

OPERATIONS RECORD BOOK

No. 419 (R.C.A.F.) Squadron 14

26705

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendices
MIDDLETON ST. GEORGE	September 1st.		Squadron Stand-down. W/Cdr. M.M. Fleming, DFC, was detailed as President of a Court of Inquiry held at R.C.A.F. Station, IRELAND. One new HALIFAX aircraft received by the Squadron.		
	September, 2nd.		Four aircraft were detailed for a Gardening operation off the FRISIAN ISLANDS. One aircraft failed to pinpoint, the remainder gardened successfully. The GSE of the aircraft which failed to carry out the mission was U/S. One new HALIFAX aircraft was received.		A-869 A-868 - A-871
	September 3rd		Squadron Stand-down. Major KEPT, of the U.S.A.A.F. ceased attachment to the Squadron, and returned to his own Unit, having gained considerable experience in Night Flying Control and Bomber Tactics generally. One new HALIFAX aircraft was received by the Squadron. Report was received that R.7092 Sgt. DEANE, K.I.J., was killed in a railway accident at THORNBARK while on leave. Sgt. Deane had completed 21 operational sorties with the Squadron as a Wireless Operator.		
	September 4th		Squadron Stand-down. J.12824 P/Lt. W.N. KEDDIE transferred to the U.S.A.A.F. on completion of his tour of operations with this Squadron. Two new HALIFAX aircraft were received.		
	September 5th		Fourteen aircraft were detailed to attack MANSHEIM. On marshalling, aircraft 'A' was hit by aircraft 'U' of No. 428 (RCAF) Squadron, and the wing tip of both aircraft were damaged, necessitating their being cancelled from the operation. Aircraft 'R' returned early with electrical equipment U/S. Aircraft 'I' returned with the intercomms. U/S. Aircraft 'S' and 'V' were missing from this operation. The crew of 'V' were: (Captain) (on 4th sortie) J. 11875 P/O J. A. Studebaker (Navigator) J. 21917 P/O G. A. Shannon (Bomb Aimer) J. 20461 P/O H. A. Deminger, (W/Op. AC) R. 116886 P/Sgt. Hayes, R.D., (P/Engineer) 1331376 Sgt. Hallworth, A.W., (2nd A.G.) R. 188839 Sgt. James, R.C., (Rear Gunner) R. 137759 Sgt. Usher, C.A. The crew of 'V' were: (Captain) (on 13th sortie) AUS. L09786 Sgt. Allen, P.B., (Navigator) J. 22475 P/O J. R. Harris, (Bomb Aimer) J. 20261 P/O R.W. Burckley, (W/Op AC) 1235596 Sgt. Slaney, A.R., (P/Engineer) 1672295 Sgt. Nuttall, H.S. (2nd AG) 1300139 Sgt. Kilpatrick, J.H.G., (Rear Gunner) 1131558 Sgt. Hudson, H.J.		A-881 A-883 A-872-A-884
	September 6th		Sixteen aircraft were detailed to attack MUNICH. 131 aircraft bombed the target and returned safely to this country, but were diverted, aircraft 'K' landed at FORD, and the remainder of the aircraft, at TANGMERE. P/O K.V. Harrold was posted to No. 23 O.T.U., PERSHORE for instructional duties on completion of a tour of operations with this Squadron. The funeral of Sergeant Deane, K.I.J., was held at HARROGATE, and he was interred in the R.C.A.F. Plot there. The funeral party, including a mourning party comprised of his crew and a representative body of the Squadron, attended the funeral.		A-885-A-900
	September 7th		Squadron stand-down. During the day, Squadron aircraft returned to base from their diversion points. R. 50905 P/Sgt. A. G. Carleton (H.O.C. 1/c Squadron Instrument Section) proceeded on posting to the R.C.A.F. 'R' DEPOT, on repatriation on compassionate grounds.		
	September 8th		Fifteen aircraft were detailed for operations, these operations being subsequently cancelled during briefing. Wing Commander M.M. Fleming, DFC, celebrated his first anniversary as Commanding Officer of No. 419 (RCAF) MOOSE Squadron.		
	September 9th		Fifteen aircraft were detailed to attack BERLIN. After take-off was postponed twice, the		

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MIDDLETON ST. GEORGE.			operation was finally cancelled. Aircraft 'B' underwent an engine change.	
	September 10th		Squadron Stand-down. Weather abominable. -- Continual rain during the day. Wing Commander M.L. Fleming, DFC, gave a lecture to the aircrew of the Squadron on Security, and "Methods of Escape from Enemy Territory". The following crews reported for flying duties with the Squadron: J. 2065 P/O R. L. Bos, J. 14190 P/O J.V. Smith, (Navigator), 1312320 Sgt. Hayter, A.J. (W/Op AG), R. 141312 Sgt. McEllis, J.G. (Air Bomber), R. 131235 Sgt. Galkeld, R.A. (Air Gunner), R. 14373 Sgt. Fox, K.G., (W/Op Gunner), 1801234 Sgt. Dearman, L.W., (P/Engineer), R. 123639 Sgt. Parker, J.A. (Pilot), J. 14198 P/O F. Hartnett, (Navigator) 1236337 Sgt. Ross, R.N., (W/Op AG), R. 131234 Sgt. Donald, J.A. (Air Bomber), R. 180730 Sgt. Fournier, G.A.A. (Air Gunner), 1090043 Sgt. Hopper, D.A. (W/Op Gunner), R. 58461 Sgt. Reine, H.R. (P/Engineer). Sgt. Reine was formerly a member of this Squadron, holding the rank of LAC in the trade of Pilot II A, but transferred to Flight Engineer, J. 17043 P/O J.H. Symons (Captain), J. 22209 P/O G. R. Bondeson (Navigator), R. 113977 Sgt. Miller, W.G. (Air Bomber), 1051361 Sgt. Lucas, D. (W/Op AG), 1800725 Sgt. Chandler, A.W. (P/Engineer) R. 127946 Sgt. Cookin, R.M. (W/Op Gunner), 1179709 Sgt. Stapley, C.E. (Air Gunner), R. 136052 Sgt. Palmer P.H. (Captain), J. 14218 P/O L.G. McDonald (Navigator), J. 23462 P/O G.E. Lencrick (Air Bomber), 1331709 Sgt. Riley, P.P. (W/Op AG), R. 90747 Sgt. Milner, E.F. (Air Gunner), 1649552 Sgt. Perrott, J. (Flight Engineer), R. 188384 Sgt. Tarbet, R. (W/Op Gunner). These crews reported from No. 1664 Conversion Unit, CREP.	
	September 11th		Squadron Stand-down. Weather very rainy. Flight Lieutenant C.E. McIntosh, of No. 1691 Bombing and Gunnery Flight, DALTON ("ex-419 Squadron"), visited the Squadron to discuss Gunnery Training. The Pilots and Navigators of the Squadron had a long discussion on "Bomber Tactics".	
	September 12th		Squadron Stand-down. Weather still rainy. Wing Commander M.L. Fleming, DFC, gave a lecture to the aircrew of the Squadron on "Security". An aircrew locker-check was undertaken by the Flights, the Flight Commanders supervising this. A distribution of comforts received from the R.C.A.F. AUXILIARY SERVICES, LONDON, was made. These comforts consisted primarily of canned goods and candles. P/O H.R.P. Dyer (J. 2579), was appointed Deputy Flight Commander of "A" Flight. P/O H.A. Hewitt (J. 2324), was promoted to the acting rank of Flight Lieutenant (Captain of aircraft).	
	September 13th		Squadron Stand-down. Weather still bad.	
	September 14th		Squadron Stand-down. (J. 10519) Squadron Leader P.C. Reason (Flight Commander "B" Flight), (J. 18820) P/O P. Campbell, (Navigator), and (J. 18122) P/O M. Wigelsworth (W/Op AG), were screened on completion of their tour of operations with the Squadron.	
	September 15th		Fourteen aircraft were detailed to attack MUNKELON. All aircraft bombed the target and returned safely to base. The only damage sustained were some bullet-holes in the wing-tip of aircraft "D". J. 13055 P/O H. T. Brown (Pilot) was awarded the D.F.C. (immediate) for his tenacity and courage displayed on the raid on MUNKELON on the night of 10th August, 1943, when he, after losing one engine 170 miles from the target, continued on and bombed the target from the low level of 9,000 feet. 1750263 Sgt. Ashton, J. N. S. (Flight Engineer), was awarded the D.F.M. (immediate), for his excellent work in putting out a fire in the bomb-bay while flying at 18,000 feet, and being without oxygen and in grave personal danger while doing so, during a raid on MUNKELON CLEARBACH on the night of 30th August, 1943. (Aircraft "X").	A-902 A-901 A-914

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 129 (R.A.F.) Squadron.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	September 16th		Fourteen aircraft were detailed to attack MODANE (tunnel and marshalling-yards). Three aircraft were forced to return early due to severe icing conditions encountered. Ten aircraft bombed the target and returned safely, but were diverted from base. Aircraft "B" was missing from this operation, the crew being: 108355 P/O W. L.N. Quails (Captain), (on his 26th sortie), J. 14507 P/O E. Aspinall (Navigator), E. 14782 P/O G.T. Graham (Bomb Aimer), 1270593 P/Sgt. Bright, P.J. (W/Op AG), E. 90349 Sgt. Martin, L.P. (P/Engineer), J. 14627 P/O H.P.E. Smith (W/U Gunner), 112135 P/Lt. B. L. Kenyon (Rear Gunner), R. 115662 Sgt. Bowden, E.R. (2nd Pilot), P/Lt. A.N. Quails was deputy Flight Commander, "B" Flight, P/O H.P.E. Smith was "B" Flight Gunner Leader, and P/O B.L. Kenyon, Squadron Gunner Leader, P/Lt. Kenyon was on his 44th operational sortie, and was one of the original members of the Squadron, having joined the unit in March, 1942.		A-987 A-915 to A-988
	September 17th		Squadron Stand-down. Weather bad. P/O R.J. Wagner was appointed Squadron Gunner Leader. Aircraft "D" underwent a complete engine change, all four engines being changed.		
	September 18th		Squadron Stand-down. During the afternoon, Squadron aircraft returned from their diversions on the night of 16th September.		
	September 19th		Squadron Stand-down. A considerable amount of flying training was undertaken during the day, and several air-tests were completed. Twenty A.T.C. lads were "shown around" the Squadron. Wing Commander M.M. Fleming, DFC, resumed to Squadron Aircraft on "New Testicles for Heavy Night-Bombers". S/Ldr. G.A. McHardy ("A" Flight Commander) assumed temporary command of the Squadron, the Wing Commander taking command of R.A.F. Station, MIDDLETON ST. GEORGE, during the absence of G/O A.B. Ross.		
	September 20th		Squadron Stand-down. One new aircraft, HALIFAX II, was received by the Squadron, to replace the aircraft lost on the night of 16th September, 1943.		
	September 21st		Squadron Stand-down. Aircraft "Z" was despatched to No. 1664 Conversion Unit, CROFT.		
	September 22nd		Sixteen aircraft were detailed to attack HANNOVER. Aircraft "E" returned early due to partial failure of the oxygen system. Fifteen aircraft bombed the target and returned safely to base. Wing Commander M.M. Fleming, DFC, re-assumed command of the Squadron, vice S/Ldr. G. A. McHardy. R. 188018 Sgt. Potter, M.A., rear Gunner of aircraft "P" had a short engagement with a F.W. 190. J. 17542 P/O G. M. Willard, Rear-Gunner of aircraft "H", had a short engagement with a F.W. 190.		A-229 to A-944 E-1 E-2
	September 23rd		Sixteen aircraft were detailed to attack MANNEBELD. Fourteen aircraft bombed the target and returned safely to base. Aircraft "F" and "X" were missing from this operation. The crew of aircraft "F" were: 1250179 Sgt. J. Kelly (Captain) (on his 4th sortie), 1596377 Sgt. Morris, J. (Navigator), 1511663 Sgt. Maher, W.P. (Bomb Aimer), 1028538 Sgt. Mottally, R.W.S., (W/Op AG), 1453792 Sgt. Pether, D. (P/Engineer), 1500154 Sgt. Mills, S.T. (W/U Gunner), 1481118 Sgt. Brown, H. (Rear Gunner). The crew of aircraft "X" were: R. 98563 Sgt. Griffiths, R.T., (Captain) (on his 3rd sortie), R. 225011 Sgt. Dempster, R. (Navigator), R. 143327 Sgt. Dayton, F.H. (Bomb Aimer), 1555420 Sgt. Ralph, G.G. (W/Op AG), 1809240 Sgt. Bender, L.G. (P/Engineer), 1814576 Sgt. Willig, A.E.C. (W/U Gunner), R. 79295 Sgt. Rainville, J.R.L. (Rear Gunner), R. 104429 Sgt. Lynk, J.H., Rear Gunner of aircraft "G" had a short engagement with a F.W. 190.		A949 A-929 A-945 to E-3, A-960

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MIDDLETON ST. GEORGE	September 24th		Squadron Stand-down. R. 69970 P/Sgt. Owen, P.M. (Bomb Aimer) was posted to No. 22 O.T.U., WALSHERNE, for instructor duties. W.A. P/O R. H. Liddell, (W/Op AG), was posted to No. 23 O.T.U. LASSINGTON, for instructor duties. R. 85906 Sgt. Coburn, C.S., was posted to 23 O.T.U. FERRERS for instructor duties; these personnel having completed a tour of operations with the Squadron.		
	September 25th		Sixteen aircraft were briefed to attack KIEL. After briefing, take-off was postponed for five hours, and subsequently cancelled. R. 76858 Sgt. Allen, J.C. (Flight Engineer) was posted to No. 166 Conversion Unit, GROVE, for instructor duties, having completed a tour of operations with the Squadron. Aircraft "M" underwent an engine change.		
	September 26th		Sixteen aircraft were detailed for operations, but during briefing operations were cancelled. This being "BATTLE OF BRITAIN" Sunday, special services were held on the Station, and in the afternoon a detachment of aircrew members of the Squadron took part in a parade held in DARLINGTON.		
	September 27th		Sixteen aircraft were detailed to attack HANNOVER. The Met Forecast was at variance with the actual conditions encountered. Aircraft "G" returned early with the A.S.I. "iced up", "R" returned for the same reason. "N" returned due to severe ice accretion. Aircraft "L" was apparently struck by lightning, and the A.S.I. was iced, the GEE Box caught fire, the D.M. Compass was completely W/O, and the aircraft returned after jettisoning the load "live" over enemy territory. Twelve aircraft bombed the target, eleven returning to BASSINGBOURNE, one to THORNTON, and one to LINDSEY. Aircraft "B" had hydraulic and radio trouble, "F" was holed by flak.		A.961 to A.976
	September 28th		Squadron Stand-down. In the late afternoon, Squadron aircraft returned from diversion airfields.		
	September 29th		Sixteen aircraft were warned for operations, 12 were briefed to attack BOCHUM and four were briefed for Gardening operations in the BALTIC. During briefing the Gardening sortie was cancelled, the bombing sortie being carried out. Aircraft "P" returned early due to the A.S.I. being W/O and the Starboard Inner boost caps burst. Ten aircraft bombed the target and returned safely, aircraft "C", captained by P/O Symons (on his 3rd sortie) being missing. The names of the missing crew are: P. 17040 P/O J. R. Symons (Captain), J. 22209 P/O G.L. Donaldson (Navigator), R. 13977 Sgt. Miller, W.D. (Bomb Aimer), 1681361 Sgt. Lucas, D. (W/Op AG), 1800725 Sgt. Ghansler, A.W. (S/Engineer), R. 127940 Sgt. Cockin, E.N. (W/O AG), 1559846 Sgt. Morgan, W.G. (Rear Gunner).		A.979 A.977 to A.988
	September 30th		Fifteen aircraft were warned for operations. The operation was cancelled at noonday. S/Ldr. G.A. McHardy lectured to the Aircrew of the Squadron on "Bombing Tactics". Two aircraft were returned to the Squadron from 1664 Conversion Unit GROVE.		

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Middleton St. George.	September 30th		<p>Details of bombs dropped during the month were as follows:</p> <p>102 x 3,000 lb. H.C., 78 x 500 lb. M.C., 26 x 1,000 lb. M.C., 12 x 1,000 lb. Mines 4583 x 30 lb. L.C., 58,080 lb. Incendiaries.</p> <p>The tonnage dropped was: High Explosives, 134.5 tons; Incendiaries, 184.9 tons; 12 x 1,000 lb. mines.</p> <p>The total weight of bombs dropped was: 329.4 tons.</p>																										
	September 30th		<p>The strength of the Squadron as at 30th September, 1943 was as follows:</p> <table border="1"> <thead> <tr> <th></th> <th>R.C.A.F. Officers</th> <th>R.C.A.F. AIRMEN</th> <th>R.A.F. Officers</th> <th>R.A.F. Airmen</th> <th>W.S.A.A.F. Airmen</th> </tr> </thead> <tbody> <tr> <td></td> <td>55</td> <td>97</td> <td>4</td> <td>91</td> <td>3</td> </tr> <tr> <td>GROUNDCREW:</td> <td>R.C.A.F. Officers</td> <td>R.C.A.F. Airmen</td> <td>R.A.F. Officers</td> <td>R.A.F. Airmen</td> <td>W.S.A.A.F. Airmen</td> </tr> <tr> <td></td> <td>4</td> <td>370</td> <td>2</td> <td>82</td> <td>37</td> </tr> </tbody> </table>		R.C.A.F. Officers	R.C.A.F. AIRMEN	R.A.F. Officers	R.A.F. Airmen	W.S.A.A.F. Airmen		55	97	4	91	3	GROUNDCREW:	R.C.A.F. Officers	R.C.A.F. Airmen	R.A.F. Officers	R.A.F. Airmen	W.S.A.A.F. Airmen		4	370	2	82	37		
	R.C.A.F. Officers	R.C.A.F. AIRMEN	R.A.F. Officers	R.A.F. Airmen	W.S.A.A.F. Airmen																								
	55	97	4	91	3																								
GROUNDCREW:	R.C.A.F. Officers	R.C.A.F. Airmen	R.A.F. Officers	R.A.F. Airmen	W.S.A.A.F. Airmen																								
	4	370	2	82	37																								
	September 30th		Number and Type of aircraft on Unit charge: 18 Halifax Mark II Aircraft																										
	September 30th		<p>Flying times for the month of September, 1943: Operational: 886.00 Hours Non-operational: 92.55 Hours.</p> <p>Number of sorties carried out: 121</p> <p>It is interesting to note in retrospect that during the month of September, 1942 the Squadron operated at total of nine nights also, the total number of sorties being 36.</p> <p>Enemy aircraft claimed as casualties during the month of September, 1943: although three combats took place, no claims are made of the destruction of any enemy aircraft.</p> <p>Maintenance: During the month there was a total of only seven engine changes and one block change on the aircraft of the Squadron; 4 of these engine changes being made on Halifax aircraft JD.114(10), these four having flown 255 hours, and were the original engines fitted to this aircraft.</p>																										
	September 30th		Attached herewith three "Combat Reports" for the month, shown as "Appendix B".		APP. B																								

Wm. Keenan
 WING COMMANDER, COMMANDING
 NO. 419 (R.C.A.F.) SQUADRON.

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