

OPERATIONS RECORD BOOK

522-1-419  
305

30901

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

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET	References to Appendices
Middleton St. George	1st November		Stand-down (Squadron). No flying could be indulged in owing to the inclement weather. W/C Pleasance's crew reported in during the day. During the course of the evening, W/C Pleasance addressed a Wings for Victory gathering in the Borough of Redcar. The occasion was the presentation of a plaque which was presented to the Borough by W/C Pleasance on behalf of Air Ministry. In return the citizens of Redcar presented W/C Pleasance with two log books to be kept by the Squadron on two of our aircraft, and returned to the Borough on the cessation of hostilities.		
	2nd November		Stand-down (Squadron). Station Parade was held at 08.30 hrs, 419 Squadron being No. 2 Squadron of the Station Wing. After inspection by Station Commanding Officer, Group Captain Ross, a route march and march past was held. Owing to the inclement weather, no flying could be indulged in. Flight Lieutenant Phillips, Station Security Officer, addressed the Aircrew/personnel of the Squadron on the subject of "Prisoner of War Interrogation". In the course of the afternoon two crews of "F" Flight visited the local Royal Ordnance Factory and found the visit most interesting and instructive. The general concensus of opinion being that more visits of this kind would impress Service personnel with the importance and difficulties incurred in the manufacture of equipment used by the competent Services. Wing Commander Bradshaw of No. 6 Group Headquarters visited Wing Commander Pleasance and discussed with him "Eight Bomber Tactics".		
	3rd November		16 aircraft of the Squadron were detailed to attack DUESSELDORF. A/U "H" returned early owing to an electrical failure in the rear turret. The remainder bombed the target and returned to base with the exception of "K" which landed at LEBMIG, owing to an error on the part of the crew. It may be noted in this connection that P/Sgt. White, the Captain of "K", has landed away from base more often than not, usually under circumstances beyond his control. Out of nine starts, he has only returned to base four times, directly from the operation.		A-1054 A-1051-A-1066
	4th November		Squadron stand-down. The starboard outer engine M.D.T. 731 was changed during the course of the day. Captain Stewart, the Squadron Dental Officer, was posted to No. 4 Group Headquarters, Birmingham. Captain Stewart was one of the original members of the Squadron, having reported for duty		

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Middleton St. George	4th November		actually two days before the Squadron had actually formed, and had remained with the Squadron since with the exception of one period of two months when he was posted to Pershore.		
			Captain Stewart had proved to be a very likeable person and a staunch Squadron supporter and is sadly missed by many of his friends.		
	5th November		Squadron stand-down. Owing to very bad flying weather all aircraft were grounded but ground training was undertaken by both flights. A dry dingy drill was also carried out by "F" Flight.		
	6th November		Squadron stand-down. During the course of the morning, Wing Commander Pleasance inspected the Squadron Office premises and the sleeping quarters of both ground and aircrew. The weather continued to be bad and no flying could be indulged in.		
	7th November		16 aircraft were warned for operations but these were scrubbed before briefing. Two aircraft made very satisfactory night cross country flights.		
	8th November		Squadron stand-down. Wing Commander Pleasance proceeded to No. 6 Group Headquarters to attend a Tactical Conference. Flying training was carried out during the course of the day.		
	9th November		Squadron stand-down. Flying training was carried out during the course of the day. Wing Commander Pleasance lectured to the aircrew personnel on the subject of "Evasive Action and Tactics Generally", as applied to Night Bombers.		
	10th November		Squadron stand-down. An escape exercise was carried out by all Squadron aircrew personnel. This proved to be very successful. Those taking part seemed to enjoy the outing and judging by the experiences they recounted they seemed to obtain many good ideas on the possibilities of successful escape in the event of being forced down on enemy territory. One outstanding comment was the necessity for general physical fitness if escape were going to be successfully achieved.		
	11th November		5 aircraft were detailed to attack CANES. All bombed the target and returned to base safely, three obtaining pictures of the aiming point. It was hoped that this had been a very successful		A-1067 --A-1071

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Middleton St. George	11th November		attack but later P.R.U. coverage seemed to show that the main concentration was slightly off the main aiming point.		
	12th November		Squadron stand-down. Flying training was undertaken during the day. The Squadron armourers held a very successful party in the Imperial Hotel in Darlington, the chair being taken by W/Sgt. Hall the Senior Armament N.C.O. The guest of honour was Wing Commander Fleasance. Following a substantial dinner, speeches were delivered by Wing Commander Fleasance, Flight Lieutenant Pedley the Station Armament Officer. These were suitably replied to by Flying Officer Smith, the Squadron Armament Officer. The armourers supplied their own entertainment and the whole affair developed into a very enjoyable evening.		
	13th November		Squadron stand-down. A night escape exercise was organised but this had to be cancelled owing to inclement weather. After being vacant for several weeks, the post of Bombing Leader was filled by the posting of Flying Officer Haseldine.		
	14th November		Squadron stand-down. No flying was carried out by the Squadron due to bad weather. Aircraft of "B" Flight carried out Dinghy Drills, and crews of "A" Flight participated in various indoor training schemes.		
	15th November		Squadron stand-down. The weather remained very poor insofar as flying was concerned; consequently no flights were made by aircraft of the Squadron. The R.C.A.F. travelling trade-test board for the purpose of trade-testing personnel of various trades, visited the Squadron. The following points are to be noted in connection with the trade-testing of Squadron personnel (these points were brought to the attention of the Unit by the R.C.A.F. Trade-Test Board): Aero Engine Mechanics - Generally below average in knowledge of aero engines, including the Merlin (with which the Squadron is presently equipped). Particular weaknesses noted in special knowledge of Engine Ancillaries.		

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Middletown St. George	15th November		<p><u>Air Frame Mechanics</u> - Lack of knowledge on air frames and accessories noted, weak on hydraulics systems, controls, "trouble shooting", etc.</p> <p><u>Armourers (Guns)</u> - Although only three trade-tested, these three failed, due to their being weak in their knowledge of V.G.O.'s, turret operation and maintenance and small arms.</p> <p><u>Armourers (Bombs)</u> - Five were trade-tested, two of whom failed, these being unfamiliar with storage groups and regulations, fusing, pyrotechnics and workshop practices.</p> <p><u>Instrument &amp; Wireless Mechanics</u> - Insufficient of the relevant personnel were tested to warrant comment by the T.T.B.</p> <p><u>Electricians</u> - The majority of R.C.A.F. electricians requiring testing were not recommended, due to the fact that P/O Treasure, the Squadron Electrical Engineer Officer, fully realized that tradesmen must have a reasonable chance of passing the test before they were recommended for trade-testing by the Board. Lectures which had been organised by P/O Treasure had not met with very great response but the fact that some personnel would not in future be recommended for trade-testing unless qualified will doubtless result in increased popularity of the lectures.</p> <p>There is no doubt that the lectures which have been inaugurated by W/L Bales, the Squadron Engineering Officer, a short time before the above trade-test board was convened, will result in a more favourable showing of Aero Engine and Air Frame Mechanics in knowledge of their trade when they appear before the next trade-test board. These lectures are carried out each Tuesday and Thursday (Operations permitting).</p>		
	16th November		<p>At 10:00 hours, a Sea Search was ordered. No. 419 Squadron was requested to have seventeen crews standing by for take-off at 13:00 hours. These crews were briefed at 11:30 hours, and during briefing the number of crews required was cut to 10. At 12:30 hours, the effort was again cut to only 5 crews. At 13:00 hours, takeoff was postponed, but aircraft eventually were despatched at 15:30 hours. The Sea Search was continued until after the hours of darkness. On return, all three crews reported the sighting of a light at approximately the same position. Encls</p> <p>Information was received that Wing Commander M.H. Fleming, DFC, a former Commanding Officer</p>		

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Middleton St. George	16th November	(cont'd.)	of the Moose Squadron, had been awarded the Distinguished Service Order as a reward for his excellent work when commanding No. 419 Squadron. This award was acclaimed by all ranks as being a most merited decoration.		
	17th November		One aircraft was detailed to continue the Sea Search, and took off at 06:00 hours. As this seemed a most opportune moment, a lecture on "Air-Sea Rescue" and the advisability of crews being conversant with and being well-practised in the correct Ditching Procedure, Wing Commander Pleasance, ably assisted by F/Lt. D.C. Hall, and S/Ldr. Brown, gave a lengthy talk on these subjects.		
	18th November		Sixteen aircraft were detailed for operations on the city of MANNHEIM. This detail was later raised to eighteen aircraft. This was a most unsatisfactory operation from a maintenance standpoint: there were four Early Returns. Two aircraft, after bombing the target, landed away from Base; "J" returned to Base on three engines after bombing. Two aircraft were missing from this operation. Aircraft "K", LW.239, Captain, J.23051 P/O E.D. Fogg (on his second operational sortie), J.21335 P/O G.W. McLaughlin (Navigator), J.23641 P/O J.S. Smith (Bomb Aimer), R.225104 Sgt. MacDonald, D.J. (Wireless Operator), 1590344 Sgt. Davidson, F.J. (Flight Engineer), R. 78050 Sgt. Garow, W.J. (Mid-Under Gunner), R.122765 Sgt. Farmer, W.A. (Rear Gunner). This was, unfortunately, the first operational trip participated in by all of the crew excepting the Captain. Aircraft "E", LW328: Captain, R. 141113 P/Sgt. Sedgwick, A.L. (on his third operational sortie), Navigator J.20967 P/O E.R. Roe, Air Bomber R. 160484 Sgt. Pappas, A., Wireless Operator 1579256 Sgt. Dingley, W.L., Flight Engineer 1498360 Sgt. Camy, E.E., Mid-Under Gunner R. 190185 Sgt. McVicar, N., Rear Gunner R.188474 Sgt. Johnson, D.M. (Rear Gunner). An engine change was made on "Q" (ID459) owing to the Port Inmer Engine using excessive oil: a block change was made on "P" (LW 238).		A-1079 A-1080 A-1072 to A-1089
	19th November		Twelve aircraft were detailed to attack LEVERKUSEN. Two of these returned early owing to trouble with guns, aircraft "M" and "T". Ten aircraft bombed the target and returned safely, but two landed away from Base, these being "U" (landing at WOOLFAX LODGE), and "S" (at FORD).		A-1095 & A-1100 A-1090 to A-1100

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Place	Date	Time	Summary of Events	SECRET.	-References - to -Appendices
Middleton St. George	20th November		Squadron Stand-down. Owing to overheating, the Port Outer Engine of "B" (12282), had to be changed.		
	21st November		Squadron Stand-down. Experiments were undertaken to see if the Mid-Under AirGunner's Blister could be improved upon, as it had been found on recent operations that the Mid-Under Gunner's mask had a tendency to freeze-up when the aircraft was flying in extremely frigid temperatures. Some trouble had been experienced in recent operations by the Astro-Jone icing system. Experiments were undertaken to see if some type of appliance to change the air-flow in the new type astro-jones could be made effective.		
	22nd November		Seven aircraft were detailed to attack BHEM. Four aircraft returned early, "E" because of R/T trouble, "F" due to sewage icing, "G" intercommunication system and guns R/A, and "H" because of a cap having been left off a petrol tank. One aircraft is missing from this operation, "I" (12251). The crew were: Captain, R.12575 Sgt. Hunter, W.L., Navigator J.21657 P/O R.J. Newman, Air Bomber, R.15797 Sgt. McKellar, M.A., Wireless Operator R.22519 Sgt. Hewison, C.A., Flight Engineer 1514001 Sgt. Jones, V.R., Mid-Under Gunner R. 15782 Sgt. May, S.R., Rear Gunner R.69929 P/Sgt. Lesage, J.A. This was the Captain's 1st operational sortie. The Rear Airgunner, P/Sgt. Lesage, had been with the Squadron for over nine months and had twenty-five operational sorties to his credit. He had been crewed with Sgt. Hunter for this operation owing to the sickness of the crew's regular Rear Gunner. It is considered that this attack on BHEM was fairly successful.		A.1112, A1113, A.1115 and A.1117. A.1104 A.1101 to A.1117
	23rd November		Squadron Stand-down. A very extensive and searching inquiry was instigated by Wing Commander Pleasance and the various Section Leaders involved into the causes of the various turn-backs in recent operational sorties. Until recently, turn-backs had been few and far-between in the Squadron, and it was desired to find the reason for the sudden increase. After investigation, some slight changes were made which should ensure diminution of the turn-back rate. One change which has been made relevant to the above, is that all guns are tested on the dispersal point prior to the aircraft being marshalled, and airgunners are instructed not to		

of (Unit or Formation) No. 439 (HCAF) Squadron.

No. of pages used for day

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Middleton St. George	23rd November (cont'd)		fire their guns when over water for testing purposes as formerly was the case.		
	24th November		Squadron Stand-down. An extremely interesting lecture was delivered by G/Capt. Saerby, DSO, DFC, of the Pathfinder Force on "Pathfinder Technique". This, it is felt, will be of great assistance to the airmen of both Squadrons on the Station in understanding the difficulties with which the Pathfinder Force are confronted.		
	25th November		Sixteen aircraft were detailed to attack BRANKFURT. All the aircraft bombed the target and returned safely, but were diverted, "W" landing at HARTON MOOR, "O" at WIDENFELD, "T" and "X" at DUNSFOLD. "W" had a sighting, "S" was twice attacked by Night Fighters, "T" was badly shot-up by a Night Fighter, having the perspex nose almost completely demolished and the bomb doors smashed. The Air Bomber's seat was also broken and he was thrown back on to the step to the Captain's compartment. Owing to the damage sustained, the crew were in grave danger of frost-bite, and owing to the draft of wind which the damage caused, the Navigator's charts and instruments were blown right out of the aircraft. Sgt. Dickinson, the Navigator, deserves a great deal of credit, as he managed to navigate the aircraft home without instruments and with only one old map which he happened to have in the Navigation bag particularly as he had to do all his work lying on the floor of the rest position, it being impossible to remain near the nose of the aircraft.		A.1131 A.1116 to A.1135
	26th November		Nine aircraft were detailed to attack STUTTGART. This detail was later increased to fourteen on the arrival at Base of some aircraft from their diversion points of the previous night. Later, "H" was obliged to be cancelled owing to a radiator leak, and "J" was also cancelled owing to brake failure. "V" returned early owing to the illness of the Mid-Under Gunner. Sgt. Fox, who was admitted to hospital after landing, with a bad case of influenza. Ten aircraft bombed the target and returned safely, "Q" landing at BRADWELL BAY, short of target. Aircraft "W" (1822) was missing from this operation. The crew were: Captain, R.128856 W/Sgt. Clarke, S.E., Navigator R.147246 Sgt. Webster, L.F., Air Bomber, R.109988 Sgt. Dillon, J.V., Wireless Operator, 1042115 Sgt. Henderson, J.H.; Flight Engineer, 2202386 Sgt. Whittingham, J.D.; Mid-Under Gunner R.191994 Sgt. Chalk, E.W., Rear Gunner, R.196016		A.1143 A.1138 A.1134 to A.1145

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Middleton St. George	26th November	(cont'd)	Sgt. Trust, J.L. P/Sgt. Clarke was on his fourth operational trip. It is thought that this raid was extremely effective.		
	27th November		Squadron Stand-down.		
			Engine Change was made on the port outer engine of aircraft "J" (DL89), a block change was made on the starboard inner engine of "R" (DL21).		
	28th November		Squadron Stand-down.		
			A Squadron Church Parade was held, all personnel who could be spared from their duties being present. In the afternoon, Wing Commander M.K. Fleming, DSO, DFC, an "Ex-Wing Commander" of the Squadron, paid the Unit a social visit.		
			An engine change was carried out on "W" (DL68), the port inner engine being changed owing to overheating.		
	29th November		Squadron Stand-down.		
			Flying and ground training was undertaken, particular attention being paid to Dry Ditchy Drill, and ditching procedure.		
	30th November		Squadron Stand-down.		
			POSTINGS DURING THE MONTH		
			Postings to the Unit:		
			(1st November) J. 21910 P/O L.A. Rotstein (Nav.), J. 22490 P/O D.R. Taylor (A/B), 121354 Sgt. Smaley, R.M. (WOP/AG), R.159397 Sgt. Ihde, E.A. (R.G.), R.192140 Sgt. Tegg, J.F. (R.U.S.), R.166007 Sgt. McGill, W.D. (P/E). This is W/C Fleasnoe's crew, from 431 Squadron.		
			(10th November) R137425 P/Sgt. McEary, J.G. (Captain), J21188 P/O P.H. Love (Nav.), R145278 Sgt. Long, R.C.D. (A/B), R109828 P/Sgt. Chartrand, J.L. (WOP/AG), R183568 Sgt. Sangster, R.S. (R.G.), 1604133 Sgt. Hill, A.G. (P/E), R188126 Sgt. Wilson, J.J. (MU/AG). This crew arrived from 1664 Conv. Unit, CROFT.		
			(17th November) R146528 Sgt. Quinn, J.P. (Captain), R128451 Sgt. Garza, E.J. (Nav.), 125352 P/O D.L. Lewis-Watts (A/B), 1990386 Sgt. Meehan, F.J. (WOP/AG), R133231 Sgt. Dwyer, R.O. (R.G.), R184242 Sgt. Weeks, D.P. (MU/AG), R51651 Sgt. Petrina, M.J. (P/E). This crew reported in from 1664 Conv. Unit, CROFT.		

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OPERATIONS RECORD BOOK

of (Unit or Formation) 432 (R.C.A.F.) Squadron

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Middleton St. George	30th November	(Cont'd)	<p>(14th November) R151588 Sgt. Hopkins, I.V. (Captain), R151905 Sgt. MacDonald, J. (Nav.), 10601393 T/Sgt. Paulsen, F.S. (A/B), J27779 P/O A. Gormack (WOP/AG), R204573 Sgt. McGaghey, W.D. (R.G.), 1534906 Sgt. Chambers, J. (P/B), 1387525 Sgt. Newbery, P. (MU/AG). This crew reported in from 1659 Conv. Unit, TOPOLIFEE.</p> <p>(12th November) 129451 P/O D.V. Haseldine (A/B) arrived in from 432 Squadron to fill the post of Squadron Bombing Leader.</p> <p>(19th November) R62121 Sgt. Powell, W.E. (P/B) was posted in from 427 Squadron as a temporarily "spare" Flight Engineer.</p> <p>(20th November) R131972 Sgt. Hanks, E.R. (Captain), R143007 Sgt. Fletcher, W.J. (Nav.), J25529 P/O Houston, F.E. (A/B), R103819 P/Sgt. McDevitt, D.R. (WOP/AG), R159331 Sgt. Beckett, A.C. (R/G), 1566616 Sgt. Cobles, J. (P/B), R155285 Sgt. Bowman, A.E. (MU/AG), and R144083 Sgt. Paterson, G.E. (Captain), R158761 Sgt. Bailey, W.A. (Nav.), R129897 Sgt. Deryshire, D.E. (A/B), 1507140 Sgt. Jones, G. (WOP/AG), R19194 Sgt. Chalk, M.W. (R/G), R165976 Sgt. Evans, G.F. (P/B), R197076 Sgt. Chasanski, A.P. (MU/AG). These crews reported from 1659 Conv. Unit, TOPOLIFEE.</p> <p>(23rd November) R120485 P/Sgt. Krantz, W.T. (Captain), J20924 P/O J. Ferris (Nav.), R159001 Sgt. Scott, A.M., (A/B), 1349784 Sgt. Thomson, T.R. (WOP/AG), 614255 Sgt. Jenkins, E.R. (MU/AG), 2209079 Sgt. Nye, S.C. (R/G), 1590804 Sgt. Pollard, M. (P/B). This crew reported from 1664 Conv. Unit, GROFT.</p> <p>(29th November) J3747 P/Lt. A.G. Hermitage (Captain), R157319 Sgt. Walton, R.H. (Nav.), R131283 Sgt. Tobin, W.B. (A/B), R110885 W/O Chess, J.E. (WOP/AG), R180425 Sgt. Edwards, R.W. (R/G), R64989 Sgt. Wilson, J.A. (P/B), 1570549 Sgt. Shields, R. (MU/AG). This crew reported from 1664 Conv. Unit, GROFT.</p> <p>(29th November) J10959 P/O J.G. Stewart (Captain), 120430 P/O W.E. Coleman (Nav.), GSN.102184 Sgt. Cooper, D.M. (A/B), 143653 P/O S.E. Bedford (WOP/AG), 1615050 Sgt. Eiskford, W.A. (P/B), 1611123 Sgt. Endacott, D.R. (R/G), R173503 Sgt. Curran, H.O. (MU/AG). This crew reported from 1659 Conv. Unit, TOPOLIFEE.</p>	SECRET.

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Middleton St. George	30th November	(Cont'd)	<p><b>Postings from the Unit:</b></p> <p>(5th November) 819066 P/Sgt. Mulholland, R. (P/E), 1292927 P/Sgt. Keary, R.M. (A/B), J18122 P/O M. Wigglesworth (WOP/AG), J13395 P/O W.S. Hendry (Nav.). P/Sgt. Mulholland was posted to 1666 Conv. Unit, P/Sgt. Keary was posted to 20 O.T.U. LOSSIEMOUTH, P/O Wigglesworth was posted to 1679 Conv. Flight, EASTBOUR and P/O W.S. Hendry was posted to 1659 Conv. Unit, TOPOLIFFE. All these personnel were posted for Instructor duties to the Units mentioned, having completed a tour of operations with the "MOOSE SQUADRON".</p> <p>(15th November) R136307 P/Sgt. Neilson, G.M. (Captain), R84498 P/Sgt. Awey, D.M. (Nav.), R.149816 P/Sgt. Milward, L.V. (A/E), R. 81095 W/O Cooper H. (W/O AG), 1686348 Sgt. Panten, C.W. (P/E), R. 109855 P/Sgt. Walls, J.J. (W/O AG), R. 1464188 Sgt. McLaughlin, J.G. (Rear AG), 1389636 P/Sgt. White K.P. (Captain), 1519560 Sgt. Rathbone, J. (N) R. 117546 P/Sgt. Ramsdell, C. (A/B), 1557638 Sgt. Hibbins, E.C. (W/O AG), 1603769 Sgt. Dawkins, R.E. (P/E), R.127607 Sgt. Free, G.H. (W/O AG), 1813113 Sgt. Godfrey, H.S. (Rear AG). These crews were posted to 433 Squadron, SHIPTON ON SWALE, in response to a request from H.Q. 6 Group for two experienced crews to be posted to that Unit.</p> <p>(15th November) J.14499 P/O R. McKeehan (N), J.2172 P/O B. Russell (A/B), 1389042 Sgt. Sealey, J. (W/O AG), R. 83961 Sgt. Swain, S.J. (P/E), 1814708 Sgt. Webber, J.C. (W/O AG), R.117984 Sgt. Couture, J.J.M. (Rear AG). This crew was posted to 1659 Conv. Unit, TOPOLIFFE, to be crewed with a new Captain, their original Captain having been missing on operations some weeks previously.</p> <p>(11th November) R.225039 P/O Gargett, E. (N), R.87015 P/Sgt. Davie, J. (A/B), 1482903 Sgt. Marshall, H. (W/O AG), 1583038 Sgt. West, D.A. (P/E), R.188011 P/Sgt. Murie, L. (W/O AG), 1008565 P/Sgt. Poole, E. (Rear AG). This crew was posted to 429 Squadron, LEMING, to be crewed with a new Captain, the original Captain, W/O Dobsonoff, having been crewed at 22 operational sorties and posted for instructional duties. It is interesting to note that the Captain with whom this crew was to be crewed with on 429 Squadron was S/Ldr. D.M. Kenney, who completed his first tour with the Moose Squadron, holding latterly the post of "B" Flight Commander, and who was commanding his second tour as Flight Commander with 429 Squadron.</p>		

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Middleton St. George	30th November		<p>(17th November) R108467 P/Sgt. Flylew, D.G. (A/C) posted to 1666 Conv. Unit, WOMBELTON, for Instructor duties on completing a tour with the "MOOSE SQUADRON".</p> <p>(24th November) 159675 P/O W. Doolan (A/B) posted to 1679 Conv. Flight, EASTMOOR, for Instructor duties on completing a tour with the "MOOSE SQUADRON".</p> <p>(20th November) R145981 P/Sgt. Bellay, L.G. (Nav.), R128484 Sgt. Gourley, D.M. (A/B), 1332948 Sgt. MacDonald, J.N. (WOP/AG), 1832948 Sgt. Thomas, G.L. (P/E), R186288 Sgt. Goddard, J. (MI/AG) R72782 Sgt. McCormack, J.J. (B/C) posted to 1664 Conv. Unit, GROFT for re-crewing with a new Captain, their original Captain having been missing on operations some time previously.</p> <p>(18th November) J21640 P/O L.C. Webley (W/P) posted to 431 Squadron for operational duties.</p> <p>(30th November) R62121 Sgt. Powell, W.E. (P/E) and 1320221 P/Sgt. Oldman, J.K. (A/B) posted to 1659 Conv. Unit, TOPCLIFFE, to be crewed with a new Captain, these two aircrew numbers being "spares" with 419 Squadron.</p>																																						
	30th November		<p>Details of bombs dropped during the month are as follows:                      72 x 2,000 lb. H.C., 32 x 1,000 lb. G.P., 2508 x 50 lb. L.C., 74,040 x 4 lb. incendiaries.                      The tonnage dropped was: High Explosives, 88 tons, Incendiaries, 185 tons.</p>																																						
	30th November		<p>The strength of the Squadron as at 30th November, 1943 is as follows:</p> <table border="1"> <thead> <tr> <th>AIRCREW:</th> <th>RCAF</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>AIRCREW</th> <th>AIRCREW</th> <th>OFFICERS</th> <th>AIRCREW</th> <th>AIRCREW</th> </tr> </thead> <tbody> <tr> <td></td> <td>59</td> <td>117</td> <td>4</td> <td>85</td> <td>3</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th>GROUNDCREW:</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>AIRCREW</th> <th>AIRCREW</th> <th>OFFICERS</th> <th>AIRCREW</th> <th>AIRCREW</th> </tr> </thead> <tbody> <tr> <td></td> <td>3</td> <td>343</td> <td>111</td> <td>65</td> <td>39</td> </tr> </tbody> </table>	AIRCREW:	RCAF	R.C.A.F.	R.A.F.	R.A.F.	U.S.A.A.F.	Officers	AIRCREW	AIRCREW	OFFICERS	AIRCREW	AIRCREW		59	117	4	85	3	GROUNDCREW:	R.C.A.F.	R.C.A.F.	R.A.F.	R.A.F.	U.S.A.A.F.	OFFICERS	AIRCREW	AIRCREW	OFFICERS	AIRCREW	AIRCREW		3	343	111	65	39		
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	30th November		No. and type of aircraft on Unit Charge: 19 Halifax Mark II Aircraft.																																						
	30th November		<p>Flying time for the month of November, 1943: Operational: 667.20                      Non-Operational: 229.40</p> <p>Number of Sorties carried out: 95</p> <p>Enemy aircraft claimed as casualties during the month of November, 1943:                      Several combats took place on operations during the month, and although one Ju-88 is claimed as damaged, no claims are made of the destruction of enemy A/C.</p>																																						

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
Middleton St. George	30th November (Cont'd)		Attached herewith 6 combat reports for the month of November, shown as "Appendix "B" "		Appendix "B" 7- "B" 12.
	30th November		Attached herewith Appendix "C2" - Data on the Squadron's 1,000th sortie since its inception.		App. "C2"
	30th November		<p><b>General Summary of the Month's Activities by Wing Commander F.P. Fleasance:</b></p> <p>(a) During the month of November operations were held to a disappointingly small number owing to the prevalence of non-operational flying weather. The Squadron strength in aircrew was built up to what is believed to be the greatest number of crews ever held on Squadron strength and with the small number of sorties which it was possible to carry out is allowing down the screening of the older crews while not giving the newer crews the operational experience which they should be getting.</p> <p>(b) Radar training was also held up to a great extent during the month but was proceeded with as often as weather conditions would allow.</p> <p>(c) Some difficulty is being experienced by the Navigators in getting their Flight plans prepared in time owing to the general early hour of take-off and the lateness of the time the route is passed to the Squadron. While it is realized that route and take-off times are made to apply to the greatest number, it is felt that some consideration may be given to this the most northerly Station in Bomber Command.</p> <p>(d) There were a disappointingly high number of turn-backs during the month which it is thought has been due primarily due to the length of stand-down towards the beginning of the month when aircraft had to be left pretty well to the mercy of the elements and the fact that ground staff seemed to get out of practice in the various details necessary to prepare aircraft for operations. This latter caused it is hoped has now been eliminated with a hope for result that turn-backs may be considerably reduced, in the future.</p> <p>(e) Ground instruction and practice flying training were pushed as far as possible during the month with what appeared to be very satisfactory results.</p>		
	30th November		<p><b>HEALTH:-</b> Outside of a slight epidemic of mild influenza, general through-out this country, the health of the Squadron personnel is generally satisfactory.</p>		