

OPERATIONS RECORD BOOK

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

No. of pages used for Month 17

Place	Date	Time	Summary of Events	References to Appendices
Middleton St. George	1st Sept. 1944	Friday	<p>The Squadron was ordered to "stand-by" in the morning, this being later changed to a "stand-down".</p> <p>Weather conditions at Base were clear during the day, with high velocity winds.</p> <p>Wing Commander Ingeman completed a gliding test accompanied by the Station Commander, Group Captain K.T. Miles, to determine the most efficient rows and boost to be used at various heights with different loads. The results of this test flight were most satisfactory.</p> <p>One "Y" Cross-country flight was carried out during the morning, and one air-test was completed during the afternoon. At night four "Y" Cross-country flights were completed.</p> <p>The Signals Section tested the TR115/55 equipment for a Group W/T exercise. Five aircraft had been scheduled to participate in a Bullseye exercise, but this was cancelled.</p>	SECRET.
	2 September 1944	Saturday	<p>Squadron stand-down -- weather conditions were very unfavourable for flying.</p> <p>Ten aircraft were detailed to carry out a Bullseye exercise, but this was subsequently cancelled owing to the inclemency of the weather.</p>	
	3 September 1944	Sunday	<p>Squadron operational stand-down.</p> <p>Weather conditions were fairly good during the day, and a considerable amount of flying and ground training was accomplished during the day.</p> <p>The Signals Section partially carried out a Group W/T exercise, this having to be abandoned owing to the equipment becoming unserviceable.</p> <p>Ten cross-country flights were completed during the afternoon, four circuits and landings exercises were carried out, one air-to-air firing exercise and one air-to-air and fighter affiliation exercise, and three air tests were all completed during the day.</p>	
	4 September 1944	Monday	<p>Squadron stand-down. Weather conditions were entirely unfavourable for flying.</p> <p>No flying training could be carried out during the day.</p> <p>A considerable amount of ground training was completed by the various sections, under the supervision of the Section Leaders concerned.</p>	

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	5 September 1944	Tuesday	<p>Squadron operational stand-down.</p> <p>The weather improved somewhat during the day, and some flying was able to be completed.</p> <p>The following are the details of the flying training completed: three circuits-and-landings exercises; four air-to-air, combined with bombing practice and SBA practice flights, and three air tests, were all carried out.</p> <p>A considerable number of aircraft had been scheduled for a Bullseye exercise during the evening, but this was cancelled owing to the inclemency of the weather prevailing.</p>	SECRET.	
	6 September 1944	Wednesday	<p>Operations of the Squadron aircraft were detailed to carry out an attack on Emden during the hours of daylight. Some of the aircraft were late in taking-off owing to difficulties encountered in bombing-up. Take-off was set at 16:00 in poor weather conditions. Weather over the target was, however, excellent, and it is anticipated that the results of the bombing will be most satisfactory. The timing on the target was considered to be very good, and the aircraft bombed from a height of 16,500 feet. Heavy flak was experienced in the target area, but no fighters appeared to oppose the force. Two of the Squadron aircraft suffered slight flak damage in this attack. Excellent photographic results were obtained in this mission.</p> <p>During the morning, two air-test flights and one circuits-and-landings exercise were completed.</p>		A.2380 - A.2397
	7 September 1944	Thursday	<p>Squadron operational stand-down.</p> <p>Due to the very poor weather conditions prevailing at Base, no flying training could be carried out at all.</p> <p>Ground training was concentrated upon, and a great deal of this was carried out.</p> <p>During the afternoon, the Squadron was visited by G27788 W/O WJ Stevenson and RAF138G,35 Sgt Barclay, RF. These two aircrew members had been reported missing by the Squadron from the Villeneuve St. George attack of 4th July, 1944, and had successfully evaded capture until released by the American Army forces of invasion.</p> <p>Due to the cold inclement weather, activities on the Squadron Woodpile were again commenced, each crew taking turns to saw a cord of firewood per day. With the results of this labour,</p>		

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Middleton St. George	7 September 1944	Thursday (Cont'd)	the Squadron offices were heated to practically a 'livable' temperature.		
	8 September 1944	Friday	Operational Stand-down. A Bullseye exercise had been scheduled for the night, but this was subsequently cancelled owing to the inclement weather. A great deal of flying training was carried out during the day, the following being the particulars of this: 3 Bombing Practice exercises; 2 Fighter-affiliation exercises combined with air-to-air firing and Bombing Practice; one combined air-to-air firing and bombing practice exercise; 1 air-to-air firing exercise; 2 circuits and landings exercises (1 being a dual exercise); 4 combined cross-country, "Y", and bombing practice exercises; 2 combined cross-country and "Y" exercises, and 1 combined "Y" and bombing practice exercise. During the course of the day, the Squadron was visited by P/O J.A. Phillis (Pilot), missing from the Unit on the 25th July, 1944, and P/O W.G. Watson (Navigator), missing from the Unit on the 4th July, 1944. These two officers had been in hiding in France and had been liberated by the United Nations forces.		
	9th September 1944	Saturday	Operational stand-down. The weather conditions prevailing at Base were favourable for flying during the day, and a considerable amount of flying training was completed. The particulars are as follows: 2 cross-country flights; one local flight; 6 combined Fighter-affiliation, air-to-air firing and bombing practice flights; 1 "Y" cross-country flight; 2 air-to-air firing practice flights; 1 combined fighter-affiliation, air-to-air firing exercise, and air test; 1 combined local flight, fighter-affiliation and air-to-air firing exercises.		
	10th September 1944	Sunday	Twenty of the Squadron aircraft were detailed to carry out an attack on Le Havre, this being a daylight attack in co-operation with the Army forces in the area. The particular targets allotted to the Squadron were two gun emplacements which were attacked at 1615 hrs and 1630 hrs respectively. The weather on take-off and return was very good, but 3/10 to 5/10 cloud was encountered over the target, this necessitating orbiting in		A.2398 to 2323 Av 2417

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	10 Sept. 1944	Sunday (Cont'd)	<p>the ease of some of the aircraft. Bombing was carried out from a height of 10,500 ft.</p> <p>No enemy fighter activity was encountered, and the flak defences were feeble and erratic.</p> <p>One Squadron aircraft did not bomb owing to a faulty bombight. The timing on the target was considered to be particularly good. Indications have since been received from the Army that the results of this attack were excellent.</p>		
	11th Sept 1944	Monday	<p>Nineteen aircraft were required from the Squadron for a night mission, this requirement being cancelled at 1630 hours.</p> <p>A few training flights were carried out during the day, the particulars being as follows: During the morning, 3 local flights; and during the afternoon one combined cross-country and bombing practice flight was carried out.</p> <p>Another ex-419 Pilot visited the Squadron during the day, this being J28155 F/O IMA Frame (Pilot) who had been missing from the Unit from the Villeneuve St. George raid on 4th July, 1944. F/O Frame had landed by parachute from his aircraft over France, and had evaded capture by the Germans, and was eventually liberated by the United Nations forces.</p>		
	12th Sept 1944	Tuesday	<p>Nineteen aircraft of the Squadron were detailed to carry out an attack on Dortmund.</p> <p>The time allowed for bombing-up of these aircraft was not sufficient, and several aircraft were able to get away just prior to the last possible time of take-off. One aircraft did not get bombed-up in time, and was consequently cancelled from the mission.</p> <p>The time on target was 18.30 hours, and the last aircraft took off at 16.00 hours, which meant that the aircraft must proceed practically directly to the target, cutting all corners to make it in time. The route was changed three times during briefing, which presented somewhat of a difficulty to the Squadron Navigators. Weather at take-off was fine, and remained fine for the return of the aircraft to Base. Bombing heights ranged from 16,000 to 19,000 feet, and the bomb-load was 20 x 500 lb. bombs. No fighter opposition was evident but heavy flak defences were encountered in the target area. Aircraft "Q" was damaged by flak, and returned to Base on three engines. The results of this mission appeared to be particularly satisfactory.</p>		A.2418 to A.2435
	13th Sept 1944	Wednesday	Operational stand-down.		

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Middleton St. George	13th Sept 1944	Wednesday (Cont)	<p>A Bullseye exercise involving six aircraft was scheduled for the evening, but this had to be cancelled owing to the developing of a breeze from the sea which completely obliterated the airfield with smoke and fog.</p> <p>Some local flying was carried out during the day, the particulars being as follows:</p> <p>1 combined air test and bombing-practice flight, two circuits and landings flights, and 1 air-test.</p> <p>A considerable amount of ground training was carried out by the various Sections, under the supervision of the respective Section Leaders.</p>	
	14th Sept 1944	Thursday	<p>Fifteen aircraft took off from Base at 15.30 hours to carry out an attack on Wilhelmshaven. About an hour after "set course" time, all aircraft were recalled from this mission, due to the fighter escort being grounded by unfavourable weather conditions. On return, the aircraft were diverted to RCAF Station Linton-on-Ouse owing to the fog and smoke which rendered the Base airfield unserviceable. The aircraft jettisoned the "cookies" in the North Sea prior to landing at the diversion Base.</p>	A: 2436 to A: 2450
	15th Sept 1944	Friday	<p>Fifteen of the Squadron aircraft were detailed to carry out an attack on Kiel. Those aircraft which had been diverted to Linton on Ouse were serviced, and the crews briefed at that Station, but, unfortunately, one aircraft failed to take-off from Linton-on-Ouse.</p> <p>Weather conditions over the target were clear. Bombing was carried out from a height of from 18,000 to 21,000 feet. Concentrations of bombing were considered to be not too good, due, possibly, to misuse of the Radar equipment. Nevertheless, the results seemed to be good, and many fires were started. Very slight enemy fighter activity was seen, and heavy flak defences were encountered. All of the Squadron aircraft returned to Base without sustaining damage during this mission.</p> <p>A Diversionary Bullseye exercise was carried out during the night, five of the Squadron aircraft participating in this. Concentrations generally were late, primarily due to an incorrect meteorological prediction.</p>	A: 2451 to A: 2464
	16th Sept 1944	Saturday	<p>Operational stand-down.</p> <p>Three of the Squadron aircraft participated in a Sea Search, a dingy which was seen to be being</p>	

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References to Appendices

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	16th Sept/44		circled by other aircraft being observed on the return journey. The Squadron aircraft assisted in marking the position of the dinghy by dropping smoke floats. The mission rescue of eight airmen was eventually effected.		
	Saturday (Cont'd)		Some local flying was completed during the day; the particulars being as follows: 1 local flight, one combined height test and air test; and one air-to-air firing detail. The transfer of all Squadron groundcrew personnel to the strength of No. 6, (RCAF) Base was completed during the day, the Squadron Adjutant being the only remaining groundcrew member on the strength.		
	17th Sept 1944		Eighteen of the Squadron aircraft took off at Dawn to attack enemy troop positions at Boulogne. Bombing heights ranged from 8,000 to 10,000 feet. One aircraft did not bomb owing to the Master Bomber calling for "Cease Bombing" when this aircraft was doing an orbit. Weather conditions were ideal for this mission, and the bombing was concentrated but appeared to be slightly to starboard of the aiming point. No fighter opposition was encountered and the flak defences were considered to be particularly weak. All of the Squadron aircraft returned safely to Base.		A. 2465 to A. 2482
	Sunday		Five of the Squadron aircraft participated in a Combined Command diversionary Bulseye exercise during the evening. The crews involved reported a quiet and uneventful trip.		
	18th Sept 1944		Fifteen of the Squadron crews were briefed at 09.15 hours, but during the briefing the operation was postponed. Briefing was again carried out at 13.00 hours, the aircraft taking-off at 15.15 hours to attack coastal guns and flak positions at Walcheren, Holland, near Donburg. Weather conditions at take-off were fair. Bombing heights were set for 10,000 to 10,500 feet. Met winds were very inaccurate making timing very difficult. Cloud over the target resulted in the abandoning of the mission. On return to Base the weather degenerated very rapidly with fog and smoke blowing in from the East, consequently only one aircraft could be landed at Base, although several others attempted landings. The remainder of the aircraft were diverted. Two aircraft, "O" and "Q" overshot the runways at their diversion bases and were rendered Category aircraft due to the resultant damage.		A. 2483 to A. 2497
	Monday				

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	18th Sept 1944	Monday (Cont'd)	Some A small amount of flying was carried out during the day, the following being the particulars: 1 combined air-to-air firing exercise and fighter affiliation exercise; 1 "Y" cross-country flight; and one air-test.		
	19th Sept 1944	Tuesday	Fifteen of the Squadron aircraft were required for a further attack on Donburg. Nine aircraft were bombed up and despatched from the diversion base, RCAF Leeming, and one aircraft was a non-starter from that Base. Five further aircraft were despatched from this Base. All of the aircraft were subsequently recalled to Base from this mission, after having been airborne for one hour. Aircraft "W" crashed on landing and was rendered Category "B", but none of the aircrew were injured. This aircraft had not been engaged on the operational mission, but was flying from the diversion base at RCAF Leeming to Base. Two other miscellaneous flights were made during the day, aircraft "R" returning from diversion base Leeming to Base, and aircraft "H" returning from diversion base Leeming and landing at RCAF Croft. No flying training was carried out during the day owing to the aircraft being away, and the operational requirements.		A.2496 to A.2511
	20th Sept 1944	Wednesday	Weather conditions in the vicinity of Base was not particularly favourable, but thirteen aircraft were detailed to carry out a daylight attack on the enemy troop concentrations at Calais. The original time of take-off was set at 15.30 hours, which would have meant an extremely "rush job", but this was subsequently postponed until 15.30 hours. All aircraft took-off on schedule. Weather over the target was only fair, some aircraft bombed from a height of 10,000 feet, the later arrivals being instructed by the Master of Ceremonies to bomb from a height of 6,000 feet. New bombing tactics were tried on this operation, but these did not appear to be particularly satisfactory. All aircraft were diverted on return, the diversion bases being RAF Stations Westcott, Carnaby and Chalgrove, and RCAF Station Croft.		A.2512 to A.2524
	21st Sept 1944	Thursday	Squadron Operational stand-down. For the greater part of the day, the airfield was rendered unserviceable by fog and smoke but it eventually became possible to land the aircraft from the diversion bases during the evening when the wind changed slightly.		

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Middleton St. George	21st Sept 1944	Thursday (Cont'd)	No flying training could be undertaken owing to the inclement weather, but a considerable amount of ground training was carried out by the various Section Leaders.	
	22nd Sept 1944	Friday	Squadron operational stand-down. The airfield was again completely blanketed by fog and smoke all during the day, and no flying could be carried out. The Section Leaders again concentrated upon ground training during the day. During the afternoon four crews carried out "wet swim" exercises, and four more crews completed "dry swim" exercises. Renewed activity was evident in the vicinity of the Squadron "woodpile" as the colder weather necessitated the augmenting of the meagre supply of coal and coke dispensed about the premises.	
	23rd Sept 1944	Saturday	Squadron operational stand-down. Weather conditions were not particularly favourable, but a certain amount of flying training was carried out, the particulars being as follows: 4 circuits and landings flights; 3 air tests; 3 air-to-air firing combined with fighter-affiliation exercises; 1 "v" cross-country flight, and 1 combined bombing-practice and air test flight. A film on "Radar" was shown to all aircrew personnel in the Mess during the afternoon, followed by a lecture on this equipment. Air Bombers of the Squadron received a lecture during the morning on the features of the new Bombing Panel now being fitted to Lancaster Ten aircraft. A considerable amount of ground training was carried out during the day, this, as usual, being under the supervision of the various Section Commanders. The Squadron was warned to have sixteen aircraft prepared for an early morning operation, but cancellation of this requirement came through at 19.00 hours.	
	24th Sept 1944	Sunday	Squadron operational stand-down. Six aircraft were ordered to stand-by for a Bullseye exercise, and later the Squadron was warned to have sixteen aircraft prepared for an early morning take-off on the 25th. This was later altered to a requirement of twenty aircraft for the operation, which necessi-	

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MIDDLETON ST. GEORGE	24th Sept 1944	Sunday (Cont'd)	<p>ated the cancellation of the Bullseye exercise insofar as the Squadron was concerned.</p> <p>Weather conditions during the day was particularly inclement, with the consequence that no flying training could be undertaken.</p>		
	25th Sept 1944	Monday	<p>Twenty of the Squadron aircraft took-off at 09:15 hours to carry out an attack on gun emplacements to the south of the town of Calais. One of the Squadron aircraft did not bomb, owing to the bombight becoming unserviceable. A new bombing technique was experimented with during this attack. On previous tactical targets it had been found that smoke tended to obscure the T.I. markers, so on this occasion the T.I.'s were dropped short of the aiming point and bombs were dropped on an overshoot on a set time interval. The marking on this occasion was not particularly satisfactory, and as all of the aircraft did not adhere to the correct heading given, the attack was somewhat scattered as a result. The weather conditions prevailing over the target were good for this attack, and bombing was carried out from a height of 10,000 feet.</p>		A.2525 to A.2544
	26th Sept 1944	Tuesday	<p>Fifteen of the Squadron aircraft took-off at 08:30 hours to again attack the gun emplacements to the south of Calais. Bombing heights on this attack were from 6,500 feet to 7,500 feet. The new bombing technique of "undershot-T.I.'s" was again tried out, with somewhat more satisfactory results than those of the previous day. All of the Squadron aircraft successfully bombed the target and returned safely to Base. Weather conditions over the target were again satisfactory for this operation.</p> <p>Three of the Squadron aircraft were detailed to carry out a Bullseye exercise at night, but this was cancelled owing to a warning being received for a "maximum effort" from the Squadron for an early-morning attack on the 27th.</p> <p>A small amount of flying was carried out during the day, the particulars being: 1 combined "Y" cross-country, bombing practice, and R2S flight; 1 combined cross-country and bombing practice flight, and 2 local flights.</p> <p>Air gunners of the Squadron not employed on operational or flying training proceeded to the Sutton Bank range and carried out firing and turret manipulation exercises.</p>		A.2545 to A.2559

Place	Date	Time	Summary of Events	References to Appendices
MIDDLETON ST. GEORGE	27th Sept 1944	Wednesday	<p>Every serviceable aircraft which the Squadron could muster participated in an attack on oil installations on Botrop, in the Ruhr Valley. Twenty-two aircraft took-off at 06:30 hours to carry out this mission. Weather conditions were good for take-off, but over the target area the weather had deteriorated badly. The Master Bomber's instructions were somewhat vague, and, as a result of this, bombing was scattered by D.R. over the Ruhr, with Duisberg, the alternative target, receiving the major portion of the bombs. No fighter opposition was encountered in this area, but flak was particularly heavy and intense. Four of the Squadron aircraft were damaged in varying degrees by flak. One of these had to land at the emergency landing-field at Woodbridge, one engine only being fully serviceable at the time of landing, and one non-serviceable. The Pilot, P/L S.A. Anderson (J25399), deserves a great deal of credit for his outstanding airmanship, as two of the aircraft's engines were damaged over the target area, and the third lost power just over the Dutch coast on the return journey.</p> <p>As all available aircraft participated in this attack, no flying training was carried out during the day.</p>	A.2560 to A.2581
	28th Sept 1944	Thursday	<p>Twenty of the Squadron aircraft were detailed to carry out an attack on the gun emplacements at Cap Gris Nez. The Squadron's effort was divided between two aiming-points; eight attacking the first one, and the remaining twelve bombing another aiming-point fifteen minutes later. Bombing was carried out from a height of from 8,000 to 10,000 feet. The first attack was completely abortive due to low, thick cloud which completely obscured the target, and PFF markings were not visible. The second attack was highly successful, there being a break in the cloud at the time of bombing. No opposition from flak or enemy fighters was encountered in this attack.</p> <p>One air-test was carried out during the morning, and one during the afternoon, these flights being the only non-operational flying carried out by the Squadron during the day.</p>	A.2582 to A.2601
	29th Sept 1944	Friday	<p>Nine highly experienced crews were required for an early-morning operational requirement, this subsequently resolving itself into a stand-by, and was eventually cancelled at 17:00 hours.</p>	

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Middleton St. George	29th Sept 1944	(Cont'd)	<p>Weather conditions prevailing at Base was particularly inclement, with the result that no flying training of any kind could be carried out during the day.</p> <p>A great deal of ground training was therefore completed during the day, under the supervision, as usual, of the various Section Commanders.</p> <p>Three "wet swims" were carried out during the afternoon, and three "dry swims" were also completed.</p>		
	30th Sept 1944	Saturday	<p>Squadron stand down.</p> <p>A considerable amount of flying training was carried out during the day, and particulars being as follows: 3 combined H2S and cross-country flights; 2 fighter affiliation exercises; 3 combined fighter affiliation, air-to-air firing, and bombing practice flights; and 1 miscellaneous flight (ferry). The weather, which had been fair during the day, deteriorated during the late afternoon, and no night flying could be carried out.</p>		
	30th Sept 1944		<p>(a) CASUALTIES - Nil</p> <p>(b) POSTINGS IN</p>		
			J29220 FO RA McVicar P Posted from 61 Base (1659 CU) w.e.f. 7.9.44		
			J3697 FO VA Sorrenti N		
			R191341 Sgt Morgan WGE AB		
			R188962 Sgt Maloney JJ WO		
			R145525 Sgt Feldman J FE		
			R136127 Sgt Conley RC DE		
			R205672 Sgt McLeod WR RG		
			J10572 FL Swarts EW P Posted from 61 Base (1659 G.U.) w.e.f. 18.9.44		
			J28872 FO Gildner EN N		
			R171278 Sgt Smith CH AB		
			R76475 FS Auldier JM WO		
			R880903 Sgt Smith TE FE		
			J85376 FO Chaput JYA DE		

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Middleton St. George	30th Sept 1944		(b) POSTINGS IN - (Cont'd)		
			J9173 FL Cave HM P Posted from 61 Base (1659 G.U.) w.o.f. 18.9.44		
			J36821 FO Seale ME N		
			J36605 FO Ramsperber JJ AB		
			R121671 WO Jones E WO		
			1825811 Sgt Smith WV FE		
			R256056 Sgt Horychka N UC		
			R261870 Sgt Stevenson D RC		
			J15819 FL Bishop AA P Posted from 61 Base (1664 G.U.) w.o.f. 25.9.44		
			J85961 FO MacNeil DT N		
			J8432 FL Best S AB		
			J17728 FO Coles NJ WO		
			2206472 Sgt Tootell HM FE		
			J861593 FO Nash JAM UC		
			J85694 FO Campbell MJ RC		
			J27527 FO Begg GHK P Posted from 61 Base (1664 G.U.) w.o.f. 27.9.44		
			J38787 FO McDavid DS N		
			J38255 FO Le Sergeant MW AB		
			R122792 WO Brown GP WO		
			1592445 Sgt Jackson EA FE		
			R201405 Sgt Angus AP UC		
			R189306 Sgt Schindell WK RC		
			J29884 FO Blaney IA P Posted from 61 Base (1664 G.U.) w.o.f. 28.9.44		
			R81884 Sgt Hanna D N		
			J19929 FO Owen FH AB		

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			R140624 Sgt Kindret A WO		
			3024436 Sgt Instone TS FE		
			R215821 Sgt Altham R UC		
			R211088 Sgt Lemctot DH RC		
			R187735 Sgt Aden HF P Posted from 61 Base (1164 G.U.) w.o.f. 28.9.44		
			R160481 Sgt Wainly LP N		
			R186617 Sgt Tarnwell RC AB		
			R130571 WO1 Dennis FS WO		
			1622341 Sgt Eratt HE FE		
			R253830 Sgt Rhind JD UC		
			R192635 Sgt Rogers RC RC		
	30th Sept 1944		(c) POSTINGS OUT		
			J25024 FO JR Ferris N Posted to A.C.A.C. w.o.f. 5.9.44 (For assessment)		
			J24552 FO RD Johnston N		
			J68217 FO EW Foster AB		
			J68176 FO AM Scott AB		
			J67960 FO PA Piotrowsky AC		
			R213469 FS Curry DG AC Posted to 425 Sqn. w.o.f. 7.9.44 (Op. duties)		
			R190732 FS Ringette LG AC		
			GAN.7674 FS Keeler W AC Posted to A.C.A.C. w.o.f. 8.9.44 (For assessment)		
			J9508 FO FT Judah N Posted to 62 Base w.o.f. 16.9.44 (Sim. Nav. duties)		
			APL		

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Middleton St. George	30th Sept 1944		<u>(c) POSTINGS OUT - Cont'd</u>			
			J9524	FO JCC Foley	N	Posted to 63 Base w.e.f. 20.9.44 (For H2S Instr. duties)
			J27379	FO AW Winch	WO	Posted to 1659 C.U. w.e.f. 23.9.44 (For Fishpond Instr. duties)
			J28709	FO LG Sparling	P	Posted to 405 Sqdn. w.e.f. 27.9.44 (Op. duties)
			J36317	FO J Allan	N	
			J35536	FO LW Splatt	AB	
			R194740	Sgt Scott NLF	WO	
			R166920	Sgt Quinn RA	FE	
			R214565	Sgt Brown IM	MU	
			R208433	Sgt Veri DA	RC	
			G18516	FO GRH Peck, DFC	P	Posted to 22 O.T.U. w.e.f. 28.9.44 (Instr. duties)
			J85836	FO LE LaFond	AG	Posted to 1664 C.U. w.e.f. 29.9.44 (Instr. duties)
			183866	FO JW Byre	AG	
			<u>(d) PROMOTIONS</u>			
			J9508	FO FT Judah	N	Promoted to the rank of Temp. FL w.e.f. 26.9.44
			J37814	FO NY Hoas	AB	Promoted to the rank of Temp. FO w.e.f. 29.9.44
			J40375	FO H R Eager	N	Promoted to the rank of Temp. FO w.e.f. 14.7.44
			J88318	FO Weston AC	P	Appointed to the rank of AFO w.e.f. 31.8.44
			J16091	FO Morris JM	N	Promoted to rank of TPL w.e.f. 24.8.44
			J19877	FO Swinson G	AB	Promoted to rank of TPO w.e.f. 1.8.44
			J28501	FO Thompson EC	N	Appointed to rank of AFL w.e.f. 4.9.44
			J27651	FO Robey AC	P	Appointed to rank of AFL w.e.f. 1.9.44
			J25399	FO Anderson JA	P	

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Middleton St. George	30th Sept 1944		<p>(a) COMMISSIONS</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Number</th> <th style="text-align: left;">Rank</th> <th style="text-align: left;">Name</th> <th style="text-align: left;">Trade</th> <th style="text-align: left;">Officer's No.</th> </tr> </thead> <tbody> <tr> <td>962758</td> <td>Sgt</td> <td>Smith S</td> <td>FR 28</td> <td>183864</td> </tr> <tr> <td>R96190</td> <td>WO2</td> <td>Weston AC</td> <td>P 2</td> <td>J88318</td> </tr> <tr> <td>R160198</td> <td>WO2</td> <td>Robson BT</td> <td>AB</td> <td>J88435</td> </tr> <tr> <td>R110975</td> <td>WO1</td> <td>Huybrecht MRC</td> <td>WO</td> <td>J88508</td> </tr> </tbody> </table> <p>(f) HONOURS AND AWARDS</p> <p style="text-align: center;">The award of the DISTINGUISHED FLYING CROSS (Non-immediate) was made to:</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>J85015</td> <td>PO</td> <td>HC Rydolfson</td> <td>P</td> </tr> <tr> <td>J13832</td> <td>PO</td> <td>CE Siddall</td> <td>H</td> </tr> <tr> <td>J20065</td> <td>FL</td> <td>HL Bee</td> <td>P</td> </tr> </tbody> </table> <p>(g) CHANGES IN COMMAND - NIL</p> <p>(h) CHANGES IN ADMINISTRATION</p> <p>J15712 A/S/L W.C. McGuffin assumed Command of "A" Flight w.e.f. 21.8.44 on the posting of S/L Hagerman to the Command of the Squadron.</p> <p>J8412 A/S/L W.F. McInnon assumed Command of "B" Flight w.e.f. 8.8.44 on the posting out of A/S/L J.G. Stewart (J10959) to 1659 C.U.</p> <p>(i) AIRCRAFT ON CHARGE (Type and Number)</p> <p>Lancaster X aircraft - 26</p> <p>(j) OPERATIONAL AND NON-OPERATIONAL FLYING TIMES</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Lancaster Operational</td> <td style="text-align: right;">- 982.59</td> </tr> <tr> <td>Lancaster Non-operational</td> <td style="text-align: right;">- 320.56</td> </tr> </tbody> </table> <p>(k) NUMBER OF OPERATIONAL SORTIES * 222</p>	Number	Rank	Name	Trade	Officer's No.	962758	Sgt	Smith S	FR 28	183864	R96190	WO2	Weston AC	P 2	J88318	R160198	WO2	Robson BT	AB	J88435	R110975	WO1	Huybrecht MRC	WO	J88508	J85015	PO	HC Rydolfson	P	J13832	PO	CE Siddall	H	J20065	FL	HL Bee	P	Lancaster Operational	- 982.59	Lancaster Non-operational	- 320.56		
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J.H.K. 5/6

Place	Date	Time	Summary of Events	SECRET.	References to Appendices			
Middleton St. George	30th Sept 1944		(1) MONTHLY AND CUMULATIVE TOTAL OF BOMBS DROPPED AND BOMBS SAID					
			Tons = 2240 lbs.					
			H.E.	INCENDIARY				
			Bombs dropped from 1st Jan., 1944 to 31st August, 1944:	4067.15 tons	359.05 tons			
			Bombs dropped during September, 1944:	876.67 tons	52.8 tons			
			Cumulative Total from 1st Jan. 1944:	4943.82 tons	411.83 tons			
			1500 lb. Mines		1000 lb. Mines			
			Mines laid from 1st Jan. 1944 to 31st August, 1944:	261	72			
			(Numbers, not tons)	261	72			
			No mines laid in September, 1944.					
			(a) NUMBER OF COMBATS WITH ENEMY AIRCRAFT					
			There were no combats with enemy aircraft during the month and no aircraft are claimed.					
			(a) THE STRENGTH OF NO. 419 (R.C.A.F.) SQUADRON AS AT 30TH SEPTEMBER 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	
			AIRCROW:	133	137	9	40	-
			GROUNDCREW:	2	2	-	-	-
			(c) SHORT SUMMARY OF THE MONTH'S ACTIVITIES BY WING COMMANDER D.G. HAGEMAN, DFC					
			(a) The number of operational sorties for the month was again disappointing, again primarily due to the long period of lay-off. Everyone on the Squadron strength were very much disappointed that we were not given a larger share in the smashing up of the German points of resistance.					
			(b) Since the taking of Paris, we have been notified of the safe arrival in this country of no fewer than twenty-one of our lads who have previously been reported missing. Several of these boys have visited us and many happy reunions have taken place.					
			(c) The transfer of the groundcrew of the Squadron strength to Base took place on September					


D.H.G.

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OPERATIONS RECORD BOOK

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

No. of pages used for month 17

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	30th Sept 1944		(c) <u>SHORT SUMMARY OF THE MONTH'S ACTIVITIES BY WING COMMANDER D. C. HAGERMAN, DFC - Cont'd</u> 16th, much to the dis appointment of several of the lads who had been with the Squadron since its formation. However, it is anticipated that the new set-up will be more advantageous in several respects.		
			(d) Due to the high incidence of daylight operations, formation flying has been carried out wherever practicable and has proven a most interesting innovation. The crews generally get a big kick out of this type of exercise and are carrying out their practice with great keenness and a fair modicum of efficiency.		
			(e) During the month the Squadron had aircraft KB.799 allotted to it, this aircraft having been christened by Mrs. Ross, wife of Air Commodore A.D. Ross, who, as Group Captain, was Station Commander for approximately one and a half years. This aircraft was christened "The Moose" at a ceremony at Winnipeg on August 7th.		
			 Lt. (D.C. Hagerman, DFC) Wing Commander, Commanding 419 (R.C.A.F.) Squadron, No. 64 (R.C.A.F.) Base, Middleton St. George, Durham.		

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