

OPERATIONS RECORD BOOK

547-20-405
DAS

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, Grandson Lodge, Beds.	Feb. 1, 1945.		<p>Weather: Cloudy until 0700 hours with slight mist and occasional light rain until 0500 hours. Variable cloud until 1500 hours, then becoming overcast again with occasional intermittent slight rain. Wind Southwest veering westerly then backing Northwest again, strong.</p> <p>Flying Training Time: 12:57 Hours (Day)</p> <p>OPERATIONS - Target: <u>HAMBURG</u> - 11 Aircraft Detailed (Night Attack)</p> <p>Thirteen aircraft successful 'A' dropping 2 x H. 1 CE, Red/Green Stars Cbr. 4, 45 x 2,000 H.C. LB., 4 x 4,000 LB. H.C. Minol and 38 x 500 LB. M.C.; from 1914 to 1922-36 hours between 18,500 and 17,500 feet. Weather, 10/10th's cloud over Ading Point, tops 2 to 3,000 feet. The three Supporters were on time. One bombed on H28 and two on the glow of Red T.L.s. which cascaded at 1908 to 1909 hours. The four Visual Centers all brought back their Green T.L. One bombed on H28, and three on skymarker flares with good Gee checks. Of the six Red Sky Markers, only two dropped skymarkers, 405/G being the first skymarker to fall at 1914-28 hours. Two had H28 n/a, and the other two, poor returns. Some aircraft had oblique views of the ground on approach and on leaving, and saw Red T.L.s on the ground with a carpet of incendiaries in fair concentration, and the Green and H28 checks on the target were good. An explosion was reported at 1921 hours, and a larger one was seen in the distance at 1935-15 hours. Defences, Flak was slight with 10 to 15 ineffective searchlights. Three aircraft were reported falling, two on the target. All aircraft returned to base.</p> <p>Operational Flying Time: 69:13 Hours (Night).</p> <p>FUNERAL: The funeral of CAPT/L.28286 W/O R.A. Hannah, took place at R.A.F. Regional Cemetery, Harrogate, at 1130 hours. Full Service Honours were accorded the deceased. The funeral was conducted by the Protestant Chaplain from this Station. In attendance as Unit representatives were two Officers and two Senior M.C.O.'s from Flying Officer Hannah's crew. Wreaths were sent from the Officers and Airman of R.A.F. Station, Grandson Lodge and from Officers and Airman of this Unit. Much credit is due to R.A.F. Station, Harrogate, for the very efficient manner in which all arrangements were made and particularly for the splendid co-operation which was given in making preparatory plans for interment. Photographs of the grave are not available for reference.</p>	A-11
	Feb. 2, 1945.		<p>Weather: Cloudy until 1700 hours with outbreaks of slight rain or drizzle. Fine rest of day. Wind Southwest to South Southwest veering West Northwest; strong, backing West Southwest moderate.</p> <p>Flying Training Time: 7:27 Hours (Day).</p> <p>OPERATIONS - Target: <u>HAMBURG</u> - 7 Aircraft Detailed (Night Attack)</p> <p>Seven aircraft successful 'A' dropping 7 x 4,000 H.C. Minol, 18 x 1,000 M.C. TD, and 40 x 500 H.C. LB. from 2315:18 to 2322:28 hours between 18,500 and 17,500 feet. Weather, 10/10th's strata cumulus cloud, tops 5 to 8,000 feet. All four Visual Centers retained their Green T.L.s and the seven aircraft bombed on Gee or Red glow of T.L.s. seen below cloud, which position coincided with Gee run. Red T.L.s were reported cascading from 2311 hours to 2315:20 hours, falling in a line Northwest to Southeast across target area. They disappeared quickly into cloud and it was on the glow formed by these that the majority of aircraft bombed. Two further lots of Red's cascaded at 2316 and 2318 hours and they fell two miles short of main concentration. At 2322 hours, explosion reported. Defences, moderate to intense heavy flak predicted and bursting from 15 to 18,000 feet. All aircraft returned to base.</p> <p>Operational Flying Time: 28:43 Hours (Night).</p>	A-22
	Feb. 3 1945.		<p>Weather: Fair or fine with moderate visibility until 1700 hours, then cloudy with slight mist until 2400 hours and slight rain from 2300 to 2400 hours. Wind West Northwest moderate at first soon becoming light North Northwesterly then backing South Southeasterly moderate.</p>	

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.A.F. Station, Gransden Lodge, Beds.	Feb. 3, 1945.		<p>Flying Training Time:- 16:14 Hours (Day)</p> <p>OPERATIONS:- Target: "BORNEO (Proper Coking Plant)" - 8 Aircraft Detailed (Night Attack)</p> <p>Right aircraft successful 'A', dropping 8 x 4,000 lb. Mini, 43 x 1,000 lb. 20 x 500 lb. & 2 x T.L. Green 250 lb., and 2 x T.L. Green 250 lb., from 1930:12 to 1935:18 hours from 16,000 to 17,500 feet. Weather, clear with good visibility but slight ground haze later in attack. None of the five Mini Skyrockets dropped their Wanganid flares. Only one Visual Center dropped T.L. Greens at 1931:38 hours. One had a hang-up and the other a bombight u/s. Two Mini Skyrockets bombed on G.F.L. and three bombed the centre of Beds and Green T.L. on the ground. The Visual Center who dropped his T.L.s backed up two Red T.L.s and then two others bombed the concentration of Red and Green T.L.s which, except for two Beds away to the South-east (from 200 yards to two miles), were well grouped, the first Beds falling at 1925:34 hours and the first T.L. Green reported at 1931:42 hours. A large explosion occurred at 1932 hours on the target. Defenses, flak slight to moderate. Searchlights, 7 concentrations of twenty each, active, and flak co-operating with some cones although no aircraft came at the time. Two or three aircraft seen falling in target area. Aircraft 405/W claims one Ju.88 destroyed. All aircraft returned to base.</p> <p>Operational Flying Time:- 35:21 Hours (Night)</p>		A-13
	Feb. 4, 1945.		<p>Weather:- Cloudy until 0800 hours with occasional outbreaks of moderate rain until 0600 hours, then fair becoming cloudy, with slight mist by 1900 hours until 2400 hours. Wind Southeast strong, veering W/W then backing S/S/W to South, moderate.</p> <p>Flying Training Time:- 35:35 Hours (Day).</p>		
	Feb. 5, 1945.		<p>Weather:- Cloudy until 1400 hours with moderate visibility at first and occasional outbreaks of slight rain until 0600 hours. Fine rest of day. Wind S/Wly veering Westerly, then backing W/S/W moderate.</p> <p>Flying Training Time:- 18:32 Hours (Day).</p> <p>PRISONER OF WAR:- Information was today received from Air Ministry quoting German Information that OAN/E.185496 P/S Hans G.L. who was reported missing from bombing attack on Ringen, 22nd December, 1944, now captured. Reclassified Prisoner of War.</p>		
	Feb. 6, 1945.		<p>Weather:- Fair, becoming cloud with intermittent rain commencing at 1000 hours. Precipitation continuing in the form of either rain or drizzle until 1600 hours. Wind S/W backing South then veering S/W again, moderate.</p> <p>Flying Training Time:- Nil.</p> <p>CASUALTIES:- Information was today received from Air Ministry quoting German Information, stating that the body of OAN/J.19844 P/O E. Fisher washed ashore 2nd September, 1944, South Westerland Westbeach Isle, Sylt, Germany. Buried September 5th, 1944, Westerland Cemetery. P/O Fisher was reported missing from bombing attack on Stettin, 16/17 August, 1944. Reclassified missing, believed killed. Also OAN/E.180467 P/Sgt. Myth G.J. washed ashore on 8th October, 1944. P/Sgt. Myth was reported missing from bombing attack on Hamburg 28/29th July, 1944. Reclassified missing, believed killed in action.</p>		
	Feb. 7, 1945.		<p>Weather:- Cloudy until 1100 hours with slight mist until 0800 hours and continuous slight drizzle to 0400 hours, slight rain also between 0800 and 1000 hours, weather then fair becoming fine. Wind S/W veering Westerly then backing S/S/W moderate.</p> <p>Flying Training Time:- 19:26 Hours Day.</p>		

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R.A.F. Station, Grandson Lodge, Beds.	Feb. 7, 1945.		<p>OPERATIONS:- Target:- "KLAWE" 15 Aircraft Detailed (Night Attack) Fifteen aircraft successful 'A', dropping 50 x No. 3 G.P. 'B', 45 x 1,000 ANM. 65, 15 x 250 T.L. Green L.L., 6 x 250 T.L. Green G.D., 7 x 250 T.L. Red L.L., 2 x 4,000 HG. Mini and 2 x 2,000 HG. M/L, from 2155 to 2208 hours from 10,000 to 4,000 feet. Weather, 10/10 broken clouds, tops 7 to 8,000 feet, base 5,000 feet. Three of our Bling illuminators dropped their flares which were called for by Master Bomber at 2133 hours and all bombed on second run on concentration of Red and Green T.L.s, five going down to 5,000 feet which was given as basement and heard by majority of crews. The Primary Visual Marker visually identified the Aiming Point which was marked by two or three One Red T.L.s. He estimated his own Red and Green T.L.s fell slightly S/W of these at 2158:48 hours and one of our aircraft saw his own Green T.L.s go down at 2159:24 hours just North of the Mosquito Beds. One of the Visual Centres retained his T.L.s as when he ran over at 2208:24 hours the target and markers with the exception of one Green T.L. were almost obscured by clouds of smoke and dust and fires. Most of the crews bombed on Master Bomber's instructions which began with directing bombing onto the first Red/Green concentration changing at 2202 hours to "Bomb to right of Beds with one second overshoot" and at 2204 hours "Bomb starboard Red T.L.s" and finally at 2205 hours "Bomb fires". Marking and bombing was generally considered concentrated and the attacks a success. At 2206 hours one large explosion reported. Defences, very light heavy flak at beginning of attack. One Ju.88 seen in target area. All aircraft returned to base. Operational Flying Time:- 60:58 Hours (Night).</p>		A-14
	Feb. 8, 1945.		<p>Weather:- Weather fine becoming cloudy with slight mist by 0500 hours and slight rain com- mencing at 1200 to 1400 hours. Further occasional outbreaks of slight intermittent rain or drizzle until 1900 hours, then fine rest of day apart from slight shower at 2330 hours. Wind S/W backing South, veering S/W again moderate. Flying Training Time:- Nil OPERATIONS:- Target:- "KLAWE" 11 Aircraft Detailed (One Missing) (Night Attack) 11 aircraft successful 'A' dropping 40 x No. 3 G.P. 'B' White, 6 x 250 Red T.L., 18 x 1,000 HG, 35 x 500 HG, and 3 x 4,000 HG Mini from 2308 to 2317:12 hours from 15,500 to 14,500 feet. Weather, clear to 2/10th's thin cloud at 13 to 14,000 feet with good visi- bility. Four bombed on E28 and six on Red/Green or Red T.L.s on Master Bomber's orders. Three Blind Illuminators dropped their flares and one retained flares as the target was suf- ficiently illuminated. All the sky markers were brought back. The Primary Visual Marker did not drop his T.L.s as there was too much smoke to be sure of the Aiming Point, and the three Bling Markers retained their Green T.L. as ground markers were visible. The Visual Centre banked up mixed Red and Green T.L.s at 2317:12 hours. Aiming Point was visually identified and the marking was seen to be accurately placed, but the smoke from the fires, some of which appeared to be circular tanks, prevented accurate assessment. All crews agree that it was a successful raid, and on the Aiming Point, several explosions were reported, one at 2316 hours on the aiming Point. Defences, slight to moderate heavy flak. No searchlights. All air- craft returned to base. Operational Flying Time:- 80:52 Hours (Night)</p>		A-15

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.A.F. Station, Granden Lodge, Beds.	Feb. 8, 1945.		<p>OPERATIONS:- Target: " WAINES RICKEL " 4 Aircraft Detailed (Night Attack)</p> <p>Four aircraft successful 'A', dropping 16 T.L. Green (12), 16 T.L. Green (Ord), 4 x 4,000 HC. Misol and 15 x 1,000 HC TD from 0613 to 0618 hours from 18,500 to 18,000 feet. Weather, no cloud and slight haze. Mosquito Red T.L.s were reported cascading from 0609 hours. Our Visual Center spotted these Green T.L.s and all confirm the Mosquito Beds formed a distinct triangle. Opinions vary as to how far spaced they were, but the East Visual Center to drop reported all Green T.L.s with the exception of two scattered a few hundred yards to the North, as being well centered amongst the Red T.L.s which by then (1616:28 hours) had merged into a large undulating semi-circle. Very little bombing by Main Force was seen, but 405/F reported a concentration of bombing in Duisburg area on five to six Red T.L.s which cascaded at 0624 hours. One aircraft seen shot down over this area. Defenses, over Wainne Ricket, predicted heavy flak, good for height probably due to ineffective Window, as winds were found to come from South and not North as forecast and Window might have drifted North from target area. All aircraft returned to base.</p> <p>Operational Flying Time: 16:52 Hours (Night)</p>		A-16
	Feb. 9, 1945.		<p>Weather:- Weather fair or fine until 1800 hours apart from occasional showers until 0300 hours. Cloudy slight mist rest of day with slight rain commencing at 1900 hours. Wind S/W veering West then backing South, moderate to strong.</p> <p>Flying Training Time:- 1:00 Hours (Day).</p>		
	Feb. 10, 1945.		<p>Weather:- Weather cloudy with slight mist until 0500 hours with continuous slight rain until 0600 hours. Fair or fine rest of day. Wind S/S/W strong, veering N/W, then backing S/W moderate.</p> <p>Flying Training Time:- 16:43 Hours (Day).</p>		
	Feb. 11, 1945.		<p>Weather:- Weather fine becoming cloudy with slight mist by 0800 hours and slight rain commencing at 0930 hours, precipitating continuing until 1900 hours in form of rain or drizzle, at times moderate in amount. Fog then forming until 2400 hours. Wind S/W backing all the way round, eventually becoming S/W again, moderate falling light.</p> <p>Flying Training Time:- Nil</p> <p>General:- The installation of a new blackout curtain in aircraft equipped with Loren has been adopted after trial from the design developed by QM/R.172039 LAC Hayes.</p>		
	Feb. 12, 1945.		<p>Weather:- Fog and low stratus cloud until 1200 hours with occasional slight rain or drizzle, then cloudy becoming fine. Wind light Southerly becoming S/S/E moderate then veering S/W'ly strong.</p> <p>Flying Training Time:- 245 minutes (Day)</p> <p>P.P.F. BOARD:- A P.P.F. Board was held by S/L Johnston of No. 8 Group (PFF) and the seven Air Gunnery Wp took the board, all passed.</p>		
	Feb. 13, 1945.		<p>Weather:- Cloudy until 1300 HOURS WITH slight drizzle at 0300 hours and slight rain commencing from 1000 to 1200 hours. Weather fine rest of day. Wind S/W'ly strong becoming W/W'ly, moderate backing S/W to W/S/W.</p> <p>Flying Training Time:- 5:42 Hours (Day)</p> <p>OPERATIONS:- Target: " BOHELEN " 6 Aircraft Detailed (Night Attack)</p> <p>Four aircraft successful 'A', dropping 4 x 250 T.L. Green, 1 Flare Red/Green Stars, 4 x 2,000 HC, 2 x 4,000 HC and 8 x 500 HC between 2155:12 and 2205 hours from 18,000 feet. 10/10th's cloud, tops 3,000 feet to 12,000 feet with cirrus above at 18,000 feet.</p>		A-17

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R.A.F. Station, Gransden Lodge, Beds.	Feb. 13, 1945.		<p>OPERATIONS: "BOHLEN" (Continued) One of the three Blind Marker Illuminators successfully attacked on G.P.I. from Datum Point and dropped 8 L's Green and Red/Green Flares. One Blind Marker Illuminator did not pick up Datum Point and the other had G.P.I. u/s and both brought back all their loads. The two Visual Centres dropped only their bombs on glow below cloud. The Supporter bombed on good G.P.I. run from Zeits. The first Green T.I. were seen at 2201 hours on ground at target from distance. The first Skymarker was dropped by 405/B at 21:55:12 hours. The Master Bomber ordered "Bomb glow of Green T.I.s" and afterwards "Bomb narrow edge of Glare". Some Red T.I.s were seen on a Green glow, but other Reds were seen scattered over a 15 to 20 mile area and many believed to be spoofs. One aircraft reports an explosion at 2206 hours. No search lights. One JU.88 seen 10 miles South of Gotha. Moderate heavy flak bursting from 16 to 15,000 feet. Two aircraft abortive carrying 8 x 250 T.I. Green, 20 x No. 3 G Flares 'B' and 2 Flares Red/Green Stars which were all brought back. All aircraft returned to base. Operational Flying Time: 41:46 hours (Night)</p> <p>OPERATIONS: "HESSEN" - 10 Aircraft Detailed (One Missing) (Night Attack) Nine aircraft successful 'A' plus one missing, attacked dropping 18 x 250 T.I. Red, 4 x 250 T.I. Green, 22 x No. 3 G Flares, 5 x 1,000 HC, 13 x 1,000 MC and 30 x 500 MC between 0123:30 and 0141:24 hours from 18,500 to 16,500 feet.athy cloud but mostly clear over target. Visibility fair due to smoke. When our two Blind Illuminators arrived, fires were seen burning in the target area from previous raid and smoke was rising from the built-up area which was visually identified by all aircraft. At 0122 hours, Master Bomber asked for light and they dropped their flares. The Primary Visual Marker at 0125 hours, could not identify the Aiming Point amongst the smoke so retained his Red and Green T.I.s. Of the two Blind Markers, one dropped his greens and the other held on instruction from Master Bomber. The Visual Centre is missing and the other two dropped their Red T.I.s. The early one centred on the fires and the later one backed his up. The two Blind Sky Markers both brought back their Wagnani Red/Green. All marking that could be seen amongst the smoke was considered fairly concentrated and bombing was good and fires from the target could be seen from Nurnberg on the way back. One Dummy fire reported S/E of town. One lot of Green T.I.s fell approximately 5 miles N/W. Two Red T.I.s seen approximately 5 miles S/W but these scattered T.I.s attracted no bombing as the target was very obvious, quite effectively marked by fires. From 0139 hours, Master Bomber directed bombing on "Centre of fires". Very slight heavy flak barrage from 15 to 16,000 feet. All but one aircraft returned and landed base. Operational Flying Time: 71:02 Hours (Night).</p>	SECRET.	A-17
	Feb. 14, 1945.		<p>Weather: Weather fair or fine all day. Wind S/W to W/S/W, moderate. Training Flying Time: 1:43 Hours (Day)</p> <p>OPERATIONS: "GRINITY" - 2 Aircraft Detailed (Night Attack) 9 Aircraft successful, dropping 13 x No. 3 G.P. 'G', 15 x 1,000 HC, TD .025, 3 x 1,000 ANM .65, 4 x 250 T.I. Green, 2 x No. 1 G.P. Green/Red Flares, 15 x 500 MC, TD .025, 5 x 4,000 HC, Mini, 4 x 2,000 HC, TD .025, from 2051:24 hours to 2107 hours from 18,000 to 15,000 feet. 10/10th's thin layer cloud, tops 18,000 feet. Our one Supporter aircraft arrived five minutes late owing to winds being stronger than forecast and bombed on H2S. One of the two Blind Illuminators, dropped his flares on time on Master Bomber's instructions and the other had H2S u/s and bombed late on centre of fires seen glowing below cloud. Of the three Blind Markers, one dropped Wagnani Green/Red on time at 2058 hours and retained Green T.I.s. The other retained all markers as he was too far off heading and the third arrived on time but was confused by Master Bomber's ambiguous instructions so after orbiting, dropped</p>	SECRET.	A-18
				SECRET.	A-19

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices																		
R.A.F. Station, Gransden Lodge, Beds.	Feb. 14, 1945.		<p>OPERATIONS: "CHERRY" (Continued)</p> <p>Green T.L.s. One retained his Wanganis. Neither of the two Visual Centers dropped their Red T.L.s as there was nothing to centre on; and the one Blind Sky Marker dropped his Wanganis Green/Red at 2104 hours. At 2050 hours, Master Bomber gave Basement 14,000 feet, but later asked for Wanganis flares, thus confusing Blind Markers. At 2058 hours, illuminator flares reported and one Green T.L. cascaded and seen later on ground. At 2101 hours, Master Bomber said "Bomb Wanganis flares". At 2102 hours Red/Green T.L.s cascaded backed up by one Red T.L. and Wanganis flares Green/Red. Several aircraft report a carpet of incendiaries burning over an area of four miles with other T.L.s burning amongst them but no-one appeared very enthusiastic over the success of the attack. Nil flak and nil search-lights. Fighters intercepted Bomber Stream on leaving target and two aircraft reported falling. All aircraft returned to base.</p> <p>Operational Flying Time: - 61:30 Hours (Night)</p>		A-19																		
			<p>OPERATIONS: "CHERRY" 7 Aircraft Detailed (Night Attack)</p> <p>Seven aircraft successful 'A', dropping 12 T.L.s Green-250 lbs., 30 x No. 3 G.P. White, 2 x No. 1 G.P. Green/Red Stars, 2 x 4,000 HC Minol and 20 x 500 MC between 0024:59 and 0033:55 hours from 18,500 to 15,000 feet. 10/10 cloud in layers, tops 16 to 18,000 feet. The three Blind Marker Illuminators all dropped on H2S, aircraft 405/K being the first illuminator flares and Green T.L.s down at 0024:59 hours. The two Blind Sky Markers dropped on H2S at 0030:42 and 0033:55 hours and report Sky-markers burst in cloud. The Deputy Master Bomber had H2S and Gee u/s and bombed a diffused glow below cloud. He saw only one Wanganis at 0031 hours. The Master Bomber arrived at 0024 hours and orbited. Only a glow was seen below cloud and no markers on which to direct the attack. At 0027 hours, asked for Wanganis flares and directed Main Force to bomb Wanganis but only one seen at approximately 0033 hours. At 0030 hours, ordered Main Force to bomb on good navigation aids and at 0034 hours, called for more Wanganis flares. The medium cloud, which was found only 15 to 20 miles from target, prevented Sky-markers from being seen and the diffused glow of illuminating flares below cloud caused the raid to be very scattered. Nil to slight heavy flak bursting 16 to 18,000 feet. One or two score-crows seen at target, one at 0035 hours. All aircraft returned to base.</p> <p>Operational Flying Time: - 49:16 Hours (Night).</p>		A-20																		
	Feb. 15, 1945.		<p>Weather: - Fine with thick fog forming from 0500 to 1300 hours, clearing but reforming again at 1700 to 2200 hours, and cloudy with mist from 2200 to 24 hours. Wind S/S/W to S/W, light.</p> <p>Flying Training Time: - Nil</p>																				
	Feb. 16, 1945.		<p>Weather: - Cloudy all day with poor visibility (fog at 0900 hours) wind S'ly veering S/W'ly then backing S'ly again moderate.</p> <p>Flying Training Time: - Nil</p>																				
			<p>HONOURS AND AWARDS: - The following personnel (or ex-personnel) of this Squadron received the following awards as shown opposite their names:-</p> <table border="0"> <tr> <td>J.6389 S/L Macquoid D.F.C., DFC (Pilot)</td> <td>AWARD RECEIVED</td> </tr> <tr> <td>J.85050 F/L Herbert R.G., DFC (Pilot)</td> <td>Bar to D.F.C.</td> </tr> <tr> <td>J.85050 F/L Coffey J.R., DFC (Pilot)</td> <td>Bar to D.F.C.</td> </tr> <tr> <td>J.86231 F/L Odagan P.G., DFC (Pilot)</td> <td>Bar to D.F.C.</td> </tr> <tr> <td>J.16267 F/L Dunn W.G., (A/B)</td> <td>D.F.C.</td> </tr> <tr> <td>J.16995 F/O Barry J.G. (Pilot)</td> <td>D.F.C.</td> </tr> <tr> <td>J.24698 F/L Garley W.A. (Rev)</td> <td>D.F.C.</td> </tr> <tr> <td>J.19058 F/O Goswami G.K. (A/C)</td> <td>D.F.C.</td> </tr> <tr> <td>1836232 F/S Kitto D. (A/C)</td> <td>D.F.M.</td> </tr> </table>	J.6389 S/L Macquoid D.F.C., DFC (Pilot)	AWARD RECEIVED	J.85050 F/L Herbert R.G., DFC (Pilot)	Bar to D.F.C.	J.85050 F/L Coffey J.R., DFC (Pilot)	Bar to D.F.C.	J.86231 F/L Odagan P.G., DFC (Pilot)	Bar to D.F.C.	J.16267 F/L Dunn W.G., (A/B)	D.F.C.	J.16995 F/O Barry J.G. (Pilot)	D.F.C.	J.24698 F/L Garley W.A. (Rev)	D.F.C.	J.19058 F/O Goswami G.K. (A/C)	D.F.C.	1836232 F/S Kitto D. (A/C)	D.F.M.		
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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.A.F. Station, Gansden Lodge, Beds.	Feb. 17, 1945.		<p>Weather:- Cloudy with moderate visibility until 2300 hours, slight drizzle from 0100 to 0300 hours and slight rain at 0900 and 1800 to 2000 hours, fair by 2400 hours. Wind S/S/W to S/W moderate.</p> <p>Flying Training Time:- 23:45 Hours (Day)</p>		
	Feb. 18, 1945.		<p>Weather:- Cloudy until 1200 hours, then fair. Poor visibility all day. Wind S/W to W/S/W light to moderate.</p> <p>Flying Training Time:- 49:50 Hours (Day)</p>		
	Feb. 20, 1945.		<p>Weather:- Cloudy with slight mist until 0700 hours, fog forming from 0800 to 0900 hours, then fine until 1200 hours. 10/10 low stratus cloud and visibility 1 to 2,000 yards rest of day. Wind light variable becoming S/S/W moderate.</p> <p>Flying Training Time:- 43:00 Hours (Day)</p>		
	Feb. 20, 1945.		<p>Weather:- Cloudy with slight mist becoming fair by 0900 hours then becoming fair or fine rest of day. Wind S/S/W veering N/W/W backing W/N/W moderate, then becoming light variable.</p> <p>Flying Training Time:- 21:15 hours (Day)</p> <p>OPERATIONS: * MONHEIM * 2 Aircraft Detailed (Night Attack)</p> <p>Two aircraft successful 'A', dropping 2 x 4,000 HC Minol, 10 x 1,000 ANM 65 TD .025 between 0143 and 0141:18 hours from 18,000 feet. 10/10 thick strata cumulus cloud, tops 5,000 feet. Both aircraft reported Red glow on cloud from T.I. Beds on ground. Both retained flares and bombed on Gec as no visual identification was possible. No results of the bombing could be seen through the cloud. One aircraft reported large fires seen burning in Dortmund area. Very slight heavy flak at 16,000 feet. No searchlights. Both aircraft returned to base.</p> <p>Operational Flying Time:- 9:15 Hours (Night)</p>		A-21
			<p>OPERATIONS: * DORTMUND * 7 Aircraft Detailed (One Missing) (Night Attack)</p> <p>Six aircraft successfully attached dropping 4 x 250 T.I. Green, 2 x 250 T.I. Green (1B), 6 x 4,000 HC Minol, 22 x 1,000 MG, 3 x No. 1 CP Green/Red, 8 x 1,000 ANM 65, 5 x 2,000 HD and 1 Munroe Bomb between 0059:12 and 0110:06 hours from 17,900 to 19,000 feet. 9/10th's strata cumulus cloud, tops 2,000 to 15,000 feet with 10/10th's cirrus strata cloud, base 19,500 feet. The first marker was a Red T.I. which cascaded at 0057 hours and soon went in cloud. Other Beds soon fell. The first Green T.I. reported at 0057 hours. The first Green/Red flare reported at 0059 hours. Marking checked with HES. Two Visual Centres did not drop their T.I.s as there was clear concentration visible. One bombed on HES and the other bombed centre of Red glow. Our third Visual Centre is missing. Out 3 Blind Sky Markers dropped the Green/Red flares on HES. The Supporter dropped his bombs, including the Munroe bomb, in the centre of 3 Red T.I.s cascading. Some aircraft saw bomb bursts which they considered concentrated. A large explosion followed by four smaller ones reported at 0100 hours. From target area a large glow was seen on cloud as aircraft left. A believed Deacy was reported at 10 to 15 miles N/W/W of target. Illuminating flares were shot up from ground and an orange and yellowish glow seen on ground. Slight to moderate heavy flak barrage. Searchlights were illuminating cloud. No fighters. Aircraft 405/W is missing. Six aircraft returned to base.</p> <p>Operational Flying Time:- 27:25 Hours (Night)</p>		A-22

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																		
R.A.F. Station, Granden Lodge, Beds.	Feb. 21, 1945.		<p>Weather:- Fair or fine with moderate visibility all day. Wind S/W'ly light.</p> <p>Flying Training Time:- NIL</p> <p>OPERATIONS:- <u>DUNBURN</u> - 11 Aircraft Detailed (Night Attack)</p> <p>Eleven aircraft successful 'A', dropping 4 x No. 1 G.P. Green/Red Stars, 9 x 4,000 H.C. Minol, 37 x 1,000 H.C., 6 x T.L. Green 250 lb., 4 x 500 MC, and 10 x 2,000 HC between 2259 and 2316.54 hours from 15,500 to 15,000 feet. 10/10th's layer of thin cloud or haze, tops 14 to 15,000 feet. Four of the five Blind Sky Markers dropped Skymarkers Green/Red Stars on H28. The other Blind Sky Marker had H28 too poor to drop Sky marker and he bombed centre of fires. The two Supporters bombed Red T.L.s on the ground below haze. Only one Visual Centre dropped T.L.s Green. He centred two T.L. Reds which fell at 2310 hours, and one Green T.L. which fell at 2311 hours just N/E of the Marshalling Yard and seen to be in built-up area. One Visual Centre bombed on Gee and one on Green T.L.s on ground, one on cluster of Red T.L.s below cloud. A carpet of incendiaries spread from eight miles S/W of the target to eight miles N/E and 1 to 2 miles wide. Some of the bombing was good but it was not all concentrated. The first T.L. Reds were reported at 2257 hours and first Green at 2302 hours. Slight to moderate flak, spasmodic, mostly at 15,000 feet below cloud with a few searchlights. Six aircraft seen falling. All aircraft returned to base.</p> <p>Operational Flying Time:- 49.40 Hours (Night)</p>		A-23																		
	Feb. 22, 1945.		<p>Weather:- Fair or fine with cloudy with slight mist from 1300 to 2400 hours. Wind S/W light to moderate.</p> <p>Flying Training Time:- 31.35 Hours (Day)</p> <p>HONOURS AND AWARDS:- The following personnel (or ex-personnel) of this Squadron received awards as shown opposite their names:-</p> <table border="1"> <thead> <tr> <th></th> <th>AWARD RECEIVED</th> </tr> </thead> <tbody> <tr> <td>65302 W/O Price W. (A/C)</td> <td>D.F.C.</td> </tr> <tr> <td>1583567 W/O Hart H.R. (P/S)</td> <td>D.F.C.</td> </tr> <tr> <td>187088 P/O Beadman G. (P/S)</td> <td>D.F.C.</td> </tr> <tr> <td>C.88225 P/O Vine W.E. (P/S)</td> <td>D.F.C.</td> </tr> <tr> <td>427617 W/O Geddes H.C. (A/C)</td> <td>D.F.C.</td> </tr> <tr> <td>J.28523 P/O Tis J. (Pilot)</td> <td>D.F.C.</td> </tr> <tr> <td>J.27491 P/L Small L.V.J. (Nav)</td> <td>D.F.C.</td> </tr> <tr> <td>R.70700 W/O Tatham W.N. (P/S)</td> <td>D.F.C.</td> </tr> </tbody> </table> <p>CASUALTIES AND PRISONERS OF WAR:- Information has been received from Air Ministry quoting German information, stating that CAN/R.100457 W/O I Pyley D.G. (Captured, Reclassified Prisoner of War), and CAN/J.12959, S/L Crawford W. MFC (Dead, reclassified missing believed killed) were these two personnel were reported missing from bombing attack on Nuremberg 2/1/45. Also, information from the same source has been received stating that CAN/I.28709 P/L L.C. Spurling, CAN/R.208433 P/S Veri D., and CAN/R.166920 P/S Quinn R.A. all dead, reclassified missing-believed-killed. These three personnel were reported missing from bombing attack on Munich 7/8th January, 1945.</p>		AWARD RECEIVED	65302 W/O Price W. (A/C)	D.F.C.	1583567 W/O Hart H.R. (P/S)	D.F.C.	187088 P/O Beadman G. (P/S)	D.F.C.	C.88225 P/O Vine W.E. (P/S)	D.F.C.	427617 W/O Geddes H.C. (A/C)	D.F.C.	J.28523 P/O Tis J. (Pilot)	D.F.C.	J.27491 P/L Small L.V.J. (Nav)	D.F.C.	R.70700 W/O Tatham W.N. (P/S)	D.F.C.		
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427617 W/O Geddes H.C. (A/C)	D.F.C.																						
J.28523 P/O Tis J. (Pilot)	D.F.C.																						
J.27491 P/L Small L.V.J. (Nav)	D.F.C.																						
R.70700 W/O Tatham W.N. (P/S)	D.F.C.																						
	Feb. 23, 1945.		<p>Weather:- Cloudy, slight mist with slight rain commencing at 1300 hours. Precipitation continuing in the form of rain or drizzle until 1700 hours. Fine from 2000 to 2400 hours. Wind S/W, moderate, becoming light N/W.</p> <p>Flying Training Time:- NIL</p> <p>OPERATIONS:- (see overleaf)</p>																				

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
R.A.F. Station, Grandson Lodge, Beds.	Feb. 23, 1945.		<p>OPERATIONS: "ESSEX" 10 Aircraft Detailed (Daylight Attack)</p> <p>One aircraft successful 'A', dropping 16 x 250 T.L. Green (Smoke Puff), 5 x 1,000 HC Mincel, 60 x 500 MC ED, 30 x 2,000 HC R.I. between 1505 and 1523 hours from 20,500 to 18,000 feet. 10/10th's cloud, tops 15,000 feet with layer cloud above up to 20,000 feet. None of the Red Smoke Puffs dropped by Mosquitoes were seen by our aircraft. Of the five Blind Sky Markers, four dropped their Green smoke puffs between 1505 to 1518 hours on G.P.L. runs from the briefed datum point Hohenbudberg, which was easily picked up. The other Blind Sky Marker had H2S u/s so retained his markers. Four of the five Supporters bombed at 1508, 1509, and 1512 hours, and the other at 1523 hours as he wasn't sure of datum point. Green Smoke puffs were seen by four aircraft from 1509 to 1514 hours and all confirm they checked O.K. with own release points. No results assessed owing to thick haze and poor visibility. Slight predicted heavy flak (good for height) and slight heavy flak (barrage) bursting at 18,000 feet. All aircraft returned to base.</p> <p>Operational Flying Time: 40:05 Hours (Day)</p>		A-24
			<p>OPERATIONS: "ESSEX" 6 Aircraft Detailed (Night Attack)</p> <p>Six aircraft successful dropping 3 x 1,000 T.L. Red, 3 x 1,000 T.L. Green T.L., 24 x T.L. Green 250 lb., 4 x 500 MC, 13 x 500 GP, 4 x 2,000 HC and 2 x 4,000 HC. Missed between 1955:36 and 2007:18 hours from 9,500 to 7,500 feet. Clear weather. One Supporter arrived on time and bombed between two T.L.s Red, one just North and one just S/W of Aiming Point, the first of which fell at 1958 hours. The four Visual Centrera all bombed on Master Bomber's orders on Red T.L.s at 1958 hours. Red T.L. at 2002, Green at 2004 hours, and centre of smoke (with Red T.L.s and Green T.L.s showing) at 2007 hours. The Primary Visual Marker assessed the first Red T.L.s as just South of Aiming Point between Marshalling Yard and river. He picked up ground detail clearly and bombed the Aiming Point. His Red/Green T.L.s fell 200 yards West of Aiming Point and another Red/Green T.L. was just South of Aiming Point. On Master Bomber's orders, successive T.L.s were bombed out, and later, smoke obscured the target area in which several impressive explosions occurred. The marking and bombing were good and all agree that it was an excellent attack. Flak fell to few bursts of heavy flak and two light flak guns two miles East of target which shot down one aircraft. Three or four aircraft shot down coming out of target. All aircraft returned to base.</p> <p>Operational Flying Time: 32:45 Hours (Night)</p>		A-25
	Feb. 24, 1945.		<p>Weather: Fair with fog forming from 04:00 to 07:00 hours. Fair or fine with moderate visibility rest of day. Wind N/W light backing S/W moderate.</p> <p>Flying Training Time: 9:27 Hours (Day)</p> <p>OPERATIONS: "ESSEX" 3 Aircraft Detailed (Daylight Attack)</p> <p>Three aircraft successful 'A', dropping 18 x 2,000 H.C. W/I between 1642:30 and 1644:54 hours from 14,500 to 19,000 feet. 10/10 strata cumulus cloud, tops 8 to 10,000 feet with good visibility. All three aircraft bombed on Navigation aids. Two aircraft used G.P.L. while the third bombed on Gee. Master Bomber broadcast heard at 1640 hours and instructed Main Force to bomb on Navigation aids. No results of bombing could be seen. Slight increasing to moderate heavy flak barrage type bursting at 16,000 to 20,000 feet over target area. Aircraft returned to base.</p> <p>Operational Flying Time: 13:20 Hours (Day)</p>		A-26

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.A.F. Station, Gramden Lodge, Beds.	Feb. 25 1945.		Weather:- Cloudy, slight rain in morning. Good visibility. Wind S/W to W/S/W 25 to 30 MPH. Flying Training Time:- 42:10 Hours (Day)		
	Feb. 26 1945.		Weather:- Fair, good visibility. Wind W/N/W 20 to 25 MPH. Flying Training Time:- 38:15 Hours Day.		
	Feb. 27 1945.		Weather:- Cloudy becoming fair. Visibility 5 to 10 miles. Wind S/W to W/S/W 10 to 20 MPH. Flying Training Time:- 42:50 Hours (Day) OPERATIONS:- MAIN - Aircraft Detailed (Daylight Attack) Three aircraft successful dropping 2 x T.L. Smoke Puff Green, 6 x 500 HC TD .025, 6 x 1,000 AM .65 TD .025, 12 x 1,000 HC TD .025 and 3 x 2,000 HC. Minol N/L between 1630 and 1640 hours from 18,000 feet. 10/10th's strata cumulus cloud, tops 7 to 12,000 feet. Only one of our 3 Blind-Sky Markers dropped T.L. Green-Smoke Puff, the others retained owing to H2S unserviceability. From approximately 30 miles away from target, 405/K reported Mosquito Red T.L.s falling into cloud. Master Bomber was heard by the three aircraft asking for Blind Markers at 1615 hours. T.L.s Green Smoke Puff were seen falling at 1630 and 1631-30 hours, slightly scattered, but three lots which fell at 1636 hours, 1640 hours and 1641 hours, were fairly concentrated and Master Bomber directed bombing on centre of Wanganui. Our Blind Sky Marker on at 'H' hour reported Main Force bombing before 'H' hour and before any markers fell. 405/R who dropped at 1640 hours, said Main Force were divided into two or three groups. One lot ahead and to starboard of marking were bombing indiscriminately; a smaller force behind were running up on T.L.s. Moderate heavy flak predicted, good for height. A Halifax seen hit by flak over target. All aircraft returned to base. Operational Flying Time:- 13:50 Hours (Day).		A-27
	Feb. 28, 1945.		Weather:- Cloudy with occasional breaks. Visibility 3 to 7 miles. Wind S/W to W/S/W 5 to 15 M.P.H. Flying Training Time:- 10:00 Hours (Day).		
			GENERAL STATE OF HEALTH OF SQUADRON FOR MONTH OF FEBRUARY, 1945.		
			Admissions to S.S.O. 17		
			Admissions to Other Hospitals 10		
			Veneral Diseases 2		
			Other Infections 3		
			Cycling Accidents 6		
			Frostbite NIL		
			Deaths NIL		
			AIRCRAFT STRENGTH OF 405 SQUADRON (ROAF) AS AT 28TH FEBRUARY, 1945.		
			Lancaster III (Special) 17		
			1		

(*10886-9902) W/L 2479-2478 1200 1100 T.S. 700

(*1214-9902) W/L 1117-1118 1100 1102 T.S. 700

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

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Place	Date	Time	Summary of Events					SECRET	References to Appendices
R.A.F. Station, Cransden Lodge, Beds.	Feb. 26, 1945		NUMERICAL STRENGTH OF NO. 405 (RCAP) SQUADRON AS AT 28TH FEBRUARY, 1945						
			OFFICERS		OTHER RANKS				
			AIR	GROUND	AIR	GROUND	TOTAL		
			R.C.A.F.	131	4	50	292	477	
			R.A.A.F.	30		35	2	67	
			W.A.A.F.				8	8	
			R.A.A.F.	2				2	
			163	4	85	302	564		
			BRIEF REPORT FROM BOMBING SECTION FOR FEBRUARY, 1945						
			Delivered to Target		TONS				
			H.E.		310.592				
			Incendiary		-				
			Markers (F.L.)		24,381				
			Flares		30,603				
			Undelivered (a) due to failures of Armament Equipment		(b) Due to causes not connected with Armament				
			H.E.		NIL				
			Incendiary		-				
			Markers (F.L.)		0,113				
			Flares (Number)		-				
			(AIRCREW ONLY) POSTINGS - IN						
					Unit from which posted and effective date		No. of Sorties		
A/C	J.88491	P/O Martin M.J.			S.H.Q. Cransden 1-2-45		29		
Nav	J.16251	P/L Knights J.K., WPC			" " 9-2-45		"		
Nav	1622895	Sgt Dunn J.			N.T.U. Warboys 13-2-45		NIL		
A/B	1725388	Sgt Egoe G.D.			" " " "		"		
WCP	R.178080	W/O Larrimore J.L.			428 Sqdn. (RCAP) 31-1-45		30		
Pilot	J.35687	P/O Parker G.H.			432 " " 27-1-45		10		
Nav	J.40661	P/O Hayes E.			" " " "		8		
A/B	J.38675	P/O Bitterworth R.S.			" " " "		8		
WCP	R.198093	P/S Baker R.M.			" " " "		8		
A/O	R.215508	P/S Ferrault E.F.			" " " "		8		
A/C	R.187844	P/S Adam J.P.H.			" " " "		8		
P/S	1001793	Sgt Kirkcaldy A.			" " " "		8		
WCP	J.89290	P/O Morris H.S.			434 " " 29-1-45		30		
Pilot	J.89235	P/O Weitendorf W.H.			431 " " 3-2-45		19		
Nav	J.37205	P/O Glowacki W.A.			" " " "		17		
A/B	J.93124	P/O Kirkham J.W.			" " " "		17		
WCP	R.148090	P/S Dexter R.W.			" " " "		17		
A/S	R.254213	P/S Farnen R.H.			" " " "		17		

Place	Date	Time	Summary of Events	SECRET	References to Appendices	
R.A.F. Station, Granden Lodge, Beds.	Feb. 28, 1945.		"POSTINGS - IN" (Continued)			
			Unit from which posted and effective date		No. of Sorties	
A/C	R.196860	F/S	Stavenjord H.	431 Sqdn. (ROAF)	3-2-45	17
F/E	1250580	SGT	Gene G.W.	"	"	17
Pilot	G.35288	F/L	Brodie R.J., DFC	426	"	6-2-45
Nav	J.40021	F/O	Alderson R.	"	"	17
A/B	J.38417	F/O	Swan J.G.	"	"	17
WOP	R.139065	W/O	Frostunk W.	"	"	16
A/C	R.262822	F/S	Dayell G.	"	"	17
A/S	R.262844	F/S	Christie T.W., DPM	"	"	17
F/E	1695860	F/S	Scott R.W. A.C. No.	"	"	8
Pilot	J.27003	F/L	Moir G.D.	424	"	10-2-45
Nav	J.37522	F/O	Crossman L.C.	"	"	8
A/B	R.183213	F/S	Baker K.J.	"	"	8
WOP	R.205157	F/S	Shillington W.J.	"	"	8
A/C	R.218446	F/S	Baker L.H.	"	"	8
A/C	R.201123	F/S	DeLong C.A.	"	"	7
F/S	R.111066	F/S	Harr K.	"	"	8
A/B	162817	F/O	Kittleson R.J.H., DFC	N.T.U. Warboys	22-2-45	26
Pilot	J.12499	F/L	Walkley D.W.	429 Sqdn. (ROAF)	13-2-45	17
Nav	J.40435	F/O	Ferguson H.	"	"	15
A/B	J.38419	F/O	Farmer W.S.	"	"	15
WOP	R.121251	W/O	Bodinger J.A.	"	"	14
A/C	R.259831	F/S	Kuhl A.C.	"	"	15
A/C	R.275911	F/S	Moyes R.	"	"	15
Pilot	J.7346	F/L	Darby E.E.	433 Sqdn.	"	17-2-45
Nav	J.40543	F/O	Miller J.B.	"	"	14
A/B	J.27228	F/O	McGowan G.W.	"	"	14
WOP	R.201763	F/S	Betts M.F.	"	"	14
A/C	R.269524	F/S	McOmbe J.R.	"	"	14
A/C	R.155843	F/S	Young S.	"	"	14
F/E	1826449	SGT	Peters G.M.	"	"	14
Pilot	J.29776	F/O	Ashby W.G.	428	"	20-2-45
Nav	R.180416	F/S	Smith G.A.	"	"	11
A/B	J.27265	F/O	McLeod D.M.	"	"	11
WOP	R.151199	W/O	Charron J.A.	"	"	11
A/C	R.211664	F/S	Abram J.F.	"	"	10
A/C	R.229330	F/S	Harrington W.O.	"	"	11
F/S	R.192699	SGT	Mokardo R.	"	"	11
Nav	144997	F/O	Davies K.J.	RAF N.T.U. Warboys	25-2-45	NIL
			"POSTINGS - OUT"	Unit to which Posted and effective date		
A/C	R.201168	W/O	Turrier K.	" Depot	12-2-45	
A/C	R.164509	F/S	MacKinnon A.	"	"	
Pilot	J.86652	F/O	McIntyre H.B.	Missing POLYVZ	8/9-2-45	
Nav	J.35749	F/O	Mahler J.H.	"	"	
A/B	J.24757	F/O	St. Pierre A.L.W.	"	"	
WOP	J.24566	F/O	Stone T.A.	"	"	

(1945-1946) W/L 1087-1091 1945 1714 T.R. 300
 (1945-1946) W/L 1087-1091 1945 1714 T.R. 300

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No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices
R.A.F. Station, Granden Lodge, Boda.	Feb. 28, 1945.		* POSTINGS -- OUT *	
			Unit to Which Posted and Effective Date	
		A/C J. 08491	P/O Martin M.J.	Missing POLINA 8/9-2-45
		A/C R. 11703	P/S Postey A.M.	" " " "
		P/S 180058	P/S Kiff A.E.S.	" " " "
		A/B J. 18194	P/O Walter L.J.	24 O.T.U. 15-2-45
		WCP 146608	P/O Vockins A.D.	20 O.T.U. 12-2-45
		Nav J. 89907	P/O Hobbs G.	1st Depot 1-2-45
		Pilot J. 16132	F/L Frederick M.O.	Missing DRESDEN 13/11-2-45
		Nav J. 16251	F/L Knights J.K., <u>DFC</u>	" " " "
		A/B J. 43026	P/O Olson D.B.	" " " "
		WCP J. 17036	P/O Arndt J.	" " " "
		A/C J. 19042	P/O French R.A.	" " " "
		A/C J. 86055	P/O Gordon F.J.	" " " "
		P/S J. 89909	P/O Kucharik J.A.	" " " "
		A/B J. 18850	P/O Connelly B.W.	" " " "
		A/B J. 19402	F/L Wilson G.E., <u>DFC</u>	1655 O.U. 20-2-45
		A/C J. 17466	F/L Stevens L.C., <u>DFC</u>	24 O.T.U. 15-2-45
		A/C A. 127619	W/O Geddes H.C.	11 P.D.R.C. 19-2-45
		Pilot G. 795	S/L Maroon H.F., <u>DFC</u>	Missing DORTMUND 20/21-2-45
		Nav 163031	P/O Downey T.W.	" " " "
		A/B 165241	P/O Snoker B.G.	" " " "
		WCP 170288	P/O Lewis J.A.	" " " "
		A/C US/10601626	T/SST Vernon J.W.	" " " "
		A/C J. 85482	P/O Ross J.T.	" " " "
		P/S 220644	P/S Bolland G.E.	" " " "
		A/B NZ. 129800	P/O Hoise B.G.	" " " "
		A/B 183198	P/O King D.E., <u>DFC</u>	29 O.T.U. 27-2-45
		Nav J. 24697	F/L Charley W.A.	1st Depot 2-3-45
		Nav J. 28913	F/L Fultz J.G., <u>DFC</u>	" " " "
		Pilot J. 13468	F/L Ellison T., <u>DFC</u>	" " " "
		Pilot J. 26095	F/L Whittall H.E., <u>DFC</u>	" " " "
		Pilot J. 19726	F/L McDonald J.W., <u>DFC</u>	" " " "
		A/B 284698	P/O King B.S.	" " " "
		J. 27588	F/L Whetter R.J.C. A/B	" " " "
		A/B J. 28487	F/L McConnell W.A.S., <u>DFC</u>	" " " "
		WCP J. 22432	P/O Lea C.N.	" " " "
		A/C J. 22101	F/L Crowe C.W.	" " " "
		A/E J. 87964	P/O Beag F.H., <u>DFC</u>	" " " "
		A/C R. 224492	W/O Beach P.C.	" " " "
		A/C J. 92664	P/O Spearing C.A.	" " " "
		A/C J. 92666	P/O Stowe R.S.	" " " "
		P/E C. 87319	P/O Simpson J.W.	" " " "
		P/E 1087683	SGT Williams S.J.	A.C.A.C. Oatrick 28-2-45
		P/E 1876410	P/S Whitehouse J.B.	" " " "

W.M. Newson
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 No. 405 R.C.A.F. Squadron P.F.F.

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