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Place	Date	Time	of (Unit or Formation) 10. 412 (R.O. 417) Squadrons 1670 No. of pages used for Summary of Reents SECRET.	References to Appendices
Middleton St. George	lst April	, 1944	Ten of the Squadron aircraft were detailed to carry out a Cardening operation in the	
	Saturday		vicinity of the PRISTAN ISLANDS. All divereft completed their mission successfully, the	A-1515 to
	peur via		vegetables being dropped in positions briefed. The list predictions were very good, and	4-1937
	340,000		very little enemy opposition was encountered.	
			Two aircraft participated in an "ERIO" exercise during the day.	•
<u> </u>			Lancaster conversion training was carried out by all aircrew not actually engaged in	
	ASTAL OF		operational duties.	1-125 40
		3,000	A group Wireless exercise was carried out by WO/AG's of the Squadron Signals Sections	
			and, in addition, extra training in Bendix Equipment was given to all Wireless Operators.	
	2nd April	1 1014	THE SECOND ASSESSMENT OF ALL BUT BOTH THE WORLD WINDS WINDS MINE TO A THE SECOND WEST OF THE SECOND TO SECOND THE SECOND TO SECOND THE SECOND T	
	Sunday	eg	Seather conditions not conductive to flying, consequently no flying training was unfertaken	
			A Security and Escape lecture was given to all aircrew, this lecture being delivered by	
		(0.10)///	2/0 Folkes, of the Station Intelligence Section,	
	-		Lancaster conversion training was carried out by aircrews, under the direction of the	
		17.05	Mental than to express of the population very state of the contract of the con	
	3rd April	1 1944	THE CONTROL OF THE WORLD CONTROL OF THE THIS CASE WITCHEST	
	Monday	-1	Weather conditions remained inclement, consequently no flying was undertaken.	
<del>//</del>			Lancaster conversion training was continued, special lectures given to aircrews	
			by Plat. D.G. Hall, Squadren Flight Engineer Leader.	
			During the afternoon, a special lecture was given to all Agraraw of the Squadron by	
	D 27 5-17	3 7 197	a/Ldr. H.R.F. Dyer, O.C. "A" Flight, on "Heavy Bomber Taction".	
	-		Investigation states to the contract of the co	
	4th April	11.794	A special lecture one gives to all eigeness by S/Ldr. Brown and P/O Folkes of the Station	
			Intelligence Staff, on the subjects of "Pathfinler Markings", "Flat", and "Sisters",	
With Decay, See Most	28277243	1 - 1 dec	During the afternoon, Major Stevenson, the Group Flak Officer, addressed the sirerous on	
			the subject of "German Flak Defences".	
	5th April		The second secon	isa

11					-
	Pa	ge	N	0	96

Place	Date	Time	Summary of Events	SECRET.	References to Appendice
iddleton St. George.	5th Apr	1, 1944	A great deal of training was carried out on the Abandoning of Lancaste	er Aircraft, and several	
	Wednesda	7	dry dingly drills on Lancaster aircraft were carried out.		
~	inesmi	100	S/Ldr Willer, H.Q. 6 Group Rader Officer, visited the Squadron Radar	Section for the purpose	
	7.57 TAS	1.44	ingreating Reder installations in the Canadian Lancaster Aircraft.	A STATE OF THE STA	
	6th Apr	1, 1944	Twelve Halifar aircraft were warned for operations, this detail be	ing subsequently	
	Thursday	•	Corpolled.	pa gareacon /4	
			Lemosster conversion training was continued, under the direction of F	/Lt D.G. Hall.	
			Two aircrews carried out a wet swim exercise during the day, this bei	ng carried out in the	
	Stoppe A	-	prising baths at Thornaby.	magazina*	
	Car you	7.137	Pive dry dingly drills were carried out on the Lancaster aircraft.		
*	7th Aprillay	1, 1944	Traire Halifer strucets of the Equadron were again warned for open	etions, this effort	
	350		A considerable amount of "Abandoning aircraft" drill was carried out	on the Lanoaster aircraf	<b>.</b>
			Flying training was carried out on the Lancaster aircraft during the	day.	
	depoint.		Nomice Hark I was fitted in Lamousters EB706, EB716, EB.711, and EB71	2, during the day.	
	610	7	This Redar equipment appears to work much more satisfactorily in the	Lancaster I aircraft	******
	Sec.		then it did in the Halifer II aircraft.	Streton Suchtern	
	8th Apr	1 1044	Right aircraft were detailed to carry out a Gardening operation in	the vicinity of	
	Saturda	7	TRUE ISLAND. Weather conditions were good, and enemy opposition end	countered was slight.	A-1585 to
			Vegetables carried by Squadron sireraft were planted as briefed.	ray), p <del>olitella</del> g (12	
			Those crews not detailed for this operation carried on with the Lance	ster conversion training	
			Thirteen aircraft of the Squadron were detailed to carry out an at	tack on the Marshalling	
	9th Apri Sunday	1966	Yards at LHIR. Aircreft "B" (Captain, F/Sgt. Harfford, C.P.) was an	early return due to	A-1531
			an engine failure. Met predictions were good, and this operation app	cared to be an exceeding	Ly 4-1931 t
oracon art consile	35-197,03	3, 1244	good effort all round. Aircraft "6" (Captain, P/O G.R.H. Peck) lands	ed at LEMMING, the	(A)
			remainder of the aircraft landing at Base.		W-
<del></del>	4		a a stant on the Marel	nalling yards at GHENT,	
	10th Apr	11.0	in Belgium. Enemy opposition encountered was very alight. The Met	was as briefed, and this	4-1544 to

R.A.F. Form 540

See instructions for use of this form in R.R. and A.C.
para. 2349 and War Manual Pt. II., chapter XX., a

# OPERATIONS RECORD BOOK

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of (Unit or Formation) Bo. 419 (R.C.A.F.) Squadron.

No. of pages used for month 16

Place	Date	Time	Summary of Events SECRET.	References to Appendices
iddleton St. George	10th Apr	11, 1944 (Cont'd.)	should turn out to be an effective blow at the energy's transport gystes. All of the	Wayne !
	Ecclist !	(house an)	Squadron aircraft returned to Base,	
			Pour Lencaster sircreft were detailed to carry out night flying, this training being	
***************************************			satisfactorily completed.	
***************************************			The new type of Wireless Operators' log was taken into use for the first time, and seems to	
3344000044C	la en el		be a successful imposation.	
		11, 1944	Squadron Stand-down.	
	Tuesday		The weather conditions were good for local flying, and full adventage was taken of this,	
			several crews completing their issuesster conversion training.	
			Lancaster I sircraft were also used in night flying operations, training being carried out	
Tours of the	10.		in preparation for the Squadron's imminent first operational sortie in this type aircraft.	
	Large A		Purther experiments with H2S equipment in the Lencaster "The Ruhr Express" were carried out,	
	PR 1	FT Teff	the changes being tested on a Gross-country flight during the day. Performance was found	
			to be excellent, and a maximum range of 48 miles was obtained with this equipment. H28	
			was found to operate satisfactorily with either large or small bomb-doors. Photographs of	
			the H2S sureen were taken, but on development it was found that these did not turn out	
	,		satisfactorily, of any full of and suspections on an Protocolog, sylving a see Contract out the	
	12th Apr	11, 1944	At 09.00 hours, the aircres members of the Squadron attended a Security lecture and	
	Wednesda	7	accompanying film in the K.A.A.F. I.	
122			Pive Squadron aircraft were warned for a Gardening operation, and eight aircraft were warned	
			for a bombing operation. The bombing operation was subsequently cancelled.	
	5000.2530%		Pive aircraft carried out a gardening operation in the vicinity of HELIGGIAMO BIGHT.	A-1555 to
			Weather conditions were good, and energy opposition encountered was slight. Tegetables were	A-1559
	Market and a	( Common )	planted as briefed. On return, all of the Squadron aircraft participating in the sortie	Alexander of the second
dintan St. Section	DE DE PÉR	ta i sare	were diverted to MOLESBORTH, and the U.S.A. personnel of this station are to be	
		-00-04	congratulated on the extremely hospitable reception which they accorded the aircrew members	
	13000		of this Squafres	CIN
•	No.		W/O Costes of H.Q. Busher Command visited the Radar Section of the Squadren to examine the	182
				10.00

Place	Date	Time	Summary of Events SECRET.	to Appendice
Adleton St. George	12th Apr	11, 1944	H2S installation on the Squadron's Lemonster sirereft.	
MALETON St. George	Wednesda	y (Cont	O 10 101 101 101 101 101 101 101 101 101	
	13th Apr	41. 194	School Co. Standard	V-1000 0
	Thursday		Weather definitely not conducive to flying, consequently no flying training was undertaken,	
	-		although the Squadron aircraft which had been diverted to MOLESER'SH returned in the early	
			morning, prior to the weather closing ine	
	-unigne box	0	Ground training on the Lancaster conversion was carried out extensively, and both wet and	
	1904	401 TAM	dry dingly drills on this aircraft were carried out.	
			the state and homboner on the Lancaster aircraft was carried out by	
	-		the Armament Section, and a test bombing-up of 4,000 lb. HO's was carried out for the little	
			time in the Squadron Lancaster I strereft. This bombing-up operation proved to be a good	
			And ander then had been expected by the emergers.	
	714h An	11 1944	and almost were worsed for operations, but this detail was subsequently concelled.	
	Friday		Pive Helifer aircraft and five Lamouster aircraft were detailed to carry out a "Bullsaye"	
	-		exercise, but this was also subsequently concelled.	
			a con It we had me fitted in a Canadian Lamoaster I for the first time, and the	
	-	-	Amounters, having been previously advised that difficulty would be encountered, found that	
3-			the bomb was fitted quite easily, and with despatch.	
		11 1944	this out a Cardening operation, this	
	Saturds		per a white per at a war and led bourse.	
		-	detailed to carry out a "Bullage" exercise, but this was also cancelled.	
	-	-	Wasther conditions were very poor, and in consequence no flying training could be waste to	
		-	A group Wireless exercise was carried out by Wireless Operators of the Squadron Signals	
	1	-	Annual Court of the Court of th	
MICTALISM SA* DACTED	56F1 W	TOTAL TEN	maintains in Rendix equipment was also carried out extensively by the Wireless Operators.	11
			The Squadron Armoury was subjected to the rigours of Spring Cleaning, and the interior walls'	1.0
SEXT STANSON TO CAR			were given a new coat of paint.	
	3644 4	11 194		10000007 10
	Sunday		District Control of the Control of t	77 3.435 10

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R.A.F. FOrm 540 See instructions for use of this form in R.R. and A.C.I.,
para. 2346 and War Manual Pt. II., chapter XX., and
notes in R.A.F. Pochet Bash.

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of (Unit on Formation) He. 419 (R.C.A.P.) Squadron.

No. of pages used for south 16

Place	Date	Time	Summary of Events	References to Appendices
Adleton St. George.	16th A	11 1944	Due to the inclement weather, no flying of any description could be undertaken.	1117
	Sunday	(Cont'd)	A lengthy talk was given during the afternoon by Wing Commender Pleasance to the aircrew	1 v-12ct
	1012 13	17. 1879	of the Squadron, the principal subjects touched upon being the German night defences, with	7-7-995 AO
			particular reference to their Night-Fighter organization, and the counter-measures taken	
			by our aircraft to offset these various defences.	
			Wing Commander Pleasance appealed to the Squadren to make a record showing in the 6th	
			Victory Loss 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.	
			Leneaster conversion training was continued, and more Leneaster dingly drills were undertaken	
	17th Ap	11 1944	Twalve aircraft were detailed to carry out a boshing operation, this detail being	
		Sarata	Weather conditions were very favourable insofar as local flying was concerned, and a great	*
			many cross-country and bombing exercises were carried out.	
***************************************		ril 1944	Twalve aircraft were detailed to carry out a Gardening operation, 10 in the vicinity of	A-1560 to
	Tuesday		PARSE BAY, and 2 north of ROSTOK in MEDILIMBERG RAY. Six of the Squadron sirerest were	A-1571
			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	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			sirereft returned safely with the emeption of "T" (Captain P/O J.D. Quinn, on his	A-1570
			Zigt sortis) who did not return.	
	19th Ap	11 1944	Just after midnight on the 18th, word was received that seven airdraft of the Squadron	
	Aprilaged		were detailed to carry out a Sea Search for some American aircraft which were presumed to	S-1272 No.
	386	SE 7 (SS)	have ditched in the North Sea. Take-off was set for 09.00 hours, and briefing was set for	
			67.30 hours. Then the crows detailed were awakened at 06:30 hours, the alacrity with which	
	3503.4709	G. Cross	they entered into the spirit of the occasion was quite surprising, and their various duties	
	1987		were entered into with great enthusiass. Take-off was prompt, and the search was carried	
			according to plan, but, unfortunately, without result, insofar as this Squadron was	
	33.3	100	concerned. It is understood that some dinghies were found, however, in other areas.	SIA
			The crows reasining on the ground carried on with Lancaster conversion training.	100

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Pa	ge.	N	0.	1	98

Place	Date	Time	Summary of Rvents	References to Appendices
	60.7	-	It is pointed out that this is the first time that Lancaster X strongt had been used.	
iddleton St. George.	19th Ap	ril 1944 ay (Cont	It is pointed out that this is the first the that the same and the same articipated in	
	Aecmean	A (com	d) for the purpose of a see-search, four of the Squadron's kenessters having participated in	\
		-11 1944	Right Halifax aircraft of the Equadron were detailed to carry out a bombing operation on the marghalling yards at LEMS. The Net predictions were found to be good, and the FFF	A-1572 to
	Thursda		on the sarshalling yards at Last. The lest predictions were remarkable and community a	A-1579
	3.83824 1.5	- 51	marking was carried out very satisfactorily, and the "gaster of Cormonies" "commentaries	
			were found to be generally very helpful, with the result that a really good attack appeared	A-1570
			to develop. All of the Squadron aircraft returned safely to base.	0
			The crows not taking part in this attack carried out very extensive and concentrated	
			Lancaster training, and several Lancaster night cross-country flights were organised.	
	uning d		Pive of the sirerest participating in the night flying training become involved in an	4-15e to
	2000	MI ISM	enery attack on the town of MIL, and were actually just approaching the town just as the	
	- H1 -2			-
			German markers were going down. The strength were houriedly diverted as the town a opened up on the German strength.	
	21st Apr	11 1944	Tongs Could State	
	Friday	12018	but a considerable amount of Local flying was under-	
			Supplication commensure containing was continued, and some land to the	
	-	-	to it me entirinated that the Squadron would be operating with Lancaster aircraft yeary	
	-		shortly, as such Langaster training as could be undertaken was carried out by the aircrews.	
			leading on engine handling to the pilots and Flight Engineers	
		-	1 1411 mounts which would assist them to get the most out of	
	-		PETATOTICS TOTAL TO COURT OF COURT OF THE PETATOTICS OF THE PETATO	
		-	or rest where not are harmonist was a series of the series	A-1580 to
		211 1944	Leacaster aircreft were subsequently esmostled from the operation. The Halifaxes bushed	A-1587
THE SECOND SET CONTRACT	Settigely Spettigely	100002,00	Leneagter sirerest were supsequently superior did not return from this operation, sirerest the marshalling yards at LAGE. One sirerest did not return from this operation, sirerest	
	-	-	the marshalling yerds at law. One State (URAM) Sink failing to return. Flight Officer "g" (Gaptain, Flight)Officer G.A. Thomas (URAM) Sink failing to return.	A-1581
E-A-95-11-19-10-10-10-10-10-10-10-10-10-10-10-10-10-			"p" (Captain, Flightforriour U.A. Thomas Unsern) Thomas was on his first sole operational sortie, Aircraft "S" (Captain P/O V.J. Anderson)	1:1
			Thomas was on his first sold sperational server	1000
			was shot-up, the eigereft rendered "Cats, AC" due to this.	I Bern I

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R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2340 and War Manual Pt. II., chapter XX., and
motes in R.A.F. Pochet Book.

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Place	Date	Time	Summary of Events SECRET.	References to Appendice
dleton St. George.	22nd Apr	d April 1944	The met predictions were as briefed, and the FFF marking appeared to be assurate, and	1
***************************************		(COHE-	again the "Master of Geremonies" appeared to be very helpful. Consequently, very good	
	2501, 231	12 7266	results are expected from this attack.	
			The aircrews not detailed for operations continued concentrated Lancaster training.	1
		11 1944	Seven aircraft were detailed to carry out a Gardening operation, 6 of these being	A-1588 to
	Sunday		briefed to garden in the vicinity of RUGHW and one to garden in the vicinity of RUGHW.	1-15%
	(PSAGE		Weather conditions were good, and, although fighters appeared tolle fairly active, the	
			partiening 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.	7-3071
. 19			Fighter affiliation and day-bombing emercises were carried out, both these itms being	
	46		particularly stressed.	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
	24th Apr	41 1944	Four of the Squadron aircraft were detailed to carry out a Gardening operation, two	A-1595 to
	Monday		briefed to garden in the vicinity of MERLAIX and two in the vicinity of ST. MALO.	A-1598
			The met was much better than briefed, and the aircraft had no difficulty in cerrying out	
E-2-0-1			their mission, and returned without interference from the enemy.	
			All available Lengaster aircraft were in the air during the day, carrying out Air-to-air	
			Ciring, day-bombing, Reday training, circuits and bumps, and at night several eross-	
	23/00/46/10		sountry flights were authorized.	I was to the
	25th Apr	11 1944	Six Squadron aircraft were warned for a bombing operation, this number of aircraft being	A-1605 to
	Tuesday		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.	
			Lencasters again took full advantage of the excellent flying contions, and a great deal	
			of all types of air training was carried out.	
	6th April	1 1944	The Squadron's total strength of Helifax II aircraft, i.e. six, were detailed to	A-1599 to
Sebar Or. George	fodmenday	et joy	carry out an operation on VILLEGREEN. Weather conditions were good, but the PFF marking	A-1604
			appeared to be somewhat scattered. The Haster of Ceremonies was not heard very clearly,	
	CO.	(adm)	with the completive result that the attack did not appear to be particularly successful.	Sin

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			endespes institute how every homes so the years of the comments have been at the comments.	References
Place	Date	Time	SECRET.	Appendice
dleton St. George	26th Apr	11 1944	as it is anticipated that these aircraft will be used on operations at any time now.	
	Wednesday	y (Cont	d) The re-fitting of the Wireless Operators' demonstration room with Bendix equipment	F-1399 to
	1.50		was completed, and a demonstration table of dinghy radio equipment was set up.	
			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	
	0.00007		usefulness of H2S equipment for navigation, and accuracy of bombing.	
	27th Apr	11 1944	Right Lemoaster aircreft and five Halifax aircreft were detailed to carry out a bombing	A-1605 to
	Thursday		operation directed against the marshalling yards at MANZEN. This was the first coossion	w-ror1
	-		on which Lancaster Mark X aircraft participated in an operation in forces.	
			The despatching by the Squadron of the Lancaster sirerest on an operational sortie	
	-		to another wilestone 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	
¢	land of the		a first-line striking fores.	
	Trap resp	12 373/37	Aircraft "A" (Lancaster) (Captain, P/L J.D. Virtue) returned early owing to his Mid-Opper	12-12-12 Au
	-		Summer's Serious committion, Sgt. L.G. Turner's right lung having collapsed.	
			all the other Lancaster aircraft boshed the target and asturned to Base safely.	
	-		One Halifar aircraft was missing from this operation, sireraft To (Captain, P/O R.A.	A-1617
			Molver) failing to return. This was P/O Molvor's 15th sortie.	
			The meather conditions were good, and the PFF marking very satisfactory. The Haster of	
581 San - 20 San - 2			Correspondes was found very helpful, and it is entiripated that this will prove to be another	
	1.364	1 186	effective blow at the energy's rail transport system. Showy opposition seemed to consist	K-1580 to
			principally of night-fighters, with some light flak supporting.	
			性	
	28th April	1 1364	Squaren Stand-own.  The aircraws not already converted to Lancaster aircraft concentrated on convergion training	
isteton it. secrit.	1		Three of the Squadren's four remaining Helifar II sirureft were transferred to No. 428	160
			(ROLF) Squadron, leaving only one Halifax II on the Squadron's charge.	M
	29th April	3 3011	Squadron Stand-Goves	
	Saturday	1 1745	The aircrews of the Squadron again concentrated upon conversion training to Lancasters aircre	dt.

OBERTA SARCOSO, BOOK

R.A.F. Form 540
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para. 2540 and War Manual Pt. II., chapter XX., and
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### OPERATIONS RECORD BOOK

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of (Unit or Formation). No. 519 (R.C. A.F.) Squadren. , . . . No. of pages used for most 16

Place	Date	Time	SECRET.	References to Appendices
iidaletan St. George.		ril 1944 (Cont'		5 /
	Saturus	(cone.	by the aircrews not engaged in flying training.	
		11 1944	Squadron Stand-Long.	
	Sunday		The few crows which had not as yet completed the lancaster conversion training were	
-			finished off and checked-out as being trained on Lancaster aircraft.	
			an "Recope" lecture was given to all aircrew members of the Squadron, and American air	***************************************
		100	combat films which were shown proved to be of great interest.	
***************************************	200	10	P/O D.T. Gook and P/O G.H.R. Peak were notified of the immediate award of the Distinguished	
	1		The close there of the thorner from all board have, represent the last of the forth area.	•
****			All members of the Squadren were very much relieved to hear that there was a Stand-down	
			teday, as this date had been provisionally set saids for the Squadron party. This was the	
			Squadron's first party in its two-and-a-half years of existance, and preparations were made	
Pris de la company			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 Squadrun's "Pairy	
	-		Godmothers", the Kamloops Civilian Auxiliary. The whole-hearted co-operation of the Station	
		***************************************	Catering Officer, Section-Officer Mather (REAR W.B.) and the staff of the Airmen's Meas	
			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 H.A.L.B.I., where an excellent program	27 A.S. 169
			of entertainment had been organized by members of the Squadron, members of the Squadron	
	SUBSTITUTE	U TWE	and guest artisks participating. Two of the main features were in the singing by Section Offi	cer
			Taobel Marton (RGAP W.D.) late of the Metropelitan Opera Company, and now at H.Q. 6 (RGAP)	
petret in the second			Group; and Ray Dedels of the Y.K.C.A. Auxiliary Services. The Station Dance Band	
			provided made during intervals between the presentations by the featured artists. In his	
all name of decree.	Contanta	7.73450	opening remerks Wing Commender Pleasance was able to amounce the successful completion of	
			the conversion of the Squadron to Lemonster I aircraft, and that the Squadron had reached a	an Name and American
	200-00		grand total of 28,000 dellars in the 6th Victory Lean Brive, having exceeded the quota by	65
	Account	HI LOSSING WINE	356 A/V/M Melbon graced the entertainment with his presence, and this honour was greatly	111
			Man Avid Company to the executation with the processor, and the master at party	

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Place	Date	Time	That we never the training of the state of Summary of Events and the state of the s	References to Appendice
iddleton St. George.	30th Apr	11,1944 Cont'd)	appreciated by the Squadren. One of the best features of the evening was the sk happy	
	Sunday	(Done-a)	re-union with many of the ex-members of the Unit, who came from stations all over 6 Group	
			to partake in the calebration, on this most suspicious occasion. A thoroughly enjoyable	13.7
			evening was had by all ranks, and the party was voted an outstanding encousage.	
	30th Apr	11 1944	MOVEMBRE DURING THE MENTIC	(207)
	-		POSTINGS TO THE UNIT:	
			(10th April) 385026 P/O G.E. Holmes (Pilot) Blk 3418 Sgt Williams, D.J. (New) 327459 F/O E. C.	
			Whitney (Air Bomber), R225110 Sgt. Shelson, J.W. (WO/AC), 1891611 Sgt. Roberts, M.J.H.	9
		-	(Flight Engineer), R20k991 Sgt. Filmer, H.J. (ME/Air Cunner), R.196635 Sgt. Jones, P.R.	
			(Beat Commet.)	
			J25,319 2/0 A. de Breyne (Pilet), J26292 2/0 A.R. Bedy (Marigator), R186609 Sgt. Friday, J.W.	
			(Air Bomber), E10066, WOZ Kelly, W.J. (WO/AE), 1852652 Mgt. Vigars, R.E. (M/Mng.), E134239	
			102 Mynarski, A.G. (MI/AG), and J351A2 P/O Extrapolator G.P. Brophy (Rear AG).	
			J. 24471 N/O W.J. Anderson (Pilot), J26325 N/O W.F.Behan (Merigator), J28675 NMO J.W. Steels	
			(A/B), R77kl6 WOI Bailey, LaFa, (WO/AG), 30301k3 Sgt. Uden, R.J. (F/Rng.), R208596 Sgt.	
			Burton, P. (MI/AG), and E197168 Set Houn, E.P. (Reer AG).	
			The above three arews reported from 61 RGAF Bage, Topoliffe (1664 Gon. Unit) for flying duties	
			(14th April) R128369 W02 Johnson, L.W. (Pilot), R93589 W02 Sachs, L.M.T. (Nev), R160198	
		100	2/S Rodman, B.T. (A/B), R97352 W01 Wede, L.A. (W0/AG), R16592b, Sgt. Shuman, A. (E/E),	
Kanadaya			E191910 Sgt. Merris, J. (ME/AG), and E176776 Sgt. Rogers, H.W. (Boar AG), This over	
			reported from No. 405 (RGAF) Equadron to which Buit they had been previously posted for	
	gravenia.		P.P.F. Duties. Having been found unsuitable for PFF, they were returned to 419 Squadron.	
		T A	(17th April) 7223104 Flight-Officer G.A. Thomas (V.S.A.A.G.) (Pilot), R161540 F/Sgt.	
	) Over twist	17.0	Lindsey, R.P. (Nev.), 2167659 Sgt. Ritchie, W., (A/B), 2109696 WOl Murphy, P.J. (WO/gs.),	
Betan It. Comme.		T 7147	1593760 Sgt. Thompson, J.D. (RAF) (P/Rng.), R200862 Sgt. Greene, V.A. (MI/AG), and E199880	
	- 1		Sgt. Knor. V.A. (Rear AG). It is interesting to note that Sgt. Knor is the brother of	M
			F/O J. Knox (WO/AG) who is already a member of the Squadron.	
Yanka Parana		13 Table 10 Carlotte	J21292 P/O J.H. Calder (Pilet), J22.35 P/O A.G. Angus (Ner), J28895 P/O M.J. Bernardi (A/B),	

R.A.F. Porm 540

See instructions for use of this form in R.R. and A.C.I., gave. 2540 and War Manual Pt. II., chapter XX., and notes in R.A.P. Pochet Book.

### OPERATIONS RECORD BOOK

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of (Unit or Formation) No. 419 (R.C. 4.7.) Squadron.

No. of pages used for septh 16

Place	Date	Time	Summary of Events SECRET.	References to Appendices
Eddleten St. George	30th Apr	11 1944	POSTUGOS DO THE BUTY (CONT.) . OR SOUTHWEATH IN DESIGN OF WEST THAN THE STATE OF TH	1.
			(17th April) J11130 g/o E.G.F. Bryan (g/o/ag), RAF1893135 Sgt. King R.G. (g/Eng), R95340	
			Sgt. Montgemery, L.L. (ME/AG), 2189749 Sgt. Collette, W.W. (Rear A/C),	
			The above two erews reported from 61 (RGAF) Base, (1164 Con. Unit) for flying duties.	
			(22m& April) J.18707 P/O E.S. Smith (Pilot), R167475 Sgt. Gardiner, W.H. (New), R13307,	
			Sgt. Porter, R.E. (A/E), R.117359 WD2 Beren, M. (WO/AG), RAV1895139 Sgt. Trussler, J.W.A.	
			(B/Sag.), 2209157 Sgt. Taylor, G.W. (ME/AG), R.195100 Sgt. Wilson, S.A. (REAR AG). This	
			erer also reported from No. 61 (MMAP) Base (1664 Com. Unit) for flying duties.	
			Approximately 25 ground trademen, all R.C.A.F., reported to the Squadron during the month,	
			from No. 5 (RGAF) P.P.G., all these personnel having just strived over here from Guada.	
			Power and the posted and life and led department, for any rear dollyway.	
			J. 2129h Wht. H.A. Hemitt (Pilot) was posted to 1659 Conversion Unit, Topoliffe, for instruct	_
\$40 (P) (C) (C) (C) (C) (C) (C) (C) (C) (C) (C			or duties on 2nd April, 1964. P/Lt. "Happy" Hewitt was a very popular number of the Squadren.	
AMERICA - 100 - 10			and had just recently completed his first tour of operations with the Moose Squadron.	
			(5th April) S/Ldr. E.G. Hember (01625) (Pilot), J22005 E/O S.G. Philp (New), E158079	
			P/Sgt. Kerber, 2. (A/B), R#7357 WOI Hope, J. (WO/AG), RAP1537278 Sgt. Kemp, A.R. (P/Eng.),	1687)
			2220339 Set. Hinton, W.F. (ME/AG), and R188159 Set. Leyst, J.R. (Rear AG) were posted to	
			No. 426 (MEEF) Squadren, 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.	
			(6th April) 6517a6 2/Sgt. Harris, R.W.G. (RAF) was posted to 21 0.T.U., Abingdon, on complet-	
			ing a tour of operations with the Squadron, and RAF 1890004 P/Sgt. Wiggins, W.H. (A/6) was	
			posted to No. 20 0.2.U., Lossismouth, on the completion of a tour of operations with A19	
and the same			Squaren else.	
Wiebon St. Coopys.	2005 27.4		(8th April) RAF169952 P/O R.J. Packer (WO/ARR) was posted to No. 1659 Conversion Unit,	
			Topoliffe, on completing a tour of operations with the Squadron. This officer had been	
Established and the	1000		commissioned while with \$19 Squadron. J. 21918 7/0 O.W. Ponger (Nav) was posted to H.Q.	(11)
			6 Group, and attached to No. 1659 Conversion Unit, to take training preparatory to becoming	197
				106

Place	Date Time	Summary of Events SECRET.	References to Appendices
ddleten St. Goorge.	30th April 1944	POSTINGS IN THE UNIT: (Cont'd.)	
		(6th April) a Reder Revigational instructor. N/O Fonger had just completed a tour of operations with the Squadron.	
		The second of th	
		on completing a tour of operations with the Squadron.	
		(13th April) J.18875 P/O D.T. Gook (DEC) was posted to No. 1664 Conv. Unit, on completing	
		. The form admiration representation of the property of the pr	
	-	(15th April) RAF 152342 2/0 J.A. KIAG (Pilot), J28220 P/O K.R. Urquhart (Mar), RAF 1581229	
	***************************************	Sgt. Taylor, G. (A/S), RAF 5523. P/O R.C. Arten (WO/AIR), RAF 6534, R Sgt. Miles, C.F.T. (B/	mg)
		RAFI 51.2072 Sgt. Byrma, G.B. (MM/AG), RAFI 576882 Sgt. Moody, J.R. (Rear AG).	
	****	PAF13998L P/O P. Green (Pilot); PAF939760 ED1 Elade, H. (New), RAF15275L P/O A.K.M. Dean	
		(A/B), RAW651166 B/Sgt. Dugdale, G. (WO/Air), RAW1592382 Sgt. Huntley, H. (B/Mng.),	
		RAF1239056 Sgt. Harward, N. OM/AG), and RAF53362 P/O C. Garter, (Rear AG).	
- 1		The shove two arens were posted to 138 and 161 Squadrons, Tompaford, respectively.	
		A great deal of the Squadron's time was wested in the training and converting of these	
		erows to Lencaster aircraft, as well as the administrative work involved. These two erows	
*		were posted to the Unit on the 1st of April, and posted out again on the 15th.	
		(18th April) RAF 15775.6 B/Sgt. Dickinson, W. (BFR) was posted to the non-effective strength	
<del></del>		of ROMF Station, Middleton St. George, as he was confined to hospital for a period.	
Transaction Pale		(20th April) J85575 P/O D.W. Robertson (A/B) was posted to No. 22 O.T.U. Wellesbourne,	
Description of the second	Rear Merel	on completeing a tour of operations with the Squadron.	
		to a series min m a mandate (A/E) and \$158726 B/Set. Robb. Talle (A/G) were posted	
		to No. 2. C.F.W. Honorhourne, on completing a tour of operations with the Squadron.	
		(27th April) J19879 P/O J.A. Barlow (A/R) and J19609 P/O T.B. Johnson (Mar) were posted to	
dallaten Ib. George	Grade of the country	No. 1666 Com. Unit, Wombleton, on completing a tour of operations with the Squadron.	
	50th April 1944		000
	1.00	R:144063 P/Sgt. Patterson, C.R.G. (Pilot) (now J.85360)	
energy and the second		R.176124 P/mgt. Robertson, D.W. (A/C) (now J.85573)	

R.A.F. Form 540

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. Pecket Son.

### OPERATIONS RECORD BOOK

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of (Unit or Formation) No. 419 (R.C.A.F.) Squadron. No. of pages used for worth 16

Place	Date	Time	(p) to present a country and post of Summary of Eventiers	Silvania e alianda de Silvania	SECRET.	References to Appendices
iddleten St. George	30th Ap	ril 1944	ATRONE AIRCRES COMUSSIONED DURING THE MONTH (Goat'd)	4. To good just	TO SOME DESCRIPTION	14.4
***************************************			R.137426 W02 McHary, J.B. (Pilot) (New J.85395) (Missing	9	s may en us	
***************************************			RAF1389kOk WOL Marjores, G.H. (Pilot) (New RAF173550)	ier in vingelieta	THE CHE COLLY	Same
	-		Bl12995 WOI McGenghey, L.A. (A/B) (New J.85467)	- menuta terbajan a	96-shaps n-0	
			R11717 W02 Melver, R.A. (Pilet) (New J.85171) (Rissin	g 28th April, 194	4)	***
			R.193135 Set. Turbitt, B.G. (A/G) (Now J.85383)	<u>.</u>	()	
			R.151215 WSgt. Salkeld, H.A.B.)A/C) (Now J.85488)	V 7		
			RAF128476 Sgt. Baylin, E.G. (E/E)(For RAF173545)			
			RAF1651879 Set. Round, B.S. (A/B) Now RAF173540)		35	
		9 50	MARRIAGES DURING THE MOSTES	nest divine.	water .	NAT MICHAEL COMPANIES CONTRACTOR
Elica de la	. 0		Ral50308 LaC Pharach, E.C. (Pitter II E) was married on the	26th April, 1944	, to Miss	*******************
			Veronica Stone, at Middlesbrough, Yorks.	ally are to the same	iat	
			RAF1575653 E/Sgt. Woodhall, A.R. (WO/ATR) was married on 22	and April, 1944, t	o Miss Gladys	
	1		Brookes, at Reddal Hill, Staffordshire,	n		
	132		PROMOTIONS OF OFFICERS DURING THE MARTIE	erense mode.	status et fine	
			J. 22112 P/O A.J.P. Byford (Pilot) was promoted to the rank	of Acting Flight	Lieutenent,	
			Captain of Aircraft post.	Milita - 1900 Bergham		
			DETAILS OF EXPLOSIVES DROPPED DURING THE MONTH!	(Tons - 2, 240 1		
			Bombs dropped from 1st January, 1944 to 31st March, 1944:	583.65 Tons	127.51 Tons	
			Books dropped fluring April, 1944:	274.27 Tons	ME 247 (417)	
	10000		Completive total from lat Jamery, 1944	857.92 Tons	127.51 Tons	
				1,500 lb. Mines	1,000 lb. Mines	
			Mines dropped from let January, 1944 to 31st March, 1944:	189	16	
	100		Mines dropped during April, 1944:	72 5410	+ 59 <del>57,000</del>	29.5 Veno
10 TO CRI 22* 08_2.0	3324	(D. 2009)	(Numbers, not tane)	261	76	
B****						1
		T.		E HAZIN O'	1-20 (1983) 33	MI
					1000 - 100 - 1v	00

. 4 Page No. EFE 108

Place	Date	Time		Summary of Event		SEC	CRET.	References to Appendices
	ZOAD AW	11 1944	MANAGEM OF AUGUST OF	UNIT CHARGE:				
Middleton St. George	Joen wh		15 LANGASTER MARK X AIRCRAFT.	21 · · · · · · · ·	13			
	-		1 HALIPAY MARK II ATRORAPT.	, 191, to All Arres, 1				
			MATING TIME FOR THE MONTH OF A	ют. 16%	3,507.12	12.7K= 3.40	00 III -	
				52 hours 10 mins	tes 921.	2.07	7.52 2100	
			Lancaster Operational:	527 hours 55 minu	1.04	515 1 4	-	
			Halifax Operational:	281 Hours 25 mins	and the second s			
			Lencaster Non-Operational:	34 hours 10 mins		- 1 - 1 - 1	Harris Allender	
			Halifax Non-Operational:		***************************************			,
			NUMBER OF SORTIES CARRIED OUT	DURING THE MUNITH OF APP	ATOTT TOLL	9 - 8 - 7 - 200	emerg)	
			BURNT ATROPAPT CLATED AS CASE	ALTIES DURING THE MARTI	OF APRIL, 1994		oft are	
			There were no encounters with	entery aircraft during	the month, and no	aley and		
			disined as casualties.					
			HEALTH: The health of the S	quadron during the month	h of April, 1944,	AND DELIES	Booky.	
		ers	THE STRONGTH OF NO.419 (BOAF)	SQUADRON AS AT 30th AP	RIL, 1944, WAS AS	POLLOWS:		
			ATROREN'S R.G.A.F.	R.C.A.F.	R.A.P.	ATRIO		
<u> </u>			0.70.08			50		
		-	That is the sound of the	(%) 30# <b>79</b> 712907	007			
		-	CROUNDERSE R.C.A.F.	R.C.A.F.	R.A.F.	R.A.F.	W.A.A.F.	
			P. LANCE WAS. BANCONO. P.	ar intra (m. Arrivat cos)	OFFICERS.	-	-	
		-		(A) (12 267 112 1	-	. 22	7	
	-		CONTRAL SUMMARY OF THE MOSTH'S	ACTIVITIES BY WING COM	MANUER W.P. PLEAS	LANCE		
	30th Ap	11 1944	4 44 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	wher of acrties flown b	y the Squadron di	gring the mo	nth was	
	1		(a) A disappointingly small number of sorties flown by the Squadron during the month was primarily due to two main features (1) the disappointing weather conditions in the early					
			part of the month in combinati	and the the man period	and (ii) the de	reasing man	ber of	
BUTTERSON TO BEAUTION		June Walt	part of the month in combination		ments of Halifax	es having be	en received	
			Halifaces on the strength of t	thee having been transf	erred to other U	nits.	-	
			(b) The Lamoaster strength ha	alor to build in	but is now in a	much more fe	woursble	W
	1.25		(b) The Lancaster strength has	Doen Stor so serve of		lifames have	been kept	100
			condition and thanks to great	emertion of the ground	bergemer and He		(A) - (3) - (3)	EXECUTO 10

WIL STOLE/CRESS SOUND 13/68 C. & L. 61-7700

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349 and War Manual Pt. II., chapter XX., and

# OPERATIONS RECORD BOOK

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

No. of pages used month 16

Place	Date	Time	Summary of Events SECRET.	References to Appendices
iddleton St. George	30th Ar	11 1944	CENERAL SUBJANC OF THE MONTH'S ACTIVITIES BY WING COMMANDER W.P. PLEASANCE - Cont'd	
			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.	
		11	(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.	
<del></del>	-		(d) One difficulty which has arisen since the Squadron's conversion is the task of converting	g
	-		all incoming crews to Lancaster I's and giving them H2S training. It is hoped that in the	
<u></u>	1.5.00		future this may be obviated by the setting up of a Lancaster I Conversion Flight.	
			(e) The first operational sortic of the Lancaster I A/C took place on the night of April	775-636
			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	
E agr	-		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	
3.00			and the operation was deemed to be a complete success for Lancasters.	
			(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.	
			(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	
			Squadren party. This was held on the night of April 30th and was voted a huge success.	
	lies a	Sec.	Our very sincere thanks are due to the Kamloops Civilian Auxiliary for this magnificent	
		-1-15-0-1	gift as well as their many other favours which arrived during the month, including a hot	
			plate and two double togeters for use in the grew room and 12,000 gigarettes plus several	1
			pounds of tobacope	N
61088 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 -	1	0503550		

Place	Date	Time	Summary of Rvents SECRET.	References to Appendices
	7041- 4-	ril 1944	Control of the contro	
ddleton St. George	Joen A	Pril 1944		
			CCC 1	
			and the second second	1.
			(W.P. Pleasance) Wing Commander, Commanding 4.19 [MOLF] Squadren,	
			Ommanding 419 MAF Squadren, Middleton St. George, Durbana	
			The same of the sa	
			And the respective to the control of the respective to the respect	
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			Description of the control of the Market Control of the Control of	
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			SCHOOL SACTOR SECTION TO LESS SECTION	
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Peter Company		-		