening. Moderate to good visibility. Wind moderate South Southwesterly veering West Southwest to West, strong.</p> <p><u>Flying Training Time:</u> 13:29 Hours (Day)</p> <p><u>OPERATIONS:</u> <u>ISLE DE OLERON</u> 2 Aircraft Detailed. (Daylight)</p> <p>Two aircraft successful 'A', dropping 8 T.L. Green, 8 T.L. Yellow, 4 x 1,000 AM 65 and 8 x 1,000 AM 44 between 2105 and 2107:36 hours from 15,000 to 11,000 feet, in clear weather with cloud above at 15,000 feet and good visibility. The Island was identified from 15 to 30 miles. First red T.L.s cascaded at 2059:18 hours quickly followed by others. These fell on and slightly West of Aiming Point. Master Bomber told Deputy Master Bomber to Back Up at 2104:24 hours and the yellow T.L.s fell 200 yards West of A.P. At 2104:24 hours, Master Bomber instructed Main Force to bomb 200 yards to port of yellow T.L.s and repeated this three times. At 2107:18 hours, Master Bomber dropped his green T.L.s which fell on A.P. At 2108:50 hours, Master Bomber instructed Main Force to bomb between red and yellow T.L.s and at 2108:50 hours, to bomb the green T.L.s as they were on the A.P. Bombing was mostly on Western half of Island with a few bombs falling into the sea. A small explosion was seen 100 yards East of A.P. The attack was considered good. At 2120 hours, the Deputy Master Bomber saw the island being shelled from the mainland. No defences. Both aircraft attempted photographs and returned to base.</p> <p><u>Operational Flying Time:</u> 6:29 Hours (Day).</p>		A-136

C.W.P.

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
R.A.F. Station, Gransden Lodge, Bedfordshire	26-8-44		<p><b>OPERATIONS:-</b> "LPHRY - Constructional Works" 2 Aircraft Detailed. (Daylight)</p> <p>Two aircraft successful 'A', dropping 8 T.I. Yellow and 16 x 500 AM 64 at 1955:48 and 1956 hours from 14,000 and 13,100 feet. No cloud and good visibility. Deputy Master Bomber led Master Bomber into target. 1950:18 hours, first red T.I. fell 100 to 150 yards Northeast of Aiming Point. 1952:30 hours, second red T.I. fell 100 to 150 yards Southwest of A.P. Deputy Master Bomber made a dummy run owing to accurate flak. A third red fell right on the A.P. 1953:48 hours. Master Bomber ordered Main Force to bomb reds from 1951 to 1957 hours. Bombing was good. Two sticks seen slightly over, and one to port, the rest were right across the A.P. flak from 3 or 4 guns. Both aircraft attempted photographs and returned to base.</p> <p><b>OPERATIONAL FLYING TIME:-</b> 4:17 Hours (Day)</p>		A-137
			<p><b>OPERATIONS:-</b> "FRENCH - Constructional Works" 2 Aircraft Detailed. (Daylight)</p> <p>Two aircraft successful 'A', dropping 8 T.I. yellow and 16 x 500 AM 64 at 20:3:05 and 20:3:30 hours from 20,000 feet. No cloud and excellent visibility. Master Bomber led Deputy A.P. and both saw reds were 200 yards overshoot. Master Bomber and Deputy identified his T.I.s. Deputy's yellows overshoot the reds by a further 200 to 300 yards. 20:5 and 20:6 hours, Master Bomber ordered Main Force to overshoot reds by 200 yards, but most of the bombing was over and to starboard. Only the last 2 or 3 aircraft were on the Aiming Point. No defences. Both aircraft attempted photographs and returned to base.</p> <p><b>OPERATIONAL FLYING TIME:-</b> 4:26 Hours (Day)</p>		A-138
			<p><b>OSINT/ISS:-</b> Information was today received from Air Ministry stating that RAF/1017259 SGT P.C. Bailey and RAF/1685138 SGT Braithwaite R. who were previously reported missing from bombing attack on Tours, 11th/12th June, 1944, now reclassified safe, back in United Kingdom.</p>		
	29-8-44		<p><b>Weather:-</b> Small amounts of low cloud with much medium cloud during the day. Low cloud increasing to 4 to 7/10 base 3 to 4,000 feet in evening with slight intermittent rain withing.</p> <p><b>Visibility moderate becoming excellent, but moderate again towards midnight. Wind light</b></p> <p><b>Flying Training Times:-</b> 23:21 Hours (Day)</p> <p><b>OPERATIONS:-</b> "STETIN" 16 Aircraft Detailed.</p> <p>Fourteen aircraft successful 'A's, dropping 9 x 2,000 HC, 9 x 1,000 AM 65, 15 x 500 AM 64, 9 x 4,000 HC. Mind, 12 x 500 B, 24 T.I. red, 6 T.I. green, 76 hooded flares, 605 x 4 lb incendiaries and 25 x 1 1/2 incendiaries. Weather, six to 10/10 thin stratus cloud between 16 and 18,000 feet. Nil to 1/10 cumulus cloud from 5 to 6,000 feet. Visibility good generally. On 2 Blind Illuminators were 1 1/2 to 1 3/4 minutes late. Both dropped on G.P.L. and identified A.P. visually. Three Supporters dropped on G.P., two were 1 1/2 to 2 1/4 minutes late, and one was Primary Visual Marker reports good illumination and dropped mixed red/green 100 yards W.S.W. of A.P. at 0201:30 hours. Two Blind Markers bombed on G.P. 2 and 3 1/2 minutes late and withheld their greens as mixed red/green were down. The three Blind Markers, with H.2.S. 4/5 his reds as no mixed red/green were seen but the other three dropped reds on red/greens. Our Blind Sky Marker retained his wanganis. The first mixed red/green cascaded at 0158 hours. Our reported by several crews as on or very close to the A.P. as were others which followed. One aircraft reports a red/green T.I. 500 to 1,000 yards N.W. of another which was on the A.P. Red backed up the red/green in good concentration, apart from several reds 1,000 to 2,000 yards West which attracted no bombing. Marking and bombing generally considered excellent. Over</p>		A-139

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