

Compiling Officer
OPERATIONS RECORD BOOK

S. 47-20-405
Page No. One

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Grandson Lodge, Beds.	Sept. 1 1944.		<p>Weather: Fair, becoming cloudy by 1300 hours. Intermittent slight rain commencing at 2400 hours. Wind W.S.W. to S.W., moderate falling S.E. to S. light.</p> <p>Flying Training Time: 19:51 Hours (Day)</p> <p>OPERATIONS: IN HANDS (Wave 4) A/C Detailed (Daylight)</p> <p>Three aircraft successful 'A', dropping 20 x T.I. Green, 8 x T.I. Yellow, 11 x 1,000 ANM 'A', and 2 x 1,000 ANM '65, between 08:20 and 08:42 hours from 14,500 to 11,000 feet. Weather, 3 to 4/10 broken cumulus cloud, base 2 to 6,000 feet. On arriving, Aiming Point was covered with cloud but target area clearly identified by proximity of village and curve of railway running in to Aiming Point. Main Force told to orbit while Master Bomber was assessing Red T.I., which were down at 08:46 hours. As cloud cleared, Main Force were told to bomb Beds. Deputy Master Bomber's greens fell on Aiming Point, and at 08:46 hours, Main Force were told to bomb centre of Beds and Greens. The Yellow T.I. were 2 to 300 yards to S.E. Some early bombing was on village but attack settled on Red and Green in very good concentration. Three aircraft attempted photographs.</p> <p>Operational Flying Time: 6:45 Hours (Day)</p> <p>CASUALTIES: Information was lacking today, from Air Ministry, received, stating that 69329 SGT R.A.S. Bane, who was reported missing from air operations on the 14/25 January, 1944, bombing attack on Brunswick, was buried 16th January, 1944, Cemetery Hoy/Weser. Reclassified missing, believed killed in action.</p>		A-1A0
	Sept. 2 1944.		<p>Weather: Occasional slight rain, becoming continuous towards dawn then ceasing by 0600 hours. Fair from 0600 to 0900 hours, then thundery rain, continuing throughout most of rest of day. Slight thunderstorm at 1130 hours. Wind S.E. to S., moderate, falling light N.E. 'ly finally becoming N.W. 'ly strong.</p> <p>Flying Training Time: 3:12 Hours (Day).</p>		
	Sept. 3 1944.		<p>Weather: Cloudy, soon becoming fine and remaining so until 1000 hours. Weather cloudy rest of day and continuous slight rain from 1700 to 2100 hours, and intermittent slight drizzle from 2300 to 2400 hours. Wind N.W. strong soon falling light W. 'ly, freshening later S.W., moderate to strong.</p> <p>Flying Training Time: 13:26 Hours (Day).</p>		
	Sept. 4 1944.		<p>Weather: Cloudy with rain commencing 0500 hours becoming continuous until 1400 hours with many heavy outbreaks. Occasional slight rain or showers from 1400 to 2100 hours, weather then becoming fair. Wind S.W. 'ly strong becoming S.S.W. moderate.</p> <p>Flying Training Time: 19:05 Hours (Day)</p>		
	Sept. 5 1944.		<p>Weather: Fair or cloudy most of day, becoming fine at 1900 hours. Wind S.W. 'ly, moderate, becoming strong.</p> <p>Flying Training Time: 34:16 Hours (Day)</p> <p>OPERATIONS: IN HANDS (Wave 4) A/C Detailed (Daylight)</p> <p>Four aircraft successful 'A', dropping 12 x 1,000 T.I. Red B.2s, 12 x 250 T.I. Red, and 18 x 1,000 ANM '65, between 1857:18 hours and 1906:15 hours, from 14,200 to 11,500 feet. Weather, clear over target, 1/10 cloud below 13,700 feet, and 10/10 cloud above at approximately 15 or 18,000 feet. On arriving, the target area was flattened out except for a line of buildings on West side and all buildings obliterated around the Aiming Point. There was a big fire burning a few yards West of Aiming Point and the Master Bomber directed the bombing 50 yards to starboard of this. The T.I.'s at 1856 hours, (smoke only seen). Green at 1902:24 hours and Red at 1903:42 and 1904:24 hours, which all tended to slight undershoot;</p> <p style="text-align: right;">/over,.... H W W K</p>		A-1A1

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Gransden Lodge, Beds.	Sept. 5 1944		<p>OPERATIONS: * <u>IE HAVRE (Wave 4)</u> * (Continued) but on North edge of rectangle of buildings forming target area and one T.L. Green on beach. No Yellow T.L.'s seen. No bombing was seen astray and the whole of the attack was very concentrated. The Master Bomber retained his T.L. Reds as the target was well marked. Defences, moderate accurate heavy flak at target and from coast North of target. Three aircraft attempted photographs. Operational Flying Time:- 9:00 Hours (Day)</p>		A-141
	Sept. 6 1944		<p>Weather:- Fine, becoming cloudy from 1200 to 2400 hours. Wind S.W.'ly moderate, falling light S.'ly then calm. Flying Training Time:- 23:32 Hours (Day). OPERATIONS: * <u>BRUNNEN</u> * 7 A/C Detailed. (Daylight) Seven aircraft successful 'A', dropping 53 x 1,000 ANM 65 and 26 x 1,000 ANM 44, between 1826:48 and 1850:12 hours from 18,000 to 17,000 feet. Weather, clear with fair visibility below 17,000 feet. All airdrew report raid on centre of town progressing favourably when they arrived. Main Force bombing appeared concentrated and many fires and explosions seen. Our seven bombers picked out individual targets in dock area which were clearly identified. Two railway yards North of Industry Harbour were hit also the submarine works and the bridge spanning the GOCKS on either side of the New Inner Harbour. Very little shipping seen in the port other than one or two barges. Moderate heavy flak bursts from outskirts of town and isolated battery on Eastern bank at the mouth of the Res. Six aircraft attempted photographs. Operational Flying Time:- 28:06 Hours (Day)</p>		A-142
			<p>Operations:- * <u>IE HAVRE A/P No. 6</u> * 4 A/C Detailed. (Daylight) Two Lancasters abortive, over enemy territory, and 2 Lancaster abortive, not over enemy territory, in 10/10 low stratus cloud, between 14,600 and 3,000 feet, heading back 32 T.L. Red, 20 x 1,000 ANM 65 and 4 x 1,000 ANM 44. The Master Bomber, aircraft 405/Y, arrived over target at 1931 hours at 8,000 feet and could not see anything owing to 10/10 cloud. He gave "Basement 10,000 feet" and then flew around between 5,200 and 3,000 feet but there was still low stratus cloud, estimated base 7 to 800 feet, and rain. He gave abandon mission call sign at half-minute intervals from 1937 to 1946 hours. Aircraft 405/Y, Visual Backer-Up, arrived over target at 8,000 feet, and he too, could see nothing and did not hear the Master Bomber, so stayed around, climbing to 14,600 feet, and there was still 10/10 cloud. At 1940 hours, he heard Master Bomber give "Abandon Mission". The other two aircraft turned for home before crossing the coast, on Master Bomber's instructions. No aircraft attempted photographs. No defences. Operational Flying Time:- 8:35 Hours (Day) CASUALTIES:- Information was today received from Air Ministry stating that CAN/R.8.923 W/O.I Rafter R.H., and CAN/J.85018 P/O B.H. Walter, who were reported missing from bombing attack on Kiel, 16/17th August, 1944, are now reclassified safe, back in United Kingdom.</p>		A-143
	Sept. 7 1944		<p>Weather:- Cloudy, with slight mist all day, with rain from 0500 to 2000 hours, mainly slight but some moderate outbreaks. Wind calm at first. Flying Training Time:- Nil</p>		
	Sept. 8 1944		<p>Weather:- Cloudy with slight mist at first with occasional slight drizzle or rain becoming fair by 1200 hours with convection cloud building up later and thundery showers occurring throughout rest of day. Moderate thunderstorm with hail at 1830 hours. Weather fine by 2400 hours. Wind light westerly, becoming W.N.W. moderate, then W.S.W. to W. Light moderate, except in thundery showers then N.N.W. strong.</p>		

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OPERATIONS RECORD BOOK

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

No. of pages used for day: _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Gransden Lodge, Beds.	Sept. 8 1944.		<p>Flying Training Time:- 20:28 Hours (Day) OPERATIONS:- "LE HAVRE A/P 13" "5 Aircraft Detailed. (Daylight) One aircraft successful "A", 3 abortive over enemy territory and one missing, carrying 8 T.I. Red, 2 x 1,000 ANM 65, 4 x 1,000 ANM 44, dropping 8 T.I. Red, at 0813 hours from 4,000 feet. Weather, cloud 7 to 8/10, base 2,000 feet and tops 6,000 feet. Master Bomber gave basement 6,000 feet at 0801:30 hours, but at enemy coast Deputy Master Bomber found cloud at 4,000 feet and while Deputy Master Bomber flying at 3,500 feet, told Master Bomber that he was too low to release T.I.s. Main force was held to orbit, and aircraft 405/2 at 0813 hours, dropped his T.I. Red 30 yards from Aiming Point. At 0815 hours, Deputy Master Bomber took over; not hearing from Master Bomber and ordered Abandon Mission. At 0809 hours, Greens seen in target area and some Reds mingled with them at 0813 hours. Two aircraft were seen shot down on beach at South end of bombing line. 7 Parachutes seen, one lot of 3 and second lot of 4 seen leaving aircraft. One aircraft attempted photographs. Heavy accurate flak. Light flak, small amount concentrating on Master and Deputy Bomber's. Intense machine gun fire.</p> <p>Operational Flying Time:- 9:36 Hours (Day). LOSING/MISSING:- CAN/R.24220 SGT Umscheid J.L., missing "REPT" 16/17-0-44, reclassified P.O.W. CAN/R.252261 P/S Musgrave F.A., " " " " " " " " " " " " DEAD CAN/R.25740 W/O Stein L.H., " " " " " " " " " " " " SAFE U.K. CAN/R.82958 W/O Smitton F.A., " " " " " " " " " " " " SAFE U.K.</p> <p>The following is CAN/R.14898 W/C Morrison H.A., interrogation report, following his being reported missing from bombing attack on Le Havre A/P 13, as shown above: Hit by flak over Le Havre at 0810 hours, 5,000 feet. Crew baled out and aircraft crashed. 7/8/10 cloud, base 1,500 to 2,000 feet, tops 6,000 feet. Approaching target over 10/10 cloud, saw Aiming Point briefly through a break. Mosquitoes Greens were all 100 to 300 yards East of Aiming Point. Captain told Main Force to orbit while assessing marking and the possibilities of a successful attack in the difficult weather conditions. After two runs, Captain began to let down to go below cloud, but while still in cloud and on our fourth run we were hit by at least 3 bursts of flak. First hit knocked starboard aileron off, second hit was through starboard wing. Third hit was in belly of aircraft and started a serious fire. Aircraft became uncontrollable. Bombs jettisoned when hit. Captain gave order to bale out. All crew successfully baled out, Captain last. Aircraft crashed on shore a few miles North of Le Havre with T.I.s on board. All of crew except Warrant Officer Kubiak, landed in, or close to Allied lines and were back in the U.K. within 2 or 3 days. Warrant Officer Kubiak landed in German lines and was held prisoner for 5 days until Le Havre was captured by the Allied Forces. Warrant Officer Kubiak returned back safe and uninjured to the U.K.</p>		A-144
	Sept 9 1944.		<p>Weather:- Fair or fine. Wind W. to N.W., moderate, falling light N.E.'ly. Flying Training Time:- 19:25 Hours (Day)</p>		
	Sept. 10 1944.		<p>Weather:- Weather, fine, with mist and ground fog until 0600 hours, remaining fair or fine rest of day. Wind light variable. Flying Training Time:- 15:06 Hours (Day) OPERATIONS:- "LE HAVRE - A/P 13" "5 Aircraft Detailed. (Daylight) Five aircraft successful "A", dropping 23 T.I. red, 2 x 1,000 ANM 65, 12 x 1,000 ANM 44, from 1717:21 to 1732:30 hours from 10,000 to 9,000 feet. No cloud and excellent visibility. First Greens seen at 1717:12 hours. Several Greens lay 50 to 150 yards N.E. of Aiming Point. The Deputy Master Bomber dropped half his load of Red T.I.s /over</p>		A-145

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Gransden Lodge, Beds.	Sept. 10 1944		<p>OPERATIONS: "IE HAYNE - ALVIE 3" (Continued) at 1717:12 hours from 10,000 feet. These lay from Aiming Point to 50 to 100 yards to N.E. From 1718:48 to 1721:12 hours, Master Bomber ordered Main Force to undershoot Red T.I.s by 50 yards. One of our Visual Backer's Up dropped his full load of Red T.I.s at 1721:06 hours. These were a slight undershoot and lay 50 to 100 yards West of Aiming Point. From 1721:48 hours, to 1722:36 hours, Master Bomber ordered Main Force to bomb between the Beds. Another Visual Backer Up dropped a full load at 1725:36 hours and these fell 100 to 200 yards W.S.W. of Aiming Point. The Master Bomber ordered Main Force to overshoot these Beds. One Visual Backer Up retained all his T.I.s and another retained half his load owing to Aiming Point being obscured by smoke. The Master Bomber arrived on time, made two unsatisfactory runs and retained his T.I.s but considered they were not required anyway. Bombing was so concentrated that all crews remarked on two sticks which undershot and overshot respectively by as little as 2 to 300 yards. Two flak bursts seen at 5,000 feet. Four aircraft attempted photographs. Operational Flying Time:- 11:51 Hours (Day).</p>		A-245
	Sept. 11 1944		<p>Weather:- Fine with slight mist or haze most of day. Wind light variable. Flying Training Time:- 18:42 Hours (Day) OPERATIONS: "GASTROP BAUXITE" 4 Aircraft Detailed. (Daylight) Nine aircraft successful 'A', dropping 4 x 1,000 HC Minol, 56 x 500 AM 64, 8 x 500 GP, from 18:2:06 to 18:7:30 hours from 15,000 to 18,000 feet, in clear weather with much smoke. At 18:38 hours, Green T.I.s were seen ascending but these had disappeared into smoke when aircraft were over target. From approximately 18:41 hours, Master Bomber instructed aircraft to bomb 400 yards to starboard of Red T.I.s which were in the smoke and at 18:43 hours, he said "Don't bomb Dortmund as others have done". Two aircraft bombed the Red T.I.s in smoke after identifying parts of the town. The third bombed Red T.I.s on his 3rd run which was reciprocal and the 4th did not see any marking nor could he identify the Aiming Point so he bombed a factory building. Just after bombing, his rear gunner saw the 3 oil storage tanks in target area. Bombing was slightly scattered, with smoke rising to 12,000 feet and a large explosion from near Aiming Point was seen at 18:50 hours. Defences, intense heavy flak bursting from 17 to 19,000 feet. Two aircraft hit, 405/0 flak holes, 405/0, flak holes and 3 members of crew slightly injured. All aircraft attempted photographs. Operational Flying Time:- 13:16 Hours (Day)</p>		A-246
	Sept. 12 1944		<p>Weather:- Fair or fine with slight mist or haze until 1100 hours. Wind E.'ly light, moderate. Flying Training Time:- 14:43 Hours (Day) OPERATIONS:- "WANNIE BLOOM" 12 Aircraft Detailed. (Daylight) (One Missing) Nine aircraft successful 'A' and one missing, dropped 8 T.I. Red, 10 x 1,000 HC Minol, 6 x 1,000 MG, 10 x 1,000 AM 64, 74 x 500 AM 64, 2 x 500 GP, 20 x 500 MG and 23 T.I. Yellow from 13:57 to 14:06 hours from 16,500 to 18,500 feet. No cloud with industrial haze and visibility moderate to good. Majority of aircraft got good visual pin-points on run in to target and identified the target visually. Master Bomber saw T.I. Green slightly West of Aiming Point at 13:58:54 hours. Deputy Master Bomber dropped T.I. Red on Aiming Point where fires were already burning from Supporters' bombing. Our 3 Visual Backer's Up dropped T.I. Yellow, one on Red and Green T.I.s seen in smoke between 14:00:54 and 14:02 hours. These T.I.s disappeared into the smoke. Master Bomber made a dummy run at 13:57:20 hours approximately, and later judged smoke to be too thick to justify dropping T.I.s. From 13:59:54 hours to 14:03:54 hours, Master Bomber told Main Force to bomb the base of the smoke. Bombing was fairly concentrated with a tendency to spread back to the N.W. The rapid rise of heavy smoke early over....</p>		A-247

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

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Gransden Lodge, Beds.	Sept. 12 1944.		<p>OPERATIONS: "HANS RICKEL" (Continued) in the raid and several large explosions suggest the target was well hit. Six of these aircraft were hit by flak which was intense and accurate, especially for the first arrivals. Nine aircraft seen shot down by flak over the target. Eight aircraft attempted photographs. One of our aircraft failed to return from this operation.</p> <p>Operational Flying Time: 36:59 Hours (Day).</p> <p>OPERATIONS: "FRANZ FURT" 2 Aircraft Detailed.</p> <p>2 Aircraft successful in dropping 40 x G.P. No. 3, 12 x 1,000 ANM 59, 4 x 1,000 MG, 4 x flares Red/yellow Wanganui, 4 x T.L. Green, 5 x 4,000 Minol N.I. H.C., 34 x 500 ANM .64 and 20 x 500 MG, between 2251:54 and 2307:18 hours, and 18,500 to 17,000 feet. Clear weather and no cloud. The first illuminating flares were 405/J at 2251:54 hours and the first T.L.s reported were Greens at 2256 hours, mixed Red and Green at 2256:30 hours, and Red at 2256 hours approximately, all very close together, in Aiming Point area. Seven aircraft bombed on H.2.S. and two bombed mixed Red and Green T.L.s. Eight aircraft identified the river and saw built-up area and the other on at 2307 hours (405/U) dropped his red/yellow Wanganui as the target was obscured by smoke. The marking was concentrated and effective and the illumination was good and the bombing seen only by the later aircraft was concentrated and the glow of many fires was seen for 150 miles away. An explosion was reported near the river South of the Aiming Point at 2257 hours approximately. One stick of illuminating flares fell near Wiesbaden at approximately 2249 hours. One aircraft seen falling three miles S.W. of target. Defences, flak slight early to moderate later. Searchlights intense, coming 15 to 20, some waving. Nine photographs attempted.</p> <p>Operational Flying Time: 53:15 Hours (Night).</p> <p>CASUALTIES: CAN/R.159028 W/O.2 Stewart G.J., missing 15/16 June, 1944. "LENS" - safe, U.K.</p>		A-147
	Sept. 13 1944.		<p>Weather: Fair or fine with fog forming from 0600 to 0900 hours. Wind light E.s'y.</p> <p>Flying Training Time: 30 minutes (Day)</p> <p>OPERATIONS: "NORDSTERN" 6 Aircraft Detailed. (Daylight)</p> <p>Six aircraft successful in dropping 6 x 4,000 HU Minol, 72 x 500 ANM 64, 22 x 500 MG and 2 x 500 GP from 1827:50 to 1829:10 hours from 18,000 to 15,000 feet. 4 to 5/10 alto. cumulus cloud, tops 8 to 14,000 feet with considerable haze. Only one aircraft claims positive identification of ground detail relative to the Aiming Point. The remainder had one, bombed variously visual targets of opportunity in the target area with good G.P.I. checks and one bombed on G.P.I. A full report has not been received from one aircraft which landed at Woodbridge following flak damage. Three aircraft saw Reds after leaving but cannot pinpoint them. The timing of 5 was excellent and the 6th was one minute late. Defences, flak was moderate to intense both barrage and predicted and 4 aircraft were hit. One badly and one man was slightly injured. The route in and the tactics for bombing run were nevertheless generally approved.</p> <p>Operational Flying Time: 19:52 Hours (Day).</p> <p>CASUALTIES: CAN/R.17509 P/O Bens R.C.F., missing 16/17 August, 1944, "KIND", safe U.K. CAN/S.87051 P/O Gardner G.A., "8/5-44", "HANS ST. PIERRE", safe U.K. CAN/R.172647 P/S Shurvell J., "28/29 June, 1944, "MEXX", safe U.K.</p>		A-149
	Sept. 14 1944.		<p>Weather: Fine at first with fog from 0300 to 0600 hours, becoming cloudy with slight mist or haze rest of day with occasional slight rain from 2200 to 2400 hours. Wind S.S.W. moderate</p> <p>Flying Training Time: 49 minutes (Day)</p> <p>..../over</p>		

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Place	Date	Time	Summary of Events	References to Appendices
Granden Lodge, Beda.	Sept. 14 1944		<p>OPERATIONS:- " WILHELMSHAVEN WEST " 7 Aircraft Detailed. (Daylight)</p> <p>Seven aircraft abortive, not over enemy territory, following recall. Jettisoned 4 x 1,000 AMM 59, 1 x 1,000 MG, 2 x 2,000 MG and 2 x 1,000 AMM 65. All jettisoned safe in sea. Brought back 9 x B.2 T.I. Green, 15 x B.4 T.I. Green, 8 x 1,000 AMM 59, 5 x 1,000 MG, and 22 x 2,000 MG.</p> <p>Operational Flying Time:- 15:16 Hours (Day)</p>	A-150
		Sept. 15 1944	<p>Weather:- Cloudy with slight mist until 1100 hours, becoming fine by 2000 hours. Wind S.W. backing S. then becoming S.W. again, moderate.</p> <p>Flying Training Time:- 125 minutes (Day).</p> <p>OPERATIONS:- " KIEL " 12 Aircraft Detailed. (One Missing)</p> <p>Eleven successful 'A', and one missing, dropped 40 G.P. No. 3 Flares, 24 T.I. Red, 6 T.I. Green, 4 Flares Red/Yellow, 36 x 1,000 AMM 59, 7 x 4,000 H.G. Minol, 2 x 500 GF, 2225 x 4 lb. incendiaries, 115 x 4 lb. 'X' incendiaries and 6 x 2,000 MG, between 0106:12 and 0122:36 hours, from 15,000 to 18,500 feet. No cloud and good visibility. Our Supporter was on time. Our three Blind Illuminators were on time or early and dropped flares on H.2.S. Our 2 Blind Markers were on time and early respectively, found mixed red/greens down and retained their Greens. One of our Blind Sky Marker's is missing and the other retained his flares red/yellow. Our Primary Visual Marker identified the Aiming Point and found one load of mixed red/green about 100 yards South of it. He dropped his own red/greens at 0110:18 hours, but was hit by flak and did not see where they fell. One Visual Centerer dropped reds on scattered together at 0126:30 hours and the other dropped reds 100 yards South of two reds lying close from 0107 hours, but the Aiming Point was clear at 0110 hours, and when the smoke later spread over the target area, the T.I.s could still be seen. Mixed Red/Greens were reported from 0108:30 hours and several fell from 0110 to 0112 hours, all on or very close to the Aiming Point, except for one 2 or 3 miles to East. Red T.I.s reported from 0112:18 hours. Early bombing was scattered and was later concentrated on the T.I.s and then perhaps spread back across the harbour to the N.E. By the end of the period, incendiaries were taking hold. Decoy Red T.I.s seen 3 or 4 miles S.E. and 15 miles N.E. before 0107 hours. Aircraft 405/V and 405/S had combats. Moderate heavy and light flak. XXXX A few ineffective searchlights. Three aircraft seen shot down on route. Eleven aircraft attempted photographs. One of our aircraft is missing from this operation.</p> <p>Operational Flying Time:- 56:43 Hours (Night).</p>	A-151
	Sept. 16 1944	<p>Weather:- Fine at first. Cumulus cloud forming during morning, main base 5,000 feet, dispersing by midnight. Good visibility. Wind moderate S.W.'ly.</p> <p>Flying Training Time:- 19:14 Hours (Day)</p>		
	Sept. 17 1944	<p>Weather:- Fine at first, fog forming at dawn with visibility falling to 100 yards. Visibility soon improving. Small amounts of cloud during day, becoming fine after dusk. Wind light and variable.</p> <p>Flying Training Time:- 12:19 Hours (Day).</p> <p>OPERATIONS:- " BOURGNE-SUR-MER - A/T.I.s " 5 Aircraft Detailed. (Daylight)</p> <p>Five aircraft successful 'A', dropping 27 T.I. Red, and 18 x 1,000 AMM 59, between 0936:30 and 0950:54 hours from 10,300 to 8,500 feet. In clear weather, no clouds, and excellent visibility. All crews clearly identified the Aiming Point which was well ordered before our attack opened. When the Master Bomber arrived over target at 0934 hours, he saw Green T.I.s cascading, and these had undershot by 200 yards with one to starboard at 1,000 yards. Deputy Master Bomber's Red T.I.s fell on Aiming Point at 0936:30 hours. Master ...</p>	A-152 H Wick	

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Gransden Lodge, Beds.	Sept. 17 1944		<p>OPERATIONS:- "BOULOGNE-SUR-MER - A/P 1.A" (Continued) Bomber dropped half his load of T.I.s at 0937:48 hours, and these undershot by 100 yards. At 0958:30 hours, Master Bomber told Main Force to bomb between Red and Green T.I.s. 0959 hours, Master Bomber said "Further edge of red T.I.s" and at 0940 hours, "Bomb furthest edge". This last instruction was repeated several times. Later T.I.s were seen to be both 100 yards E. and W. of Aiming Point. Three aircraft bombed visually and 2 aircraft bombed Red T.I.s. Bombing was reported by all crews as very concentrated. Master Bomber saw only one stick overshoot by 7 to 800 yards. Moderate heavy flak accurate and predicted. 105/7 sustained several flak holes and port tyre was punctured. All aircraft attempted photographs.</p> <p>Operational Flying Time:- 9:18 Hours (Day)</p> <p>OPERATIONS: "BEECHERKE" 2 Aircraft Detailed. (Daylight)</p> <p>Two aircraft successful 'A', dropping 18 T.I. Red, 4 x 1,000 ANM 59 between 1812:12 and 1814:06 hours from 12,000 to 9,000 feet. Clear and no cloud. The Aiming Point was easily identified by both aircraft and one Green T.I. fell at 1810:12 hours 200 yards N.W. of Aiming Point. Deputy Master Bomber's Red at 1813:20 hours was 100 yards short and slightly to port of Aiming Point. Master Bomber's Red fell 50 yards S.E. of Aiming Point and Master Bomber ordered "Bomb centre of Red", and later as Main Force were tending to be short, to overshoot Red by one second. At 1819 hours, as smoke obscured all T.I.s and Aiming Point, and bombing was practically finished, Master Bomber ordered "Banana". Two sticks of bombs only were seen astray, one 500 yards short and the other stick approximately one mile short starting near the coast. The attack was good but tended to concentrate more towards the South edge of target area. Defences, fairly heavy and accurate heavy flak and light flak.</p> <p>Operational Flying Time:- 3:11 Hours (Day).</p>		A-152
	Sept. 18 1944		<p>Weather:- Fine at first. Moderate fog at dawn. Fair during the day, becoming cloud during the evening. Wind, moderate N.E. by becoming light and variable.</p> <p>Flying Training Time:- 3:40 Hours (Day) 1:33 Hours (Night)</p> <p>CASUALTIES:- GAW/J.28958 R/O Purfer A.S., missing 16/17 August, 1944, "KILL" - now P.O.W.</p>		A-153
	Sept. 19 1944		<p>Weather:- Cloudy, with cloud base falling to 600 feet around midday. Slight intermittent rain during afternoon, becoming continuous moderate rain during evening. Poor visibility all day. Wind light and variable, mainly calm.</p> <p>Flying Training Time:- NIL</p>		
	Sept. 20 1944		<p>Weather:- Moderate rain, continuous at first, ceasing around 0200 hours. Fog forming by dawn, soon clearing. Fair for rest of day becoming fine after dusk. Moderate to poor visibility. Wind light and variable.</p> <p>Flying Training Time:- NIL</p> <p>OPERATIONS: "CAIAN DEFENCE AREA - A/P 6.A" (Daylight) 4 Aircraft Detailed.</p> <p>Four aircraft successful 'A', dropping 30 x 1,000 ANM 59, 11 x 1,000 MG, 12 x 500 ANM 64, and 3 x 1,000 ANM 44, from 1718:06 to 1726:30 hours, from 7,000 to 8,000 feet. No cloud and slight haze with visibility 2 to 5 miles. Two Supporters were on time, and one was 4 minutes late but was close behind the Deputy Master Bomber and the fourth arrived on time, but bombed 7 1/2 minutes late on his third run. Three identified and bombed the Aiming Point. The fourth bombed N.E. edge of Red T.I.s on Master Bomber's orders. One green T.I. was seen 500 yards N.W. of A/P. Several Reds were on or very close to the Aiming Point from 1718 to 1727 hours, but at 1726:30 hours, one Red was well off Aiming Point to the E. and Master Bomber told Main Force to disregard it. Master Bomber said "KILL" at 1700:30 hours, "Bomb over."</p>		A-154

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Granden Lodge, Boda.	Sept. 20, 1944.		<p>OPERATIONS:- * CALAIS DEFENSE AREA - A/P 6.A * (Continued)</p> <p>port edge of reds*. 1719 hours, approximately, "Undershoot port Red by 100 yards". 1722 hours, approximately, "Bomb short of Port Red". 1726 hours, approximately "Undershoot Reds by 100 yards". Main Force followed orders and bombing was well placed. Defences, negligible. Four aircraft attempted photographs.</p> <p>Operational Flying Time:- 8:02 Hours (Day).</p>		A-154
	Sept. 21, 1944.		<p>Weather:- Fog persisting until midday. Visibility improved to 2,000 yards. 10/10 stratus cloud at about 400 to 1,000 feet all day. Wind light and variable.</p> <p>Flying Training Time:- 30 Minutes (Day).</p>		
	Sept. 20, 1944.	(Continued from above)	<p>OPERATIONS:- * CALAIS DEFENSE AREA - A/P 6.B * 8 Aircraft Detailed (Daylight)</p> <p>Eight aircraft successful 'A', dropping 28 T.I. Red 894 A.P. 43 x 1,000 ANM 59, 32 x 1,000 MG, 18 x 500 ANM 64 and 2 x 500 GP between 1736 and 1747:54 hours and between 9,400 and 5,000 feet. No cloud and slight haze. The Green T.I.s were reported as overshooting 150 to 200 yards. The Deputy Master Bomber dropped T.I. Reds on Aiming Point at 1736 hours and Master Bomber ordered "Bomb T.I. Red" at 1736:42 hours, and this was repeated until Reds were obliterated, when the bombing was directed to T.I. Reds which had fallen 50 yards to port of Aiming Point. The Main Force were told to bomb 50 yards to starboard of these T.I.s. Deputy Master Bomber's second marking was a very slight overshoot and these T.I.s were immediately obliterated by bombing, which was then redirected by Master Bomber to T.I.s slightly to starboard. No yellows were reported and no orders heard for "Longstop". One stick of bombs was seen astray near the coast and one stick 1,000 yards to South. Redd was very concentrated on the Red T.I.s which were very accurate, and all aircraft bombed as directed by Master Bomber, all but one confirming Aiming Point, by visual identification. No defences. Eight photographs attempted.</p> <p>Operational Flying Time:- 17:49 Hours (Day).</p>		A-155
	Sept. 22, 1944.		<p>Weather:- Low stratus at first, with fog forming at 06:00 hours. Visibility improving after 09:00 to 2,000 yards, but remaining cloudy all day. Wind light and variable, mainly S.W.'ly.</p> <p>Flying Training Time:- NIL</p>		
	Sept. 23, 1944.		<p>Weather:- Cloudy at first with intermittent slight rain, cloud dispersing to small amounts towards dawn but becoming cloudy again during afternoon and evening. Visibility, slight haze at first, improving to 8 to 12 miles after dawn. Wind, moderate W.N.W. to N.W.'ly becoming S.W.'ly during early evening.</p> <p>Flying Training Time:- 21:32 Hours (Day).</p> <p>OPERATIONS:- * DUNKERQUE A/P 1 * 3 Aircraft Detailed (Daylight).</p> <p>Three aircraft successful 'A', dropping 18 T.I. Red, 8 T.I. Green and 16 x 1,000 ANM 59, between 1657 hours and 1659:06 hours, from 9,000 to 8,200 feet. 2 to 3/10 cloud in target area, but clear over target. The Mosquito T.I.s at 1655:30 hours, fell on beach and in sea North of Aiming Point and the second lot 100 yards West of Aiming Point. Deputy Master Bomber dropped Red at 1657:30 hours 50 yards East of Aiming Point and slight overshoot. He dropped Green T.I. at 1658 hours 150 to 200 yards East of Aiming Point and slight overshoot. There was a slight tendency to undershoot at first, which was corrected by the Master Bomber, but only one complete stick fell in the sea, though several started in the sea. The last two aircraft to bomb caused a large explosion on the Aiming Point. The Main Force timing was good and the Aiming Point well covered with bombs. Three bursts of flak only at 13,000 feet from North part of Island. Three aircraft attempted photographs.</p> <p>Operational Flying Time:- 54:43 Hours (Day).</p>		A-156

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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
Gransden Lodge, Beds.	Sept. 23 1944.		CASUALTIES:- Information was received from Air Ministry today, stating that CAN/J.2138, P/L M.F. Stromach, (Pilot), reported missing from bombing attack on Versailles Marshalling Yard, 10th/21th June, 1944, is now at 185 U.S. General Hospital, A.P.O. 511, U.S. Army, and was admitted that hospital 30th August, 1944, diagnosis, burns second degree moderate, severe right arm, right wrist and face, condition good and convalescing from above injuries. Re-classified safe United Kingdom. REMY Also, 1607755 Sgt Thorn E.E., missing 28/29th June, 1944, "MSTZ", now reclassified safe back in United Kingdom.		
	Sept. 24 1944.		Weather:- Continuous slight rain most of the day, cloud base 600 to 1,000 feet. Visibility good. Wind strong S.'ly at first becoming N.W.'ly, 26 Knots, gusty during rest of day. Flying Training Time:- NIL OPERATIONS:- * CAIAIS A/P 11 * 3 Aircraft Detailed. (Daylight) Three aircraft abortive over enemy territory. All bombs and T.I.'s retained and brought back, viz., 27 T.I. Red and 15 x 1,000 ANM 59, 10/10 cloud, base variable 2,000 to 2,500 feet. Visibility moderate to good. Our Master and Deputy Master Bomber went in with the previous raid. Defences were slight. Master Bomber made circuit out to sea and gave "Assessment 2,500 feet" at 1755 hours and "Assessment 2,000 feet" at 1802:30 to 1804 hours. On run in, both Master and Deputy Master Bomber were met well out to sea by intense and accurate light and heavy flak, and the Deputy Master Bomber was slightly damaged and broke off his bombing run. Master Bomber did the same and gave "Abandon mission" at 1807:30 hours, and repeated until 1813 hours. In addition to flak hazards, bombing conditions were not good. One Halifax seen to go in to target, and was hit and crashed on land 3 to 5 miles West of Calais. On approaching the coast on bombing runs, rather scattered Green T.I.'s were seen in estimated locality of Aiming Point 11. Operational Flying Time:- 6:20 Hours (Day). BOMBS AND AWARDS:- Information was received today that CAN/R.165426 P/S Maxwell R.B., (Pilot), has been awarded the Immediate Award of the Conspicuous Gallantry Medal.		XX A-157
	Sept. 25 1944.		Weather:- Intermittent slight rain at first, cloud base fairly high becoming fair towards dawn, but raining again during early evening. Visibility slight haze at first, improving to 12 miles at 1200 hours, but becoming hazy again towards midnight. Wind fairly light W. to N.W.'ly becoming strong W.S.W.'ly during afternoon and evening. Flying Training Time:- 21:53 Hours (Day). OPERATIONS:- * CAIAIS - UNBESCO A/P 2.3 * 3 Aircraft Detailed. (Daylight) Three aircraft abortive and jettisoned 3 x 1,000 ANM 59, 8 x 500 ANM 64. Brought back 30 x 1,000 ANM 59 and 4 x 500 ANM 64. The three aircraft went in to target at 8,000 feet and were told to orbit by the Master Bomber from 0817 to 0822 hours. Cloud was 9 to 10/10 tops 4 to 7,000 feet. At 0823:18 hours, Master Bomber gave Abandon Mission. No defences active. No photographs attempted. Operational Flying Time:- 6:20 Hours (Day).		A-158
	Sept. 26 1944.		Weather:- OPERATIONS:- * CAIAIS A/P 3.4 * 5 Aircraft Detailed. (Daylight). One aircraft successful (A) (4057), Deputy Master Bomber dropping 10 T.I. Red and 4 x 1,000 ANM 64 from 1032:48 to 1037:18 hours from 5,500 to 5,000 feet. Four abortive over enemy territory brought back all bombs and T.I.'s, viz., 40 T.I. Red, 12 x 1,000 ANM 59 and 4 x 1,000 ANM clear over channel. Enemy coast seen. Over target there was 9 to 10/10 cloud, tops 3,500 feet, base 1,500 to 2,000 feet. One Visual Backer Up saw T.I. Greens cascading into cloud at 1043:30 hours. The Deputy made several runs and dropped Red T.I.s never....		A-159 <i>How w/c</i>

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Granden Lodge, Beds.	Sept. 25, 1944.		<p>OPERATIONS: * CALAIS A/P 2.A * (Continued)</p> <p>150 to 200 yards short of the Aiming Point at 1031:48 hours. He also saw Green T.I.s 200 to 250 yards short of Aiming Point. Later he dropped his bombs between the Aiming Point and his Beds. These attacks were made through small breaks in cloud. The Master Bomber made five or six runs but only saw Aiming Point briefly on one occasion. He told Main Force to orbit from 1025 hours to 1036 hours. At 1038 hours, Master Bomber told the Visual Backers up to try and mark the Aiming Point but they could not do so. 1041:24 hours, Master Bomber gave "Abandon Mission". Slight to moderate heavy and light flak. One aircraft attempted photographs.</p> <p>Operational Flying Time:- 10:53 Hours (Day).</p>		A-159
	Sept. 26 1944.		<p>Weather:- Cloudy at first, dispersing to small amounts after dawn and becoming cloudless towards midnight. Visibility good all day. Wind strong W.N.W. to N.W. ly becoming S.W. ly towards midnight.</p> <p>Flying Training Time:- 24:44 Hours (Day).</p> <p>OPERATIONS: * CAP GRIS NZZ A/P 7.C * 3 Aircraft Detailed (Daylight)</p> <p>Three aircraft successful 'A', dropping 32 x 1,000 AMM 59 TD .025, and 12 x 500 MG Tg 025 from 1005:30 to 1011:54 hours from 6,400 to 6,000 feet in perfectly clear weather, and visibility 15 miles. At 0956 hours, the Mosquito Green T.I.s were down, lying on either side of the Aiming Point which was clearly identified by our three Supporters. One Bomb Aimer claims the Aiming Point was a 2-gun emplacement, guns mounted on top of a building. At 0957 hours, Red T.I.s fell slightly South of Aiming Point followed by a second load which fell further South. Master Bomber directed bombing on first lot of Red T.I. and at 1005 hours, changed instruction to "Undershoot first lot of reds by 50 yards". Bombing appeared concentrated on Aiming Point at beginning of attack. The gun emplacement was hit but the weight of attack fell South of Aiming Point, and many bombs overshooting to the right. Defences nil. Three aircraft attempted photographs.</p> <p>Operational Flying Time:- 7:21 Hours (Day).</p> <p>OPERATIONS: * CAP GRIS NZZ - AP 7.D * 5 Aircraft Detailed (Daylight) (One Missing)</p> <p>Four aircraft successful 'A', and one missing, dropped 48 T.I. Red, 12 x 1,000 MG, 8 x 1,000 AMM 59, from 1236:30 to 1255:06 hours from 2,400 to 3,000 feet. Mosquito Greens were seen cascading over the sea and none were seen on the land. 5 to 8/10 cumulus cloud, base 3 to 4,000 feet, tops 5,500 feet. Deputy Master Bomber's first Reda went in the sea and on the beach West of the Aiming Point at 1236:30 hours and on his second run at 1237:36 hours. Deputy dropped Reda 50 yards N.W. of Aiming Point. Master Bomber dropped half his reds 50 to 100 yards West of Aiming Point at 1240:24 hours. One Visual Backer up dropped Reda in approximately the same place at 1242:30 hours and another dropped Reda into smoke on estimated Aiming Point at 1244:36 hours. At 1247 hours, Master Bomber said "Overshoot beach by 2 seconds into middle of smoke", but Longstop intervened to suggest that overshoot was too great and then suggested raid should be called off until smoke had cleared. At 1249 hours, Master Bomber told Main Force to orbit until smoke had cleared, and re-marked slightly West of Aiming Point at 1255:06 hours. Bombing was very good and at end of the raid area on and close around Aiming Point was heavily cratered. The missing aircraft was seen to crash 2 or 3 miles South of Aiming Point and 3 parachutes were seen to open. Longstop put a Yellow Smoke aloft by the crash in which red T.I.s were burning, but one aircraft was seen to bomb these reds. No flak bursts or tracer seen. Four aircraft attempted photographs.</p> <p>Operational Flying Time:- 8:19 Hours (Day).</p> <p>CAN/J.15818 W/C G.W. Palmer, D.F.C., (Pilot), Officer Commanding of 405 Squadron R.C.A.F., was the Captain of the above missing aircraft.</p> <p>HONOURS AND AWARDS:- Information was received today of CAN/J.1898 W/C H.W. Morrison, D.F.C., having been awarded the Immediate Award of the Distinguished Service Order.</p>		A-160
					A-161

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OPERATIONS RECORD BOOK

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Granadan Lodge, Beds.	Sept. 26 1944		CASUALTIES - CAN/R.167560 W/O Frame J.H.; missing 24/25 May, 1944, "AACHEN WEST MARSHALLING YARD", now reclassified safe back in United Kingdom.		
	Sept. 27 1944		Weather - Fine at first, becoming cloudy around dawn, cloud dispersing during evening. Visibility good. Winds strong S.W.'ly veering W.N.W.'ly. Flying Training Time - 14:16 Hours (Day) OPERATIONS - "BOTROP" 9 Aircraft Detailed. (Daylight) One aircraft successful 'A', dropping 11 x 1,000 ABL 59 and 4 x 500 MC. at 0929:24 hours from 18,000 feet. 9 to 10/10 cloud, stratus cumulus, tops 6 to 9,000 feet, with breaks to South and West. This aircraft, a Supporter, bombed Red T.I.s seen through a small break. The T.I.s were on industrial buildings in a position which checked within four minutes of the E.T.A. from a Gee Fix at 5142 N. 0521 E. Eight aircraft successful 'B', in Botrop area. Weather , as above. Four aircraft bombed on G.P.L. and four bombed on D.R., three of the latter following H.E.S. failure. Timing of three Supporters was excellent, the fourth was one minute 12 seconds late. 0929 hours, Master Bomber warned Main Force to be ready to bomb on D.R. From 0928 hours, Master Bomber told Main Force to bomb on good D.R. after both he and Deputy had failed to identify Aiming Point. All A.I.s were retained. Main Force came in to target in good concentration and the target should have been well covered. From 0929:30 hours several aircraft report a sudden mushroom of black smoke above cloud in target area. One aircraft in the target area saw factory buildings with tall chimneys receive several sticks of bombs. One aircraft saw Red T.I.s in fields close to cross roads believed 1,500 yards North of Aiming Point. Sight to moderate accurate heavy flak prodded, seen and unseen on first arrivals, becoming moderate to intense barrage later. Eight aircraft attempted photographs. Operational Flying Time - 29:15 Hours (Day).		A-162
	Sept. 28 1944		Weather - Fine at first becoming cloudy around dawn, cloud dispersing during evening. Visibility good. Winds strong S.W.'ly veering W.N.W.'ly. Flying Training Time - 26:00 Hours (Day) CASUALTIES - 149659 P/S Devine F., missing 11/12 June, 1944 "TOURS", reclassified P.O.W. CAN/J.86023 P/O D.E. Melcombe, " (Wounded) OPERATIONS - "CAP CRIS NEX - A/F 7, C" 3 Aircraft Detailed. (Daylight) One aircraft successful 'A', and 2 abortive over enemy territory, dropping 5 T.I. rods at 1843 hours, from 2,700 feet. Heavy and fading light. Patchy cloud up to 8/10 base 2,500 to 3,000 feet. Basement 2,500 feet was given at 1830 hours and repeated. The Master Bomber identified the Aiming Point while accompanying the previous raid. This raid was orbiting for 10 minutes, so the Master Bomber told the Deputy Master Bomber not to drop until overhead. Green T.I.s were seen spread from the beach at Cap Cris Nex to the Aiming Point and one Green T.I. overshoot. Deputy Master Bomber was ordered to mark and dropped T.I. rods at 1843 hours from 2,700 feet, and these T.I.s burst immediately under the aircraft and spread from the beach to within 50 yards of Aiming Point. The Master Bomber orbited several times but the T.I.s were too scattered, and only four aircraft were seen below cloud. Most of Main Force were at 8,000 feet approximately. Main Force were ordered at 1844:24 hours to overshoot further Red by 2 seconds and again at 1845 hours. Only approximately 6 sticks of bombs were seen, all undershooting except one which overshoot by 300 yards and at 1845:48 hours, raid called off. One aircraft, 105/II attempted photographs, but blank film. Defences, nil. Operational Flying Time - 5:43 Hours (Day).		A-163

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Gransden Lodge, Beds.	Sept. 28 1944		<p>OPERATIONS:- * OAP GRIS NEZ - A/P 7.B. * 3 Aircraft Detailed. (Daylight)</p> <p>Three aircraft abortive, over enemy territory. 3 to 5/10 cloud at 2,500 feet over sea and 3,000 feet over land. Very hazy with fading light. The Master Bomber gave basecast at 2,500 feet and orbited the target area, but could not pick up Aiming Point. At 1824 hours, a yellow T.I. was seen down outside the target area but no bombing or T.I.s seen near it. At 182630 hours, the Master Bomber saw T.I. Greens near the shore. About nine dummy runs were made by Master Bomber and although roads were seen near Point du Riden, (50,000 map), the Aiming Point could not be identified owing to smoke and haze and fading light and lack of ground detail. At 1839 hours, Master Bomber gave "Abandon mission". No flak. No photographs attempted.</p> <p>Operational Flying Time:- 6:08 Hours (Day).</p>		A-164
	Sept. 29 1944		<p>Weather:- Cloudy all day. Slight rain around dawn and again around 1600 hours. Visibility good but moderate in rain. Winds, moderate S.W.'ly veering W.N.W.'ly.</p> <p>Flying Training Time:- 15:40 Hours (Day).</p>		
	Sept. 30 1944		<p>Weather:- Cloudy at first, becoming fine towards dawn. Cloud increasing again towards evening with slight rain from 1800 hours until midnight. Winds, light mainly N.W.'ly.</p> <p>Flying Training Time:- 10:22 Hours Day.</p> <p>OPERATIONS:- * BOTHTOP/SYNTHETIC OIL WORKS * 9 Aircraft Detailed. (Daylight)</p> <p>Two aircraft successful 'A', and attacked area of Botthrop Synthetic Oil Works, dropping 2 x 1,000 AMM-59, and 18 x 500 MG at 1158 hours and 1158:12 hours, from 18,500 and 20,400 feet. 10/10 cloud, tops 6 to 8,000 feet. These two aircraft (of which one was the Deputy Master Bomber) dropped bombs only before receiving Master Bomber's orders to attack alternative. Slight to moderate heavy flak in predicted concentration. Both aircraft attempted photographs. Seven aircraft successful 'B', and attack Botthrop Town, dropping 14 x 1,000 AMM-59, 77 x 500 MG, from 1158:24 to 1204: hours from 18,000 to 19,700 feet. 10/10 cloud tops 5 to 12,000 feet. Three of these aircraft bombed on G.P.I. and two on H.2.S. (5 mile circle). The Master Bomber with H.2.S. w/s, bombed in company with him. Neither Master Bomber nor Deputy could identify Aiming point or see ground detail in the target area. No T.I.s seen or dropped. Master Bomber gave orders to attack alternative from 1158 hours to 1204 hours. Main Force were several minutes late but were in good concentration and went well in to target. Defences, slight to moderate heavy flak in predicted concentration. Seven aircraft attempted photographs.</p> <p>Operational Flying Time:- 29:14 Hours (Day).</p> <p>AIRCRAFT STRENGTH OF NO. 105 R.C.A.F. SQUADRON AS AT 2359 HOURS, 30TH SEPTEMBER, 1944.</p> <p>LANCASTER III 2 LANCASTER III (Special) 18</p> <p>GENERAL SCHEME OF HEALTH OF 105 SQUADRON AS AT 2359 HOURS, 30TH SEPTEMBER, 1944.</p> <p>Admissions to S.S.G. Gransden:..... 7 Admission to Other Hospitals..... 11 Venereal Disease (New Cases)..... 1 " (Existing Cases)..... 8 Other Infections..... 13 Cracking Accidents..... 4 Other Accidents..... 6</p>		A-165

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																																														
Grendon Lodge, Beds.	Sept. 30 1944		<p>NUMERICAL STRENGTH OF NO. 405 R.C.A.F. SQUADRON AS AT 2359 HOURS, 30TH SEPTEMBER, 1944</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2"></th> <th colspan="2" style="text-align: center;">OFFICERS</th> <th colspan="2" style="text-align: center;">OTHER RANKS</th> <th rowspan="2" style="text-align: center;">TOTAL</th> </tr> <tr> <th style="text-align: center;">AIR</th> <th style="text-align: center;">GROUND</th> <th style="text-align: center;">AIR</th> <th style="text-align: center;">GROUND</th> </tr> </thead> <tbody> <tr> <td>R.C.A.F.</td> <td style="text-align: center;">117</td> <td style="text-align: center;">4</td> <td style="text-align: center;">57</td> <td style="text-align: center;">284</td> <td style="text-align: center;">462</td> </tr> <tr> <td>R.A.F.</td> <td style="text-align: center;">35</td> <td style="text-align: center;">-</td> <td style="text-align: center;">43</td> <td style="text-align: center;">6</td> <td style="text-align: center;">82</td> </tr> <tr> <td>W.A.A.F.</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">6</td> <td style="text-align: center;">6</td> </tr> <tr> <td>R.N.Z.A.F.</td> <td style="text-align: center;">2</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">2</td> </tr> <tr> <td>R.A.A.F.</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td></td> <td style="text-align: center;">154</td> <td style="text-align: center;">4</td> <td style="text-align: center;">98</td> <td style="text-align: center;">296</td> <td style="text-align: center;">552</td> </tr> </tbody> </table> <p>TOTAL NUMBER OF SORTIES FOR MONTH OF SEPTEMBER 224 199</p> <p>" " " AIRCRAFT MISSING " 4</p> <p>" " " OPERATIONAL HOURS " 962:52</p> <p>" " " NON-OPERATIONAL HOURS " 395:59</p> <p>HEREWITH BRIEF REPORT OF THE PAST MONTH'S OPERATIONS FROM THE ARMAMENT SECTION'S ASPECT</p> <p style="text-align: center;"><u>Delivered to Target</u></p> <p>H./B. 30:643 Tons "</p> <p>Incendiary NIL "</p> <p>Markers (T.L.) 35:916 "</p> <p>Flares 15:017 "</p> <p style="text-align: center;"><u>Failures</u></p> <p>Markers (T.L.) 0:112 "</p> <p>The following weight of bombs were loaded to aircraft on cancelled operations:-</p> <p>H./B. 110:341 Tons "</p> <p>Incendiary 2:089 "</p> <p>Markers (T.L.) 50:049 "</p> <p>Flares 1:785 "</p> <p>Percentage of Armament Failures is .02 of 1 per cent.</p> <p style="text-align: right; margin-right: 50px;"><i>H.A. Morrison</i> (H.A. Morrison) Wing Commander, Commanding, No. 405 R. C. A. F. Squadron, P. F. F.</p>		OFFICERS		OTHER RANKS		TOTAL	AIR	GROUND	AIR	GROUND	R.C.A.F.	117	4	57	284	462	R.A.F.	35	-	43	6	82	W.A.A.F.	-	-	-	6	6	R.N.Z.A.F.	2	-	-	-	2	R.A.A.F.	-	-	-	-	-		154	4	98	296	552		
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