

OPERATIONS RECORD BOOK

5.22-419  
7AS

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

6585

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
Middleton St. George	1944 1st February		<p>Squadron stand down.</p> <p>W/C Florence discussed the results of the recent Gardening operations with the aircrew personnel of the Squadron.</p> <p>Local flying, air to air firing and bombing was carried out during the day.</p> <p>F/S McLeod soloed on the Ruhr Express.</p> <p>Six W/Op's kept a monitoring watch in Group W/T exercise. Lecture was also given on the Halifax Electrical System to all W/Op's. This lecture was given by an N.C.O. of the Electrical Section.</p> <p>Lectures were given on the Lancaster fuel system, hydraulics and Stromberg Carburettor to the Engineers of the Squadron.</p> <p>Two new engines were installed on "Q" JD-459 (time expired).</p> <p>A possibility of fitting H2S equipment on Canadian built Lancasters was investigated by the Radar Section.</p>	
	2nd February		<p>6 aircraft were detailed to Garden KTEL BAY.</p> <p>"E" returned early with H2S u/s. The remainder planted successfully although "S" and "T" each had one hung up. The Navigation results on this sortie were particularly good.</p> <p>6 W/Op's had a monitoring watch on Group frequency and Bendix training was carried out by the remainder.</p> <p>Lancaster conversion training was carried out by all Sections with all personnel not scheduled for operations.</p> <p>Re-decoration of the Squadron H.Q. Office was carried out by Squadron personnel.</p>	A.1251 - A.1258
	3rd February		<p>Six aircraft were detailed for Gardening off La Rochelle. "S" returned early - H2S u/s.</p> <p>"E" also returned for same reason after working on the equipment until within ten minutes of the Garden.</p> <p>Take-off on this operation was very late and some of the aircraft were still over enemy territory in daylight, "E" being attacked by a day fighter but successfully managed to evade after exchanging fire.</p> <p>F/S Darney put up an exceptionally good show in repairing his u/s Marconi outfit during the operation.</p>	A.1259 - A.1264 "B.18"

SECRET

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Middleton St. George	4th February		Squadron stand down. Crew training was carried out and the re-decoration of the Squadron Offices brought near completion.		
	5th February		Five aircraft were detailed for Gardening at OSE. The trip was carried out in bright moonlight but very little opposition was encountered, all aircraft Gardening successfully. Navigation was also particularly good, although the predicted met. winds proved to be badly out. The Ruhr Express was flown down to 20 M.U. for overhaul. Two of the Squadron W/O's were given a "G" board and recommended for re-grading.		A.1255 - A.1269
	6th February		Squadron stand down. A very interesting lecture on pathfinder technique was given by S/L Broome of the Station Intelligence Staff. The weather being particularly poor, no flying could be undertaken. Dry dingy drills were carried out by three crews.		
	7th February		Squadron stand down. A bullseye with night fighter affiliation was arranged but later had to be scrubbed as no fighters could be obtained for the exercise. Three aircraft were on practice bombing. The weekly meeting of the Senior N.C.O.'s i/c A/C Maintenance was held in P/L Balak's Office.		
	8th February		Squadron stand down. A bullseye was planned but had to be scrubbed. A considerable amount of excitement was caused by a fire in the Navigation Section Office. Due to prompt action on the part of the Navigators, very little damage resulted. The cause of the fire was faulty construction of the heating system. This has now been rectified. Two aircraft were detailed for air to air firing and carried out the exercise successfully. A store has been set up for Lancaster spare parts which are arriving satisfactorily.		
	9th February		Squadron stand down.		

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Middleton St. George	9th February	(Cont'd)	The Navigation Section had a busy morning trying to straighten out the mess resulting from their fire. A large amount of local flying was undertaken, including two details of fighter affiliation, one height test and one Radar cross country. One aircraft NR.780 was received from 45 M.U. Airmen due to sit before the forthcoming trade test board attended classes on appropriate subjects.		
	10th February		6 aircraft were detailed for Gardening off ST. NAZAIKE. This was an early take-off and when the route was changed during Navigation briefing a considerable amount of panic ensued. The operation was extremely successful, little opposition being encountered until the force was over the Garden area. Navigation results were particularly good.		A.1270 - A.1275
	11th February		Squadron stand down. Local flying was carried out, including two Radar cross countries and one height test. "X" was flown to Topcliffe Base to have square rudders fitted. Cross practised dinghy drill. S/L Coull and S/L Clark, the retiring and incoming Group Gunnery Leaders, visited the Squadron and talked over several points with the Gunnery Section.		
	12th February		6 aircraft were detailed for Gardening operations off the island of BORKUM in the FRISIANS. This operation was very successful, the crews reporting only light flak in the Garden area but "R" with F/L Laidlaw as Captain on his 20th sortie, was unfortunately missing. During the day a special film was shown to all aircrew on Radar equipment. A/C "N" JD.572 was transferred to 1666 Conv. Unit Wembleton.		A.1276 - A.1281
	13th February		Squadron stand down. The RHP reported that an aircraft had been lost in the CHEVIOT HILLS the previous night. It was thought that this might possibly be "R" and six aircraft were despatched to search in this region. Unfortunately the weather closed in and these aircraft had to be recalled shortly after take-off. Two cars manned by Squadron personnel were despatched to this region to carry on the search but these also were unsuccessful due to low clouds.		

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Middleton St. George	13th February	(0400A)	The walls of the Squadron's new Radar workshop were completed to-day and it is hoped that the workshop will soon be in operation.		
	14th February		<p>The Squadron stand down.</p> <p>It was hoped that an airsearch of the hills could be carried on but this had to be abandoned owing to the continuance of low-lying 10/10ths clouds.</p> <p>A lengthy discussion on airborne counter measures was indulged in by all aircrew personnel under the leadership of F/L Brown, Squadron Signals Leader.</p> <p>The weekly meeting of the H.C.O.'s i/o aircraft was carried out in F/L Sales' office. Installation of Type 54 Synthetic RES Trainer was completed, this being positioned in the Link Trainer Hut. Cpls. Howarth and Brinscombe were given instruction on the maintenance of this trainer.</p> <p>Fishpond Radar equipment was installed in aircraft "F".</p>		
	15th February		<p>15 aircraft were detailed to attack BERLIN. One missing, P/O Parker on his 11th sortie.</p> <p>The remainder were diverted to Bury St. Edmunds. The target was covered by 10/10ths cloud and results could not be observed. Eight pilots of 425 Squadron were taken as 2nd pilots.</p> <p>The crews diverted to Bury St. Edmunds, and American Station and report that they were treated with great hospitality by the Americans and wish to record their appreciation of the hospitality they received.</p>		A.1282 - A.1297 "B.19"
	16th February		<p>Two aircraft, all that remained on the Station of the Squadron strength, were detailed for operations on Berlin. This operation was finally scrubbed.</p> <p>Owing to the unsettled condition of the weather, it was doubtful that the aircraft that were diverted on the previous night's operation could return to this Station in time to take part in the operation ordered, but eventually the weather turned down and return was impossible.</p>		
	17th February		<p>Our two remaining aircraft were again detailed for operations against BERLIN. This was again scrubbed, our diverted aircraft still being unable to return.</p> <p>Plans were made for a continuous afternoon briefing as it was hoped that some of our aircraft may have been able to return and take part in this operation.</p>		
	18th February		Operations were again laid on for Berlin but finally scrubbed, the diverted A/C returned late in the afternoon.		

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Middleton St. George	18th February	(Cont'd)	"F" remained at diversion base owing to magnéto trouble. The crews on return requested that a special letter of thanks be sent to the Commanding Officer of Bury St. Edmunds for the exceptional treatment they received during their prolonged stay at that place.		
	19th February		15 aircraft were detailed to attack LEIPZIG. "A" - Captain F/S MacLeod on his 7th sortie and "Y" - Captain F/O Lucas on his 14th sortie were missing from this operation. "Q" "Q" and "E" had combats with enemy fighters, "E" in particular being very badly shot up before reaching the target. The Captain, F/O Byford, however, carried through with his attack but was again shot up by a fighter on his way home. The met. predicted winds were badly out on this operation causing the aircraft to lose between 30 and 45 minutes en route to the target. One point which may be of interest in regard to "Y" - this was its 50th operational sortie which is believed to be a record for Halifax aircraft.		A.1296 - A.1311 "B.20" "B.21" "B.22"
	20th February		<del>Squadron Stand down</del> 17 aircraft were warned for operations on STUTTGART. These operation was scrubbed late in the afternoon. No crew training of any description was undertaken due to operational requirements.		
	21st February		Squadron stand down. A crew was sent down to 20 M.U. to pick up the Ruhr Express but were unable to do so owing to a w/s starboard outer engine. One new aircraft was received from GRAVELEY.		
	22nd February		9 aircraft were detailed for Gardening operations. The target and route were extremely late in coming through and were changed again at the last minute with the result that the Navigators had to alter their flight plans while boarding the aircraft. Fortunately all aircraft were recalled shortly after take-off. Aircraft "X" landed with undercarriage half retracted and was put Class AG.		A.1312 - A.1320
	23rd February		Squadron stand down. Weather was extremely bad and no flying could be undertaken and ground training was carried on in all Sections.		
	24th February		6 aircraft were detailed for Gardening at KIEL BAY and four took part in a special effort to		A.1321 - A.1330

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Place	Date	Summary of Events	References to Appendices
Middleton St. George	24th February (Cont'd)	<p>attract fighters from the main force. On this occasion A19 was given the job of marking the target and did so with very good results, both as regards timing and placing. The Gardening was carried through effectively, all vegetables being placed in the plots allotted.</p> <p>F/O Hamilton in "H" lost an engine over Denmark but returned safely</p>	
	25th February	<p>11 aircraft were detailed for Gardening in KIEL BAY.</p> <p>6 of the aircraft again undertook the FF marking. This was again very successfully done.</p> <p>"C" - F/O Warren Captain on his 9th sortie was missing from this operation and the remainder planted their vegetables successfully and returned without incident.</p>	A.1331 - A.1341
	26th February	Squadron stand down.	
		Training was carried through in normal fashion.	
	27th February	Squadron stand down.	
		A church parade for all aircrew personnel was held in the morning. In the afternoon the movie show of Instructional Films was attended by all aircrew personnel.	
	28th February	9 aircraft were detailed for Gardening in KIEL BAY, this operation being scrubbed after marshalling.	
		Fishpond equipment was fitted to aircraft "K".	
	29th February	The Radar trade test board tested several personnel of that Section.	
		Squadron stand down.	
		Flying training was carried out during the day with emphasis on Radar training.	
		A further attempt was made to collect the Ruhr Express but this again proved abortive.	
		Two of the personnel of the Radar Section went on one of the Radar Cross Country trips to observe the B2S or B2S equipment	

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OPERATIONS RECORD BOOK

of (Unit or Formation) No. 119 (R.C.A.F.) Squadron

No. of pages used for day \_\_\_\_\_

Place	Date	Time	Summary of Events	References to Appendices
MIDDLETON ST. GEORGE	29th Feb.		<p><b>MOVEMENTS DURING THE MONTH:</b></p> <p><b>Postings TO the Unit:</b></p> <p>(21st February) P/O H.I. Smith (J.19595) (P), J.2393 E/O J.L. Moore (Nav), J.26540 E/O W.R. Finlayson (A/B), J.26855 E/O W.W. Price (WO/AG), 657026 Sgt. Bull, R. (RAF) (W/Eng.)</p> <p>R.185380 Sgt. O'Connell, J.C. (MU/AG), and R.186805 Sgt. Livingstone, S.G. (Rear A/C) reported from 61 (RCAP) Base, TORULIFFE (1659 Conversion Unit), for flying duties.</p> <p>R.206796 Sgt. Brittain, D.G. (A/G), R.206354 Sgt. Hull, F.G. (A/G), and R. 195014 Sgt. Turner, L.G. (A/G), all reported from 61 (RCAP) Base, TORULIFFE (1659 Conversion Unit), for flying duties with the Unit. They are to be crewed with crews of the Squadron who, for one reason and another, are deficient Air Gunners. CAN.7674 Sgt. Keeler, W. (A/G) also reported in Com A32 (RCAP) Squadron, to be crewed with a crew in the Squadron.</p> <p>(25th February) J.23764 E/O W.F. Barclay (Pilot), J.24057 E/O Hookay, P.G. (Nav.), J.26312 E/O M. Green (A/B), R.114514 W/O Taylor, D.S. (WO/AG), 1867699 Sgt. Afford, R.A. (RAF) (W/Eng.), R.200168 Sgt. Devon, J.R. (MU/AG), and R.172895 Sgt. Gibson, D.L. (Rear A/C), reported to the Unit for flying duties from 61 (RCAP) base, TORULIFFE, (1659 Conversion Unit).</p> <p>(28th February) E/Lt. J.A. Virtue (G.7905) (Pilot), J.26921 E/O. J.R. Johnson (Nav.), R.157135 Sgt. Poole, V.F. (A/B), R. 107620 E/Sgt. Britts, A.J. (WO/AG), 1582850 Sgt. Gilbert, P. (RAF) (W/Eng.), 1354430 Sgt. Davenport, T. (RAF) (MU/AG), and R.167132 Sgt. Stoyko, M.B. (Rear A/C), reported to the Unit for flying duties from 61 (RCAP) base, TORULIFFE, (1659 Conv. Unit).</p> <p><b>Posting FROM the Unit:</b></p> <p>(4th February) C.18984 E/O C.W. Nevins (W/Engineer), posted to No.420 (SHOW OWL) Squadron, THORNFORD, to assume duties of Flight Engineer Leader with that Unit. E/O Nevins received his appointment to commission with 119 Squadron, and was very popular because of his easy-going genial manner, with everyone on the Unit.</p> <p>(8th February) J.18358 E/O J.L. Mercier (A/G), was posted to 61 (RCAP) Base, (1659 Conv. Unit) for instructor duties. E/O Mercier had just recently received his commission.</p>	SECRET

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MIDDLETON ST. GEORGE	29th February		<p>Postings FROM the Unit (Continued)</p> <p>(13th February) R.11813A W/O Herbert, R. (Pilot), J.20236 P/O F.A. Madon (Nav.), R.158805 P/Sgt. Gardee, H.B. (A/B), 1318176 Sgt. Owen, L.F. (WO/ATR)(RAF), 160411A Sgt. Hall, J.W.F. (RAF), (P/Sgt.), R.75762 Sgt. Miles, R.L. (WO/AC), and R.148900A Sgt. Crisp, D.A. (Rear A/G) were posted to No. 405 (RCAF) Squadron, Great Grannden, for P.F.F. duties. The crew reported to the Navigational Training Unit, Hwood, prior to reporting to 405 Squadron.</p> <p>(20th Feb., 1944) J.2072 P/Lt. J.A. Westland (Pilot), J.14776 P/O J.B. Hall (Nav.), J.22864 P/O J.W. Galvin (A/B), 1311306 P/Sgt. Beer, H.W. (RAF) (WO/ATR), 1653123 Sgt. Davies, H.G. (RAF) (P/Sgt.), 117979 P/O Stapler, G.G. (RAC) (WO/AC), and R.141311 P/Sgt. Atkinson, W.S. (Rear A/G), were posted to 428 (RCAF) Squadron, Skipton-on-Swale for operational duties. P/Lt. Westland was Deputy Flight Commander, "B" Flight of the Squadron, and was posted to A Flight Commander post and promoted to the rank of S/Ldr. with 428 Squadron. "Westie" Westland was a very popular member with both aircrew and groundcrew alike, and is missed around the Squadron.</p> <p>(20th February) 170696 (RAF) P/O H.B. Kelsall (WO/ATR) was posted to 1664 Conversion Unit, DISBURGH, for instructor duties, having completed a tour, and just recently commissioned with 419 Squadron.</p> <p>(19th February) R.1377081 W/O Greenall, J. (A/G) was posted to H.Q. 91 Group Unit for Summary Instructor course prior to being placed on instructional duties at 10 O.T.U. ARINGDON. W/O Greenall completed his second tour with 419 Squadron, having been crewed with S/Ldr. Dyer, "A" Flight Commander.</p> <p>(27th February, 1944) R.160773 Sgt. Lowe, T.B. (Nav.), R.177545 Sgt. Lunny, V.W. (A/B), R.105982 W/O Humphreys, H.O.E. (WO/AC), 1822200 Sgt. Sinclair, W.A. (RAF), (P/Sgt.), R.197965 Sgt. Wheeler, M.W. (WO/AC), and R.212525 Sgt. Burridge, H.C. (Rear A/G), were posted to 61 (RCAF) Base (1664 Con. Unit) to be crewed with W/O Greenidge, J.A. (Pilot). This crew were formerly captained by P/O Gibson, who was reported missing recently.</p> <p>10601032 Tech./Sgt. Elmont, E.W. (URAAF), was released from attachment to the R.A.F. and returned to 12th Replacement Control Depot, Cherley, (U.S.A.A.F.) for duty.</p>	SECRET.	References to Appendices

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OPERATIONS RECORD BOOK

of (Unit or Formation) No. 439 (R.C.A.F.) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																						
MIDDLETON ST. GEORGE	29th February		<b>AIRCRAFT COMMISSIONED DURING THE MONTH:</b> R.147617 W/O2 Johnson, T.B. (now J.19609) NAV. R.125639 W/Sgt. Parker, J.A. (now J.19583) PILOT R.82501 W/Sgt. Pinner, F.S. (now J.19708) AIR BOMBER RAE1377811 W/Sgt. Kelsall, H.B. (now 170696) WO/AIR R.166007 Sgt. McGill, M.D. (Now G.19702) W/MSG. R.107102 W/O2 Child, F.C. (now J.19774) A/G																								
	29th February		<b>DETAILS OF BOMBS DROPPED DURING THE MONTH:</b> 74 x 30 lb. L.Cs., 2x 180 x 4-lb. incendiaries, and 76 x 1,500 lb. Mines. The tonnage dropped was: Incendiaries, 59.6 tons, Mines, 57 tons.																								
	29th February		The strength of the Squadron as at 29th February, 1944, is as follows: <table border="1"> <thead> <tr> <th>AIRCRAFT</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> </tr> </thead> <tbody> <tr> <td></td> <td>51</td> <td>75</td> <td>5</td> <td>50</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th>GROUND CREW</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. AIRCRAFT</th> </tr> </thead> <tbody> <tr> <td></td> <td>2</td> <td>208</td> <td></td> <td></td> <td>7</td> </tr> </tbody> </table>	AIRCRAFT	R.C.A.F. OFFICERS	R.C.A.F. AIRMEN	R.A.F. OFFICERS	R.A.F. AIRMEN		51	75	5	50	GROUND CREW	R.C.A.F. OFFICERS	R.C.A.F. AIRMEN	R.A.F. OFFICERS	R.A.F. AIRMEN	W.A.A.F. AIRCRAFT		2	208			7		
AIRCRAFT	R.C.A.F. OFFICERS	R.C.A.F. AIRMEN	R.A.F. OFFICERS	R.A.F. AIRMEN																							
	51	75	5	50																							
GROUND CREW	R.C.A.F. OFFICERS	R.C.A.F. AIRMEN	R.A.F. OFFICERS	R.A.F. AIRMEN	W.A.A.F. AIRCRAFT																						
	2	208			7																						
	29th February		No. and type of aircraft on Unit Charge: 13 HALIFAX MARK II aircraft.																								
	29th February		Flying time for the month of February, 1944: Operational: 567 hours, 30 mins. Non-operational: 136 hours, 55 mins. Non-operational: 6 hours, 15 mins. (LANG.)																								
			Number of sorties carried out: 31																								
			Enemy aircraft claimed as casualties during the month of February, 1944: Although there were five encounters with enemy aircraft during the month and fire was exchanged, no enemy aircraft are claimed as casualties by Air Gunners of the Squadron. Attached herewith are Combat Reports for the month, shown as Appendices "B"		APP. "B-18- B-22"																						

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