

OPERATIONS RECORD BOOK

5.42.20-419
2A5

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

11678

Place	Date	Time	Summary of Events	References to Appendices
Middleton St. George	1st April, 1944	Saturday	Ten of the Squadron aircraft were detailed to carry out a Gardening operation in the vicinity of the BRITISH ISLANDS. All aircraft completed their mission successfully, the vegetables being dropped in positions briefed. The Met predictions were very good, and very little enemy opposition was encountered. Two aircraft participated in an "ERU" exercise during the day. Lancaster conversion training was carried out by all aircrew not actually engaged in operational duties. A group Wireless exercise was carried out by WO/AC's of the Squadron Signals Section, and, in addition, extra training in Bendix Equipment was given to all Wireless Operators.	A-151 to A-152
	2nd April, 1944	Sunday	Squadron Stand-down. Weather conditions not conducive to flying, consequently no flying training was undertaken. A Security and Escape lecture was given to all aircrew, this lecture being delivered by W/O Folkes, of the Station Intelligence Section. Lancaster conversion training was carried out by aircrews, under the direction of the respective Section Leaders.	
	3rd April, 1944	Monday	Squadron Stand-down. Weather conditions remained inclement, consequently no flying was undertaken. Lancaster conversion training was continued, special lectures given to aircrews by W/Lt. D.G. Hall, Squadron Flight Engineer Leader. During the afternoon, a special lecture was given to all aircrew of the Squadron by S/Ldr. H.R.F. Dyer, O.C. "A" Flight, on "Heavy Bomber Tactics".	
	4th April, 1944	Tuesday	Squadron Stand-down. A special lecture was given to all aircrews by S/Ldr. Brown and W/O Folkes of the Station Intelligence Staff, on the subjects of "Pathfinder Markings", "Flak", and "Sisters". During the afternoon, Major Stevenson, the Group Flak Officer, addressed the aircrews on the subject of "German Flak Defences".	
	5th April, 1944		Squadron Stand-down. Lancaster conversion training was continued during the day.	

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Middleton St. George.	5th April, 1944	Wednesday	A great deal of training was carried out on the abandoning of Lancaster Aircraft, and several dry dingy drills on Lancaster aircraft were carried out. S/Ldr Miller, H.Q. 6 Group Radar Officer, visited the Squadron Radar Section for the purpose of inspecting Radar installations in the Canadian Lancaster Aircraft.		
	6th April, 1944	Thursday	Twelve Halifax aircraft were warned for operations, this detail being subsequently cancelled. Lancaster conversion training was continued, under the direction of P/Lt D.G. Hall. Two aircraft carried out a wet swim exercise during the day, this being carried out in the swimming baths at Thornaby. Five dry dingy drills were carried out on the Lancaster aircraft.		
	7th April, 1944	Friday	Twelve Halifax aircraft of the Squadron were again warned for operations, this effort again being cancelled. A considerable amount of "abandoning aircraft" drill was carried out on the Lancaster aircraft. Flying training was carried out on the Lancaster aircraft during the day. Woods Mark I was fitted in Lancasters KB706, KB710, KB 711, and KB712, during the day. This Radar equipment appears to work much more satisfactorily in the Lancaster I aircraft than it did in the Halifax II aircraft.		
	8th April, 1944	Saturday	Eight aircraft were detailed to carry out a Gardening operation in the vicinity of <u>TRINEL ISLAND</u> . Weather conditions were good, and enemy opposition encountered was slight. Vegetables carried by Squadron aircraft were planted as briefed. Those crews not detailed for this operation carried on with the Lancaster conversion training.		A-1548 to A-1550
	9th April, 1944	Sunday	Thirteen aircraft of the Squadron were detailed to carry out an attack on the Marshalling Yards at <u>LILLE</u> . Aircraft "D" (Captain, P/Sgt. Harford, G.P.) was an early return due to an engine failure. Met predictions were good, and this operation appeared to be an exceedingly good effort all round. Aircraft "G" (Captain, P/O G.R.H. Peck) landed at <u>LEWING</u> , the remainder of the aircraft landing at <u>Base</u> .		A-1551 A-1551 to A-1553
	10th April, 1944		Eleven aircraft were detailed to carry out an attack on the Marshalling yards at <u>GHENT</u> , in Belgium. Enemy opposition encountered was very slight. The Met was as briefed, and this		A-1554 to A-1554

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Middleton St. George	10th April, 1944	Monday (Cont'd.)	<p>should turn out to be an effective blow at the enemy's transport system. All of the Squadron aircraft returned to Base.</p> <p>Four Lancaster aircraft were detailed to carry out night flying, this training being satisfactorily completed.</p> <p>The new type of Wireless Operators' log was taken into use for the first time, and seems to be a successful innovation.</p>		
	11th April, 1944	Tuesday	<p>Squadron Stand-down.</p> <p>The weather conditions were good for local flying, and full advantage was taken of this, several crews completing their Lancaster conversion training.</p> <p>Lancaster I aircraft were also used in night flying operations, training being carried out in preparation for the Squadron's imminent first operational sortie in this type aircraft.</p> <p>Further experiments with H2S equipment in the Lancaster "The Ruhr Express" were carried out, the changes being tested on a Cross-country flight during the day. Performance was found to be excellent, and a maximum range of 48 miles was obtained with this equipment. H2S was found to operate satisfactorily with either large or small bomb-doors. Photographs of the H2S screen were taken, but on development it was found that these did not turn out satisfactorily.</p>		
	12th April, 1944	Wednesday	<p>At 09.00 hours, the aircrew members of the Squadron attended a Security lecture and accompanying film in the R.A.A.F.I.</p> <p>Five Squadron aircraft were warned for a Gardening operation, and eight aircraft were warned for a bombing operation. The bombing operation was subsequently cancelled.</p> <p>Five aircraft carried out a gardening operation in the vicinity of HELIGOLAND BIGHT.</p> <p>Weather conditions were good, and enemy opposition encountered was slight. Vegetables were planted as briefed. On return, all of the Squadron aircraft participating in the sortie were diverted to MOLESWORTH, and the U.S.A. personnel of this station are to be congratulated on the extremely hospitable reception which they accorded the aircrew members of this Squadron.</p> <p>W/O Coates of H.Q. Bomber Command visited the Radar Section of the Squadron to examine the</p>		A-1555 to A-1559

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Middleton St. George	12th April, 1944	Wednesday (Cont'd)	H2S installation on the Squadron's Lancaster aircraft.		
	13th April, 1944	Thursday	Squadron Stand-down. Weather definitely not conducive to flying, consequently no flying training was undertaken, although the Squadron aircraft which had been diverted to <u>MOLESWORTH</u> returned in the early morning, prior to the weather closing in. Ground training on the Lancaster conversion was carried out extensively, and both wet and dry dingy drills on this aircraft were carried out. A complete check of all turrets and bomb-gear on the Lancaster aircraft was carried out by the Armament Section, and a test bombing-up of 4,000 lb. HC's was carried out for the first time in the Squadron Lancaster I aircraft. This bombing-up operation proved to be a good deal easier than had been expected by the armourers.		
	14th April 1944	Friday	Ten aircraft were warned for operations, but this detail was subsequently cancelled. Five Halifax aircraft and five Lancaster aircraft were detailed to carry out a "Bullseye" exercise, but this was also subsequently cancelled. An 8,000 lb. HC bomb was fitted in a Canadian Lancaster I for the first time, and the Armourers, having been previously advised that difficulty would be encountered, found that the bomb was fitted quite easily, and with despatch.		
	15th April 1944	Saturday	Ten aircraft of the Squadron were detailed to carry out a Gardening operation, this being subsequently cancelled, however. Six aircraft were detailed to carry out a "Bullseye" exercise, but this was also cancelled. Weather conditions were very poor, and in consequence no flying training could be undertaken. A group Wireless exercise was carried out by Wireless Operators of the Squadron Signals Section. Training in Bendix equipment was also carried out extensively by the Wireless Operators. The Squadron Armoury was subjected to the rigours of Spring Cleaning, and the interior walls were given a new coat of paint.		
	16th April 1944	Sunday	Squadron Stand-down.		

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Middleton St. George.	16th April 1944	Sunday (Cont'd)	<p>Due to the inclement weather, no flying of any description could be undertaken.</p> <p>A lengthy talk was given during the afternoon by Wing Commander Pleasance to the aircrew of the Squadron, the principal subjects touched upon being the German night defences, with particular reference to their Night-Fighter organisation, and the counter-measures taken by our aircraft to offset these various defences.</p> <p>Wing Commander Pleasance appealed to the Squadron to make a record showing in the 6th Victory Loan Drive, and was able to state that the quota of 21,000 dollars which had been set for the Squadron would probably be passed by a large margin.</p> <p>Lancaster conversion training was continued, and more Lancaster dinghy drills were undertaken.</p>		117
	17th April 1944	Monday	<p>Twelve aircraft were detailed to carry out a bombing operation, this detail being subsequently cancelled.</p> <p>Weather conditions were very favourable insofar as local flying was concerned, and a great many cross-country and bombing exercises were carried out.</p>		
	18th April 1944	Tuesday	<p>Twelve aircraft were detailed to carry out a Gardening operation, 10 in the vicinity of PAKEN BAY, and 2 north of ROSKOP in NEGLANDS BAY. Six of the Squadron aircraft were directed to carry out the marking for the balance of the Gardening force, and five were wind-finding for the Group. This operation was considered very successful, and all the aircraft returned safely with the exception of "T" (Captain P/O J.D. Quinn, on his 21st sortie) who did not return.</p>		A-1560 to A-1571
	19th April 1944		<p>Just after midnight on the 18th, word was received that seven aircraft of the Squadron were detailed to carry out a Sea Search for some American aircraft which were presumed to have ditched in the North Sea. Take-off was set for 09.00 hours, and briefing was set for 07.30 hours. When the crews detailed were awakened at 06.30 hours, the alacrity with which they entered into the spirit of the occasion was quite surprising, and their various duties were entered into with great enthusiasm. Take-off was prompt, and the search was carried according to plan, but, unfortunately, without result, insofar as this Squadron was concerned. It is understood that some dinghies were found, however, in other areas. The crews remaining on the ground carried on with Lancaster conversion training.</p>		A-1570

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Middleton St. George.	19th April 1944	Wednesday (Cont'd)	It is pointed out that this is the first time that Lancaster F aircraft had been used for the purpose of a search, four of the Squadron's Lancasters having participated in this search.	
	20th April 1944	Thursday	Night Halifax aircraft of the Squadron were detailed to carry out a bombing operation on the marshalling yards at LAM. The Met predictions were found to be good, and the PFF marking was carried out very satisfactorily, and the "Master of Ceremonies" commentaries were found to be generally very helpful, with the result that a really good attack appeared to develop. All of the Squadron aircraft returned safely to base. The crews not taking part in this attack carried out very extensive and concentrated Lancaster training, and several Lancaster night cross-country flights were organised. Five of the aircraft participating in the night flying training became involved in an enemy attack on the town of HULL, and were actually just approaching the town just as the German markers were going down. The aircraft were hurriedly diverted as the town's defenses opened up on the German aircraft.	A-1572 to A-1579
	21st April 1944	Friday	Squadron Stand-down. The weather was not particularly good, but a considerable amount of local flying was undertaken. As it was anticipated that the Squadron would be operating with Lancaster aircraft very shortly, as much Lancaster training as could be undertaken was carried out by the aircrews. A Lancaster Test Pilot gave a lecture on engine-handling to the pilots and Flight Engineers of the Squadron, and many little points which would assist them to get the most out of the engines were passed on by him.	
	22nd April 1944		Night Halifax aircraft and five Lancaster aircraft were warned for operations. The Lancaster aircraft were subsequently cancelled from the operation. The Halifaxes bombed the marshalling yards at LAM. One aircraft did not return from this operation, aircraft "W" (Captain, Flight Officer G.A. Thomas (VRAC) shot falling to return. Flight Officer Thomas was on his first solo operational sortie. Aircraft "S" (Captain P/O W.J. Anderson) was shot-up, the aircraft rendered "Dat. AG" due to this.	A-1580 to A-1587 A-1581

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Middleton St. George.	22nd April 1944	Saturday (Cont'd)	The met predictions were as briefed, and the FFF marking appeared to be accurate, and again the "Master of Ceremonies" appeared to be very helpful. Consequently, very good results are expected from this attack. The aircrews not detailed for operations continued concentrated Lancaster training.		
	23rd April 1944	Sunday	Seven aircraft were detailed to carry out a Gardening operation, 6 of these being briefed to garden in the vicinity of HUGHEN and one to garden in the vicinity of HUGHEN. Weather conditions were good, and, although fighters appeared to be fairly active, the gardening was carried out as briefed, and all the Squadron aircraft returned safely to Base. The weather at Base being very good, Lancaster flying training was pushed to the limit. Fighter affiliation and day-bombing exercises were carried out, both these items being particularly stressed.		A-1588 to A-1594
	24th April 1944	Monday	Four of the Squadron aircraft were detailed to carry out a Gardening operation, two briefed to garden in the vicinity of HURLAIX and two in the vicinity of ST. MALO. The met was much better than briefed, and the aircraft had no difficulty in carrying out their mission, and returned without interference from the enemy. All available Lancaster aircraft were in the air during the day, carrying out Air-to-air firing, day-bombing, Radar training, circuits and bumps, and at night several cross-country flights were authorised.		A-1595 to A-1598
	25th April 1944	Tuesday	Six Squadron aircraft were warned for a bombing operation, this number of aircraft being the Squadron's total strength of Halifax II aircraft. The time of take-off was postponed twice, and the effort was finally cancelled at midnight. Lancasters again took full advantage of the excellent flying conditions, and a great deal of all types of air training was carried out.		
	25th April 1944	Wednesday	The Squadron's total strength of Halifax II aircraft, i.e. six, were detailed to carry out an operation on VILLEROUVE. Weather conditions were good, but the FFF marking appeared to be somewhat scattered. The Master of Ceremonies was not heard very clearly, with the cumulative result that the attack did not appear to be particularly successful. Lancaster training was again pushed to the limit by the crews not detailed for operations,		A-1599 to A-1604

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Middleton St. George	26th April 1944	Wednesday (Cont)	<p>as it is anticipated that these aircraft will be used on operations at any time now.</p> <p>The re-fitting of the Wireless Operators' demonstration room with Bendix equipment was completed, and a demonstration table of dinghy radio equipment was set up.</p> <p>The cause of radio "gaps" on H2S screens has now been found, so that it is now possible to rectify this fault whenever this difficulty arises. This will add considerably to the usefulness of H2S equipment for navigation, and accuracy of bombing.</p>		
	27th April 1944	Thursday	<p>Night Lancaster aircraft and five Halifax aircraft were detailed to carry out a bombing operation directed against the marshalling yards at MERTZWE. This was the first occasion on which Lancaster Mark I aircraft participated in an operation in force.</p> <p>The despatching by the Squadron of the Lancaster aircraft on an operational sortie is another milestone in the history of the Squadron. This makes the fourth type of aircraft used by this Squadron on operations during its career -- and again makes the Unit a first-line striking force.</p> <p>Aircraft "A" (Lancaster) (Captain, P/O J.E. Virtue) returned early owing to his Mid-Upper Gunner's serious condition, Sgt. L.G. Turner's right lung having collapsed.</p> <p>All the other Lancaster aircraft bombed the target and returned to Base safely.</p> <p>One Halifax aircraft was missing from this operation, aircraft "E" (Captain, P/O R.A. Molver) failing to return. This was P/O Molver's 15th sortie.</p> <p>The weather conditions were good, and the PFF marking very satisfactory. The Master of Ceremonies was found very helpful, and it is anticipated that this will prove to be another effective blow at the enemy's rail transport system. Enemy opposition seemed to consist principally of night-fighters, with some light flak supporting.</p>		A-1605 to A-1617
	28th April 1944		<p>Squadron Stand-down.</p> <p>The aircrews not already converted to Lancaster aircraft concentrated on conversion training. Three of the Squadron's four remaining Halifax II aircraft were transferred to No. 428 (RCAP) Squadron, leaving only one Halifax II on the Squadron's charge.</p>		
	29th April 1944	Saturday	<p>Squadron Stand-down.</p> <p>The aircrews of the Squadron again concentrated upon conversion training to Lancaster aircraft.</p>		

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Middleton St. George.	29th April 1944	Saturday (Cont'd)	Abandoning aircraft and Dry Slingy exercises were carried out on the Lancaster aircraft by the aircrews not engaged in flying training.		
	30th April 1944	Sunday	Squadron Stand-down. The few crews which had not as yet completed the Lancaster conversion training were finished off and checked-out as being trained on Lancaster aircraft. An "Escape" lecture was given to all aircrew members of the Squadron, and American air combat films which were shown proved to be of great interest. P/O D.T. Cook and P/O G.H.R. Peck were notified of the immediate award of the Distinguished Flying Cross. All members of the Squadron were very much relieved to hear that there was a Stand-down today, as this date had been provisionally set aside for the Squadron party. This was the Squadron's first party in its two-and-a-half years of existence, and preparations were made to ensure that it would be a bang-up affair. The main feature of the proceedings was the serving of 200 lbs. of moose and deer meat which was supplied by the Squadron's "Fairy Godmothers", the Kemloops Civilian Auxiliary. The whole-hearted co-operation of the Station Catering Officer, Section Officer Mather (RNAR W.D.) and the staff of the Airman's Mess was instrumental in making the meal a most enjoyable one. The time and trouble which they took to make the tables attractive and the meal a smoothly-served one was much appreciated. After the food was served the party adjourned to the N.A.A.F.I., where an excellent program of entertainment had been organized by members of the Squadron, members of the Squadron and guest artists participating. Two of the main features were in the singing by Section Officer Isobel Hatch (RNAR W.D.) late of the Metropolitan Opera Company, and now at H.Q. 6 (RNAR) Group; and Ray Dodds of the I.N.C.A. Auxiliary Services. The Station Dance Band provided music during intervals between the presentations by the featured artists. In his opening remarks Wing Commander Pleasance was able to announce the successful completion of the conversion of the Squadron to Lancaster I aircraft, and that the Squadron had reached a grand total of 28,000 dollars in the 6th Victory Loan Drive, having exceeded the quota by 35%. A/V/X Nelson graced the entertainment with his presence, and this honour was greatly		

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Middleton St. George.	30th April, 1944	Sunday (Cont'd)	<p>appreciated by the Squadron. One of the best features of the evening was the happy re-union with many of the ex-members of the Unit, who came from stations all over 6 Group to partake in the celebration, on this most auspicious occasion. A thoroughly enjoyable evening was had by all ranks, and the party was voted an outstanding success.</p>	
	30th April 1944		<p>MOVEMENTS DURING THE MONTH:</p> <p>POSTINGS TO THE UNIT:</p> <p>(10th April) J85026 P/O G.E. Holmes (Pilot) E143418 Sgt Williams, D.J. (Nav) J27459 W/O E. G. Whitney (Air Bomber), R225310 Sgt. Shelton, J.W. (WO/AG), 1891611 Sgt. Roberts, E.J.H. (Flight Engineer), R204991 Sgt. Filmer, H.J. (MU/Air Gunner), R.196635 Sgt. Jones, P.R. (Rear Gunner)</p> <p>J28519 W/O A. de Bryne (Pilot), J26292 W/O A.R. Body (Navigator), E186609 Sgt. Friday, J.W. (Air Bomber), E100664 WO2 Kelly, W.J. (WO/AG), 1852652 Sgt. Vigers, R.H. (W/Eng.), E134239 WO2 Kymaraki, A.G. (MU/AG), and J351A2 P/O Edmondson G.P. Brophy (Rear AG).</p> <p>J.24471 W/O W.J. Anderson (Pilot), J26323 W/O W.F. Behan (Navigator), J28673 W/O J.W. Steals (A/B), E77436 WO1 Bailey, L.F., (WO/AG), 30301A1 Sgt. Ugan, R.J. (W/Eng.), R208596 Sgt. Burton, P. (MU/AG), and E197468 Sgt Mann, W.F. (Rear AG).</p> <p>The above three crews reported from 61 RCAF Base, Topcliffe (1664 Con. Unit) for flying duties.</p> <p>(14th April) E128369 WO2 Johnson, L.W. (Pilot), R32589 WO2 Sachs, L.W.T. (Nav), E160196 W/S Rodman, S.T. (A/B), R97352 WO1 Wade, L.A. (WO/AG), E165924 Sgt. Stuman, A. (W/E), E191910 Sgt. Morris, J. (MU/AG), and E176776 Sgt. Rogers, H.W. (Rear AG). This crew reported from No. 405 (RCAF) Squadron to which Unit they had been previously posted for P.F.F. duties. Having been found unsuitable for PFF, they were returned to 419 Squadron.</p> <p>(17th April) R223104 Flight-Officer G.A. Thomas (U.S.A.A.C.) (Pilot), E161240 W/Sgt. Lindsay, R.F. (Nav.), E167659 Sgt. Ritchie, W., (A/B), E109696 WO1 Murphy, P.J. (WO/AG), 1592760 Sgt. Thompson, J.D. (RAF) (W/Eng.), R200862 Sgt. Greene, W.A. (MU/AG), and E192880 Sgt. Knox, V.A. (Rear AG): It is interesting to note that Sgt. Knox is the brother of W/O J. Knox (WO/AG) who is already a member of the Squadron.</p> <p>J28292 W/O J.H. Golder (Pilot), J22435 W/O A.G. Angus (Nav), J28892 W/O M.J. Bernardi (A/B),</p>	

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Middleton St. George	30th April 1944		<p>POSTINGS TO THE UNIT (Cont'd)</p> <p>(17th April) J11130 W/O E.G.P. Bryan (W/O AG), RAF1895135 Sgt. King R.G. (W/Eng), R95548 Sgt. Montgomery, L.L. (W/AG), E169789 Sgt. Collette, W.W. (Rear A/G),</p> <p>The above two crews reported from 61 (RCAF) Base, (1164 Con. Unit) for flying duties.</p> <p>(22nd April) J.18707 P/O E.S. Smith (Pilot), E167475 Sgt. Gardiner, W.H. (Nav), E133077 Sgt. Porter, R.H. (A/R), R.117359 W/2 Davis, M. (W/AG), RAF1895139 Sgt. Trussler, J.W.A. (W/Eng.), R209137 Sgt. Taylor, G.W. (W/AG), R.195100 Sgt. Wilson, S.A. (Rear AG). This crew also reported from No. 61 (RCAF) Base (1664 Con. Unit) for flying duties.</p> <p>Approximately 25 ground tradesmen, all R.C.A.F., reported to the Squadron during the month, from No. 3 (RCAF) P.R.C., all these personnel having just arrived over here from Canada.</p> <p>POSTINGS FROM THE UNIT:</p> <p>J.21234 W/Lt. H.A. Hewitt (Pilot) was posted to 1659 Conversion Unit, Topcliffe, for instructor duties on 2nd April, 1944. W/Lt. "Happy" Hewitt was a very popular member of the Squadron, and had just recently completed his first tour of operations with the Moose Squadron.</p> <p>(5th April) S/Ldr. E.G. Hamber (E1625) (Pilot), J22005 P/O S.G. Philip (Nav), E158079 W/Sgt. Kerber, T. (A/R), R97357 W/O1 Hope, J. (W/AG), RAF1537278 Sgt. Kemp, A.R. (W/Eng.), 2220339 Sgt. Minton, W.F. (W/AG), and E188459 Sgt. Loyet, J.R. (Rear AG) were posted to No. 426 (RCAF) Squadron, Linton-on-Ouse. S/Ldr. Hamber was posted to that Unit as a Wing Commander, and took over the post of Commanding Officer on his arrival.</p> <p>(6th April) 651746 W/Sgt. Harris, R.W.G. (RAF) was posted to 21 O.T.U., Abingdon, on completing a tour of operations with the Squadron, and RAF 1890004 W/Sgt. Wiggins, W.H. (A/R) was posted to No. 20 O.T.U., Lissington, on the completion of a tour of operations with 419 Squadron also.</p> <p>(8th April) RAF169552 P/O E.J. Paaker (W/AMR) was posted to No. 1659 Conversion Unit, Topcliffe, on completing a tour of operations with the Squadron. This officer had been commissioned while with 439 Squadron. J.21918 P/O G.W. Fonger (Nav) was posted to E.G. 6 Group, and attached to No. 1659 Conversion Unit, to take training preparatory to heading</p>		

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Middleton St. George.	30th April 1944		<p>POSTINGS IN THE UNIT: (Cont'd.)</p> <p>(8th April) a Radar Navigational instructor. P/O Fonger had just completed a tour of operations with the Squadron.</p> <p>(12th April) R12098; WO2 Campbell, H.E. (A/B) was posted to No. 22 O.T.U., Wallingbourne, on completing a tour of operations with the Squadron.</p> <p>(13th April) J.18875 P/O D.T. Gook (W/O) was posted to No. 1664 Conv. Unit, on completing a tour of operations with the Home Squadron.</p> <p>(15th April) RAF 15234.2 P/O J.A. KIDG (Pilot), J28220 P/O K.R. Urquhart (Nav), RAF 1581229 Sgt. Taylor, G. (A/B), RAF 55224 P/O R.G. Asten (W/O/AIR), RAF 65341 Sgt. Miles, C.F.T. (P/Sgt), RAF 542072 Sgt. Byrne, G.B. (W/AG), RAF 576882 Sgt. Moody, J.R. (Rear AG), RAF 39984 P/O P. Green (Pilot), RAF 33760 WO1 Slade, H. (Nav), RAF 152754 P/O A.K.M. Dean (A/B), RAF 651166 W/Sgt. Dugdale, C. (W/O/Air), RAF 592382 Sgt. Hantley, H. (P/Sgt), RAF 232005 Sgt. Hayward, H. (W/AG), and RAF 53362 P/O C. Carter, (Rear AG). The above two crews were posted to 138 and 161 Squadrons, Tempsford, respectively.</p> <p>A great deal of the Squadron's time was wasted in the training and converting of these crews to Lancaster aircraft, as well as the administrative work involved. These two crews were posted to the Unit on the 1st of April, and posted out again on the 15th.</p> <p>(18th April) RAF 157736 P/Sgt. Dickinson, W. (W/O) was posted to the non-effective strength of RCAF Station, Middleton St. George, as he was confined to hospital for a period.</p> <p>(20th April) J85573 P/O D.W. Robertson (A/B) was posted to No. 22 O.T.U. Wallingbourne, on completing a tour of operations with the Squadron.</p> <p>(22nd April) J85385 P/O D.G. Turbitt (A/G) and R156726 W/Sgt. Robb, T.H. (A/B) were posted to No. 24 O.T.U. Honeybourne, on completing a tour of operations with the Squadron.</p> <p>(27th April) J19879 P/O J.A. Barlow (A/B) and J19609 P/O T.B. Johnson (Nav) were posted to No. 1666 Conv. Unit, Wallingbourne, on completing a tour of operations with the Squadron.</p>	
	30th April 1944		<p>AIRCRAF COMMISSIONED DURING THE MONTH: (AIRCRAF)</p> <p>R.144083 W/Sgt. Patterson, G.B.C. (Pilot) (now J.85360)</p> <p>R.176124 W/Sgt. Robertson, D.W. (A/G) (now J.85373)</p>	

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Middleton St. George	30th April 1944		<p>AIRMAN AIRGROW COMMISSIONED DURING THE MONTH (Cont'd)</p> <p>R.157826 WO2 McNary, J.D. (Pilot) (Now J.85395) (Missing)</p> <p>RAF138960 WO1 Marjama, G.H. (Pilot) (Now RAF173550)</p> <p>R112995 WO1 McGaughey, L.A. (A/B) (Now J.85467)</p> <p>R147817 WO2 McIvor, R.A. (Pilot) (Now J.85471) (Missing 28th April, 1944)</p> <p>R.193335 Sgt. Turbitt, D.G. (A/C) (Now J.85383)</p> <p>R.151215 W/Sgt. Salbald, H.A.D. (A/C) (Now J.85488)</p> <p>RAF128476 Sgt. Baylis, H.G. (W/S) (Now RAF173545)</p> <p>RAF1651579 Sgt. Round, D.S. (A/B) (Now RAF173540)</p> <p>MARRIAGES DURING THE MONTH:</p> <p>R.150308 IAC Pharaoh, H.G. (Pitter II R) was married on the 26th April, 1944, to Miss Veronica Stone, at Middlebrough, Yorks.</p> <p>RAF1575653 W/Sgt. Woodhall, A.R. (WO/AIR) was married on 22nd April, 1944, to Miss Gladys Brookes, at Reddall Hill, Staffordshire.</p> <p>PROMOTIONS OF OFFICERS DURING THE MONTH:</p> <p>J.22142 W/O A.J.P. Ryford (Pilot) was promoted to the rank of Acting Flight Lieutenant, Captain of Aircraft post.</p> <p>DETAILS OF EXPLOSIVES DROPPED DURING THE MONTH (Tons - 2, 240 lbs)</p> <table border="1"> <thead> <tr> <th></th> <th>Tons</th> <th>lb.</th> </tr> </thead> <tbody> <tr> <td>Bombs dropped from 1st January, 1944 to 31st March, 1944:</td> <td>583.65</td> <td>127.51</td> </tr> <tr> <td>Bombs dropped during April, 1944:</td> <td>274.27</td> <td>--</td> </tr> <tr> <td>Cumulative total from 1st January, 1944:</td> <td>857.92</td> <td>127.51</td> </tr> <tr> <td></td> <td>1,500 lb. Mines</td> <td>1,000 lb. Mines</td> </tr> <tr> <td>Mines dropped from 1st January, 1944 to 31st March, 1944:</td> <td>189</td> <td>16</td> </tr> <tr> <td>Mines dropped during April, 1944:</td> <td>72</td> <td>59</td> </tr> <tr> <td>(Numbers, not tons)</td> <td>261</td> <td>76</td> </tr> </tbody> </table>		Tons	lb.	Bombs dropped from 1st January, 1944 to 31st March, 1944:	583.65	127.51	Bombs dropped during April, 1944:	274.27	--	Cumulative total from 1st January, 1944:	857.92	127.51		1,500 lb. Mines	1,000 lb. Mines	Mines dropped from 1st January, 1944 to 31st March, 1944:	189	16	Mines dropped during April, 1944:	72	59	(Numbers, not tons)	261	76	<p>SECRET.</p>
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Place	Date	Time	Summary of Events	SECRET.	References to Appendices																						
Middleton St. George	30th April 1944		<p>NUMBER AIRCRAFT ON UNIT CHARGE:</p> <p>15 LANCASTER MARK X AIRCRAFT.</p> <p>1 HALIFAX MARK II AIRCRAFT.</p> <p>FLYING TIME FOR THE MONTH OF APRIL, 1944:</p> <p>Lancaster Operational: 52 hours 10 minutes</p> <p>Halifax Operational: 527 hours 55 minutes</p> <p>Lancaster Non-Operational: 281 Hours 25 minutes</p> <p>Halifax Non-Operational: 34 hours 10 minutes</p> <p>NUMBER OF SORTIES CARRIED OUT DURING THE MONTH OF APRIL, 1944: 105 sorties.</p> <p>ENEMY AIRCRAFT CLAIMED AS CASUALTIES DURING THE MONTH OF APRIL, 1944:</p> <p>There were no encounters with enemy aircraft during the month, and no enemy aircraft are claimed as casualties.</p> <p>HEALTH: The health of the Squadron during the month of April, 1944, was satisfactory.</p> <p>THE STRENGTH OF NO. 139 (REAF) SQUADRON AS AT 30th APRIL, 1944, WAS AS FOLLOWS:</p> <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>65</td> <td>79</td> <td>7</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>267</td> <td>-</td> <td>22</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		65	79	7	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	267	-	22	7		
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	30th April 1944		<p>GENERAL SUMMARY OF THE MONTH'S ACTIVITIES BY WING COMMANDER W.P. FLEASANCE</p> <p>(a) A disappointingly small number of sorties flown by the Squadron during the month was primarily due to two main factors: (i) the disappointing weather conditions in the early part of the month in combination with the moon period and (ii) the decreasing number of Halifaxes on the strength of the Squadron, no replacements of Halifaxes having been received for some time and several machines having been transferred to other Units.</p> <p>(b) The Lancaster strength has been slow to build up but is now in a much more favourable condition and thanks to great exertion of the ground personnel the Halifaxes have been kept</p>																								

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OPERATIONS RECORD BOOK

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	30th April 1944		<p>GENERAL SUMMARY OF THE MONTH'S ACTIVITIES BY WING COMMANDER W.P. PLEASANCE - Cont'd</p> <p>in first class serviceable condition while a great number of hours have been flown on the new Lancasters with the Squadron attempting to carry on its operational obligations and convert at the same time.</p> <p>(c) It has been found that Monica seems to operate much more satisfactorily in the Lancaster X than in the Halifax II and tests carried out with H2S equipment would appear to indicate that it is quite feasible to use this aid even with the large bomb doors fitted to the Lancaster, the range obtained being in the region of 48 miles and it is hoped that all Lancaster X's may be fitted with H2S prior to them operating on main targets.</p> <p>(d) One difficulty which has arisen since the Squadron's conversion is the task of converting all incoming crews to Lancaster X's and giving them H2S training. It is hoped that in the future this may be obviated by the setting up of a Lancaster X Conversion Flight.</p> <p>(e) The first operational sortie of the Lancaster X A/C took place on the night of April 27th when all the Squadron's available aircraft, Lancasters and Halifaxes, attacked the Marshalling Yards at MONTZEN just outside the AACHEN Area. All the Lancasters taking part in this attack operated without difficulty, the only trouble being one early return through sickness of one of the crew members. Only very minor snags were reported by crews on return and the operation was deemed to be a complete success for Lancasters.</p> <p>(f) The 6th Victory Loan has been a very successful effort on the part of the Squadron. At the end of the month the quota of 21,000 dollars being exceeded by 7,000 dollars with a total of 28,000 dollars.</p> <p>(g) A gift of moose meat and venison, the arrival of which had been expected for some time, arrived safely on the 20th and arrangements were immediately put in hand to organise a Squadron party. This was held on the night of April 30th and was voted a huge success. Our very sincere thanks are due to the Kamloops Civilian Auxiliary for this magnificent gift as well as their many other favours which arrived during the month, including a hot plate and two double toasters for use in the crew room and 12,000 cigarettes plus several pounds of tobacco.</p>		

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