

COMPILING OFFICER: P/L A.B. CRAWFORD (C9598)

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 1240 and War Manual Pt. II, chapter XX, and
notes in R.A.F. Pocket Book.

Page No. 135
for month
of year 23

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

No. of pages used


Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDERTON ST. GEORGE	1st June 1944	(Thursday)	<p>Fourteen aircraft were warned for an operation against AUFEVRE, this being cancelled at 18.30 hours. The cause of the cancellation were not known, but inclement weather conditions over the target were suspected.</p> <p>One cross-country flight was arranged, but this was also eventually cancelled. Two crews participated in a Wet dinghy-drill during the afternoon.</p> <p>Air Bombers of the Squadron were instructed in Navigation and the Link Trainer.</p>		
	2nd June 1944	(Friday)	<p>Operational Stand-down.</p> <p>Ten aircraft were detailed to carry out a Bullseye exercise, and two aircraft were detailed for cross-country flights, these details being carried out as ordered.</p> <p>Two crews were detailed to carry out a Wet dinghy-drill during the morning.</p> <p>Five aircraft carried out a high-level bombing exercise during the afternoon, and the results of this showed that there was an average error of 250 yards at 20,000 feet.</p> <p>The Squadron's Airgunners were given a lecture on "Tactics" by P/Lt. M.G. Wilson, the Squadron Gunnery Leader.</p>		
	3rd June 1944	Saturday	<p>Fourteen aircraft were detailed to carry out an operation against French coastal gun emplacements north of BOULOGNE. The Met predictions were particularly unsatisfactory, giving solid cloud for most of the route, and rain all the way to the target. This operation was cancelled ten minutes prior to take-off.</p> <p>Two crews participated in practice bombing and fighter affiliation exercises during the afternoon. During the bombing exercise, P/O Arnold, one of the Air Bombers participating, registered an error of 78 yards at 20,000 feet, this being considered very good.</p> <p>Six Wireless Operators participated in a 6 Group Signals exercise during the afternoon.</p>		
	4th June 1944	(Sunday)	<p>Fourteen aircraft were detailed to carry out an operation against the gun emplacements in the CALAIS area. There was a two-and-one-half delay in the time over target, with the result that take-off time was also postponed for this period, resulting in the aircraft taking off finally at 01.05 hours, 5th June, 1944. Weather conditions for this operation were fair to good. Navigation results were also considered to be good. Bombing was carried out from 7,200 and 7,600 feet. Enemy action encountered was very slight.</p>		A.1723 - A175

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OPERATIONS RECORD BOOK

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

No. of pages used for month 23

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	6th June 1944 (Tuesday)	(Cont'd)	bases after a stop-over of approximately three hours, and returned to base, with the exception of aircraft "M" which damaged a wing-tip at the diversion base and was reclassified Category "AG". A/C "P" was attacked by an enemy night fighter.		B.28
	7th June 1944 (Wednesday)		Eleven aircraft were detailed to carry out a bombing operation on the marshalling yards at ACHERES, on the outskirts of Paris. All aircraft bombed the target successfully and returned to base, with the exception of aircraft "U" and "W". Aircraft "U" brought the bomb-load back due to inability to locate the target, and aircraft "W" returned with the bomb-load owing to having been diverted by a night fighter while on the bombing run. Bombing was carried out from a height of 5 to 6,000 feet. Sgt. Mann (RCAF), the Rear Gunner of Aircraft "X" claimed a JU.88 as destroyed. This is the first enemy aircraft claimed as destroyed by an Airgunner of a Canadian-built Lancaster. The Air Gunners of aircraft "G" claim to have damaged an ME110 on this sortie. Navigation results on this attack were considered just "fair". Fighter and flak defences were considered quite effective. A small amount of flying training was carried out during the day by the crews not detailed for operations. Altogether there were five encounters with enemy aircraft.		A.1777 - A.1787 B.31 B.29 (2 attacks) B.30, B.32.
	8th June 1944 (Thursday)		Non operational. Stand down. Weather conditions during the day were good, with the result that a great deal of flying training was carried out. Five crews were detailed for and carried out an air-to-air firing exercise, six crews carried out cross-country exercises, four crews carried out fighter affiliation exercises, and two aircraft carried out a night bombing (practice) exercise. In anticipation of a hasty bombing-up, complete loads of 1,000 and 500 lb bombs were laid out at all dispersal points, in readiness for any emergency call for aircraft.		
	9th June 1944 (Friday)		Fourteen Squadron aircraft were detailed to carry out a low-level attack on Le Mans airfield. Weather conditions were poor, resulting in the bombing height being from two to five thousand feet. Tactics were very difficult, and Navigational results were good. This attack has since proven to have been a really good effort. During the day five aircraft carried out practice bombing exercises and one crew carried out		A.1788 - A.1801 

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	9th June 1944 (Friday)	(Cont'd)	an air-to-air firing exercise. Two crews carried out a night practice bombing exercise during the hours of darkness.		
			All ground crew personnel were called out at 04.00 hours in the morning to D.I. and bomb-up the aircraft in anticipation of an early morning take-off. This, however, did not materialise.		
	10th June 1944 (Saturday)		Ten aircraft were detailed to carry out a bombing operation on the marshalling yards at Versailles.		A.1802 - A.1811
			Weather conditions were fair for this sortie, and bombing was carried out from under cloud at from six to seven thousand feet. Navigational results were considered to be very satisfactory, and the Master Bomber was clearly heard by most of the crews participating in the operation. The attack seemed to develop satisfactorily from the viewpoint of the aircrews.		
			On take-off, Wing Commander Fleasance lost power in the two port engines of the aircraft, and almost crashed, but, due to his skilful piloting eventually succeeded in gaining height and continued on to the target. On investigation it was found that this "near-accident" was due to a structural fault in the aircraft, and a modification has now been made to correct this.		
			During the day three training cross-country flights were carried out, and, later, three night cross-country flights were completed. A/C "L" was attacked by an enemy night fighter.		B.33
	11th June 1944 (Sunday)		Fifteen aircraft were warned for operational duty, but this was subsequently cancelled, the cancellation coming through at around the noon hour.		
			Weather conditions were not particularly favourable insofar as flying was concerned, with the result that only one day cross-country training flight was carried out.		
			Ground training was carried out by the various sections, under the supervision of the Section Commanders.		
	12th June 1944 (Monday)		Sixteen aircraft were detailed to carry out a bombing operation on the marshalling yards at Cambrai. This was a low-level attack, the aircraft bombing from a height of 2,000 feet.		A.1812 - A.1827
			Weather conditions were favourable, and Navigational results were particularly satisfactory.		

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OPERATIONS RECORD BOOK

of (Unit or Formation) Nos. 419 (R.C.A.F.) SQUADRON

No. of pages used for month 25
pages

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	12th June 1944 (Monday)	(Cont'd)	<p>Flak defences encountered were fairly strong, and enemy Night-fighters were exceptionally active, several of the Squadron's crews reporting multiple attacks during the flight.</p> <p>Three aircraft were missing after this operation, aircraft "A" KB736, Captained by F/O A. Gubryne on his 14th sortie, aircraft "S" KB731, Captained by F/O E.R. Leacy on his 6th operational sortie, and aircraft "T" KB704, Captained by F/O Wilson, on his 7th operational sortie. The Master Bomber appeared to be somewhat confused during this attack, and the aircrew were not of the opinion that the attack would be very successful.</p> <p>During the day four training cross-country flights were carried out, and six day-bombing exercises were completed. The average error in the practice bombing exercise was 180 yards from a height of 20,000 feet.</p> <p>Four crews participated in air-to-air firing exercises, and eight crews carried out fighter affiliation exercises.</p> <p>One night cross-country flight was successfully carried out.</p>		
	13th June 1944 (Tuesday)		<p>Fourteen aircraft were warned for operations, but this effort was cancelled at noon. Seven day cross-country flights were completed, one air-to-air firing exercise, and ten practice-bombing exercises were also carried out during the day.</p> <p>These night bombing (practice) details were completed during the hours of darkness.</p> <p>The aircrew personnel not engaged in flying training were given instruction by their various Section Leaders.</p>		
	14th June 1944 (Wednesday)		<p>Sixteen aircraft were detailed to carry out a bombing operation on the road and rail junctions at St. Pol. Bombing was carried out from a height of 11,000 feet. Heavy cloud conditions were encountered both to and from the target, and the target itself was obscured by cloud. Due to this, no assessment of the attack could be made by the aircrews participating. Only light enemy action was encountered on this sortie. Navigation results were considered to be good. A/C "X" encountered an enemy fighter.</p> <p>Ten aircraft carried out a day practice-bombing exercise, and in the bombing there was an average error of 180 yards at a height of 20,000 feet.</p> <p>Eight aircraft participated in an air-to-air firing exercise during the afternoon.</p>		A.182B - A.184J B.34

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	15 June 1944	(Thursday)	<p>Sixteen aircraft were detailed to carry out a daylight bombing operation on the "E" Boat pens in the harbour at Boulogne. The original detail of 16 aircraft was later reduced to 13 aircraft. This is the first occasion in which the Squadron had been called upon to do a daylight attack. Bombing was carried out from a height of 16,000 feet, but owing to the cloud cover over the target, the Target Indicators were difficult to identify. Consequently, aircraft "O", "T", AND "U" did not bomb, and returned with their load. Fighter escort was supplied, but no enemy fighter activity was observed. Flak defences appeared to be very inadequate. The aircraft were briefed to bomb at one-minute intervals, and this was carried through fairly successfully. Information received later indicated that this attack has been very successful.</p> <p>One cross-country exercise was carried out during the day, but this was the only training flight.</p> <p>None machine-guns were reinstalled in the Lancaster Ten aircraft for this operation. Wing Commander Melvill, of Bomber Command, Squadron Leader Sangster, of R.C.A.F. O/S Headquarters, and Squadron Leader Miller, of 6 (RAF) Group Headquarters, visited the Squadron Radar Section to discuss the fitting of the H2S Equipment on the Lancaster Ten aircraft.</p>		A.1844 - A.1856
MIDDLETON ST. GEORGE	16 June 1944	(Friday)	<p>Sixteen aircraft were detailed to carry out an operational sortie against Sterkrade. Ten-tenths cloud was encountered over the target area, and there was heavy fighter and flak opposition. It was therefore anticipated that the raid would be a scattered effort. Subsequent P.R.U. photography showed that the attack was, however, very accurate, and that a very concentrated bombing operation was carried out. Two aircraft were missing from this operation, aircraft "V", Captained by P/O D. Morrison, on his 29th sortie, and "F" Captained by P/O R.S. Smith, on his 10th operational sortie. Aircraft "G" was badly holed by enemy flak and hit a night-fighter. The Navigator, P/O G.E.T. Hamilton, was slightly wounded in the leg and arm during the sortie. The Airgunners of this aircraft claim to have possibly destroyed an unidentified enemy aircraft. The Rear-gunner of aircraft "J" was taken sick, and the aircraft was forced to return to base without completing</p>		A.1857 - A.1872 B.35, B.36, B.37 B.38 (2 attacks) B.39.

OPERATIONS RECORD BOOK

of (Unit or Formation) ME80 119 (R.C.A.F.) SQUADRONNo. of pages used for month 23

Place	Date	Time	Summary of Events	SECRET:	References to Appendices
MILBURN ST. GEORGE	16 June 1944 (Friday)	(Cont'd)	its mission. A fair amount of flying training was completed during the day, four aircraft carrying out practice bombing flights, and two carrying out air-to-air firing exercises.		
	17 June 1944 (Saturday)		Squadron stand-down. Due to the amount of work which the crews of the Squadron had been doing during the past few days, this was made a complete Squadron stand-down. Groundcrew personnel took this opportunity to carry out many maintenance jobs around the aircraft which had been neglected due to the pressure of operations.		
	18 June 1944 (Sunday)		Fifteen aircraft were warned for operations, but this was cancelled one hour prior to the take-off time. During the day, three training cross-country flights, six air-to-air firing exercises, and ten fighter-affiliation exercises were carried out by the aircrews.		
	19th June 1944 (Monday)		Fifteen aircraft were warned for operations, but this was again cancelled one hour prior to the take-off time. During the day, six crews carried out an air-to-air firing exercise, one on a cross-country flight, and three aircraft carried out practice bombing exercises. A great deal of ground training was carried out by the various Sections, under the supervision of the Section Commanders.		
	20th June 1944 (Tuesday)		Sixteen aircraft were warned to stand-by for an early morning take-off. Briefing time was tentatively set for 07:30 hours, and take-off time was 10:00 hours. This effort was then made a stand-by until 16:00 hours. This order was then cancelled, and the operation abandoned.		
	21st June 1944 (Wednesday)		Fifteen aircraft were warned for take-off at 06:00 hours. This detail was cancelled at 01:00 hours. At 13:40 hours the Squadron was again advised that fifteen aircraft would have to be airborne by 15:45 hours. At 15:35 hours the operation was postponed until 16:15 hours, then another postponement was made to 17:15 hours. The attack was based on the Flying-Bomb stores at SE. MARTIN L'HORTIERE. The Squadron aircraft were escorted on this daylight sortie by Spitfires. The Master of Ceremonies was particularly good on this attack. Navigation results were considered very good, and the weather was perfect.		A.1873 - A.1887

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	21st June 1944 (Wednesday-Cont.)		Heavy action encountered was negligible. The results of the attack should consequently have been excellent. Four of the new aircrews in the Squadron successfully completed their Lancaster Ground School training at the Unit. Fifteen Airgunners and four Flight Engineers went to Sutton Bank during the morning for turret-manipulation and gunnery training. All the Airgunners of the Squadron who were not detailed either for operations or for training at Sutton Bank were employed in the Station Ammunition belt-filling and changing tracer in the belts from night to day ammunition.		
	22nd June 1944 (Thursday)		Operational Stand-down. Flying training was concentrated upon during the day. Four day Radar cross-country flights, four aircraft carried out circuits and bumps and three-engined flying, three aircraft carried out Radar bombing exercises, three crews carried out an air-to-air firing exercise, and five bombing details were carried out. The crews not engaged in flying training were given ground instruction under the supervision of the Section leaders, and particular emphasis was given by Flight Commanders to Dingley Drills. Ten Airgunners and Ten Flight Engineers were detailed to undergo turret manipulation and ground firing at the Sutton Bank range during the morning. Six aircraft were detailed to participate in a Bullseye exercise, but this was cancelled owing to inclement weather conditions. The Squadron's fitters and riggers were given a lecture on Aerodynamics by Warrant Officer Ordidge, the Squadron WO Engineer.		
	23rd June 1944 (Friday)		Sixteen aircraft were detailed for a night bombing operation, this being changed at 17:00 hours to a day bombing requirement. At 17:30 hours this was changed back to a night bombing mission. Take-off was eventually made at 22:45 hours. The target was the Pilotless Bomb Sites at BERTHOUS. Bombing was carried out from a height of 14,000 feet. Heavy action encountered was very slight. Navigation results were considered to be good.		A.1888 - A.1803

OPERATIONS RECORD BOOK

of (Unit or Formation) NO. 419 (R.G.A.F.) SQUADRON

No. of pages used for month 23 day

Place	Date	Time	Summary of Events	SECRET	References to Appendices
MIDDLETON ST. GEORGE	23rd June 1944 (Friday)		<p>Weather conditions were fair, and the Master Bomber was considered good. Owing to cloud over the target area, an assessment of the results of the attack could not be made at the time.</p> <p>Radar training was carried out during the day on the ground, and four Radar cross-country flights were completed.</p> <p>Pilots who had completed their ground school training on Lancaster aircraft at the Unit were checked-out from the school.</p> <p>All available Airgunners were again loaned to the Station Armoury for duties in filling ammunition belts.</p>		
	24th June 1944 (Saturday)		<p>Ten aircraft were warned for a daylight operation, but this was cancelled. Sixteen aircraft were then warned for a night mission, and take-off time set at 23:00 hours. The target was the Flying-Bomb sites at SAVILE. Bombing was carried out from a height of 12,000 feet.</p> <p>Weather conditions were good, and enemy action was slight. Navigation results were assessed as fair. This was considered a first-class attack in all its aspects.</p> <p>During the day, five aircraft were detailed for various types of day flying training, including cross-country flights, circuits and bumps, two and three-engined flying and at night one cross-country flight was made, also one night bombing practice mission.</p> <p>While on night circuits and landings, aircraft "W" was rendered Category AC by P/O Mansfield when the aircraft ran off the end of the runway and collided with the Beam Approach hut. P/O Mansfield's logbook was endorsed, as this accident was due to negligence on his part.</p> <p>During the operation, a trial was made of "Boomer" equipment fitted to aircraft "Z" (The Ruhr Express), the results of the trial being inconclusive, and further trials were planned.</p> <p>Particular credit is due to the groundcrew for their efforts during the day, as in the morning it was understood that aircraft would only be required for night operations.</p> <p>At 15:00 hours ten aircraft were required for take-off at 15:00 hours. Due to the energies of the groundcrew these aircraft were made serviceable and bobbed-up in this period.</p>		A.1904 - A.1919
	25th June 1944 (Sunday)		<p>Sixteen aircraft were warned for a daylight mission. This was eventually changed to a night bombing mission. During the course of the evening, this was again changed to an</p>		

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Place	Date	Time	Summary of Events	References to Appendices
MIDDLETON ST. GEORGE	25th June 1944 (Sunday-Cont'd)		<p>early-morning mission on the 26th.</p> <p>Five aircraft carried out day cross-country flights, and five aircraft completed day practice bombing missions.</p>	
	26th June 1944 (Monday)		<p>Sixteen aircraft were detailed for take-off at 11:00 hours. This was changed to a stand-by, and, in the late afternoon, was cancelled, with a warning for an early-morning daylight take-off on the 27th. Weather conditions were very poor, and all aircraft were grounded during the day.</p> <p>Nineteen Airgunners and eight Flight Engineers were sent to the Sutton Bank firing range for turret manipulation exercises and firing practice.</p> <p>Ground training was carried out by the various Sections, under the supervision of the Section Leaders.</p> <p>All aircrew personnel detailed for operations were warned to retire early in preparation for an early rising on the 27th.</p>	
	27th June 1944 (Tuesday)		<p>After standing-by until noon, the daylight operation detailed the previous day was cancelled, and seventeen aircraft were detailed for a night operation. The target was FOREST DEAWI, and the aircraft bombed from a height of 12,000 feet. Weather conditions were favourable, and Navigation results considered good. Enemy action was slight, only two enemy Night Fighters being observed, and a small amount of flak was encountered.</p> <p>Eight aircraft had been detailed and de-bombed for day training flights, these training flights having to be cancelled owing to the night operational detail.</p> <p>All Airgunners not detailed for flying were again assisting in the Station Armoury in the filling of ammunition belts.</p> <p>Trials were again made in aircraft "Z" of the "Boomer" tail warning device, these being again unsuccessful, apparently owing to inter-action from other Radar equipment.</p> <p>After certain modifications are made to overcome this difficulty, it is anticipated that further trials may result in the device working satisfactorily.</p>	A.1920 - A.1935
	28th June 1944 (Wednesday)		<p>The Squadron stood-by all day, anticipating being called upon for either a daylight or night operational requirement. The detail was eventually cancelled, and the Squadron warned</p>	

OPERATIONS RECORD BOOK

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	28th June 1944 (Wednesday-Cont'd)		for an early morning take off on the 29th. Training was carried out during the morning, but only two aircraft could be spared for this purpose. These carried out circuits and landings, and fighter affiliation exercises.		
	29th June 1944 (Thursday)		Eighteen aircraft were warned for operations, take-off being set at 10.00 hours. Briefing was carried out at 08.30 hours. Take-off was subsequently postponed until 15.00 hrs., then further postponed until 16.00 hrs. This mission was then cancelled, and the Squadron warned for an early morning operation on the 30th. Weather conditions during the day were very poor, and as all serviceable Squadron aircraft were required for the projected operation, no flying training could be undertaken.		
	30th June 1944 (Friday)		The aircrew had been warned for briefing at 08.00 hours, but at 21.00 hours (on the 29th) this was changed to 02.00 hours briefing. Eighteen crews were briefed for take-off at 05.15 hrs. This was cancelled at 05.00 hours. Weather conditions were still very poor, but eighteen aircraft were warned for a night take-off. This was also cancelled just prior to briefing time. Owing to the inclement weather no training could be carried out during the day.		
	30th June 1944		(a) CASUALTIES		
			J24319 F/O A. de Broyne P. Reported missing 12/13th June, 1944.		
			J26292 F/O A.R. Body N. Lancaster A/C KB.726		
			R186609 Sgt. Friday, J.W. A/B Target - CAMERAI.		
			R100664 WO2 Kelly, W.J. W/O		
			1852652 Sgt. Vigers, R.E. F/S		
			R14239 WO2 Myrski, A.G. U/G		
			J35112 F/O G.F. Brophy R/C		

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Place	Date	Time	Summary of Events			SECRET.	References to Appendices
MIDDLETON ST. GEBRGE	30th June 1944		(a) CASUALTIES - (Cont'd)				
			J27666	P/O W.M. Lacey	P.	Reported missing 12/13th June, 1944.	
			J29520	P/O E. R. Lowe	N.	Lancaster A/C KB.73A.	
			J29595	P/O E.A.L. Forbes	A/B	Target - CAMERAI.	
			R189546	Sgt. Applin, D.J.	W/O		
			1861240	Sgt. Wilson-Law	P/E		
			R159455	Sgt. Larkin, R.M.	U/G		
			R208566	Sgt. Carruthers, G.W.	P/G		
			J25378	P/O R.N. Wilson	P.	Reported missing 12/13th June, 1944.	
			J28873	P/O R.N. Pole	N.	Lancaster A/C KB.71A.	
			J28657	P/O C.R. McCormand	A/B	Target - CAMERAI.	
			J36038	P/O D.J. McMullen	W/O		
			R77650	Sgt. White, C.C.	P/E		
			R194995	Sgt. Gates, M.E.	U/G		
			R218678	Sgt. Francis, R.W.	P/G		
			J18707	P/O E.S. Smith	P.	Reported missing 16/17th June, 1944.	
			R167475	P/S Gardiner, W.H.	N.	Lancaster A/C KB.73A.	
			R133074	Sgt. Porter, R.E.	A/B	Target - STERGRADE.	
			R117359	WO1 Baren, M.	W/O		
			1893139	Sgt. Trussler, J.W.A.	P/E		
			R209137	Sgt. Taylor, G.W.	U/G		
			R193100	Sgt. Wilson, S.A.	P/G		

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 429 (R.C.A.F.) Squadron.

No. of pages used for month 23

Place	Date	Time	Summary of Events			SECRET.	References to Appendices
MIDDLETON ST. GEORGE	30th June 1944		(a) CASUALTIES - Cont'd				
			J19598	E/O D. Morrison	F.	Reported missing 16/17th June, 1944.	
			J19421	E/O A.F. Hipman	N.	Lancaster A/G KB.728.	
			R148368	W/O Quinn, G.E.	A/B	Target - STERGRADE.	
			172309	E/O H. Fletcher	W/O		
			173060	E/O P.J. McManus	U/G		
			172210	E/O E. Foley	F/B		
			J85041	E/O C.S. Johnston	R/G		
			(b) POSTINGS IN				
			J19951	E/O De Maria, C.	F.	Posted from 405 Squadron w.o.f. 3.6.44.	
			J85247	E/O Pearson, W.A.	N.		
			J23635	E/O Simpson, M.G.	A/B		
			R87992	W/O Haddleton, A.R.	W/O		
			1567404	Sgt. Hamilton, H.	F/B		
			2208916	Sgt. Strapps, L.	A/G		
			1865285	F/S Dickinson, J.	A/G		
			J9532	F/L H.M. Smith	F.	Posted from 432 Squadron w.o.f. 16.6.44.	
			J13141	F/O J.E. Simms	N.		
			J29703	F/O W. White	A/B		
			R147577	F/S M. Dorrall	W/O/AG		
			R55410	Sgt. Embree L.F.	F/B		
			R197349	Sgt. Cornell, W.R.	A/G		
			R221519	Sgt. Supercia, C.	A/G		
			J85770	F/O R.G. Mansfield	F.	Posted from 432 Squadron w.o.f. 16.6.44.	
			R179739	Sgt. Warren-Darley, C.H.	N.		

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OPERATIONS RECORD BOOK

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

No. of pages used for month 23 day 25

Place	Date	Time	Summary of Events	SECRET	References to Appendices
MIDDLETON ST. GEORGE	30th June	1944	(b) POSTINGS IN - Cont'd		
			R209149 Sgt Murphy CE	U/G	
			R222488 Sgt Strain RH	R/G	
			R60057 Sgt Witwer HD	P.	Posted from 61 Base w.e.f. 19.6.44.
			R185935 Sgt. McKay HL	N.	
			J35069 F/O AW Larson	A/B	
			R99620 W/O Bernard IR	W/O	
			1869230 Sgt Boorman HS	F/E	
			R250824 Sgt Jackson AR	A/G	
			R253189 Sgt Stear, V.	A/G	
			J26808 F/O Steepe GAF	P.	Posted from 61 Base w.e.f. 20.6.44.
			J29974 F/O DG Murphy	N.	
			J35076 F/O WJL Thompson	A/B	
			J24087 F/O GR Hodgson	W/O	
			R171191 Sgt Gauthier, JFH	F/E	
			R201470 Sgt Reame, BA	A/G	
			R252611 Sgt Roe AE	A/G	
			J27560 F/O Miller, RW	P.	Posted from 61 Base w.e.f. 20.6.44.
			J21973 F/O GJ Ordin	N.	
			R170731 Sgt Nolan FE	A/B	
			J25950 F/O D Hill	W/O	
			1806065 Sgt Bullock NH	F/E	
			R200113 Sgt Hammond KM	U/G	
			R205967 Sgt Gartside L	A/G	

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	30th June 1944		(b) POSTINGS IN - Cont'd		
			R12381 W/O Keelen W	W/O	Posted from 62 Base w.e.f. 20.6.44. (ceasing to be N/S sick)
			J8584.2 P/O AM Roy	P.	
			R165010 Sgt Hical H	S.	Posted from 61 Base w.e.f. 21.6.44.
			R15009 K1889 P/O HBR Therreault	A/B	
			R1084.58 W/O Bailey HB	W/O	
			1592117 Sgt Adams C	P/E	
			R60626 P/S Bowen RH	U/C	
			R260154 Sgt Maxwell RG	A/C	
			R122395 W/O Armstrong W	W/O	Posted from 428 Squadron w.e.f. 23.6.44
			J24972 P/O JE Errington	P.	Posted from 61 Base w.e.f. 24.6.44.
			J35707 P/O M.J. Malpine	N.	
			J35122 P/O BA Todd	A/B	
			R119788 W/O LeYasseur LG	W/O	
			R11634.7 Sgt Boyes RH	P/E	
			R222732 Sgt McDonald EJ	U/C	
			R20294.2 Sgt MacBeth HJ	A/C	
			(c) POSTINGS OUT		
			1312320 P/S Hayter AJ	W/O	Posted to 1664 C.U. w.e.f. 1.6.44 for Instructor duties.
			1559512 P/S Gallaacher GS	A/C	Posted to 82 O.T.U. w.e.f. 1.6.44 for Instructor duties.
			104354.7 Sgt JH Pattie	W/O	Posted to 1666 C.U. w.e.f. 1.6.44 for Instructor duties.

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W. 2045/1104 203M. 7/11 P.J.L.d. 51-811

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OPERATIONS RECORD BOOK

Page No. 151

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

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

No. of pages used for ~~any~~ month 23

Place	Date	Time	Summary of Events			References to Appendices
MIDDLETON ST. GEORGE	30th June 1944		(c)			
			POSTINGS OUT - Cont'd.			
			1A3653	F/O S.E. Bedford A/F/L	W/O Posted to 1664 C.U. w.e.f. 3.6.44 (Sign. Off. Post)	
			R20634	Sgt. Hull, F.G.	A/G Posted to 408 Sqdn. w.e.f. 6.6.44 (Re-crewing)	
			J19951	F/O de Maria, G.	F. Posted to 428 Sqdn. w.e.f. 7.6.44 (Operational Duties)	
			J85247	F/O Pearson, W.A.	N.	
			J23635	F/O Simpson, M.G.	AB	
			B87992	W/O Haddleton, A.R.	W/O	
			156740	Sgt. Hamilton, H.	F/E	
			2208916	Sgt. Shraggs, L.	A/G	
			1865285	F/S Dickinson, J.	A/C	
			J28476	F/O R. Molloy	N. Posted to 61 Base w.e.f. 7.6.44 (Re-Crewing)	
			R184229	Sgt. Schlievert, R.C.	W/O	
			J28887	F/O J. Patoranski	A/E	
			1817408	Sgt. Mallabone, J.	F/E	
			R184328	Sgt. Neville, R.T.	A/G	
			R177931	Sgt. Newfield, H.	A/G	
			J89063	F/O D.M. Lantry	N. Posted 61 Base w.e.f. 17.6.44 (Battle School Instructor)	
			R185682	F/S Patten, W.C.	A/G Posted 1664 C.U. w.e.f. 17.6.44 - Instructor.	
			R123540	W/O Foster, G.H.	A/E " " " " " " " "	

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W.P.

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. 153

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

No. of pages used for ~~date~~ ^{month} 23

Place	Date	Time	Summary of Events	References to Appendices
MIDDLETON ST. GEORGE	30th June 1944		MESS (c) <u>POSTINGS-OUT</u> - Cont'd	
			1607179 F/S Harris, DWH F/E Posted to 1664 C.U. w.e.f. 29.6.44 (Instructor)	
			175726 F/O E.V. Stephenson A/C Bsted 83 O.T.U. w.e.f. 29.6.44 (Instructor)	
			085906 F/O J.H. Auld A/C Posted 86 O.T.U. w.e.f. 29.6.44 (Instructor)	
			J20409 F/O A.R. Baker Nav. Posted 22 O.T.U. w.e.f. 29.6.44 (Instructor)	
			R146767 W/O Clancy, F.C. A/C Posted 82 O.T.U. w.e.f. 29.6.44 (Instructor)	
			176431 F/O AR. Woodhall W/O Posted 20 O.T.U. w.e.f. 29.6.44 (Instructor)	
			(a) <u>PROMOTIONS</u>	
			J24471 F/O W.J. Anderson F. Acting Flight Lieutenant w.e.f. 10.6.44.	
			J16556 F/O W.R. Chalcraft F. Acting Flight Lieutenant w.e.f. 10.6.44.	
			J11130 F/O M.P. Bryan W/O Temporary Flight Lieutenant w.e.f. 13.4.44.	
			J18707 F/O E.S. Smith F. Acting Flight Lieutenant w.e.f. 10.6.44 (Missing 17.6.44)	
			J15887 F/O N. McConachie W/O Acting Flight Lieutenant w.e.f. 3.6.44	
			038516 F/O GRH Peck F. Acting Flight Lieutenant w.e.f. 10.6.44.	
			168840 F/O G.M. Soade P. Promoted Temporary Flying Officer w.e.f. 12.5.44.	
			168640 F/O P. Lees N. Promoted to Temporary Flying Officer w.e.f. 30.4.44.	

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Place	Date	Time	Summary of Events	References to Appendices																																																																																										
MIDDLETON ST. GEORGE	30th June 1944		(e) <u>COMMISSIONS</u>																																																																																											
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J21918	F/O	O.W. Fonger	H.																																																																																											
J34729	F/O	G.T. Graham	A/B	- repatriated.																																																																																										
J20078	F/L	E.E. Betoher	P.																																																																																											
			The award of the DISTINGUISHED FLYING MEDAL (Immediate) was made to:																																																																																											
R80349	Sgt.	Martin, L.F.	F/E	- repatriated.																																																																																										
R188973	Sgt.	Fraser, H.C.	A/G																																																																																											
J85488	F/O	HAB Salkeld	A/G	(formerly R.151215 F/S)																																																																																										

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OPERATIONS RECORD BOOK

Page No. 155

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

No. of pages used for ^{month} 23

Place	Date	Time	Summary of Events	References to Appendices																								
MIDDLETON ST. GEORGES	30th June 1944		<p>(g) <u>CHANGES IN COMMAND - W/L</u></p> <p>(h) <u>CHANGES IN ADMINISTRATION</u> J15887 W/L N. McCormachie, on appointment to A/W/L, assumed the duties of Signals Leader on the posting out of 143653 A/W/L S.E. Bedford who completed his 2nd tour with this Squadron.</p> <p>(i) <u>AIRCRAFT ON CHARGE (Type and Number)</u> Lancaster I Aircraft - 20</p> <p>(j) <u>OPERATIONAL AND NON-OPERATIONAL FLYING TIME</u> Lancaster Operational - 1,005:05 hours Lancaster Non-Operational - 348:35 hours</p> <p>(k) <u>NUMBER OF OPERATIONAL SORTIES - 214</u></p> <p>(l) <u>MONTHLY AND CUMULATIVE TOTAL OF BOMBS DROPPED AND MINES LAID</u></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td></td> <td colspan="2" style="text-align: center;">Tons - 2240 lbs.</td> </tr> <tr> <td></td> <td style="text-align: center;">H.E.</td> <td style="text-align: center;">INCENDIARY</td> </tr> <tr> <td>Bombs dropped from 1st Jan., 1944 to 31st May, 1944:</td> <td style="text-align: center;">1286.10 tons</td> <td style="text-align: center;">152:03 tons</td> </tr> <tr> <td>Bombs dropped during June, 1944:</td> <td style="text-align: center;">912.35 tons</td> <td style="text-align: center;">Nil</td> </tr> <tr> <td>Cumulative Total from 1st Jan., 1944:</td> <td style="text-align: center;">2198.45 tons</td> <td style="text-align: center;">152:03 tons</td> </tr> </table> <p>Mines laid from 1st Jan. 1944 to 31st May, 1944:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td></td> <td style="text-align: center;">1500 lb. Mines</td> <td style="text-align: center;">1000 lb. Mines</td> </tr> <tr> <td></td> <td style="text-align: center;">261</td> <td style="text-align: center;">75</td> </tr> <tr> <td>(Numbers, not tons)</td> <td style="text-align: center;">261</td> <td style="text-align: center;">75</td> </tr> </table> <p>No mines laid in June, 1944.</p> <p>(m) <u>NUMBER OF COMBATS WITH ENEMY AIRCRAFT</u> There were eighteen encounters with enemy aircraft during the month and the following are claimed: Destroyed - one (See Appendix B, 2)</p>		Tons - 2240 lbs.			H.E.	INCENDIARY	Bombs dropped from 1st Jan., 1944 to 31st May, 1944:	1286.10 tons	152:03 tons	Bombs dropped during June, 1944:	912.35 tons	Nil	Cumulative Total from 1st Jan., 1944:	2198.45 tons	152:03 tons		1500 lb. Mines	1000 lb. Mines		261	75	(Numbers, not tons)	261	75	
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Place	Date	Time	Summary of Events	References to Appendices																						
MIDDLETON ST. GEORGE	30th June 1944		<p>(n) <u>NUMBER OF COMBATS WITH ENEMY AIRCRAFT - Cont'd</u></p> <p><u>Damaged</u> - seven (See Appendices B.25 (2nd Attack); B.29 (1st Attack), B.30; B.32; B.36; B.38 (2nd attack); and B.39.</p> <p><u>No damage claimed</u> - ten (See Appendices B.25 (1st attack); B.26; B.27; B.28; B.29 (2nd attack); B.33; B.34; B.35; B.37; and B.38 (1st attack).</p> <p>(n) <u>THE STRENGTH OF NO.419 (R.C.A.F.) SQUADRON AS AT 30th JUNE, 1944, WAS AS FOLLOWS:</u></p> <table border="1"> <thead> <tr> <th>AIRCREW:</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>97</td> <td>114</td> <td>11</td> <td>41</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>280</td> <td>-</td> <td>22</td> <td>7</td> </tr> </tbody> </table> <p>(o) <u>SHORT SUMMARY RESUME OF THE MONTH'S ACTIVITIES BY WING COMMANDER W.P. PLEASANCE DFC</u></p> <p>(a) The main subject during this month was naturally the starting of the 2nd Front and it was anticipated that the Squadron would be called on for a maximum effort. The number of times the Squadron has actually been on operations since has been very disappointing to all ranks and, although it is quite realised that the weather has been primarily responsible for this, nevertheless it has been rather an awkward situation. Since the 6th June the Squadron has briefed on twelve days and had the operations cancelled several times after having been on a stand-by basis all day. This, unfortunately, has retarded our training programs in a marked degree, with the result that ten crews, which reported for duty around the middle of the month, have not as yet taken part in any operations.</p> <p>(b) The ground crew, and particularly the Armament Section, have performed a marvellous job in keeping the aircraft serviceability to such an extremely high level and in bombing and de-bombing aircraft almost daily. One snag run into was the use of day and night tracer bullets, but this has now been satisfactorily ironed out.</p>	AIRCREW:	R.C.A.F. OFFICERS	R.C.A.F. AIRMEN	R.A.F. OFFICERS	R.A.F. AIRMEN		97	114	11	41	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	280	-	22	7	
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	2	280	-	22	7																					

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OPERATIONS RECORD BOOK

Page No. 157

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

No. of pages used for ^{month} 23
_{day}

Place	Date	Time	Summary of Events	References to Appendices
MIDDLETON ST. GEORGE	30th June, 1944		<p>(c) When daylight operations were first ordered, there was a certain amount of trepidation evinced by the Squadron personnel but, after participating in three daylight attacks, the Squadron personnel are definitely in favour of it.</p> <p>(d) During the attack of <u>ACHENS</u> on June 7th, the first enemy fighters claimed by the Squadron since conversion to Lancaster I A/U were shot down. One JU 88 is claimed as definite and one ME.110 is claimed as a probable.</p> <p>(e) HES fitting of Lancaster I's is proceeding favourably and there have now been eleven aircraft fitted.</p> <p>(f) On the 5th June the Squadron put up 20 Lancasters for a dual attack on <u>MERVILLE</u> and <u>LONGUES</u> and, on the following day, the 6th, again put up 20 aircraft on <u>COUTANGES</u>. On this latter date we were honoured with the presence of Air Vice Marshal <u>Mollem</u>, A.O.C. 6 (R.C.A.F.) Group, who visited the Station to see the take-off.</p> <p>Attached herewith shown as Appendix "C" is copy of Canada's Weekly No. 3191 Vol. CXXIII dated Friday, June 2, 1944.</p> <p style="text-align: center;">  (W.P. Fleasides MBE) Wing Commander, Commanding No. 419 (R.C.A.F.) Squadron, 64 Base, Middleton St. George, Durham. </p> <p>Attached herewith is Appendix "D", Station Summary of Operations night of 27/28th June, 1944.</p>	<p>Appendix C.5 (originals only)</p> <p>"D.1"</p>

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