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Dad

RAF Form 540

See instructions for use of this form in R.R. and A.C.I. para. 246, and War Manual Pt. II, Chapter XX, and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. One

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendices
R.A.F. Station Gransden Lodge, Beds.	April 1, 1945.		<p>Weather:- Cloudy all day. Intermittent slight drizzle early morning, early afternoon and slight rain late evening. Visibility poor all day. Wind S/W to S/S/W strong becoming gusty by midday and remaining so during afternoon and evening.</p> <p>Flying Training Time:- 130 Minutes (Day)</p>		
	April 2, 1945.		<p>Weather:- Cloudy all day, mainly high cloud. Moderate rain early morning. Good visibility. Wind W/W strong then becoming W/S/W and slackening off.</p> <p>Flying Training Time:- 38.00 Hours (Day)</p>		
	April 3, 1945.		<p>Weather:- Cloudy during morning dispersing to small amounts during afternoon, and becoming cloudless late evening. Showers during afternoon. Good visibility. Wind S/W to West at first veering to W/N/W then backing to West in evening.</p> <p>Flying Training Time:- 11.50 Hours (Day)</p> <p>OPERATIONS:- "NORDHAUSEN" - 12 Aircraft Detailed (Daylight)</p> <p>Twelve aircraft successful, dropping 4 x 500 lb. TD-025, 2 x 4,000 lb. H/I Minol, 10 x 1,000 lb. AM -59, 39 x 2,000 lb. N/I, and 4 x 250 lb. Blue Smoke Puffs between 1615.6 and 1630 hours from 1,000 to 15,200 feet. Weather, 10/10 strata cumulus cloud with tops 10 to 11,000 feet with good visibility. The Master Bomber's instructions were heard clearly by all aircraft. At 1605 hours gave basement 3,500 feet followed this at 1608 hours by basement flight plan. He asked for sky marking but the blue smoke puffs burst in cloud or under instructions were not understood so that tops were visible. Master Bomber then gave bomb on best Navigational aids. One aircraft bombed on HZS, two used D.R. with Gee check, one used G.P.I. run, one followed aircraft ahead. No results of bombing were seen but judging from positions of aircraft the bombing was scattered over quite a large area. All defences. All aircraft landed base.</p> <p>Operational Flying Time:- 67.05 Hours (Day)</p>		A-4
	April 4, 1945.		<p>Weather:- Partly cloudy during morning becoming cloudy in afternoon then dispersing again late evening. Visibility good all day. Wind light W/S/Wly.</p> <p>Flying Training Time:- 10.45 Hours (Day)</p> <p>OPERATIONS:- "NORDHAUSEN (SQUAD)" - 16 Aircraft Detailed (Night)</p> <p>Sixteen aircraft successful, dropping 22 x 1,000 lb. AM -65, 3 x No. 1 G.P. Red/Green Stars, 87 x 1,000 lb. AM -59 and 4 x 500 lb. between 2240 and 2301 hours from 18,000 to 15,500 feet. Weather, 9 to 10/10 cloud from 6 to 10,000 feet. Some of the seven illuminators dropped illuminators. Three bombed on HZS, two on sky markers and one on glow of fires on the cloud and the other on one Red T.I. seen through a break in the cloud. Three of the four Blind Sky Markers dropped sky markers at 2245.7, 2247.6 and 2251 hours. The other retained as HZS did not check with G.P.I. The Visual Centers did not drop their T.I.s; two bombed on HZS, one on sky markers and the other on two Red T.I. and one Green T.I. on the ground. The Primary Visual Marker retained his markers and bombed on G.P. run. The target appeared to clear at 2250.5 hours, as 405/B bombed on one Red T.I. at that time and 405/C bombed two Reds and one Green at 2256 hours. 405/P also at 2255 hours saw two smoke stacks with a Red T.I. near. The Master Bomber ordered "Bomb Red T.I. if seen, otherwise bomb sky markers". Two large explosions were reported in the target area at 2255 hours. The attack was only an average to poor sky marker attack. Good fires were reported at Nordhausen on the return. Flak light to moderate and 20 to 30 searchlights. All aircraft returned to base.</p> <p>Operational Flying Time:- 112.15 Hours (Night)</p>		A-5

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
R.A.F. Station, Gransden Lodge, Beds.	April 5	1945.	<p>Weather:- Cloudy all day dispersing late afternoon and cloudless by midnight. Moderate rain early morning. Visibility moderate at first becoming good during the afternoon, then moderate again in evening. Wind S/W at first becoming westerly in afternoon then N/W by midnight.</p> <p>Flying Training Time:- 6:05 Hours (Day)</p>		
	April 6,	1945.	<p>Weather:- Cloudless before dawn then cloudy all day. Moderate rain during afternoon and evening. Wind N/W at first then veering to N/E very light all day. Visibility moderate all day, poor in rain.</p> <p>Flying Training Time:- 40:50 Hours (Day)</p>		
	April 7	1945.	<p>Weather:- Cloudy all day, fog early morning. Visibility poor all day. Wind E/S/E at first, veering to N/E very light.</p> <p>Flying Training Time:- NIL</p>		
	April 8	1945.	<p>Weather:- Cloudy during morning, dispersing then becoming and remaining cloudless in afternoon and evening. Visibility moderate all day. Wind very light E/S/E'ly all day.</p> <p>Flying Training Time:- 8:35 Hours (Day)</p> <p>OPERATIONS:- REQUIRE - 10 Aircraft Detailed (Night)</p> <p>Two aircraft successful, dropping 20 x No. 3 G.P. Illuminator Flares, 12 x 1,000 MG, 4 x 1,000 ANM .65, 4 x 500 MG, 2 x 4,000 HC, N/I, 2 x No. 1 GP Red/Green Stars and 30 x 1,000 ANM .59 between 2225.2 and 2239.2 hours from 15,700 to 18,000 feet. Weather, 10/10th's thin strata cumulus cloud, tops 2,000 to 6,000 feet with good visibility. First Red T.I.s thin cascading into cloud at 2224 hours. These were followed by two further Red T.I.s at minute intervals. Illuminating flares were dropped at 2225 hours. First sky marking seen at 2230 hours. Master Bomber's instructions were not received clearly by all aircraft. Master Bomber heard to give "Behind Illuminators retain flares", then "Bomb on first Red" and finally "Bomb on Bagmati Flares". Marking in general was reported good. Few results of bombing seen. One explosion reported at 2235 hours. Six aircraft bombed on centre of Red T.I.s on ground. Four aircraft bombed using H2S. Two illuminators dropped flares. The other two retained, on Master Bomber's instruction. Defenses, slight to moderate heavy flak bursting at 18,000 feet but no searchlights. All aircraft returned to base.</p> <p>Operational Flying Time:- 48:10 Hours (Night)</p> <p>HONOURS AND AWARDS:- The following personnel of this Squadron received the following Immediate Awards:-</p> <p>GAN/J.89752 P/O Wm Metre R.B. (WOP/Air) - Immediate D.F.C. RAF/1550517 W/O Bobb A. (A/C) - Immediate C.G.M. GAN/J.37751 S/L Roberts J.F. (NAV) - Immediate D.F.C.</p>	A-46	
	April 9	1945.	<p>Weather:- Fog with sky obscured until midday, small amounts cloud in afternoon and evening but becoming and remaining moderate.</p> <p>Flying Training Time:- NIL</p> <p>OPERATIONS:- REQUIRE - 12 Aircraft Detailed (Night)</p> <p>Thirteen aircraft successful, dropping 30 x No. 3 GP White "B", 6 x 1,000 ANM .59, 8 x 1,000 ANM .65, 16 x 250 T.I. Green, 16 x 250 T.I. Green (IB), 4 x 4,000 HC Minol, 30 x 1,000 MG, 20 x GP, 27 x 1,000 GP, 12 x 500 MG, 6 x 1,000 T.I. Red and 6 x 1,000 T.I. Red (IB) between 2226.2 and 2236.2 hours from 15,500 to 18,000 feet. Clear sky with good visibility. First T.I. Red seen at 2222 hours and others at 2224 hours and minute intervals to 2232 hours. Master Bomber heard to ask for Illumination and Visual Bombing but broadcast not clearly heard owing to noise on V.H.F. Concentration was good and bombing was well in marked area. Most aircraft identified aiming point visually and bombed T.I. concentration on ground. (Over)</p>		A-47

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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, Gransden Lodge, Beds.	April 9, 1945.		<p>OPERATIONS:- <u>KIEL A/P (P)</u> (Continued) Three aircraft, 405/X, B and Y, identified and bombed on H2S. Fires were visible from 100 miles after leaving target. Aircraft 405/B returned early with starboard inner engine w/s. Master Bomber issued following instructions: At 2227.5 hours, "Bomb Red T.I.s", repeated, At 2229.8 hours "Ignore Reds now cascading". At 2230.3 hours, "Bomb nearest Red/Green T.I.s", repeated twice. At 2231.5 hours, "Ignore Green T.I.s on starboard side of target". At 2231.8 hours, "Ignore Reds, overshoot". At 2232.4 hours "Ignore Greens now cascading". At 2232.8 hours, "Ignore Sky Markers now bursting". At 2233.2 hours "Bomb centre of Red/Green". Master Bomber considered bombing well concentrated. Defences, moderate heavy flak with ineffective searchlights. All aircraft returned to base. Operational Flying Time:- 68:25 Hours (Night).</p> <p>OPERATIONS:- <u>KIEL A/P (P)</u> (Continued) Two aircraft successful dropping 20 x No. 3 GP, 7 White 'B' and 8 x 1,000 ANM .65 between 2223.2 hours and 2229 hours from 18,000 feet. Weather, clear sky with good visibility. 405/W identified and dropped on H2S. 405/E identified and dropped flares on H2S and bombed cluster of T.I.s Red on ground. Nothing was seen prior to bombing. First T.I. Red went down at 2224.5 hours followed by Greens and Reds in good concentration, times not noted. Master Bomber heard to order "Bomb Red T.I.s" and "This is a visual attack". Bombing was concentrated and five large explosions seen at 2231 hours. The glow from fires could be seen on return from 0701W. Defences, slight heavy flak very scattered and a few searchlights, ineffective. All aircraft returned to base. Operational Flying Time:- 10:15 Hours (Night)</p>		A-47
	April 10 1945.		<p>Weather:- Partly cloudy all day. Fog early morning. Visibility poor at first becoming good then moderate. Wind light all day E/N/E at first then veering to E/S/E. Flying Training Time:- 3:00 Hours (Day)</p> <p>OPERATIONS:- <u>KIEL A/P (P)</u> (Continued) Five aircraft successful dropping 20 x No. 3 GP, 7 White 'B' and 46 x 1,000 MC TD .025, and 8 x 250 T.I. Green between 2307.5 and 2324.7 hours from 12 to 15,000 feet. Clear with slight ground haze with good visibility. The Aiming Point was identified by ground detail seen in light of illuminating flares and Red T.I. marking by all aircraft. At 2304 hours the first Red T.I.s were seen cascading. Markers continued to fall in good concentration giving a mixture of Red/Greens on the ground. The bombing was well on the marking and by 2314 hours smoke obscured the Aiming Point and markers. Master Bomber was heard to direct bombing onto centre of smoke by five aircraft. Four aircraft were unable to contact Master Bomber. All but three aircraft bombed on Red or Red/Green T.I. concentration on the ground. Two aircraft (Over)</p>		A-48
			<p>OPERATIONS:- <u>KIEL A/P (P)</u> (Continued) Five aircraft successful dropping 20 x No. 3 GP, 7 White 'B', 46 x 1,000 MC TD .025, and 8 x 250 T.I. Green between 2307.5 and 2324.7 hours from 12 to 15,000 feet. Clear with slight ground haze with good visibility. The Aiming Point was identified by ground detail seen in light of illuminating flares and Red T.I. marking by all aircraft. At 2304 hours the first Red T.I.s were seen cascading. Markers continued to fall in good concentration giving a mixture of Red/Greens on the ground. The bombing was well on the marking and by 2314 hours smoke obscured the Aiming Point and markers. Master Bomber was heard to direct bombing onto centre of smoke by five aircraft. Four aircraft were unable to contact Master Bomber. All but three aircraft bombed on Red or Red/Green T.I. concentration on the ground. Two aircraft (Over)</p>		A-49
			<p>OPERATIONS:- <u>KIEL A/P (P)</u> (Continued) Five aircraft successful dropping 20 x No. 3 GP, 7 White 'B', 46 x 1,000 MC TD .025, and 8 x 250 T.I. Green between 2307.5 and 2324.7 hours from 12 to 15,000 feet. Clear with slight ground haze with good visibility. The Aiming Point was identified by ground detail seen in light of illuminating flares and Red T.I. marking by all aircraft. At 2304 hours the first Red T.I.s were seen cascading. Markers continued to fall in good concentration giving a mixture of Red/Greens on the ground. The bombing was well on the marking and by 2314 hours smoke obscured the Aiming Point and markers. Master Bomber was heard to direct bombing onto centre of smoke by five aircraft. Four aircraft were unable to contact Master Bomber. All but three aircraft bombed on Red or Red/Green T.I. concentration on the ground. Two aircraft (Over)</p>		A-50

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
R.A.F. Station, Gransden Lodge, Beds.	April 10 1945.		<p>OPERATIONS: "FLAREY" (Continued) used HES and one bombed the centre of the smoke at 2314.7 hours. Very slight heavy flak at 15,000 to 17,000 feet. All aircraft returned to base. Operational Flying Time:- 65:40 Hours (Night)</p>		A-50
	April 11 1945		<p>Weather:- Cloudy in morning and small amounts in afternoon becoming cloudy again in evening. Visibility moderate in morning good in afternoon and moderate in evening. Rain in morning and late evening. Wind N/S becoming S/S but light at all times. Flying Training Time:- 6:20 Hours (Day)</p> <p>OPERATIONS: "FLAREY" - 4 Aircraft Detailed (Day) Four aircraft successful, dropping 12 x 1,000 T.L. Red and 44 x 500 MG between 1458 and 1505 hours from 12,000 feet. Weather, clear and good visibility. All aircraft were able to identify the Aiming Point by ground detail. The first Red T.L.s. were seen on the ground right on the Aiming Point. These were followed by Green Red T.L.s. were later overshoot North. Master Bomber directed that these be ignored. The third Red T.L.s. were later overshoot by three seconds and later overshoot by five seconds, as some bombing was still falling short. The bombing then became well concentrated on the Aiming Point which was soon obscured by smoke. Master Bomber then directed bombing on the upwind edge of the smoke. Master Bomber thought bombing at early stages was slightly scattered but later was brought to bear on Aiming Point and results were good. All defences. All aircraft returned to base. Operational Flying Time:- 23:20 Hours CASUALTIES:- Information was today received from Air Ministry stating that CAN/J.89061 P/O M.S. Stoyko arrived safe in United Kingdom. P/O Stoyko was previously reported missing from bombing attack on Bottrop 20/21st July, 1944.</p>		A-51
	April 12 1945		<p>Weather:- Cloudy all day. Intermittent drizzle in morning. Visibility moderate at first becoming and remaining good. Wind S/S/E at first veering to W/S/W but very light all day. Flying Training Time:- 29:20 Hours (Day)</p>		
	April 13 1945.		<p>Weather:- Fine with small amounts cloud all day, becoming cloudless late evening. Visibility moderate in morning but becoming and remaining good. Wind S'ly very light. Flying Training Time:- 41:55 Hours (Day)</p>		
	April 14 1945.		<p>Weather:- Small amounts cloud at first becoming and remaining cloudy all day. Slight rain in early afternoon. Visibility moderate all day. Wind light S/S/E'ly veering to S/W. Flying Training Time:- Nil</p> <p>OPERATIONS: "FLAREY" - 15 Aircraft Detailed (Night) Fifteen aircraft successful, dropping 10 x No. 5 G.F. White, 34 x 2,000 HC, 14 x 500 MG and 20 x 1,000 AMF (59, 6 T 1,000 T.L. Red and 4 x 1,000 T.L. Green between 2243 and 2258 hours from 17,000 feet to 18,500 feet. Clear sky and good visibility. The first Red T.L.s. were seen at 2244 hours about 500 yards West of the Aiming Point which was clearly identified in the light of the illuminating flares. These Red T.L. were backed up by the Greens but later Bomber first of all called for illuminating flares and then directed the bombing on to the first lot of Red T.L.s but afterwards instructed Main Force to bomb the easterly Reds and Greens on the Aiming Point just North of the bend of the river. Bombing was at first considered to be a little scattered but later became concentrated around the Aiming Point markers. There was much smoke and several explosions were seen, one notably at 2249 hours with an orange/yellowish flame and a column of smoke up to 3,000 feet. Five aircraft bombed on HES, seven on (over)</p>		A-52

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R.A.F. Station, Gransden Lodge, Beds.	April 14, 1945.		<p>OPERATIONS: - "FORSDAM" - (Continued) Red T.I.s, two on Green T.I.s, one visually. Dummy sites and Red T.I.s were reported to the N/W and W/E of the target. Later Mosquitoes on Berlin reported large fires burning in Potsdam Defences, nil at first, slight heavy flak up to 12,000 feet and numerous searchlights operating in coms. All aircraft returned to base. Operational Flying Time:- 112:55 Hours (Night)</p>		A-52
	April 15, 1945.		<p>Weather:- Low stratus at first, base 700 to 1,000 feet, breaking to small amounts and clearing by midday. Small amounts of cumulus developing during the afternoon dispersing again towards dusk leaving clear skies and good visibility. Wind, moderate Southwest at first, becoming light South South-westerly after dusk. Flying Training Time:- 2:00 Hours (Day)</p>		
	April 16, 1945.		<p>Weather:- Fine all day. Variable amounts of cirrus cloud. Moderate to good visibility. Wind light S/S/W'ly becoming moderate S/S/W'ly. Flying Training Time:- 15:15 Hours (Day)</p> <p>OPERATIONS: - "SCHWADDER" - 16 Aircraft Detailed (Night) Sixteen aircraft successful 'A', dropping 33 x 1,000 GP, 56 x 1,000 MC, 1 x 1,000 AMM 59, 6 x 1,000 T.I. Red, 12 x 500 MC, 16 x 1,000 T.I. Green and 42 x No. 3 GP White Flares between 0553 and 0605-7 hours from 8,000 to 15,000 feet. Clear sky and good visibility. The attack opened at 0552 hours with illuminating flares, followed by Red T.I. at 0553 hours which fell at regular intervals until 0603 hours. The aiming point, the bend in the river, the bridge over the river and the woods just S/E of the Marshalling Yard could all be clearly identified and the Red T.I.s were seen in the Marshalling Yards. The first Green T.I.s cascaded at 0556 hours followed by further loads at 0558, 0559 and 0602 hours, and these were falling approximately 200 yards North of the main concentration at first, but later merged into the Reds. The Master Bomber was clearly heard giving the time check and later told the Blind Sky Markers to retain their sky markers. He first of all gave "Bomb centre of Reds" but as these soon became obscured by smoke, he told them to bomb 200 yards to starboard of Greens, then later centre of Reds and Greens and centre of glow of markers. Bombing appears to have been well concentrated around the markers and several large explosions were reported notably at 0555, 0558, 0601 and 0604 hours. Ten aircraft bombed on Red T.I.s, two on their glow, 2 on Greens, and one on centre of smoke and one visually. Very slight heavy flak. All aircraft returned to base. Operational Flying Time:- 105:55 Hours (Night)</p> <p>OSQUARTERS:- Information was today received from Air Ministry stating that the following members of this Squadron who were reported missing from bombing attack on Zeitz, 16/17th January, 1945, dead: OAN/J.5549 P/L Paine H.L., OAN/R.270329 P/S Smith H.L.L., OAN/J.28933 P/O McKay D.G., OAN/R.269019 P/S Cunliffe B.R., OAN/R.197271 P/S Bruggeman J.A., and one unknown. Information was also received stating that OAN/J.16132 P/L Frederick M.O.F. who was reported missing from bombing attack on Dresden, 13/14 February, 1945, admitted 116 Evacuation Hospital United States Army 5th April, 1945, suffering from penetrating wound with compound fracture right arm; lacerated wound knee and multiple simple fractures left leg. Reclassified safe Allied Territory.</p>		A-53

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
R.A.F. Station, Grensden Lodge, Beds.	April 17 1945.		Weather:- Fine all day with moderate to good visibility and variable small amounts of cirrus cloud. Wind light variable. Flying Training Time:- 3:00 Hours (Day)		
	April 18 1945.		Weather:- Fine all day. Variable small amounts of cirrus cloud. Moderate to good visibility. Wind light variable. Flying Training Time:- 16:15 Hours (Day) OPERATIONS:- <u>REHEARSAL</u> of 6 Aircraft Detailed (Day) Six aircraft successful 'A', dropping 6 x 1,000 T.I. Yellow, 64 x 500 MC between 1304.5 and 1326.8 hours from 18,000 to 10,000 feet in clear weather. Two aircraft, Master Bomber and Deputy Master Bomber, were Wave 4 on Aiming Point 'A', and four Blind Sky Markers were Wave 5 on Aiming Point 'A'. On RUN UP, black smoke covered the S/E of the island but the Aiming Point area was identified by all aircraft. The Deputy Master Bomber marked the Aiming Point with T.I. Yellow at 1301.5 hours. These T.I.s undershot Aiming Point by 400 yards and Master Bomber ordered "Overshoot T.I. Yellow" and at 1303 hours "Overshoot T.I. Yellow by one second". Master Bomber made no further broadcast owing to Deputy Master Bomber taking over but Master Deputy Master Bomber was using call sign and frequencies for Wave 5. The raid appeared quite concentrated and all except the N/W tip of the island was covered in smoke from firm in the Aiming Point area. Four aircraft bombed the Aiming Point visually and two bombed upwind edge of smoke on Master Bomber's orders. All defences. All aircraft returned to base. Operational Flying Time:- 24:00 Hours (Day) CASUALTIES:- Information was today received from Air Ministry stating that CAPT R. 58982 W/O Mackie J.C., ex-Prisoner of War, arrived United Kingdom to 7th United States General Hospital. Reclassified safe United Kingdom.		A-54
	April 19 1945.		Weather:- Fine all day with moderate to good visibility. Wind light variable becoming moderate S/W'ly after dusk. Flying Training Time:- 39:45 Hours (Day) HONOURS AND AWARDS:- Information was received today stating that the following members (or ex-members) of this Squadron, received awards as shown opposite their names: WOP/AR 170984. P/O Bevan E. D.F.C. Pilot J.15301 W/O Walker W.J.L. DFC Bar to D.F.C. Pilot J.24254 P/L Kettlewell T.W. DFC Bar to D.F.C. Pilot J.19654 P/L Webb G.W. DFC Bar to D.F.C. Pilot J.88678 P/O Sorensen W.G. DFC Bar to D.F.C. A/S J.22104 P/L Grove C.N. D.F.C. Pilot J.10122 S/L Vann G.G. D.F.C. Pilot J.28134 P/L Bartley J.R. D.F.C. Pilot J.27719 P/L Kyte M.S. D.F.C. NWV 155021 P/O Eavey A. D.F.C.		
	April 20 1945.		Weather:- Fine with moderate amounts of cirrus, some medium cloud forming during the evening, dispersing by midnight. Moderate to good visibility. Wind light variable mainly S/W'ly. Flying Training Time:- 28:55 Hours (Day)		

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R.A.F. Station, Gransden Lodge, Beds.	April 21 1945.		<p>Weather:- Fine at first, becoming cloudy by dawn with cloud base 1,000 feet. Cloud lifting and breaking during the morning and cumulus cloud developing in afternoon. Cloud dispersing to small amounts by midnight. Moderate visibility all day. Wind moderates N/W'ly.</p> <p>Flying Training Time:- 1:00 Hours (Day)</p>																																						
	April 22 1945.		<p>Weather:- Fair at first becoming cloudy by midday, cloud base 3,000 feet. Cloud dispersing and becoming fine by midnight. Moderate visibility. Wind moderate N/W'ly.</p> <p>Flying Training Time:- 10:25 Hours (Day)</p> <p>OPERATIONS:- BREMEN 9 Aircraft Detailed (Day)</p> <p>These aircraft abortive. Over enemy territory only. There was 5 to 10 /10th's cloud, tops 7 to 8,000 feet, approximately, and 3,000 feet thick. All aircraft ran over target. Some picked up W/W of town of Bremen through small breaks. No-one saw aiming point or any markers. Master Bomber asked Deputy if he (Deputy) could drop, but he replied "No". Master Bomber ordered "Abandon Mission" at 1758 hours and repeated. Defences, slight heavy flak North-west of target and a few bursts from North-east. All aircraft returned to base.</p> <p>Operational Flying Time:- 58:00 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="0"> <tr> <td>F/S</td> <td>1876410</td> <td>F/S Whitehouse J.B.</td> <td>D.F.M.</td> </tr> <tr> <td>191650</td> <td>A/B</td> <td>F/O Woods G.L.</td> <td>D.F.M.</td> </tr> <tr> <td>F/S</td> <td>2201790</td> <td>F/S Burgess B.J.</td> <td>D.F.M.</td> </tr> <tr> <td>W/V</td> <td>J.26215</td> <td>F/L Robertson J.D.</td> <td>D.F.C.</td> </tr> <tr> <td>A/B</td> <td>J.27588</td> <td>F/L Whetter R.J.C.</td> <td>D.F.C.</td> </tr> <tr> <td>W/P</td> <td>J.92890</td> <td>F/O Lee H.A.</td> <td>D.F.C.</td> </tr> <tr> <td>A/C</td> <td>J.92664</td> <td>F/O Sparing G.A.</td> <td>D.F.C.</td> </tr> <tr> <td>A/C</td> <td>J.92665</td> <td>F/O Stevens P.A.</td> <td>D.F.C.</td> </tr> <tr> <td>A/G</td> <td>J.92666</td> <td>F/O Stone E.S.</td> <td>D.F.C.</td> </tr> </table>	F/S	1876410	F/S Whitehouse J.B.	D.F.M.	191650	A/B	F/O Woods G.L.	D.F.M.	F/S	2201790	F/S Burgess B.J.	D.F.M.	W/V	J.26215	F/L Robertson J.D.	D.F.C.	A/B	J.27588	F/L Whetter R.J.C.	D.F.C.	W/P	J.92890	F/O Lee H.A.	D.F.C.	A/C	J.92664	F/O Sparing G.A.	D.F.C.	A/C	J.92665	F/O Stevens P.A.	D.F.C.	A/G	J.92666	F/O Stone E.S.	D.F.C.		A-55
F/S	1876410	F/S Whitehouse J.B.	D.F.M.																																						
191650	A/B	F/O Woods G.L.	D.F.M.																																						
F/S	2201790	F/S Burgess B.J.	D.F.M.																																						
W/V	J.26215	F/L Robertson J.D.	D.F.C.																																						
A/B	J.27588	F/L Whetter R.J.C.	D.F.C.																																						
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A/C	J.92665	F/O Stevens P.A.	D.F.C.																																						
A/G	J.92666	F/O Stone E.S.	D.F.C.																																						
	April 23 1945.		<p>Weather:- Clear skies with cumulus cloud developing from idday, becoming cloudy during the afternoon with cloud base well up to 2,500 feet. Cloud dispersing again after dark. Good to excellent visibility and light to moderate N/W'ly wind.</p> <p>Flying Training Time:- 28:10 Hours (Day)</p>																																						
	April 24 1945.		<p>Weather:- Fine during the early hours but about half cover of high level scattered throughout the rest of the day. Good visibility and light E/S/W'ly wind.</p> <p>Flying Training Time:- 35:50 Hours (Day)</p>																																						
	April 25 1945.		<p>Weather:- Fair during the morning becoming cloudy in the afternoon. Cloud dispersing towards dusk. Moderate to good visibility and light E/S/W'ly wind.</p> <p>Flying Training Time:- 6:25 Hours (Day)</p> <p>OPERATIONS:- BRECHESLALEN 9 Aircraft Detailed (Day)</p> <p>All nine aircraft successful, dropping 12 x 1,000 lb. Yellow, 20 x 500 MG, 15 x 1,000 AM., 21 x 1,000 GP, and 1 x 1,000 MG, between 0247 and 0252 hours from 10,000 to 15,000 feet. Clear sky and good visibility. Eight aircraft bombed centre of smoke on Master Bomber's instructions. One aircraft bombed buildings. Markers were reported by only three aircraft and these went down late at 0246.8 hours. Raid generally appeared successful but not as good as it could have been. Master and Deputy were slow in identifying and most crews report hearing "bamb visually" or "Fickwick". Majority of crews observed quite concentrated bombing through thick brown smoke. Main Force were late and overshoot turning point. All aircraft coming in on a (Over)</p>		A-56																																				

Place	Date	Time	Summary of Events	SECRET	References to Appendices
R.A.F. Station, Gransden Lodge, Beds.	April 25 1945.		<p>OPERATIONS - <u>RESCUES/STASHEN</u> (Continued) general heading of 300°. One aircraft reported having seen several craters in and around Aiming Point from previous attack before Aiming Point became obscured by smoke. Defences nil to slight heavy flak in barrage form. All aircraft returned to base. Operational Flying Time:- 61:55 Hours (Day)</p>		A-56
			<p>OPERATIONS - <u>WANDERBROOGE</u> - 4 Aircraft Detailed (Day) Four aircraft successful, dropping 24 x 1,000 MC. TD .025 and 16 x 1,000 AIM .59 between 1638 and 1708 hours from 12,000 feet. Weather, clear sky with good visibility. Two aircraft identified and bombed on Red T.I.s. One aircraft bombed Yellow T.I.s. One aircraft bombed upward edge of smoke. Two aircraft report Red T.I.s cascading at 1656 hours, 1657 and 1658. East port of these at first and the Master Bomber ordered "Bomb on width of T.I.s to North-West". After this, bombing was good. The two later aircraft found the target obscured by smoke but could see bomb flashes through it and at 1705.6 hours, two large explosions. Defences, slight heavy flak. All aircraft returned to base. Operational Flying Time:- 14:50 Hours (Day)</p>		A-57
	April 26 1945.		<p>Weather:- Fine at first but layer cloud spreading across area with base lowering to 1,000 feet during the morning and to 3,000 feet during the afternoon with several hours of light intermittent rain in the evening and early night. Winds light variable becoming light South-Westerly. Visibility moderate becoming poor. Flying Training Time:- NIL</p>		
	April 27 1945.		<p>Weather:- Cloudy the whole day with layer cloud down to 1,000 feet in the morning and a short period of light rain soon after dawn. Some improvement during the afternoon with only a light shower in the evening. Winds moderate North-Westerly falling light variable. Visibility moderate. Flying Training Time:- NIL</p>		
	April 28 1945.		<p>Weather:- Rain during the night clearing at dawn, thereafter mainly cloudy with light showers in the afternoon. Winds moderate North-Westerly. Visibility moderate to good. Flying Training Time:- 9:45 Hours (Day)</p>		
	April 29 1945.		<p>Weather:- Cold North wind gave overcast skies and occasional showers throughout the day. Wind approaching gale force at times. Visibility generally good. Flying Training Time:- NIL</p>		
	April 30 1945.		<p>Weather:- Continuing cold and cloudy, the wind moderating during the afternoon. Little precipitation after dawn. Visibility generally good. Wind generally from the North-West. Flying Training Time:- NIL MARKING FOR SUPPLY DROPPING (Race Track - Hagus) 5 Aircraft Detailed (Day) Five aircraft successful, dropping 10 x 250 lb. H. 24 T.I.s. Bds between 1650.2 and 1708.2 hours from 350 to 500 feet. Weather, rain squalls on approach. Cloud base 1,000 feet. The Race-Course was readily identified by all crews. All saw the white-cross in the centre but no one saw a red-light on the cross. The T.I.s seemed to fall in good concentration approximately 150 to 500 yards beyond the dropping zone. Nil defences. All aircraft landed base. Operational Flying Time:- 11:40 Hours (Day)</p>		A-58

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, Gramden Lodge, Beds.	April 30 1945.		<p>CASUALTIES:- Information was received today from Air Ministry quoting German information, stating that six dead, CAN/J.59.9 P/L H.L. Paine, CAN/R.270329 P/S Smith N.L.L., CAN/J.28953 P/O McKay D.G., CAN/R.269109 P/S Orndiff B.R.; CAN/R.197271 P/S Bruggeman J.A., and one unknown. These personnel were reported missing from bombing attack on Zeitz, 16/17th January, 1945.</p> <p>8TH VICTORY LOAN CAMPAIGN:- This campaign was commenced on April 9th and extended to the 28th of the month, a week longer than was originally decided upon. The sale of bonds was decidedly more difficult in this campaign than was the case during previous ones. The chief argument being that personnel felt that they did not wish to tie up money with the end of the war so near; but that they would prefer to have some ready cash on discharge. However, the Squadron produced some excellent salesmen, namely, C/O W.M. Newson, D.F.C. & BAR, W/O D.J. McQuaid, D.F.C. & BAR, S/L G.C.J. Wynn, D.F.C., P/L T.D. Bailey, P/O Comfort, P/O McGee, P/O Othman, and others who made a splendid effort to put the campaign over. A great deal of credit is due to P/L R.W. Lightly, our Education Officer, who was President of the Victory Bond Committee. He remained with the Squadron just long enough to complete this sale. Total sales amounted to \$ 46,950.00.</p> <p>General State of Health of Squadron for month ending April 30th, 1945.</p> <table border="1"> <tr><td>Admissions to Station Sick Quarters</td><td>8</td></tr> <tr><td>Admissions to Other Hospitals</td><td>2</td></tr> <tr><td>Veneral Disease</td><td>1</td></tr> <tr><td>Other Infections</td><td>3</td></tr> <tr><td>Cycling Accidents</td><td>2</td></tr> <tr><td>Frostbite</td><td>NIL</td></tr> <tr><td>Deaths</td><td>NIL</td></tr> </table> <p>Aircraft Strength of Squadron as at 30th April, 1945.</p> <p>Lancaster III (Special) - 14 Lancaster I (Special) - 1</p> <p>Brief Report from Bombing Section for month of April, 1945.</p> <p>Delivered to Target:</p> <table border="1"> <tr><td>Tons</td><td></td></tr> <tr><td>H.E.</td><td>380.000</td></tr> <tr><td>Incendiary</td><td>-</td></tr> <tr><td>Markers (T.I.)</td><td>30.228</td></tr> <tr><td>Flares</td><td>36.038</td></tr> </table> <p>Undelivered: (a) Due to failures of Armament Equipment (b) Due to causes not connected with Armament</p> <table border="1"> <tr><td>Tons</td><td>Tons</td></tr> <tr><td>H.E.</td><td>0.882</td></tr> <tr><td>Incendiary</td><td>47.971</td></tr> <tr><td>Markers (T.I.)</td><td>-</td></tr> <tr><td>Flares (Number)</td><td>5.580</td></tr> <tr><td></td><td>0.125</td></tr> </table>	Admissions to Station Sick Quarters	8	Admissions to Other Hospitals	2	Veneral Disease	1	Other Infections	3	Cycling Accidents	2	Frostbite	NIL	Deaths	NIL	Tons		H.E.	380.000	Incendiary	-	Markers (T.I.)	30.228	Flares	36.038	Tons	Tons	H.E.	0.882	Incendiary	47.971	Markers (T.I.)	-	Flares (Number)	5.580		0.125		
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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
R.A.F. Station, Gransden Lodge, Beds.	April 30 1945.		Bombing Report (Continued)		
			Weight of bombs handled on cancelled operations		
			H.E.	282.097	
			Incendiary	-	
			Markers (T.L.)	54.051	
			Flares	24.597	
			Total Operational Hours (Day)	266:10	
			(Night)	521:35	
			GRAND TOTAL	787:45	
			Hours Non-Operational Day	393:35	
			" " " " " " " " " " " " " "	NIL	
			Hours Non-Operational Night	NIL	
			Total Number of Sorties	335	
			" " " " " " " " " " " " " "	NIL	
			(POSTRES - IN)	AIRCREW	
				Unit from which Posted	No. of Sorties
			A/S J.87491 F/O Blackburn W.J. <u>DFC</u>	76 Base 11/5	29
			A/C R.273606 P/S Barker A.J.	426 Sqn. RCAF 27/5	33
			P/S 252840 SGT Oxley R.	635 Sqn. S/A	15
			A/C J.87917 F/O Oliver G.W.	62 Base 2/A	32
			PILOT 169120 F/O Lydon B.H. <u>DFC</u>	Upwood 16/A	30
			PILOT 145591 W/L Lighton G.G. <u>DFC</u>	" "	30
			PILOT J.9178 W/L Britts J.W.	434 Sqn. RCAF 29/3	24
			NAV R.182534 W/O Anderson P.J.	" "	24
			A/B J.92719 W/O Burns T.J.P.	" "	24
			M/C R.261406 P/S Fleming G.O.	" "	21
			A/C R.273699 P/S Hopkins J.E.	" "	23
			P/S 1795800 SGT O'Kelly J.C.	" "	24
			A/C J.92894 P/O Eaton H.L.	429 Sqn. RCAF 3/A	33
			A/C R.274742 P/S Hardiman J.	420 Sqn. RCAF 15/A	14
			A/C R.273796 P/S Hastings G.G.	S.H.Q. Gransden 25/A	
			W/C J.90137 P/O Mansdrell P.A.	434 Sqn. RCAF 27/A	32

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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, Gransden Lodge, Beds.	April 30 1945.		(AIRCREW ONLY)		
			" POSTINGS -- OUT "		
			Unit to which Posted		
			and effective date.		
A/C	R.273796	F/S Hastings G.G.	S.H.Q. Gransden 1/4		
NAV	J.35722	F/O Crossman L.G.	421. Sqn. RCAF 26/3		
A/B	R.183213	F/S Baker K.J.	"		
WOP	R.205157	W/O Shillington W.J.	"		
A/C	R.218046	F/S Baker L.H.	"		
A/C	R.201123	F/S DeLong C.A.	"		
F/E	R.113066	F/S Kerr K.	"		
WOP	158120	F/O Wolans P.J.	12 O.T.U. 7/4		
A/B	J.19097	F/L McKenzie A.A.	'R' Depot 12/4		
A/C	J.19109	F/O Matherson S.J.	"		
A/C	J.18111	F/L Matherson M.L.	Missing 10/4 * MISSING		
PILOT	J.18941	F/O Yarrow P. WFO	Belton 16/4		
F/E	1891456	S/T King W.A.	14 O.T.U. 26/4		
A/B	J.89617	F/O Oathea H.W.	S.H.Q. Gransden 21/4.		

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

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