

OPERATIONS RECORD BOOK

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

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.A.F. Station, Granden Lodge, Beds.	Jan. 6, 1945.		<p>Weather: No cloud with moderate fog at first. 10/10 stratus forming at 800 to 1,000 feet during morning. Slight snow around 1000 hours. Cloud clearing during afternoon, but visibility remaining poor. 10/10 cloud returning by midnight at 3,000 to 4,000 feet. Wind, light and variable, mainly West Southwesterly.</p> <p>FLYING TRAINING TIME: 2:56 Hours (Day)</p>		
	Jan. 7, 1945.		<p>Weather: Cloudy with poor visibility. Cloud base falling to 800 to 1,000 feet. Fairly frequent snow showers during morning and afternoon. Becoming fine in evening. Wind West Southwest, becoming moderate Northwesterly.</p> <p>FLYING TRAINING TIME: 8:11</p> <p>OPERATIONS: MUNICH - 11 Aircraft Detailed. (One Missing) (Eight Attack)</p> <p>Twelve aircraft successful BA, dropping 4 x No. 1 GP Red/Green, 12 x 250 T.L. Green, 6 x 250 T.L. Red, 28 x 2,000 HC, 5 x 4,000 HC Minol, 5 x 1,000 MC (M.K.), between 2225 to 2240 hours from 18,000 to 18,500 feet. Weather, 10/10 stratus cloud, tops 8 to 15,000 feet with visibility poor to good. One aircraft abortive, 405/D, owing to H2S and Gee u/s, jettisoned 4 x 2,000 HC approximately 20 miles North of Munich. On arrival at target some aircraft saw a red glow on cloud, probably from fires of previous attack. Marking reported as commencing at 2225 hours with Red/Green flares, followed by T.L. Red at 2225:26 and a Green T.L. at 2226:30 hours. These were the only T.L.'s seen but Red/Green flares continued to fall. All marking seen reported as very concentrated and over the original glow. Eleven aircraft bombed on H2S. One bombed the Southwest edge of glow. Our two Visual Observers did not see any T.L.s so they bombed on H2S. Bombing appeared to concentrate in the glow. At 2231 hours, a large reddish explosion followed by mushroom of smoke appearing through cloud. Crews report incendiary fires seen at positions outside the city which would indicate that the decoys were active. Defences, moderate to intense barrage bursting from 15 to 18,000 feet. Searchlights illuminated cloud, thus obscuring glow of T.L.s. Several JU.88's seen over target. Four aircraft seen falling. One of our aircraft is missing, carrying 1 x No. 1 GP Red/Green, 4 x 250 T.L. Green, 1 x 4,000 HC Minol and 6 x 500 GP. Nothing has been heard from any member of this crew since time of take-off.</p> <p>Operational Flying Time: 51:26 Hours (Night).</p>		A-1
	Jan. 8, 1945.		<p>Weather: Fine at first, cloud forming towards dawn, becoming 10/10 by midday. With cumulus and cumulo-nimbus prolonged snow showers. Cloudy during evening with moderate visibility. Wind Northwest to West-Northwest strong.</p> <p>FLYING TRAINING TIME: 1:29 Hours (Day)</p> <p>OPERATIONS: Information was today received from Air Ministry stating that CAN/J.19904 P/O J.E. Sheperd, CAN/J.19918 P/O G.H. Bevan, CAN/J.22582 P/O J.A. McIntyre, RAN/175083 P/O M.A. Burnaby and CAN/J.25317 P/L S.C. McDonald who were reported missing from bombing attack on Montdidier Airfield, 3/4th May, 1944, now reported shot down at the same place down 4th May, 1944 and buried French Heroes Cemetery, Montdidier (Same France), Comrades Grave. Reclassified missing, believed killed in action.</p> <p>General: Due to heavy snow-fall which is most unusual in this part of the country, operations have been completely hampered. An excellent snow-clearing plan has been put into operation but these despite this fact, the runways are not sufficiently suitable for take-off of heavy aircraft.</p>		

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Gransden Lodge, Beds.	Jan 9, 1945.		<p>Weather: Snow until dawn, heavy at times, with 10/10 cloud at 800 feet. Cloud breaking at dawn. Cumulus and cumulo-nimbus cloud building up during the morning, giving frequent snow showers. Snow becoming continuous for a period after dusk with 10/10 stratus at 600 feet. Visibility poor. Snow 7 inches deep at end of day. Wind, moderate Northwest veering North to Northeast.</p> <p>Flying Training Time: 2:15 Hours (Day).</p> <p>General: A heavy snow-fall is still holding up operations and every effort being put forward to clear the runways.</p>		
	Jan 10 1945.		<p>Weather: Snow at first with fog. Clearing by dawn and cloud settling lifting and breaking to small amounts mainly medium cloud. Cloud increasing again during evening base falling to 600 feet. Heavy snow and sleet continuous from 1900 to 0100 hours on the 11th. Wind moderate to North Northwest at first, becoming strong.</p> <p>Flying Training Time: Nil.</p> <p>General: Wing Commander R.M. Winter, Director of Educational Services, E.C.A.F. Overseas Headquarters, and Flight Lieutenant Eamer, No. 5 District Headquarters' Educational Officer, visited this Unit on an Educational Survey. They were very pleased with the manner in which the Squadron Education Officer is handling his training programmes, and commented very favourably on the exceptionally good information room which has been set-up with a view to encouraging extra studies on the part of the less-educated personnel on the Squadron.</p> <p>The runways are now clear of snow and operations can be resumed at any time the Squadron is called upon to do so.</p> <p>The Navigation Section has taken up new quarters on the Technical Site, and as a result of their move from Squadron Headquarters, a reorganisation of the Bombing Section was carried out. In the new set-up, we now have a Visual Bombing Leader. The H2S Leader is now working in closer co-operation with the Navigation Leader as he also has taken up quarters in the Navigation Section.</p>		
	Jan 11 1945.		<p>Weather: Cloudy all day with moderate to poor visibility. Cloud base falling to 1,000 to 700 feet during the evening with continuous rain or drizzle. Wind North Northeasterly moderate.</p> <p>Flying Training Time: 22:30 Hours (Day)</p> <p>GENERAL: Information was today received from Air Ministry, quoting German information, stating that <u>CAN/J:89962 P/O Blyth G.J.</u> who was reported missing from bombing attack on Hamburg 28th/29th July, 1944, now dead, reclassified missing, believed killed. <u>CAN/J:12962 P/L R.D. Kemp</u>, who was reported missing from bombing attack on Stettin, 16th/17th August, 1944, now dead; reclassified missing, believed killed.</p> <p>General: The Visual Air Bombers' Training Room was started and equipped with maps, Mosaic, MK. XIV Bombight and practice bombing plotting tables for Babraham and Whittlesey East Ranges. This room is also to be used for pre-briefing of Visual Air Bombers before Main Briefing.</p>		
	Jan 12 1945.		<p>Weather: Continuous rain and drizzle, heavy at times, lasting until noon, with patches of cloud down to 500 feet, main base about 1,000 feet, with poor visibility. Clearing for a short period at midday and cloud base falling again and continuous drizzle from 1500 hours until midnight. Wind strong Northeasterly.</p> <p>Flying Training Time: Nil.</p> <p>P.F.P. Board: A P.F.P. Board was held for Navigators and Air Bombers. Five Navigators and three Air Bombers successfully passed the board although it is pointed out that two of the Navigators needed special attention.</p>		

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R.A.F. Station, Gransden Lodge, Beds.	Jan. 13, 1945.		<p>Weather: - Cloudy at first, cloud base mainly 1,500 feet, moderate visibility. Drizzle commencing soon after dawn, and continuing until midnight. Cloud base mainly 600 feet falling at times to 300 feet. Poor visibility. Winds, strong Northeasterly.</p> <p>Flying Training Time: - NIL</p> <p>CASUALTIES: - Information was today received from Air Ministry quoting German information, stating that GAN/O. 55108 S/O J. Robinson, who was reported missing from bombing attack on Wanne Kieckel, 12th September, 1944, now Prisoner of War.</p>		
	Jan. 14, 1945.		<p>Weather: - Cloudy all day, cloud base mainly 800 feet before dawn, lifting to 1,500 feet during morning, falling to 800 feet again in evening. Moderate to good.</p> <p>Flying Training Time: - 1:24 Hours (Day)</p> <p>OPERATIONS: - SHARSHOOKEN - Marshalling Yard (Aiming Point 'A') - 2 A/C Detailed (Night Attack)</p> <p>Eight aircraft successful 'A' and one aircraft abortive (Long Stop - Yellow smoke not required) dropping 12 x T.I. Green-Gnd., 250 lb., 3 x 1,000 T.I. Red, 3 x 1,000 T.I. Green and 6 x 500 MG and 36 x 500 GP from 1455 to 1505:12 hours from 17,000 to 18,000 feet. Weather, clear. All aircraft readily identified the Aiming Point. The Long Stop reports the first T.I. Red (or Green, as colour had to distinguish) which fell in wood North of Aiming Point approximately 250 to 300 yards at 1459 hours. Master Bomber said at 1459 hours "Underhoot Red/Green T.I.s by 300 yards", and repeated this at 1459:30 hours. Other Red T.I.s were in wood overshooting Aiming Point by 1/2 mile. At 1502:30 hours, Master Bomber ordered "Bomb smoke" and at 1503 hours "Underhoot Red's by 100 yards; and at 1504 hours "Bomb centre of Beds, or centre of smoke concentration". The Long Stop reports about 50 aircraft bombed before T.I.s were down. There was too much smoke to see details after bombing started but most of the bombing was around the Aiming Point. Defences, 3 or 4 puffs of flak at 16,000 feet. All aircraft returned to base.</p> <p>Operational Flying Time: - 42:51 Hours (Day)</p> <p>OPERATIONS: - HORSBURG - 7 Aircraft Detailed (Night Attack)</p> <p>Seven aircraft successful 'A' dropping 3 x 4,000 HC Minol, 25 x 500 MG, 3 x 500 GP LD, 22 x 500 GP 'B', 12 x 1,000 MG, 1 x No. 1 GP Red/Yellow, 8 x 250 Green T.I. from 2357:56 to 2359:48 hours from 18,000 feet. Weather, 10/10 cloud, tops at 1,000 feet but very clear to within 10 miles of target. The first definite T.I.s at the target were T.I. Greens reported at 2355 hours. Other T.I. Red's seen earlier North of track were believed to be dummies, good for colour but not cascading realistically. The Deputy Master Bomber was heard to make two attempts to mark and the Master Bomber was heard to order bomb-aly-markers. Attack was scattered with illuminating flares spread over 10 miles, but one large explosion seen at 00:18 hours on ground in target area. Defences moderate to intense barrage heavy flak and light flak. Only two searchlights seen. One aircraft was seen falling in target area. Three of our aircraft landed at Euxton.</p> <p>Operational Flying Time: - 44:05 Hours (Night)</p> <p>General: - Flight Lieutenant Shields, Public Relations Officer, No. 3 District Headquarters, visited this Unit for the purpose of interviewing aircrew with a view to obtaining from them some of their experiences on operations and subsequent publication of their experiences in the daily journal book here. Due to its special functions, this Squadron has not received very much publicity in any of the Service periodicals, so his visit has done much to indicate to the aircrew that they are not forgotten about by higher authority and that at long last these folks back home will have an inkling of the very important part they are playing in the general war effort.</p>		A-5
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Place	Date	Time	Summary of Events	Page No.	References to Appendices																						
R.A.F. Station, Cranston Lodge, Beds.	Jan. 15 1945.		<p>Weather: Cloudy at first, with cloud base down to 1,000 feet falling to surface very quickly, giving drizzle and a visibility of 100 yards. Visibility and cloud base slowly improving to three miles and small amounts of cloud at 3 to 4,000 feet with some medium cloud above. Cloud clearing during the evening and visibility falling to 800 yards by midnight. Wind moderate northerly at first becoming light variable and calm at times during the evening.</p> <p>Flying Training Team: 5:40 Hours (Day).</p> <p>General: A lecture on the use of Lorax was given by Mr. Dorr of the British Radio Laboratories. Two films were shown before the lecture. In spite of some technical difficulties in the showing of these films, many valuable points were brought out.</p> <p>This station was honoured by the visit of Her Majesty, Queen Mother Marie of Yugoslavia. She was accompanied by her two sons, Aide-de-Camp, Lady-in-Waiting, the Air Officer Commanding No. 8 Group (P.P.F.), Station Commander, 405 Squadron Commander, 142 Squadron Commander and the R.A.F. and R.C.A.F. Public Relations Officers. Her Majesty expressed her satisfaction with everything she viewed and hoped that she would be able to make an official visit again in the near future. The itinerary of her visit is attached as follows:</p> <table border="1"> <thead> <tr> <th>Time</th> <th>Place</th> </tr> </thead> <tbody> <tr> <td>1500</td> <td>Commanding Officer's Office.</td> </tr> <tr> <td>1510</td> <td>Intelligence Library (speak to aircrew)</td> </tr> <tr> <td>1520</td> <td>Crew Rest Room (405) (speak to aircrew)</td> </tr> <tr> <td>1540</td> <td>Maintenance Hangar (speak to ground crew)</td> </tr> <tr> <td>1600</td> <td>Master Disposal (speak to ground crew)</td> </tr> <tr> <td>1610</td> <td>142 Squadron Disposal (speak to aircrew)</td> </tr> <tr> <td>1625</td> <td>Sick Quarters (speak to patients and staff)</td> </tr> <tr> <td>1650</td> <td>Information Room</td> </tr> <tr> <td>1700</td> <td>Station Club (tea served)</td> </tr> <tr> <td>1730</td> <td>Visit ends.</td> </tr> </tbody> </table>	Time	Place	1500	Commanding Officer's Office.	1510	Intelligence Library (speak to aircrew)	1520	Crew Rest Room (405) (speak to aircrew)	1540	Maintenance Hangar (speak to ground crew)	1600	Master Disposal (speak to ground crew)	1610	142 Squadron Disposal (speak to aircrew)	1625	Sick Quarters (speak to patients and staff)	1650	Information Room	1700	Station Club (tea served)	1730	Visit ends.		
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	Jan. 16 1945.		<p>Weather: Fog at first, with sky obscured, visibility improving to 2,000 yards by dawn and cloud base to 1,200 feet but falling again in continuous drizzle during the morning, becoming fair with good visibility by midnight. Wind moderate West South-west veering to West North-west.</p> <p>Flying Training Team: Nil</p> <p>OPERATIONS: SEINT (Synthetic Oil Plant) - 2 Aircraft Detailed (One Missing) (Night Attack)</p> <p>Night aircraft successful "A", dropping 2 x 1,000 Red T.L., 4 x 1,000 Red T.L. L.B., 2 x 1,000 Green T.L., 4 x 1,000 Green T.L. L.B., 14 x 500 MG TD, 4 x 250 Red T.L., 2 x 250 Red T.L. LB, 6 x 1,000 AM 59, 6 x 1,000 MG, 20 x No. 3 CP "B" and 15 x 1,000 AM 65 from 2209:12 to 2220:18 hours from 18,500 to 13,000 feet. Weather, clear with good visibility. Both Main Illuminators dropped their flares and illumination combined with excellent visibility and snow covered ground enabled 7 to 8 crews to visually identify the Oil Plant which everyone agreed was excellently attacked. At 2208 hours, Green T.L.s were reported and fell short of target and Master Bomber told Main Force to disregard them. At 2209 hours, the Deputy dropped his Red/Green T.L.s and at 2211 hours, the Master Bomber said "undershoot these by 300 yards". Our three Main Markers retained their Green T.L.s and bombed on this instruction and at 2214 hours, Master Bomber changed to "Bomb Red/Green in centre of smoke". At 2215 hours, our visual center backed up with Reds and at 2220 hours, the Master Bomber's own Red/Greens went down and these fell short of the smoke and he gave a six second overshoot on these. Last marking reported was at 2224 hours when Red T.L.s fell on Aiming Point and Main Force was told to overshoot smoke and bomb these. Explosions were reported at 2213, 2213:30, 2215, and 2217 hours and one very big one at 2218 hours. Defences, moderate heavy flak. (Pro)</p>		A-7																						

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R.A.F. Station, Grendon Lodge, Beds.	Jan. 16, 1945.		<p><u>Bombing Attack On "SENY" (Continued)</u> scattered. Searchlights, 10 to 15 cones, ineffective. One aircraft missing, carrying 4 x 250 Red T.L.; 2 x 250 Red T.L. LB; and 6 x 1,000 MM 59. Our other eight aircraft returned to base.</p> <p><u>Operational Flying Time:- 53:54 Hours (Night)</u> <u>OPERATIONS:- "MARBOROUGH" 7 Aircraft Detailed (Night Attack)</u> Seven aircraft successful 'A', dropping 6 x T.L. Red 250 lb., 1 x 4,000 HC Himoil, 7 x 500 MG, 5 x 2,000 HC H/L, 40 x No. 3 GP, and 20 x 1,000 MG from 2135:24 to 2145:36 hours from 18,500 to 18,000 feet. Weather, clear with good visibility. The town was visually identified by all seven aircraft, and most picked up details of the river and town areas. At 2136:30 hours, one Red T.L. cascaded. Then a salvo of Red and Green T.L.s were reported at 2137:50 hours between the Station and the River with one Green T.L. slightly to North-East nearer the River. Two bombed on HES, 2 bombed visually and 3 T.L.s on Master Bomber's orders. The Master Bomber first ordered the marking and the bombing were good and unanimously reported as an excellent raid. Defences, slight flak at first bursting at 21,000 feet increasing to moderate at 18,500 feet later. From 15 to 20 searchlights on outskirts of town attempting to come. Lots of fighter flares to and from the target from Hannover and back. Several single-engine aircraft seen in target area. Up to six aircraft seen falling. All aircraft returned to base.</p> <p><u>Operational Flying Time:- 41:50 Hours (Night)</u></p>		A-7																																										
	Jan. 17, 1945.		<p><u>Weather:-</u> Fair at first, with some slight intermittent drizzle becoming fine by midday, with small amounts of medium cloud. Becoming cloudy towards midnight, but cloud base not below 4,000 feet. Moderate to good visibility all day. Wind strong South-Westerly veering to Northwest moderate, then backing to a light Southwesterly, becoming strong and reaching gale force.</p> <p><u>Flying Training Time:- 16:04 Hours (Day)</u></p> <p><u>HONOURS AND AWARDS:-</u> The following personnel (or ex-personnel) of this Squadron received the following awards:-</p> <table border="0"> <tr> <td>171692</td> <td>F/L Blair J.W.G. (Sqn) DFC</td> <td><u>AWARD RECEIVED</u></td> </tr> <tr> <td>171900</td> <td>F/L Barron E.B., DFC (A/D)</td> <td>Bar to D.F.C.</td> </tr> <tr> <td>174073</td> <td>F/A O'Connor R., DFC (Pilot)</td> <td>Bar to D.F.C.</td> </tr> <tr> <td>1726095</td> <td>F/L Whittall H.E. (Pilot)</td> <td>Bar to D.F.C.</td> </tr> <tr> <td>1724254</td> <td>F/L Kettlewell T.W. (Pilot)</td> <td>D.F.C.</td> </tr> <tr> <td>1713468</td> <td>F/L Ellison T., (Pilot)</td> <td>D.F.C.</td> </tr> <tr> <td>1728487</td> <td>F/O McConnell W.A.S. (A/D)</td> <td>D.F.C.</td> </tr> <tr> <td>1719726</td> <td>F/L McDonald J.W. (Pilot)</td> <td>D.F.C.</td> </tr> <tr> <td>1728913</td> <td>F/L Pults J.G. (Sqn)</td> <td>D.F.C.</td> </tr> <tr> <td>1726622</td> <td>F/O Burgess J.G.L. (A/C)</td> <td>D.F.C.</td> </tr> <tr> <td>1890041</td> <td>F/S Crisp B.L. (A/C)</td> <td>D.F.M.</td> </tr> <tr> <td>1736259</td> <td>F/S O'Hole R., (W/O)</td> <td>D.F.M.</td> </tr> <tr> <td>187163</td> <td>F/O McManagle P.J. (P/S)</td> <td>D.F.M.</td> </tr> <tr> <td>1874132</td> <td>F/S O'Hanlon L.J.S. (A/G)</td> <td>D.F.M.</td> </tr> </table>	171692	F/L Blair J.W.G. (Sqn) DFC	<u>AWARD RECEIVED</u>	171900	F/L Barron E.B., DFC (A/D)	Bar to D.F.C.	174073	F/A O'Connor R., DFC (Pilot)	Bar to D.F.C.	1726095	F/L Whittall H.E. (Pilot)	Bar to D.F.C.	1724254	F/L Kettlewell T.W. (Pilot)	D.F.C.	1713468	F/L Ellison T., (Pilot)	D.F.C.	1728487	F/O McConnell W.A.S. (A/D)	D.F.C.	1719726	F/L McDonald J.W. (Pilot)	D.F.C.	1728913	F/L Pults J.G. (Sqn)	D.F.C.	1726622	F/O Burgess J.G.L. (A/C)	D.F.C.	1890041	F/S Crisp B.L. (A/C)	D.F.M.	1736259	F/S O'Hole R., (W/O)	D.F.M.	187163	F/O McManagle P.J. (P/S)	D.F.M.	1874132	F/S O'Hanlon L.J.S. (A/G)	D.F.M.		A-8
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R.A.F. Station, Gosden Lodge, Beds.	Jan. 18 1945.		<u>Weather:</u> Cloudy, main base 2,000 feet, with patches below at 1,000 feet falling to 600 feet by dawn. Good visibility. Cloud base falling to 400 feet with very heavy rain and hail during the afternoon becoming fair during evening. Wind West Southwest to Southwest, very strong. <u>Flying Training Time:</u> - 14:37 Hours (Day)																																																				
	Jan. 19 1945.		<u>Weather:</u> Cloudy with intermittent slight snow before dawn, and small amounts of low cloud during the morning, but large amounts of medium and high. Some cumulus cloud building up during the afternoon giving a snow shower, becoming fair by midnight. Good visibility. Wind very strong Northwesterly backing to moderate Southwest by midnight. <u>Flying Training Time:</u> - 8:28 Hours (Day)																																																				
	Jan. 20 1945.		<u>Weather:</u> Fine at first, but misty. Cloud forming during the day and falling to 800 to 1,000 feet giving heavy snow and bringing the visibility down to 300 yards. Clearing by dusk, leaving only high cloud with good visibility. Wind strong West Southwest becoming light Northwest by end of day. <u>Flying Training Time:</u> - 17:27 Hours (Day) <u>HONORS AND AWARDS:</u> - The following aircrew (or ex-aircrew) of this Squadron received the following awards:-																																																				
			<table border="0"> <tr> <td>J.27278</td> <td>P/L McDowell J.E. (A/B)</td> <td><u>AWARD RECEIVED</u></td> </tr> <tr> <td>J.17767</td> <td>P/O Reekie J. (W/P)</td> <td>D.F.C.</td> </tr> <tr> <td>J.19402</td> <td>P/L Wilson G.E. (A/B)</td> <td>D.F.C.</td> </tr> <tr> <td>R.168719</td> <td>P/O Wolf T.C.K. (W/P)</td> <td>D.F.C.</td> </tr> <tr> <td>J.89722</td> <td>P/O Young G.A. (A/B)</td> <td>D.F.C.</td> </tr> <tr> <td>J.86051</td> <td>P/O McWhirter R.E. (A/C)</td> <td>D.F.C.</td> </tr> <tr> <td>J.86052</td> <td>P/O Rutherford E.A. (W/P)</td> <td>D.F.C.</td> </tr> <tr> <td>J.23470</td> <td>P/L Painter W.F. (NAV)</td> <td>D.F.C.</td> </tr> <tr> <td>J.88959</td> <td>P/O Donaldson J.D. (A/C)</td> <td>D.F.C.</td> </tr> <tr> <td>J.25054</td> <td>P/L Martin W.P. (NAV)</td> <td>D.F.C.</td> </tr> <tr> <td>J.25956</td> <td>P/L McNaughton D.A. (Pilot)</td> <td>D.F.C.</td> </tr> <tr> <td>181198</td> <td>P/O King D.E. (A/B)</td> <td>D.F.C.</td> </tr> <tr> <td>J.89062</td> <td>P/O Allard R.L. (A/B)</td> <td>D.F.C.</td> </tr> <tr> <td>J.87964</td> <td>P/O Ewing F.H. (A/C)</td> <td>D.F.C.</td> </tr> <tr> <td>R.116556</td> <td>P/O Hart E.A. (A/B)</td> <td>D.F.M.</td> </tr> <tr> <td>J.90539</td> <td>P/O Shopland R.W. (A/B)</td> <td>D.F.M.</td> </tr> <tr> <td>1575171</td> <td>P/S Cox C. (W/P)</td> <td>D.F.M.</td> </tr> </table>	J.27278	P/L McDowell J.E. (A/B)	<u>AWARD RECEIVED</u>	J.17767	P/O Reekie J. (W/P)	D.F.C.	J.19402	P/L Wilson G.E. (A/B)	D.F.C.	R.168719	P/O Wolf T.C.K. (W/P)	D.F.C.	J.89722	P/O Young G.A. (A/B)	D.F.C.	J.86051	P/O McWhirter R.E. (A/C)	D.F.C.	J.86052	P/O Rutherford E.A. (W/P)	D.F.C.	J.23470	P/L Painter W.F. (NAV)	D.F.C.	J.88959	P/O Donaldson J.D. (A/C)	D.F.C.	J.25054	P/L Martin W.P. (NAV)	D.F.C.	J.25956	P/L McNaughton D.A. (Pilot)	D.F.C.	181198	P/O King D.E. (A/B)	D.F.C.	J.89062	P/O Allard R.L. (A/B)	D.F.C.	J.87964	P/O Ewing F.H. (A/C)	D.F.C.	R.116556	P/O Hart E.A. (A/B)	D.F.M.	J.90539	P/O Shopland R.W. (A/B)	D.F.M.	1575171	P/S Cox C. (W/P)	D.F.M.	
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Jan. 21 1945.			<u>Weather:</u> Fair all day, becoming fine in the evening with moderate to good visibility. Wind moderate West Northwest becoming West Southwest at end of day. <u>Flying Training Time:</u> - 9:46 Hours (Day)																																																				
Jan. 22 1945.			<u>Weather:</u> Fair at first with only small amounts of high cloud and cloud lowering towards dawn to 1,000 to 1,500 feet and continuous snow with poor visibility from 0700 to 1100 hours. Cloudy for most rest of day though cloud at medium and high levels. Moderate to poor visibility all day. Wind light variable. <u>Flying Training Time:</u> - NIL																																																				

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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	References to Appendices	
R.A.F. Station, Gransden Lodge, Beds.	Jan. 22 1945.		<p>OPERATIONS:- "DUISBURG" * 13 Aircraft Detailed. (Night Attack) Thirteen aircraft successful 'A', dropping 44 x 2,000 HC W/T, 4 x 1,000 HC TD, 17 x 250 Green 250 lb., 4 x 4,000 HC Minol, 24 x 500 HC SD and 16 x 500 AMM - GA between 1958:54 to 2008:30 hours from 17,000 to 19,000 feet. Weather, clear with very good visibility. The four Supporters were all on time. The five Blind Sky Markers all brought back their Red Green Sky Markers. The three Visual Centres dropped their T.I.s. One brought back T.I.s as bombight was u/s. The ground details were identified by all aircraft with the snow-covered ground. All bombed on T.I.s. The first Reds fell at 1955 hours in a line North to South, maximum estimate 4 miles long. The Greens were accurately dropped on the Reds nearest the aiming point and a few crews picked up chimney stacks by the light of the T.I.s. The bombing was concentrated on the T.I.s and it appeared to be a very good attack but smoke obscured the target details. Defences, alight at first, bursting 10 to 12,000 feet increasing to moderate later from 18 to 20,000 feet with 20 to 30 searchlights in cones to North or target. All aircraft returned to base. Operational Flying Time:- 50:25 Hours (Night)</p>	SECRET.	References to Appendices A-9
	Jan. 23 1945.		<p>Weather:- 10/10 medium cloud falling to 2,000 feet by midday giving continuous light snow from 0500 to 1400 hours. Visibility very poor all day, and thick fog forming during the evening with 10/10 medium cloud above. Wind light variable at first becoming moderate Northerly. Flying Training Time:- 1:22 Minutes (Day) CASUALTIES:- The following information was today received from Air Ministry quoting German information:- CAN/J.12962 P/O K.D. Kemp reported missing from bombing attack on Stettin, 16/17th August, 1944, body washed ashore or recovered dead on 4th September, 1944. Reclassified missing, believed killed in action. CAN/A.65760 P/S Cameron R.C. CAN/J.19119 P/O T.D. Gavin (and three unknown) shot down on 2nd January, 1944 (bombing attack on Berlin 1/2nd January, 1944), buried in the British Cemetery St. Fel (inquiries being made for exact location comrades grave). The unknown are assumed to be CAN/J.21371 P/O A. Campbell, CAN/J.19543 P/O J.B. Dunne and 1048952 SGT J. Redhead as Sgt. Redhead's death is presumed, and the remaining members P/O Campbell and P/O Bore are now reclassified missing believed killed in action. 1803553 P/S A.W. Gowdrey reported missing from bombing attack on Kiel 15/16th September, 1944, body washed ashore or recovered dead on 10th September, 1944. Reclassified missing believed killed in action.</p>		
	Jan. 24, 1945.		<p>Weather:- Fog until midday, when visibility improved to 2,500 yards deteriorating again soon after. Becoming 100 yards in by 2000 hours with sky obscured. Wind light variable. Flying Training Time:- Nil CASUALTIES:- The following information was today received from Air Ministry, quoting German information:- CAN/J.16829 P/L L.M. Anderson reported missing 3/4th July, 1943, bombing attack on Cologne, captured. Camp address Stalg Luft 3. Prisoner-of-War No. 6293. Reclassified Prisoner-of-War. CAN/J.87751 P/O J.L. Vivian reported missing from bombing attack on Lens, 15/16th June, 1944, buried in cemetery French Village Carency. Reclassified missing believed killed.</p>		

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
R.A.F. Station, Gransden Lodge, Beds.	Jan. 25, 1945		Weather:- Thick fog all day. Winds light Northeasterly gradually backing West Northwesterly. Flying Training Time:- NIL		
	Jan. 26, 1945		Weather:- Thick fog until 0900 hours. Visibility then improving slightly with fog lifting into low stratus at 600 feet, clearing by 1400 hours. Fog reforming at 1700 hours with much cirrus cumulus. Wind N/W to W/S/W moderate, becoming light S/W. Flying Training Time:- NIL		
	Jan. 27, 1945		Weather:- Fog becoming fine with moderate visibility by 1500 hours. Fog reforming with low stratus from 1600 to 1900 hours then fine again but convection cloud with snow showers from 2300 to 2400 hours. Wind N/W to North light becoming moderate. Flying Training Time:- NIL CASUALTIES:- News received from the King Edward VII Convalescent Home, Midhurst, that C/N/J.28186 P/O H.A. Hamrah, (Pilot), died while undergoing an operation for removal of flak from his lungs. Flying Officer Hamrah was seriously wounded while carrying out operations against Dusseldorf on the night of November 2nd, 1944. As Flying Officer Hamrah was incapable of flying the aircraft, the Air Bomber, RAF/127850 P/L G.A. Martin, DFC, assumed control and landed it back safely in this country. For this outstanding achievement, the Air Bomber received the immediate award of the Distinguished Service Order.		
	Jan. 28, 1945		Weather:- Variable cloud with occasional snow or snow showers until 1100 hours. Fair or fine rest of day apart from snow shower about 2,000 feet but becoming cloudy at 2400 hours. Wind N/W to W, moderate becoming light. Flying Training Time:- 40:49 Hours (Day) OPERATIONS:- " SWIFTWART " 11 Aircraft Detailed. (One Missing) (Night Attack) 10 Aircraft successful 'A', dropping 151 x 500 MG and 4 x 500 ANM Gs between 2329:36 and 2344 hours from 18,000 to 28,500 feet. Weather, 6 to 10/10 thin low stratus cloud, tops 3 to 15,000 feet with visibility fair to good. The attack appeared to open late, possibly due to headwinds being approximately 40 knots stronger than forecast. Some aircraft arriving on time report no marking at 2328:00 hours but fires were visible below cloud. First marking seen was at 2330 hours. -Two Red T.L.s ascending followed by Red/Yellow flares at 2330:30 and Green/Red flare at 2331 hours. There was never a good concentration of marking and bombing appeared to be very scattered. Most crews thought that a Heivonen attack would have been better. -None of our aircraft dropped markers. -One aircraft bombed on G.P.L. -Three bombed Green/Red flares. Two bombed a Green T.L. These bombed centre of fires seen and one bombed centre of all bomb bursts seen. Defences, slight to moderate heavy flak bursting from 17,000 to 20,000 feet. Slight light flak with tracer bursting up to 17,000 feet. No searchlights. Two JU.88's seen. Aircraft 405/N attacked an ME.110 and hits seen and claimed as damaged. Aircraft 405/N attacked an ME.110 and hits seen and claimed as damaged. Operational Flying Time: 56:40 Hours (Night). General:- Funeral arrangements were completed in respect of the late C/N/J.28186 P/O H.A. Hamrah. As requested by his sister, stationed with the C.W.A.C. Overseas, interment will take place at the R.A.F. Regional Cemetery, Harrogate, on 1st February, 1945.		A-20
Jan. 29		Weather:- Cloudy with slight mist until 1700 hours then fog forming until 2200 hours and occasional outbreaks of snow from 2000 to 2400 hours. Wind light variable becoming S/W moderate. Flying Training Time:- 3:00 Hours (Day).			

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OPERATIONS RECORD BOOK

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

No. of pages used for day.....

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																
R.A.F. Station, Granden Lodge, Beds.	Jan. 30. 1945.		<u>Weather:</u> Cloudy with slight mist becoming fog by 0200 hours and slight snow until 0500 hours, then snow sx turning to sleet. Cloudy and slight mist from 0700 to 1500 hours with rain at 1900 hours. Fog forming from 1600 to 2400 hours. Wind Southerly strong becoming Southwesterly moderate. <u>FLYING TRAINING TIME:</u> NIL																		
	Jan. 31, 1945.		<u>Weather:</u> Thick fog until 1200 hours with slight rain from 0900 to 1300 hours. Cloudy with slight mist rest of day with intermittent slight drizzle sx at 1500 hours and intermittent slight rain at 2400 hours. Wind Southwesterly light gradually becoming strong. <u>FLYING TRAINING TIME:</u> NIL																		
<u>GENERAL STATE OF HEALTH OF SQUADRON FOR MONTH OF JANUARY, 1945.</u>																					
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding-right: 10px;">Admissions to S.S.C.....</td> <td style="text-align: right;">22</td> </tr> <tr> <td style="padding-right: 10px;">Admissions to Other Hospitals.....</td> <td style="text-align: right;">8</td> </tr> <tr> <td style="padding-right: 10px;">Venereal Diseases.....</td> <td style="text-align: right;">3</td> </tr> <tr> <td style="padding-right: 10px;">Other Infections.....</td> <td style="text-align: right;">7</td> </tr> <tr> <td style="padding-right: 10px;">Drilling Accidents.....</td> <td style="text-align: right;">4</td> </tr> <tr> <td style="padding-right: 10px;">Other Accidents.....</td> <td style="text-align: right;">5</td> </tr> <tr> <td style="padding-right: 10px;">Prostrates.....</td> <td style="text-align: right;">NIL</td> </tr> <tr> <td style="padding-right: 10px;">Deaths.....</td> <td style="text-align: right;">1</td> </tr> </table>						Admissions to S.S.C.....	22	Admissions to Other Hospitals.....	8	Venereal Diseases.....	3	Other Infections.....	7	Drilling Accidents.....	4	Other Accidents.....	5	Prostrates.....	NIL	Deaths.....	1
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The general state of health of the Squadron for the past month has been good.																					
<u>AIRCRAFT STRENGTH OF NO. 405 R.C.A.F. SQUADRON FOR MONTH OF JANUARY, 1945.</u>																					
(As at 31st January, 1945) Bomber III (Special) 17																					
<u>MEMORIAL STRENGTH OF NO. 405 R.C.A.F. SQUADRON AS AT 31ST JANUARY, 1945.</u>																					
OFFICERS																					
			AIR	GROUND	TOTAL																
R.C.A.F.	134	4	35	298	471																
R.A.F.	32	-	34	2	68																
V.A.A.F.	-	-	-	5	5																
R.A.A.F.	2	-	1	-	3																
R.N.Z.A.F.	1	-	-	-	1																
U.S.A.A.F. (Attached)	-	-	1	-	1																
	169	4	71	305	549																
<u>TOTAL NUMBER OF AIRCREW</u> 260 <u>TOTAL NUMBER OF GROUND CREW</u> 309																					

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Place	Date	Time	Summary of Events		SECRET.	References to Appendices
R.A.F. Station, Granden Lodge, Beds.			BRIEF REPORT FROM BOMBING SECTION FOR JANUARY, 1945.			
				Tons		
			Delivered to target	333.536		
			Incendiary	NIL		
			Markers (T.L.)	22.129		
			Flares	42.104		
			Undelivered (a) due to failures of Armament Equipment		(b) due to causes not connected with Armament	
			Tons	Tons		
			H.E. 446	.223		
			Incendiary	NIL		
			Markers (T.L.)	NIL		
			Flares (Number)	NIL		
			Weight of bombs handled on cancelled operations			
			Tons			
			H.E.	42.138		
			Incendiary	NIL		
			Markers (T.L.)	31.299		
			Flares	5.988		
			(Aircrew Only) * POSTINGS IN *			
				Unit from which Posted and effective date	No. of Sorties	
Pilot	J. 2960	F/O Gummer F.H.		35 Sqn. 15/12/44	5	
Nav	R. 19592	F/S Savage E.R.		" " " "	4	
A/B	J. 54994	F/O Brown W.R.		" " " "	4	
W/P	R. 21346	F/S Smith G.A.		" " " "	4	
A/B	R. 22187	F/S Dow J.M.		" " " "	4	
A/C	R. 13797	F/S MacDougall D.A.		" " " "	4	
F/S	1057952	Sgt McCreary W.		" " " "	4	
Pilot	J. 32284	F/O Forman F.E.		425 Sqn. (RCAP) 17/12/44	3	
Nav	J. 36830	F/O Davis J.E.		" " " "	20	
A/B	J. 35587	F/O Giffin P.N.		" " " "	19	
W/P	R. 198886	F/S Jones A.L.		" " " "	17	
A/B	R. 264874	F/S Byers A.C.		" " " "	19	
A/C	R. 273611	F/S Barker R.H.		" " " "	19	
F/S	3020330	Sgt O'Mahon G.		" " " "	19	
Pilot	J. 6128	S/L McQuaid D.L., DEC		S.H.Q. Granden (Ex-Staff)		
A/B	168271	F/O Baker R.		431 Sqn. (RCAP) 9/1/45	37	
A/B	J. 86621	F/O Mooney H.G.		415 Sqn. (RCAP) 12/12/44	30	
Pilot	J. 20025	F/L Thompson C.A.		415 Sqn. (RCAP) 9/1/45	21	
Nav	J. 38706	F/O Gladding F.		" " " "	20	
A/B	J. 38282	F/O Mellard J.V.		" " " "	20	
W/P	J. 92771	F/O Callery N.F.		" " " "	20	
A/C	J. 87595	F/O Cantara D.F., DEC		" " " "	20	

WL 5784/0285 BRM 12/0 C.R.L. 21728

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OPERATIONS RECORD BOOK

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

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices	
R.A.F. Station, Granden Lodge, Beds.			Aircrew Only			
			POSTINGS IN (Continued)			
			Unit from which Posted and effective date		No. of Sorties	
			Pilot J.23055 P/L Burden P.E.	434 Sqn. (RCAP) 20/1/45	21	
			Nav J.40022 P/O McIntosh E.E.	" " " "	20	
			A/B J.37811 P/O Bamstead W.E.	" " " "	20	
			WOP J.35889 P/O Leslett G.E.	" " " "	20	
			A/C J.39043 P/O Bowser G.E.C.	432 Sqn. (RCAP) 20/1/45	27	
			A/C R.251218 P/S Tomlinson N.E.	434 Sqn. (RCAP) 20/1/45	20	
			P/S 349124 SGT Barr R.E.	" " " "	18	
			A/C R.251374 P/S Garner H.C.	415 Sqn. (RCAP) 9/1/45	21	
			P/S 1324025 SGT Macdonald G.A.	" " " "	50	
			A/B 82066 S/L Beatt R.S.	P.F.F. N.T.U. 25/1/45	20	
			Pilot J.13600 P/L Parkhurst K.E.	408 Sqn. (RCAP) 13/1/45	18	
			Nav J.18720 P/O Hart H.E.	" " " "	16	
			A/B R.194556 P/S Jones R.E.	" " " "	17	
			WOP R.186025 P/S Galbreath D.L.	" " " "	17	
			A/C R.258394 P/S Miller F.J.	" " " "	17	
			A/C R.254057 P/S Holliday D.E.	" " " "	17	
			P/S 2216269 SGT Dowston L.	" " " "	17	
			WOP 1599969 P/S Donaldson J.R.	P.F.F. N.T.U. 1/2/45	30	
			P/S 50990 P/L Hope V.G., IPC	1659 C.U. 23/1/45	25	
			(Aircrew Only)	POSTINGS OUT		
			Pilot 82728 W/O Lamson K.J., DPO, IPC	Missing "MURKUM" 2/1/45		
			Nav A.480475 P/O Fitzhery S.H.	" " " "		
			A/B J.12934 P/O Crawford M.	" " " "		
			WOP 118147 P/L Duke R.G., IPC	" " " "		
			A/C J.15058 P/O Coates G.E.	" " " "		
			A/E R.108667 W/O Flyley D.G.	" " " "		
			P/S 1680670 SGT Rhodes S.	" " " "		
			A/B R.151052 W/O Innett S.P.	A.G.A.C. Bracia 5/1/45		
			A/C 1874132 W/O Hanlon L.J.S.	" " " "		
			P/S 1560044 W/O Henderson J.R.D., IPC	" " " "		
			P/S 187163 P/O McMonagle P.J.	" " " "		
			P/S 185088 P/O Beaman G.D.	" " " "		
		P/S 1582317 W/O Bart H.B.	" " " "			
		Pilot J.28709 P/O Sparding L.G.	Missing "MURKUM" Jan. 7/8, 1945.			
		Nav J.36327 P/O Allan J.	" " " "			
		A/B J.35536 P/O Splatt L.W.	" " " "			
		WOP J.32782 P/O Scott N.L.E.	" " " "			
		A/C R.214565 P/S Brown D.H.	" " " "			
		A/C R.208833 P/S Verd D.A.	" " " "			
		P/S R.166920 P/S Quinn R.A.	" " " "			

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.A.F. Station, Gransden Lodge, Beds.			(Aircrew Only)		
			* POSTINGS OUT *		
			Unit to which Posted and effective date		
			Pilot C.2980 S/L Burdard L.B., DFC 'R' Depot, 1/1/45		
			NAV J.20352 W/L Ryan G.G., DFC " " " " " "		
			A/B J.23152 W/L Nicholl G.F., DFC " " " " " "		
			WCP J.17867 F/O Beekie J. " " 15/1/45		
			NAV J.22413 F/L Davies D.P., DFC " " 16/1/45		
			A/C R.148561 F/S McDermott T.E. " " " " " "		
			A/C R.194184 F/S Connolly J.F. " " " " " "		
			F/E C.88225 F/O Vine W.E. 24 O.T.U. 18/1/45		
			A/B J.89722 F/O Young G.A. 62 Base (ROAF) 25/1/45		
			Nav J.23583 F/O Fisher R.G. 'R' Depot 15/1/45		
			A/B J.27458 F/O Gilchrist W.J. " " " " " "		
			WCP J.98079 F/O Cowan J.A. " " " " " "		
			A/S J.38160 F/O Kerleroux J.B. " " " " " "		
			A/S J.29571 W/L Hancock K.W., DFC " " 23/1/45		
			A/C J.29062 F/O Allard B.A. " " " " " "		
			A/C J.32662 F/O Bergeron J.C.Y., DEM " " " " " "		
			A/G J.88031 F/O Florence J.E.A., DEM " " " " " "		
			A/G R.188284 W/O Molennan A.E.H. " " " " " "		
			Pilot J.12901 F/L Weicker W.J.L., DFC 'R' Depot 24/1/45		
			Pilot J.5549 F/L Dayne H.L. Missing "ZEITZ" 16/17 Jan 45		
			Nav J.38343 F/O Mowk H.E. " " " " " "		
			A/B J.28933 F/O McKay D.G. " " " " " "		
			WCP R.187271 F/S Ruggeman J.A. " " " " " "		
			A/C R.249209 F/S Gouffie B.H. " " " " " "		
			A/C R.278259 F/S Smith H.L.L. " " " " " "		
			F/S 133788 W/O Marshall H.W. " " " " " "		
			A/B J.28574 F/O Miller L.B. " " " " " "		
			A/G J.88824 F/O Shell D.S. 427 Sqdn. (ROAF) 18/1/45		
			A/B 1527439 W/O Watts G.L., DFC 84 O.T.U. 20/1/45		
			A/B 142885 F/L Trotman W.T., DEM 1664 O.U. 22/1/45		
			F/E 54239 F/L Wright E.R., DFC, DEM P.F.F. N.T.U. 14/1/45		
			Pilot J.19684 F/L Webb G.W., DFC 'R' Depot 1/2/45		
			Nav J.23470 F/L Painter V.F., DFC " " " " " "		
			WCP R.169371 W/O Row G. " " " " " "		
			A/C J.22810 F/O Sourffe C.E. " " " " " "		
			A/C J.89677 F/O Little W.H. " " " " " "		
			A/C R.224571 F/S Ford S.W. " " " " " "		
			A/C 54962 F/O Scammell J.B., DEM 617 Sqdn. 25/1/45		
			WCP J.27791 F/O Nairn T.J. 'R' Depot 2/2/45		
			F/E 178640 F/O Stewart G.D. P.H.U. 31/1/45		
			Pilot J.23601 F/O Ganser F.H. Missing "STUART" 28/29 Jan. 1945		
			Nav R.193951 F/S Savage E.R. " " " " " "		
			A/B J.28394 F/O Turner W.B. " " " " " "		
			WCP R.213465 F/S Smith G.A. " " " " " "		
			A/C R.221847 F/S Rae J.W. " " " " " "		
			A/C R.137287 F/S MacDougal D.A. " " " " " "		
			F/E 1057452 SGT McCabray W. " " " " " "		

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OPERATIONS RECORD BOOK

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

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.A.F. Station, Granaden Lodge, Beds.			(Aircrew Only) " POSTINGS OUT "		
			Unit to which posted and effective date		
			W/P J.27927 P/O Goddard R.S. 655 Sqdn. 31/1/45		
			Pilot J.20254 P/L Kettlewell T.W., DFC 11 th Depot 5/2/45		
			W/P J.25054 P/L Martin W.P., DFC " " "		
			A/B J.90339 P/O Shopland R.W., DFM " " "		
			A/B J.16267 P/L Dunn W.C. 24. O.T.U. 30/1/45		
			Nav 15922 S/L Gulpin B.W., DSO, DFC S.H.Q. Granaden 27/1/45		
			Nav J.26251 P/L Knights J.K., DFC " " 27/1/45		
			A/B J.27278 P/L McDowell J.S., DFC R.C.A.F. Q/S H.Q.'s 17/1/45		
			<i>W.M. Newson</i>		
			(W.F.M. Newson) Group Captain, Commanding, No. 405 (R.C.A.F.) Squadron, (P.F.F.)		

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Compiling officer
H. Johnson

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in R.R. and A.C.I.,
para. 1340 and War Manual Pt. II, chapter XX, and
also in R.A.F. Pocket Book

Page No. One

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

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.A.F. Station, Grandson Lodge, Beds.	Jan. 1, 1945		<p>Weather: Fine at first with moderate fog forming by dawn. Visibility remaining poor all day with large amounts of medium cloud. Slight rain and drizzle during the evening with cloud-base falling from 700 to 1,000 feet. Thick fog again by midnight with sky obscured. Wind, light North-westerly at first backing West South-westerly becoming moderate.</p> <p>Flying Training Time: 1:36 Hours (Day)</p> <p>New Year's Day: New Year's Day passed very quietly on the Station. A special meal was had by the Airmen and the Officers somewhere along the lines of the Christmas Dinner. In the evening an All Ranks Dance was held and was very well attended. Everyone seemed to have thoroughly enjoyed themselves and by the looks of determination on their faces, one would gather that they intended to make 1945 the last year of this conflict, if at all within their power.</p>		
	Jan. 2, 1945		<p>Weather: Fog at first with continuous light rain, ceasing by dawn. Mainly cloudy for rest of day, cloud base 2,000 to 3,000 feet. Poor visibility. Wind, moderate Westerly to West Southwest, becoming strong South-westerly.</p> <p>Flying Training Time: 12:45 Hours (Day)</p> <p>OPERATIONS: - MISSIONS: - 26 Aircraft Detailed. (Night Attack) (One Missing)</p> <p>Fifteen aircraft successful 'A', dropping 8 x T.L. Red Ord., 250; 3 x S.L. Red 1,000; 40 x GP No. 3 Illuminator Flares; 3 x T.L. Green 250; 10 x 4,000 HC Minol; 55 x 1,000 AMM 65; 4 x 500 GP; and 4 x 500 MG from 1920:50 to 1940:42 hours between 18,500 to 18,000 feet.</p> <p>Weather was clear over target but obscured by smoke later. The first illuminating flares were dropped at 1921 hours and allowed ground detail to be visually identified. The four Blind Sky Markers retained their flares. Two dropped bombs on H2S and the other two bombed centre of Red T.L.s. One Blind Marker with H2S w/s bombed visibility on Red/Green T.L.s identified as on Northeast end of town. The Visual Centres' dropped T.L.'s at 1927:54 and 1930:34 hours on Red and Green T.L.s. The other two retained their T.L.s, one with bomb-sight w/s and the other as T.L.s were obscured by smoke at 1935 hours. The Deputy Master Bomber identified the Mining Point and reports first salvo Red and Green 400 yards underfoot to South of river. Second salvo Red/Green T.L.s was almost on Mining Point and third salvo of Red/Green T.L. 900 yards to South of Mining Point. Most of the attack centred in this triangle. A large explosion was reported at 1940 hours. Many crews report whole streets on fire and could be seen 100 miles away. Defences, slight heavy flak. Searchlights numerous at first and extinguished as soon as illuminator flares dropped. Four aircraft seen falling. Aircraft 405/B carrying 4 x 250 Green T.L., 1 x 4,000 HC Minol and 4 x 1,000 AMM 65 failed to return from this operation and nothing has been heard from any member of the crew since time of take-off. Our other 15 aircraft returned safely.</p> <p>Operational Flying Time: - 59:23 Hours (Night).</p>		A-1
	Jan. 3, 1945		<p>Weather: Rain at first with variable amounts of low cloud and cloud increasing and lowering during the morning giving intermittent rain during the afternoon and rain becoming continuous for three hours during the evening. Moderate visibility during the day. Wind, strong South-westerly veering to moderate West Northwest.</p> <p>Flying Training Time: - Nil</p> <p>MISSIONS AND AIRBORNE: Information was today received that the following personnel of this Squadron have been mentioned in Despatches:- R.29528 P/S Johnson V., R.64005 SGT Brown A.T., R.60466 SGT Reacine J.L., R.2966 SGT Hawk B., R.127021 Cpl Hewitt H.E., R.28803 Cpl Matheson A., R.24322 Cpl Pearson J., R.21472 Cpl Simons J.W.C., R.118326 IAC Bidulak I., R.99315 IAC Dixon L.</p>		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.A.F. Station, Granden Lodge, Beds.	Jan. 4, 1945.		<p>Weather:- Fair all day with variable mainly small amounts of cloud. Moderate visibility. Wind, strong North Northwesterly.</p> <p>Flying Training Time:- 20:01 Hours (Day)</p> <p>OPERATIONS:- Information was today received from Air Ministry stating that OEN/R.202831 P/S L.E. Ferini who was reported missing from bombing attack on Dusseldorf (baled out $\frac{1}{2}$ mile S/E of Debben Aerodrome at 2255 hours 2nd November, 1944,) now captured, reclassified Prisoner of War.</p>		
	Jan. 5, 1945.		<p>Weather:- Cloudy with moderate visibility all morning becoming fine with poor visibility. Wind strong North Northwesterly becoming light Westerly.</p> <p>Flying Training Time:- 1:38 Hours (Day)</p> <p>OPERATIONS:- NOVA 14 Aircraft Detailed (Night Attack)</p> <p>Fourteen aircraft successful "A", dropping 26 x No. 5 GP, 47 x 1,000 MG Minol, 6 x 1,000 T.L. Red, 12 x T.L. Green, 2 x 1,000 HC, 12 x 500 AIM G4 and 4 x 500 MG and 4 x 500 GP from 0523:18 to 0535:12 hours from 12,000 to 8,000 feet. Weather, clear with layer cloud above 11,000 feet. Six seven Blind Illuminators dropped their flares and on second runs bombed on Master Bomber's instructions. Early flares dropped South of Aiming Point along coast. Master Bomber called for more Illuminators at 0526 and 0527 hours, and 2 or 3 Reser was dropped. Both Primary Visual Markers dropped their Reds and report other Reds down from 0526 hours in two clusters, approximately 200 yards apart, South of Aiming Point. At 0529 hours, Master Bomber instructed crews to bomb Red T.L.s 200 yards to starboard with one second overshoot and both our Visual Centers dropped their Greens as instructed. At 0533 hours, Master Bomber changed to "Bomb Greens" and at 0535 hours, more Red T.L.s fell. The bombing seemed to be nearly over when Greens fell but all crews confirm attack was successful. Marking and bombing was well concentrated and Master Bomber very good, clear and concise instructions. At 0531 and 0542 hours, two medium orange explosions observed. Defences, 5 or 4 TIAK bursts before firing tracer to 11,000 feet. All aircraft returned to base.</p> <p>Operational Flying Time:- 74:33 Hours (Night)</p> <p>OPERATIONS:- NOVA 16 Aircraft Detailed (Night Attack)</p> <p>Sixteen aircraft successful "A", dropping 30 x No. 5 GP, 8 x 250 E.L. Green, 45 x 2,000 HC, 6 x 1,000 E.L. Red, 12 x 250 T.L. Red, from 2144:54 hours to 2154:23 hours from 18,500 to 10,000 feet. Three aircraft dropped (abortive, over enemy territory) 5 x 1,000 T.L. Red, 10 x No. 5 GP and 4 x 250 Green T.L. Weather, clear with no cloud to 3/10 cloud. The five Blind Marker Illuminators were on time but two brought back all their load, one with RES u/s and the other because the target was clearly marked by fires. Two dropped all their load on RES and the other dropped only illuminating flares. The 3 Blind Sky Markers dropped bombs only on RES. One Primary Visual Marker dropped his Red T.L.s on centre of the Green and the other brought back his T.L.s Red as no Greens were visible in the smoke at 2147:18 hours. The three Visual Centers backed up Red T.L. concentration. Fires were clearly seen a half hour before reaching the target but smoke obscured the details of the built-up area. First Greens were reported at 2145 hours and the first Reds at 2147:12 hours and although some Greens and illuminators were off 4 to 5 miles, to West, the main attack was on the town. Defences, slight to moderate heavy flak. Numerous ineffective searchlights. Six aircraft seen falling at target area. All aircraft returned to base.</p> <p>Operational Flying Time:- 76:22 Hours (Night)</p>		A-2
					A-3

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.A.F. Station, Granden Lodge, Beds.	Jan. 4, 1945.		<p>Weather: Fair all day with variable mainly small amounts of cloud. Moderate visibility. Wind, strong North Northwesterly.</p> <p>Flying Training Time: 20:01 Hours (Day)</p> <p>OPERATIONS: Information was today received from Air Ministry stating that GSN/2.202891 R/S K.E. Ferini who was reported missing from bombing attack on Düsseldorf (killed on 1/2 mile S/E of Debdon Aerodrome at 2235 hours 2nd November, 1944,) now captured, reclassified Prisoner of War.</p>		
	Jan. 5, 1945.		<p>Weather: Cloudy with moderate visibility all morning becoming fine with poor visibility. Wind strong North Northwesterly becoming light Westerly.</p> <p>Flying Training Time: 1:38 Hours (Day)</p> <p>OPERATIONS: NOVA 24 Aircraft Detailed (Night Attack)</p> <p>Fourteen aircraft successful. Dropping 88 x No. 3 GP, 47 x 1,000 MG Minol, 6 x 1,000 T.L. Red, 12 x T.L. Green, 2 x 1,000 HC, 12 x 500 AMM G4 and 4 x 500 GP from 0523:28 to 0535:12 hours from 12,000 to 8,000 feet. Weather, clear with layer cloud above 11,000 feet. Six seven Blind Illuminators dropped their flares and on second runs bombed on Master Bomber's instructions. Early flares dropped South of Aiming Point along coast. Master Bomber called for more Illuminators at 0526 and 0527 hours, and 2 or 3 Reser- was dropped. Both Primary Visual Markers dropped their Reds and report other Reds down from 0526 hours in two clusters, approximately 200 yards apart, South of Aiming Point. At 0529 hours, Master Bomber instructed crews to bomb Red T.L.s 200 yards to starboard with one second overshoot and both our Visual Centres dropped their Greens as instructed. At 0533 hours, Master Bomber changed to "Bomb Greens" and at 0535 hours, more Red T.L.s fell. The bombing seemed to be nearly over when Greens fell but all crews confirm attack was successful. Marking and bombing was well concentrated and Master Bomber very good, clear and concise instructions. At 0531 and 0542 hours, two medium orange explosions observed. Defences, 3 or 4 MAA bursts before firing tracer to 11,000 feet. All aircraft returned to base.</p> <p>Operational Flying Time: 78:33 Hours (Night)</p> <p>OPERATIONS: BRITONS 26 Aircraft Detailed (Night Attack)</p> <p>Thirteen aircraft successful. Dropping 30 x No. 3 GP, 8 x 250 E.L. Green, 45 x 2,000 HC, 6 x 1,000 E.L. Red, 12 x 250 T.L. Red, from 2144:54 hours to 2154:23 hours from 18,500 to 18,000 feet. Three aircraft dropped Abortive; Over enemy territory) 6 x 1,000 T.L. Red, 10 x No. 3 GP and 4 x 250 Green T.L. Weather, clear with no cloud to 3/10 clouds. The five Blind Marker Illuminators were on time but two brought back all their load, one with HES n/a and the other because the target was clearly marked by fires. The dropped all their load on HES and the other dropped only illuminating flares. The 3 Blind Sky Markers dropped loads only on HES. One Primary Visual Marker dropped his Red T.L.s on centre of the Green and the other brought back his T.L.s Red as no Greens were visible in the smoke at 2147:18 hours. The three Visual Centres backed up Red T.L. concentration. Fires were clearly seen a half hour before reaching the target but smoke obscured the details of the built-up area. First Greens were reported at 2145 hours and the first Reds at 2147:12 hours and although some Greens and illuminators were off 4 to 5 miles to West, the main attack was on the town. Defences, slight to moderate heavy flak. Numerous ineffective searchlights. Six aircraft seen falling at target area. All aircraft successfully returned to base.</p> <p>Operational Flying Time: 76:22 Hours (Night).</p>		A-2
					A-3

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