



OPERATIONS RECORD BOOK

5.22.1-419  
7AS

of (Unit or Formation) No. 19 (R.C.A.F.) Squadron.

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Place	Date	Time	Summary of Events	References to Appendices
Middleton St. George	1st March, 1944	Wednesday	Squadron stand-down. One aircraft carried out a Fighter Affiliation exercise. A considerable amount of Radar training was undertaken by aircrews.	
	2nd March, 1944	Thursday	Two aircraft were detailed to carry out a low-level bombing sortie against MURLAN-LES-MUREAUX. Results of bombing appeared to be most satisfactory from first indications, and the navigation generally was of a very high order.	A-134-2-1351
	3rd March, 1944	Friday	Six aircraft were detailed to carry out a mining sortie in the mouth of the GARONNE RIVER. Navigation results were particularly good, and the vegetables were planted within the area prescribed. Flying training was carried out during the day by the aircraft and crews not detailed for the mining operation. Radar training was carried out by aircrew not engaged in flying duties. Several hours' link training was carried out by Flight Engineers in preparation for their duties as Second Pilots of Lancaster aircraft with which this Unit expects to be fully equipped shortly.	Apl352-1357
	4th March, 1944	Saturday	Five aircraft were detailed to carry out a gardening mission in BREEST BAY. The navigation standard was again of a high order, the aircraft arriving on time, and, with the assistance of Radar Equipment, planted their vegetables in the prescribed area. On return from this mission, all of the Squadron aircraft were diverted to R.C.A.F. Station Leeming. Squadron aircraft not detailed for operations or in for inspection were used for flying training, and crews from whom engineers could be spared taking Radar training and the Flight Engineers again taking Link Training.	A-1358-1362
	5th March, 1944	Sunday	Squadron stand-down. During the afternoon the aircraft which had been diverted to RCAP Leeming the night before returned to base. The Lancaster "Ruhr Express" returned to the Squadron from 20 Maintenance Unit, Aston Down. The Radar Section commenced the fitting of H2S equipment on this aircraft. If successful, this will be the first Lancaster Mark X to be fitted with this equipment. The weather during the day was not particularly good, with the result that no flying training was carried out, but a fair amount of ground training was completed, particularly by the Wireless Operators, who are at present converting to Bendix Equipment.	

SECRET

References to Appendices

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	5th March, 1944 Monday		<p>Eleven aircraft were detailed to carry out a low-level attack on the marshalling yards at TRAPPES, in the Paris area. The aircraft detailed for this attack carried the largest bombload that had ever been carried from R.C.A.F. Station Middleton St. George.</p> <p>Navigation results were considered very good, opposition encountered at the target was conspicuous by its <sup>(absence)</sup>. The results of this attack seemed to be particularly satisfactory.</p> <p>On return to base, a diversion was sent out from H.Q. 6 Group, but as seven of the aircraft were by that time in the Circuit, they landed at their home station. Of the remaining four, aircraft "G" and "P" landed at R.A.F. Harwell, "N" at HQAF Linton-on-Ouse, and "H" at R.A.F. Abingdon.</p>		A-1363-1373
	7th March, 1944 Tuesday		<p>Eleven aircraft were detailed to carry out an attack on the marshalling yards at LE MANS. Owing to the bad weather conditions prevailing during the day, the four aircraft which had been diverted the night before could not return to base in time to participate in the sortie, as there was not time for them to be re-fuelled and re-armed etc., with the result that the Squadron's effort was reduced to eight aircraft.</p> <p>This attack was not considered a success, as on arrival at the target there was found to be 10/10ths low cloud through which the markers could not be discerned, with the results that aircraft "X" and "W" did not bomb, but returned with their full loads as instructed. The remaining aircraft bombed the slight red glow emanating from the markers seen through cloud. On taking off from HQAF Station Linton on Ouse, P/Sgt. Marjoram, G.H. (RAF) in Aircraft "N" did a slight "shoot-up" of the aerodrome, this matter being reported to this Station via 6 Group Headquarters with the result that P/Sgt. Marjoram now has a few remarks in red ink appropriate to the occasion, in his flying log book.</p> <p>One of the reasons for the poor showing on the attack on LE MANS was the fact that the PFF force were no less than fourteen minutes late, with the result that the aircraft making the attack had to do several circuits before markers appeared. Fortunately, the defences were negligible, otherwise serious losses might have been incurred.</p>		A-1374-1381

See instructions for use of this form in K.R. and A.C.I. para. 299 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.	8th March 1944	Wednesday	<p>Eleven aircraft of the Squadron were again detailed to attack the marshalling yards at LE MANS. This operation was eventually cancelled, due to poor weather conditions prevailing. Four aircrews were despatched to No. 35 FFF Squadron to ferry aircraft which had been transferred from that Unit to 419 Squadron.</p> <p>Satisfactory progress is being made on the construction of a second Radar workshop, and it is hoped that this may be in operation before the end of the month, as the present workshop, housing both Squadron Radar Sections, is not adequate.</p>	
	9th March 1944	Thursday	<p>Eleven aircraft of the Squadron were once more detailed to attack the marshalling yards at LE MANS. This operation was again cancelled, due to poor weather conditions.</p> <p>GEE and Radar training was carried out by Air Bombers of the Squadron.</p> <p>F/Lt. W.W.D. Brown and F/O S.E. Bedford (RAF), the present and future Squadron Signals Leaders, proceeded to H.Q. 6 (REAF) Group Headquarters for a conference with S/Ldr. Issard, Group Signals Officer.</p> <p>Flight Engineers of the Squadron carried out six hours' of Link training during the day.</p>	
	10th March 1944	Friday	<p>Eleven aircraft of the Squadron were for the third time detailed to attack the marshalling yards at LE MANS, and this operation was again cancelled, due to poor weather conditions which prevailed.</p> <p>Radar training was carried out, three aircraft participating.</p> <p>The four crews returned from No. 35 FFF Squadron, bringing back two Halifax II aircraft for this Unit and two consigned to No. 428 (REAF) Squadron at this Station.</p> <p>All aircrews attended a lecture given by the Station Medical Officer in the afternoon.</p>	
	11th March 1944	Saturday	<p>Four aircraft of the Squadron were detailed to participate in a Gardening operation off ST. MATHIEU. Weather conditions were good, and very little enemy action encountered by the gardening aircraft, with the result that the vegetables were planted exactly as briefed.</p> <p>Aircraft "L" was short of petrol on the return, and landed at EXETER, returning to base the following morning.</p> <p>Radar flying training was carried out during the day, and the Flight Engineers not detailed for flying were engaged in Link training.</p>	A-1382-1385

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of (Unit or Formation) No. 19 (R.C.A.F.) Squadron.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	15th March 1944	Wednesday	(cont'd) since been effectively plotted.		
	16th March 1944	Thursday	Twelve aircraft were detailed to carry out an attack on the marshalling yards at AMIENS. Prevailing weather conditions were particularly satisfactory, and the PFF seemed to carry out a really good job, with the result that a very good attack developed, culminating in a tremendous explosion which was reported as being an ammunition train blowing up. Arrangements were made to screen three crews from operations for Lancaster training, the course to be under the direction of F/Lt. D.G. Hall, Flight Engineer Leader, who had recently returned from a course at A.V. Roe and Co. (Lancaster manufacturers) works.		A-1410-1421
	17th March 1944		Operational stand-down. Four aircrews participated in a dry dinghy-drill. F/Lt. Hall commenced his Lancaster course, to the selected aircrews, the remainder of the aircrews participating in GEE training.		
	18th March 1944	Saturday	Two aircraft were detailed to carry out a gardening sortie on HELIGOLAND BIGHT. Six of this Squadron's crews were detailed to carry out the PFF marking for the remainder of the effort, the positions and timings of the flares dropped being considered particularly satisfactory. Enemy action was very slight, but aircraft "J" turned back with the stbd. inner engine unserviceable, the aircraft returning safely to base. One aircraft reported picking up returns on H2S at a 50 mile range, which is the best reception noted on this Squadron so far.		A-1422-1431
	19th March 1944	Sunday	Squadron stand-down. F/Lt. Hall completed the first Lancaster course today, passing out the three crews as being competent to fly the Lancaster aircraft. Ground training was carried out by the various Sections, as detailed by the Section Leaders. A well-attended Church Parade was held for the aircrew of the Squadron in the morning.		
	20th March 1944	Monday	Fourteen aircraft were briefed to carry out a Gardening operation in KIEL BAY. This operation was subsequently cancelled, owing to the fact that the weather conditions were not particularly favourable.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	20th March 1944	Monday	(Cont'd) All aircrew personnel of the Squadron were given a demonstration on the Airborne Lifeboat, a completely equipped lifeboat and instructor crew visiting the station for this purpose. H2S and Fishpond were installed in aircraft "F", Halifax HR.912, and found O.K. on test.		
	21st March 1944	Tuesday	Fourteen aircraft were detailed to carry out a Gardening operation in KIDLE BAY. Five Squadron aircraft had already taken off when this operation was cancelled. Unfortunately H.Q. 6 (NCAF) Group employed the incorrect call-sign on the first recall instruction, and these aircraft were well out over the North Sea before the correct call-sign and the recall were sent out. All five aircraft returned safely to base. The second Lancaster course, conducted by P/Lt. Hall, was put under way, three more crews being given instruction.		A-1452-1456
	22nd March 1944	Wednesday	Sixteen aircraft were detailed to carry out a Gardening operation in KIDLE BAY. Six of this Squadron's aircraft were detailed to do PFF marking for this sortie, the results of which were fair to good, one flare being slightly off track. Aircraft "J", P/Sgt. Harford, Captain, returned without dropping the vegetables. Aircraft "W", Captain, P/O Peck, had an engine become unserviceable when crossing the Danish Coast on the way out, but continued on to the Garden and gardened successfully. On the return trip the second engine on the starboard wing became unserviceable with the result that the aircraft could not maintain height particularly as the Captain had to lose altitude to escape a cloud-bank. Ditching procedure was carried out, SOS and Fix signals being sent out at regular intervals, with the result that when the aircraft finally ditched 50 miles off the English coast an RAF Thornaby Air-sea Rescue aircraft which was sent out to locate the aircraft, had no difficulty in doing so, and successfully directed one of H.M. Trawlers to the rescue of the crew who had taken to their dingy. The rescue was effected after the crew had been "water-borne" for three and a half hours. This was considered an extremely good showing on the part of the aircraft crew, none of whom suffered any ill-effects, the air-sea rescue crew, and the crew of H.M. Trawler. The aircraft remained afloat until after the crew had been rescued, and eventually had to be sunk by gun-fire from the Trawler.		A-1457-1458 A-1451

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Middleton St. George	22nd March 1944	Wednesday	(CONT'D) Owing to the error by H.Q. 6 (RCAF) Group in transmitting the recall on the previous night's operations, P/O S.E. Bedford (RAF) Signals Leader, instituted a "Listening - Watch" at this Station. This was carried out, and proved to be a success.		
	23rd March 1944	Thursday	Thirteen aircraft were detailed to carry out an attack on the marshalling yards at IACV. The weather conditions prevailing were good, but the PFF were late, and caused Squadron aircraft to have to make a considerable number of "dummy" runs on the target before bombing. The PFF marking also appeared to be slightly inaccurate, with the result that this attack was not considered to have been very successful. On return, aircraft "N" landed at RAF PHEM owing to a shortage of petrol, but returned early the following morning to base. P/Lt. Hall carried on with the Lancaster courses, making good progress.		A-1453-1465
	24th March 1944		Squadron stand-down. Radar training was undertaken by some aircrews, the remainder carrying out training on ground as detailed by their respective Section Leaders. The H2S installation in the Lancaster "The Ruhr Express" was completed, and test-flown for the first time. The range received was very good, and the large bomb-doors did not appear to interfere with the working of the equipment, and excellent results were obtained. It is hoped that this modification may be incorporated in all Lancaster I aircraft to be received.		
	25th March 1944	Saturday	Fourteen aircraft were detailed to attack the marshalling yards at AMINOVE. The weather conditions prevailing were considered to be good, and Squadron navigational results were particularly good, but the PFF markings again seemed to be slightly late and somewhat inaccurate, with the result that no great concentration or successful attack was expected. Aircraft "L", captained by P/O H.G. Bjolfson, had the port outer engine become unserviceable shortly after take-off but proceeded on track to the English Channel, when the port inner engine also failed. The aircraft turned, and, on attempting to make an emergency landing at RAF PHEM, the aircraft overshot the runway and crashed in a ploughed field, causing the airframe to be a complete "write-off", and causing slight injury to all members of the crew. P/Lt. Hall continued the Lancaster lectures to the crews currently screened from operations for instruction.		A-1466-1479 A-1471

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	25th March 1944	Saturday	(Cont'd) The Group W/T exercise was successfully carried out by the Wireless Operators of the Squadron.		
	26th March 1944	Sunday	Thirteen aircraft were detailed to attack the marshalling yards at COURTRAI. Weather conditions prevailing were good, and enemy action encountered considered to be very slight. Navigation results were considered good, the PFF were on time and accurate, and the results of the sortie were expected to be excellent. Two aircrews were graduated from P/Lt Hall's Lancaster course, having completed successfully, all the ground training necessary, and were "sold" on Lancaster aircraft. Lancaster X Radar Equipment, as installed in the "Ruhr Express", was photographed both inside and outside of the aircraft, the photographs taken being forwarded on for information.		A-1480-1492
	27th March 1944	Monday	Operational stand-down. Three aircraft participated in an "Eric" exercise during the afternoon, but the weather conditions prevailing were not particularly conducive to the completion of the exercise. Three other aircraft participated in Radar cross-country flights. Two more embryo-Lancaster crews carried out air training in the Lancaster aircraft.		
	28th March 1944	Tuesday	Squadron Stand-down. No air training could be carried out owing to the inclement flying weather. Considerable amounts of ground training was carried out by the aircrews in the morning, under the supervision of the Section Leaders. Aircrew of the Squadron en masse attended an instructional film in the NAAFI during the afternoon.		
	29th March 1944	Wednesday	Thirteen aircraft were detailed to attack VAURES, in the East PARIS region. One aircraft was a non-starter on this operation, aircraft "T" being unable to take off owing to an unserviceable constant-speed unit in one engine. Aircraft "P", captained by W/O Greenidge, on his 6th operational sortie, was missing from this operation. Weather conditions at base were only fair, but over the target weather conditions were good. The PFF were once again late, causing ten of the eleven aircraft to make a second run over the target.		A-1493-1504 A-1504
	30th March 1944	Thursday	Eight aircraft were detailed to carry out a Gardening mission in the vicinity of HELIGOLAND		A-1505-1512

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	30th March, 1944	Thursday	(Cont'd) EIGHT. Five of these aircraft were detailed for FFF duties on this sortie, and carried out their mission on time and on track. No enemy action was encountered, but heavy icing conditions were encountered in cloud en route to and from the target.		
	31st March, 1944	Friday	Squadron stand down. Flying training on the Lancaster aircraft was carried out by crews concerned, some fighter affiliation exercises being completed. Three crews completed training in night circuits and bumps on the Lancaster aircraft. A Group W/T exercise was carried out successfully by Wireless Operators of the Squadron.		
	31st March, 1944	Friday	MOVEMENTS DURING THE MONTH: POSTINGS TO THE UNIT: (6th March, 1944) R.128923 F/S Robson, D.M. (Pilot) and his crew reported for flying duties from 61 Base, Topcliffe, the crew consisting of: R.157646 F/S Smith, P.S. (Nav.), J28208 F/O Lauder, G.R. (A/B), 1575907 Sgt. Smith, T.J. (RAF) (W/OP), R.164710 Sgt. Lillioo, W.D. (A/G), RAF1099556 Sgt. Hoarty, J. (F/E), and 1867853 Sgt. Morgan, B.R. (RAF) (MU/AG). (1st March, 1944) R.110454 F/S Hartford, G.P. (Pilot) and his crew, consisting of: J.24552 F/O N.D. Johnston (Nav), R.155149 Sgt. Foster, B.W. (A/B), J.27953 F/O J. Knox (WOAC), RAF1394674 Sgt. Butler, R. (F/E), R.216214 Sgt. Piotrowski, R.A. (MU/AG), and R.172132 Sgt. Tait, S.O.V. (A/G) reported for flying duties from 61 (RCAF) Base. (8th March, 1944) RAF 1523232 Sgt. Askew, D. (F/E) reported from 61 (RCAF) Base for flying duties (as spare Flight Engineer) with the Squadron. G.26499 F/O W.B. Taylor (Pilot) and his crew, consisting of: R.171584 F/S McGeachie, W. (N) R.159102 Sgt. Ferguson, H.L. (A/B), RAF1705182 Sgt. Springate, A.C. (WO/AIR), RAF 1892564 Sgt. Johnston, G.P. (F/E), R.197961 Sgt. Bussa, J.A. (MU/AG), and R.207166 Sgt. Horwood, J.A. (A/G) reported for flying duties from 61 (RCAF) Base. (13th March, 1944) RAF1604114 Sgt. Hall, J.W.F. (F/E) reported for flying duties (as spare Flight Engineer) with the Squadron. Sgt. Hall had been previously with the Squadron. (16th March, 1944) R.151025 F/S Speight, H.C. (Pilot) and his crew, consisting of:		

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	31st March, 1944		<p><b>POSTINGS TO THE UNIT (Continued)</b></p> <p>J.24666 P/O R.W. Rogers (N), J.27402 P/O Gillespie, G.C. (A/B), R.123620 W/O Wheeler, E.H. (WO/AG), RAF982758 Sgt. Smith, S. (P/E), R.189584 Sgt. Legault, E.J.A. (MU/AG), and R.195237 Sgt. Brown, P.R. (A/C).</p> <p>C.18516 P/O G.R.H. Peck (Pilot) and his crew, consisting of: J.25045 P/O A.T. Paton (N), J.27579 P/O A.W. Winch (WO/AG), J.27274 P/O E.R. McRorie (A/B), RAF1811888 Sgt. Brooks, L.B. (P/E), R.213469 Sgt. Curry, E.G. (MU/AG), and R.190372 Sgt. Ringette, L.G. (A/C).</p> <p>J.24293 P/O B.F. Edwards (Pilot) and his crew, consisting of: J.22573 P/O R.R. Campbell (N) R.118580 P/S Smith, R.S. (WO/AG), R.178160 Sgt. Dewar (A/B), RAF1590317 Sgt. Carruthers, J.R. (P/E), J.38164 P/O J.A. Webber (MU/AG), and J.38163 P/O H.E. Odden.</p> <p>R.120144 W/O Greenidge, J.A. (Pilot) and his crew, consisting of the following: R.160773 P/S Lowe, T.B. (N), R.146982 W/O Humphreys, E.O.E. (WO/AG) R.177546 Sgt. Lumby, V.M. (A/B), RAF1822200 Sgt. Sinclair, W.A. (P/E), R.197965 Sgt. Wheeler, N.W. (MU/AG), and R.212525 Sgt. Sawridge, E.C. (A/C). (This crew had been recently posted from the Squadron to the Conversion Unit to recover with W/O Greenidge; their original Captain, P/O S.J. Gibson, having been missing from operations.)</p> <p>These four crews reported to the Squadron for flying duties from 61 (RCAF) Base, Topcliffe.</p> <p>(20th March, 1944) P/S Quinn, E.A. (R.148368) reported for flying duties (as spare Air Bomber) from No. 432 (RCAF) Squadron, Skipton-on-Swale.</p> <p>(26th March, 1944) J.15887 P/O H. McConnachie (WO/AG) reported to the Squadron for flying duties (as spare WO/AG) from No. 61 (RCAF) Base, Topcliffe.</p> <p>(9th March, 1944) RAF934220 Sgt. Hart, A.G.T. (N) was reported to the Squadron from RCAF Station Middleton St. George for flying duties -- Sgt. Hart had been non-effective sick for a time.</p> <p>(13th March, 1944) RAF1801217 Sgt. Lowen, E.S. (P/E) reported for duty from 431 (RCAF) Squadron.</p> <p><b>POSTINGS FROM THE UNIT:</b></p> <p>(6th March, 1944) J.18937 P/O J.R. Morrison (P) was posted to 1664 Conversion Unit, Dishforth, on completing his second operational tour with the Squadron. P/O Morrison did his first tour in the Middle East, and had joined the Squadron after his instructional tour.</p> <p>(10th March, 1944) J.9899 P/Lt. W.W.D. Brown (WO/AG) was posted to 61 (RCAF) Base, on completing</p>		

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

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Middleton St. George	31st March 1944		<p><b>POSTINGS FROM THE UNIT (Continued)</b></p> <p>his first operational tour. F/Lt. Brown had been occupying the post of Squadron Signals Leader with the Unit, having been posted from No. 428(RCAF) "GHOST" Squadron to fill that vacancy when well on in his first tour. "Browmie" Brown was a keen and energetic Signals Leader, and really contributed tremendously to the high standard of Wireless Operators in the Squadron. His unflinching energy and constant good-humour made him popular with everyone.</p> <p>(13th March, 1944) F/O G.M. Andrews (J22553)<sup>(N)</sup>, J.20815 F/O E.A. Highland (A/B), J.19056 F/O W.R. Tench (WO/AG), R.107429 F/S Lynk, J.H. (MU/AG), and R.132130 F/S Johnson, A.E. (A/G), were all posted to No. 61 (RCAF) Base, Topcliffe, for instruction with a Pilot. This crew was formerly captained by F/O J.R. Morrison who was screened at 20 sorties (2nd tour), and as they have completed approximately 19 sorties it was necessary for them to be recreated for the remainder of their tour.</p> <p>(15th March, 1944) J.17462 F/O G.M. Willard (A/G) was posted to 1659 Con. Unit, Topcliffe, for instructional duties after having completed a tour of operations with this Squadron. F/O Willard did part of his tour in the Middle East Command, but the majority of it was done with the Moose Squadron.</p> <p>(19th March, 1944) R.128369 F/S Johnson, L.W. (Pilot), and his crew, consisting of: R.92589 F/S Sachs, L.M.S. (N), R.160196 F/S Rodman, R.T. (A/B), E.97332 WO Wade, L.A. (WAG), R.165928 Sgt. Shuman, A. (F/R), R.191910 Sgt. Morris, J. (MUAG), and R.176776 Sgt. Rogers, H.W. (A/C), were posted to No. 405 (RFF) Squadron for Pathfinder duties, reporting to N&amp;T&amp;U. Warboys for Navigational training first.</p> <p>(25th March, 1944) J.19771 F/O F.C. Child (A/C) was posted to No. 1659 Conversion Unit, Topcliffe, for instructional duties, after having completed a tour of operations with the Moose Squadron.</p> <p>(28th March, 1944) R.F.186760 Sgt. Afford, R.A. (F/R) was posted to No. 1659 Conversion Unit pending hearing of a Court Martial case.</p> <p>(29th March, 1944) G.26499 F/O W.E. Taylor (Pilot) and his crew, consisting of: R.17158, Sgt. McCoshie, W. (N), R.159102 Sgt. Ferguson, H.L. (A/B), R.F. 1705182 Sgt. Springate, A.C. (WATR)</p>		

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Middleton St. George	31st March, 1944		<p><u>POSTINGS FROM THIS UNIT (Continued)</u></p> <p>RAF1892564 Sgt. Johnstone, G.R.J. (P/R), R.197961 Sgt. Bussa, J.A. (MU/AG), and R.207166 Sgt. Horwood, J.A. (A/G), were posted to No. 644 Squadron, Blandford, Dorsetshire, for wider-ranging duties, this crew having had instruction in this type of work prior to being posted to the Moose Squadron.</p> <p>(31st March, 1944) RAF 159032 P/O J.G. Hamilton (Pilot), RAF169980 P/O B. Rogers, (N), RAF169980 P/O W.R. Elsey (A/B), and RAF1387471 P/S Spinks, E.C. (WO/ATR), RAF1806465 Sgt. Vickers, A.C. (P/E) were all posted for instructional duties on completing a tour of operations with the Moose Squadron Hamilton to 19 O.T.U., Rogers to 14 O.T.U., Elsey to 19 O.T.U., and Spinks and Vickers to 1659 Co.U. Topcliffe.</p> <p>J.19941 P/O J.W. Broadhurst (A/G), and J.85046 P/O J.J. Salaba (WO/AG) were posted to 1659 Co. Unit, J.19961 P/O W.F. Griffiths (A/G) was posted to 82 O.T.U., and RAF1673134 Sgt. Edmondson, J. (P/E) was posted to 1666 Conversion Unit, Womblesdon, all for instructional duties after having completed a tour of operations with the Moose Squadron.</p> <p>The day after Sgt. Edmondson left the Squadron, authority for his commissioning was received from Air Ministry, and was, of course, duly passed on to his new Unit.</p> <p>J.2153 P/O H.L. Lee (A/B) was posted to 82 O.T.U. for instructional duties, having also completed a tour of operations with the Squadron.</p>		
	31st March 1944		<p><u>AIRCREW COMMISSIONED DURING THE MONTH:</u></p> <p>R.146528 P/Sgt. Quism, J.D. (now J.19888) Pilot</p> <p>R.130395 WO2 Barnes, W.H. (now J.19769) Air Gunner (Missing 21st January, 1944)</p> <p>R.145227 P/S Thompson, R.L. (now J.19520) Pilot (Missing 30th December, 1943)</p> <p>R.136052 P/S Palmer, F.H. (now J.19660) Pilot (Missing 27th January, 1944, and since reported killed)</p> <p>R.140327 P/S Broadhurst, J.W. (now J.19941) A.C.</p> <p>CAN.1530 Sgt. Barlow, J.A. (now J.19879) Air Bomber</p> <p>175023 Sgt. Ashton, J.H.S. (now 172209 RAF) Flight Eng. (Missing 13th Feb., 1944)</p> <p>R.139638 P/S Griffiths, W.F. (now J.19961)</p>		

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Middleton St. George.	31st March, 1944		<b>AIRMAN AIRCROW COMMISSIONED DURING THE MONTH (Continued)</b> R.13024 P/S MacLeod, D.L. (now J.19971) Pilot. (Missing 20th Feb., 1944) R.120617 WO2 Salaba, J.J. (now J.85046) WO/AG R.129865 WO2 Ryjolfson, H.O. (now J.85015) Pilot		
			<b>MARRIAGES:</b> H.109302 Sgt. Biglan, S.J. (P/E) was married on 28th February, 1944, to Miss Elisabeth Wordley, of Campsea Rye, Suffolk, England.		
			<b>PROMOTIONS OF OFFICERS DURING THE MONTH:</b> J.13055 P/O H.T. Brown (Pilot) was promoted to the rank of Acting Flight Lieutenant, and recommendation for his reporting to the post of Deputy Flight Commander 447 Flight has been forwarded, vice J.21234 P/Lt. H.A. Hewitt, now promoted. J.20078 P/O B.E. Ditcher, and J.10959 P/O J.G. Stewart (Pilot) were promoted to the rank of Acting Flight Lieutenant, as Captains of Aircraft. 120430 P/O W.E. Coleman (Navigator) was promoted to the War Substantive Rank of Flight Lieutenant, (R.A.F.).		
			<b>DETAILS OF EXPLOSIVES DROPPED DURING THE MONTH:</b>		
			Bombs dropped from 1st January, 1944 to 29th February, 1944:	High (2240 lbs.) 37.8	INCENDIARY 127.51
			Bombs dropped during March, 1944:	545.85	-
			Cumulative total from 1st January, 1944:	583.65	127.51
			Mines dropped from 1st January, 1944 to 29th February, 1944:	1,500 lb. Mines	1,000 lb Mines
			Mines dropped during March, 1944:	105 <del>lb</del>	-
			Cumulative total from 1st January, 1944:	1615 <del>lb</del>	16 <del>or 1600</del>
				189 (members, not from)	

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Place	Date	Time	Summary of Events	SECRET	References to Appendices																																	
Middleton St. George	31st March 1944		<p><b>NUMBER AND TYPE OF AIRCRAFT ON UNIT CHARGE:</b> 13 HALIFAX MARK II AIRCRAFT 5 LANCASTER MARK I AIRCRAFT</p> <p><b>FLYING TIME FOR THE MONTH OF MARCH, 1944:</b> Operational: 980:55 hours (HALIFAX) Non-Operational: 159:40 hours (HALIFAX) Non-Operational: 24:45 hours (LANCASTER)</p> <p><b>NUMBER OF SORTIES CARRIED OUT DURING THE MONTH OF MARCH, 1944:</b> 171<sup>24</sup></p> <p><b>ENEMY AIRCRAFT CLAIMED AS CASUALTIES DURING THE MONTH OF MARCH, 1944:</b> NIL.</p> <p>There were no encounters with enemy aircraft during the month, and none are claimed as casualties.</p> <p><b>HEALTH:</b> The health of the Squadron during the month of March, 1944, was satisfactory.</p> <p><b>THE STRENGTH OF NO. 419 (RCAF) SQUADRON AS AT 31st MARCH, 1944, WAS AS FOLLOWS:</b></p> <table border="1"> <thead> <tr> <th>AIRCRAFT:</th> <th>R.C.A.F.</th> <th>R.C.A.F.</th> <th>R.A.F.</th> <th>R.A.F.</th> </tr> <tr> <th>OFFICERS:</th> <th>OFFICERS</th> <th>ALTERNATE OFFICERS</th> <th>ALTERNATE OFFICERS</th> <th>ALTERNATE OFFICERS</th> </tr> </thead> <tbody> <tr> <td></td> <td>65</td> <td>78</td> <td>60</td> <td></td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th>GROUND CREW:</th> <th>R.C.A.F. (1470s)</th> <th>R.C.A.F.</th> <th>R.A.F.</th> <th>R.A.F.</th> <th>R.A.A.F.</th> </tr> <tr> <th>OFFICERS:</th> <th>OFFICERS</th> <th>OFFICERS</th> <th>ALTERNATE</th> <th>ALTERNATE</th> <th>ALTERNATE</th> </tr> </thead> <tbody> <tr> <td></td> <td>2</td> <td>213</td> <td>-</td> <td>24</td> <td>7</td> </tr> </tbody> </table>	AIRCRAFT:	R.C.A.F.	R.C.A.F.	R.A.F.	R.A.F.	OFFICERS:	OFFICERS	ALTERNATE OFFICERS	ALTERNATE OFFICERS	ALTERNATE OFFICERS		65	78	60		GROUND CREW:	R.C.A.F. (1470s)	R.C.A.F.	R.A.F.	R.A.F.	R.A.A.F.	OFFICERS:	OFFICERS	OFFICERS	ALTERNATE	ALTERNATE	ALTERNATE		2	213	-	24	7		
AIRCRAFT:	R.C.A.F.	R.C.A.F.	R.A.F.	R.A.F.																																		
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	2	213	-	24	7																																	
	31st March, 1944		<p><b>GENERAL SUMMARY OF THE MONTH'S ACTIVITIES BY WING COMMANDER W.P. FERGUSON</b></p> <p>(a) The small number of sorties carried out by the Squadron in proportion to the number of operations taken part in was primarily due to the shortage of A/U, otherwise this would undoubtedly have been a record month for the number of sorties for this Squadron.</p> <p>(b) The experiments carried out in collaboration with the Radar and Maintenance Sections of this Station on the possibilities of fitting H2S equipment on the Lancaster I A/U have proved successful. The range, even when A/U are fitted with the larger bomb doors, has proved equal to that obtained with Halifax A/U fitted with H2S and it is hoped that this equipment may be made standard on all Lancaster I's.</p> <p>(c) The very successful ditching carried out by P/O Peck and crew on the night of March 22nd has proved of great interest to the Squadron personnel, with the result that a much greater</p>																																			

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