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OPERATIONS RECORD BOOK

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R.A.F. Form 640
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para. 1349 and War Manual Pt. II, chapter XX., and
also in R.A.F. Pocket Book

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendices
Grandson Lodge, Beds.	Oct. 1, 1944.		<p>Weather: Cloudy with slight mist and continuous slight rain until 0500 hours. Fair or fine rest of day apart from slight showers from 1700 to 2000 hours. Wind, Northwesterly moderate.</p> <p>Flying Training Time: 29:18 Hours (Day).</p>		
	Oct. 2, 1944.		<p>Weather: Fine until 1900 hours. Frontal cloud, then spreading in and slight rain commencing at 2400 hours. Wind Northwesterly light backing late, Southerly moderate.</p> <p>Flying Training Time: 16:01 Hours (Day).</p>		
	Oct. 3, 1944.		<p>Weather: Cloudy until 0500 hours with slight rain from 0500 to 0900 hours. Showers from 0900 to 1100 hours. Fair or fine rest of day, becoming cloudy again at 2400 hours. Wind Southwest veering West Northwest, moderate.</p> <p>Flying Training Time: 24:58 Hours (Day).</p>		
	Oct. 4, 1944.		<p>Weather: Cloud with intermittent slight rain from 0500 to 0800 hours. Showers from 0800 to 2500 hours. Then fair or fine rest of day apart from slight shower at 2230 hours. Wind North Northwesterly veering North Northwesterly, moderate.</p> <p>Flying Training Time: 14:37 Hours (Day).</p> <p>REMARKS: 240556 SGT P.W. Richards, Missing Mine St. Pierre 8/4 May, now reclassified safe, arrived United Kingdom. 240558 P/O A.C.D. Bodd, missing Kiel, 14/17 August, 1944, now reclassified safe, arrived United Kingdom.</p>		
	Oct. 5, 1944.		<p>Weather: Fair or fine with slight showers from 0500 to 0600 hours. Wind North to Northeast, moderate.</p> <p>Flying Training Time: 16:46 Hours (Day).</p> <p>OPERATIONS: 16:46 Hours (Night) - 16 Aircraft Detailed.</p> <p>Fourteen aircraft successful 'A' and two aircraft successful 'B'. Fourteen aircraft successful 'A' dropped 48 x G.P. 55, 50 x 2,000 AMM 59, 28 x 2,000 BB, 4 x 250 T.L. Green, and 6 x 4,000 BB Nihil, between 2022:30 and 2040 hours from 13,500 to 19,000 feet. Weather, small amounts of thin cloud at 18,500 to 25,000 feet with considerable ground haze or thin low cloud. Seven aircraft bombed on G.P.L., 2 bombed mixed Red/Green T.L.s and 5 on T.L. Green. All illuminators dropped flares. The only T.L.s dropped were T.L. Green by one Blind Marker at 2022:42 hours. Flares were seen from 2022 hours and were widely scattered. One Visual Marker chased several clusters but could not identify any ground detail. No concentration or continuity of marking was reported. Green T.L.s ascended at 2025 and 2028 hours and mixed Red/Greens ascended on Green T.L.s at 2028 and 2030:30 hours. Mixed Red/Green also ascended at 2034 hours. Red's ascended at 2034:30 hours approximately, near Greens. Bombing results were either not observed or considered scattered. Slight heavy flak increasing in moderate. One aircraft successful 'B', attacked Saarbrücken area, dropping 6 x 2,000 BB at 2022:30 hours from 19,000 feet in 10/10 cloud from 5 to 10,000 feet. With H.2.S. w/s this aircraft bombed on D.R. from Gee fix at 0250 E. No results observed and no defences. Another aircraft successful 'B', attacked believed St. Ingbert (six miles northeast of Saarbrücken), dropping 4 x 1,000 AMM 59 at 2036:15 hours from 18,500 feet. This aircraft failed to identify the primary on H.2.S., and after vainly chasing flares for 10 minutes, bombed by H.2.S. on built up area, later estimated to be St. Ingbert, by position of T.L. Green seen. No defences. All aircraft returned to base.</p> <p>Operational Flying Time: 75:36 Hours (Night).</p>		A-166

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Wenden Lodge, Boda.	Oct. 6, 1944.		<p>Weather: Fair or fine. Wind Northeaster, moderate.</p> <p>Flying Training Time: Nil</p> <p>OPERATIONS: - 8 SUCCESSFUL - 011 Blast - 2 Aircraft Detailed (Daylight)</p> <p>Eight aircraft successful 'A', dropped 8 x 250 lb. T.L. Green, 1 x 4,000 HC Minol, 4 x 2,000 ANM 59, 36 x 500 GP, 30 x 500 ANM 64, between 1711:55 and 1727:02 hours from 16,500 to 22,000 feet, no cloud and good visibility. Our 7 Supporters were from one minute 30 seconds to 12 seconds early. One Bomber Up due on at 1718 hours, dropped T.L. Green 2 to 300 yards North of Aiming Point at 1727:02 hours. The other Bomber Up, 405/J, made a faulty run and dropped T.L. Green in error approximately 1,000 yards Southeast of Primary Aiming Point at 1715 hours. All aircraft positively identified the Aiming Point and adjacent landmarks. Red T.L.s seen cascading at 1710:30 hours, 500 yards Northwest of Aiming Point, and on the Aiming Point at 1711:40 hours. All aircraft found Red T.L.s on and very close to the Aiming Point. No Green T.L.s seen before 1727:02 hours. Early bombing was sparse but accurate. Later, the target was heavily bombed, but there was considerable wastage and many sticks seen up to 3 miles West of the Aiming Point and several loads jettisoned 3 to 5 miles North, including one at 1724:24 hours. By 1718 hours, heavy smoke was rising. At 1723:30 hours, big orange explosion with black smoke to 4,000 feet. From 1721 to 1724:45 hours, Master Bomber said "Bomb visually". Master Bomber later told Main Force to stop bombing short and then said "Overlook Yellow T.L.s by one second". Defences, intense accurate heavy flak engaged individual aircraft in early stages. Intense barrage later. Three of our aircraft slightly damaged. Four aircraft seen shot down in the target area.</p> <p>One aircraft successful 'B', dropped 8 x 250 lb. T.L. Green, 1 x 4,000 HC Minol, and 4 x 1,000 ANM 59 at 1725 hours from 18,500 feet. Weather, no cloud and good visibility. This aircraft, 405/J, claims to have dropped in error approximately 1,000 yards Southeast of Primary Aiming Point, but these T.L.s were not seen by the other Bomber Up, on at 1727 hours. Defences, intense accurate heavy flak engaged individual aircraft in the early stages. Intense barrage later.</p> <p>All our aircraft returned to base.</p> <p>Operational Flying Time: - 28:25 Hours (Day)</p> <p>OPERATIONS: - 8 SUCCESSFUL - 7 Aircraft Detailed</p> <p>Six aircraft successful 'B', 405/J, and one aircraft successful 'D', dropping 36 x T.L. Green, 1 x 4,000 HC Minol and 33 x 1,000 ANM 59 between 2023:36 to 2054:30 hours from 19,000 to 17,000 feet. Weather, clear, no cloud and good visibility. Two aircraft attacked Red T.L.s. Two aircraft attacked Green T.L.s. One aircraft attacked Red and Green. One aircraft attacked by G.P.L. The only ground detail reported was the row of docks to Northwest of town and from these it was estimated that the T.L.s were on the aiming point. The first Red T.L. was reported at 2032:48 hours followed in regular succession by Greens and Reds, all in good concentration. Later one aircraft, 405/J, at 2051 hours, estimated the T.L.s as 1/2 mile North west of Aiming Point. At that time, there was a good carpet of incendiaries with an excellent concentration of Red and Green T.L.s in the center. Several explosions were seen, one big one at 2026 hours. One load of Bangalore Red/Yellow were dropped at approximately 2058 hours, presumably because of the smoke, into which the flares disappeared in 1 1/2 minutes. Defences, moderate heavy flak barrage, with a few ineffective searchlights. Two aircraft were seen falling near target area. No claims. Six aircraft attempted photographs.</p> <p>One aircraft successful 'B', 405/J, which attacked Gumbuck, dropping 11 x 1,000 ANM 59 at 2053 hours from 15,000 feet. From last turning point before target, saw flares a long way off to North. H.2.S. was unsatisfactory and not certain of position so turned towards flares. At 2054, flares were still a long way ahead and at 2058 hours, saw attack open up astern, bombed a town which was coming in on H.2.S. Subsequent checks suggest Gumbuck. Defences, moderate accurate heavy flak.</p>		A-167
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WB 8984/01000 BEM 11/10 C.S.L. 81-728

All aircraft returned to base. Operational Flying Time: 33:25 Hours

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OPERATIONS RECORD BOOK

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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
Grassden Lodge, Beds.	Oct. 7, 1944.		<u>Weather:</u> Variable amounts of stratus cumulus clouds at about 2,000 feet throughout day becoming fine by 2300 hours with fog forming. Wind northeasterly, moderate, becoming light variable. <u>Flying Training Time:</u> 6:24 Hours (Day).		
	Oct. 8, 1944.		<u>Weather:</u> Thick fog until 1100 hours with slight drizzle from 1000 to 1200 hours. Cloudy with slight mist rest of day apart from slight clearance from 1900 to 2100 hours. Slight drizzle from 1500 to 1700 hours. Wind light variable becoming North North-Westerly, light. <u>Flying Training Time:</u> Nil		
	Oct. 9, 1944.		<u>Weather:</u> Low stratus with slight mist and occasional slight rain or drizzle throughout day. Wind light northeasterly. <u>Flying Training Time:</u> 5:53 Hours (Day).		
	Oct. 10, 1944.		<u>Weather:</u> Cloudy with slight mist all day. Fog forming from 0600 to 0900 hours. Wind light variable, backing Southerly moderate at 2400 hours. <u>Flying Training Time:</u> 5:24 Hours (Day).		
	Oct. 11, 1944.		<u>Weather:</u> Fair at 0200 hours, becoming cloudy with slight mist and slight rain commencing 1000 to 1100 and 1500 to 2700 hours. Weather fine by 2400 hours. Wind Southerly moderate becoming Southerly strong. <u>Flying Training Time:</u> 15:35 Hours (Day). <u>OPERATIONS:</u> Four B-24 Liberator - A/P 2 - 4 Aircraft Detailed (Daylight) Five aircraft successful 'A's' dropping 28 x 250 L.L. Rod and 25 x 2,000 AMM 59 from 1648:24 to 1650 hours from 3,000 to 5,000 feet. Weather, main cloud base was below 4,000 feet so within 50 miles of target, but then lifted to about 5,500 feet with only small amounts below. Total cover 4/10th's, tops 7 to 8,000 feet. Master Bomber finally gave bombast 4,000 feet from 1645 hours - at 1646 hours - first Mustangs crossed - on Aiming Point with perhaps a slight overshoot. The Deputy Master Bomber dropped half his Rods at 1648:28 hours on the Aiming Point. The Master Bomber dropped half his Rods 100 yards Southeast of Aiming Point at 1648:48 hours. From 1649 to 1652 hours, Master Bomber told Main Force to "Bomb the 1st Rod", or "Bomb the nearest Rod" with an added warning not to overshoot although Main Force bombing was excellent with only a few sticks overshooting by 2 to 300 yards. This slight tendency was corrected and 3 or 4 sticks undershot across the centre of the Fort. Other Rods later fell slightly Northeast of Aiming Point but the main concentration remained on the Aiming Point and from 1554:50 to 1557 hours, Master Bomber gave "Bomb centre of Rods". Then the earlier Rods appeared to fade and at 1657:42 and 1659 hours, Master Bomber gave "Bomb slightly starboard of centre of Rods". Longshot was not required. Great majority of bombs were within 300 yards of the Aiming Point and the widest sticks were a few which fell in the area 5 or 600 yards North of the Aiming Point. Slight heavy and light flak from Flushing. No flak from the target area. All aircraft returned to base. <u>Operational Flying Time:</u> 10:49 Hours (Day). <u>CASUALTIES:</u> <u>CAN/O.1764</u> P/L E.L. Anderson, "D.F.F.", (P/L), reported missing from bombing attack on Gup Uda Res, 26th September, 1944, now reclassified safe in United Kingdom. Admitted No. 1 Canadian General Hospital, England, diagnosis, fractured right ankle. <u>CAN/O.134740</u> SGT Raytrak R, reported missing from bombing attack on Stuttgart, 11/28th March, 45, now dead, reclassified missing believed killed.		A-149

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Swanston Lodge, Beds.	Oct. 12 1944.		<p>Weather: Fine with slight mist becoming cloudy with slight rain at 0800 hours. Morning remaining cloudy until 2000 hours with slight showers from 2000 to 2300 hours and slight rain from 2400 to 1700 hours. Fine rest of day. Wind South to Southwest, moderate.</p> <p>Flying Training Phase: 20:20 Hours (Day)</p> <p>OPERATIONS: 4. WARRIOR - Special Aiming Point * (Daylight)</p> <p>Two aircraft successful 'A', attacked primary, dropping 22 x 1,000 AMM '59 and 8 x 500 GP from 1015:28 to 1015:30 hours from 29,000 to 17,000 feet. Weather, 2/10 stratus cumulus cloud, tops 5,000 feet. One of aircraft saw traces of Mosquito T.I. at 1016 hours, and this aircraft identified Aiming Point with two Red T.L.s burning on Aiming Point at 1015 hours. Master Bomber ordered "Underbush Red T.L.s". This was also heard by other aircraft who was too late to bomb Red T.L.s, so did second orbit. On his second run, saw second lot of Red T.L.s, underbush first lot of Red T.L.s by approximately one mile and Master Bomber ordered "Overbush Beds cascading and bomb blue smoke trails". Third lot of Red T.L.s fell between previous two loads, and 405 Squadron aircraft bombed these. One Red fire and billowing black smoke was seen early in attack. Main Force was not seen at 1015:30 hours, and then ten Halifaxes were seen arriving ahead of Main Force. Risk intense, predicted, and very accurate. Two aircraft seen falling in target area. Six parachutes seen from one. Two aircraft 405 survived FIAC hit.</p> <p>The aircraft successful 'B', attacked Warrs Nichol area, dropping 22 x 1,000 AMM '59 and 8 x 500 GP from 1013:12 to 1014 hours at 16,500 feet. 405/B saw no T.L.s on Aiming Point but town of Bookm identified. Aircraft picked up out railway running West of Bookm and bombed Junction and saw bomb straddle targets. At 1013 hours, Red T.L. seen on ground and second lot cascading near, approximately two miles Northeast of own bomb bursts. 405/K identified the Aiming Point and saw two Red T.L.s on ground on Aiming Point at 1013 hours. He found WARRIOR NOT matched on, so carried on and bombed Factory two or three miles Northwest, and claims bomb straddled targets. Four aircraft attempted photographs. All aircraft returned to base.</p> <p>Operational Flying Phase: 24:02 Hours (Day)</p>		A-170
	Oct. 13 1944.		<p>Weather: Fair or fine becoming cloudy by 1400 hours with continuous slight rain from 1400 to 1900 hours becoming heavy towards end. Fine rest of day apart from intermittent slight rain at 2200 hours. Wind light Westerly becoming South Southwesterly strong.</p> <p>Flying Training Phase: 18:18 Hours (Day)</p>		
	Oct. 14 1944.		<p>Weather: Fair or cloudy becoming fine by 2000 hours with occasional slight showers between 1400 and 1700 hours. Wind South Southwesterly strong becoming Southwesterly moderate.</p> <p>Flying Training Phase: 1:58 Hours (Day)</p> <p>OPERATIONS: 4. WARRIOR - Special Aiming Point * (Daylight)</p> <p>Five aircraft successful 'A' dropped 3150 x 1 lb. incendiaries and 14 x No. 14 Clusters from 0907:28 to 0909 hours from 20,500 to 17,500 feet. Weather, clear at Aiming Point which was partly obscured by smoke. Four of these five aircraft attacked the Aiming Point which was recognized from the adjacent docks and river. Early in the attack, smoke covered the area which was well on fire. 405/B attacked on G.P.L. run and he considered he hit the Aiming Point, from position of docks identified on run out.</p> <p>One aircraft successful 'B', 405/X, dropped 14 No. 14 Clusters at 0908:06 hours from 29,000 feet. H.S.S. and Gee W/F. H.S.S. survived while running over bend in Rhine, too late to bomb Aiming Point so carried on and dropped bombs in cloud and consider that bombs fell on docks Southeast of Aiming Point confirmed by proximity of canal Southeast of docks and visually identified after bombing.</p> <p>All aircraft returned to base.</p> <p>Operational Flying Phase: 21:04 Hours (Day)</p>		A-171

WARRIOR/2028 2100 110 C.A.L. 21-770

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

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Wenden Lodge, Neds.	Oct. 24, 1944		<p>OPERATIONS:- DUISBURG - A/P 'R' * 1 Aircraft Detailed. (Daylight)</p> <p>Three aircraft successful 'A's' dropped 1 x 1,000 AMM 59 and 16 x 500 GP from 0857:12 to 0859:06 hours from 16,500 to 20,400 feet. Weather, 5/10 to 7/10 cloud, tops 6 to 12,000 feet. Timing of two aircraft was good, then third aircraft was 1.06 minutes late. Two aircraft identified the Aiming Point and Red T.L.s were seen by one aircraft slightly South of the Aiming Point. Master Bomber said "Bomb Red T.L.s" with 500 yards undershoot. The area appeared to be well bombed and by 0900 hours, smoke was rising to 5,000 feet. All to moderate heavy flak but two aircraft were slightly damaged.</p> <p>One aircraft successful 'B', which attacked Duisburg A/P 'R' in error, dropping 10 x 1,000 AMM 59 and 4 x 500 GP at 0858:12 hours from 20,400 feet, in 4 to 5/10 layers of cloud at 6,000 to 14,000 feet. The visual Air Bomber map read to Duisburg, to which place the track on his map had been drawn. Aiming Point 'R' was identified with Red T.L.s on its bombing was scattered and mainly South and South-West of the Aiming Point. Flak moderate to intense.</p> <p>All aircraft returned to base.</p> <p>Operational Flying Times:- 13:57 Hours (Day).</p>		A-174
			<p>OPERATIONS:- DUISBURG - A/P 'R' * 2 Aircraft Detailed. (Daylight)</p> <p>See aircraft successful 'A's', dropping 3 x 1,000 AMM 59 and 4 x 500 AMM 59 at 0845:06 and 0845:36 hours from 18,000 feet in 9 to 10/10 cloud, tops 6 to 8,000 feet. Both aircraft, Primary Visual Marker and Bomber Up, bombed on G.P.R.s and retained flak. The Bomber Up saw built up area, believed Humberg, and saw pillars of smoke rising from this area after leaving. No T.L.s seen. At 0844:30 hours, approximately, Master Bomber gave "Freehand" - (Bomb B.L.A. in area of target). Flak was intense. Night aircraft seen shot down in this area. Both aircraft returned to base.</p> <p>Operational Flying Times:- 6:59 Hours (Day).</p>		A-175
			<p>OPERATIONS:- DUISBURG - A/P 'R' * 1 Aircraft Detailed. (Daylight)</p> <p>One aircraft successful 'A', dropping 12 x 500 H.L. Yellow and 1 x 1,000 HQ at 0857:54 hours from 18,300 feet in 4/10 thin layer cloud, tops 10,000 feet. This aircraft, a Primary Visual Marker, arrived six seconds early and positively identified the Aiming Point. Red T.L.s were scattered over 4 to 500 yards centered slightly Northwest of Aiming Point and covering it. His Yellows fell 800 yards West of the Aiming Point. At 0902 hours, Master Bomber said "Bomb with three seconds overshoot on Yellow T.L.s", and later said "Bomb with five seconds overshoot on Yellow T.L.s". Bombing was scattered. There were fires between Aiming Point and the Rhine. Main force appeared to be two or three minutes late but came in in a good bunch. Moderate heavy flak including several searchlights, but only one aircraft seen shot down and that was over this Aiming Point. This aircraft returned to base.</p> <p>Operational Flying Times:- 3:25 Hours (Day).</p>		A-174
			<p>OPERATIONS:- DUISBURG - A/P 'R' * 20 Aircraft Detailed.</p> <p>Five aircraft successful 'A's', dropping 20 x 1,000 AMM 59, 8 x 1,000 HQ 59, 60 x 500 GP and 40 x T.L. Green, from 0835:06 hours to 0844:18 hours, from 19,000 to 18,000 feet. Weather, clear early, some thin cloud later through which T.L.s were visible, (possibly smoke).</p> <p>405/G and 405/H, who were detailed to drop Wagonai Humberg, did not do so. H.2.H. was attacked on 'G' picked up from 60 miles away but very little ground detail was identified on H.2.H., but confirmed the marking to be on the Aiming Point and it was continuous from 0835 hours. First Reds well backed up by Green T.L.s and with concentrated bombing, unanimously agreed as a very successful attack. There were numerous fires. Five aircraft attempted photographs. Defenses very light. None active on A/P 'R'. Few searchlights active on 'G'.</p> <p>One aircraft, 405/E jettisoned 15 x 500 GP (brought back rest of bombload, 1 x 1,000 HQ 59) at 5:43 E. 0850 E. from 11,000 feet because bombs refused to drop over target. All aircraft returned to base. Operational Flying Times:- 4:23 Hours (Night).</p>		A-175

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Place	Date	Time	Summary of Events	References to Appendices
Grandson Lodge, Reds.	Oct. 14, 1944		<p>OPERATIONS: * DUSSING - A/P 'Q' * 5 Aircraft Detailed.</p> <p>Five aircraft successful 'A', dropping 29 x 2,000 HC from 0125:36 to 0139:36 hours from 13,000 to 18,000 feet in thin broken cloud, tops 27,000 feet, and smoke base. Two aircraft bombed on G.P.L. runs from Krafeld, two on Red T.L.s and one on Greens. Smoke and thin cloud obscured the Aiming Point but proximity of river and reports from crews on later attack on Aiming Point 'S', confirm that the T.L.s spread in a line running East to West, North of Duisburg docks. Red T.L.s were seen cascading from 0125 to 0129 hours, and Greens reported at 0132 hours by 1455A, who, on account of late take-off, attacked 'A/P 'Q' at 0139:36 hours and stated that the attack spread over a large area and many fires were seen burning among Red and Green T.L.s which formed a large belt on the Eastern side of the river. Dummy Red T.L.s dropped before 0125 hours approximately, 2 or 3 miles North of Aiming Point, but did not attract much bombing. Six searchlights and moderate heavy flak. Five aircraft attempted photographs and returned to base.</p> <p>Operational Flying Time: 19:44 Hours.</p>	A-176
	Oct. 15, 1944		<p>Weather: Fine with slight mist becoming cloudy by 1000 hours until 1500 hours. Fair or fine rest of day with fog forming at 2400 hours. Wind Southwesterly moderate becoming light Southeasterly.</p> <p>FLYING TRAINING TIME: NIL.</p> <p>OPERATIONS: * WILKINSHAVEN * 25 Aircraft Detailed.</p> <p>Fifteen aircraft successful 'A', dropping 59 x G.P. No. 3, 43 x 1,000 AMM 65, 24 x 250 T.L. Red, 8 x 250 T.L. Green, 9 x 4,000 HC Miscel., 24 x 1,000 AMM 59, 8 Flares Red/Yellow and 30 x 500 GP between 1956:30 and 1956:12 hours from 13,000 to 18,500 feet. Weather, thin alto stratus cloud from 10 to 16,000 feet with possibly some low clouds. Visibility generally very poor. The five illuminators dropped flares and bombs on H12.S. and up to two minutes earlier illuminators generally considered well concentrated and in the right place. The Primary Visual Marker saw no ground detail and retained his T.L.s. Two Blind Markers dropped Green T.L.s on H.2.S., and one of these at 1942:30 hours, also dropped Wanganis illuminators at same time though Reds and Greens were clearly seen. The third Blind Marker at 1945 hours, dropped bombs only, as mixed Red/Green at 1944:12 hours. One Visual Observer dropped Reds on Reds at 1946:30 and 1956:12 hours. One Blind Sky Marker retained Wanganis at 1949 hours as mixed Red/Green were down, the other Blind Sky Marker dropped Wanganis at 1953:12 hours in spite of Red/Green being down. Mixed Red/Green were seen cascading at 1940:30 and 1941 and at 1943 hours four were seen on the ground. At 1946 hours, adjacent Reds and Greens were somewhat slightly by 3 Reds. At 1946 hours, Reds and Greens were in good concentration and were being heavily bombed. No aircraft saw ground detail but several saw the coastline on the run out, and this combined with very good H.2.S. results suggests the markers were well placed. Flak slight to moderate, with a few ineffective searchlights East of the town. Decoy fires North of the town attracted some bombing, and others were seen East of the Jade. No aircraft seen shot down. All aircraft returned to base.</p> <p>Operational Flying Time: 61:30 Hours.</p>	A-177
	Oct. 16, 1944		<p>Weather: Thick fog and sky obscured at first, but clearing by 0600 hours. Cloud becoming 8 to 10/10 by 0700 hours, at 3,000 feet, mist and visibility six miles. Continuous slight rain during morning becoming showery in afternoon, with intermittent slight rain during evening. Wind, light Southeasterly at first, becoming strong Southwesterly but becoming lighter again towards midnight.</p> <p>FLYING TRAINING TIME: 5:23 Hours (Day).</p>	

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Gransden Lodge, Beds.	Oct. 16, 1944		<p>HONOURS AND AWARDS:- The following members of this Squadron (or ex-members), received immediate awards, as shown opposite their names:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;"></th> <th style="width: 40%; text-align: center;">AWARD RECEIVED</th> </tr> </thead> <tbody> <tr> <td>(Pilot) CAN/J.2152 S/L J.W. Parry,</td> <td>D.F.C.</td> </tr> <tr> <td>(Pilot) CAN/J.26090 S/L J.R. Gaffey,</td> <td>D.F.C.</td> </tr> <tr> <td>(Pilot) RAN/274075 F/L E. O'Connor,</td> <td>D.F.C.</td> </tr> <tr> <td>(Sgt) CAN/J.24725 F/L R.J. Payne,</td> <td>D.F.C.</td> </tr> <tr> <td>(Sgt) CAN/J.26088 S/L G.M. Pomeroy (Attending 26/27/44)</td> <td>D.F.C.</td> </tr> <tr> <td>(Sgt) RAN/271692 F/L J.W.G. Cairns,</td> <td>D.F.C.</td> </tr> <tr> <td>(Sgt) CAN/J.26066 S/L A.B. Johnston (Posted)</td> <td>D.F.C.</td> </tr> <tr> <td>(A/B) CAN/J.23400 S/L B.B. Burdett (Posted)</td> <td>D.F.C.</td> </tr> <tr> <td>(S/B) RAN/24822 S/L R.R. Wright, D.F.M.</td> <td>D.F.C.</td> </tr> <tr> <td>(A/B) RAN/139022 S/S S. Manderson,</td> <td>D.F.C.</td> </tr> <tr> <td>(Sgt) RAN/107702 S/S G. GOSNELL (Posted)</td> <td>D.F.M.</td> </tr> <tr> <td>(A/C) RAN/256389 S/S J.S. Remmie (Posted)</td> <td>D.F.M.</td> </tr> <tr> <td>(A/C) RAN/153360 S/S T. Waters (Posted)</td> <td>D.F.M.</td> </tr> <tr> <td>(S/R) CAN/J.26004 S/R (Now P/O) E.W. Chappell (Posted)</td> <td>D.F.M.</td> </tr> <tr> <td>(S/R) CAN/J.15636 P/O FISHER C.C. (REPAIRABLE)</td> <td>D.F.C.</td> </tr> </tbody> </table>		AWARD RECEIVED	(Pilot) CAN/J.2152 S/L J.W. Parry,	D.F.C.	(Pilot) CAN/J.26090 S/L J.R. Gaffey,	D.F.C.	(Pilot) RAN/274075 F/L E. O'Connor,	D.F.C.	(Sgt) CAN/J.24725 F/L R.J. Payne,	D.F.C.	(Sgt) CAN/J.26088 S/L G.M. Pomeroy (Attending 26/27/44)	D.F.C.	(Sgt) RAN/271692 F/L J.W.G. Cairns,	D.F.C.	(Sgt) CAN/J.26066 S/L A.B. Johnston (Posted)	D.F.C.	(A/B) CAN/J.23400 S/L B.B. Burdett (Posted)	D.F.C.	(S/B) RAN/24822 S/L R.R. Wright, D.F.M.	D.F.C.	(A/B) RAN/139022 S/S S. Manderson,	D.F.C.	(Sgt) RAN/107702 S/S G. GOSNELL (Posted)	D.F.M.	(A/C) RAN/256389 S/S J.S. Remmie (Posted)	D.F.M.	(A/C) RAN/153360 S/S T. Waters (Posted)	D.F.M.	(S/R) CAN/J.26004 S/R (Now P/O) E.W. Chappell (Posted)	D.F.M.	(S/R) CAN/J.15636 P/O FISHER C.C. (REPAIRABLE)	D.F.C.		
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	Oct. 17, 1944		<p>Weather:- Cloudy at first with intermittent slight rain. Cloud dispersing to small amounts during morning and afternoon with an occasional shower, but becoming cloudy again towards midnight. Visibility good all day. Wind, strong Southwesterly all day, but light easterly during early hours of morning.</p> <p>Flying Training Slang:- 17:23 Hours (Day).</p>																																		
	Oct. 18, 1944		<p>Weather:- Small amounts of cloud at first, becoming cloudy during morning with occasional showers. Continuous slight rain during early evening. Visibility good all day. Wind strong Southwesterly.</p> <p>Flying Training Slang:- 30:21 Hours (Day).</p> <p>OPERATIONS:- CAN/J.25267 SGE Charles L.W. CAN/J.26256 S/O Sorenson &, reported missing from bombing attack on Wanne Kinkel, 12th September, 1944, now reclassified safe, prisoners of war.</p>																																		
	Oct. 19, 1944		<p>Weather:- Variable amounts of cloud during morning with occasional showers, becoming cloudy towards midday. Visibility good at first with slight haze during the evening. Strong westerly at first becoming light Southwesterly.</p> <p>Flying Training Slang:- 20:51 Hours (Day).</p> <p>OPERATIONS:- STUTTGART - 3/P 'RE' - 16 Aircraft Detailed.</p> <p>Sixteen aircraft successful in dropping 12 x G.P. bombs, 12 x 1,000 AMM '65, 45 x 1,000 AMM '55, 4 x Red/Yellow Stars, 8 x E. Green, 11 x 4,000 HB. Minol. 27 x 500 G.P. and 4 x 250 P.L. and from 0052:36 to 0107:30 hours from 18,500 to 15,000 feet in 10/10 cloud, tops 2 to 16,000 feet. Thirteen aircraft bombed on G.P.L. runs with H.S.S. check and most report H.S.S. results on Northwest part of Stuttgart very good. Three bombed Wagram Flares. The three flares were at 0055 hours; dropped illuminating flares, and report a big glow of previous raid on Mining Point 'D', seen reflected below cloud. Good continuity of Wagram Flares until 0105 hours when several aircraft report a gap of 1 or 2 minutes, and then bombing tended to undershoot to West of glow. No T.L.s were seen through cloud, and the only result was an explosion at 0105 hours approximately. Red/Yellow flares finished at 0106 hours.</p> <p style="text-align: right;">R.T.G.</p>		AN A-178																																

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Grimsden Lodge, Beds.	Oct. 19, 1944.		<p>OPERATIONS: * SECRETARY - A/P 21 * (Continued)</p> <p>Defences, slight accurate heavy flak. Searchlights, one or two only below cloud. Fighter, 1st Lt. 130 at 1057/8 and claims hits on enemy aircraft. Fifteen aircraft attempted photographs. All aircraft returned to base.</p> <p>Operational Flying Times: 2:53 Hours.</p> <p>CASUALTIES: CAN/J.12102 2/L.D.L. Brown, reported missing from bombing attack on Essen, 25th August, 1944, now reclassified safe, Prisoner of War.</p> <p>CAN/J.225750 SGT G.S. Roberts, CAN/J.16342 2/S W.D. Huff, CAN/J.191223 SGT W. A. Morrell, and two unknown, dead, missing from bombing attack on Lens, 15/16th June, 1944, now reclassified missing, believed killed in action.</p>		A-178
	Oct. 20, 1944.		<p>Weather: Cloudy at first with continuous slight rain, but clearing towards evening to small amounts of cloud at 3,000 feet. Heavy during morning and again at evening, but good during the afternoon. Wind, light Southerly becoming strong South Southeasterly falling off again during evening.</p> <p>Flying Training Times: NIL.</p>		
	Oct. 21, 1944.		<p>Weather: Cloudy at first and sky becoming obscured towards dawn by fog. 10/10 stratus from 5 to 500 feet, persisting till evening when there is a slight improvement, but stratus appearing again towards midnight with visibility becoming 100 yards. Light Easterly wind at first becoming North Northeasterly.</p> <p>Flying Training Times: 2:57 Hours (Day).</p>		
	Oct. 22, 1944.		<p>Weather: Foggy at first with sky obscured, but visibility improving to 1200 yards with 10/10 cloud at 3,000 feet but patches of stratus cloud at 100 feet towards dawn. Visibility improving slowly during day to 3,000 yards. Variable amounts of cloud.</p> <p>Wind light North-Northeasterly becoming gradually South-Southeasterly.</p> <p>Flying Training Times: NIL.</p> <p>CHANGE IN COMMAND: Sqn C. 945 C/O W. S. S. Newson, D.F.C. & Bar, assumed Temporary Command of the Squadron with effect this date, vice CAN/J.40286 W/O H. A. Morrison, D.S.O., D.F.C., (Posting authority omitted).</p>		
	Oct. 23, 1944.		<p>Weather: Cloudy all day, but breaking to small amounts during evening and becoming cloudless by midnight. Visibility slight haze all day. Light South-Southwesterly becoming Northwesterly after midday.</p> <p>Flying Training Times: NIL.</p> <p>OPERATIONS: * SECRETARY - A/P 21 * 25 Aircraft Detailed.</p> <p>Fifteen aircraft successful, dropping 25 x 4,000 HC Minol, 75 x 1,000 AMM #59, 1 x 1,000 AMM #69, 3 x 500 CB, and 2 x 4. Flares Green between 1927:28 and 1948:06 hours from 18,000 to 20,500 feet. Weather, 10/10 cloud, tops 3 to 12,000 feet with good visibility. All Supporters but one, were on time or early. All Visual Centres retained Green T.L.s as no Red T.L.s were down. Two Blind Sky Markers dropped Flares Green, one with H.2.S. u/s and the other due to a hang up. Two Blind Sky Markers retained their Flares Green at 1933:24 and 1936 hours. Seven aircraft bombed on G.P.L. and one on H.2.S. Of the remainder, 3 bombed one Red Flare round about 1930 hours, one bombed 2 Green Flares at 1934:28 hours and the remaining 3 bombed 2 or more Green Flares between 1936 and 1942:06 hours. Our Master Bomber gave no orders. Early marking was sparse, consisting of single Red Flares from about 1928 hours. Single Green Flares followed from 1931 hours. From 1934 hours, both Green and Red Flares were more plentiful and at 1942 and 1950 hours, Red Flares were reported in good (P.T.O.)</p>		A-179

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R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para 1345 and War Manual Pt. II., chapter XX., and
also in R.A.F. Pocket Book

OPERATIONS RECORD BOOK

Page No. Nine

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
Granden Lodge, Beds.	Oct. 23, 1944		<p>OPERATIONS - "BOMB" (Continued) concentration. Red T.L.s seen ascending into cloud at 1942 and 1947 hours. Generally only the reflection of bomb flashes was seen, but towards the end the glow of fires was reported. Defences, slight to moderate heavy flak. Slight fighter activity in target area. Two aircraft seen falling in target area, causes unknown. All aircraft returned to base.</p> <p>Operational Flying Time: 6:50 Hours (Night).</p> <p>CASUALTIES: Cpl J.26606 P/O E.A. Nordmeier, missing from bombing attack on Weppings, Stettin, 16/27th August, 1944, body recovered dead. Reclassified missing, believed killed.</p> <p>Cpl S.26887 P/O B.M. Anderson, reported missing from bombing attack on Cologne, 3/4th July, 1943, now captured, reclassified Prisoner of War.</p>	SECRET	A-179
			<p>Weather: Cloudy at first with intermittent slight rain but clearing by 1100 hours with small amounts of cloud. Low stratus appearing during evening and sky becoming obscured by midnight. May all day, becoming foggy by midnight. Fairly strong West Northwesterly wind, becoming gusty North Northeasterly, but falling lighter again towards evening.</p> <p>Flying Training Time: 5:48 Hours (Day).</p>		
			<p>Weather: Sky obscured with thick fog till 1500 hours when visibility improves to 1,200 yards, with 10/10 cloud at 600 feet. Cloud dispersing to small amounts during afternoon but sky becoming obscured by fog again towards midnight. Light North Northeasterly wind.</p> <p>Flying Training Time: Nil.</p> <p>OPERATIONS - "BOMB" - 16 Aircraft Detailed (Daylight) Sixteen aircraft successful 'A', dropping 16 x 4,000 HC. Mini, 8 x 1,000 AHM .59, 65 x 1,000 MC, 32 x 500 GP, and 4 x 1 Flares. Green between 1542:18 and 1555:18 hours from 17,000 to 19,000 feet. Weather, 8 to 10/10 cloud, tops 10 to 12,000 feet. One supporter was early and the other 48 seconds later. Of our 9 Blind Sky Markers, 5 retained Wanganui owing to H.R.S. failures and the remainder dropped them between 1550:50 hours and 1554:18 hours. Master Bomber, Deputy Master Bomber, Primary Visual Marker and both Backer's Up retained their T.L.s. Green Flares were seen from 1545 hours approximately and fell with fair continuity except for a gap from 1546 to 1548 hours. They were however, rather scattered. Bombing was scattered to very scattered. Black smoke was rising above the cloud at the end of the attack. Several crews who saw the smoke from Wanganui, found it difficult or impossible to identify the colour. From 1543 to 1545 hours, Master Bomber told Main Force to bomb sky-markers. At 1546:30 and 1548 hours, Master Bomber said "Bomb sky-markers, or on good D.E.", as he could not see any sky-markers. From 1548:30 to 1553:30 hours, he told Main Force to bomb sky-markers on the correct heading. Slight to moderate heavy flak predicted, unseen at times and generally accurate for height. Two aircraft shot down over Homburg, one believed a single-engine aircraft, and 3 heavies over Essen. All aircraft returned to base.</p> <p>Operational Flying Time: 55:58 Hours (Day).</p> <p>REWARDS AND MENTIONS: Information was received today stating that RAY/158461 P/S T.H.V. Meadows, Flight Engineer, received the non-immediate award of the D.F.M.</p> <p>CASUALTIES: RAY/174794, P/S Holden A.V., reported missing from bombing attack on Brunswick, September 27/28th, 1943, was reclassified Prisoner of War. Next-of-kin received a card from him stating he has been captured and is prisoner-of-war.</p>	SECRET	A-180

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Granden Lodge, Bada.	Oct. 26, 1944		<p>Weather: Sky obscured with thick fog till 1100 hours when visibility improves to 5,000 yards. Cloudy all day with low stratus at 400 feet during evening. Visibility going down again to 1,600 yards at that time. Continuous slight drizzle during early morning and intermittent slight rain at midnight.</p> <p>Flying Training Times: 2:20 Hours (Day).</p>		
	Oct. 27, 1944		<p>Weather: Continuous slight rain at first, with low stratus lowering to 300 feet by dawn. Clearing quickly around 0900 hours and becoming fine with small amounts of cumulus building up during the morning. Cloud clearing by dusk. Poor visibility at first in rain. Moderate to good rest of day. Wind moderate Northwesterly backing to West to Southwest.</p> <p>Flying Training Times: 2:15 Hours (Day).</p>		
	Oct. 28, 1944		<p>Weather: Fine at first with moderate visibility. Cloud forming at about 2,500 feet and lowering to a 1,000 feet in a short period of continuous rain around dawn. Fair during morning and afternoon with good visibility. There was a shower during the evening and rain became continuous towards midnight with cloud base lowering to 2,000 feet and visibility to 2,000 yards. Wind moderate West Southwesterly, becoming light variable by end of day.</p> <p>Flying Training Times: Nil</p> <p>OPERATIONS: WAGHORN - A/P 3/153 = 6 Aircraft Detailed (Daylight)</p> <p>Six aircraft successful in dropping 24 T.L. Green x 250 lb., 24 x 1,000 ANM 59, 4 x 4,000 HB Hmbol, 4 x 1,000 ANM 65 and 8 x 500 GP from 1115:18 to 1122:12 hours between 5,500 to 12,000 feet. Weather: no cloud below 4,000 feet with 5 to 7/10 broken cloud 200 feet thick from 5 to 6,000 feet and clear over target. At 1059 hours, Master Bomber ordered basement 4,000 feet and at 1106 hours, all green crews identified the Aiming Point. The first Mosquito T.L. Bada at 1112 hours, was on bomb approximately 600 yards Northeast of Aiming Point. The Deputy Master Bomber dropped his Green T.L.s at 1113:48 hours 200 yards along coast to East of Aiming Point and Master Bomber's T.L. Green fell on Aiming Point at 1114:50 hours, and the attack was directed on to these T.L.s until 1119:48 hours, when the raid was inclined to follow the smoke to East. Main force were instructed to bomb upward edge of smoke. The marking was good in accuracy and continuity and an excellent concentration of bombing was unanimously reported. Defences, very light, only one or two bursts of heavy flak and very little light flak. Six aircraft attempted photographs and returned to base.</p> <p>Operational Flying Times: 12:35 Hours (Day)</p> <p>OPERATIONS: OSAGE - A/P 3/1 = 7 Aircraft Detailed (Daylight)</p> <p>Seven aircraft successful in dropping 6 x 4,000 HB Hmbol, 38 x 1,000 ANM 59, 1 x 1,000 ANM 65, 20 x 500 GP and 20 x 250 T.L. Red, between 1542:28 and 1548:12 hours from 17,000 to 20,000 feet. Weather: the town was clear of cloud with 4 to 5/10 stratus cumulus cloud, tops to 5,000 feet surrounding it. Three supporters were slightly early and the other two were 54 seconds and 28 2 minutes 15 seconds late respectively. They all identified the Aiming Point and adjacent landmarks and 5 of them found T.L. Red on the Aiming Point. The two Backers up dropped Red T.L.s on Red T.L.s at 1546:48 and 1548:12 hours. Red T.L.s were seen from 1543 hours and were all on or very close to the Aiming Point. Early bombing was accurate and later bombing concentrated and accurate, and fires were going by 1546 hours and smoke to 10,000 feet by 1552 hours. The river bridge W/N of Aiming Point appears to be down but whether as a result of this attack is not known. Defences, moderate; seen heavy flak at first moderate to barrage later. Two aircraft slightly damaged over target and one aircraft badly hit 15 miles S/E of Cologne and returned to base on two engines. All landed base.</p> <p>Operational Flying Times: 20:55 Hours (Day).</p>		A-181
					A-182

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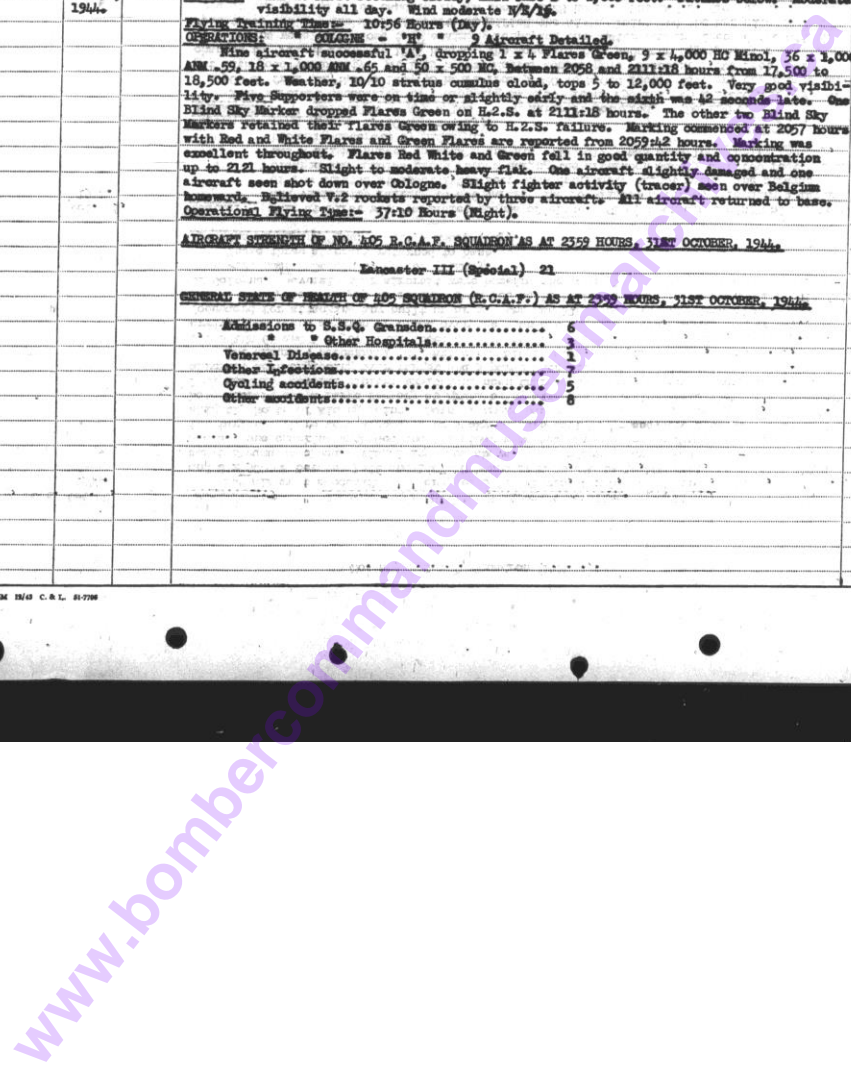
of (Unit or Formation) No. 405 R.C.A.F. Squadron (R.F.F.),

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Gransden Lodge, Beds.	Oct. 28, 1944.		<p>OPERATIONS:- "COLOGNE - A/F 'B'" * 3 Aircraft Detailed. (Daylight)</p> <p>Two aircraft successful "A" dropped 6 Red Flares, 2 x 4,000 HB Himo, 12 x 1,000 ANM .59 and 8 x 500 GP between 1606 and 1607:48 hours from 18,200 to 18,400 feet, in weather 5/10 stratus cumulus cloud. Visibility good above. Both aircraft dropped the sky-markers on H.Z.S., one checking with Gee and the other with the river which he saw when some way from the target. There were already 2 or 3 sky-markers down but these were assessed as being slightly North of Aiming Point. Lots of smoke was rising from target area to 15,000 feet. Both aircraft saw a large factory at night being attacked following Master Bomber's order of 1827:48 hours. Several bright explosions were seen but not from this aircraft. One aircraft seen exploding over target and 3 parachutes seen but not from this aircraft.</p> <p>One aircraft successful "B", attacked Ublight area, dropping 10 x 1,000 ANM .59, 1 x 1,000 ANM G and 4 x 500 GP at 1606:54 hours at 18,500 feet. Weather, as for primary. On arrival, he found a patch of cloud over the town and at 1558 hours, Master Bomber gave Codeford for attacking any built up area. One Red Flare went quickly into cloud. His H.Z.S. was N/S and he got no results from Gee so he bombed a built up area on South outskirts of Cologne. Several other aircraft were bombing the same place and fires and a good explosion were seen. Defences, as for primary.</p> <p>These three aircraft returned to base.</p> <p>Operational Flying Time:- 11:55 Hours (Day).</p>		A-183
	Oct. 29, 1944.		<p>Weather:- Fair at first with variable amounts of cloud. Cloud soon dispersing and fog formed and visibility falling to 200 yards. The fog lifted after dawn forming a layer of low stratus at about 1,000 feet with continuous slight rain. The stratus cleared and cumulus cloud formed during the afternoon base 3 to 4,000 feet. There was a slight shower towards midnight. Visibility was excellent during the day, becoming moderate by midnight.</p> <p>Flying Training Time:- 13:10 Hours (Day).</p> <p>OPERATIONS:- "T.L. GREENS - A/F 'B'" * 1 Aircraft Detailed. (Daylight)</p> <p>Four aircraft successful "A" dropping 24 T.L. Greens, 250 lbs., 25 x 1,000 ANM .59, and 6 x 500 GP from 1227:48 to 1234:48 hours from 5,000 to 4,000 feet. Weather, clear over target with good visibility. At 1227 hours, Master Bomber gave "Assignment 1,000 feet" but changed to "Flight Plan" at 1228 hours. The Mosquito T.L. Beds and Deputy Master Bomber's T.L. Greens were very close to the Aiming Point and the Master Bomber directed the attack from these T.L.s. The four aircraft identified the Aiming Point and the Mosquito T.L. Beds were on the A/F and a few candles in the sea at 1228 hours. The D.M.B. dropped T.L. Greens almost on A/F at 1227:48 hours and the Mosquito's T.L.s fell 100 yards East of A/F at 1231:24 hours, and T.L.s on second run at 1234 hours, which fell on same spot. Some sticks of bombs started in the sea and four or five aircraft bombed early at 1228 hours, before any T.L.s were down. Apart from this, the bombing was very good and the marking was accurate. Four aircraft attempted photographs. All aircraft returned to base.</p> <p>Operational Flying Time:- 8:44 Hours (Day).</p>		A-184
	Oct. 30,		<p>Weather:- Fine at first, small amounts of cumulus forming during the morning increasing in the afternoon to 8 to 9/10, becoming fine again by midnight. Visibility moderate to good. Wind, moderate N/W/N'ly.</p> <p>Flying Training Time:- Nil.</p>		

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Grassden Lodge, Beds.	Oct. 30, 1944		<p>OPERATIONS: COLONE 11 Aircraft Detailed.</p> <p>Eleven aircraft successful 'A', dropping 11 x 4,000 HC Minol, 23 x 1,000 ANM 59, 20 x 1,000 ANM 55, 22 x 1,000 MG, 39 x 500 MG, 12 x 500 MG, and 8 x Flares Green Steady, from 2058 to 2119:48 hours between 10,000 to 18,000 feet. Weather, 10/10 cloud from 8 to 12,000 feet. Only 2 of the 5 Blind Sky Markers* dropped their Green Flares. Eight aircraft bombed on H.2.S., 2 bombed Red and one Green Flares. The Sky Markers were generally concentrated. No results seen. Success, slight. Eleven aircraft attempted photographs.</p> <p>Operational Flying Time: 48:56 Hours (Night).</p>	A-185												
	Oct. 31, 1944		<p>Weather: Fine at first becoming cloudy, main base 1 to 2,000 feet. Patches below. Moderate visibility all day. Wind moderate N/R/16.</p> <p>Flying Training Phase: 10:56 Hours (Day).</p> <p>OPERATIONS: COLONE 9 Aircraft Detailed.</p> <p>Nine aircraft successful 'A', dropping 1 x 4 Flares Green, 9 x 4,000 HC Minol, 36 x 1,000 ANM 59, 18 x 1,000 ANM 55 and 50 x 500 MG. Between 2058 and 2111:18 hours from 17,500 to 18,500 feet. Weather, 10/10 stratus cumulus cloud, tops 5 to 12,000 feet. Very good visibility. Five Supporters were on time or slightly early and the sixth was 42 seconds late. One Blind Sky Marker dropped Flares Green on H.2.S. at 2111:18 hours. The other two Blind Sky Markers retained their Flares Green owing to H.2.S. failure. Marking commenced at 2057 hours with Red and White Flares and Green Flares are reported from 2059:42 hours. Marking was excellent throughout. Flares Red White and Green fell in good quantity and concentration up to 2121 hours. Slight to moderate heavy flak. One aircraft slightly damaged and one aircraft seen shot down over Cologne. Slight fighter activity (tracer) seen over Belgium towards. Eighteen V.F. rockets reported by three aircraft. All aircraft returned to base.</p> <p>Operational Flying Time: 57:10 Hours (Night).</p>	A-186												
			<p>AIRCRAFT STRENGTH OF NO. 105 B.G.A.F. SQUADRON AS AT 2359 HOURS, 31ST OCTOBER, 1944.</p>													
			<p>Manchester III (Special) 21</p>													
			<p>GENERAL STATE OF HEALTH OF 105 SQUADRON (B.G.A.F.) AS AT 2359 HOURS, 31ST OCTOBER, 1944.</p>													
			<table border="0"> <tr> <td>Admissions to S.S.C. Grassden.....</td> <td>6</td> </tr> <tr> <td> " Other Hospitals.....</td> <td>3</td> </tr> <tr> <td>General Disease.....</td> <td>1</td> </tr> <tr> <td>Other Infections.....</td> <td>7</td> </tr> <tr> <td>Cycling accidents.....</td> <td>5</td> </tr> <tr> <td>Other accidents.....</td> <td>8</td> </tr> </table>	Admissions to S.S.C. Grassden.....	6	" Other Hospitals.....	3	General Disease.....	1	Other Infections.....	7	Cycling accidents.....	5	Other accidents.....	8	
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No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																								
Swansden Lodge, Beds.	Oct. 31, 1944		<p>NUMERICAL STRENGTH OF NO. 405 R.C.A.F. SQUADRON AS 2350 HOURS, 31ST OCTOBER, 1944.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">OFFICERS</th> <th colspan="2">SERVING O.R.'S</th> <th rowspan="2">TOTAL</th> </tr> <tr> <th>AIR</th> <th>GROUND</th> <th>AIR</th> <th>GROUND</th> </tr> </thead> <tbody> <tr> <td>R.C.A.F.</td> <td>136</td> <td>5</td> <td>60</td> <td>284</td> <td>490</td> </tr> <tr> <td>R.A.A.F.</td> <td>36</td> <td>-</td> <td>43</td> <td>6</td> <td>85</td> </tr> <tr> <td>W.A.A.F.</td> <td>-</td> <td>-</td> <td>-</td> <td>6</td> <td>6</td> </tr> <tr> <td>R.N.R.A.F.</td> <td>2</td> <td>-</td> <td>-</td> <td>-</td> <td>2</td> </tr> <tr> <td>R.A.A.F.</td> <td>-</td> <td>-</td> <td>2</td> <td>-</td> <td>2</td> </tr> <tr> <td></td> <td>176</td> <td>5</td> <td>108</td> <td>296</td> <td>585</td> </tr> </tbody> </table> <p>TOTAL NUMBER OF SORTIES FOR MONTH OF OCTOBER..... 172 " " " AIRCRAFT MISSING " " NIL " " " OPERATIONAL HOURS " " 678:37 " " " NON-OPERATIONAL " " 305:56</p> <p>BRIEF REPORT OF THE PAST MONTH'S OPERATIONS FROM THE ARMAMENT SECTION'S ASPECT</p> <p>Delivered to Target: H.E. 672:005 Tons Incendiary 5:812 " Markers (T.L.) 38:358 " Flares (Number) 26:804 "</p> <p>Undelivered to Target: XXXX</p> <p>(a) Due to failures of Armament H.E. 446 Tons Equipment (guns, turrets and bomb gear). Incendiary NIL " Markers (T.L.) NIL " Flares (Number) NIL "</p> <p>Undelivered to Target:</p> <p>(b) Due to causes not connected with armament. H.E. 2,917 Tons Incendiary 557 " Markers (T.L.) NIL " Flares (Number) 178 "</p> <p>Weight of bombs handled on cancelled operations (Total tons of load ordered only -- single journey)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>H.E.</td> <td>496:896 Tons</td> </tr> <tr> <td>Incendiary</td> <td>NIL "</td> </tr> <tr> <td>Markers (T.L.)</td> <td>38:612 "</td> </tr> <tr> <td>Flares</td> <td>17:338 "</td> </tr> </tbody> </table>				OFFICERS		SERVING O.R.'S		TOTAL	AIR	GROUND	AIR	GROUND	R.C.A.F.	136	5	60	284	490	R.A.A.F.	36	-	43	6	85	W.A.A.F.	-	-	-	6	6	R.N.R.A.F.	2	-	-	-	2	R.A.A.F.	-	-	2	-	2		176	5	108	296	585	H.E.	496:896 Tons	Incendiary	NIL "	Markers (T.L.)	38:612 "	Flares	17:338 "		
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			<p><i>W.M. Henson</i> (W.M. Henson) Group Captain, Commanding No. 405 R.C.A.F. Squadron, P.F.F.</p>																																																										