

OPERATIONS RECORD BOOK

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

Page No. **One**  
No. of pages used for day  
**5.47.20.415**  
**JAS**

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Granden Lodge, Beds.	Nov. 1, 1944.		<p><b>Weather:</b> Cloudy all day but dispersing to small amounts towards midnight. Visibility 1,400 yards at first, improving to 10 miles during morning but becoming hazy again towards midnight. Winds, light North-Westerly, becoming N/W/Westerly during evening.</p> <p><b>Flying Training Times:</b> 30:42 Hours Day.</p> <p><b>CRACKS IN COMMAND:</b> Day/283 C/O W.F.M. Brown, D.F.C. &amp; BAR, assumed Full Command of No. 405 R.C.A.F. Squadron (P.F.F.), with effect 9th October, 1944, vice <b>CAN/J.4858</b> W/O H.A. Morrison, D.S.O., D.F.C.</p>		
	Nov. 2,		<p><b>Weather:</b> Cloudy all day, but dispersing to small amounts during the evening. Fog forming around dawn, but visibility improving during morning to 10 miles, and becoming foggy again towards midnight. Winds, very light North-Westerly.</p> <p><b>Flying Training Times:</b> Nil</p> <p><b>OPERATIONS:</b> <b>RUSKIDNEY</b> * 16 Aircraft Detailed (Night Attack)</p> <p>Fifteen aircraft successful 'A', which dropped 12 T.L. Green 250 lb., 15 x 4,000 HQ Minol, 10 x 1,000 AMM -65, 50 x 500 MG, 57 x 1,000 AMM -65, and 20 Flares Green, between 1911:54 and 1924:36 hours from 18,000 to 19,000 feet. Weather, no cloud, slight ground haze and good visibility. Gun Air Supporters were up to one minute early, and five bombed Red T.L.s and one by H.2.S. Five Blind Sky Markers dropped Flares Green at 1917:24, 1917:30, 1926:24, 1929:35 and 1924:36 hours. One Blind Sky Marker was retained Flares Green owing to faulty C.P.I. run. Two Bomber Up dropped Green T.L.s on Red T.L.s at 1913:36 and 1918:36 hours. One Bomber Up retained T.L.s, as T.L.s were obscured by smoke. Red T.L.s reported from 1904 hours and Green T.L.s from 1922 hours. Several crews saw the river and built-up area and estimate the T.L.s were near the Aiming Point. One crew reports Red T.L.s definitely on Aiming Point at 1917:24 hours with glowing fires and much smoke by 1917 hours. Slight to intense heavy flak up and up to 40 searchlights, active but ineffective. Several aircraft seen shot down, two over target and the remainder between the target and Idage homestead. One aircraft successful 'B', 405/K which jettisoned 1 x 4,000 HQ Minol, 5 x 500 MG, 5 x 1,000 AMM -65 and 1 x 4 Flares Green in target area, following flak damage. 405/K crash-landed at Dobden. Captain of this aircraft 405/K wounded, and P/Sgt. Parini baled out near target. (For details see Form 541).</p> <p><b>Operational Flying Times:</b> 67:51 Hours (Night).</p> <p><b>CASUALTIES:</b> Information was today received from <del>the</del> Air Ministry that <b>CAN/T.86733</b> P/O J.G.M. Renaud, <b>CAN/R.151941</b> W/O G.2 McGee L.A. and <b>CAN/J.85052</b> P/O Johnson N. who were reported missing from bombing attack on Trappes, 2nd/3rd June, 1944, now dead and buried in Civil Cemetery Chartres. Reclassified missing, believed killed.</p>		A-187
	Nov. 3		<p><b>Weather:</b> Cloudy all day, lifting and dispersing to small amounts towards midnight. Visibility poor in fog increasing by midnight to 5 miles. Intermittent drizzle and mist rain during morning and afternoon. Winds South-West light becoming moderate by midday.</p> <p><b>Flying Training Times:</b> Nil</p>		
	Nov. 4		<p><b>Weather:</b> Cloudy all day. Visibility good remaining at 6 to 10 miles all day. Wind light South-Westerly, becoming strong with gusts to 30 knots.</p> <p><b>Flying Training Times:</b> 30:48 Hours (Day)</p> <p><b>OPERATIONS:</b> <b>BOGHEM</b> * 8 Aircraft Detailed (Night Attack)</p> <p>Night aircraft successful 'A' which dropped 8 x 4,000 HQ Minol, 48 x 1,000 AMM -65, 35 x 500 MG, 6 x H.L. Green 250 lb, and 2 x Flares Green/Red Stars at 1927:24 to 1935 hours from 18,500 to 17,500 feet in weather no cloud and some haze below. Marking was very good and continuous. Three aircraft bombed Red T.L.s and five aircraft bombed Red and Green T.L.s which</p> <p>(P.T.O.)</p>		A-188

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Gransden Lodge, Beds.	Nov. 4, 1944		<p><b>OPERATIONS: (Continued) ( BOCHUM )</b></p> <p>were in a cluster. Only two aircraft saw built up area in the bomb flashes, which were concentrated around T.L.s. An explosion was reported in edge of target area at 1930 hours. Flak, slight, increasing to moderate. Intense searchlight activity. Two aircraft coded for several minutes. Four aircraft seen falling. Five aircraft attempted photographs. All aircraft returned to base.</p> <p><b>Operational Flying Time:- 29:25 Hours (Night)</b></p>		A-188
	Nov. 5, 1944		<p><b>Weather:-</b> Cloudy all day, but dispersing during evening. Continuous slight rain during afternoon and early part of evening. Visibility good all day. Winds, strong and gusty S/Wly at first, falling light during evening.</p> <p><b>Flying Training Time:- 10:31 Hours (Day)</b></p>		
	Nov. 6, 1944		<p><b>Weather:-</b> Small amounts of cloud all day, but becoming cloudy during evening with continuous with slight rain. Visibility, slight haze around dawn but improving to 8 to 10 miles during rest of day. Winds, light S/Wly at first, gradually becoming stronger and reaching 30 to 35 knots during evening.</p> <p><b>Flying Training Time:- Nil</b></p> <p><b>OPERATIONS:- * GELSENKIRCHEN * 9 Aircraft Detailed (Daylight Attack)</b></p> <p>Four aircraft successful 'A', dropping 24 x 1,000 AMM .65, 22 x 500 MG, 4 x 1,000 HC Minol, between 1355:30 and 1358:12 hours from 18,000 feet to 19,500 feet in 7/10 to 9/10 cloud, tops 8 to 10,000 feet in target area, with clear gap over target. These four aircraft, all Supporters, were on time or early. The first to bomb, saw the Aiming Point but no T.L.s, the remaining three bombed Red T.L.s and two of them say they were on the Aiming Point. The first aircraft bombed mainly on built-up area slightly East of the Aiming Point but by 1358:12 hours a large number of Main Force aircraft had thoroughly bombed the whole town. Flak was in moderate barrage from 8:00 to target, and accurate where visual engagement was possible through cloud gaps. One aircraft was slightly damaged. <del>XXXXXXXXXXXX</del></p> <p>Four aircraft successful 'B', dropping 20 x 1,000 AMM .65, 4 x 1,000 MG, 15 x 500 MG and 4 x 4,000 HC Minol, between 1357:48 and 1414:48 hours from 18,000 to 19,100 feet in 9 to 10/10 cloud, tops 8 to 10,000 feet. Two of these aircraft were Backers Up and retained their T.L.s. None could identify the Aiming Point. One aircraft bombed B.U.A. and another bombed smoke rising through cloud, both in positions believed S/E of the target. The other two aircraft bombed built-up area which may have been Gelsenkirchen, as it was being heavily bombed and was covered with fires and smoke. The first Master Bomber gave orders to bomb any built-up area at 1405 hours and this was repeated by the second and third Master Bombers. Defences, as previously stated.</p> <p>One aircraft abortive, 405/A, returned from 5130 E. 0900 E. with starboard inner engine w/s. Jettisoned 1 x 4,000 HC Minol and 2 x 1,000 AMM .65 at 5206 E. 0255 E.</p> <p>All aircraft returned to base. Five aircraft saw one aircraft shot down over target at 1359 hours.</p> <p><b>Operational Flying Time:- 30:32 hours (Day).</b></p>		A-189
	Nov. 7, 1944		<p><b>Weather:-</b> Small amounts of cloud at first, becoming cloudy during afternoon and dispersing again towards midnight. Visibility very good all day. Winds, very strong Wly all day, but falling 20 to 15 knots during evening.</p> <p><b>Flying Training Time:- 16:20 Hours (Day).</b></p>		

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

No. of pages used for day \_\_\_\_\_

Place	Date	Time	Summary of Events	References to Appendix
Granden Lodge, Beds.	Nov. 8, 1944		<p><b>Weather:</b> Variable amounts of cloud with continuous slight rain during afternoon and intermittent slight rain during evening. Visibility good during early morning, but becoming slightly hazy during afternoon but improving again towards midnight. Winds, light westerly.</p> <p><b>Flying Training Times:</b> 29:25 Hours (Day).</p>	SECRET.
	Nov. 9, 1944		<p><b>Weather:</b> Small amounts of cloud during day, becoming cloudless towards midnight. Intermittent slight rain around dawn. Visibility good all day. Winds, moderate N/W/W'ly, becoming light N/W'ly.</p> <p><b>Flying Training Times:</b> 27:54 Hours (Day)</p> <p><b>OPERATIONS:</b> <b>WANNES BLOCK.</b> 10 Aircraft Detailed. (Daylight Attack)</p> <p>Ten aircraft successful 'B', dropping 8 x 4,000 HC Minol, 35 x 1,000 ANM .59, 36 x 500 MG, 8 x 1,000 ANM .65 and 4 x 1,000 MG, from 1028:24 to 1038:48 hours from 21,000 to 15,000 feet. Weather, 10/10 cloud, 8/10 stratus cumulus cloud at 6,000 feet with 7/10 stratus cloud above up to 25,000 feet. Eight aircraft attacked the Wanne-Rickel area by H2S and Gee. One aircraft, 405/U bombed Wesel (believed) on H2S and the other aircraft 405/U bombed a small village seen through a small gap in the cloud. The Master Bomber <del>was</del> ordered basement 17,000 feet and later "East resort target". No marking was seen. The flak was moderate, accurate, and predicted. Four aircraft had flak holes. Two aircraft were seen falling in the target area. All aircraft attempted photographs and returned to base.</p> <p><b>Operational Flying Times:</b> 37:28 Hours (Day)</p> <p><b>OSHA/OPS:</b> Information was today received from Air Ministry, quoting German Official information, states following six unknown who were reported missing from bombing attack on Haine St. Pierre, 8/24th May, 1944, assumed to be RAF/151242 W/L V. Sinclair, AM/40988, W/L R. Melchase, RAF/157500 P/S G111 T.T., RAF/2202618 P/S Buckley J.M., CAN/J.23950 W/L Kemp G., CAN/J.85382 P/O Bywah G.M., shot down 9/5/44 and buried 10/5/44 in the Municipal Cemetery at Chivesee, Belgium, Caprades grave. All reclassified missing believed killed in action.</p>	A-190
	Nov. 10, 1944		<p><b>Weather:</b> Small amounts of cloud at first, becoming cloudy during afternoon and variable amounts towards midnight. Visibility, moderate all day, but becoming hazy towards midnight. Winds, moderate N/W'ly, becoming light N/W/W'ly.</p> <p><b>Flying Training Times:</b> 30:20 Hours (Day)</p>	
	Nov. 11, 1944		<p><b>Weather:</b> Cloudy at first, dispersing to small amounts during afternoon. Visibility, hazy all day. Winds mainly light N/W'ly.</p> <p><b>Flying Training Times:</b> 9:08 Hours (Day)</p> <p><b>OPERATIONS:</b> <b>DEPOND.</b> 7 Aircraft Detailed. (Night Attack)</p> <p>Three aircraft, 405/U, E and H successful 'A', which dropped 8 T.L. Green, 5 x 4,000 HC Minol, 16 x 1,000 ANM .59 and 8 x 500 MG between 1859:06 and 1900:18 hours from 18,000 to 18,500 feet in 9/10 cloud, tops 10 to 16,000 feet. These aircraft, two Supporters and one Backer Up, saw Red T.L.s on the ground through a small break in the cloud. The Backer Up hit the Red T.L.s with some of his bombs and his screens undershot to the North by 500 to 800 yards. Other bombing reported as scattered, but two good explosions seen at 1900:30 and 1906 hours. Slight heavy flak, no searchlights and no fighter activity.</p> <p>Four aircraft successful 'B', 405/E, D, H and G, which dropped 4 x 4,000 HC Minol, 29 x 1,000 ANM .59 and 8 x 500 MG between 1839:30 and 1907:12 hours from 18,400 to 19,500 feet. Weather, 10/10 cloud, tops 14,000 to 21,000 feet. These four aircraft saw no markers and bombed on D.R. from remote Gee fixes. The two Backers Up retained their Green T.L.s. Other bombing is reported as scattered over areas estimated from 1 mile to 20 miles radius. References, (P.T.O.)</p>	A-191

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Gransden Lodge, Beds.	Nov. 11, 1944.		<u>OPERATIONS:-</u> * <u>DORMUND</u> * (Continued) No intense heavy flak, no searchlights and no fighter activity. All our aircraft returned to base. <u>Operational Flying Time:-</u> 28:22 Hours (Night)		A-191
	Nov. 12, 1944.		<u>Weather:-</u> Mainly cloudy all day with intermittent slight rain and drizzle during evening. Visibility 1,200 yards at first, becoming foggy around 0800 hours, improving slowly to 1,500 yards, but deteriorating again and becoming foggy by midnight. Winds, very light N/W'ly becoming later light S/W'ly. <u>Flying Training Time:-</u> NIL		
	Nov. 13, 1944.		<u>Weather:-</u> Variable amounts of cloud at first, but becoming cloudy during evening with intermittent slight rain. Visibility, foggy at first and not improving to more than 3 miles the whole day. Winds, light N/W'ly, becoming W/N/W'ly later. <u>Flying Training Time:-</u> 29:18 Hours (Day)		
	Nov. 14, 1944.		<u>Weather:-</u> Mainly cloud all day with continuous slight rain during morning and afternoon with much low cloud, stratus, from 500 to 1,000 feet. Visibility, hazy all day and falling to 1,000 yards during evening. Winds, mainly light N/W'ly but becoming light N/E'ly and /ly during afternoon and evening. <u>Flying Training Time:-</u> NIL		
	Nov. 15, 1944.		<u>Weather:-</u> Variable amounts of cloud during day, but cloud dispersing entirely during evening. Continuous slight rain and drizzle during early hours of morning. Visibility 1,500 yards at first but improving to 4 miles during day and falling to 2,000 yards again during evening. Winds, moderate E/N/E'ly becoming light N/E'ly and during evening N/W'ly. <u>Flying Training Time:-</u> 55:39 Hours (Day)		
			<u>HONOURS AND AWARDS:-</u> The following members and ex-members of this Squadron received awards today, as shown opposite their names:		
				<u>AWARD RECEIVED</u>	
			J.5795 C/O Lane R.J., DSO, IFC	Bar to D.F.C.	- X-405
			112476 S/L Millsbach H.W.A., IFC	Bar to D.F.C.	
			J.15583 S/L Johnston A.J.	D.F.C.	- X-405
			J.15228 S/E Gosman G.H.	D.F.C.	- X-405
			158727 F/L Pettitt A.G.	D.F.C.	
			J.18760 F/L Long E.W.	D.F.C.	Missing
			J.20236 F/L Ebdon E.A.	D.F.C.	- X-405
			141555 F/L Gillespie G.W.	D.F.C.	
			J.22645 F/L Smith H.	D.F.C.	
			J.22613 F/L Davies D.P.	D.F.C.	
			J.13457 F/O McCoullick D.F.	D.F.C.	- X-405
			1312308 F/S Abbott A.G.	D.F.M.	- X-405
			1623883 F/S Harrison J.	D.F.M.	- X-405
			182668 F/O Owen L.F.	D.F.M.	

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No. of pages used for day \_\_\_\_\_

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																		
Gransden Lodge, Beds.	Nov. 16, 1944		<p><b>Weather:</b> - Mainly cloudy with fog forming around dawn and sky becoming obscured. Visibility improving to 2,500 yards by afternoon, but sky becoming cloudless and visibility deteriorating again during evening. Winds, light Wly, gradually backing to light S.W.</p> <p><b>Flying Training Time:</b> - Nil</p> <p><b>OPERATIONS:</b> - <b>Success</b> - 12 Aircraft Detailed. (Daylight Attack)</p> <p>Twelve aircraft successful 'A', dropping 42 x 250 P.L. Green, 11 x 4,000 HC Minol, 72 x 1,000 AM 59 and 30 x 500 HC, between 1529:54 and 1542:06 hours from 13,800 to 16,000 feet. Weather, 5/10 to 8/10 cloud, tops 5 to 10,000 feet in target area. Clear over target. Good visibility with slight ground haze. Timing of all our aircraft was good. Our seven Visual Backers Up dropped Green Twice between 1530:15 and 1542:06 hours. The first T.I.s seen cascading were Reds and Greens at 1526 hours. Several aircraft on before 1530 hours, report that Reds, or Reds and Greens had overshoot Aiming Point to the North of N/S by up to 1,500 yards. At 1527 hours, Master Bomber said "Undershoot Beds by width of one T.I.". Other Reds are then reported up to 2,000 yards to N/W of Aiming Point, and Master Bomber said "Undershoot Beds to starboard", and at 1529 hours, "Ignore Beds on port of target". Early bombing tended to undershoot slightly, but bombing generally was very accurate and by 1532 hours the target was covered with smoke drifting to the S/E. Thereafter Master Bomber gave "Bomb centre of windward edge of smoke". All our aircraft identified the town in spite of the smoke, and our Visual Backers Up are satisfied their Greens went on the centre of the town. At 1538 hours, there was a pool of Green T.I.s about 1/2 mile wide in the centre of the bombed area. Several large explosions were seen. Altogether a very successful and concentrated raid. Flak was slight. One aircraft received slight damage. All aircraft returned to base.</p> <p><b>Operational Flying Time:</b> - 41:43 Hours (Day).</p> <p><b>REWARDS AND AWARDS:</b> - Notification of the following awards for members of this Squadron was received today:-</p> <table style="margin-left: 20px; border: none;"> <tr> <td style="width: 150px;"></td> <td style="text-align: center;"><b>AWARD RECEIVED</b></td> </tr> <tr> <td>127850 P/L Martin G.A., DFC</td> <td>Immediate D.S.O.</td> </tr> <tr> <td>J.85090 P/L Herbert R.G.</td> <td>D.F.C.</td> </tr> <tr> <td>J.87548 P/L Cardno M.E.</td> <td>D.F.C.</td> </tr> <tr> <td>166182 P/L Howard W.</td> <td>D.F.C.</td> </tr> <tr> <td>J.86851 P/L Cadogan P.G.</td> <td>D.F.C. - Ex-405</td> </tr> <tr> <td>R.116559 W/O King W.H.</td> <td>D.F.C. - Ex-405</td> </tr> <tr> <td>R.65753 P/O Reid G.L.</td> <td>D.F.C. - Ex-405</td> </tr> <tr> <td>177700 P/O Edwards G.J.</td> <td>D.F.C. - Missing</td> </tr> </table>		<b>AWARD RECEIVED</b>	127850 P/L Martin G.A., DFC	Immediate D.S.O.	J.85090 P/L Herbert R.G.	D.F.C.	J.87548 P/L Cardno M.E.	D.F.C.	166182 P/L Howard W.	D.F.C.	J.86851 P/L Cadogan P.G.	D.F.C. - Ex-405	R.116559 W/O King W.H.	D.F.C. - Ex-405	R.65753 P/O Reid G.L.	D.F.C. - Ex-405	177700 P/O Edwards G.J.	D.F.C. - Missing	A-152	
	<b>AWARD RECEIVED</b>																						
127850 P/L Martin G.A., DFC	Immediate D.S.O.																						
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177700 P/O Edwards G.J.	D.F.C. - Missing																						
	Nov 17 1944		<p><b>Weather:</b> - Cloudy with slight mist all day and intermittent slight rain by 0500 hours, becoming continuous and later heavy. Rain continuing throughout day apart from temporary cessation from 1900 to 2000 hours. Wind South-East veering South-West moderate.</p> <p><b>Flying Training Time:</b> - Nil</p> <p><b>CASUALTIES:</b> - Information was received from Air Ministry today, stating that 959080 SPT Abbs R.A., who was reported missing from bombing attack on Russelheim, 26th August, 1944, now captured, reclassified Prisoner of War. Sergeant Abbs baled out on homeward journey from Russelheim following attack from unidentified enemy fighter. (Contrary to Captain's instructions.</p>																				

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Gransden Lodge, Beds.	Nov. 18 1944.		<p><u>Weather:</u> Cloudy with moderate visibility all day. Slight rain ceasing at 0200 hours, then alternating with slight drizzle from 0500 to 0600 hours. Outbreaks of rain, often continuous and sometimes moderate from 1900 to 2200 hours. Wind Southwest backing Southerly, finally veering Southwest again, moderate.</p> <p><u>Flying Training Time:</u> NIL</p> <p><u>OPERATIONS:</u> - 1 <u>MURPHY</u> = 1 Aircraft Detailed. (Daylight Attack)</p> <p>Three aircraft successful 'A' (primary) and one aircraft successful 'A' (area), dropping 4 x 4,000 H.M. Inst. Minol., 28 x 1,000 G.P., 33 x 500 MG-G25, and 1 x C.P. No. 1.C.6, between 1500:42 and 1513:18 hours from 18,000 feet, in weather, 10/10 cloud, tops 10 to 12,000 feet, with layer above, base 20,000 feet. At 1549 hours, Master Bomber ordered "bomb sky markers". The Red Sky Markers appeared at 1505 hours to be concentrated but the Greens seemed overshooting the Beds by two miles. One Blind Sky Marker dropped Sky Markers on H.2.S. The other two Blind Sky Markers picked up a wrong datum point and retained their flames. The Visual Bomber Up retained his Green T.I. owing to 10/10 cloud, and the scattered Sky Markers, and dropped on H.2.S. run with good Gee checks. Defences slight. All aircraft returned to base.</p> <p><u>Operational Flying Time:</u> 15:02 Hours (Day).</p>		A-193
	Nov. 19 1944.		<p><u>Weather:</u> Fair with slight mist becoming cloudy and from 0300 hours outbreaks slight rain or drizzle, continuing throughout day. Wind S/W to W/S/W moderate to heavy.</p> <p><u>Flying Training Time:</u> 22:07 Hours (Day)</p>		
(Continued from above)	Nov. 18 1944.		<p><u>OPERATIONS:</u> - 1 <u>WANE EICKEL</u> = 12 Aircraft Detailed. (Night Attack)</p> <p>One aircraft successful 'A' (primary) and 5 aircraft successful 'A' (area), dropping 40 T.I. Green, 12 x 4000 H/M Minol., 107 x 500 G.P., and 38 x 500 MG between 1856:48 and 1906:30 hours, from 17,500 to 18,500 feet in weather, 9/10 stratus cumulus cloud, tops 8,000 feet. Timing of air Supporters was good. Three bombed on Gee Release Point and three on Red T.I.s which fell at 1856/58/59 hours. Both Supporters and Visual Bombers Up confirm position of Red T.I.s checked G.C. with Gee tracks and S.T.I.s. Green T.I.s fell from 1859:30 hours, slightly undershot Beds and other Greens spread 2 to 300 yards S/E. No ground detail seen but several very large explosions reported throughout the attack. Defences, slight heavy flak in attack and moderate heavy flak later. All aircraft returned to base.</p> <p><u>Operational Flying Time:</u> 52:50 Hours (Night)</p>		A-194
	Nov. 20, 1944.		<p><u>Weather:</u> Cloudy with slight mist and slight drizzle becoming fair by 0300 hours. Cloudy again by 0800 hours with slight rain and moderate visibility from 1400 to 1800 hours, later becoming excellent fair then fine. Wind S/W veering N/W/W then backing E/W/N/W moderate.</p> <p><u>Flying Training Time:</u> NIL</p> <p><u>OPERATIONS:</u> - 1 <u>WELBY</u> = 6 Aircraft Detailed. (Night Attack)</p> <p>Six aircraft successful 'A', dropping 3 x 250 H White, 57 x 1,000 MG and 14 x 1,000 AIM 59 from 0259:06 to 0300:36 hours between 19,500 and 18,000 feet in weather, 10/10 cloud, tops 18 to 20,000 feet but 405/A reports 10/10 thin low stratus cloud. Four aircraft dropped on HES with satisfactory returns and Gee checks to the target. One bombed on Gee and one (405/A) bombed White T.I.s which were in fairly good group on the ground. Strong returns on HES were reported from the hills to the North of the target, but the reflection of photo-flashes on the cloud were reported as concentrated at the Release Point. Defences, only a few bursts of flak from South of town on leaving. All aircraft returned to base.</p> <p><u>Operational Flying Time:</u> 25:16 Hours (Night)</p>		A-195

W.A. 100/100000 BEM 1/10 C.A.L. 21-724

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

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Grandson Lodge, Boda.	Nov. 20 1944.		<b>CASUALTIES:-</b> RAF/169705 P/O A.G. McCarthy, OMB/J.9705 P/L J.D. Virtue, RAF/1354430 SGT T. Davenport, and one unknown, (it is not possible to reclassify the unknown as there were eight members in this crew), who were reported missing from bombing attack on Motrop, 20/21st July, 1944, now dead, reclassified missing, believed killed in action.		<del>SECRET</del>
	Nov. 21 1944.		<b>Weather:-</b> Cloudy, slight mist at first, fine by 0200 hours, fair by 1300 hours, cloudy again at 1800 hours, rain commencing at 2400 hours. Wind N/W gradually backing South, but veering S/S/W by 2400 hours, light. <b>Flying Duration Time:-</b> Nil <b>OPERATIONS:-</b> <b>CASROOP BAUKEL</b> = 6 Aircraft Detailed. (Night Attack) Six aircraft successful 'A' (primary), dropping 33 x 1,000 H.C. MG TD .025, 6 x 500 CP. TD .025, 17 x 250 Green T.L. and 25 x 1,000 H.C. TD .025, from 1859:12 to 1905:36 hours from 18,500 to 17,500 feet in clear weather, to 3/10th's cloud. All bombed centre of Red T.L., which were first reported at 1851 hours. No ground detail seen. The first Green was reported at 1900:30 hours. One Red T.L. was reported as far as one mile to the South-East and one was 500 yards short to the North-West, but no bombing was reported on these T.L.s. A large explosion was reported at 1905:30 hours at the target. Defences, moderate heavy flak, barrage with numerous searchlights co-operating with flak. Several aircraft held for a short time only. Two aircraft reported falling in target area. All aircraft returned to base. <b>Operational Flying Time:-</b> 26:21 Hours (Night) <b>OPERATIONS:-</b> <b>WORMS</b> = 5 Aircraft Detailed. (Night Attack) Four aircraft successful 'A', dropping 4 x 4,000 H.C. Mixed and 448 x 4 lb. incendiaries, from 1928 to 1932 hours starting from 16,000 to 15,000 feet in 10/10 cloud, tops 10,000 feet. All supporters report 'B' pulse on Gee lattice line from Aschaffenburg to Worms but 'C' pulse picked up by two aircraft and they bombed on Gee <del>Worms</del> and E.T.A. Remaining two bombed on H2S and D.R. and E.T.A. from Aschaffenburg. No results of bombing seen. Nil defences. One aircraft, 405/R, successful 'B' (Ulmsstätt area), dropping 1 x 4,000 H.C. Mixed, and 112 x 4 lb. incendiaries at 1928:36 hours from 16,000 feet in 10/10 cloud, tops 9,000 feet. 'B' pulse on Gee lattice line from Aschaffenburg Jumbo, so bombed on E.T.A. and estimate bombs dropped in GT. Ulmsstätt Area. Other bombing seen in vicinity scattered South and N/W of bombing position. Defences, <del>light</del> searchlights seen probing cloud. All aircraft returned to base. <b>Operational Flying Time:-</b> 26:09 Hours (Night) <b>OPERATIONS:-</b> <b>ASCHAFFENBURG</b> = 5 Aircraft Detailed. (Night Attack) Five aircraft successful 'A', dropping 10 C.F. No. 3 (White), 8 x 1,000 MG, 1 T.L. Yellow and 14 x 2,000 H.C. from 1910 to 1922:42 hours from 16,500 to 16,000 feet in weather, 10/10 cloud, tops 8 to 11,000 feet. Two Blind Illuminators arrived on time, one saw Red T.L. down and dropped his flares. Other Blind Illuminator retained his flares owing to 10/10 cloud, but on bombing run saw Red T.L. through small gap and reported this as having undershot. Illuminator flares already down. Two Blind Markers were on time with good H2S returns. One saw Illuminator flares at 1910 hours and one Red T.L., and so retained his Yellow T.L. The other saw Illuminator flares but no T.L.s, so dropped his Yellow T.L. Visual Backers up saw flares and glow of Red T.L.s below cloud. Retained his Green T.L.s on Master Bomber's instructions and reported scattered bomb bursts over an area of approximately ten miles. No defences. All aircraft returned to base. <b>Operational Flying Time:-</b> 24:58 Hours (Night)	A-196	
					A-197
					A-198

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OPERATIONS RECORD BOOK

(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
Gransden Lodge, Beds.	Nov. 27 1944		<p><b>OPERATIONS:-</b> * <b>PHSIBONG</b> * 7 Aircraft Detailed. (Night Attack)</p> <p>Seven aircraft successful 'A', dropping 56 x 1,000 MC, and 28 Wanganui Red/Yellow Flares between 2001 and 2014 hours from 12,500 to 14,000 feet. Three aircraft, 405 M, B, and C, brought back 21 Wanganui Red/Yellow Flares. Two aircraft, A and B, brought back 2 x 1,000 MC owing to hang ups. Two aircraft, C and H, jettisoned at 2050 H. 0200 H. and 2045 H. 0255 H. respectively. Weather, nil to 8/10 cloud, tops 4,000 feet. Three aircraft attacked on Green T.I.s. Three aircraft attack on Red and Green T.I.s. One aircraft attacked on H2S and built up area. First Red T.I.s seen cascading at 1956 hours were quickly followed by Green T.I.s. First aircraft on target found it quite clear but as attack progressed cloud conditions increased and in the later stages target was nearly totally obscured both by cloud and by smoke billowing up from the town. Marking appeared to be good and all crews followed Master Bomber's instructions which varied from bomb Red T.I.s, then bomb centre of Red and Green T.I.s to Bomb Centre of smoke around last stages of the attack. All crews agree that attack should be very successful owing to many fires circling great clouds of smoke rising from town. Slight to medium inaccurate heavy flak appeared aimed at sky markers. All aircraft returned to base.</p> <p>Operational Flying Time:- 36:06 Hours (Night)</p>		A-199
			<p><b>OPERATIONS:-</b> * <b>NEUSS</b> * 7 Aircraft Detailed. (Night Attack)</p> <p>Seven aircraft successful 'A', dropping 6 x 4,000 MC, 5 x 1,000 ANM 59, 33 x 1,000 MC and 24 x 500 MC between 2020 and 2027 hours from 17,500 to 18,500 feet in weather, 7 to 10/10 cloud, tops 5 to 8,000 feet and good visibility. Owing to the early markers seen going into cloud, and causing only a glow, our 3 Visual Centres retained their T.I.s and bombed the glow. They had seen T.I.s cascading as they approached, the earliest reported at 2011:30 hours. Of our Supporters, one bombed on H2S as no definite marking seen and he had a good picture, the other three bombed T.I.s either before they cascaded into cloud or when seen through breaks in cloud. Bombing was concentrated around the glow and large explosions were reported at 2022 hours and 2029:30 hours, the latter leaving a white glow like phosphorus burning. Several Wanganui Flares were seen during the attack. Some believed dummy Green T.I.s followed by fires which suddenly lit up were reported near Düsseldorf. Defences, moderate heavy flak predicted. Searchlights were seen. All aircraft returned to base.</p> <p>Operational Flying Time:- 27:54 Hours (Night)</p>		A-200
	Nov. 28 1944		<p><b>Weather:-</b> Cloudy with slight mist and continuous slight rain until 1400 hours, and weather then fair and fine by 2100 hours. Wind South to S/S/W, strong gusty veering to S/W to West, moderate.</p> <p><b>Flying Training Flares:-</b> 3:04 Hours (Day).</p>		
	Nov. 29		<p><b>Weather:-</b> Fine with good visibility becoming cloudy after dusk.</p> <p><b>Flying Training Flares:-</b> 35:52 Hours (Day).</p>		
	Nov. 30		<p><b>Weather:-</b> Cloudy all day with moderate visibility.</p> <p><b>Flying Training Flares:-</b> Nil</p> <p><b>OPERATIONS:-</b> * <b>DUSSBURG</b> * 2 Aircraft Detailed. (Night Attack)</p> <p>Two aircraft successful 'A', dropping 2 x 4,000 MC and 10 x 1,000 MC and 12 x 500 MC at 1958 hours from 18,500 feet. Weather, 10/10 cloud, tops 5 to 6,000 feet. Both aircraft bombed on Gee. Red T.I.s were seen at 1953, and 1954 hours, but disappeared through cloud. No bombing seen and marking on leaving appeared scattered. Flak slight. Both aircraft returned to base.</p> <p>Operational Flying Time:- 7:56 Hours (Night)</p>		A-201

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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
Grandson Lodge, Boda.	Nov. 30 1944.		<p><u>BRIDGE REPORT FOR MONTH OF NOVEMBER FROM THE BOMBING SECTION'S ASPECT</u></p> <p><u>Delivered to Target</u>                      <u>Tons</u></p> <p>H.E. .... 592.360</p> <p>Incendiary ..... 7.5</p> <p>Markers (T.L.) ..... 161443</p> <p>Flares ..... 2.385</p> <p><u>Undelivered</u></p> <p>H.E. .... 8.924</p> <p>Incendiary ..... 1.689</p> <p>Markers (T.L.) ..... 1.875</p> <p><u>Weight of bombs handled on cancelled operations</u></p> <p>H.E. .... 349.039</p> <p>Incendiary ..... 1.5</p> <p>Markers (T.L.) ..... 22.399</p> <p>Flares ..... 12.714</p>		
<b>* POSTINGS IN *</b>					
<u>Number</u>	<u>Rank</u>	<u>Name</u>	<u>Trade</u>	<u>Effective Date</u> <u>Unit from which Posted</u>	<u>No. of Ops</u>
10601626	T/SP4	Verner J.W. (U.S.A.A.F.)	A/C	S.H. Sq. Grandson, 6/11	22
1680670	SP4	Rhodes S.	F/E	426 Sqdn (RCAP) 30/10	NIL
1.88874	P/O	Miller A.B.	A/B	424 Sqdn (RCAP) 23/10	4
J.28186	P/O	Gray G.H.	A/B	S.H. Sq. Grandson, 3/11	24
J.28185	P/O	Reed J.W.	W/P	434 Sqdn. (RCAP) 3/11	35
A.103405	P/L	Giblin D.W.T., IFC	W/P	27 C.T.U.	28
J.19439	P/O	Smith E.H.	PILOT	433 Sqdn. (RCAP) 9/11	16
J.13826	P/L	Brown H.H.	NAV	" " " "	16
J.22186	P/O	Robinson J.F.	A/B	" " " "	15
R.148774	P/S	Burns R.C.	W/P	" " " "	16
R.260827	P/S	Crawford D.L.	A/C	" " " "	16
R.29898	P/S	GIBB G.D.	A/C	" " " "	15
1835718	SP4	Withers B.V.	F/E	" " " "	15
J.26053	P/O	Leung L.H.	PILOT	431 Sqdn. (RCAP) 9/11	15
J.35906	P/O	Winter I.W.	NAV	" " " "	14
J.35778	P/O	Smith D.C.	A/B	" " " "	13
J.40820	P/O	Hyde R.H.	W/P	" " " "	13
R.266317	P/S	Marsh F.J.	A/C	" " " "	14
R.217630	P/S	Orriss J.R.	A/C	" " " "	14
3020201	SP4	Morris R.	F/E	" " " "	14

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Place	Date	Time	Summary of Events				References to Appendices	
Gransden Lodge, Beds.	Nov. 30 1944.		(Continued)	" POSTINGS IN "				
			<u>Number</u>	<u>Rank</u>	<u>Name</u>	<u>Trade</u>	<u>Effective Date and Unit from Which Posted</u>	<u>No. of Ops.</u>
			J.202	S/L	Neilly L.G., DFC	PILOT	429 Sqn. (RCAF) 13/11	33
			J.20917	F/O	Ferguson R.M.	NAV	" " " "	31
			J.20667	F/O	Winds H.C.	A/B	P.F.F. N.T.U. 22/11	NIL
			1390619	F/S	Finlay D.D.	WOP	" " " "	17
			J.25652	F/O	Legros G.D.	A/C	429 Sqn. (RCAF) 13/11	31
			J.29665	F/O	MacNair K.A.C.	A/C	" " " "	31
			134101	F/O	Watts A.	F/E	" " " "	31
			G.2722	F/O	Simpson J.W.	F/E	S.H.Q. Gransden, 23/11	52
			J.43026	F/O	Olson D.B.	A/B	P.F.F. N.T.U. 28/11	NIL
			J.42654	F/O	Dryer H.R.	A/B	" " " "	NIL
			J.28933	F/O	McKay D.G.	A/B	428 Sqn. (RCAF) 22/11	29
			R.151052	W/O	Lynett T.F.	A/B	429 Sqn. (RCAF) 22/11	6
				" POSTINGS OUT "				
			138434	F/S	Bristow J.R.	WOP	R.A.F. Wyton, 2/11	
			R.202894	F/S	Perini B.E.	A/C	(Missing) RCAF U.K. Non-Effective Unit 3/11	
			J.4898	W/O	Morrison H.A., DSO, DFC	PILOT	(Repatriated) 'R' Depot, 4/11	
			J.29890	F/O	Reedley F.	NAV	419 Sqn. (RCAF) 2/11	
			J28186	F/O	Hannah H.	PILOT	Non-Effective Sick, Gransden, 3/11	
			J.27319	F/O	Simpson J.W.	F/S	" " " "	3/11
			R.251508	F/S	McFarland S.J.	A/E	61 Base (RCAF) 6/11	
			J.86251	F/L	McGowan P.C., DFC	PILOT	(Repatriated) 'R' Depot, 14/11	
			R.168719	W/O	Woolf T.G.K.	WOP	" " " "	
			J.26351	F/O	McNamee G.A.	A/B	" " " "	
			J.88959	F/O	Donaldson J.D.	A/C	" " " "	
			J.20457	F/O	Williams R.G.	NAV	" " " "	
			J.9128	F/L	Ferry J.W., DSO, DFC	PILOT	" " " "	20/11
			J.87548	F/L	Carson M.B., DFC	NAV/S	" " " "	
			J.85050	F/L	Harbert R.G., DFC	PILOT	" " " "	
			J.20236	F/S	Brdon P.A., DFC	NAV	" " " "	
			R.186399	F/S	Prince H.N.	A/S	76 Base, 16/11	
			18775	F/O	Grip S.A.	A/C	26 O.T.U., 20/11	
			187611	F/S	Branch W.C.R.	F/S	A.C.A.C., Brackla, 24/11	
			160454	W/O	Matcham R.	F/S	" " " "	
			J.11422	S/L	Ellwood G.B., DSO, DFC	NAV	63 Base, (RCAF), 20/11	
			179619	F/S	Conn G.	A/C	7 Sqn., 18/11	
			183632	F/S	Kitto D.	A/C	A.C.A.C., Brackla, 24/11	
			1390722	F/S	Mandrick S., DFC	A/B	" " " "	
			176715	F/O	Smith S.	F/E	582 Sqn., 22/11	
			1583015	F/S	Guthorpe K.	F/E	" " " "	
			J.90582	F/O	McGrath M.K.	A/C	" " " "	
			J.89417	F/O	Gellarsou H.P., DFC	A/C	" " " "	
			R.116556	SET	Hart K.A.	A/C	(Repatriated) 'R' Depot, 27/11	

W/2 204/0282 22M 14/0 C.A.L. 25-708

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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.	Nov. 30 1944		(Continued)      " POSTING OUT "					
			<u>Number</u>	<u>Rank</u>	<u>Name</u>	<u>Grade</u>	<u>Unit</u>	<u>from which Posted and Effective Date</u>
			J. 88185	P/O	Bond J.W.	WCP	(Repatriated) 'R'	Depot, 27/11
			144456	P/L	Reynolds R.H.	NAV	14 C.T.U.,	26/11
			J. 86082	P/O	Riches R.A.	WCP	RCMP Q/S H.Q.,	30/11
			160161	P/L	Howard W., DFC	A/S	1651 C.U.,	30/11
			144555	P/L	Gillespie G.W., DFC	NAV	1668 C.U.,	30/11
			R. 178180	P/S	Mawson H.L.	A/S	1668 C.U.,	30/11
			174075	P/L	O'Connor E., DFC	PILOT	Non-Effective Sick,	Gransden 22/11
			174692	P/L	Hain J.W.G., DFC	NAV	Stoney Cross, 2/12	(Transport Command)
			182668	P/O	Owen L.F., DFC	WCP	"	"
			J. 86090	P/L	Coffey J.R., DFC	PILOT	(Repatriated) 'R'	Depot, 4/12
			J. 24725	P/L	Bayne R.J., DFC	NAV	"	"
			J. 89053	P/O	Dingwall M.H.	A/S	"	"
			J. 86051	P/O	McWhirter R.S.	A/C	"	"
			R. 193905	P/S	Magee W.F.	A/C	"	"

*W.F.N. Nowson*  
(W.F.N. Nowson) Group Captain, Commanding.  
No. 405 R.C.A.F. Squadron, P.F.F.

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