

OPERATIONS RECORD BOOK

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

No. of pages used for Month 24

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	1st May, 1944		<p>Squadron Stand-down was ordered in the morning, this being changed at noon to an operational requirement of nine Lancasters, the target being ST. GHELEAIN.</p> <p>The route was fairly direct, and according to intelligence reports, the bombing results were good. A fair amount of enemy action was encountered, particularly from night fighters, but all the Squadron aircraft returned safely to base, with the exception of aircraft "G" (Captain P/O J.G. McHarty, on his 10th sortie), which was missing from this operation. Weather was favourable for the entire trip, and navigational results were better than average. A point of interest is that aircraft "T" carried 14,000 lb. bombs, this being the heaviest bombload carried in a single aircraft from this Station.</p> <p>Remarkably few snags were encountered by the Lancasters, and those that did crop up were of a very minor nature.</p>		A.1618 - A.1626
	2nd May, 1944		<p>Squadron Stand-down.</p> <p>Weather conditions were very unfavourable insofar as flying was concerned, and no flying training could be undertaken.</p> <p>Wing Commander, Plesance delivered a talk on general subjects connected with the Lancaster aircraft to the aircrew members of the Squadron, during the afternoon.</p> <p>Ground training was carried out by the different sections under the supervision of the Section leaders, with particular emphasis on Radio training by the Wireless Operators of the Squadron.</p> <p>All aircraft dispersal sites were thoroughly checked by the duty-crew in an endeavour to locate any Halifax equipment which might have inadvertently been left to one side.</p>		
	3rd May, 1944		<p>Squadron Stand-down.</p> <p>Weather conditions were fair to good, with the result that Lancaster flying training was pushed to the limit during the day, and five aircraft of the Squadron participated in a Ballows exercise at night. The Ballows exercise covered a distance of 1,069 tracks miles, and weather conditions were quite favourable, and it is considered that the crew derived considerable benefit from the exercise.</p> <p>A further conversion course to Lancaster aircraft for new aircrew was commenced by P/Lt.</p>		

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Middleton St. George.	3rd May, 1944		D.G. Hall, the Squadron Flight Engineer Leader.		
	Wednesday (Cont'd)		A detail of 20 Airgunners carried out a turret firing exercise at Sutton Bank range.		
	4th May, 1944		Squadron Stand-down.		
	Thursday		Weather conditions prevailing were very poor as regards flying, consequently no flying training was carried out during the day.		
			Lancaster ground training was concentrated upon during the day, with special attention being given to the Signals Section, as the change-over to Bendix equipment by the Wireless Operators of the Squadron is causing a bit of difficulty.		
			The Air Bombers of the Squadron were given special instruction on plotting by the Navigation Leader, F/Lt. F.T. Judah.		
			An innovation in training was started to-day — this being the idea of one crew member, other than the Wireless Operator, who received special instruction on the Bendix equipment.		
			The reason behind this idea was that there would then be a Second Wireless Operator available in the event of anything untoward happening to the first Wireless Operator.		
			All "G" and "F" group Armourers of the Squadron received a lecture on their trade from Col. Surman, who is attached to the Station from Air Ministry at present.		
	5th May, 1944		Squadron Stand-down.		
	Friday		Weather conditions were fairly good, and a considerable amount of Lancaster flying training was carried out.		
			Lancaster ground training was carried out by those crews not detailed for flying, under the supervision of the various Section Leaders.		
			A softball game was played between the Aircrew and Groundcrew personnel of "B" Flight during the afternoon, it being obvious from the final score that the Groundcrew boys were in much better baseball form than were the aircrew.		
			The award of the D.F.C. was made known to Wing Commander Plesanice, Squadron Leader Dyer (O.C. "A" Flight), F/Lt. Byford (Deputy Flight Commander "A" Flight), and P/O G.M. Soade (R.A.F.)		
			Four wetting drill details were carried out at the Darlington Swimming Baths during the day.		

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Middleton St. George	6th May, 1944	Saturday	<p style="text-align: center;">Squadron Stand-down.</p> <p>The Squadron was honoured by a visit from their ex Commanding Officer, Wing Commander N.H. Fleming, D.S.O., D.F.C., who stayed overnight and renewed several friendships.</p> <p>No. 428 (RCAF) Squadron vacated the jointly-occupied Navigation Hut, and moved to premises of their own, much to the relief of the Squadron's Navigators, who now have a little "elbow room" in their previously very cramped quarters.</p> <p>Eight cross-country training flights were flown during the afternoon, three of these with Air Bombers acting as Navigators, and one with a Pilot navigating. Great surprise was expressed at the return of these four aircraft on E.T.A., and also at the fact that they had kept more or less on track all the way. The reason for this interchanging of personnel was in order that Air Bombers might have practice in Navigation under actual flying conditions, and that Pilots generally might have some idea of the difficulties experienced by the Navigators who have not the complete co-operation of the Pilot.</p> <p>Thirty R.C.A.F. aircrew members of the Squadron and thirty aircraftmen groundcrew participated in the "Salute the Soldier" celebration in Darlington, and formed part of the parade.</p> <p>During the evening, all "Q" and "P" ammours Guns received another lecture from the Junior Attachment Instructor from Air Ministry, Cpl. Durran.</p>		
	7th May, 1944	Sunday	<p style="text-align: center;">Squadron Stand-down.</p> <p>One cross-country flight was carried out, with the Air Bomber acting as Navigator.</p> <p>Leicester ground training was carried out by the various sections, under the supervision of the Section Leaders.</p> <p>Aircrew of "B" Flight attended an excellent lecture given by P/O Fulson of Station Intelligence Staff on recent changes in the German night-fighter set-up, and in modern heading and bomb-plotting techniques.</p> <p>While practicing Circuits and Bumps, aircraft "D" (Captain, 1st Lt. Hartshorn (VRAC) blew a tire just at point of take-off. 1st Lt. Hartshorn completed the circuit, but on landing successfully brought the aircraft in, but later ground-looped when the undercarriage of the</p>		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	7th May	1944 Sunday (Cont'd)	<p>aircraft on the side of the burnt tire collapsed. None of the crew were injured, but the aircraft was rendered category AC.</p> <p>During the evening, further lectures were given to "C" and "B" Group armourers (Guns) of the Squadron by the Junior Armament Instructor from Air Ministry.</p>		
	8th May	1944 Monday	<p>Night aircraft were warned for operations, this detail being cancelled by 12:00 hours. This interfered to some extent with the training program, but nevertheless five cross-country flights were organized during the afternoon and two night cross-country flights were carried out. On three of the afternoon cross-country flights, the Air Bombers of the crews acted as Navigators, and these carried out their duties satisfactorily.</p> <p>"A" and "B" Flight aircrew participated in a softball game during the afternoon, but this was terminated at about the 8th inning due to bodily fatigue of the participants. It was therefore decided to hold more softball games for the personnel concerned in order that muscles might be toned up to the state where the boys could entirely finish a game.</p> <p>All "C" and "B" Group Armourers (Bombs) were given a Trade Improvement Lecture by Sgt. Evans of the Squadron Armoury.</p> <p>The Radar Section received one complete set of "booster" equipment, with servicing equipment. It is proposed to fit this to the "Ruhr Express" (K900) for trial purposes. If these trials prove successful, it is expected that this warning device will be fitted to all aircraft of the Squadron.</p>		
	9th May	1944 Tuesday	<p>Eight aircraft were detailed to carry out an attack on the gun emplacements at ST. VALERY.</p> <p>Navigation results were good, the timing was considered to be excellent, and the weather conditions were ideal. The target was attacked from 6,000 to 6,500 feet. Owing to the fact that the aircraft were only over enemy territory for six or seven minutes opposition encountered was negligible, and all aircraft returned safely to Base. The aircrew commented unfavourably upon the PFF marking, and the results of the mission at present seem somewhat doubtful.</p> <p>Two details of practice bombing, and two details of Fighter Affiliation were carried out during the morning.</p>		A.1627 - A.1634

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Middleton St. George	9th May 1944	Tuesday (Cont'd)	A shooting competition, with rifles and revolvers, was held amongst the Squadron's Radar Mechanics at the Station Rifle Range. (There were no casualties.)		
	10th May 1944	(Wednesday)	Ten aircraft were detailed to carry out a bombing mission on the marshalling yards at GHEM. Navigations results were considered to be good, the timing was excellent and the weather conditions were perfect, with the moon rising just after the aircraft left the target area. Bombing height was 9,000 feet. All aircraft obtained good photographs, indicating a really precise attack. Considerable opposition was encountered, both in flak and fighter defences, but only one aircraft sustained damage, aircraft "J" sustaining slight damage from flak. On return from this mission, aircraft "Y" (Captain, P/O S.E. Holmes) ran off the end of the runway, crossed two ditches, and was rendered Category "B" due to the resultant damage. P/O Holmes' logbook has been appropriately endorsed. Two details of local flying were organised, these being on "circuits and bumps", and four new aircrew commenced their Lancaster conversion lectures.		A.1635 - A.1644
	11th May 1944	Thursday	Eleven aircraft were detailed to carry out a bombing mission on the marshalling yards at BOULOGNE. Bombing was carried out from a height of 13,000 feet. Met winds proved to be completely inaccurate with the result that one of the Squadron aircraft was late on the target and did not bomb. Aircraft "P" returned early with port inner engine unserviceable. Weather conditions were perfect, but there seemed to be some doubt at the time as to the effectiveness of the attack. One day cross-country flight was carried out, and one aircrew was "graduated" from their Lancaster conversion course.		A.1645 - A.1655
	12th May 1944	Friday	Twelve aircraft were detailed to carry out a bombing mission on the marshalling yards at LOUVAIN. This seemed to be a particularly unfortunate night for the Squadron, as aircraft "J" was an abortive effort due to the inability to discern the T.I.'s. Two of the Squadron aircraft were missing from this sortie, "W" (Captain P/O H.I. Smith) and on his 22nd sortie, and "X" (P/O B.F. Edwards, on his 8th sortie). Weather conditions were good for this attack, with the exception of the visibility, which was considered poor. Bombing height was 7,000 to 7,500 feet. The heights at which the aircraft were briefed to return		A.1656 - A.1667

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	12th May 1944	Friday (Cont'd)	<p>varied from 2,000 to 8,000 feet. Enemy opposition encountered seemed to be moderate. The target marking was considered by the crews to be just "fair". The results of this mission are not expected to be particularly good.</p> <p>One day cross-country exercise, one fighter affiliation exercise, and one practise bombing detail was carried out during the day.</p>		
	13th May 1944	Saturday	<p>Squadron stand-down.</p> <p>Weather conditions were very unfavourable for flying, and no flying training could be undertaken.</p> <p>Ground training on the Lancaster aircraft was concentrated upon during the day.</p> <p>A Group W/T exercise was carried out by the Wireless Operators of the Squadron during the afternoon.</p>		
	14th May 1944	Sunday	<p>Operational stand-down.</p> <p>Weather conditions were favourable for local flying, and aircraft were detailed for "circuits and bumps", in addition to which five aircraft were detailed to carry out day cross-country flights. In addition to the cross-country flight, these aircraft also did practise bombing. Four aircraft were detailed to carry out night cross-country flights. Two aircraft were detailed to carry out air-to-air firing exercises during the day.</p> <p>Several dry dingy drills were carried out, and two "wet swim" exercises were completed by crews not detailed for flying training.</p>		
	15th May 1944	Monday	<p>Operational stand-down.</p> <p>Weather conditions were fair all day, and one day cross-country flight and three night cross-country flights were organised. One aircraft was detailed to practise "circuits and bumps" and one aircraft participated in an air-to-air firing exercise. Four other aircraft carried out a day bombing exercise.</p> <p>Sixteen Air Bombers of the Squadron took part in a ground bombing exercise under the direction of the Squadron Bombing Leader. The Air Bombers also received some training on Bendix equipment from F/Lt. S.E. Bedford, the Squadron Signals Leader.</p> <p>Lectures were given to all "C" and "D" Group Armourers (Bombs) by Sgt. Evans of the Armoury.</p>		

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Middleton St. George	15th May 1944	Monday (Cont'd)	The Squadron Radar Section moved over to the new Squadron Radar workshops, this being a big improvement on the previous crowded working conditions. All servicing equipment has now been moved to the new workshops and it is anticipated that this new set-up will enable this Section to improve upon its already high standard of efficiency.		
	16th May 1944	Tuesday	Squadron stand down. Weather conditions were very unfavourable for flying, and no flying training could be undertaken. In the early hours of the morning, aircraft KB701 crashed near R.C.A.F. WOMBETON, and killed all members of the crew. This aircraft, captained by P/O J.G. McFaster, was engaged on a night training flight. The cause of the crash is unknown, but is under investigation. The aircraft was rendered Category E2 (burnt). Navigators of the Squadron were engaged in Plotting Training, under the supervision of the Navigation Leader, P/Lt. F.T. Judak. The Chief Technical Officer of the Station lectured to all Pilots of the Squadron on the subject of "Engine Handling". Air Bombers of the Squadron were given training in GEE, W/T, and Navigation during the day. Another Trade Improvement lecture was given to all "C" and "B" Group Armourers (Guns and Bombs) by Sgt. Evans of the Squadron Armoury.		
	17th May 1944	Wednesday	Squadron stand down. Weather conditions remained unfavourable for flying. Navigators of the Unit were again given exercises in Plotting by the Navigation Leader. A party of 50 Army Officers visited the Squadron, and were shown over the Lancaster X aircraft, to their great interest. All aircrew members of the Squadron attended a lecture given by G/C F.A. Sampson, the Station Commander, on the subject of "The Educational Advancement Facilities Available on the Station", and urged them to take advantage of this training, in preparation for their post-war rehabilitation. G/C Sampson also emphasized the post-war educational facilities which would be available on demobilisation.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	17th May 1944	Wednesday (Cont)	All aircrew of the Squadron took part in the practice "bombing-up" of their own respective aircraft, under the direction of the Station Armoury. The load consisted of: one 2,000 lb. HC, one 1,000 lb. MC., and two 500 lb. MC. bombs.		
	18th May 1944	Thursday	Squadron stand down. Weather conditions were again very poor, and as a consequence no flying could be undertaken. All aircrew of the Unit attended a lecture delivered by the Station Intelligence Officer on "Escapes", and "Fighter Tactics". Radar Films were shown to all aircrew during the afternoon, the showing taking place in the N.A.A.F.I. Squadron Leader Hagerman arrived from No. 1662 Conv. Unit, to assume command of "A" Flight. The Air Bombers were taken to the Station bomb dump, and given a talk on the different types of bombs used and their stowage, by the Station Armament Officer. GEE Training was carried out by Air Bombers after their talk by the Armament Officer. Engineers of the Squadron were given a considerable amount of Link Training during the day. "C" and "B" Group Armourers of the Squadron were given another Trade Improvement Lecture.		
	19th May 1944	Friday	Squadron stand down. No flying training was undertaken due to the inclemency of the weather. Eight aircraft were detailed to carry out a "Bullseye" exercise, but this had to be cancelled owing to bad weather conditions. All aircrews were again detailed to "bomb-up" their own respective aircraft. It would appear that there might be a possibility of the aircrews having to "bomb-up" their own aircraft in the future, this being the reason for these practice "bombing-up" exercises. Air Bombers of the Unit were engaged in W/T and Navigational training during the day. Further lectures were given to the "C" and "B" Group Armourers of the Squadron. Seven groundcrew personnel of various trades were posted to an Overseas Draft w.e.f. tomorrow.		
	20th May 1944	Saturday	Operational stand down. Six training flights were detailed during the day, and six night cross-country flights were		

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Middleton St. George	20th May 1944	1944 Saturday (Cont'd)	<p>organised and carried out.</p> <p>Navigators recently posted to the Unit were given a good deal of instruction in Plotting by the Navigation Leader.</p> <p>In view of his recent experiences, P/O G.R.H. Peck was appointed Squadron Air/Sea Rescue Officer.</p> <p>Forty two aircrew members of the Squadron travelled by bus to Harrogate to attend the funeral of P/O McMaster and his crew, which was held at the R.A.F. Regional Cemetery in Harrogate. P/Lt. A.J. Byford was in charge of the funeral party. The funerals of two other members of the crew took place today, also, 2nd Lt. Fordham (USAAF) being buried at the American Forces cemetery at Cambridge, and Sgt. Jones (RAF) being buried at his home in Henllan, Wales. Representatives of the Squadron in the persons of P/O R.V. Daly (who attended the funeral of 2nd Lt. Fordham) and P/O A.L. Holder (RAF) (who attended the funeral of Sgt. Jones) were present at these ceremonies.</p>		
	21st May 1944	Sunday	<p>Squadron Operational Stand-down.</p> <p>Weather conditions were not favourable enough for cross-country flights, but local flying was undertaken. Ten details, including Fighter affiliation, high-level bombing, and Beam Approach flights, were carried out during the day.</p> <p>Air Bombers not engaged in flying duties, were again given exercises in W/T and Navigational training.</p> <p>All Squadron Armourers were called out at 17:00 hours to assist No. 428 (RCAP) Squadron in bombing-up their aircraft.</p>		
	22nd May 1944	(Monday)	<p>Twelve aircraft were detailed to carry out an attack on DORMUND. Average height of bombing was 22,000 ft. Two aircraft were late over the target, one due to the unserviceability of an A.E.L., and the other due to misidentification of a GEE fix. One aircraft returned early due to "finger-trouble". Aircraft "L" was damaged by flek. Aircraft "E" was missing from this operation, the Captain being P/O G.E.G. Patterson, on his 20th sortie. This operation marked the first time in a year and a half that the Squadron aircraft had carried 4,000 lb. bombs.</p>		A.1668 - A.1679

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleten St. George	22nd May 1944	Monday (Cont'd)	During the day flying training was carried out by aircrews not detailed to fly operationally. Five aircraft were detailed to carry out air-to-air firing exercises.		
	23rd May 1944	Tuesday	Operational stand-down. A great deal of flying training was carried out, including two day cross-country flights, and four night cross-country flights. The Navigators received ground training on plotting under the supervision of the Squadron Navigation Leader. Wireless Operators continued their Bendix equipment training under the supervision of the Signals Leader.		
	24th May 1944	Wednesday	Fourteen aircraft were detailed to carry out an attack on AACHEN. From a Navigational point of view this was an excellent effort, as the timing in particular was accurate. A very good concentration was made at each turning - point. It is somewhat in doubt as to whether the FFF markers were right on the marshalling-yard but at least it is considered that a great deal of damage was done to the town. Aircraft "D" returned early due to the Wireless Operator having been rendered unconscious due to some unknown cause. Aircraft "U" returned early due to motor and GEE trouble. Aircraft "A" was missing from this operation, the Captain being WO2 Robson, D.M., who was flying on his 8th operational sortie. Several day cross-country flights were carried out, and four aircrews carried out fighter affiliation exercises. Twenty Squadron Airgunners were sent to Sutton Bank range to carry out practice firing. Wireless Operators continued their Bendix equipment training during the day.		A.1680 - A.1691
	25th May 1944	Thursday	Thirteen aircraft were detailed to carry out an operation, but this was cancelled one-half hour before take-off, due to inclement weather conditions. Owing to the unfavourable weather prevailing, no flying training could be carried out during the day. GEE and Navigation training was given to the Air Bombers, the recent arrivals to the Squadron being given Amament instruction on the Lancaster 10 aircraft. The Squadron Signals Leader, P/Lt. S.E. Bedford, departed on a liaison visit to 22 O.T.U. Wellborough.		

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Middleton St. George	25th May 1944 Thursday		The Wireless Operators continued their Bendix Equipment training under the supervision of the Deputy Signals Leader.		
			The Flight Engineers were engaged in training on the Link trainer during the morning.		
	26th May 1944 Friday		Operational stand down. Weather was favourable for flying, and as much flying training as could be arranged was carried out. Several day cross-country and night cross-country flights were carried out, four aircraft were detailed to carry out local flying and circuits and bumps, four aircraft carried out air-to-air firing and four carried out practice bombing. Air Bombers were given instruction in GEE equipment, W/T equipment, and Navigation training during the day. Wireless Operators were given their quota of training on Bendix equipment, and Flight Engineers were engaged with the Link trainer during the day.		
	27th May 1944 Saturday		Fourteen aircraft were detailed to carry out an attack on the Army barracks at BOURG LÉOPOLD. Weather conditions were favourable with the result that timing and concentrations were good. The FFF markers were apparently accurate, and the photographs obtained would indicate a first-class attack. Enemy opposition on this attack was quite heavy with some risk encountered and many night-fighters seen. A/C "D" and "K" encountered enemy aircraft. A good deal of flying training was carried out during the day, with aircraft on cross-country flights, fighter affiliation, and practice bombing. A Group W/T exercise was carried out during the afternoon.		A.1694 - A.1707 B.23 - B.24
	28th May 1944 Sunday		Operational stand-down. Visibility during the day was particularly bad with the result that flying was curtailed to a great extent. Nevertheless, some aircraft participated in bombing exercises, air-to-air firing, and two aircraft carried out a cross-country flight. Air Bombers were engaged in GEE training, Navigation training, Link training, and W/T training. A practise bombing-up exercise was carried out by aircrews of the Squadron at the aircraft dispersals.		
	29th May 1944 Monday		Operational stand-down.		

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Place	Date	Time	Summary of Events	References to Appendices
Middleton St. George	29th May	1944 Monday (Cont'd)	<p>The Great Day dawned -- and all members of the Squadron, attired in a miscellaneous collection of garments from regulation P.T. kit to "plus-fours" adjourned to the Sports Field where, after approximately ten minutes, it was obvious from the number of grunts and groans emanating from the personnel concerned, that the exercise was definitely needed. After the Squadron had recovered somewhat from its first session, the general opinion voiced was that it was a good idea, and should have been commenced earlier.</p> <p>Visibility closed in badly late in the morning with the result that flying training was curtailed to a great extent, and only eight details were carried out. These were practice bombing, air-to-air firing, and fighter affiliation.</p> <p>W/T Training, Navigation training, and lectures were given to Air Bombers of the Squadron. The Airgunners were engaged in training on turret manipulation.</p> <p>A night bombing exercise was planned, but this had to be cancelled owing to unfavourable weather conditions.</p>	
	30th May	1944 Tuesday	<p>Fourteen aircraft were detailed to carry out an attack on VAIRIES, this operation being subsequently cancelled.</p> <p>Owing to inclement weather conditions prevailing, no flying could be carried out.</p> <p>Training was limited to ground details only during the day.</p> <p>Both wet and dry dinghy drills were carried out during the afternoon.</p> <p>All Pilots and Flight Engineers were given lectures during the morning by F/Lt. Hall, Flight Engineer Leader, on the Fuel System of the Lancaster Ten Aircraft.</p>	
	31st May	1944 Wednesday	<p>Fifteen aircraft were detailed to carry out an attack on the Radar Station close to CAPE GRIS NEZ. Crews were briefed to bomb at between 11,500 and 12,000 feet, but had instructions to descend to as low as 3,000 feet if necessary providing that weather conditions necessitated this. Weather conditions prevailing were particularly poor, with electrical storms encountered en route. The results of the attack could not be assessed, but the general opinion was that they were not too good. The information regarding this attack was very late in coming through and included a target change late in the afternoon, with the result that the crews left the briefing-room 76 minutes prior to take-off, having still to</p>	

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Middleton St. George	31st May 1944		don their flying equipment and eat.		
	(Wednesday Cont'd)		Weather conditions were unfavourable for flying during the day, and consequently no flying training was carried out.		
			Twenty four airgunners were sent to Sutton Bank range to carry out ground-firing exercises.		
	31st May 1944		(a) CASUALTIES		
			J85395 F/O J.C. McNary F. Reported missing 1/2nd May, 1944.		
			J21188 F/O F.H. Love N. Lancaster A/C "C" KB.711.		
			R145770 F/S Long, R.C. A/B Target - ST. GHISLAIN		
			R109825 WO1 Chartrand, J.L.E. W/O		
			R604133 Sgt. Hill, A.G. F/E		
			R188126 Sgt. Wilson, J.J. U/G		
			R183568 Sgt. Sangster, D.S.M. R/G		
			J19595 F/O H.I. Smith F. Reported missing 12/13th May, 1944.		
			J23943 F/O J. Moore W. Lancaster A/C "W" KB.710.		
			J26540 F/O W.R. Finlayson A/B Target - LOUVAIN		
			J26855 F/O W.W. Price W/O		
			637026 Sgt. Bull, R. F/E		
			R185380 Sgt. O'Connell, J. G. U/G		
			R186805 Sgt. Ivingstone, S.G. R/G		
			J24293 F/O B.F. Edwards F. Reported missing 12/13th May, 1944.		
			J22573 F/O R.R. Campbell N. Lancaster A/C "X" KB.713.		
			R178160 F/S Dewar, F. A/B Target - LOUVAIN		
			R118580 F/S Smith, R.S. W/O		
			1590317 Sgt. Carruthers, J.R.I. F/E		
			J30164 F/O J.A. Webber U/G		
			J38163 F/O H.E. Odden R/G		

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	(Cont'd)		J25776 F/O W.F. Dix P. Posted from 61 Base w.e.f. 2-5-44.		
			J28916 P/O G.L. Lindsay N.		
			J28923 P/O E.R. Jackson A/B		
			R195731 Sgt. Smith, G.B. W/O		
			1894697 Sgt. Page, A.J.A. F/E		
			R203168 Sgt. Turner, K. M/U		
			R217015 Sgt. Jarvis, J.D. A/G		
			J85134 F/O J.P. Tees P. Posted from 61 Base w.e.f. 2-5-44.		
			J28501 F/O F.C. Thompson N.		
			J21461 F/O T.R. Dickson A/B		
			R172970 Sgt. McComb, M.G. W/O		
			1896534 Sgt. Parsons, H.K. F/E		
			R08992 Sgt. McLeod, L.C. M/U		
			R159922 Sgt. Newton, E.N. A/G		
			J16556 F/O W.R. Chalcraft P. Posted from 61 Base w.e.f. 4-5-44.		
			J27472 F/O J. Taylor N.		
			J27454 F/O G.D. Christain A/B		
			R136575 WO2 Bourassa, F.E. W/O		
			R1626221 Sgt. Gunn, J.R. F/E		
			R184007 Sgt. Daigle, G.R. M/U		
			R214012 Sgt. Annable, H.C. A/G		
			J19923 F/O J.G. McMaster P. Posted from 61 Base w.e.f. 8-5-44.		
			R113035 Sgt. Parsons, E.M. N.		
			O.886276 2nd Lt. E.N. Fordham A/B		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	31st May 1944 (Cont'd)		(b) POSTINGS IN - Cont'd		
			R153252 Sgt. Grice, H.G.	W/O	
			1709001 Sgt. Jones, G.T.	F/S	
			R113477 Sgt. Alsop, N.S.	M/U	
			R199345 Sgt. Milne, F.A.	A/C	
			J27651 F/O A.C.C. Rokoby	F.	Posted from 61 Base w.o.f. 8-5-44.
			J28228 F/O C.L. Somers	N.	
			R180994 Sgt. Quigg, T.J.	W/O	
			J21168 F/O A.J. Arnold	A/B	
			1593374 Sgt. Bove, D.	F/S	
			R217080 Sgt. Huff, C.C.	M/U	
			R252178 Sgt. Hill, E.C.	A/C	
			J19570 P/O A.R. McQuade	F.	Posted from 427 Squadron w.o.f. 8-5-44.
			J85065 P/O D.M. Larney	N.	
			R133732 W/O Lew, R.H.	A/B	
			1311594 W/O J. Fraser	W/O	
			2209944 Sgt. Nones, W.T.	F/S	
			R123540 W/O Foster, C.E.	M/U	
			R185682 F/S Patten, W.C.	A/C	
			J5100 F/L Hovey, J.C.	F.	Posted from 61 Base w.o.f. 15-5-44.
			J29976 P/O Camell, C.L.	N.	
			J22706 P/O Whittingham, A.G.	A/B	
			R194593 Sgt. Currie, J.A.	W/O	
			1825113 Sgt. Coulter, S.	F/S	
			R209417 Sgt. Gordon, T.	M/U	
			R174415 Sgt. Maxham, A.G.	A/C	

OPERATIONS RECORD BOOK

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

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Place	Date	Time	Summary of Events			SECRET.	References to Appendices
Middleton St. George	31st May, 1944		(b) POSTINGS IN - Cont'd				
	(Cont'd)		J9656	S/L	D.C. Hageman	P.	Posted from 1662 C.U. w.e.f. 18-5-44.
			J20246	F/O	T.L. Steele	N.	" " 428 Sqdn. " 22-5-44.
			J19877	F/O	Sveinsson, G.	A/B	" " 425 " " 26-5-44.
			R97452	W/O	Mason, K.C.	W/O	" " 428 Sqdn. " 22-5-44.
			174695	F/O	R.F. Ellis	F/E	" " " " " "
			1682075	Sgt.	Byre, J.W.	M/U	" " " " " "
			J85836	F/O	LeFond, L.E.	A/C	" " " " " "
			J27666	F/O	W.M. Lacey	P.	Posted from 61 Base w.e.f. 19-5-44.
			J29520	F/O	Lowe, E.R.	N.	" " " " " "
			J29395	F/O	R.A.L. Forbes	A/B	" " " " " "
			R189546	Sgt.	Applin J.D.	W/O	" " " " " "
			1961240	Sgt.	Wilson-Law, E.D.	F/E	" " " " " "
			R159455	Sgt.	Larkin, R.	M/U	" " " " " "
			R208366	Sgt.	Carruthers, G.W.	A/C	" " " " " "
			J25378	F/O	R.M. Wilson	P.	Posted from 61 Base w.e.f. 19-5-44.
			J28873	F/O	R.N. Pole	N.	" " " " " "
			J36038	F/O	D.J. McHullen	W/O	" " " " " "
			J28657	F/O	C.R. McOrmond	A/B	" " " " " "
			R77630	Sgt.	White, C.C.	F/E	" " " " " "
			R194995	Sgt.	Gates, M.E.	M/U	" " " " " "
			R218678	Sgt.	Francis, R.W.	A/C	" " " " " "
			G2106	F/O	W.W. Mitchell	P.	Posted from 61 Base w.e.f. 19-5-44.
			J28476	F/O	E. Molloy	N.	" " " " " "
			J28887	F/O	J. Futernicki	A/B	" " " " " "

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	31st May 1944 (Cont'd)		(b) POSTINGS IN - Cont'd		
			R184229 Sgt. R.C. Schlievert	W/O	
			1817408 Sgt. Mallabone, J.	F/S	
			R184324 Sgt. Neville, R.T.	M/U	
			R177931 Sgt. Neufeld, E.	A/C	
			J18652 P/O B.D. Walker	P.	Posted from 61 Base w.o.f. 22-5-44.
			R149815 P/M Durrant, J.C.	N.	
			J29679 P/O F.W. Merrick	A/B	
			R111994 W/O Schryer, J.A.R.	W/O	
			1175759 Sgt. Jones, B.	F/S	
			1819806 Sgt. Longacre, W.	M/U	
			R203024 Sgt. Hinsperger, J.L.	R/G	
			J28155 P/O L.W.A. Frame	P.	Posted from 61 Base w.o.f. 22-5-44.
			J29526 P/O W.C. Watson	N.	
			R93696 Sgt. Rich, D.	W/O	
			J29384 P/O W.B. Reynolds	A/B	
			1386435 Sgt. Barclay, P.F.	F/S	
			R206014 Sgt. Brunston, K.J.	M/U	
			R204430 Sgt. Hayes, H.B.	R/G	
			R161467 Sgt. Phillis, J.A.	P.	Posted from 61 Base w.o.f. 24-5-44.
			R161385 Sgt. Devine, W.H.	N.	
			R178188 Sgt. MacKinnon, R.G.	A/B	
			R111433 Sgt. Spevak, J.	W/O	
			1868905 Sgt. Norman, J.	F/S	
			R214262 Sgt. Searson, J.E.	M/U	
			R197547 Sgt. Shortt, J.P.	A/C	

OPERATIONS RECORD BOOK

of (Unit or Formation) _____

No. of pages used for _____

Place	Date	Time	Summary of Events		SECRET.	References to Appendices	
Middleton St. George	31st May, 1944		(b) POSTINGS IN - Cont'd.				
	(Cont'd)		J27788	F/O J.M. Stevenson	P.	Posted from 61 Base w.e.f. 24.5.44	
			J29527	F/O J.E. Prudham	N.		
			R106601	W/O Head, L.P.	W/O		
			J29287	F/O J.A. Smith	A/B		
			1179317	Sgt. Vincombe, F.S.	F/S		
			R220749	Sgt. Pett, J.F.	M/U		
			R252323	Sgt. Gibson, W.R.	R/G		
			J25793	F/O R.W. Kent	P.	Posted from 61 Base w.e.f. 26.5.44	
			J29523	F/O W.P. Jarvis	N.		
			J29624	F/O A.E. Lamourea	A/B		
			R183777	Sgt. Corrie, J.D.	W/O		
			1541584	Sgt. Ellis, J.F.	F/R		
			R251737	Sgt. Moon, F.R.	M/U		
			R257347	Sgt. Morgan, L.P.	R/G		
			(c) POSTINGS OUT				
			173545	F/O E.S. Baylis	F/S	Posted to 20 O.T.U. on completion of operational tour w.e.f. 8.5.44.	
			R109584	Sgt. Legault E.A.	A/C	Posted to 431 Sqdn. for flying duties w.e.f. 5.5.44	
			1317446	F/S Darney, D.	WGP/Air	Posted to 1664 Conv. Unit on completion of operational tour w.e.f. 8.5.44.	
			J21718	F/O Leshke, L.	Nav.	Posted to H.Q. 6 Grp. on completion of operational tour w.e.f. 12.5.44.	
			1800967	Sgt. Bolton, W.F.	F/R	Posted to 30 O.T.U. on completion of operational tour w.e.f. 22.5.44.	
			1079070	F/S Brooks, W.E.	WGP/Air	Posted to 1664 Conv. Unit on completion of operational tour w.e.f. 20.5.44.	

Place	Date	Time	Summary of Events		SECRET.	References to Appendices
Middleton St. George	31st May, 1944 (Cont'd)		(a) POSTINGS OUT - Cont'd.			
			J2282	F/O R.A. MacKenzie	Nav.	Posted to 22 O.T.U. on completion of operational tour w.e.f. 19.5.44
			J2253	F/O L.D. Swarthon	A/B	Posted to 1666 Conv. Unit. on completion of operational tour w.e.f. 20.5.44
			J5699	S/L H.R.F. Dyer	P.	Posted to Command of 1695 (B) D.T. Flight on completion of operational tour w.e.f. 19.5.44
			J13055	F/L H.T. Brown DFC	P.	Posted to 1664 Conv. Unit w.e.f. 11.5.44 on completion of operational tour.
			R111512	W/O McLelland, J.G.	A/B	Posted to 1664 Conv. Unit. w.e.f. 29.5.44 on completion of operational tour.
			J85467	F/O L.A. McGaughey	A/B	Posted to 1699 Conv. Unit w.e.f. 29-5-44 on completion of operational tour.
			1801234	Sgt. Dearman, L. W.	A/B	Posted to 1699 Conv. Unit w.e.f. 29-5-44 on completion of operational tour.
			J16079	F/O L.J. Toms	A/C	Posted to 408 (RCAP) Sqdn. w.e.f. 29-5-44 for Gunnery Leader duties.
			(a) PROMOTIONS			
			143653	F/O S.E. Bedford	WOP/AIR	Acting Flight Lieutenant w.e.f. 1-4-44 (Sigs.Ltd.)
			J10959	A/P/L J.G. Stewart	Pilot	Acting Squadron Leader w.e.f. 3-5-44 (O.C. "B" Flt.)
			J19336	F/O D.H. MacLean	Pilot	Acting Flight Lieutenant w.e.f. 1.5.44 (Captain of A/D)
			J36038	F/O D.J. McMullen	WOP/Air	Temp. Flying Officer w.e.f. 20.3.44
			G.18516	F/O G.R.H. Peck	Pilot	Temp. Flying Officer w.e.f. 30.3.44
			J18707	F/O H.S. Smith	Pilot	Temp. Flying Officer w.e.f. 6.6.43
			168848	F/O G.M. Seade	Pilot	Acting Flight Lieutenant w.e.f. 12.5.44 (Capt. of A/D)
			J29976	F/O G.L. Cornell	Nav.	Temp. Flying Officer w.e.f. 3.3.44
			J35142	F/O G.P. Brophy	A/C	Temp. Flying Officer w.e.f. 3.3.44

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices																																																						
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			F/L M.G. Wilson was posted as Cumery Leader on the posting out of F/L L.J. Toms.																																																								
			F/L Wilson is commencing his second tour of operations with the Squadron and F/L Toms																																																								

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	31st May 1944	(Cont'd)	(h) <u>CHANGES IN ADMINISTRATION</u> - Cont'd has just completed his second tour. Both of these officers had been with the Squadron at Mildenhall in 1942.		
			(i) <u>AIRCRAFT ON CHARGE</u> (Type and Number) Lancaster X Aircraft - 20 The last remaining Halifax II aircraft was disposed of on 4-5-44.		
			(j) <u>OPERATIONAL AND NON-OPERATIONAL FLYING TIME</u> Lancaster Operational - 463.40 hrs. Lancaster Non-Operational - 366.55 hrs. Halifax II Non-Operational - 18.20 hrs.		
			(k) <u>NUMBER OF OPERATIONAL SORTIES</u> - 105		
			(l) <u>MONTHLY AND CUMULATIVE TOTAL OF BOMBS DROPPED AND MINES LAID</u>		
				Tons - 224.0 lbs.	
				H.E.	Incendiary
			Bombs dropped from 1st Jan, 1944 to 30th April, 1944:	857.92 tons	127.51 tons
			Bombs dropped during May, 1944:	428.18 tons	24.52 tons
			Cumulative Total from 1st Jan, 1944:	1286.10	152.03
				1500 lb. Mines	1000 lb. Mines
			Mines laid from 1st Jan., 1944 to 30th April, 1944:	261	75
			(Numbers, not tons)	261	75
			No mines laid in May, 1944.		
			(m) <u>NUMBER OF COMBATS WITH ENEMY AIRCRAFT</u> There were two encounters with enemy aircraft during the month but no enemy aircraft are claimed as casualties.		

OPERATIONS RECORD BOOK

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

No. of pages used for month 24

Place	Date	Time	Summary of Events	SECRET.	References to Appendices				
Middleton St. George	31st May 1944	(Cont'd)	(n) THE STRENGTH OF NO. 419 (R.C.A.F.) SQUADRON AS AT 31ST MAY, 1944, WAS AS FOLLOWS:						
			AIRCREW:	R.C.A.F. OFFICERS	R.C.A.F. AIRMEN	R.A.F. OFFICERS	R.A.F. AIRMEN		
				89	107	11	53		
			GROUNDCREW:	R.C.A.F. OFFICERS	R.C.A.F. AIRMEN	R.A.F. OFFICERS	R.A.F. AIRMEN	R.A.A.F. AIRWOMEN	
				2	274	-	22	7	
			(o) SHORT RESUME OF THE MONTH'S ACTIVITIES BY WING COMMANDER W.P. PLEASANCE DFC						
			(a) The number of operational sorties flown by the Squadron during the month was most disappointing and was due to two principal factors: (i) the inclemency of the weather for operations and (ii) the small number of operationally fit aircraft on Squadron strength in the early part of the month. This latter situation is now well in hand and the Squadron is practically up to strength in operationally serviceable aircraft.						
			(b) The crew situation has improved somewhat but it will be noted that at the end of the month we had eight crews on strength who have not up until then flown on an operational sortie. These crews have had their Lancaster Conversion training and are merely waiting for their Captains to have their 2nd Pilot sorties.						
			(c) The first operational loss on Lancaster X's was reported on the first day of the month when P/O McNary went missing from the attack on ST. CHISLAIN. Four of his crew are now reported prisoners of war.						
			(d) On the 22nd of the month the Squadron went back on to main German targets with an attack on DORMUND. This was the first German target to have been attacked by the Squadron in the last three months.						
			(e) Authority was received to commence fitting of H2S equipment in the Lancaster X's and this is proceeding according to plan, four of the aircraft now being operationally serviceable with this equipment.						
			(f) Lancaster training programme was pushed to the limit during the month, the ground school having passed out five classes and all crews received from Conversion Unit during the month						

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleten St. George	31st May 1944 (Cont'd)		<p><u>SHORT RESUME OF THE MONTH'S ACTIVITIES BY WING COMMANDER W.F. PLEASANCE DFC - Cont'd</u></p> <p>having been checked out on Lancaster I's. This additional flying programme proved to be quite a strain on the Maintenance Section but they have responded nobly and the serviceability of the Squadron aircraft has been very high.</p> <p>(g) The Squadron F.T. programme got under way on the 29th of the month and should prove extremely beneficial to all personnel once the original aches and pains have disappeared.</p> <p style="text-align: right;"><i>James G. Stewart S/L</i> /s/ (W.F. Pleasance DFC) Wing Commander, Commanding 419 (SAAF) Squadron, Middleten St. George, Durham.</p>		

SECRET

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