# OPERATIONS RECORD BOOK 5. 22-1-419

of (Unit or Formation) No.419 (R.C. A.F.) Squadron. 85 3 No. of p

Place	Date	Time	Summary of Events SECRET.	References to Appendices
iddleton St. George	1st Marci		Squadron stand-down. One aircraft carried out a Fighter Affiliation exercise. A consid-	
			erable amount of Reder training was undertaken by aircrews.	
	2nd March	1944	aircraft were detailed to carry out a low-level bombing sortic against MENTAN-LES-	A-1342-1351
	Thursday		MERSAUX. Results of bombing appeared to be most satisfactory from first indications, and the	
			navigation generally was of a very high order.	
	3rd March	1944	Six aircraft were detailed to carry out a mining sortie in the mouth of the GARGESE RIVER.	
	Friday		Navigation results were particularly good, and the vegetables were planted within the area	
and the	3-53		prescribed. Flying training was carried out during the day by the aircraft and crews not	Ap1352-1357
			detailed for the mining operation. Radar training was carried out by aircrew not engaged in	
2			flying duties. Several hours' link Training was carried out by Flight Engineers in preparation	en .
			for their dusses as Second Pilots of Lancaster aircraft with which this Unit expects to be	
			fully equipped shortly.	7
	4th Marci	1944	Pive aircraft were detailed to carry out a gardening mission in BREST BAY. The Navigation	A-1358-1362
	Saturday		stendard was again of a high order, the aircraft arriving on time, and, with the assistance	
3.00	(A) (B) (C) (B)		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 Leaming.	Sexant-mor
	1.0686.		Squadron airdraft not detailed for operations or in for inspection were used for flying	<i>2</i> 0.
			training, and crews from whom engineers could be spared taking Radar training and the	
			Plight Engineers again taking Link Training.	
	5th March	. 1944	Squadron stand-down.	
	Sunday	A	During the afternoon the aircraft which had been diverted to RCAF Leaning the night before	
			returned to base.	
and the second			The Lancaster "Ruhr Express" returned to the Squadron from 20 Maintenance Unit, Aston	
	agent's		Down. The Reder Section commenced the fitting of H2S equipment on this aircraft. If	
01-100   1-00-0-2	6 44 4	, 5,42	successful, this will be the first Lancaster Mark I to be fitted with this equipment.	0-200
			The weather during the day was not particularly good, with the result that no flying	<i>2</i> 0
			training was carried out, but a fair amount of ground training was completed, particularly	James
			by the Wireless Operators, who are at present converting to Bendix Equipment.	soull
				que for

Page		R
Page	No	- UA

4.00

Place	Date	Time	Summary of Events SECRET.	References to Appendices
leton St. George	6th Mary	h. 1944	Eleven aircraft were detailed to carry out a low-level attack on the marshalling yards	A-1363-137
	Monday		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.	
			and any considered ways good, amountains encountered at the target was	
1986 - 179	Casa Ca 5/5		conspicuous by its absence. The results of this attack seemed to be particularly satisfactory	
383.	18000	7	On return to base, a diversion was sent out from H.Q. 6 Group, but as seven of the aircreft	
			were by that time in the Circuit, they landed at their home station. Of the remaining four,	
	15 A		aircraft "S" and "P" landed at R.A.F. Harwell, "N" at REAF Linton-on-Ouse, and "H" at	
			R.A.P. Abingdon.	
		. 2011	at the manufacture of the manufacture winds at 18	A-1374-138
	7th Marc	m, 1944	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	
	132.7		in the sortie, as there was not time for them to be re-fuelled and re-armed etc., with the	9-1220-125
			result that the Squadron's effort was reduced to eight aircraft.	S Stocks .
			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	
			aircreft "K" and "T" did not bomb, but returned with their full loads as instructed. The	
			remaining aircraft bombed the alight red glow emanating from the markers seen through cloud.	1-0% -777
			On taking off from RCAF Station Linton on Ouse, 7/Sgt. Marjorem, 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. Merjorem now has a few remarks in red ink	
			appropriate to the occasion, in his flying log book.	
			One of the reasons for the poor showing on the attack on LE MANE was the fact that the	147.00-370
			PFF force were no less than fourteen minutes late, with the result that the aircraft making	
	edo e		the attack had to do several circuits before markers appeared. Portunately, the defences	
<u> </u>			were negligible, otherwise serious losses might have been incurred.	
			PRO DESTRUCTOR OTRAFAS SETTING TORSES MANY RAW DOOR LIDERTON	

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R.A.F. Form, 540
So selected on the first in KR and ACL, proc. 2360 on We Mound. Pt. II. depter XX. and note in R.A.F. Pecker Book.

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of (Unit or Formation) No. 419(R.C.A.F.) Squadron. No. of pages used for described

Place	Date	Time	Summary of Events  SECRET.	References to Appendices
iddleten St. George.	8th Mar	oh 1944	Eleven aircraft of the Squadron were again detailed to attack the marshalling yards at	reflixiers)
			LE MANS. This operation was eventually cancelled, due to poor weather conditions prevailing.	
			Four aircress were despatched to No. 35 PFF Squadron to ferry aircraft which had been transp	Janes C
	to tovi	100	ferred from that Unit to 419 Squadron.	
	77.89 18	44 5000	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 Badar Scotions, is not allequate.	S. 1545
	9th Mar	oh 1944	Eleven aircraft of the Squadron were once more detailed to attack the marshalling yards at	gr a v
a comme	Thursda	A.	IN MANS. This operation was again cancelled, due to poor weather conditions.	
BIRT MAGINAL ARCTOR		3 - 5仏解教	GES and Radar training was carried out by Air Bombers of the Squadron.	
			F/Lt. W.W.D. Brown and F/O S.E. Bedford (RAF), the present and future Squadren Signals	
		7-1	Leaders, proceeded to H.Q. 6 (RMF) Group Headquarters for a conference with S/Ldr. Izzard,	11
			Gross Sissals Offices	
			Flight Engineers of the Squadron carried out six hours' of Link Training during the day.	
		rch 1944	Eleven aircraft of the Squadron were for the third time detailed to attack the marshalling	
	Priday		yards at IE MANS, and this operation was again cancelled, due to poor weather conditions	
	Smix of s		which prevailed.	
	2.1726	C F ST	Redar training was cerried out, three aircraft participating.	
			The four crews returned from No. 35 PFF Squadron, bringing back two Halifax II aircraft	
			for this Unit and two consigned to No. 428(HDAF) Squadron at this Station.	
			All aircrews attanted a lecture given by the Station Medical Officer in the afternoon-	
		roh 1944	Four already of the Squadren were detailed to participate in a Gardening operation off	A-1382-138
	Saturda	7	ST. NAME THE. Weather conditions were good, and very little enemy action encountered by the	
and the second	sindbook*y 1	Gast 100	gardening aircraft, with the result that the vegetables were planted exactly as briefed.	
Markey I of the service	T. SEC. 10	C. L.	Aircraft "L" was short of petrol on the return, and landed at KERTER, returning to base the	4
			following morning.	
		2	Badar flying braining was carried out during the day, and the Flight Engineers not detailed	S. Kelarika
		14	Cor Civing were engaged in Link trainings	Harly States

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			to 1779 pero brane in the respect.	Page No. 83
Place	Date	Time	Summary of Events SECRET.	References to Appendices
ddleten St. George	12th Ma	roh 1944	Operational stand-down. Pive aircraft of the Squadron were detailed to carry out a	
	Sunday	Marie (1971)	"Bullacye" operation, this eventually being cancelled.	Day No. 1
	FW NEW		Reder flying training was carried out, and Flight Engineers and Air Bombers were engaged	
	-374 P	sage gord	on the Link Trainer.	
			Sim aircrews were detailed to carry out dry dinghy-drills during the morning, the remainder	
			of the crows being engaged in different types of ground training as detailed by their various	
			section-leaders.	
		roh 1944	Thirteen Tot aircraft were detailed to attack the Marshalling yards at 18 MANS. This was a	A-1386-139
	Monday		particularly effective sertie, although the P.F.F. appeared to be late, and some oreganisms	
C - 2-1.16	Delta-sett.		obliged to do two or three bumbing runs ever the target before bumbing, to ensure accuracy.	
	100	JG ()	Very slight enemy remistance was encountered, and all siroraft returned safely to base.	
			A heavy bomb-load was carried on this mission, and as the aircraft were using the short	45.
			bunway, aircraft "Q", pilet P/O Bardlay, hit a block-house at the end of the runway, ripping	A-1393
			off part of the bomb-doors, the M/U blister, and the tail wheel. The fin of one of the	
			2,000 lb. hombs was also removed by this contact. Not knowing the exact amount of damage	
			sustained by the aircraft, but being sware that his undercarriage was unserviceable, the	
	52 TEC-800	V	pilot proceeded out to sea, jettisoned his bombs, and attempted to make a crash-landing.	
			This developed into an overshoot, and the aircraft crashed, being a complete "write-eff",	12 - 12/2
			fortunately without injury to the arew. An M.T. vehicle was wreaked and the driver injured	
			as the sircraft slid across the parimeter track.	
	14th Ma	roh 1944	Squadron stand-down.	
	Tuesday		Ground training was carried out by aircrews in GES and H25 equipment.	
			A lecture on Lancaster equipment was delivered by F/Lt. D.G. Hall, Flight Engineer Leader,	
			to all aircrew of the Squadron.	
Tobas sor Secretar		roh, 1944	. Eleven aircraft were detailed to carry out an attack on the marshalling yards at ANTENS.	4-1399-140
	Wednesd	a.	Owing to thick cloud the results of this attack were not discerned at the tish, but it was	
100			assumed from the way things were going, that it was not particularly successful.	10000000
a may a superior and			A new searchlight belt was discovered by the crows operating on this operation, this having	1.00/12

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R.A.F. Form 540
See vatractions for use of this form in K.R. and A.C.L.
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notes in R.A.F. Pocher Book.

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Place	Date Tin	Summary of Events SECRET.	References to Appendices
iddleton St. George	15th March 19	4 (cont'd) since been effectively plotted.	
		<u> </u>	
	16th March 19	A Twelve aircreft were detailed to carry out an attack on the marshalling yards at AMDENS.	A-1410-1421
		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, oulminating in a	
		tremendous explosion which was reported as being an ammunition train blowing up.	
·		Arrangements were made to screen three cress from operations for Lancaster training, the	
		course to be under the direction of F/Lt. D.G. Hall, Flight Engineer Leader, who had recently	1000
		returned from a course at A.V. Roe and Co. (Lancaster manufacturers) works.	
	17th March 19	A Operational stand-down.	
		Four aircrews participated in a dry dinghy-drill.	-933-0-1
	Last N	P/Lt. Hall commenced his Lancaster course, to the selected aircrews, the remainder of the	60
	and tall and	aircrows participating in GEE training.	
	18th March 194 Saturday	La Ten aircreft were detailed to carry out a gardening sortic on HELIGGLAND BIGHT, Six of this Squadron's crews were detailed to carry out the PFF marking for the remainder of	<b>4-14:22-14:31</b>
taka mendelengan		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.	9
		inner engine unserviceable, the aircraft returning safely to base.	7
		One aircraft reported picking up returns on H2S at a 50 mile range, which is the best reception	n
	in the last	noted on this Squadron so far.	
	19th March 194	4 Squadron stand-down.	
	Sunday	P/Lt. Hell completed the first Lencaster course today, passing out the three crews as	
		being competent to fly the Lancaster sircraft.	***************************************
	James Committee	Ground training was carried out by the various Sections, as detailed by the Section Leaders.	
		A well-attended Church Perade was held for the aircrew of the Squadron in the morning.	
	20th March 194		
	Monday	operation was subsequently cancelled, owing to the fact that the weather conditions were not	
		particularly fevourable, 1 44 8	

Place	Date	Time	Summary of Events SECRET.	References to Appendices
	20th March Monday	1944	(Gont'd) All aircrew personnel of the Squadron were given a demonstration on the Airborne Lifeboat, a completely equipped lifeboat and instructor erew visiting the station for this	
			purpose.	
	poest :		H2S and Pishpond were installed in aircraft "F", Halifex HR.912, and found O.K. on test.	
	21st March	1944	Fourteen sirgraft were detailed to carry out a Gardening operation in KIEL BAY.	A-1432-1436
	Tuesday		Pive Squadron aircraft had already taken off when this operation was cancelled. Unfortunately	
		10.00	H.Q. 6 (RCAF) Group employed the incorrect cell-sign on the first recall instruction, and	
A Company			these aircraft were well out over the North Sea before the correct call-sign and the recall	
1009			were sent out. All five aircraft returned safely to base.	
- 21 (42			The second Lancaster course, conducted by F/Lt. Hall, was put under way, three more crews	
75.5			being given instruction.	
	22nd Martoh	1944	Sirteen aircraft were detailed to carry out a Gardening operation in KIEL BAY. Six of	A-1437-145
	Wednesday		this Squadrones aircraft were detailed to do PFF marking for this sortie, the results of	
Longitude (1994)			which were fair to good, one flare being slightly off track. Aircraft "J", F/Sgt. Harfford,	
			Captain, returned without dropping the vegetables. Aircraft "W", Captain, P/O Peck, had	A-1451
			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	
			aths. wing became unserviceable with the result that the aircruft could not maintain height	
			particularly as the Captain had to lose altitude to escape a cloud-hank. Ditching procedure	
			was carried out, SOS and Pix signals being sent out at regular intervals, with the result that	
			then the aircraft finally ditched 50 miles off the English coast an RAF Thornaby Air-mea	
	500.000		Rescue aircraft which was sent out to locate the aircraft, had no difficulty in doing so,	
		9	and successfully directed one of H.M. Trawlers to the rescue of the crew who had taken to	
	semisimps.		their dinghy. The rescue was effected after the crew had been "water-borne" for three and	
10 10 10 10 10 10 10 10 10 10 10 10 10 1	1000		a half hours. This was considered an extremely good showing on the part of the aircraft	
e a Maerie van Daar			crew, none of whom suffered any ill-affects, the air-sea rescue crew, and the crew of	
			H.M. Trawler. The sirerest remained affoat until after the orew had been resumed, and	15,44-52
	1		eventually had to be sunk by gun-fire from the Transler.	4000

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See natractions to use of this James in K.R. and A.C.L.
sons. 280 and War Manuel. Pt. II. chapter XX. and
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Place	Date	Time	Summary of Events SECRET.	References to Appendices
iddleton St. George	22nd Marci	h 1944	(CONT'd) Owing to the error by H.Q. 6 (RCAF) Group in transmitting the recall on the previous	
	Wednesday		night's operations, F/O S.E. Bedford (RAF) Signals Leader, instituted a "Listening - Watch"	-15-1
	1		at this Station. This was carried out, and proved to be a success.	
	23rd March	1944	Thirteen aircraft were detailed to carry out an attack on the marshalling yards at LAGV.	A-1453-1465
2 2 3	Thursday		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 FRED	
	- 65		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.	
	24th Marel	1944	Squadron stend-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 Lencaster "The Ruhr Express" was completed, and test-flown for	
	1939B 18		the first tim e. 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 X aircraft to be received.	
	25th Hareh	1944	Fourteen aircraft were detailed to attack the marshalling yards at AUINCYE. The weather	A-1466-1479
	Saturday		conditions prevailing were considered to be good, and Squadron navigational results were	
			particularly good, but the PPF markings again seemed to be slightly late and somewhat inacc-	
			urate, with the result that no great concentration or successful attack was expected.	
			Aircraft "L", captained by P/O H.G. Myjolfson, had the port outer engine become unserviceable	A-3473
			shortly after take-off but proceeded on track to the English Channel, when the port inner	17463574400
			engine also failed. The aircraft turned, and, on attempting to make an emergency landing at	1
ornani jart seisen	30.19	W 1. W.	RAP FORD, 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 crows currently screened from operations	4 6 6 4 7
75 as 15	i de la		for instructions	

Place	Date	Time	Summary of Events SECRET.	References to Appendices
iddleton St. George	25th Mar	oh 1944	(Cont'd) The Group W/T exercise was successfully carried out by the Wireless Operators of	
	Saturday		the Squadron.	
	26th Marc	h 1944	Thirteen aircraft were detailed to attack the marshalling yards at COURTRAL. Weather	A-1480-1492
	Sunday		conditions prevailing were good, and enemy action encountered considered to be very slight.	77.41
1.5			Navigation results were considered good, the FFF were on time and accurate, and the	
			regults of the sortic 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.	-3757-37.5
			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.	
	27th Mar	oh 1944	Operational stand-down.	
	Monday		Three aireraft participated in an "Erio" 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.	- 3935
	1755 2 141		Two more embryo-Lencaster crews carried out air training the the Lencaster aircraft.	100
	28th Marol	h 1944	Squadron Stand-down.	
	Tuesday		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 Leeders.	
			Aircrew of the Squadron en masse attended an instructional film in the NAAFI during the	
			afternoon.	
	29th March	n 1994	Thirteen aircraft were detailed to attack VAIRES, in the East PARIS region. One aircraft	A-1493-1504
	Wednesday		was a non-starter on this operation, aircreft "" being unable to take off owing to an	
			unserviceable constant-speed unit in one engine. Aircraft "F", captained by W/O Greenidge,	A-1504
		345	on his 6th operational sortie, was missing from this operation. Weather conditions at	
		300000000000000000000000000000000000000	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.	5 Y- US
	30th Margi	1944	Might aircraft were detailed to carry out a Gardening mission in the vicinity of HELEGGLAND	A-1505-1512

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R.A.F. Form 540
See nutractions for use of this form in K.R. and A.C.I., para. 290 and War Manual. Pt. II. chapter XX., and natus in R.A.F. Porter Book.

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Date	Time	Summary of Events SECRET.	References to Appendices
30th Ma	rch. 1944	(Cont'd) BIGHT. Five of these aircraft were detailed for PFF duties on this sortie, and	
Thursday		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 Ma	rah, 1944	(Sth Marght 1967) aspen 200 not have a my fire man and a subject of the	
Friday		Flying training on the Lancaster aircraft was carried out by crews concerned, some fighter	
1779		affiliation exercises being completed.	
		Three crews, completed training in night drouts and hamps on the Lancaster aircrafts	
		A Group W/T exercise was carried out successfully by Wireless Operations of the Squadron.	
		and the control of th	
31st Me	roh, 1944	MOVEMENTS DURING THE MONTH:	
Friday		POSTINGS, TO THE UNITS	
		(6th March, 1944) R-128925 F/S Robson, D.M. (Pilot) and his orew reported for flying duties	
		- Annual Control of the Control of t	
		THE RESERVE OF THE PROPERTY OF	
		RAF1384674 Sgt. Butler, R. (F/E), R.216214 Sgt. Piotrowski, R.A. (MU/AG), and R.172132	
	State (1)		
		(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. 261.99 F/O W.B. Taylor (Pilot) and his crew, consisting of: R. 171584 F/S McGechie, W. (N)	
		R.159102 Sgt. Ferguson, H.L. (A/B), RAF1705182 Sgt. Springate, A.C. (WO/AIR), RAF 1892564	
		Sgt. Johnston, C.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 Merch, 1944) RAF1604114 Sgt. Hall, J.W.F. (F/E) reported for flying duties (as spare	
		Plight Engineer) with the Squadron. Sgt. Hall had been previously with the Squadron.	
		(16th Merch, 1944) R-151025 F/S Speight, H.C. (Pilot) and his orem, consisting of:	
	30th Me Thursde 31st Me Friday	30th March, 1944 Thursday  5let March, 1944 Priday  5let March, 1944	John March, 1944 (Cont'd) Binstr. Five of these aircraft were detailed for FFF duties on this sortie, and Thursday carried out their mission on time and on track. No energy action was encountered, but heavy icing conditions were encountered in cloud on route to and from the target.  Jist March, 1944 Sciendren stand down.  Friday Flying training on the Lancaster aircraft was carried out by crews concerned, some fighter affiliation exercises being completed.  Thive crews, completed training in night circuits and humps on the Lancaster aircrafts.  A group #/f exercise was carried out successfully by Fireless Operations of the Squadron.  Jist March, 1944 MOVEMBERS DURING THE MOVIES.  Friday Postures To THE INTE:  (6th March, 1944) R. 128923 F/S Robson, D.M. (Pilet) and his crew reported for flying duties from 61 Base, Topolities the crew consisting of: R.157646 F/S Emith, F.S., (New.), J28208 F/O Leader, C.R. (A/S), 1579907 Sgt. Smith, T.J. (RAF) (W/OF), R.165710 Sgt. Lillico, W.D. (A/S), RAF1099755 Sgt. Hearty, J. (F/S), and 1867835 Sgt. Morgan, B.R. (RAF) (MU/AC).  (last March, 1944) R. 110454 F/S Bartford, C.P., (Pilot) and his crew, consisting of: J.24552 F/O M.D. Johnston (Hav), R.155149 Sgt. Fester, B.W. (A/B), J.27955 F/O J. Knox (WGG), RAF154674, Sgt. Builer, R. (V/S), R.216214 Sgt. Piotrowald, R.A. (MU/AG), and R.172132 Sgt. Tait, S.O.V. (A/C) reported for flying duties from 61 (ROAF) Base for flying duties (as spare Flight Engineer) with the Squadron.  G.26457 F/O W.D. Engley (Pilot) and his crew, consisting of: R.171584 F/S MoSephie, W. (M) R.159102 Sgt. Perguson, H.L. (A/S), RAF1705182 Sgt. Springate, A.C. (W/AR), RAF 1892564 Sgt. Johnston, G.P. (F/S), R.197961 Sgt. Bussa, J.A. (MU/AG), and R. 207166 Sgt. Horwood, J.A. (A/C) reported for flying duties from 61 (ROAF) Base (15th March, 1944) BAF1604114 Sgt. Hall, J.F.F. (F/Z) reported for flying duties (as spare Flight Engineer) with the Squadron.

Place	Date	Time	. Summary of Events . SECRET.	References to Appendices
	31 at Ma	roh. 19M	POSTINGS TO THE UNIT (Continued)	
			J.24666 E/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. (F/E), R.199584 Sgt. Legault, E.J.A. (MU/AG), and R.195237	
			Sgt. Brown, P.R. (A/G).	
			C.18516 P/Q G.R.H. Peck (Pilot) and his crew, consisting of: J.25045 P/O A.T. Paton (N),	
		1000	J. 27579 F/O A.W. Winch (WO/AG), J. 27274 P/O E.R. McRorie (A/B), RAF1811888 Sgt. Brooks, L.B.	
	1 2 2 2 2 2		(F/E), R.213469 Sgt. Curry, E.G. (MU/AG), and R.190572 Sgt, Ringuette, L.G. (A/G).	
			J.24293 P/O B.F. Edwards (Pilet) and his crew, consisting of: J.22573 F/O R.R. Campbell (N)	
	3 73		B.118580 F/S Smith, R.S. (WO/AG), R.178160 Sgt. Dower (A/B), RAF1590317 Sgt. Cerruthers, J.R.	
		348	(F/E), J. 38164 R/O J.A. Webber (WU/AC), and J. 38163 P/O H.E. Oddan.	
	- 100000		R.120144 W/O Greenidge, J.A. (Pilot) and his crew, consisting of the following: R.160773 F/S	
			Lowe, T.B. (N), R.166982 W/O Humpireys, E.O.E. (WO/AG) R.177546 Sgt, Lunmy, V.M. (A/B),	
			PAF1822200 Sgt. Sincleir, W.A. (F/E), R.197965 Sgt. Wheeler, M.W. (MU/AG), and R. 212525 Sgt.	
			Survidge, E.G. (A/E). (This orew had been recently posted from the Squadron to the Conversion	
	27/17 72 BA1967	is Java	Ind: to repres atth \$/0 Greenidge; their original Captain, \$/0 S.J. Gibson, having been missing from operations.)	
			These four crews reported to the Squadron for flying duties from 61 (RCAF) Base, Topoliffe.	
			(20th March. 1944) 2/5 Quinn. S.A. (B.188568), reported for Stone flying duties (as sours Air 8	amber)
			from No. 432 (RCAF) Squadron, Skipton-on-Swale.	
	imaday.		(29th March, 1944) J. 15887 F/O N. McConnachie (WO/AG) reported to the Squadron for flying	
	33,65,36	Stra Jan	dution (as spare MC/AG) from No. 61 (RCAF) Base, Topoliffe.  (9th March, 1944) RAF934220 Sgt. Hart, A.G.T. (N) was reposted to the Squadron from RCAF Stati	on
			- John Charles Louis, North Shockettered in Claus on France to any tree to be because	
			Middleton St. George for flying duties Sgt. Hart had been non-effective sick for a time,  (13th March, 19th) RAF1801217 Sgt. Lowen, E.S. (F/E) reported for duty from 4,31 (RCAF) Squaddres	n.
ame also di			POSTINGS FROM THE UNIT:	1617
			(6th March, 1944) J.18957 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 Middlet East, and had joined the Squadron after his instructional tour.	• , 7/2 }}
			(10th March, 1944) J.9899 F/Lt. W.W.D. Brown (WO/AG) was pested to 61 (RCAF) Base, on compassion	ng .

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R.A.F. Form 540

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See sustructions for use of this form in K.R. and A.C.L., norn. 280 and War Manual. Pt. II. chapter XX., and natus in R.A.F. Poches Best.

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

No of pages used for the 15

Place	Date	Time	Summary of Events SECRET.	References to Appendices
iddleton St. George	31st Max	roh 1944	POSTINGS FROM THE UNIT (Continued)	
		5 00	his first operational tour. F/Lt. Brown had been compying the post of Squadron Signals	4.4
27%			Leader with the Unit, having been posted from No. 428(RGAF) "GHOST" Squadron to fill that	3.02
		2	vacancy when well on in his first tour. "Brownie" Brown was a losen and energetic Signals	
			Leader, and really contributed tremendously to the high standard of Wireless Operators in the	H.C. sall
	1.02.04		Squadron. His unflagging energy and constant good-himour made him popular with everyone.	
			(13th March, 1944) F/O CaMa Andrews (J22555), J. 20815 P/O E-Aa Hieland (A/B), J. 19056 P/O	
		Parts (S	W.R. Touchde (WO/AG), R.107429 P/S Lynk, J.H. (MU/AG), and R.132130 P/S Johnson, A.E. (A/C),	Te (1-1)-1
			were all posted to No. 61 (RGAF) Base, Topoliffe, fer instruction with a palet. This grew	
***************************************			was formerly captained by P/O J.R. Horrison who was screened at 20 serties (2nd tour),	ayl.,
			and as they have completed approximately 19 sorties it was necessary for them to be recrewed	1
			for the remainder of their tour.	
			(15th March, 1944) J.17462 F/O G.M. Willard (A/C) was posted to 1659 Con. Unit, Topoliffe,	
			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.	
			(19th March, 1944) E-128369 F/S Johnson, L-W. (Pilet), and his crew, sensisting of:	
			R. 93589 P/S Sachs, L.M.S. (N), R. 160198 FgS Rodman, B.T. (A/B), R. 97332 WO Undo, L.A. (WOMG),	
			Rol65924 Sgt. Shuman, A. (F/E), Rol91910 Sgt. Morris, J. (MUAG), and Rol76776 Sgt. Rogers,	v
			H.W. (A/G), were posted to No. 405 (PFF) Squadron for Pathfinder duties, reporting to NoTeUe	
			Markeys for Nevigational training firsts	To to the
			(25th March, 1944) J.19771 P/O F.C. Child (A/C) was posted to No. 1659 Conversion Unit,	
			Topoliffs, for instructional duties, after having completed a tour of operations with the	
		NO PERSONAL PROPERTY OF	(26th March, 1944) BAF1867GLO Sgt. Afford, R.A. (F/E) was posted to No. 1659 Conversion Unit	
			(29th March, 1941) C.26499 F/O W.B. Taylor (Pilet) and his crew, consisting of: R.17158.	A 1 100 - 100
125.7		400e-2002/1990##	Egt. Molechie, W. (N), R.159102 Sgt. Pergueon, H.L. (A/B), RNF 1705182 Sgt. Springate, A.C. (NO.	т)

Place	Date	Time	Summary of Events SECRET.	References to Appendices				
iddleton St. George	3lat March, 1944 POSTINGS FROM THE UNITY (Continued)							
			RAF1892564, Sgt. Johnstone, C.R.J. (F/R), R.197961 Sgt. Busan, J.A. (MU/AG), and R.207166					
			Sgt. Horwood, J.A. (A/G), were posted to No. 644 Squadron, Blandford, Dersetshire, for					
			Saider-towing duties, this crew having had instruction in this type of work prior to being					
			pested to the Moose Squadron.					
			\$31st March, 1944) RAF 159032 P/O J.G. Hamilton (Pilot), RAF169980 P/O B. Rogers, (N),					
			RAF169866 P/O W.E. Elsey (A/B), and RAF1387471 F/B Spinks, E.G. (WO/AIR), RAF1806465 Sgt.					
			Violeers, A.G. (F/E) were all posted for instructional duties on completing a tour of operations	· · · · · · · · · · · · · · · · · · ·				
			with the Moose Squadrons Hemilton to 19 O.T.U., Rogers to 14 O.T.U., Elsey to 19 O.T.U.,					
			and Spinks and Vickers to 1659 CoU. Topoliffe.					
			J.19941 P/O J.W. Breadhurst (A/G), and J.85046 P/O J.J. Salaba (WO/AG) were posted to					
			1659 Com. Unit, J.19961 P/O W.F. Griffiths (A/G) was posted to 82 O.TU., and REF167313.					
			Sgt. Edmondson, J. (2/E) was posted to 1666 Conversion Unit, Wombleton, all for instructional					
			duties after having completed a tour of operations with the Moose Squadron.					
			The day after Sgt. Rémondson left the Squadron, authority for his emissioning was received					
		C 1750 A RES 20, FEB.	from Air Ministry, and was, of course, duly passed on to his new Units					
			-2153. F/O Hai. Lee (A/B) was posted to 82 O.T.U. for instructional duties, having also					
			completed a teur of operations with the Squadron.	***************************************				
	31.st Marci		ATRICES COMMISSIONED DURING THE MONTH:	dr. Lace				
			R.146528 F/Sgt. Quinn, J.D. (now J.19888) Pilet					
			2-130595 W02 Barnes, W-H-(new J-19769) Air Gunner (Missing 21st January, 1944)					
			Ralli5227 B/S Thompson, Ralla (new Ja19520 Pilet (Missing 30th December, 1945)					
1949		1	1.136052 F/S Palmer, F.H. (new J.19660) Pilot (Blassing 25th Hammery, 1944, and	***************************************				
			1.140327 F/S Broadhurst, J.W. (now J.19941) A.G.					
			AN. 1530 Sgt. Barlow, J.A. (now J. 19879) Air Bomber	. *				
		2	1750285 Sgt. Ashton, J.N.S. (now 172209 RAF) Flight Eng. (Missing 13th Feb., 1944)					
ens who now someon or of	man i i	R	139658 F/S Griffiths, W.F. (por J.19961)					

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See instructions for use of this form in K.R. and A.C.I., para. 2340 and War Manual. Pt. II., chapter XX., and notes in R.A.F. Pochet Book.

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Place	Date	Time	Summary of Events SECRET.	References to Appendices
Middleten St. George.	31st Max	oh,1944	ATRACH ATRONS COMMISSIONED DURING THE MONTH (Continued)	1
			Rel3025 F/S MacLeod, D.K. (now J.19971) Pilet. (Missing 20th Feb., 1944)	
			R.120617 WD2 Salaba, J.J. (now J.85046) WO/AG	
			R.123865 WOZ Ryjolfson, H.C. (new J.85015) Pilot	
			doubtedly boys been a record south for the mater of services for the sussection.	
, A		4	MARRIAGESE	
			Ral09302 Sgt. Rigden, Sada (F/E) was married on 25th February, 1944, to Miss Elizabeth	
1 1 24	Het Ma	75/8	Wordley, of Campaca Eshe, Suffolk, England.	
		***************************************	5 573 - 59	***************************************
			PROJOTIONS OF OFFICERS DURING THE MORRE.	
6 6 6			J.13055 T/O H.T. Brown (Pilet) was premoted to the rank of Acting Flight Licutements	
239			and recommendation for his reposting to the post of Deputy	
			Flight Commender 44 Flight has been forwarded, vice	
			The state of the s	
			J.2129, F/Lt. H.A. Hewitt, now screeneds	
			J. 20078 \$70 B.E. Detoins, and J. 10959 \$70 J.G. Stewart (Pileth) were promoted to the remote of Acting Flight Lieutement, as Captains of Aircraft.	
**************************************			acting Figure Inducement, as certains of Aircraft.	
			1203,30 7/0 W.E. Coleman (Mavigator) was promoted to the War Substantive Rank of Flight Libertenant, "Polity, James super commits agreement of the War Substantive Rank of Flight	
			Inducement, (RALE)	
	-			
			BETAILS OF ECLOSIVES DECEPTED DURING THE SCHUTCH. Penns (22AO 1bs.) H. E. DOSEDIAN.	
			Bombs dropped from 1st January, 1944 to Sth February, 1944: 37.8 127.51	
			Bombs dropped during March, 1944: 545.85	
			Cumulative total from let January, 1944: 583.65 127.51	
			Mines dropped from 1st January, 1944 to 24 February, 1944: 1,500 lb. Mines 1,000 lb Mines	
	W	2000	105 105 105 -	
			Mines dropped Aming March, 1944:  Considerive total from let January, 1944:  15 (Fig.)  16 (Fig.)  17 (Fig.)	
grit jan vijer in de de le			Cumulative total from 1st January, 1964: 16 on flow	
			189 (number, not	
1			1674)	

Place	Date	Time	Summar	ry of Events	erang dan sample dan s Care dan sample dan samban sample dan sample dan sample dan sample dan sample dan sampl	SECRET.	References to Appendices
iidaleten St. George	31.st Max	rch 1944	NUMBER AND TYPE OF AIRCRAFT ON UNIT CHARGE:	15 HALIPAX MARK I	I AIRCRAFT	- 15 m	
	1000	e .		5 LANGASTER MARK	X AIRCRAFT		
(-);-	100	leg / 1	PLYING TIME FOR THE MONTH OF MARCH, 1944:	Operational:	980:55 hew	(HALIFAX)	
			enter-Americal contact to see . Med.	Non-Operational:	139:40 hour	rs (HALĪFAX)	Carl Jan
			THE CAME CAME THE THE PARTY OF THE	Non-Operational:	24,45 how	e (LANCASTER)	
			NUMBER OF SORTIES CARRIED OUT DURING THE MOS	TH OF MARCH, 1944:	171° (2240	73s. • )	7
		7-3	ENERGY AIRCRAFT CLAIMED AS CASUALITIES DURING			J. J.	
9-2			There were no encounters with enemy aircraft	t during the month,	and none are	claimed as	
			Cesnelties. 1204,30 2/0 W.D. Coleman (Mewigator) was pr	raneted to the Wear	ubetonitivo lo	14 62 71.014	
			HRALTH: The health of the Squadren during t	the month of March,	1944, was sai	isfactory.	
			THE STRENGTH OF NO. 419(RCAF) SQUADRON AS AT	31st MARCH, 1944.	WAS AS FOLLO	B1 P0 F100	
	2-27	-	AIRCHEST: R.C.A.F. E.C.A.F.		R. L.F.		
	m 12				TOLA"		
2010 and			65 11 <b>7</b> 9 160323	mendation for his re	note ing to the	e bent of police	
	- (***		chounces 1 . R. C. 2.7. (Lillot) E. C. A. W. not	ed to was read of	CLAR.		
	ar		Estimate of control and the	CHPTCHRS	ATRICE	Atti Cit V	
		less est of	2 213		24	7	***************************************
	31st Mer	oh, 1944	GENERAL SUBJECT OF THE MONTHS' ACTIVITIES HY	WING COMMANDER W. I	PERASANCE		***************************************
			(a) The small number of sorties carried out	by the Squadron in	preportion to	the number of	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
		1947	operations taken part in was primarily due t	经营业的人会。 一种自己自己的			
			doubtedly have been a record month for the n		dd		
			(b) The experiments carried out in cellabore				
		- day	this Station on the possibilities of fitting	H2S equipment on t	he Lancaster	I A/C have proved	
		46.1.5	successful. The range, even when A/C are fi	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		I	
araganico.	Ster Res	SE 100 T	to that obtained with Halifax A/C fitted with H2S and it is hoped that this equipment may be				
		** 57	made standard on all Lancaster X's.				
			(c) The very successful ditching carried out by P/O Peck and crew on the night of March 22nd				
est shares and	i	İ	has proved of great interest to the Squadron				115

\*\*Spb-3 Wk-31270—3544 116M 3540 T.A. 7800

R.A.F. Form 540
See networkers to use of this form in K.R. and A.C.I., para. 250 and Wor Manual. Pt. II. chapter XX. and make in R.A.F. Porlya Sout.

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

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Place	Date	Time	Summary of Events SECRET.	References to Appendices
iddleton St. George	31st Ma	rch, 1944.	GENERAL SUMMARY OF THE MONTH'S ACTIVITIES BY WING COMMANDER W.P. PLEASANCE - Cont'd	
			interest is being taken in ditching drill and air-sea rescue generally.	
			(d) The "listening-watch" instituted by the Wireless Operators has proved very beneficial	
		-	to the personnel taking part and imms is likely to become standard procedure on the Squadron.	
			(e) In the several attacks that the Squadron took part in this month, particular notice was	
	-		made of the number of times the P.F. markers were late, causing our A/C to make second and,	
			in some cases, third runs over the target. Owing to the lack of enemy action, this would not	
			appear to have caused any loss which would be attributable to this factor, but it is felt	
Service of the servic		62	that action should be taken to ensure prompt and effective target marking at the times laid	
-			dom	
	1		(f) It has been noted that the clerical staffs of R.C.A.F. Squadrons has been reduced to the	
			level of R.A.F. Squadrons, with the consequence that a considerable amount of overtime, in	
			addition to that already necessary, has been thrown on the shoulders of the present staff.	H
<u> </u>				
				4
			grad Dyerste	
<u> </u>			(W.F. Fleasance) Wing Commander, Commanding, No. &19 (RGAF) Signs, Middleton St. Coorge, Jurham.	
			Commanding, No. 419 (ROAF) Equin.,	
				4
			-6	