

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

OPERATIONS RECORD BOOK

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

R.C.A.F. O.C. Headquarters
 SEP 7
 Page No. 179
 month
 day 23

R.A.F. Form 540
 See instructions for use of this form in K.R. and A.C.I.
 para. E340 and War Manual Pt. II, chapter XX., and
 notes in R.A.F. Pocket Book.

23560

SECRET.

References to Appendices

Place	Date	Time	Summary of Events	References to Appendices
Middleton St. George	1st August 1944	Tuesday	At 11:00 hours the Squadron was warned to have 13 aircraft ready for take-off at 15:00 hours. At 12:00 hours the time of take-off was postponed until 14:45 hours, the aircraft taking off at that time. The target was Aeghet, but, unfortunately there was 10/10th cloud over the target and the Master Bomber instructed all aircraft to return to Base without carrying out bombing. Most of the Squadron aircraft were within 7 minutes of the target before being sent back to Base. At Base the cloud base was approximately 1,000 feet all during the day, but one "Y" cross-country flight was carried out.	A. 2121 to A. 2133
	2nd August 1944	Wednesday	All aircrew personnel of the Squadron were summoned to their sections at 09:00 hours in preparation for briefing at 09:15 hours. This briefing was postponed until 09:45 hours, at which time 18 crews were briefed. Take-off was postponed indefinitely and the operation was ultimately cancelled at noon, due to cloud over the proposed target area. Although weather conditions at Base were favourable during the day, all available aircraft were standing by in readiness for the above operation and no flying training could be undertaken. The aircraft remained "bombed-up" in anticipation of an early-morning requirement.	
	3rd August 1944	Thursday	The Squadron was warned to be in readiness for take-off at dawn, the requirement being fifteen aircraft, but this requirement was subsequently changed to twenty-one aircraft, scheduled time of take-off being 10:45 hours. All aircraft took off at that time, and carried out an attack on the German V-1 and V-2 sites at Bois de Cassen, all subsequently returning safely to Base. Bombing was carried from a height of 15,000 feet, and weather conditions were very favourable for the attack. Enemy fighter activity was nil, but flak opposition encountered along the route and at the target itself was heavy. As all the available Squadron aircraft were detailed for this operation, no flying training could be carried out during the day.	A. 2154 to A. 2154
	4th August 1944	Friday	Sixteen aircraft were detailed to attack Bois de Cassen once again, with a slightly different aiming-point than that which was attacked the previous day. All aircraft took off at approximately 10:30 hours, bombed the target, but were diverted from Base on return. The weather conditions prevailing during the attack were good, and bombing was carried out from	A. 2155 to A. 2170

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	4th August 1944	Friday-Cont'd.	a height of 17,000 feet. No fighter activity was observed, but heavy flak was encountered. Aircraft were flown back to Base from the diversion points at between 18:00 and 20:00 hours, the diversion aerodrome being ROAF Station Dishforth, Yorkshire. Visibility conditions were very bad at the time the aircraft returned to Base, due to mist and fog, it being thus necessary for the aircraft to be guided in by Flying Control firing Verey cartridges from the approach end of the runway. Three "I" cross-country flights were carried out during the day, this being the only flying training carried out due to the operations.		
	5th August 1944	Saturday	Twenty-one crews were briefed at 06:00 hours for an attack on St. Leu d'Esserent. Take-off was postponed until 10:00 hours, 21 aircraft eventually taking-off at 10:15 hours. Visibility on take-off was very bad, the aircraft disappearing from sight when they were about 250 yards down the runway. No enemy fighter activity was observed during the attack, but heavy flak resistance was encountered around the target area. Bombing was carried out from an altitude of 17,000 feet. Two of the Squadron aircraft were damaged by flak during this attack, aircraft "B", captained by P/O J.F. Tees (J85134), came part of the way to Base on two engines, finishing the journey on 3 engines and landing with a burst tyre. P/O Tees carried out a masterly landing with these multiple handicaps. Aircraft "I", captained by P/O B.D. Walker (J18652) returned from the target on three engines, landing safely at Base. On this, and the two previous sorties, 377 tons of bombs were dropped on the enemy by this Squadron. Aircraft "G" with P/Lt. W.J. Anderson (J24471) at the controls, had the privilege of captaining the aircraft which marked the Squadron's thousandth sortie for the year 1944. On the return from this operation, aircraft were instructed to practise formation flying when proceeding up England. This was successfully carried out from Reading to Dishforth.		A.2172 to A.2191
	6th August 1944	Sunday	Squadron stand-down. In order that groundcrew personnel of the Squadron might carry out many minor inspection and repair jobs on the aircraft, no flying training was carried out during the day. The Wireless Operators of the Squadron were given a lecture by the Base Intelligence Officer		

OPERATIONS RECORD BOOK

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

No. of pages used, for month 23
page

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	6th August 1944	Sunday - Cont'd	during the afternoon.		
	7th August 1944	Monday	Nineteen aircraft were warned to be in readiness for a night attack. During the day, the requirement of the Squadron was lowered to 15 aircraft. Take-off was made at 21:00 hours. The objective of the attack was to assist the Canadian Army to make a break-through the German lines at Caen. The weather conditions were favourable for the attack, and bombing was effected from a height of 8 to 10,000 feet. The aiming-point was marked by PFF markers and Artillery star-shells. Enemy action was slight, and the results of the attack should have been very good. One aircraft was missing from this attack, "P" (KB755) captained by P/O B.D. Walker (J18652) failing to return from his 12th operational sortie. P/Lt. M.G. Wilson (J15458) was acting as Rear-Gunner with P/O Walker on this sortie, this being his 10th sortie on his second tour. This was a bad blow to the Squadron, as P/Lt. Wilson had completed his first tour as one of the original "Moosemen", having returned to do his second tour as Squadron Gunnery Leader, and having proved to be a capable Leader and very popular in this capacity. Mr. Turner, of the Irvin Air Chute Company, visited the Squadron and fitted two aircrews with the new back-type parachutes just prior to the time of take-off on this sortie.		A. 2192 to A. 2206
	8th August 1944	Tuesday	Sixteen Squadron aircraft were detailed to carry out a daylight attack on Chantilly. Take off was made at approximately 18:00 hours. Weather conditions were very favourable for this operation, and bombing was carried out from a height of from 15 to 17,000 feet. Enemy fighter action encountered was nil, but heavy flak defences were encountered. It is anticipated that the results of this attack would be particularly good. Owing to the fact that it was originally anticipated that twenty-one aircraft would be required for this operation, no air training was carried out.		A. 2207 to A. 2222
	9th August 1944	Wednesday	Twenty Squadron aircraft participated in a night attack on the V-1 sites at Aouquet. Weather conditions were favourable for the attack, time of take-off being at around 21:00 hours. Bombing was carried out from a height of from 12,000 to 15,000 feet, and the results of this attack should be very satisfactory.		A. 2223 to A. 2232

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Middleton St. George	9th August 1944	Wednesday	The enemy action encountered was very light, and in the form of flak only.		
			As all Squadron aircraft available were bombed-up for this operation, no training, with the exception of one "Y" cross-country flight during the evening, could be carried on.		
	10th August 1944	Thursday	Fourteen aircraft were detailed to carry out a night attack on the oil storage tanks at La Pallice. Take-off was made at approximately 19:00 hours, and weather conditions were favourable for this attack. Bombing was carried out from an altitude of from 9,500 to 11,000 feet. Only slight enemy action, in the form of flak, was encountered, and the results of this attack should be good.		A.225,3 to A.225,6
			During the afternoon two aircraft carried out circuits and landings exercises, and during the hours of darkness two cross-country flights were completed, as well as one "Y" cross-country flight.		
			The Wireless Operators of the Squadron received a lecture on "Procedure" from the Signals Leader, P/Lt. N. McComachie (J15887).		
	11th August 1944	Friday	Owing to the fact that the Station was scheduled to be visited by Their Majesties, King George VI and Queen Elizabeth, and Princess Elizabeth, no operations were participated in during the day, and a Squadron stand-down was ordered.		
			An investiture was carried out during the visit of Their Majesties, and members of the Squadron's groundcrew formed part of the hollow square which was drawn up outside one of the hangars for the ceremony. The remainder of the Squadron, including the aircrew, were present at the ceremony as spectators, and lining the route of the Royal procession through the Station. A short time before the arrival of Their Majesties, the assembled parade was moved inside one of the hangars due to rain, the hangar having been suitably decorated with flags and bunting beforehand. This was an auspicious occasion for this Squadron in particular, as the Squadron Crest was presented to Wing Commander W.P. Fleasance, DFC and Bar, (C.1395) after the investiture, by the King. The following Officers of the Squadron were invested with awards at the ceremony: C.1395, W/O W.P. Fleasance, the D.F.C. and first Bar, C18516 P/Lt. G.R.H. Peck the D.F.C., J87420 P/O N.C. Fraser, the D.F.M., 168848 P/Lt. G.M. Soade, the D.F.C., C19702 P/O M.D. McGill, the D.F.C., J.10959 S/Ldr. J.G. Stewart, the D.F.C.,		

OPERATIONS RECORD BOOK

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

No. of pages used for month 33

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	11th August 1944	Friday - Cont'd	1st Lt. J.H. Hartshorn (0.886290) of the U.S.A.A.F., the D.F.C., and Warrant Officer Class 2 Bourassa, P.E., (R136575) the D.F.C.		
	12th August 1944	Saturday	Ten aircraft were detailed to carry out an attack on Brunswick during the hours of darkness. Aircraft carried out bombing, using H2S technique only, from a height of from 18,000 to 19,000 feet. Weather conditions were favourable for the attack. Tactics were well carried out. Fighter activity on the part of the enemy was only moderate, but flak defences were heavy. All aircraft of the Squadron returned from this attack. The Squadron was requested to participate in an attack on Palaise, this being the second operational requirement for the day, and offered 5 aircraft for this operation. The second aircraft scheduled to take off bogged down in soft ground at the edge of the perimeter track at the starting point, and as the other aircraft could not get past it at this point, only the one aircraft took off on this sortie. A good deal of flying training was carried out during the day, including the following: 8 fighter affiliation exercises and combined air-to-air and fighter affiliation exercises, one "I" cross-country flight, one height test, and two short local flights.		A. 2257 to A. 2257
	13th August 1944	Sunday	At 03:00 hours eight aircraft were required for an operation. This subsequently developed into a standby order, until at 13:40 hours the requirement was raised to seventeen aircraft. This operation was then eventually cancelled, and an order was given for the aircraft to standby until the following morning. Owing to the above operational requirement during the day, very little flying could be undertaken, two "I" cross-country flights, one air-to-air firing exercise, and one air test being the only flights completed during the day.		
	14th August 1944	Monday	Eighteen Squadron aircraft were detailed to carry out an attack on Palaise North, the time of take-off being at approximately 12:00 hours. This was a tactical target, being immediately in front of our own troops. Unfortunately, 25% of the aircraft engaged in this operation bombed "short", but aircrews of this Squadron did not make this error as bombing plots showed that explosives dropped by Squadron aircraft were right on the target. Bombing was carried out from a height of from 7,000 to 9,000 feet.		A. 2268 to A. 2265 <i>ditto</i>

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	14th August 1944	Monday-Cont'd	No enemy opposition was encountered, either in the way of fighters or flak. Visibility for the attack was hazy. Training flying during the day was curtailed due to the operations being carried out, only one cross-country flight being carried out during the evening, and one combined fighter affiliation, air-to-air firing, and bombing practice exercise being carried out during the afternoon. On the return of the aircraft from the operational sortie the Squadron was warned to stand by with a force of sixteen aircraft for a morning requirement. The bombing-up of the aircraft was immediately proceeded with.		
	15th August 1944	Tuesday	Fifteen aircraft of the Squadron were detailed to carry out an attack on the night-fighter station at Bosterberg in Holland. The aircraft commenced taking off on this sortie at around 10:00 hours. Fourteen of the Squadron aircraft bombed the target at a height of from 15,500 feet to 17,000 feet. Weather conditions were very favourable for this sortie, fighter activity was nil, and the flak encountered was of moderate effect. Bombing results were later assessed as being extremely satisfactory. Aircraft "R" captained by WO2 Weston, A.C. (R96190), had a very nerve-racking experience when both port and starboard inner engines cut when just over the airfield on take-off. Both engines had to be feathered, but WO Weston made a very successful landing with a complete fuel and bomb load. The captain was forced to make this hazardous landing immediately due to the fact that it was impossible to proceed to sea and jettison the required bombs and fuel owing to his having the use of only two engines. Considering the operational requirement, quite an amount of flying was carried out by the Squadron during the day, the following training being completed: two combined fighter affiliation, air-to-air firing, and bombing practice exercises; one circuits and landings exercise; one cross-country flight, and at night one Bullseye exercise was completed.		A.2286 to A.2300
	16th August 1944	Wednesday	Thirteen aircraft were detailed to carry out an attack on Stettin, one aircraft, "F", being a non-starter due to H2S and rear turret trouble. Take-off was made at around		A.2301 to A.2312

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	16th August 1944 Wednesday		<p>21:00 hours. Bombing was effected from a height of from 17,000 to 18,000 feet, and although weather conditions were very inclement at Base conditions were fair in the target area. Aircraft encountered heavy flak resistance, but fighter activity was only moderate. Bombing carried out appeared to be scattered over a wide area in the target zone.</p> <p>During the day one aircraft carried out circuits and landings exercise, one completed a combined cross-country and bombing practise, and one completed an air test.</p>		
	17th August 1944 Thursday		<p>Fifteen aircraft were washed for operations at night, this requirement being cancelled at 16:00 hours. During the morning one of the Squadron aircraft participated in a Sea Search, but the Captain did not perceive the object of the search.</p> <p>Three aircraft carried out flying training during the evening, completing three "T" cross-country flights.</p> <p>During the afternoon three crews carried out wet dinghy drills, and ground training was carried out during the day by the various Sections under the supervision of the Section Commanders.</p>		A.2313
	18th August 1944 Friday		<p>Eighteen Squadron aircraft were detailed to carry out an attack on Bremen, the time of take-off being at approximately 21:00 hours. All aircraft bombed the target, bombing being carried out from a height of from 17,000 to 18,000 feet. Due to poor weather conditions at Base on return, all of the aircraft were diverted. Aircraft encountered heavy flak in the target area, but fighter defences were very weak. Aircraft "Y" and "X" were both badly damaged, "X" being rendered Category "AC", due to flak damage. No flying training was undertaken during the day due to all of the available aircraft having been bombed-up for this operation.</p>		A.2314 to A.2331
	19th August 1944 Saturday		<p>The Squadron was ordered to stand-by for operations until approximately 13:00 hours, at which time a stand-down was ordered.</p> <p>This was much appreciated, as several of the Squadron aircraft were still at diversion bases due to poor meteorological conditions prevailing.</p> <p>Three aircraft were detailed to carry out a Bullseye exercise, but this had to be</p>		

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Middleton St. George	19th August 1944	Saturday-Cont'd	cancelled due to inclement flying weather.		
			One air-to-air exercise was carried out during the early afternoon. The aircraft which had been diverted on the previous night's operation returned to Base during the late morning.		
	20th August 1944	Sunday	Squadron stand-down -- very bad flying weather in the vicinity. No flying training could be carried out during the day. F/Lt. D. E. Hall (C17597) delivered a lecture on "Engine-Handling" to all Pilots and Flight Engineers of the Squadron during the morning. The remaining aircrew members carried out a considerable amount of ground training under the supervision of the various applicable Section Leaders. During the afternoon, all aircrew were detailed to assist the armourers in the Station Bomb Dump in the packing of the new type incendiary containers.		
			21st August 1944	Monday	Squadron stand-down was ordered. The weather conditions were improved from what they were yesterday, the ceiling being at 4,000 feet. A great deal of flying training was carried out during the day, the following being the particulars: two air tests; one combined air test and air-to-air firing exercise; two fighter affiliation, air to air firing and bombing practice flights; two air to air and bombing practice flights; one air-to-air firing and fighter affiliation flight, one straight air-to-air firing exercise; one "Y" cross-country flight during the afternoon, and during the late evening two "Y" cross country and bombing practise (combined) flights were flown and one straight "Y" cross-country flight. During the morning, the remainder of the aircraft which had been diverted from the previous operational sortie returned to their home Base.
22nd August 1944	Tuesday	Sixteen aircraft were required for an operational sortie, but owing to very poor weather conditions this operation was cancelled a matter of only fifteen minutes prior to take-off, which had been scheduled at 20:30 hours. Weather conditions were not particularly good during the day, but the following training program was nevertheless carried out: two aircraft completed air-to-air firing and fighter			

OPERATIONS RECORD BOOK

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	22nd August 1944	Tuesday	affiliation exercises; two aircraft completed combined fighter affiliation, air-to-air firing, and bombing practise exercises; two aircraft carried out air tests, and one further aircraft completed a combined fighter-affiliation and air-to-air firing exercise.		
	23rd August 1944	Wednesday	Owing to very unfavourable weather conditions prevailing at Base, a Squadron Stand-down was ordered. No flying training could be carried out during the day at all, owing to the meteorological conditions. Ground training was the order of the day in all sections, and advantage was taken of the opportunity to get as many hours' training in as was possible. A number of dingy-drills and parachute-drills were carried out during the day, much to the satisfaction of <u>F/Lt. G.H.R. Peck (C.18516)</u> , the Squadron Safety Officer.		
	24th August 1944	Thursday	Nine special crews were required from the Squadron for a particular operation projected, but shortly after noon-day this was changed to a Maximum effort with eighteen crews involved. This operation was, however, cancelled fifteen minutes before take-off time, which had been scheduled for 20:45 hours. Some local flying was completed during the day, the particulars of this being as follows: two local flights during the late morning and early afternoon, and one cross-country flight during the late afternoon.		* 2310 * 2311
	25th August 1944	Friday	Eighteen aircraft were detailed to carry out an attack on Busselsheim, take-off being made at shortly after 19:30 hours. Weather conditions were fair for this operation, and bombing was carried out from a height of 17,000 feet. Heavy opposition was encountered on this sortie from flak and fighters. One aircraft failed to return, aircraft "B", KB775, captained by F/O H.D. Witwer (J86988), who was flying his 11th operational sortie. All aircraft were diverted from Base on return to this country, four proceeding to RAF Boscombe Down, one to Desborough, six to Dunkeswell, two to Great Orton and four to Middle Wallop. Aircraft "E" KB706, captained by F/O W.A. Milner (J86366), crashed at Boscombe Down, four of the crew being killed in this accident, the Navigator being seriously injured and the two airgunners being slightly injured. An investigation into the cause of this crash is at present being carried out.		A.2352 to A.2349 A.2349

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	25th August 1944	Friday (cont'd)	The aircraft was rendered Category "B" through this crash. A small amount of non-operational flying was carried out during the day, the following being the relevant particulars: two aircraft completed local flights, and one completed an air test during the late afternoon.		
	26th August 1944	Saturday	The Squadron was requested to offer eighteen aircraft for a night operation, and action was immediately taken to get the diverted aircraft back to Base. Only two aircraft could be landed before mist and smoke over Base made landing impossible. The remaining aircraft were again diverted to RCAF Stations Linton-on-Ouse and Dishforth, where arrangements were made for the aircraft to be serviced and bombed-up. Four aircraft were available from the home Base. The entire operation was cancelled at 19:30 hours. Due to the aircraft being detached at the diversion base, no flying training could be carried out during the day.		
	27th August 1944	Sunday	Fifteen aircraft were warned for an afternoon operational requirement, this effort being reduced to a requirement of eleven aircraft prior to briefing time. These eleven aircraft took off at 17:40 hours, the target being MIMBYEDQUES. Weather conditions were favourable for the attack, and bombing was carried out from a height of 16,000 feet. Aircraft "K" suffered the loss of an engine on take-off, and two minutes later lost another engine. Height could not be maintained with the bombload and petrol load carried, and the aircraft crash-landed at Appleton Wiske, Yorkshire, about seven miles from Base. This was an excellent feat on the part of the Captain, WO2 McDonald, L.E. (R. R139683), and the aircraft did not catch fire on contact with the ground, and all members of the crew escaped without injury. An amusing part of the incident was the reception which the crew received from the farmer on whose land the aircraft landed. He berated them roundly and "told them off" in no uncertain fashion, and blamed them for the crash. The remainder of the aircraft which had been at diversion bases returned during the morning in time to be bombed up for this attack. Aircraft "W", captained by WO1 Johnson, I.W. (R.128569) was badly holed by flak during this attack. Due to the operations carried out and the late return of the diverted aircraft, no other		A:2350 to A:2360

See instructions for use of this form in K.R. and A.C.I. para. 289 and War Manual Pt. II, chapter XX, and notes in RAF Pocket Book.

of (Unit or Formation) No. 19 (R.G.A.F.) Squadron

No. of pages used for month 23

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	27th August 1944	Sunday	<p>Consigne flying training could be carried out during the day.</p> <p>A Squadron stand-down was ordered in the morning, but this was changed at 13:30 hours to a requirement for fifteen aircraft. At 14:30 hours this order was again changed to a "stand-by". This order was subsequently cancelled at 16:00 hours.</p> <p>Weather conditions were very unfavourable during the day, with the result that only two air tests flights were carried out, and one aircraft returned from Winthorpe at which station it had been for some time undergoing repairs.</p> <p>Ground training was concentrated upon during the day by the aircrew personnel, the various Section leaders supervising the instruction as usual.</p>		
	29th August 1944	Tuesday	<p>Nineteen of the Squadron aircraft were stalled to carry out a night attack on Ettingen take-off being effected at approximately 20:45 hours. As the Squadron was short to make up SUCCESSFUL NIGHT ATTACK, 2 AIRCRAFT WERE SUCCESSFUL FROM 16:45 (17:00) onwards TO MAKE UP the number of aircraft required for this operation. There was a bad wind change in the target area, which made the target rather a difficult one insofar as Navigators were concerned. The aircraft encountered very heavy flak and a considerable amount of enemy fighter activity was evident. Three of the Squadron aircraft lost the use of engines in the target area including one which was caused by the explosion of an incendiary bomb going through the engine nacelle of aircraft "S" belonging to 428 Squadron, captained by P/O R.G. Mansfield (J85770). This caused the appearance of a flak explosion on the port wing and the Mid-upper airgunner apparently took this to be the case, and, without waiting for instructions, donned his parachute and bailed out of the aircraft. The name of the gunner was Sgt. E. Jigursky (R185405) who, although the rear-gunner of the aircraft, was in the Mid-upper turret at the time of the incident. Two encounters with enemy A/C took place. The aircraft bombed from a height of approximately 18,000 feet and was considered to be a very successful attack. One fighter affiliation exercise was carried out during the day.</p>		A. 2361 to A. 2379
	30th August 1944	Wednesday	<p>A Squadron stand-by was ordered this continuing until 14:00 hours when a stand-down was ordered.</p> <p>Weather conditions were quite clear, and a small amount of flying was carried out, the</p>		B. 53 and B. 54 <i>W/C</i>

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	30th August 1944	Wednesday-Cont	following being the details: one acceptance check of a new aircraft, and two "Y" cross-country flights.		
	31st August 1944	Thursday	<p>Eleven specialized crews were required for an evening attack on the Pas de Calais. Take-off was scheduled for 16:00 hours, then set back at 17:45 hours, then a postponement was made to the early morning. The attack was subsequently cancelled, as the Army had already taken this objective.</p> <p>Weather conditions were fairly good during the day, and a substantial certain amount of flying training could be carried out, the particulars being as follows: one aircraft completed a combined height-test and cross-country flight; one aircraft completed a combined "Y" cross-country and air testflight; and during the hours of darkness four "Y" cross-country flights were completed.</p>		
	31st August 1944	(a) CASUALTIES			
		J18652	F/O B.D. Walker	P	Reported missing 2/8th August, 1944
		R149815	WO2 Durrant JC	N	Lancaster X A/C KB, 755
		J29679	PO FW Merrick	AB	Target - CAEN
		R111904	WO1 Schryer JAR	WO	
		1175759	Sgt Jones B	FE	
		1819806	Sgt Longacre W	MU	
		J15458	PL MG Wilson	RG	
		J86988	PO HD Witwer	P	Reported missing 25/26th August 1944
		R185935	FS McKay HL	N	Lancaster X A/C KB, 775
		J35069	PO AV Larsen	AB	Target - RUSSELBHEIM
		R99620	WO1 Barhard DR	WO	
		1869230	Sgt Booman RJ	FE	
		R253189	Sgt Stear V	UG	
		R250824	Sgt Jackson AR	RG	

OPERATIONS RECORD BOOK

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

No. of pages used for 23 month Aug

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	31st August/44		(a) <u>CASUALTIES</u> - Cont'd		
			J86366 A/FO WA Milner P (Killed) Aircraft accident while returning		
			J29337 FO FE Garispy N (Injured) from operations night of 25/26th August,		
			J28245 FO LJ Kerschner AB (Killed) 1944 due to lack of petrol.		
			R197617 FS Anderson H F WO (Killed) Lancaster I A/C KB.708 crashed at		
			1868451 Sgt Trotman JLB FE (Killed) Winterbourne Gunner Wilts, ref 614548		
			R220619 Sgt Weston LJ MU (Injured) Dark.		
			R212637 Sgt Wiens F RC (Injured) Target - RUSSIAN GROUND		
			(b) <u>POSTINGS IN</u>		
			J25383 FO Sheehan GL P Posted from 61 Base (1664, GU) w.e.f. 7.8.44.		
			J36298 FO Hebert GR N		
			J28360 FO Mangione N AB		
			R110975 WO2 Huybrecht MR WO		
			1813746 Sgt Eidan LT FE		
			R213536 Sgt Miller JB UC		
			R213536 Sgt Neufeld E RC		
			R215788 Sgt Romebeck RD RC		
			J15712 PL McGuffin WC P Posted from 61 Base (1664, C.U.) w.e.f. 2.8.44.		
			J28476 FO Molloy R N		
			J28887 FO Patoranski J AB		
			R184229 Sgt Schlievert RC WO		
			R213536 Sgt Neufeld E RC		
			1817408 Sgt Mallabone J FE		
			R184234 Sgt Neville RT UC		
			R17793 Sgt Neufeld E RC		

W.M.

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Place	Date	Time	Summary of Events				SECRET.	References to Appendices
Middleton St. George	31st August/44		(b) POSTINGS IN - (Cont'd)					
			J2476	PL	Black GM	P	Posted from 61 Base (1659 G.U.) w.e.f. 9.8.44.	
			J37511	FO	McNabb RG	N		
			R161211	Sgt	McKinnon HL	AB		
			R139999	Sgt	Pollard H	WO		
			1533841	Sgt	Green S	FE		
			R209843	Sgt	Crowwell LE	UC		
			R255430	Sgt	Lewis GH	RG		
			J36355	FO	Bryans FM	P	Posted from 61 Base (1659 G.U.) w.e.f. 9.8.44.	
			J37161	FO	Joyner RC	N		
			J37378	FO	Hudson HH	AB		
			J38442	FO	Bicous ER	WO		
			512673	FS	Lookie WD	FE		
			R217322	Sgt	Andrew R	UC		
			R209091	Sgt	Grant RS	RG		
			J87301	FO	Cohen AI	P	Posted from 61 Base (1659 G.U.) w.e.f. 10.8.44.	
			J36941	FO	Murphy GW	N		
			R178504	Sgt	Goldfinch JHE	AB		
			R163365	Sgt	Emerson KP	WO		
			R137777	Sgt	Campbell RA	FE		
			R255038	Sgt	O'Hara LP	UC		
			R250547	Sgt	McQueen JP	RG		

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OPERATIONS RECORD BOOK

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

No. of pages used for 22 month 23

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
Middleton St. George	31st August/44		(b) <u>POSTINGS IN</u> - Cont'd		
			1556482 Sgt Turnbull AH AG Posted from 432 Squadron w.e.f. 10.8.44.		
			R107450 FB Forrest G AG		
			R207129 Sgt Roche GM AG Posted from 427 Squadron w.e.f. 10.8.44.		
			145466 FB AW Jennings AG Posted from 433 Squadron w.e.f. 11.8.44.		
			J35615 FO GR Duncan P Posted from 61 Base (1664 C.U.) w.e.f. 24.8.44.		
			J38188 FO WJ Layng N		
			J35101 FO A Gaddess AB		
			R187513 Sgt Karstens WR WO		
			2206195 Sgt Clinton NG FB		
			R201675 Sgt Trott DA UG		
			R188974 Sgt Tierney TB RG		
			J37102 FO NR Vatne P Posted from 61 Base (1664 C.U.) w.e.f. 24.8.44.		
			J40375 FO HR Eager N		
			J37814 FO NV Hoas AB		
			R184173 Sgt Chatwin PH WO		
			R62296 Sgt Mitchell BG FB		
			R262395 Sgt Woods, RC UG		
			R222454 Sgt Woods GJ RG		

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Place	Date	Time	Summary of Events				SECRET.	References to Appendices
Middleton St. George	31st August/44		(b) <u>POSTINGS IN</u> - Cont'd					
			J25474	FO	PD Griffith	P	Posted from 61 Base (1664 G.U.) w.e.f. 24.8.44.	
			J37735	FO	FC Topp	N		
			J37718	FO	JT Mason	AB		
			R64991	Sgt	Adam M	WO		
			3040033	Sgt	Lambert T	FE		
			R185086	Sgt	Good GB	UG		
			R219718	Sgt	Hamilton FR	RG		
			J26413	FO	RL Cox	P	Posted from 61 Base (1659 GU) w.e.f. 25.8.44.	
			J35525	FO	AJ Palanek	SB		
			J38181	FO	SB Lindsay	N		
			J37838	FO	LW Sitlington	WO		
			1869984	Sgt	Dennis F	FE		
			R267195	Sgt	Wilkins J	UG		
			R222756	Sgt	Toane RA	RG		
			R269594	Sgt	Norell G	AG	Posted from 434 Squadron w.e.f. 29.8.44.	
			R193308	F/S	Milne TC	AG	Posted from 431 Squadron w.e.f. 31.8.44.	
			J16953	FL	JP Barlow	P	Posted from 61 Base (1664 G.U.) w.e.f. 30.8.44.	
			J16091	FO	JM Morrice M	N		
			J17456	FO	DJA Buchanan DFC	N "B"		
			J16101	FO	WJ Tucker	WO		
			1807660	FS	Edmonds LF	FE		
			J17248	FO	JA Gibbs	MU		
			J16490	FO	WR Kearns	RG		

OPERATIONS RECORD BOOK

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

No. of pages used for month day 23

Place	Date	Time	Summary of Events				SECRET.	References to Appendices
Middleton St. George	31st August 1944		(b) POSTINGS IN - Cont'd					
			J26673	FO	OnBom WW	P	Posted from 61 Base (1666 G.U.) w.e.f. 31-8-44	
			J37737	FO	Young HR	N		
			J36901	FO	Paisley HS	AB		
			R192159	Sgt	Clark JH	WO		
			R118753	Sgt	Roper HF	FE		
			R214118	Sgt	Aitken JW	MU		
			R218396	Sgt	Campbell SP	RG		
			(c) POSTINGS OUT					
			J10959	XXIII FO	Stewart JF	P	Posted to 1652 G.U. w.e.f. 8-8-44 (S/L Post)	
					A/S/L			
			J9532	FL	Smith HM	P	Posted to 431 Squadron w.e.f. 9-8-44 (Flying Duties)	
			J13141	FO	Sisson EM	JE	N	
			J29705	FO	White W	AB		
			R161359	WO2	Dorrell JW	WO		
			R55410	Sgt	Babree LF	FE		
			R197349	Sgt	Cornell WR	UG		
			R221319	Sgt	Supergia G	RG		
			J25776	FO	Dix WF	P	Posted to 405 Squadron 14-8-44 (H.T.U. Warboys)	
			J28916	FO	Lindsay GL	M		
			J28923	FO	Jackson ER	AB		
			R193731	Sgt	Smith GB	WO		
			1894697	Sgt	Page A	FE		
			R203168	Sgt	Turner K	UG		
			R217015	Sgt	Jarvis JD	RG		

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Place	Date	Time	Summary of Events			SECRET.	References to Appendices
MIDDLETON ST. GEORGE	31st August 1944		(C) POSTINGS OUT - CONT'D				
			J87665	PO	WT Krents	P	Posted to 82 OTU w.e.f. 15-8-44 (Inst. Duties)
			176574	PO	CH Gapper	FS	Posted to 1664 C.U. w.e.f. 18-8-44 (Inst. Duties)
			1590804	Sgt	Pollard M	FS	Posted 1664 C.U. w.e.f. 18-8-44 (Inst. Duties)
			168848	PO	Scade GM	P	Posted to 19 OTU w.e.f. 18-8-44 (Inst. Duties)
			178621	PO	KAI Ratcliffe	N	Posted to 30 OTU w.e.f. 19-8-44 (Inst. Duties)
			C1395	A/WC	WP Pleasance	P	Posted to RCAF O/S H.Q. w.e.f. 21-8-44
			J87694	PO	OR Lee	AG	Posted to 61 Base (Dalton) w.e.f. 21-8-44 (Inst. Duties)
			R173303	FS	Curran HD	AG	Posted to 1659 C.U. w.e.f. 21-8-44 (Inst. Duties)
			1557682	Sgt	Turnbull AH	AG	Posted to 432 Squadron w.e.f. 21-8-44 (Inst. Duties)
			175747	PO	AW Hallett	WO	Posted to 1664 C.U. w.e.f. 21-8-44 (Inst. Duties)
			1349784	Sgt	Thomson TR	WO	
			J87420	PO	Fraser NC	AG	Posted to 1666 C.U. w.e.f. 21-8-44 (Inst. Duties)
			J87318	PO	OGM Thompson	AB	Posted to 1652 C.U. w.e.f. 22-8-44 (Inst. Duties)
			J27953	PO	J Knox	WO	Posted to 1664 C.U. w.e.f. 23-8-44 (Inst. Duties)

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OGM Thompson

J27953

J27953

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 439 (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	31st August/44		(c) <u>POSTINGS OUT</u> - Cont'd					
			R172132	FS	Teit SOU	AG	Posted 1664 G.U. w.o.f. 23.8.44 (Instr. Duties)	
			G13128	FO	Buchanan DL	P	Posted to 432 Squadron w.o.f. 24.8.44 (Op. duties)	
			J35066	FO	Taylor WC	AB		
			R132174	WO2	Cox HD	WO		
			1433128	Sgt	Airey RE	FE		
			J40773	FO	Oakley RH	UG		
			J22848	FO	Chirsky M	RG		
			G19702	FO	MD McGill DFC	FE	Posted to to 1664 G.U. w.o.f. 27.8.44 (Instr. Duties)	
			J21910	FO	LA Rotstein	N	Posted to 84 O. T.U. w.o.f. 29.8.44	
			J22498	FO	R. Taylor	AB	Posted to 1664 G.U. w.o.f. 31.8.44 (Instr. Duties)	
			196427	FO	RM Bagley	WO		
			(d) <u>PROMOTIONS</u>					
			J86736	FO	GP Hartford	P	Appointed to the rank of Acting P/O w.o.f. 26.6.44	
			J86366	FO	WA Milner	P	" " " " " " " " " " 30.6.44	
			J85134	FO	JF Tees	P	" " " " " " " " " " 26.6.44	
			J86975	FO	GDP Williams	P	" " " " " " " " " " 6.7.44	
			J85842	FO	AM Roy	P	" " " " " " " " " " 26.6.44	
			J86681	FO	HE Speight	P	" " " " " " " " " " 26.6.44	
			J86988	FO	HD Witwer	P	" " " " " " " " " " 26.6.44	
			J85026	FO	GE Holmes	P	" " " " " " " " " " 26.6.44	
			J9656	FL	EO Hagerman DFC	P	" " " " " " " " " " w/c 21.8.44	
			J1958	FO	PO Foley	N	Promoted to Temp. Flying Officer w.o.f. 13.6.44	

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	31st August/44		(e) COMMISSIONS		
			Number Rank Name Trade Officer's No.		
			R124107 WO1 Johanson EB WO J86907		
			R128415 WO1 Krents WT P J87665		
			R143418 FS Williams DJ N J87890		
			R114514 WO1 Taylor DS WO J87793		
			R21624 FS Piotrowsky PA UG J87960		
			R173938 WO1 Lee CR RG J87694		
			R136575 WO1 Bourassa PE RG J87841		
			220274 WO2 Robinson L WO C88231		
			R155149 FS Foster EW AB J88069		
			R176776 FS Rogers HW AC J88217		
			R172970 FS McComb, ME WO J88286		
			R159001 WO2 Scott AM AB J88176		
			2209079 FS Dye SC AC 179862		
			1604114 FS Hall JWP FE 179851		
			1801217 FS Lowen ES FE 179867		
			(f) HONOURS AND AWARDS		
			The award of the DISTINGUISHED FLYING CROSS (Immediate) was made to:		
			J20246 FO EL Steele N		
			The award of the DISTINGUISHED FLYING CROSS (Non-Immediate) was made to:		
			143653 FO Bedford SE WO		
			J9608 FL FF Judah N		
			J21294 FL HA Hewitt P		
			017597 FL DG Hall FE		

JWH/wlc

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 419 Squadron

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	31st August 1944		(f) <u>HONOURS AND AWARDS - Cont'd</u>		
			R161467 P/O Phillips JA P		
			1868905 Sgt Norman J FE		
			R197168 Sgt Mann WF AG		
			R208596 Sgt Burton P AG		
			The award of the DISTINGUISHED FLYING MEDAL was made to the above mentioned.		
			(g) <u>CHANGES IN COMMAND</u>		
			Squadron Leader D.C. Hagerman, DFC (9656) assumed command of the Moose Squadron on the posting of Wing Commander W.F. Pleasance, DFC and Bar, (1395), who completed on operational tour. Wing Commander Pleasance was posted to R.C.A.F. Overseas Headquarters w.e.f. 21-8-44.		
			(h) <u>CHANGES IN ADMINISTRATION - NIL</u>		
			(i) <u>AIRCRAFT ON CHARGE (Type and Number)</u>		
			Lancaster X Aircraft - 23		
			(j) <u>OPERATIONAL AND NON-OPERATIONAL FLYING TIMES</u>		
			Lancaster Operational	1,498.55	
			Lancaster Non-Operational	231.51	
			(k) <u>NUMBER OF OPERATIONAL SORTIES</u>	- 259	

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44 w/e.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices			
MIDDLETON ST. GEORGE	31st August 1944		(1) MONTHLY AND CUMULATIVE TOTAL OF BOMBS DROPPED AND MINES LAID					
				Tons = 2240 lbs				
				H.E.	INCENDIARY			
			Bombs dropped from 1st Jan., 1944 to 31st July, 1944:	3103.15 tons	152.03 tons			
			Bombs dropped during August, 1944:	964.00 tons	207.00 tons			
			Cumulative Total from 1st Jan. 1944:	4067.15 tons	359.03 tons			
				1500 lb. Mines	1000 lb. Mines			
			Mines laid from 1st Jan. 1944 to 31st July, 1944:	261	75			
			(Numbers, not tons)	261	75			
			No mines laid in August, 1944.					
			(m) NUMBER OF COMBATS WITH ENEMY AIRCRAFT					
			There were two encounters with enemy aircraft during the month and the following are claimed -					
			Destroyed - Nil					
			Damaged - One (See Appendix B.53)					
			No damaged claimed - One (See appendix B.54)					
			(n) THE STRENGTH OF NO. 419 (R.C.A.F.) SQUADRON AS AT 31ST AUGUST 1944 WAS AS FOLLOWS:					
				R.C.A.F.	R.C.A.F.	R.A.F.	R.A.F.	W.A.A.F.
				OFFICERS	AIRMEN	OFFICERS	AIRMEN	AIRWOMEN
			AIRCRAFT:	121	115	9	35	-
			GROUND CREW:	2	277	-	2	7

done etc

OPERATIONS RECORD BOOK

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
Middleton St. George	31st August/44		<p>(o) <u>SHORT SUMMARY OF THE MONTH'S ACTIVITIES BY WING COMMANDER D.C. HAGERMAN, DFC.</u></p> <p>(a) Half way through the month we anticipated achieving over 300 sorties but, unfortunately, a long non-operational period on the 3rd week of the month made this impossible. However, the Squadron had set a new high in sorties with a total of <u>259</u> sorties, which is by far the best record for this Squadron so far.</p> <p>(b) The highlight of the month was, of course, the visit of His Majesty King George VI, Queen Elizabeth and Princess Elisabeth to the Squadron on 11th August, and the Investiture Ceremony, when eight gongs were presented to the Squadron personnel and particularly the presentation of the Moose Crest.</p> <p>(c) The plotting of pictures taken during the night of August 18th on the Falaise attack exonerated our Squadron aircraft from any blame in the bombing of our own troops in the Falaise area. These showed that all Squadron aircraft bombed the correct aiming point.</p> <p>(d) W/C W.P. Fleasance, DFC & Bar resigned Command of the Squadron on 21.8.44 and Command has now been taken over by W/C D.C. Hagerman, DFC.</p> <p>(e) On the night of August 27th the Squadron experienced their first crash on take-off when "K", W/O McDonald as Captain, lost an engine on take-off and a second engine two minutes later. However, he succeeded in making a particularly fine crash landing causing no injuries to the crew. The month was also notable for the Squadron's first fatal crash on return, when "B" returning from Russelheim on the night of August 25th from operations, crashed due to lack of petrol at Boscombe Down. Four of the crew were killed, including the Pilot, and one was seriously injured.</p> <p style="text-align: right; margin-top: 20px;"><i>D.C. Hagerman W/C.</i> (D.C. Hagerman, DFC) Wing Commander, Commanding 419 (R.C.A.F.) Squadron, No. 64 (R.C.A.F.) Base, Middleton St. George, Durham.</p>		

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W/C