

OPERATIONS RECORD BOOK

J. 22-1-419
JAS

of (Unit or Formation) No. 419 (R.C.A.F.) Squadron. 28878

No. 6 pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendix
Middleton St. George	1st October		Commanding Officer's inspection of the Squadron Offices, Hangars and Dispersal Points. Fifteen aircraft were warned for operations, these were scrubbed at 11.00 hrs. Ordered again at 15.00 hrs. and finally scrubbed during briefing.		Headquarters 15
	2nd October		Stand-down. Sea search was ordered at 11.00 hrs. Crews stood by from 13.30 hrs. till 17.50 hrs. then the operation was scrubbed.		
	3rd October		Sixteen aircraft detailed to attack KASSEL. All bombed the target and returned to base. "W" had a combat with a D.O. 217. "W" was attacked by an intruder over LINCOLN, and was badly shot up and subsequently crashed at the aerodrome, the fuselage being broken in three places and the port wing torn off. The only injuries were to the Flight Engineer 158517, Sgt. Simpson, A., who sustained a broken left arm, and B. 22093 F/Sgt. Campbell, H.M. who received a twisted knee. The A.T.C. Cadets were entertained during the morning. S/Ldr. G.A. McDurdy left to attend Aviation Medicine Course. P/Lt. H.W. Hewitt had the privilege of taking "W" on the Squadron's thousandth sortie of the year.		A-993 B-4 A-989 A.1004 A.1000
	4th October		Sixteen aircraft detailed to attack BRANDBURG. "D" and "L" did not return from the operation. The names of the missing crews are as follows: 153405 Sgt. Fare, A.R. (Captain) (11th sortie), 136728 Sgt. Shaven, G.H. (Navigator), B.161153 Sgt. Palmer, H.L. (Bomb Almer) 1315422 Sgt. Boyce, W.J. (W/O p.A.C.), 220570 Sgt. Winterbottom, G.R. (Flight Engineer) 1288642 Sgt. Beach, G.H. (Mid-upper Gunner), B.142808 Sgt. Radmore, B.W. (Rear Gunner) J. 21291 P/O W.H. Hamilton (Captain), (on his 15th sortie) J. 11789 P/O H.L. Riley (Navigator) J. 22885 P/O J.R. Dale (Rear Almer) 147922 Sgt. Reay, T.J. (W/O p.A.C.) 157213 Sgt. McEwan, P. A.1022 (Flight Engineer) B.161439 Sgt. Griffin, H.H. (Mid-upper Gunner) B.17223 F/Sgt. Eckelmann, (Rear Gunner). The remainder of the crews bombed the target and returned safely. "W" Sgt. White Captain, land BOUTSFORD, the remainder returning to base. One and a half hours before take-off the tail Oleo leg and starboard inner magnet on "Y2" were found to be u/s. Due to the hard work and enthusiasm of the ground crew the aircraft was made serviceable with ten minutes to spare. This was a magnificent achievement on the part of the groundcrew.		A.1007 & A.1011 A.1004 A.1022
	5th October		Twelve aircraft were briefed to attack SELEND, BERGHEM. This operation was scrubbed one hour before take-off. "K" returned to base from BOUTSFORD.		
	6th October		Thirteen aircraft were warned for operations but these were scrubbed before briefing. S/Ldr. G.A. McDurdy returned from the Aviation Medicine Course.		
	7th October		Stand-down. Lecture was given to aircrew of the Squadron by Pilot Officer Hays on his escaping experiences.		
	8th October		Wing Commander M.M. Fleming, after six years and one month's service as Squadron Commander, was posted to No. 6 (R.C.A.F.) Group Headquarters, as Senior Operations Officer. Fourteen aircraft were detailed to attack HANNOVER. There were two early returns "W" port inner engine overheating; "M" with rear turret u/s. Twelve aircraft bombed the target but were diverted on return, four landing as base, five at THORN ABBOTS, one at COLTISHALL, one at MILLERSHALL and one at GREAT ASPFIELD.		A.1025 & A.1032 A.1021 to A.1034

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
Madleten St. George	9th October		Squadron Stand-down. During the afternoon, the Squadron aircraft returned from the stations to which they had been diverted. The following aircrews reported for duty with the Unit: R. 122764 Sgt. William, A.B. (Pilot), R. 145961 Sgt. Riley, L.G. (Navigator), R. 122484 Sgt. Gounley, E.M. (Air Bomber), 1332948 Sgt. McDonald, J.N. (W/Op A.G.), 1554333 Sgt. Beards, T. (Air Gunner), 1832948 Sgt. Thomas, G.L. (Flight Engineer), Sgt. Goddard, A.G. (R. 126828) (Air Gunner), from 1659 CONVERSION UNIT, XFCOLIFF, J. 22142 P/O A.J.P. Byford (Captain), J. 21355 P/O Daly, R.V. (Navigator), R. 114756 Sgt. Prentice, F.W. (Air Bomber), 12,934 Sgt. Tenny, R. (W/Op AG), 1834457 Sgt. Darnly, L. (Air Gunner), R. 188795 Sgt. Frewer, H.G.H. (Air Gunner), 1813011 Sgt. Holden, A.L. (Flight Engineer), J. 21384 P/O M.P. Stromach (Captain), J. 21336 P/O A.T. Armstrong (Navigator), 1333987 Sgt. Thornhill, M.A. (W/Op AG), R. 150844 Sgt. Phillips, R.J. (Air Bomber), R. 189973 Sgt. Degondaire, J.J.G. (Air Gunner), 1865144 Sgt. Shamples, J.W. (Flight Engineer), R. 163537 Sgt. Gingras, P.H. (Air Gunner), from 1664 CONVERSION UNIT, CROFT.		
	10th October		Squadron Stand-down. The Squadron Medical Officer, P/Lt. J.G. Palmer, delivered a lecture to the Aircrew of the Squadron on the subject of "Tropical Malaria" during the afternoon. The purpose of the lecture was to give aircrew members an idea of the procedure to be followed in the event of their landing in any tropical or sub-tropical country. An Escape Exercise was undertaken by the aircrew members of "A" flight of the Squadron, with extremely good results -- fully fifty percent of the personnel partaking in the exercise returning to the Station without being apprehended. The personnel concerned were taken in covered vans for a distance of from four to ten miles from the Station, when they were dropped off singly, the idea being that they were to make their way back to the Station without being apprehended by the Home Guard, Civil and Service Police, and Auxiliary Units. Their passes and valuables were taken from them before commencement of the exercise, and they were allowed one shilling only for expenses. A point of interest was the fact that two members of the Squadron were able to get in through the Station Intelligence Officer's window at Station Headquarters, without being caught.		
	11th October		Squadron Stand-down. J. 15448, A/W/Lt. W.C. Rice, Wireless Operator Leader of the Squadron, departed on posting to the R.C.A.F. "B" DEPT, WASHINGTON, on being repatriated to Canada. P/Lt. Rice was one of the oldest aircrew members of the Moose Squadron, having been posted to the Squadron on 15/9/42, and having held the post of Signals Leader since the 29th June, 1943. P/Lt. Rice was a very popular member of the Unit, being known affectionately as "Pop" because of his grey hair and paternal demeanor to everyone. The aircraft "P" underwent an engine change, and a block change was made on aircraft "I". H2S training was instituted in the Squadron, with the arrival of aircraft fitted with the new secret equipment. Two crews were screened at a time while undergoing special training on this equipment.		
	12th October		Squadron Stand-down. No. 419 Moose Squadron opened its Fifth Victory Loan campaign, with a self-imposed objective of thirty thousand dollars. Owing to the enthusiastic way in which the campaign was undertaken by the Section and Flight Commanders, and N.C.O.'s, in charge of sections, the magnificent total of twenty five thousand, one hundred and fifty dollars was obtained on the first day of the drive. This, it is believed, is a record for any Squadron, for a one-day sale of the bonds. The largest application was for a bond to the value of five hundred dollars, the majority being for bonds of fifty and one hundred dollar denominations.		

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See instructions for use of this form in K.R. and A.C.I. para. 2349, and War Manual, Pt. II, chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) No. 419 (R.C.A.F.) Squadron.

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Place	Date	Time	Summary of Events	References to Appendices
Middleton St. George	12th October	(Cont'd)	Notification was received by the Squadron that four of the personnel had received decorations, three DFC's and one DFM being awarded to: P/Lt. A.N. Keddie (Pilot), S/Ldr. J.D. Snider (Pilot), P/O F.S. Hair (Navigator), and P/Sgt. M.F. Gray (Pilot). All of these personnel were RCAF, with the exception of P/O F.S. Hair, (RAF).	
	13th October		Squadron Stand-down. The following personnel were posted from the Squadron on completion of their tour: 1390290 W/O I. Ross, R.E. (Air Bomber), to No. 10 (OPERATIONAL TRAINING UNIT, J.14555 P/Lt. R.J. Wagner (Air Gunner) to 1666 CONVERSION UNIT, BAUXON, for Gunnery Leader duties. P/Lt. Wagner held the post of Gunnery Leader of the Squadron for a short period prior to his being posted. J. 16079 P/O L.J. Toms (Air Gunner) arrived from 1664 CONVERSION UNIT, GROFT, to undertake the duties of Squadron Gunnery Leader, replacing P/Lt. R.J. Wagner. P/O Toms signed a waiver to the effect that he would forego his Canadian leave until the completion of his Second Tour in order that he could return to this Squadron, he having completed his first tour with the Moose Squadron.	
	14th October		Squadron Stand-down. P/Ldr. G.A. McNulty, who had held the post of Officer Commanding "A" Flight in the Squadron for some little time, was posted as Squadron Commander W.441, 11th October, 1943. This posting proved to be most popular with the Squadron personnel, both aircrew and groundcrew. Engine changes were effected in aircraft "A", "I" and "N" (one engine change per aircraft), "B" Flight aircrew participated in a dinghy drill in the afternoon.	
	15th October		Squadron Stand-down. A lecture was given to aircrew personnel of the Squadron by Mr. Smith of Air Ministry on the subject of "WINDOW", and this proved to be most enlightening and interesting. Technical Sergeant Bramiff, M.S., of the U.S.A.A.F., who had completed a tour of operations with the Squadron proceeded on posting to the 12th Replacement Control Depot, U.S.A.A.F., DORSET. T/Sgt. Bramiff had transferred to the American Forces part way through his tour.	
	16th October		Squadron Stand-down. Wing Commander G.A. McNulty delivered a lecture to the aircrew members of the Squadron on the subjects of "DIVERSIONS", (for meteorological reasons), and "Searchlight and Flak Co-operation". The following crews reported for duty with the Squadron: R.14133 Sgt. Sedgwick, A.L. (Pilot), J. 20967 P/O Hob, E.R. (Navigator), R. 16048 Sgt. Pappas, J. (Air Bomber), 1579256 Sgt. Dingley, H.K. (W/Op. A.G.), R. 18840 Sgt. Johnson, D. M. (Air Gunner), R. 190185 Sgt. McFiear, M. (W/Under Air Gunner), 1498360 Sgt. Carr, E. (Flight Engineer), and R. 120436 Sgt. Clarke, S.E. (Pilot), R.11726 Sgt. Webster, L.P., (Navigator), R. 109988 Sgt. Dillon, J.D. (Air Bomber), 104215 Sgt. Henderson, J.R. (W/Op A.G.), R. 169016 Sgt. Truax, J.L. (Air Gunner), R. 194694 Sgt. Niskanen, E. (Air Gunner), 2202386 Sgt. Whittingham, E. (Flight Engineer), from 1664 CONVERSION UNIT, GROFT.	
	17th October		Squadron Stand-down. A Church Parade was held in the morning by aircrew members of the Squadron. The aircrew subsequently visited the Station anti-aircraft gun emplacements, and were shown the operation of the predictors.	

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Middleton St. George	18th	October	Squadron Stand-down. "B" Flight aircrew members of the Squadron undertook a Dinghy Drill. Wing Commander G.A. McMurdy gave a lecture to all the aircrew members of the Squadron, the subject being further points re his previous lecture on "Searchlights and Flak".	
	19th	October	Fifteen aircraft were briefed to attack ABERBURY. This operation was cancelled half an hour before take-off. P/O J. McIntosh (Pilot) (7198198) and four members of his crew were screened, the names of the other members of the crew being, 1292976 P/Sgt. Keary, R.M. (Air Bomber), 1579031 P/Sgt. Rumsen, J.D. (W/Op AG), 819066 P/Sgt. Mulholland, E.S. (Flight Engineer), and R. 63910 P/Sgt. Doe, K.N. (Air Gunner). R.11950 P/Sgt. Gouttas, G.M. (Pilot) and four members of his crew were also screened, the four aircrew being J. 13395 P/O W.S. Hendry (Navigator), R. 129929 Sgt. Ray, W.E. (Air Bomber), 1382775 P/Sgt. Rumsen, J.A. (W/Op AG), and R. 80250 Sgt. Booth, R.A. (Flight Engineer).	
	20th	October	Squadron Stand-down. "A" Flight aircrew members participated in a Dinghy Drill during the morning. The following crews reported for duty with the Squadron: R. 128369 Sgt. Johnson, T.W. (Pilot), R. 93589 Sgt. Sachs, L.M.T. (Navigator), R. 97332 P/Sgt. Wade, L.A. (W/Op A.G.), R. 160198 Sgt. Rodan, E.T. (Air Bomber), R. 176776 Sgt. Rogers, H.W. (Air Gunner), R. 165924 Sgt. Schuman, A. (Flight Engineer), R. 191810 Sgt. Morris, J. (Mid-under Air Gunner), and J. 22145 P/O L.T. Lucas (Pilot), J. 21363 P/O Davies, G.F. (Navigator), R. 115610 P/Sgt. Pinta, J. (W/Op A.G.), R. 146821 Sgt. Heisine, J.E. (Air Bomber), R. 185480 Sgt. Johnson, T.R.M. (Air Gunner), R.132218 Sgt. Merritt, G.R. (Flight Engineer), R.190820 Sgt. Dehoux, P.H.U.J. (Air Gunner), from 1699 CONVERSION UNIT, TORONTO.	
	21st	October	Squadron Stand-down. A Station Parade was held by C/O A.D. Ross, the Squadron being Number Two Squadron of the Wing. After the inspection, a "March-Past" was held. R. 105247 P/Sgt. Hurst, G.A. (Air Gunner), was posted from the Squadron to No. 23 O.T.U., PERSHORE, for instructional duties, on completion of his tour with the 1699 Squadron.	
	22nd	October	Sixteen aircraft attacked the target KASSEL. Meteorological forecast proved to be inaccurate, and bad weather conditions and icing were encountered over this country. There were three early returns, "B" with port outer engine U/S, "M" with port inner engine U/S, "N" returned owing to icing conditions. Twelve aircraft returned safely after bombing the target, but "A", piloted by Wing Commander G.A. McMurdy, failed to return from this operation. The members of the crew accompanying Wing Commander McMurdy on this operation were: J. 14189 P/O W.C. Coleman (Navigator), J. 10428 P/Lt. R.K. Shields (Air Bomber), 1315298 Sgt. Woods, R.J. (W/Op A.G.), 1122816 Sgt. Rawlings, T. (Flight Engineer), R. 111013 W/O Yackison, P. (Mid-under Air Gunner), R. 158493 P/Sgt. Peterkin, P.W. (Rear Gunner), and R. 128964 P/Sgt. Willson, A.B. (Second Pilot). The loss of this aircraft, on the Wing Commander's sixteenth sortie, was a sad blow to the Squadron, as he had proved to be a most energetic and popular Squadron Commander, even during the short time in which he was in command. The loss of P/Lt. R.K. Shields, who was generally recognized as being one of the best Bombing Leaders in the Canadian Group, was also deeply regretted by many friends on the Squadron. P/Lt. Shields had been with the Squadron for some considerable time, and had occupied the post of Bombing Leader for the past six months.	A.1036 A.1041 A.1050 A.1035 A.1035 to A.1050 B-5
	23rd	October	Squadron Stand-down. The following personnel reported for flying duty with the Squadron from 1664 CONVERSION UNIT, CROFT: R. 142474 Sgt. Hunter, F.L. (Pilot), J. 21637 P/O Newman, R.J. (Navigator), R. 157077 Sgt. McKellar, M.A. (Air Bomber), R. 225109 Sgt.	

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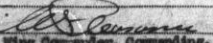
See instructions for use of this form in K.R. and A.C.I. para. 2349, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

of (Unit or Formation) No. 419 (R.C.A.F.) Squadron.

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Place	Date	Time	Summary of Events	References to Appendices
Middleton St. George	23rd October	(Cont'd)	Hewitson, C.A. (W/Op. A.C.), R. 130547 Sgt. Bough, R.E. (Air Gunner, 1814011 Sgt. Jones, W.E. (Flight Engineer), R. 197082 Sgt. May, G.H. (Air Gunner), and R. 145227 Sgt. Thompson, R.L. (Pilot), R. 139545 Sgt. Webb, R.E. (Navigator), R. 130425 Sgt. Maloney, S.J. (Air Gunner), 1320259 Sgt. Bilyard, R.G. (W/Op A.C.), R. 193039 Sgt. Bamy, J.J. (Air Gunner), 1873080 Sgt. Cooper, J. (Flight Engineer), R. 193150 Sgt. Carroll, A. (W/Op Air Gunner).	
	24th October		Squadron Stand-down. J. 10420 P/O R. Campbell (Navigator) departed on posting to No. 1659 CONVERSION UNIT, TORCLIFFE, for instructional duties on completion of his tour of operations with the Squadron.	
	25th October		Squadron Stand-down. Squadron Leader W.F. Fleasance (Pilot) reported to the Unit on posting from No. 431 (R.C.A.F.) Squadron, to fill the post of Wing Commander commanding the MOOSE Squadron. No flying whatsoever could be undertaken, owing to very poor weather conditions.	
	26th October		Squadron Stand-down. No flying was undertaken by the Squadron aircrew, owing to the poor weather prevailing.	
	27th October		Fifteen aircraft were briefed to attack LEVERHUSEN. This operation was cancelled fifteen minutes before take-off.	
	28th October		Squadron Stand-down. The weather was bad, and no flying could be undertaken by the Squadron as a consequence. The following aircrew reported for flying duties with the Squadron from No. 1664 CONVERSION UNIT, CROFT: R. 130734 Sgt. McLeod, D.K. (Pilot), J. 22539 P/O J.R. Piper (Navigator), R. 112661 Sgt. Beattie, J.L. (Air Bomber), 1561517 Sgt. Gattings, T. (W/Op A.C.), R. 183945 Sgt. Hackbart, A.H. (Air Bomber), R. 178400 Sgt. Lewthwaite, D.C. (Mid-under Air Gunner) R. 61333 Sgt. Leiboldus, H.B. (Flight Engineer).	
	29th October		Squadron Stand-down. The Squadron was paraded and inspected by the Commanding Officer, Wing Commander, W.F. Fleasance, who afterward gave a lecture on "Discipline". No flying could be undertaken owing to continued unfavourable weather conditions.	
	30th October		Sixteen aircraft were warned for operations, but this operation was cancelled prior to the crews having been briefed.	
	31st October		Squadron Stand-down. Again no flying was undertaken due to the unfavourable weather. A "Prisoner of War" lecture was given to aircrew members of the Squadron by the Station Intelligence Officer. The following aircrew reported for flying duties with the Squadron from No. 1664 CONVERSION UNIT, CROFT: J. 23051 P/O E.D. Fogg, (Pilot), J. 21355 P/O McLaughlin, G.L. (Navigator), J. 23641 P/O J.S. Smith (Air Bomber), R. 225104 Sgt. Macdonald, D.J. (W/Op A.C.), R. 188765 Sgt. Farmer, K.L. (Air Gunner), R. 78050 Sgt. Gerow, W.J. (Mid under Air Gunner), R. 198244 Sgt. Davidson, P.J. (Flight Engineer).	

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Place	Date	Time	Summary of Events	References to Appendices																																				
Middleton St. George	1st. October		At the time of the thousandth sortie of the Moose Squadron, the following figures were tabulated: Number of Sorties: 1,000 Losses: 11 aircraft, with a total personnel loss of two hundred and ninety three. Of these missing personnel, information has been received that seventy-seven are confirmed as being deceased, thirty three are prisoners of war, (two have returned to this country), the fate of the remaining one hundred and sixty two is not known.																																					
	1st. October		On the twenty-ninth of this month, a series of technical lectures for Aircrew and Aircrewing Mechanics of the Squadron was inaugurated by the Squadron Engineer Officer, S/Lt. R.E. Belling. The lectures are held on Tuesday and Thursday nights, and their duration is about an hour each night. The attendance of these lectures is purely on a voluntary basis, and the fundamental idea is to increase the technical aptitude of the Squadron personnel. They have already proven most popular and helpful, and show every sign of being a complete success.																																					
	1st. October		Details of bombs dropped during the month are as follows: 72 x 2,000 lb. H.C., 246 x 30 lb. L.C., and 13,650 x 1 lb. incendiaries. The damage dropped was: High Explosives: 72 tons, Incendiaries: 120.25 tons.																																					
	1st. October		The strength of the Squadron as at 1st October, 1945 is as follows:																																					
			<table border="1"> <thead> <tr> <th>ARMY</th> <th>R.A.F.</th> <th>R.C.A.F.</th> <th>R.A.F.</th> <th>R.A.F.</th> <th>U.S.A.A.F.</th> </tr> <tr> <th>OFFICERS</th> <th>OFFICERS</th> <th>OFFICERS</th> <th>OFFICERS</th> <th>OFFICERS</th> <th>OFFICERS</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>125</td> <td>3</td> <td>96</td> <td>2</td> <td></td> </tr> <tr> <th>SERGEANTS</th> <th>R.C.A.F.</th> <th>R.C.A.F.</th> <th>R.A.F.</th> <th>R.A.F.</th> <th>U.S.A.A.F.</th> </tr> <tr> <th>OFFICERS</th> <th>OFFICERS</th> <th>OFFICERS</th> <th>OFFICERS</th> <th>OFFICERS</th> <th>OFFICERS</th> </tr> <tr> <td>2</td> <td>358</td> <td>2</td> <td>6</td> <td>3</td> <td></td> </tr> </tbody> </table>	ARMY	R.A.F.	R.C.A.F.	R.A.F.	R.A.F.	U.S.A.A.F.	OFFICERS	OFFICERS	OFFICERS	OFFICERS	OFFICERS	OFFICERS	2	125	3	96	2		SERGEANTS	R.C.A.F.	R.C.A.F.	R.A.F.	R.A.F.	U.S.A.A.F.	OFFICERS	OFFICERS	OFFICERS	OFFICERS	OFFICERS	OFFICERS	2	358	2	6	3		
ARMY	R.A.F.	R.C.A.F.	R.A.F.	R.A.F.	U.S.A.A.F.																																			
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2	358	2	6	3																																				
	1st. October		No. and type of aircraft in Unit changed: 17 Halifax Mark IV aircraft.																																					
	1st. October		Flying Hour for the month of October, 1945: Operational: 411.35 Non-Operational: 92.00																																					
			Number of Sorties carried out: 62																																					
			Many aircraft claimed as operational during the month of October, 1945, although some serious work was done, no claims are made of the destruction of enemy aircraft.																																					
	1st. October		Attached herewith three "Combat Reports" for the month, shown as Appendix "B".	App.B.																																				
	1st. October		Attached herewith appendix G.1 - data on "Bomb from June".	App.G.1.																																				
			 Wing Commander, Commanding, No. 139 (R.C.A.F.) Squadron, Middleton St. George, Durham.																																					

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