

OPERATIONS RECORD BOOK

K.R. and A.C.I.
chapter XX. and

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

3853

No. of pages

Date	Time	Summary of Events
1944 1st January		<p>Squadron stand down.</p> <p>This was particularly appreciated as it allowed Squadron personnel to carry out or complete the New Year festivities without interference.</p>
2nd January		<p>Squadron stand down.</p> <p>Local flying was carried out, also two Radar cross country flights.</p> <p>A night bullseye was carried through with two aircraft from "B" Flight and three from "C" Flight. The "Gen" books of the Lancaster aircraft and Merlin XXVIII engines for the use of Flight Engineers arrived and were distributed.</p>
3rd January		<p>Squadron stand down.</p> <p>A lecture was given to the aircrew personnel of the Squadron by Wing Commander Pleasance on the subject of Crew Discipline and the results obtained by the Squadron on some of the raids on the enemy.</p> <p>Weather was very poor with the result that no flying could take place.</p> <p>The Bombing Leader gave a two-hour lecture to the Bomb Aimers on G/E and W/T.</p> <p>F/L Bales, Engineer Officer, called a meeting of all Flight Engineers together to collate on aircraft performance.</p> <p>18 Lancasters were diverted to this Station with the result that the Armament Section had a heavy day checking for hangars. The Flight personnel were also very busy reconditioning and refueling these aircraft.</p>
4th January		<p>12 aircraft were detailed for Gardening in the Bay OF BISCAY. Ten planted their vegetables successfully. On return "P" ran short of petrol and crash landed at GLATTON. No damage to the crew resulted. The plane was Cat. AC.</p> <p>As this was a late "do", normal training was carried through during the day.</p> <p>The meeting of the newly formed Moose Club was held to discuss the details of the inauguration dinner which was scheduled to take place the following week.</p>
5th January		<p>8 Radar equipped aircraft were detailed for Gardening. At briefing take-off was announced at 03.30 hrs. the following morning. At 21.30 hrs. the crews were called out of bed and assembled in the briefing room where they were notified that take-off had been changed to 04.30 hrs.</p>



SECRET

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14th January (Cont'd)		<p>at 22.30 hrs. ops. were scrubbed, much to the amazement disgust of all concerned.</p> <p>Owing to the lateness of the original hour of take-off, a small amount of training was out in the morning, the crews being advised to try and get some sleep in the afternoon.</p> <p>A new W/T Section room fitted with home made practice apparatus was completed and was opened by F/L Brown, the W/Op Leader, with a full dress practice.</p> <p>R73894 Cpl. Whitehead, S.W. of the Squadron Armoury was attached to No. 10 S of T.T. K on a Bolton Paul Turret Course preparatory to his taking over the training of the Sqdn. Armament personnel on Lancaster armament.</p>	
15th January		<p>6 aircraft were detailed for Gardening off BREST. The crews reported a good trip, but a small amount of training was carried out during the day but owing to the operations this was confined to non-operational crews.</p>	
16th January		<p>Squadron stand down.</p> <p>One aircraft was detailed for cross country Radar training flight.</p> <p>One aircraft flew a crew to 429 Sqdn. to bring back a plane belonging to us.</p> <p>Normal training was carried out during the day.</p> <p>The Flight Engineers' training programme for Lancaster aircraft was outlined by F/L Hall the Engineer Leader.</p> <p>A Chinese War Correspondent was present at the interrogation of crews returning from operation and seemed to find much to interest him.</p> <p>17 Air Gunners proceeded to the range at Sutton Bank for firing practice.</p> <p>The Squadron Armoury had a rousing football tussle with the Station Electrical Section, final score being very much in favour with the Armoury.</p>	
18th January		<p>There was a considerable amount of "flap" when it became known that operations were ordered with an all H.E. bomb load. Much speculation was indulged in as to the possible target.</p> <p>Operations were scrubbed, however, before the target was known.</p> <p>Air Marshal Bredner paid a visit to the Squadron and had a look around the hangars and</p>	

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8th January (cont'd)		<p>He also paid a visit to the W/T Section while F/S Packer was instructing a number of Flight Engineers in Morse. He seemed to be quite pleased with the idea and handed around a few compliments to the personnel concerned.</p> <p>A lecture was given to the W/Ops on Fishpond.</p> <p>All Engineers not on flying duties started on a training programme of Wireless, Bombing and Navigation.</p> <p>F/Sgt. Brackenbury, who was in charge of the Radar section, was posted to take over similar duties at Croft.</p> <p>The weekly meeting of the Senior N.C.O.'s in charge of flights was held presided over by Sales, Engineer Officer.</p>	
9th January		<p>Squadron stand down.</p> <p>Flying training was carried out, "R" was given a height test.</p> <p>Ground training of all non-flying aircrew personnel was carried out.</p>	
10th January		<p>Squadron stand down.</p> <p>This was the night of full moon.</p> <p>Radar training flights and air to air firing flights, were carried out.</p> <p>A lecture on escaping if forced down over enemy territory was given to the aircrew personnel of the Squadron.</p> <p>A W/T lecture was given to the Bomb Ainers, who also had a certain amount of Astro and practice.</p> <p>Manipulation of fishpond apparatus instruction was given to the W/Ops.</p> <p>Engineers were given training in Browning Gun. 4 details of gunners carried out air to air firing.</p>	
11th January		<p>Squadron stand down.</p> <p>✓ No flying of any description could be carried out owing to a complete breakdown in the weather accompanied by snow.</p> <p>As much ground training as possible was carried out, the emphasis being on inter-communication.</p> <p>F/L Hall, the Eng. Ldr., gave a lecture to pilots and Flight Engineers on aircrews.</p>	

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15th January		Squadron stand down. The weather still remained "duff" with the result that no flying could take place. S/L E.C. Hamber (C1625) arrived to take over command of "B" Flight. W/C Pleasance held a conference of all Section Leaders to discuss the progress of the in section training of aircrew. Normal ground training was carried through with a further 20 Gunners proceeding to the Sutton Bank range.
16th January		Squadron stand down. The weather still remained bad. Again no flying could be carried out. A locker check was carried out. Ground training was carried through by the various Sections. The inaugural dinner of the newly formed Moose Club was held in the Vane Arms Hotel, Stockton. The affair was voted a huge success by the 115 original members of the Squadron who had served under the leadership of W/C Moose Fulton, who were present.
17th January		Squadron stand down. 8 aircraft of the Squadron took part in a bullseye exercise. Two aircraft were detailed for practice bombing during the morning. Normal flying and ground training was carried through.
18th January		Squadron stand down. The weather was extremely bad and ground training only could be indulged in. F/L Hall, the Eng. Ldr., gave a talk to all crew members on the subject of fuel systems on Lancaster A/C. F/L Toms, the Gunnery Ldr., visited Topcliffe Station to investigate the possibilities of acquiring a similar Night Vision training set-up as is in existence on that Station.

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15-1-44	(cont'd)	Two aircraft had a practice bombing session on STRATISHALL ^{STRENSALL} Range.	
16th January		<p>Squadron stand down.</p> <p>Poor flying weather persisted with the result that no flying of any description was was undertaken.</p> <p>✓ The Sqdn. Flight Engineers were given instruction in bombing-up aircraft.</p> <p>All aircrew attended a lecture on meteorology given by the Station Met. Officer.</p> <p>A football match arranged by 428 and 419 Armoury resulted in the complete vanquishing of team.</p> <p>A weekly meeting of the Senior N.C.O.'s was held, presided over by the Station Technician.</p>	
17th January		<p>Squadron stand down.</p> <p>The weather continued poor and there was no flying.</p> <p>Ground training was carried out by all sections.</p> <p>12 crews attended a demonstration of bombing-up procedure and a clustre demonstration given.</p>	
18th January		<p>Squadron stand down.</p> <p>The weather continued bad but it was eventually possible to get one aircraft off the ^{airbase} for an air test.</p> <p>All crews practiced a dry dinghy drill in the morning and continued ground instruction afternoon.</p> <p>25 Gunners proceeded to SUTTON BANK for firing practice.</p>	
19th January		<p>Squadron stand down.</p> <p>The weather continued poor. There were There were no operations or local flying.</p> <p>Wireless and Gunnery classes were held in the morning and also a lecture for pilots and engineers on conversion to Lancasters. This lecture was given by F/L Hall.</p> <p>25 Gunners proceeded to SUTTON BANK for firing practice.</p> <p>The Squadron WOP/AG's WOP/AG's threw a dinner party in the Imperial Hotel, Darling which was attended by the Squadron Commander and some special guests. This turned out a most enjoyable affair and it was voted to have similar section get-togethers at more</p>	

Date	Time	Summary of Events	SECRET
16th January		<p>16 aircraft were detailed to attack BERLIN. One aircraft was scrubbed just prior to take off and "T" returned early with the port inner engine u/s. "Q" was diverted to WOODRIDGE with engine u/s and short of petrol. "V" landed at HARDWICK short of petrol.</p> <p>Two aircraft were missing from this operation, "M" - F/S Hopkins and "X" - P/O Bullis. "X" was P/O Bullis' 14th operation and his 3rd on BERLIN in the present series.</p> <p>This was a Wanganui attack but those planes equipped with H2S equipment were of the opinion that it was most effective.</p> <p>The new daily maintenance and servicing scheme was started with this operation, a particularly nice job being done by the Armoury Section when they bombed up 35 aircraft in record time. Those crews not detailed for operations were engaged in lining up the new crew room and the self help scheme did a nice job of painting the walls.</p>	
17th January		<p>14 aircraft were detailed to attack MAGDEBURG. There was one early return, "W" - pilot McVary with his port inner engine u/s. Unfortunately two aircraft were missing from the operation - F/S Hawkes in "D" on his 5th sortie and F/L Hermitage in "E" on his 3rd sortie. S/Ldr. Hamber, Flt. Commander of "B" Flight, had a rough time in "T" returning with holes in his aircraft but, fortunately, no one was injured although there were several escapes.</p> <p>All planes were diverted on return, 8 landing at LAKENHEATH, 1 at MILDENHALL, 1 at ROTTERDAM and 1 at TUDENHAM.</p> <p>Those crews not engaged in this operation continued with the work in the new crew room.</p>	
18th January		<p>Squadron stand down.</p> <p>The weather during the day was poor with the result that only five of our aircraft returned these arriving late in the afternoon.</p> <p>Regrading tests for W/Op/AG's were given.</p> <p>A/C JD212 was received from 429 Sqn.</p>	
19th January		<p>Squadron stand down.</p> <p>The balance of the Squadron aircraft returned from their diversion bases.</p> <p>Two aircraft were put on height tests.</p>	

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23rd January (Cont'd)		The balance of the Squadron W/Op's sat their regrading tests. Lectures on the Lancaster fuel systems and electrical systems were given by F/L Hall, Squadron Engineer Ldr.	
24th January		Squadron stand down. Local flying was carried out, several of the Captains receiving dual instruction on Lancaster aircraft. Normal flying training was proceeded with. Lectures were given to all aircrew on met. and flying control by the Met. Officer and Control Officer. 25 Gunners were sent to SUTTON BANK for firing practice. F/L R.P. Bales, i/c Servicing Echelon, assumed the duties of C.T.O. of the Station.	
25th January		10 aircraft were briefed to attack FRANKFURT but 1/2 hr. before take-off this operation scrubbed. Two new aircraft were received from London Aircraft, Nos. JP.201 and JP.200.	
26th January		Squadron stand down. P/O Metheral and crew were screened from operations, this being the 19th crew that had screened on the Squadron since they started operating on Halifaxes a year ago. Several air tests were carried out, and several pilots received dual on Lancasters. 23 Gunners proceeded to SUTTON BANK range for firing practice. Two new aircraft were received from London Aircraft nos. JP 202 and JP.203.	
27th January		12 aircraft were briefed to attack BERLIN but this was eventually scrubbed. The weather was poor and no flying was attempted during the day. As far as possible ground training was carried on. One new aircraft was received from London Aircraft, JP.204.	
28th January		14 aircraft were detailed to attack BERLIN. "O", F/S Palmer as Pilot on his 14 ¹ / ₂ sorties was missing from this operation. "X" landed at COLTISHALL short of fuel. The remainder returned to base safely. The general concensus of opinion was that this had been a most successful attack.	

Date	Time	Summary of Events	SECRET
9th January		<p>Squadron stand down.</p> <p>Conversion training on Lancaster was carried through as far as possible. Ground training all Sections was carried on with particular emphasis on inter-section.</p> <p>A major inspection was carried out on aircraft "Y" JD, 114, this aircraft having tied the Squadron's record of having completed 48 operations.</p> <p>S/L Dyer, "A" Flt. Commander, presented the Wings for Victory plaque to the town of GUILDFORD.</p>	
10th January		<p>Squadron stand down.</p> <p>4 special training cross-country flights were carried out.</p> <p>Air to air firing was carried out by four details.</p> <p>Dry dinghy drills were carried out.</p> <p>W/C Miller, the Group Engineering Officer, visited the Squadron to discuss the problems from conversion to the Canadian Lancaster, and also to see a demonstration of the possibility of carrying four 1500 lb. mines on Halifax aircraft.</p>	
11th January		<p>6 aircraft were detailed to carry out Gardening operations. This was later scrubbed.</p> <p>Two details on fighter affiliation were carried through.</p> <p>Word was received that a Duty Signals Officer would be posted to 419 Sqn. to assist in conversion of WOP/AG's to Bendix equipment.</p>	
12th January		<p><u>General Summary of the Month's Activities by Wing Commander W.P. Pleasance.</u></p> <p>(a) The month was very disappointing so far as operational sorties was concerned, the Squadron only being called on to operate on five nights. The conversion to Lancaster A/C is proceeding fairly satisfactorily, the principle hold-up being the lack of A/C, only one being serviceable for Conversion flying. Aircrew training is proceeding very satisfactorily, particularly training of the various sections in other than their own normal duties.</p> <p>(b) Fishpond modifications and general modifications to the Halifax A/C were carried out during the month and groundcrews received a fair amount of training in the peculiarities of the Lancaster A/C.</p> <p>(c) Under the self-help scheme, the N.C.O.'s in charge of Flights have been improving their dispersal areas and the flight huts have also been cleaned and decorated.</p>	

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31st January	(Cont'd)	<p>(d) The Squadron's new drying room is not in full operation as yet but the new locker is in operation and the old locker room has been converted to a crew room, the re-decoration of which has been carried out by Squadron personnel.</p> <p>(e) During the month a total of approximately 200 groundcrew personnel were posted to Middleton St. George to fill establishment vacancies in 9419 Echelon and the Station S Wing, leaving the present Squadron groundcrew strength at around 240 personnel.</p>	
31st January		<p><u>POSTINGS DURING THE MONTH</u></p> <p><u>Postings to the Unit:</u></p> <p>(6th January) J25385 F/O S.J. Gibson (Pilot), R160773 Sgt. Lowe, T.B. (Nav.), R177545 V.N. (A/B), R106982 W/O Humphreys, E.O.E. (WOP/AG), R197965 Sgt. Wheeler, M.H. (MI/AG), R212525 Sgt. Surridge, D.G. (R/G), 1822200 Sgt. Sinclair, W.A. (F/E) reported for flying from 1664 Conv. Unit, Croft.</p> <p>(12th February) S/L E.G. Hamber (Pilot), J22605 F/O S.G. Philp (Nav.) J25125 F/O J.A. R97357 W/O Hope, J. (WOP/AG), 1537278 Sgt. Kemp, A.R. (F/E), 2220339 Sgt. Minton, W.F. R188459 Sgt. Loyst, J.R. (R/G), reported for flying duties from 1664 Conv. Unit, Duxford.</p> <p>(25th January) C25188 F/O D.A. Neff (Tech./S.) reported to the Squadron from H. Q. 6 G to take over duties as Radar Officer.</p> <p><u>Postings from the Unit:</u></p> <p>(6th January) P/O J.V. Karleff (J17797) was posted to 1659 Conv. Unit, Topcliffe to crew W/C Burgess. P/O Karleff was commissioned while on the strength of the "Moose Squadron" had been employed as a spare A/B for some time. He was best known for his fantastic oil paintings depicting life in the Air Force, many of which had been reproduced in the R.C.A.F. Magazine "Wings" which is published in Canada.</p> <p>(21st January) J21370 F/O J.C. Turnbull, (Pilot), J14793 F/O E.T. Albert (Nav.), J23638 A.H.A. McBain (A/B), 1575683 Sgt. Gillett, R.G. (WOP/Air), R60144 Sgt. Michael F.E. (F/O), R193130 Sgt. Hutt, C.A. (MI/AG), R225229 Sgt. Malec, J. (A/G). were posted to No. 424 Squadron, Dishforth. F/O Turnbull was posted to the Post of Deputy Flight Commander.</p>	

31st January (Cont'd) POSTINGS DURING THE MONTH - Cont'd
Postings from the Unit:
 (25th January) J21384 F/O M.P. Stronach (Pilot), J21336 F/O A.T. Armstrong (Nav.), R150 F/S Phillips, R.J. (A/B), 1333987 Sgt. Thornhill, M.A. (WOP/Air), 1865144 Sgt. Sharples (F/R), R163539 Sgt. Gingras, F.H. (R189973 Sgt. Dagenais, J.J. (A/G) were posted to 405 Squadron, Great Granden, Beds., for P.F.F. duties. This crew reported to the Navigation Training Unit, Upwood, for training prior to reporting to the Squadron.

31st January AIRMEN COMMISSIONED DURING THE MONTH
 R151730 W.O.2 Chiswell, A.B. (Nav.),
 R110962 F/S MacLean, D.H. (Pilot)
 1578686 F/S Lees, P. (Nav.) (RAF)
 R108409 W.O.2 Mercier, J.L. (A/G)
 R123028 W.O.2 Marritt, R.H. (A/G)
 1320032 F/S Scade, G.M. (Pilot) (RAF)
 1398837 Sgt. Rogers, B. (Nav.) (RAF)
 1118066 F/S Packer, R.J. (WOP/Air) (RAF)
 R144248 W.O.2 Foley, J.C.C. (Nav.)
 R145227 F/S Thompson, R.L. (Pilot) (missing 29-12-43)

31st January Details of bombs dropped during the month are as follows:
 13 x 2,000lb. H.C., 58 x 1,000 lb. M.C., 31 x 1,500 lb. mines, 1032 x 30 lb. incendiaries, 33,360 x 4 lb. ~~incendiaries~~ incendiaries. The tonnage dropped was: High Explosives, Mines, 23.25 tons, Incendiaries, 82.2 tons.

31st January The strength of the Squadron as at 31st January, 1944 is as follows:

AIRCREW:	R.C.A.F.	R.C.A.F.	R.A.F.	R.A.F.	U.S.A.A.F.
	OFFICERS	AIRMEN	OFFICERS	AIRMEN	AIRMEN
	56	99	9	64	1
GROUNDCREW:	R.C.A.F.	R.C.A.F.	R.A.F.	R.A.F.	W.A.A.F.
	OFFICERS	AIRMEN	OFFICERS	AIRMEN	AIRWOMEN
	2	209	111	25	7

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	5th January		8 Radar equipped aircraft were detailed for Gardening. At briefing take-off was announced as 03.30 hrs. the following morning. At 21.30 hrs. the crews were called out of bed and assembled in the briefing room where they were notified that take-off had been changed to 23.30 hrs.	

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	6th January		<p>6 aircraft were detailed for Gardening off BRESF. The crews reported a good trip, but some flak. A.1203-A.1208</p> <p>A small amount of training was carried out during the day but owing to the operations scheduled "B.14" this was confined to non-operational crews.</p>		
	7th January		<p>Squadron stand down.</p> <p>One aircraft was detailed for cross country Radar training flight.</p> <p>One aircraft flew a crew to 429 Sqdn. to bring back a plane belonging to us.</p> <p>Normal training was carried out during the day.</p> <p>The Flight Engineers' grading programme for Lancaster aircraft was outlined by P/L Hall, the Engineer Leader.</p> <p>A Chinese War Correspondent was present at the interrogation of crews returning from Gardening operation and seemed to find much to interest him.</p> <p>17 Air Gunners proceeded to the range at Sutton Bank for firing practice.</p> <p>The Squadron Armoury had a rousing football tussle with the Station Electrical Section, the final score being very much in favour with the Armoury.</p>		
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See instructions for use of this form in K.R. and A.C.I. para. 290 and War Manual Pt. II, Chapter XX, and note in R.A.F. Pocket Book.

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	14th January		Squadron stand down. 8 aircraft of the Squadron took part in a bulls-eye exercise. Two aircraft were detailed on practice bombing during the morning. Normal flying and ground training was carried through.		
	15th January		Squadron stand down. The weather was extremely bad and ground training only could be indulged in. P/L Hall, the Eng. Ldr., gave a talk to all crew members on the subject of fuel systems of Lancaster A/C. P/L Toms, the Gunnery Ldr., visited Topcliffe Station to investigate the possibilities of acquiring a similar Night Vision training set-up as is in existence on that Station.		

OPERATIONS RECORD BOOK

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's	15-1-44 (cont'd)		Two aircraft had a practice bombing session on ^{STREANSALL} STREANSALL Range.		
	16th January		Squadron stand down. Poor flying weather persisted with the result that no flying of any description was undertaken was undertaken.		
		✓	The Sqdn. Flight Engineers were given instruction in bombing-up aircraft. All aircrew attended a lecture on meteorology given by the Station Met. Officer. A football match arranged by 428 and 419 Armory resulted in the complete vanquishing of 428 team. A weekly meeting of the Senior N.C.O.'s was held, presided over by the Station Technical Officer.		
	17th January		Squadron stand down. The weather continued poor and there was no flying. Ground training was carried out by all sections. 12 crews attended a demonstration of bombing-up procedure and a clustre demonstration was also given.		
	18th January		Squadron stand down. The weather continued bad but it was eventually possible to get one aircraft off the "deck" for an air test. All crews practiced a dry dingy drill in the morning and continued ground instruction in the afternoon. 25 Gunners proceeded to SUTTON BANK for firing practice.		
	19th January		Squadron stand down. The weather continued poor. There were no operations or local flying. There were no operations or local flying. Wireless and Gunnery classes were held in the morning and also a lecture for pilots and engineers on conversion to Lancasters. This lecture was given by P/L Hall. 25 Gunners proceeded to SUTTON BANK for firing practice. The Squadron WOP/AS's WOP/AS's threw a dinner party in the Imperial Hotel, Darlington which was attended by the Squadron Commander and some special guests. This turned out to be OYBA a most enjoyable affair and it was voted to have similar section get-togethers at more frequent intervals.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	20th January		<p>16 aircraft were detailed to attack BERLIN. One aircraft was scrubbed just prior to take-off and "T" returned early with the port inner engine w/s. "Q" was diverted to WOODRIDGE with one engine w/s and short of petrol. "V" landed at HARDWICK short of petrol.</p> <p>Two aircraft were missing from this operation. "M" - P/O Hopkins and "X" - P/O Bullis. This was P/O Bullis' 14th operation and his 3rd on BERLIN in the present series.</p> <p>This was a Wanganui attack but those planes equipped with H2S equipment were of the opinion that it was most effective.</p> <p>The new daily maintenance and servicing scheme was started with this operation, a particularly nice job being done by the Armoury Section when they bombed up 35 aircraft in record time.</p> <p>Those crews not detailed for operations were engaged in lining up the new crew room and under the self help scheme did a nice job of painting the walls.</p>		A.1209 to A.1223
	21st January		<p>14 aircraft were detailed to attack MAGDEBURG. There was one early return, "W" - pilot P/S McNery with his port inner engine w/s. Unfortunately two aircraft were missing from this operation - P/S Hawkes in "D" on his 5th sortie and P/L Hermitage in "E" on his 3rd sortie.</p> <p>G/Ldr. Hamber, Flt. Commander of "B" Flight, had a rough time in "T" returning with 85 flak holes in his aircraft but, fortunately, no one was injured although there were several narrow escapes.</p> <p>All planes were diverted on return, 8 landing at LAKEHURST, 1 at MILDERHALL, 1 at ROTTING COMMON and 1 at BUDENHAM.</p> <p>Those crews not engaged in this operation continued with the work in the new crew room.</p>		A.1224 to A.1236 B.15 B.16
	22nd January		<p>Squadron stand down.</p> <p>The weather during the day was poor with the result that only five of our aircraft returned, these arriving late in the afternoon.</p> <p>Regrading tests for W/O's/AG's were given.</p> <p>A/C JD212 was received from 429 Sqn.</p>		
	23rd January		<p>Squadron stand down.</p> <p>The balance of the Squadron aircraft returned from their diversion bases.</p> <p>Two aircraft were put on height tests.</p>		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	23rd January	(Cont'd)	The balance of the Squadron W/O's sat their regrading tests. Lectures on the Lancaster fuel systems and electrical systems were given by F/L Hall, the Squadron Engineer Ldr.		
	24th January		Squadron stand down. Local flying was carried out, several of the Captains receiving dual instruction on Lancaster aircraft. Normal flying training was proceeded with. Lectures were given to all aircrew on met. and flying control by the Met. Officer and Flying Control Officer. 25 Gunners were sent to SWITON BANK for firing practice. F/L R.P. Bales, 1/c Servicing Echelon, assumed the duties of C.T.O. of the Station.		
	25th January		10 aircraft were briefed to attack FRANKFURT but 1 hr. before take-off this operation was scrubbed. Two new aircraft were received from London Aircraft, Nos. JP.201 and JP.200.		
	26th January		Squadron stand down. F/O Methersal and crew were screened from operations, this being the 19th crew that had been screened on the Squadron since they started operating on Halifaxes a year ago. Several air tests were carried out, and several pilots received dual on Lancasters. 23 Gunners proceeded to SUPTON BANK range for firing practice. Two new aircraft were received from London Aircraft nos. JP.202 and JP.203.		
	27th January		12 aircraft were briefed to attack BERLIN but this was eventually scrubbed. The weather was poor and no flying was attempted during the day. As far as possible ground training was carried on. One new aircraft was received from London Aircraft, JP.204.		
	28th January		14 aircraft were detailed to attack BERLIN. "O", F/S Palmer as Pilot on his 14 th sortie was missing from this operation. "X" landed at GULFISHALL short of fuel. The remainder returned to base safely. The general concensus of opinion was that this had been a most successful attack.		A.1237to A.1250 B.17

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	29th January		Squadron stand down. Conversion training on Lancaster was carried through as far as possible. Ground training of all Sections was carried on with particular emphasis on inter-section. A major inspection was carried out on aircraft "V" JD, 111, this aircraft having tied the Squadron's record of having completed 48 operations. S/L Dyer, "A" Flt. Commander, presented the Wings for Victory plaque to the town of GUISEBOROUGH.		
	30th January		Squadron stand down. 4 special training cross-country flights were carried out. Air to air firing was carried out by four details. Dry dinghy drills were carried out. W/C Miller, the Group Engineering Officer, visited the Squadron to discuss the problems arising from conversion to the Canadian Lancaster, and also to see a demonstration of the possibilities of carrying four 1500 lb. mines on Halifax aircraft.		
	31st January		6 aircraft were detailed to carry out Gardening operations. This was later scrubbed. Two details on fighter affiliation were carried through. Word was received that a Duty Signals Officer would be posted to 419 Sqn. to assist in the conversion of WUP/AG's to Bendix equipment.		
	31st January		General Summary of the Month's Activities by Wing Commander W.P. Fleasance. (a) The month was very disappointing so far as operational sorties was concerned, the Squadron only being called on to operate on five nights. The conversion to Lancaster A/C is progressing fairly satisfactorily, the principle hold-up being the lack of A/C, only one being serviceable for Conversion flying. Aircrew training is proceeding very satisfactorily, particularly the training of the various sections in other than their own normal duties. (b) Fishpond modifications and general modifications to the Halifax A/C were carried out during the month and groundcrews received a fair amount of training in the peculiarities of the Lancaster A/C. (c) Under the self-help scheme, the N.C.O.'s in charge of Flights have been improving the dispersal areas and the flight huts have also been cleaned and decorated.		

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Place	Date	Time	Summary of Events	SECRET	References to Appendices
Middleton St. George	31st January	(cont'd)	(d) The Squadron's new drying room is not in full operation as yet but the new locker room is in operation and the old locker room has been converted to a crew room, the re-decoration of which has been carried out by Squadron personnel.		
			(e) During the month a total of approximately 200 groundcrew personnel were posted to Middleton St. George to fill establishment vacancies in 919 Echelon and the Station Servicing Wing, leaving the present Squadron groundcrew strength at around 240 personnel.		
	31st January		POSTINGS DURING THE MONTH		
			Postings to the Unit:		
			(6th January) J25385 P/O S.J. Gibson (Pilot), R160773 Sgt. Lowe, T.B. (Nav.), R177545 Sgt. Lunney, V.N. (A/B), R106982 W/O Humphreys, E.O.E., WOE/AG, R197965 Sgt. Wheeler, M.H. (MI/AG), R212525 Sgt. Surridge, D.C. (R/C), R222200 Sgt. Sinclair, W.A. (P/E) reported for flying duties from 1664 Conv. Unit, Croft.		
			(12th January) S/L E.C. Hamber (Pilot), J22605 P/O S.G. Philp (Nav.) J25125 P/O J.A. Neal (A/B), R97357 W/O Hope, J. (WOE/AG), 1537278 Sgt. Kemp, A.R. (P/E), 2220339 Sgt. Minton, W.F. (MI/AG), R188459 Sgt. Loyat, J.R. (R/C), reported for flying duties from 1664 Conv. Unit, Dishforth.		
			(25th January) C25188 P/O D.A. Neff (Tech./S.) reported to the Squadron from H. Q. 6 Group to take over duties as Radar Officer.		
			Postings from the Unit:		
			(6th January) P/O J.V. Karleff (J17797) was posted to 1659 Conv. Unit, Topcliffe to crew with W/O Burgess. P/O Karleff was commissioned while on the strength of the "Moose Squadron" and had been employed as a spare A/B for some time. He was best known for his fantastic cartoons depicting life in the Air Force, many of which had been reproduced in the R.C.A.F. Magazine "Wings" which is published in Canada.		
			(21st January) J21570 P/O J.O. Turnbull (Pilot), J14795 P/O E.T. Albert (Nav.), J25638 P/O A.H.A. McEain (A/B), 1575683 Sgt. Gillett, R.G. (WOE/Air), R60144 Sgt. Michael P.E. (P/E), R192130 Sgt. Hutt, C.A. (MI/AG), R225229 Sgt. Malec, J. (A/C). were posted to No. 424 (RCM) Squadron, Dishforth. P/O Turnbull was posted to the Post of Deputy Flight Commander.		

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Place	Date	Time	Summary of Events	SECRET	References to Appendices												
Middleton St. George	31st January	(Cont'd)	POSTINGS DURING THE MONTH - Cont'd														
			Postings from the Unit:														
			(25th January) J21384 P/O M.P. Stronach (Pilot), J21336 P/O A.T. Armstrong (Nav.), R150844 P/S Phillips, R.J. (A/S), 1333987 Sgt. Thornhill, M.A. (WOP/Air), 1865144 Sgt. Sharples, J.W. (P/R), R163539 Sgt. Gingras, F.H. (R189973 Sgt. Dagenais, J.J. (A/C) were posted to 405 (RCAF) Squadron, Great Wangan, Beds., for P.P.F. duties. This crew reported to the Navigational Training Unit, Wywood, for training prior to reporting to the Squadron.														
	31st January		AIRMEN COMMISSIONED DURING THE MONTH														
			R131730 W.O.2 Chiswell, A.B. (Nav.), R110962 P/S Maclean, D.H. (Pilot) 1578686 P/S Lees, P. (Nav.) (RAF) R108409 W.O.2 Mercier, J.L. (A/C) R123028 W.O.2 Marritt, R.H. (A/C) 1320032 P/S Scade, G.M. (Pilot) (RAF) 1398837 Sgt. Rogers, B. (Nav.) (RAF) 1148066 P/S Peaker, R.J. (WOP/Air) (RAF) R144248 W.O.2 Foley, J.C.C. (Nav.) R145227 P/S Thompson, R.L. (Pilot) (missing 29-12-43)														
	31st January		Details of bombs dropped during the month are as follows:														
			13 x 2,000lb. H.C., 58 x 1,000 lb. M.C., 31 x 1,500 lb. mines, 1032 x 30 lb. incendiaries, 33,360 x 4 lb. incendiaries incendiaries. The tonnage dropped was: High Explosives, 42 tons, Mines, 25.25 tons, Incendiaries, 82.2 tons.														
	31st January		The strength of the Squadron as at 31st January, 1944 is as follows:														
			<table border="1"> <thead> <tr> <th>AIRCREW:</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>U.S.A.A.F. AIRMEN</th> </tr> </thead> <tbody> <tr> <td></td> <td>56</td> <td>99</td> <td>9</td> <td>64</td> <td>1</td> </tr> </tbody> </table>	AIRCREW:	R.C.A.F. OFFICERS	R.C.A.F. AIRMEN	R.A.F. OFFICERS	R.A.F. AIRMEN	U.S.A.A.F. AIRMEN		56	99	9	64	1		
AIRCREW:	R.C.A.F. OFFICERS	R.C.A.F. AIRMEN	R.A.F. OFFICERS	R.A.F. AIRMEN	U.S.A.A.F. AIRMEN												
	56	99	9	64	1												
			<table border="1"> <thead> <tr> <th>GROUNDCREW:</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.A.A.F. AIRMEN</th> </tr> </thead> <tbody> <tr> <td></td> <td>2</td> <td>209</td> <td>111</td> <td>25</td> <td>7</td> </tr> </tbody> </table>	GROUNDCREW:	R.C.A.F. OFFICERS	R.C.A.F. AIRMEN	R.A.F. OFFICERS	R.A.F. AIRMEN	W.A.A.F. AIRMEN		2	209	111	25	7		
GROUNDCREW:	R.C.A.F. OFFICERS	R.C.A.F. AIRMEN	R.A.F. OFFICERS	R.A.F. AIRMEN	W.A.A.F. AIRMEN												
	2	209	111	25	7												

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See instructions for use of this form in K.R. and A.C.I. para. 219 and War Manual, Pt. II, chapter XX, and note in R.A.F. Pocket Book.

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Middleton St. George	31st January		No. and type of aircraft on Unit charge: 18 Halifax Mark II, 3 Lancaster Mark I.		
	(Cont'd)				
	31st January		Flying time for the month of January, 1944: Operational: 451.35 Non-operational: 226.55 Non-operational: (Lancaster) 11.30		
			Number of sorties carried out: 59		
			Enemy aircraft claimed as casualties during the month of January, 1944: Although a number of combats took place on operations during the month, no enemy aircraft are claimed as casualties.		
			Attached herewith Combat Reports for the month, shown as Appendices "B".		Appendix "B"-14- B:17
			Attached herewith shown as Appendix "C" is a short report on the activities of the "Moose Fulton Club".		Appendix "C"-03
	31st January		Attached herewith shown as Appendix "C" is copy of Squadron news in ROAF "Wings Abroad" newspapers HEALTH The health of the Squadron continued to be generally satisfactory.		Appendix "C"-4. (on originals on ly

W.P. Pleasant
W.P. Pleasant) Wing Commander,
Commanding 419 (RAF) Squadron,
Middleton St. George, Durham.

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