

OPERATIONS RECORD BOOK

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

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

*Compiling Officer*  
*Whiterson*

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Granadan Lodge, Boda.	Dec. 1, 1944		<u>Weather:</u> Cloudy all day. Slight drizzle at 1100 and 2000 hours. Visibility increasing from 5 to 20 miles during the day. Wind strong but increasing by 2400 hours to a moderate gale. <u>Flying Training Time:</u> 7:41 Hours (Day).		
	Dec. 2, 1944		<u>Weather:</u> Cloudy, giving way to clear skies by early morning. Moderate rain from 0200 to 0500 hours. Visibility good. <u>Flying Training Time:</u> 24:11 Hours (Day). <u>OPERATIONS:</u> <u>MISSION</u> = 25 Aircraft Detailed. (Night Attack) Fifteen aircraft successful 'A' (Bagen area), dropping 25 x 4,000 HC Minol, 82 x 1,000 MG, 20 x 500 MG, 2 x 1,000 AMM .59 and 20 x 500 AMM .64, from 2057 to 2109:24 hours from 15,000 to 17,000 feet, in weather 10/10 cloud at approximately 16,000 feet. No markers were seen by any aircraft. Six bombed on Gee; four bombed on H2S with Gee checks; four bombed on H2S; one on H2S, run; and one bombed bomb bursts. No results seen, except scattered bomb flashes with some slight concentrations. Mark lights. One PR-150 seen in target area and one twin-engine enemy aircraft fired at by aircraft 405/X, near Dusseldorf. One aircraft 405/X successful 'B' (attacked Iserlohn). 10/10 cloud, tops 15,000 feet. At the target a poor H2S image faded out. Run on and bombed Iserlohn when the H2S picked up slightly. Nothing seen. All aircraft returned to base. <u>Operational Flying Time:</u> 30:02 Hours (Night).		A-203
	Dec. 3, 1944		<u>Weather:</u> Fine, becoming cloudy from which light rain fell during the mid-day. Visibility good all day. Cloud base down to 500 feet with rain cloud. <u>Flying Training Time:</u> 1:06 Hours (Day).		
	Dec. 4, 1944		<u>Weather:</u> Cloudy at first, clearing by evening. Visibility good. Winds strong backing from N/W/N to W/S/W. <u>Flying Training Time:</u> 32 Minutes (Day). <u>OPERATIONS:</u> <u>MISSION</u> = 8 Aircraft Detailed. (Daylight Attack). Eight aircraft successful 'A' (Bagen area), dropping 8 x 4,000 HC Minol, 64 x 1,000 MG, 20 x 500 MG from 1523:10 to 1525 hours from 15,500 to 18,000 feet. Weather, 10/10 cloud at target, tops 7 to 15,000 feet. All aircraft bombed in formation, six on Mosquito Gee Leader and two on aircraft ahead within limit of four seconds, which shows discrepancy in recording the times. Two aircraft checked with Gee fix and R.F. coincided. While one Gee check by aircraft 405/X missed R-B, two miles undershooting and to West of target. Two aircraft saw the line through a cloud gap. Aircraft 405/X considers bomb bursts were on target area, but aircraft 405/W saw Dm still intact after bombing, and no bomb bursts or smoke. Formation fair to straggled. Defences nil. All aircraft returned to base. <u>Operational Flying Time:</u> 38:57 Hours (Day). <u>OPERATIONS:</u> <u>MISSION</u> = 6 Aircraft Detailed. (Night Attack).		A-204
	Dec. 4,		Three aircraft successful 'A', dropping 3 x 250 Green I.L.s, 4 x 250 Green 2.L.s (L.B.), 3 x 4,000 HC Minol, and 18 x 1,000 MG, between 1928:22 to 1933 hours from 15,000 to 18,500 feet. Three aircraft successful 'A' (Area), dropping 3 x 4,000 HC Minol, 18 x 1,000 MG, between 1928 and 1933:24 hours from 17,000 to 18,100 feet. <u>Summary:</u> One aircraft bombed on Green 2.L.; two aircraft bombed on H2S; one aircraft bombed on H2S, Gee and Green glow; one aircraft bombed on Gee/H2S and Green glow; and one aircraft bombed on Gee/H2S. The weather during this attack no doubt played a big part in its success. (R.F.F.)		A-205

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Gransden Lodge, Beds.	Dec. 4,	1944	<b>OPERATIONS:</b> "KARLSRUHE" (Continued) One aircraft fortunate enough to get a break in the cloud and clearly saw Green T.L. burning on the ground but the rest of the aircraft had to bomb on Navigational Instruments. All crews agree that bombing observed on their way out of the target was pretty well concentrated around the T.L.s which appeared to be in the Western part of the town. A few bombing underhanded observed, some bombs landing West of the river. The glow of fires seen through cloud but good assessment of success of attack impossible owing to cloud conditions over the target. All aircraft returned to base. <b>Operational Flying Time:</b> 3:25 Hours (Night).		A-205
	Dec. 5,	1944	<b>Weather:</b> Fine all day, winds strong becoming light by 2400 hours. Visibility 6 to 10 miles. <b>Flying Training Time:</b> 3:51 Hours (Day). <b>ACQUISITION:</b> Information was received today from Air Ministry stating that OAN/J. 3500, P/O V. Crawford and OAN/E. 13073, W/O. 2 Hardy L.G., who were reported missing from bombing attack on Wanne-Moorel, 12th September, 1944, both <del>same</del> reclassified missing believed killed. Further information <del>same</del> states that OAN/J. 35108 P/O C.J. Robinson who was missing from same crew as above, captured, reclassified Prisoner of War.		
	Dec. 6,	1944	<b>Weather:</b> Slightly cloudy becoming fine by 2400 hours, raining from 1600 to 1900 hours, light. <b>Winds:</b> Light to moderate from S.W. <b>Flying Training Time:</b> 5:35 Hours (Day). <b>OPERATIONS:</b> "KARLSRUHE" 16 Aircraft Detailed (Night Attack) Sixteen aircraft successful 'A's dropping 20 x No. 3 C.F. (Hazard Flares), 6 x 1,000 H.G., 1 x T.L. Green (L.B.), 4 x No. 1 SP (Red/Green Stars), 14 x 1,000 AM 65, 6 x T.L. Red, 6 x 1,000 H.G. and 5 x 2,000 H.G. between 2034:06 to 2052:35 hours from 18,500 to 17,000 feet. Weather, 8 to 10/10 strata cumulus cloud, tops 6 to 15,000 feet. Eleven aircraft bombed one HES and G.P.L. run. Four bombed on Green/Red Hazard Flares and one on Red T.L.s on ground seen through cloud gap. The Lake near Wanne-Moorel did not give returns on HES as good as expected, but most made satisfactory G.P.L. runs. The Sky Markers were in good concentration and Sky Marking continuous from 2041 hours. Aircraft 405/B dropped a Green T.L. at 2042:30 hours and aircraft 405/B dropped six Red T.L.s at 2047:06 hours, but all other T.L.s were retained. The Early Windovers report Red T.L. at 2041 hours and Green T.L. at 2043 hours. The bomb flashes were reasonably concentrated and as a number of aircraft report seeing Green T.L. on the ground two miles to South-West of the target, the attack should have been around the Aging Point. Defences - moderate scattered barrage at all heights to 20,000 feet. One H.G. given short bursts near target. Two aircraft seen falling at target, one with Hazard Flares falling. All aircraft safely returned to base. <b>Operational Flying Time:</b> 3:02:46 Hours (Night).		A-206
	Dec. 7,	1944	<b>Weather:</b> Low cloud during first part of morning lifting and dispersing by evening. A light shower at 1900 hours giving way to clear skies. Winds moderate to light. Visibility decreasing from 20 to 2 miles. <b>Flying Training Time:</b> 9:29 Hours (Day).		
	Dec. 8,		<b>Weather:</b> High cloud lowering to 1,000 feet in the afternoon. Rain in afternoon. Winds moderate. <b>Flying Training Time:</b> 27:07 Hours (Day).		

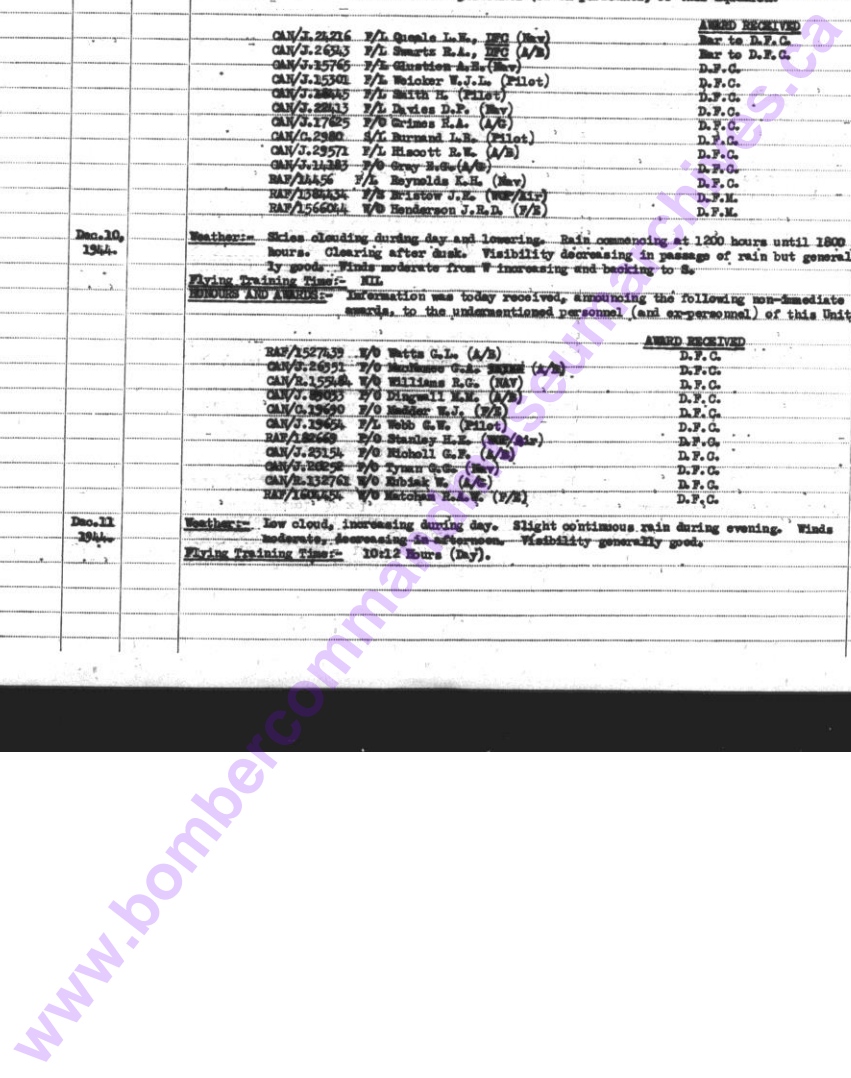
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## OPERATIONS RECORD BOOK

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

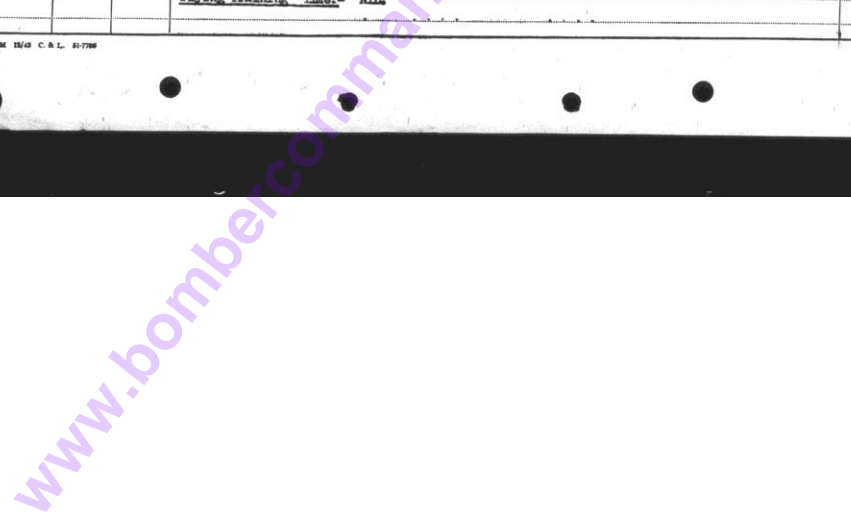
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Granden Lodge, Beds.	Dec. 9, 1944.		<p><b>Weather:</b> Cloudy, improving by midday. Visibility 2 to 3 miles decreasing to 2,500 yards in evening. Winds moderate from N/W backing to S and increasing.</p> <p><b>Flying Training Time:</b> 2:00 Hours (Day).</p> <p><b>HONOURS AND AWARDS:</b> Information was received today, announcing the following awards to the undermentioned personnel (or ex-personnel) of this Squadron:</p>		
			<p style="text-align: right;"><b>AWARD RECEIVED</b></p> <p>CAN/J.26216 P/L Quale L.R. (NAV) Bar to D.F.C.                  CAN/J.26503 P/L Smart R.A. (A/B) Bar to D.F.C.                  CAN/J.25766 P/L Glaston A.R. (NAV) D.F.C.                  CAN/J.25301 P/L Wicker W.J.L. (Pilot) D.F.C.                  CAN/J.28845 P/L Smith R. (Pilot) D.F.C.                  CAN/J.28813 P/L Davis D.F. (NAV) D.F.C.                  CAN/J.17625 P/O Grimes R.A. (A/G) D.F.C.                  CAN/G.23882 A/L Burnard L.R. (Pilot) D.F.C.                  CAN/G.23571 P/L Hancock R.W. (A/B) D.F.C.                  CAN/G.21483 P/O Gray R.W. (A/B) D.F.C.                  RAN/28456 P/O Reynolds L.H. (NAV) D.F.C.                  RAN/138433 P/O RUSLOW J.K. (WAF/NAV) D.F.C.                  RAN/156604 W/O Henderson J.R.D. (P/B) D.F.C.</p>		
Granden Lodge, Beds.	Dec. 10, 1944.		<p><b>Weather:</b> Skies clouding during day and lowering. Rain commencing at 1200 hours until 1800 hours. Clearing after dusk. Visibility decreasing in passage of rain but generally good. Winds moderate from W increasing and backing to S.</p> <p><b>Flying Training Time:</b> NIL</p> <p><b>HONOURS AND AWARDS:</b> Information was today received, announcing the following non-immediate awards to the undermentioned personnel (and ex-personnel) of this Unit:</p>		
			<p style="text-align: right;"><b>AWARD RECEIVED</b></p> <p>RAN/152739 W/O Watts G.L. (A/B) D.F.C.                  CAN/G.26951 P/O MacInnes G.A. (NAV) D.F.C.                  CAN/R.15248 W/O Williams R.G. (NAV) D.F.C.                  CAN/G.28033 P/O Dingwall M.M. (A/B) D.F.C.                  CAN/G.13690 P/O Hadder W.J. (P/B) D.F.C.                  CAN/J.13464 P/L Webb G.W. (Pilot) D.F.C.                  RAN/18868 P/O Stanley R.L. (WAF/NAV) D.F.C.                  CAN/J.23154 P/O Nicholl G.F. (A/B) D.F.C.                  CAN/R.18822 P/O Tyrer G.G. (NAV) D.F.C.                  CAN/R.132762 W/O Riddick W. (A/B) D.F.C.                  RAN/188405 W/O Macdon R.L.W. (P/B) D.F.C.</p>		
Granden Lodge, Beds.	Dec. 11 1944.		<p><b>Weather:</b> Low cloud, increasing during day. Slight continuous rain during evening. Winds moderate, increasing in afternoon. Visibility generally good.</p> <p><b>Flying Training Time:</b> 10:12 Hours (Day).</p>		





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Gunsden Lodge, Beds.	Dec. 12, 1944.		<p><u>Weather:</u> Cloudy. Visibility generally poor. Winds moderate N/W'ly.</p> <p><u>Flying Training Times:</u> 12:55 Hours (Day)</p> <p><u>OPERATIONAL:</u> 13 Aircraft Detailed. (Night Attack)</p> <p>Thirteen aircraft successful 'A', dropping 21 x No. 1 GP (1 x 7 Green/Red Stars), 7 x 4,000 HC Bomb, 3 x 1,000 HC, 12 x 1,000 GP, 24 x 500 HC, and 24 x 2,000 HC, from 1927:45 to 1941:50 hours from 15,000 to 20,000 feet. Weather, 10/10 cloud, at 8 to 15,000 feet. Eight aircraft bobbed on CRT or RFL, three on Green/Red Sky-Markers, one on Gee and one on glow of one Red T.L. previously seen ascending. No HI Green were dropped by 13 aircraft. The Red/Yellow first reported at 1925 hours and bursting above bombing height. The Green/Red Sky-Markers were fairly concentrated and checked well with CRT runs. A red T.L. which ascended at 1930 hours was followed by a Red/Yellow Sky-Marker one minute later, immediately above at 20,000 feet and the attack appeared a successful Wagonair effort. Defences, very moderate for Essen, barrage, some successful at 19,000 feet. No searchlights. One aircraft seen falling at target. All aircraft returned to base.</p> <p><u>OPERATIONAL Flying Times:</u> 57:55 Hours (Night)</p> <p><u>CASUALTIES:</u> Information was received from Air Ministry today stating that CAN/J.26196 P/O D.N. Thompson, who was reported missing from bombing attack on Berlin, 1/2nd January, 1944, captured. Now at Stalag Luft One. Reclassified Prisoner of War.</p>		A-207
Gunsden Lodge, Beds.	Dec. 13, 1944.		<p><u>Weather:</u> Fog persistent all day. Winds light, backing N/W to S/E.</p> <p><u>Flying Training Times:</u> NIL</p> <p><u>CASUALTIES:</u> The following information was today received from Air Ministry.</p> <p>CAN/J.85052 P/O Johnston N., CAN/R.135079 P/O Edmund J.G.M. and CAN/R.151941 W/O.2 McCrea L.A. who were reported missing from bombing attack on Trappes, 2/3rd June, 1944, shot down 3rd June, 1944, buried at Charkras Deputeurs St Loir (France), Field 61, grave numbers 39, 61 and 62 respectively. Reclassified missing, believed killed in action.</p> <p>CAN/J.21564 P/O Smith G.J., who was reported missing from bombing attack on Marten Marabaling Yard, 27/28th April, 1944, died 1st May, 1944, buried in cemetery at Wobbesen/Arbant (1 mile S/E of Etsart Belgium) in Omeroes Grava. Reclassified, believed died whilst Prisoner of War.</p> <p>CAN/J.18009 P/O Peacock W.G. and one unknown killed, buried 26th September, 1944, in Canadian Military Cemetery Bardingham, France. P/O Peacock reclassified killed in action. No reclassification of the unknown as there are five members of the crew unaccounted for. Flying Officer Peacock was reported missing from bombing attack on Camp Cris Mes, 26th September, 1944.</p>		
Gunsden Lodge, Beds.	Dec. 14,		<p><u>Weather:</u> Fog in early morning, lifting to 10/10 cloud during day. Visibility generally poor. Winds South Southeast moderate.</p> <p><u>Flying Training Times:</u> 28:34 Hours (Day)</p> <p><u>CASUALTIES:</u> Information was today received from Air Ministry stating that CAN/J.86196 P/O A. Gowran; CAN/R.251627 SGT K.W. CLAYKE and CAN/J.55081 SGT E.H. FARRER, who were reported missing from bombing attack on Wanne Eickel, 12th September, 1944, are now captured, reclassified Prisoners of War. Also CAN/J.35004, P/O V. Crawford and CAN/R.130734 W/O L.R. Hardy, "HEAD", reclassified missing believed killed in action.</p>		
Gunsden Lodge, Beds.	Dec. 15,		<p><u>Weather:</u> Cloudy, but clearing in night. Visibility poor. Winds light from Southeast.</p> <p><u>Flying Training Times:</u> NIL</p>		



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Gransden Lodge, Beds.	Dec. 16, 1944		Weather:- Clouding during early morning, and slight rain in midday and later in evening. Winds light increasing from 0800 hours. Visibility generally poor. Flying Training Time:- NIL		
	Dec. 17, 1944		Weather:- Continuous rain in morning clearing in the afternoon. Winds strong from South Southwest. Visibility from 5 to 10 miles. Flying Training Time:- NIL OPERATIONS:- 10 Aircraft Detailed. (Night Attack) Ten aircraft successful 'A', dropping 1 x 4,000 HC, 11 x 1,000 MC TD .025, 3 x 1,000 ANM 65, 1 x 1,000 GP, 1 x No. 1 GP Green/Red Stars, 3 x 1,000 T.I. Green SE (Grd), 2 x 1,000 T.I. Green B. (LB), and 30 GP No. 3 White from 1924:30 to 1936:18 hours from 16,000 to 12,000 feet. Weather, 10/10 cloud, tops 2 to 5,000 feet. Deputy Master Bomber retained his Markers and remained in target area until 1940 hours. Two Visual Controllers:- one saw Red T.I.s and dropped his T.I.s and the other retained markers. Blind Illuminators:- the three dropped flares on time. Blind Markers:- one dropped his markers and the other two did not. Blind Sky Markers:- one retained his Wanganis. Timing was generally good. From 1924 to 1925 hours, Illuminator Flares and Red T.I.s went down. At 1928 hours, Master Bomber instructed Blind Markers to drop and repeated this at 1929/30/32/33 hours. First Wanganis Flares Green/Red fell at 1928 and continued with excellent continuity throughout the attack. At 1928 hours, Green T.I.s started ascending and were rather scattered and one or two seen on ground near Beds. From 1934 to 1935 hours, Master Bomber warned Main Force not to undershoot Sky Markers and at 1940 hours said bomb centre of smoke and fires. Operational Flying Time:- 61:37 Hours (Night).		A-208
	Dec. 18, 1944		Weather:- Cloudy and clearing by evening. Visibility good and wind Southwest moderate. Flying Training Time:- 13:00 Hours (Day). OPERATIONS:- 2 BOMBERS 1/2 hrs " 2 Aircraft Detailed. (Night Attack) Five aircraft successful 'A', dropping 21 x 2,000 HC and 4 x 1,000 MC from 0611:50 to 0614:12 hours from 19,000 to 17,000 feet in 10/10 cloud, tops 4 to 28,000 feet. Three aircraft bombed on Gee and one on BEB and position checked well with red glow below cloud which covered 2 mile area. One bombed T.I. Green which fell into the red glow at approximately 0613 hours. Aircraft 405/G did not drop T.I. Green. Icing appeared severe at about 17,000 feet from French Coast to target. Three orange explosions were reported 22:00:0612 to 0615 and 0617 hours, all by 405/G. Operational Flying Time:- 22:00 Hours (Night) OPERATIONS:- 1 BOMBERS 1/2 hrs " 1 Aircraft Detailed. (Night Attack) Successful 'A', dropping 4 x 1,000 MC at 0620:35 hours from 16,500 feet. Bombed on Gee which checked with a diffused red glow one mile square. The T.I. Greens were not dropped. No results seen. Flak was slight to moderate. Three or four fighter flares were seen at target area and one Pock-WIP 190 sighted on route home. Operational Flying Time:- 4:26 Hours (Night).		A-209
	Dec. 19, 1944		Weather:- Fog all day and visibility down to 100 yards Flying Training Time:- NIL		A-210
	Dec. 20, 1944		Weather:- Fog Flying Training Time:- NIL CASUALTIES:- CW/R.206891 P/S Perini E.R. who was reported missing from bombing attack on Dusseldorf, 2nd November, 1944, now captured, reclassified Prisoner of War.		

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Granden Lodge, Beds.	Dec. 21, 1944		<p><u>Weather:</u> - Fog lifting in early morning but closing down by 1700 hours. Slight rain at 2200.</p> <p><u>Flying Training Time:</u> - NIL</p> <p><u>OPERATIONS:</u> - <del>6:00 AM</del> - (8:00 AM M/F) - 8 Aircraft Detailed. (Night Attack).</p> <p>Eight aircraft successful 'A' dropping 1 x No. 1 C.F. Red/Green, 7 x 4,000 HC. Minol, 25 x 1,000 HC. Minol, 15 x 500 GP, 4 x 1,000 MC, 3 x 1,000 AM .65 and 12 x 1,000 GP between 1834:06 and 1906 hours from 17,500 to 18,500 feet. Weather, 10/10 strata cumulus clouds, tops 4 to 12,000 feet with visibility fair to good. The attack opened at 1829 hours with Red T.L.s cascading and falling into cloud. Other Beds fell in quick succession. Red/Green flares were seen at 1836 hours and 1840 hours. Green T.L.s were seen at 1837:30 hours followed by others. Four aircraft bombed glow of Red T.L.s below cloud, and two aircraft bombed on BBS and two bombed on Geo. 405/M arrived late and saw one cluster of Red T.L.s in distance. He made two orbits of target and bombed at 1906 hours. 405/W, Visual Center, did not drop his T.L. Greens as no definite marking was visible. 405/P, Blind Sky Marker, did not drop his Red/Green flare as his BBS was w/s. All aircraft report the marking as concentrated and some bomb bursts seen in marker area. A large explosion in the target at 1836 hours was reported by four crews and a smaller explosion at 1842 hours. Slight to moderate heavy flak, predicted and accurate, bursting at 18 to 20,000 feet. Some rockets seen. No searchlights. No fighters and no claims.</p> <p><u>Operational Flying Time:</u> - 34:34 Hours (Night).</p>		A-211
	Dec. 22, 1944		<p><u>Weather:</u> - Rain and drizzle all day and cloud and visibility low. Fog developing in early afternoon and continuing through the night.</p> <p><u>Flying Training Time:</u> - NIL</p> <p><u>OPERATIONS:</u> - <del>8:00 AM</del> - 24 Aircraft Detailed. (Night Attack) (One Missing)</p> <p>Five aircraft successful 'A' one abortive over enemy territory and 7 outstanding which landed at Downham Market staying night. Dropped 2 x No. 1 C.F. Red/Green Stars, 3 x 4,000 HC Minol, 12 x 1,000 MC (M.II), 12 x 500 GP, 3 x 1,000 AM .65, 4 x 1,000 TI Green (Ord) and 4 x 1,000 TI Green (LE). Clear visibility over target. The first T.L. Red was reported at 1832 hours on Marshalling Yard at Adming Point. 405/F, Visual Center, dropped his Green at 1834 hours when 3 Beds were on Adming Point and these were the first Green T.L.s down and they overshot to edge of River bank on the Maine River. 405/V dropped his Green T.L.s at 1838:30 hours and reports the Main Force as being some minutes late. The raid was reported as being an excellent attack but with slight tendency to undershoot. Nil defences at first, to moderate light flak at 10,000 feet. Later. One aircraft reported by four aircraft as falling at position 50:02 N. 06:25 E. One missing, 405/D, carrying 1 x No. 1 C.F. Red/Green Stars, 1 x 4,000 HC Minol, 5 x 1,000 MC (M.II) and 4 x 500 GP.</p> <p><u>Operational Flying Time:</u> - 68:02 Hours (Night).</p>		A-212
	Dec. 23, 1944		<p><u>Weather:</u> - Fog in morning and afternoon lifting slightly in the evening.</p> <p><u>Flying Training Time:</u> - 5:41 Hours (Day).</p>		
	Dec. 24, 1944		<p><u>Weather:</u> - Fog, moderate frost.</p> <p><u>Flying Training Time:</u> - NIL</p>		
	Dec. 25, 1944		<p><u>Weather:</u> - Fog and hard frost.</p> <p><u>Flying Training Time:</u> - NIL</p>		A-1
	Dec. 26, 1944		<p><u>Weather:</u> - Fog, severe frost.</p> <p><u>Flying Training Time:</u> - NIL</p>		

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Grandson Lodge, Beds.	Dec. 27, 1944.		<p>Weather:- Fog, severe frost. Flying Training Time:- NIL OPERATIONS:- <u>REVERT W/Y</u> = 4 Aircraft Detailed. (Daylight Attack) Four aircraft successful 'A', dropping 6 T.I. Yellow, 8 T.I. Green, 6 x 1,000 MG (MK.II), 7 x 1,000 AMM 65, 13 x 1,000 MG, and 1 x 4,000 HC Minol, between 14:56:12 and 15:05:30 hours from 15,500 to 16,500 feet. Clear visibility. Three aircraft bombed after visually identifying the Aiming Point. One aircraft bombed Red T.I. on Marshalling Yard <math>\frac{1}{2}</math> Mile North of Aiming Point. There was a strong tendency for bombing to overshoot from Aiming Point along Marshalling Yard to the North but a good concentration of bombs fell on the Marshalling Yard from the Aiming Point Northwards. Defences, approximately 6 bursts of heavy flak at 16,000 feet. Operational Flying Time:- 15:25 Hours (Day).</p>		A-213
	Dec. 28, 1944.		<p>Weather:- Fog, lifting clear sky and visibility 2,000 yards, and winds light. Flying Training Time:- NIL OPERATIONS:- <u>REVERT</u> = 16 Aircraft Detailed. (Night Attack) Sixteen aircraft successful 'A', dropping 4 x No. 1 C.F. Red/Green, 13 x 4,000 HC Minol, 8 x 1,000 MG, 5 x 1,000 AMM 65, 1 x 1,000 AMM 65 and 3 x 500 MG, from 18:43:42 to 18:47:21 hours from 18,500 to 17,500 feet. Weather, 10/10 strata cloud, tops estimated 6 to 10,000 feet. All T.I. Greens were brought back but four Sky Markers Red/Green flares were dropped. The first Red T.I. were reported at 18:42 hours and the Green T.I. fell on Reds which showed only as diffused glow on cloud. Most aircraft had good HES check and one check with the T.I.s. Eight aircraft bombed T.I.s (as glow) of Reds, on Reds plus Green T.I. Eight aircraft bombed on HES, several checking with two seconds on Red T.I.s. No results seen. Slight heavy flak from 18 to 19,000 feet but later at 18 to 20,000 feet. One searchlight seen at 18,000 feet, shining towards the target. Operational Flying Time:- XXXX 71:23 Hours (Night).</p>		A-214
	Dec. 29, 1944.		<p>Weather:- Fog, 10/10 cloud at 15,000 feet in the afternoon, winds light, and hard frost. Flying Training Time:- NIL OPERATIONS:- <u>SCHNEVVEN SYNTHETIC OIL WORKS</u> = 16 A/C Detailed. (Night Attack) (1 Missing) Fifteen aircraft successful 'A', dropping 3 x No. 1 CP Green/Red Stars, 9 x 4,000 HC Minol, 11 x 1,000 MG, 1 x 1,000 AMM 65, 10 x 500 MG, and 30 x 2,000 HC between 18:56:12 and 19:05:36 hours from 17,000 to 18,500 feet. 10/10 strata cumulus cloud, tops 1,000 to 8,000 feet. Visibility fair to excellent. The attack opened early at 18:53 hours with Red T.I.s cascading. The first Green T.I.s and Red/Green flares were seen at 18:57 hours. All crews agree that the marking was very concentrated. Of our four Medal Centres, none dropped their Green/Red flares and 2 retained flares as they saw T.I.s plainly visible. Five aircraft bombed Red T.I.s cascading and 4 aircraft bombed the glow of Red T.I.s, and 6 aircraft bombed on HES. Bombing was reported as slightly scattered at opening, becoming extremely concentrated as attack progressed. A very large explosion was reported by most crews with a time differing from 18:58 to 19:01 hours. This was followed by a large mushroom of black smoke which rose through the cloud to 15,000 feet. Large bright flashes were also seen, indicating that an electrical plant had been hit. Slight to moderate heavy flak barrage bursting from 15 to 20,000 feet. No searchlights and no fighters. One missing carrying 5 x 2,000 HC. Operational Flying Time:- 67:52 Hours (Night).</p>		A-215

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																				
Gransden Lodge, Beds.	Dec. 30, 1944.		<p><b>Weather:-</b> Layer of strato cumulus cloud at 4,000 feet giving way to altocumulus cloud which cleared in the evening. Frost persisting. Winds moderate.</p> <p><b>Flying Training Times:-</b> 6:24 Hours (Day).</p> <p><b>OPERATIONS:-</b> "COLOGNE - KALK-NEED N/T" 9 Aircraft Detailed. (Night Attack)</p> <p>One aircraft detailed and successful 'A', dropping 1 x No. 1 C.P., 9 x 4,000 HC Minol, 15 x 1,000 MG, 26 x 500 MG and 60 x 500 ANM 64 from 2056 to 2107 hours between 18,500 to 18,000 feet. 10/10 cloud in layers up to 10,000 feet. The Three Visual Centrer's brought back all T.L. Greens and only one Missed Sky Marker dropped. Of the 3 Visual Centrer's, one bombed on H2S and the others on Wanganui Flares. The three Supporters bombed on H2S and Gee-405/T on leaving, could see through cloud layers and Red T.L. were scattered over a large area on ground. Two Red T.L.s were reported cascading at 2057 and 2058 hours. At 2057, 2059 and 2108 hours, Wanganui Flares were reported. Early in the attack, the Sky Markers were concentrated but later they tended to scatter and overshoot the cascading Red T.L.s, and at least one Green T.L. was reported cascading into the glow of the Beds. Slight to moderate barrage.</p> <p><b>Operational Flying Times:-</b> 38:44 Hours (Night).</p> <p><b>GENERAL STATE OF HEALTH OF THE SQUADRON FOR MONTH ENDING 31ST DECEMBER, 1944.</b></p> <p>Admissions to S.S.C..... 12                      Admissions to other hospitals..... 6                      Venereal Diseases..... 2                      Other Infections..... 4                      Cycling Accidents..... 3                      Other Accidents..... 5</p> <p>The general state of health of the Squadron for the past month has been generally good.</p> <p><b>AIRCRAFT STRENGTH OF NO. 405 R.C.A.F. SQUADRON AS 2359 HOURS, DECEMBER 31ST, 1944.</b></p> <p>Lancaster III (Special) 17</p> <p><b>NUMERICAL STRENGTH OF NO. 405 R.C.A.F. SQUADRON AS AT 31ST DECEMBER, 1944.</b></p> <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">OFFICERS</th> <th colspan="2">OTHER RANKS</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>150</td> <td>4</td> <td>24</td> <td>271</td> <td>425</td> </tr> <tr> <td>R.A.F.</td> <td>36</td> <td>-</td> <td>34</td> <td>2</td> <td>72</td> </tr> <tr> <td>W.A.A.F.</td> <td>-</td> <td>-</td> <td>-</td> <td>5</td> <td>5</td> </tr> <tr> <td>R.N.Z.A.F.</td> <td>2</td> <td>-</td> <td>1</td> <td>-</td> <td>3</td> </tr> <tr> <td>R.N.Z.A.A.F.</td> <td>1</td> <td>-</td> <td>-</td> <td>-</td> <td>1</td> </tr> <tr> <td>U.S.A.A.F. (Attached)</td> <td>-</td> <td>-</td> <td>1</td> <td>-</td> <td>1</td> </tr> <tr> <td></td> <td>189</td> <td>4</td> <td>60</td> <td>278</td> <td>531</td> </tr> </tbody> </table> <p>TOTAL NUMBER OF SORTIES FOR MONTH OF DECEMBER 110                      TOTAL NUMBER OF AIRCRAFT MISSING FOR MONTH DECEMBER 2                      TOTAL NUMBER OF OPERATIONAL HOURS FOR MONTH DECEMBER 704:56                      TOTAL NUMBER OF NON-OPERATIONAL HOURS FOR DECEMBER 166:04</p>		OFFICERS		OTHER RANKS		TOTAL	AIR	GROUND	AIR	GROUND	R.C.A.F.	150	4	24	271	425	R.A.F.	36	-	34	2	72	W.A.A.F.	-	-	-	5	5	R.N.Z.A.F.	2	-	1	-	3	R.N.Z.A.A.F.	1	-	-	-	1	U.S.A.A.F. (Attached)	-	-	1	-	1		189	4	60	278	531		A-216
	OFFICERS		OTHER RANKS		TOTAL																																																				
	AIR	GROUND	AIR	GROUND																																																					
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R.N.Z.A.A.F.	1	-	-	-	1																																																				
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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.	DEC. 31, 1944		<p><u>BRIEF REPORT FROM BOMBING SECTION FOR DECEMBER, 1944.</u></p> <p><u>Delivered to Target</u> <span style="float: right;"><u>Bombs</u></span></p> <p>H.E. <span style="float: right;">666,863</span></p> <p><u>Incendiary</u> <span style="float: right;">          </span></p> <p><u>Markers (T.L.)</u> <span style="float: right;">12,206</span></p> <p><u>Flares</u> <span style="float: right;">1,787</span></p> <p><u>Undelivered</u> (due to causes not connected with armament)</p> <p>H.E. <span style="float: right;">.892</span></p> <p><u>Incendiary</u> <span style="float: right;">          </span></p> <p><u>Markers (T.L.)</u> <span style="float: right;">          </span></p> <p><u>Flares (Number)</u> <span style="float: right;">          </span></p> <p>Weight of bombs handled on cancelled operations (total tons of load ordered only — single journey)</p> <p>H.E. <span style="float: right;">550,852</span></p> <p><u>Incendiary</u> <span style="float: right;">          </span></p> <p><u>Markers (T.L.)</u> <span style="float: right;">87,539</span></p> <p><u>Flares</u> <span style="float: right;">16,121</span></p>		
<b>* POSTINGS — IN *</b>					
Number	Rank	Name	Grade	Effective Date and Unit FROM WHICH POSTED	No. of Ops.
A.411091	S/L	McLeod L.L., DFC	A/C	63 Base (RCAF) 30-12-44	31
J.10982	W/O	Ranson S.E.H., DFC	PILOT	62 Base (RCAF) 17-12-44	33
J.8600	S/L	Pennington J.	NAV	61 Base (RCAF)	23
148898	F/O	Courfins F., DFC	A/B	6 Group (RCAF) 17-11-44	48
J.19520	F/O	Bison L.	A/B	22 OTU 6-12-44	
170881	F/O	Jowsey W.F., DFC	F/E	S.H.Q. Gransden, 3-12-44	33
J.20921	F/L	Dalley T.D.	PILOT	420 Sqn. (RCAF) 19-12-44	4
J.39401	F/O	Campbell H.E.	NAV	" " " " " "	3
J.38669	F/O	Appes G.W.	A/B	" " " " " "	3
J.43082	F/O	Baucher A.E.	W/P	" " " " " "	3
R.873796	SGT	Hastings G.O.	A/C	" " " " " "	4
R.220356	SGT	Bennison G.V.	A/C	" " " " " "	3
852023	SGT	Walker G.W.	F/E	" " " " " "	3
J.40772	F/O	Miller B.N.	A/B	P.F.F. N.T.U. 8-12-44	NIL
J.42729	F/O	Phillips J.M.	A/B	P.F.F. N.T.U. 11-12-44	NIL
J.2742	W/O	Myler W.K., DFC	A/B	P.F.F. N.T.U. 11-12-44	24
J.27527	F/O	Begg G.H.K.	PILOT	419 Sqn. (RCAF) 11-12-44	16
J.38787	F/O	McDevlin D.S.	NAV	" " " " " "	14
J.38255	F/O	Le Sergeant M.W.	A/B	" " " " " "	14
R.122792	W/O	Brown G.P.	W/P	" " " " " "	14
R.203403	F/S	Angus A.P.	A/B	" " " " " "	14
R.189308	F/S	Schindell W.L.	A/C	" " " " " "	14
R.M. 159245	SGT	Jackson E.A.	F/S	" " " " " "	14

Place	Date	Time	Summary of Events					References to Appendices
Grandsen Lodge, Beds.	DEC. 31, 1944		" POSTINGS - IN " (Continued)					<b>SECRET.</b>
			Number	Rank	Name	Trade	Effective Date and Unit from which posted	
			J. 28725	F/O	Lindsay J.B.	PILOT	428 Sqdn. (RCAF) 13-12-44	15
			J. 38771	F/O	Molten W.G.	NAV	" " " " " "	14
			J. 26941	F/O	McKinlay J.A.	A/B	" " " " " "	14
			R. 212876	F/S	Smith W.G.	WOP	" " " " " "	14
			R. 261924	F/S	Cameron W.R.	A/C	" " " " " "	14
			R. 266096	F/S	Patterson P.J.	A/C	" " " " " "	14
			1897095	Sgt	Hornor E.	F/E	" " " " " "	14
			60516	S/L	Coutts R.W., DFC	A/B	635 Sqdn. 3-1-45	70
			" POSTINGS - OUT "					
							Effective Date and Unit to which posted	
			NE. 431105	F/L	Milne R.D., DFC	A/B	No. 12 (RCAF) P.D.R.C. Brighton 9-12-44	
			111476	S/L	Ty-labach H.W.A., DFC & BAR	PILOT	1st Bomb. Div. Sub. Unit, 8th Army	
			J. 13659	F/O	Smith E.R.	PILOT	Air Force 2-12-44	
			J. 13846	F/S	Brown W.H.	NAV	433 Sqdn. 22-12-44	
			J. 22186	F/O	Robinson J.F.	A/B	" " " " " "	
			R. 135774	F/S	Burns E.G.	WOP	" " " " " "	
			R. 206227	F/S	Crawford D.L.	A/C	" " " " " "	
			R. 258298	F/S	Gibb C.L.	A/C	" " " " " "	
			1835718	Sgt	Withers B.V.	F/E	" " " " " "	
			J. 28523	F/O	Tito J.	PILOT	" " " " " "	
			J. 36925	F/O	Biggs H.D.	PILOT	MISSING - BINGEN 22/23-12-44	
			J. 35523	F/O	Davy H.D.	NAV	" " " " " "	
			R. 18136	F/S	Haase J.T.	A/B	" " " " " "	
			R. 148282	F/S	Rynski J.B.	WOP	" " " " " "	
			R. 54727	F/S	Mathieu J.G.	A/C	" " " " " "	
			R. 18827	Sgt	Devitt J.F.	A/C	" " " " " "	
			J. 27994	F/O	Wilsher F.H.	F/E	" " " " " "	
			J. 38831	F/O	Fox G.G.	PILOT	MISSING - SCHOLVEN SYNTHETIC OIL WORKS 29-12-44	
			J. 42694	F/O	Dryer H.R.	NAV	" " " " " "	
			J. 89899	F/O	Keanochi E.R.	A/B	" " " " " "	
			J. 90617	F/O	MacFarlane D.J.	WOP	" " " " " "	
			J. 90549	F/O	Baley A.W.	A/C	" " " " " "	
			R. 113569	Sgt	Harrison T.R.	F/S	" " " " " "	
			J. 42729	F/O	Phillips J.H.	A/B	" " " " " "	
			J. 18645	F/L	Smith H., DFC	PILOT	" Depot, 8-1-45	
			J. 18709	F/O	Largibis J.L.	WOP	" " " " " "	
			J. 6589	S/L	McQuaid D.J., DFC	PILOT	" S.H.Q. Grandsen 29-12-44 (Non-effective Sick).	

W.F.M. Newton  
 (W.F.M. Newton) Group Captain, Commanding,  
 No. 405 (R.C.A.F.) Squadron (P.F.F.)