

OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 1269 and War Manual Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

of (Unit or Formation) NO. 419 (RGAF) SQUADRON

No. of pages used for 2049 month 16

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	1st OCT. 1944	Sunday	Operational "stand-down". The weather at Base was very good and the flights made full use of these conditions to put through an extensive flying program. "A" Flight carried out 3 Radar Cross Countries and Radar Bombing. Six crews took part in Fighter Affiliation, Air to Air Firing, and Bombing exercises, and at night, four Radar Cross Countries were carried out. "B" Flight had 5 Air to Air Firing details going and 2 Air to Sea Firing details off Scarborough Head. 10 Details of Bombing, 3 H2S Bombing details and two crews country flashlight exercises were carried out. 4 Fighter affiliation details with Hurricanes were also put on. In the practice bombing details there was an average error of 160 at 20,000 feet.		
	2nd OCT. 1944	Monday	20 crews were detailed for operations, but these were eventually cancelled at 15.45 hours with a warning to stand by for an early morning effort. The weather was not particularly good during the day; that, combined with the operational requirements, did not allow for any flying training. 4 crews took part in a Flashlight exercise with very good results. A certain amount of ground training was carried out by the various sections.		
	3rd OCT. 1944	Tuesday	The Squadron's 20 crews standing by from the previous day's requirements continued to stand by all day but were not required. The weather at Base was fairly good and 2 Radar Cross Countries with Radar Bombing were carried out. Dinghy Drills were the order of the day, these being carried out by all crews while waiting for the word to go. P/L Rokeby, A.C. J27651 and his crew acted as P.F.F. Flare Party on a night Bullseye. He was detailed to drop the markers for a Flash bombing of the main force and succeeded in making an excellent job of it.		
	4th OCT. 1944	Wednesday	1st aircraft took off to attack the submarine pens at Bergen, Norway. Time off was set for 04.45. Weather over Base was not too good with low cloud and rain squalls. Tactics were to set course at low level and to continue at low level until approaching the target. Bombing seemed to be well concentrated and results seemed to be fairly good. One aircraft failed to start. Aircraft "V" K8745, P/O Duncan, D.R. J35635, was posted as missing from this operation but word was received the following day that he had crashed in the hills south of Berwick.		A.2602 - A.2620

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MINEHEWTON ST. GEORGE	4th OCT.	(CONT'D)	All of the crew of this aircraft were instantly killed in the crash. Crews that took part in this operation were exceedingly well pleased with the extent and efficiency of the fighter cover allotted.		
	5th OCT. 1944		Operational "Stand-Down". Weather during the day was fairly good and several crews practised GEE let-down and Homing procedure. A number crews took part in bombing and fighter affiliation exercises. The results of the bombing exercises were particularly good with an average error of 99 at 20,000.		
	6th OCT. 1944		At 11.30 word came through that the Squadron was required for a major effort. Take-off time was set for 15.30. 22 aircraft were offered. Due to the short time allowed for bombing up several of our aircraft were late in getting away, the last one taking off 20 minutes after set course time. Target was Dortmund, aircraft reached the target just after dusk. Flak over the target area was very heavy, several of the Squadron's aircraft suffering damage. On return, the aircraft were diverted to Bourne; unfortunately all were not successful in making this airfield and landed in the vicinity. Bombing height was from 19,000 to 20,000, unfortunately the FFF was comparatively poor, and as other attacks were proceeding on Munster and Osnabruck, this caused some confusion with bad run-ups and in some cases, second orbits. There was one early return from this effort, Aircraft X returning with the port inner engine U/S. There were two particular items of interest in this attack, the fifth aircraft to take off 'U', Pilot J25474 P/O Griffiths, P.O., was flying the Squadron's 5,000th sortie. Aircraft 'W' piloted by J3476 P/L C.M. Black, had the honour of taking off the Squadron's 1,000th sortie in Canadian-built Lancasters.		A.2621 - A.2642
	7th OCT. 1944		No operations were ordered for the day and as all Squadron's serviceable aircraft were diverted, no flying training was undertaken. Weather over Base was not particularly good, but most of our diverted aircraft succeeded in returning during the afternoon. Notification was received that the Squadron would probably be required for a maximum early-morning effort.		

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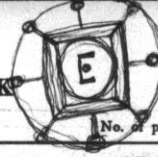
of (Unit or Formation) 419 (BOMF) SQUADRON

No. of pages used for this month 18

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	8TH OCT. 1944		<p>Twenty aircraft were detailed for operations, and after standing-by all day, were eventually scrubbed. Owing to this commitment very little flying training could be undertaken, but ground training was pushed to the utmost.</p> <p>The hat was passed for a contribution to Bomber Command French Fund, the sum of £10 85 07 being raised.</p> <p>The Seventh Victory Loan drive was started amongst the Squadron personnel, and a total of 9,500 dollars was subscribed towards the squadron's quota of 30,000 dollars.</p>		
	9TH OCT. 1944		<p>Fifteen aircraft were detailed to attack Beckum; aircraft were airborne in the late afternoon and were on the target shortly after dusk. Incendiary bombs only were carried in this attack. Heavy flak concentrations and heavy fighter opposition was encountered by the crews in this attack; bombing heights were from 18,000 to 20,000 feet; timing and concentrations were very good and bombing results appeared to be excellent. There was one encounter with enemy A/C. B.55</p> <p>One aircraft was missing from this operation. Aircraft "C" KB754, piloted by J87301 P/O A. I. Cohen on his fourteenth sortie.</p> <p>Due to the operational commitments this day very little flying training could be undertaken, but a considerable amount of ground training was done.</p>		A.2643 - A.2657
	10TH OCT. 1944		<p>Operational stand-down. Weather at station was extremely bad and no flying could be undertaken as visibility was practically zero, with sea-fog and smoke.</p> <p>Dry swims were practised by Navigators, the other sections undertaking training appropriate to their particular branches.</p>		
	11th OCT. 1944		<p>Operational stand-down. Weather during the day was most inclement; wind velocities were very high, approaching gale velocity, accompanied by rain squalls and low clouds. No flying could be undertaken but a fair amount of ground training was accomplished. Lectures on "M" Equipment were given to all crews.</p> <p>All aircrew were shown a V.D. film during the afternoon.</p> <p>One of the Squadron's aircraft was loading with a Lyndholme Dinghy Equipment. This was done particularly for the benefit of the new crews who had not seen this particular equipment storage.</p>		

Place	Date	Time	Summary of Events	References to Appendices
MIDDLETON ST. GEORGE	12TH OCT 1944		<p>During the course of the morning the Squadron was notified that they were not required for XXX operations during the next 24 hours. This was changed at noon for a requirement of 17 for a night bombing effort. This in turn was eventually scrubbed one hour before take-off.</p> <p>The weather at base had improved very considerably and a considerable number of air tests and practice bombings, CEE let-down, and other flying was undertaken.</p>	
	13TH OCT 1944		<p>Operational stand-down.</p> <p>Weather at base was fairly good. A considerable amount of air activity was in evidence; cross countries, radar cross countries, bombing, air to air firing, etc., were carried out during the day and at night.</p> <p>Operations were laid on for an early-morning effort.</p>	
	14TH OCT. 1944		<p>Eighteen aircraft took off in the very early morning to make a dawn attack on Duisburg. Height-band bombing was from 17,000 to 20,000 feet. The whole squadron was laid on for H-Hour on the target. High tactics were used, visibility over the target during the first part of the attack was poor but improved later. Concentration was very good and timing, as a whole, fair; there was no fighter opposition, but very heavy flak was encountered in the target area. One aircraft "G" NB111, failed to return from this operation; pilot was J.8882 P/O A.M. ROY, missing after his 20th sortie. NB152, piloted by J.8570, P/O R.G. MANSFIELD, was hit by flak and one of the gunners, R26954, SGT. NORELL, G.E. was wounded. P/O Mansfield landed at Woodbridge to allow the wounded gunner immediate medical attention, thereafter coming back to base. When the aircraft landed at base they were immediately refuelled and re-bombed as we were again required for a night effort on the same target.</p> <p>Take-off was set for 2000 hours but was postponed until 22.00 hours; take-off was after dark and the aircraft climbed to height over base. Weather and visibility over the target were not too good; bombing heights were from 19,000 to 20,500; there was a fair concentration of bombing, fires being visible on the return up to 100 miles. Two aircraft returned early from this effort, one the air-speed indicator being unserviceable and the other was unable to gain altitude. Moderate heavy flak was experienced in the target area and many fighter flares were seen; however, all of our aircraft returned safely. There were three encounters with enemy aircraft.</p>	<p>A. 2658 - A. 2675 (Day)</p> <p>A. 2676 - A. 2694 (Night)</p> <p>B. 56 (2 attacks) B. 57</p>

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of (Unit or Formation) 419 (BGAE) SQUADRON

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDELETON ST. GEORGE	15TH OCT. 1944		The Squadron was required to supply 5 aircraft to attack Wilhelmshaven. Take-off was originally set for 15.00 hours, but this was postponed during briefing to 17.00 hours. Bombing heights were from 17,000 to 19,000 feet; visibility over the target was not too good; flak was only moderate, and it was expected that fair results would be obtained. All aircraft were diverted to Thamesford RAF on return, as visibility at base was very poor. Very little other activity was undertaken on the Squadron as the crews that had been operating in the past 24 hours were badly in need of a rest.		A.2695 - A.2699
	16TH OCT. 1944		Eighteen aircraft were scheduled for operations. Shortly the requirements were received the effort was scrubbed. Five of the Squadron aircraft were detailed to carry out a Sea Search, unfortunately, without result. Visibility over sea was not too good, and at Base the weather was also not too good. A certain amount of flying was carried out during the day and ground training was pushed to the limit. A new type of training was introduced in the Engineer Section, this taking the form of a "Quiz Program". This was greatly enjoyed by the Engineers who derived much benefit from it. It is intended to continue with this type of training on non-flying days.		A.2700 - A.2704
	17TH OCT. 1944		Eighteen aircraft were detailed for operations, but this was scrubbed in the early afternoon. As the weather at Base was comparatively good Flying Training was immediately proceeded with; cross countries, air-to-air exercises, fighter affiliation and bombing exercises were carried out.		
	18TH OCT. 1944		Nineteen aircraft were required for operations; this was scrubbed very shortly after noon with warning for an early-morning effort. Ten of the Squadron's Airorew were guests of the "Twenty Club" of Darlington at a Dinner and Smoker at the Imperial Hotel, Darlington, the function being muchly enjoyed by those present.		
	19TH OCT. 1944		Twenty crews were awakened at 01.00 hours, were briefed, fed and the aircraft marshalled but a scrub came through at 05.00 hours, just before take-off. At 11.00 hours the bomb load was changed and the armourers had quite a panic getting the		A.2705 - A.2724

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MIDDELTON ST. GEORGE	19TH OCT. 1944	/Coast.	aircraft bombed up, and had to call on the assistance of the Station Emergency Bombing-up Crews. Aircraft eventually airborne after dark, and attacked Stuttgart.		x.
			Target conditions were bad and the marking very poor; result was thought that most crews over-shot by about ten miles. The opposition was weak, night fighters not being in any great evidence; the flight defences were comparatively slight. All the aircraft were diverted on return.		
	20TH OCT. 1944		Peace and quiet reigned in the neighbourhood as twenty of the Squadron's aircraft and crews were still diverted; they were unable to return to Base due to poor weather conditions. A small amount of training was carried on by the newer crews who had not been on previous operations.		
	21ST OCT. 1944		During the afternoon the Squadron's aircraft returned from the diversion base; one aircraft was unable to return XXXX due to a tank leak. There was very little activity around the Squadron until the returning Crews had been interrogated.		
	22ND OCT. 1944		Twenty-one crews were awakened at 06.30 hours, briefing and marshalling proceeding with; operation was scrubbed three-quarters of an hour before take-off. Weather over Base was fairly good during the day. A fair amount of flying training was undertaken and ground training pushed to the limit.		A.2725 - A.2744
	23RD OCT. 1944		Twenty crews were awakened in the early morning, but the operation was again cancelled before take-off time. The operation was again put on in the afternoon, twenty crews taking off in daylight, timed to be on the target after dark. This was a high attack. Target conditions were very poor and bombing was done on a "Shanganui" technique. From two reports it would appear that this was not a particularly effective attack. One aircraft failed to return from this mission, piloted by 115712 S/L W.G. McGuffin, "A" Flight Commander, on his fourteenth sortie of his second tour. There were two encounters with enemy aircraft. Target		A.2725 - A.2744 B.58 and B.59.
	24TH OCT. 1944		Operations were up for twenty aircraft, take-off at 17.30 hours. This effort was scrubbed at 17.00 hours and a warning was received to stand by for a maximum early-morning effort.		

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of (Unit or Formation) No. 419 (BCAF) Squadron

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	24th Oct., 1944	/Cont'd	A party of fourteen screened aircrew paid a liaison visit to Newcastle and had a most enjoyable trip from Newcastle to North Shields on one of His Majesty's launches, thereafter having lunch in the Naval Canteen prior to proceeding on a visit to a factory in Newcastle in the afternoon; the factory visit proved most enjoyable, one of the managers of the firm, Armstrong-Whitworth's, personally conducting the tour; the boys saw the building of Naval Gun Turrets and Naval Guns, including 4", 4.5" and 6" twins; they were also taken through the Anti-Aircraft Pom-Pom shop; the most interesting part of the visit was the shop where Anti-Aircraft shell fuses were made; the whole process from raw materials to the finished product was followed, great interest being evinced by the boys and the hundreds of girl operators; all in all a most enjoyable visit from everyone's point of view.		
	25th Oct., 1944		Twenty-two aircraft took off in daylight to attack Essen; timing and track-keeping were very good, clouds in the target area were broken and the bomb-aimers were able to identify their bombing point with very good results. All aircraft returned to Base, some suffering damage from heavy flak which was concentrated in the target area.		A.2745 - A.2766
	26th Oct., 1944		Fifteen aircraft were detailed for operations with take-off set at 13,00 hours; this effort was scrubbed at 1000 hours. This early scrub enabled a fair amount of flying training to be undertaken, cross countries being undertaken by new crews to bring them to an operational standpoint.		
	27th Oct., 1944		Sixteen crews were required for a 2100 hour take-off but the effort was scrubbed at 1700 hours. In view of the impending operation, very little flying training could be undertaken, but as the weather was fair and visibility good, those aircraft not actually required for the operation were used for cross-countries, air-to-air firing and bombing.		
	28th Oct., 1944		At 1000 hours the Squadron was requested to have eighteen crews airborne at 1130 hours for an attack on Cologne; luckily the aircraft were bombed up and gassed up from the previous day's scrub. As it was a practical impossibility to completely brief all the crews, the Pilots, Navigators and Bomb Aimers were briefed separately, the WOP/AC's had a special briefing, while the Engineers and Gunners proceeded directly to their aircraft to prepare them for take-off. A one-hour-and-ten-minute postponement came through		A.2767 - A.2784

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
MIDDLETON ST. GEORGE	28th Oct., 1944	/Cont'd	<p>which allowed the aircrew to have sandwiches and coffee at their aircraft prior to take-off. All aircraft were airborne in good time, which constituted an exceptionally fine effort on the part of the groundcrew.</p> <p>"W" burst a tire on take-off, but managed to become airborne, proceeded to the target and landed at Woodbridge on return.</p> <p>Timing and track-keeping was again good; broken clouds partly obscured the target, but bombing appeared to be concentrated. One aircraft was missing from this operation, "L", KB712, the Squadron's second oldest aircraft, it having completed 52 sorties, piloted by J26969 P/O A.N. Nelligan on his 5th sortie. All aircraft with the exception of "W" and "D" returned to Base, landing at North Hampstead.</p>		
	29th Oct., 1944		<p>Operational "stand-down". The weather was not too good at Base but visibility was fair and a fair amount of flying training was undertaken. This eventually had to be curtailed on a warning being received for a full-scale early-morning effort. Ground training was pushed to the limit.</p>		
	30th Oct., 1944		<p>Twenty crews were warned for a 06.30 take-off which changed to an 0830 effort. As the aircraft were marshalling the effort was scrubbed.</p> <p>Visibility at this time was so poor that most of the crews could not see the scrub flares being fired from the control tower.</p> <p>At 11.00 hours warning was again received for a 16.30 hours take-off, target Cologne. But as a very heavy bomb load was carried it was anticipated that there would have to be a diversion from lack of petrol. Take-off was at 17.00 hours and all aircraft got away in good time. The target was obscured by 10/10ths cloud and bombing was on sky markings; the markings were well concentrated and if well placed the bombing results should be good; timing was only fair, the Ruhr chain used for GEE Homing was not good, at one time fading out completely. Bombing heights were from 18,000 to 21,000 with 20% bombing from 21,000 to 21,500. All aircraft were diverted on return, but one did not receive the diversion and landed back at Base.</p>		A.2785 - A.2804

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	31st Oct., 1944		The Squadron was not required for operations to-day, and as the diverted aircrew did not return from their diversion bases until the afternoon, no flying training could be undertaken, as no serviceable aircraft remained at the Station. Weather at Base was cloudy with 10/10ths overcast and during the morning, very poor visibility.		
	31st Oct., 1944		(a) CASUALTIES		
			J35615 F/O GR Duncan P While returning from operations in daylight on		
			J38188 FO WG Layng N 4th October, 1944, Lancaster aircraft KB.745 crashed		
			J35101 FO A Gaddess AB near Langley Ford Near Hope Northumberland (Cheviot		
			R187513 Sgt Karstens WR WW 40613), killing all crew members. Time of crash		
			179851 FO JWF Hall FE unknown and A/C not discovered until 5th Oct., 1944.		
			R201675 Sgt Trott DA MU Target - Bergen.		
			R188974 Sgt Tlemey TD HG		
			J87301 FO AI Cohen P Reported missing 9/10th October, 1944.		
			J36941 FO GW Murphy N Lancaster K A/C KB754.		
			R178504 FS Goldfinch REE AB Target - BOCHUM.		
			R163365 Sgt Emerson HF WO		
			R137777 Sgt Campbell RA FE		
			R255038 FS O'Hara LP MU		
			R250547 FS McQueen JF HG		
			R269594 Sgt Norell GE MU On the morning of 14th October, 1944, Lancaster		
			A/C KB.752 "V" took off to attack DUISBURG.		
			Whilst on the bombing run, the W/U Gunner was		
			wounded by predicted flak and categorized as		
			slightly injured.		

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Place	Date	Time	Summary of Events		SECRET.	References to Appendices
MIDDLETON ST. GEORGE	31st Oct., 1944		(a) CASUALTIES - (Cont'd)			
			J85842	AFO AM Roy P	Reported missing morning of 14th October, 1944.	
			R165010	FS Sigal H N	Lancaster X A/C KB.800.	
			J35009	FO RJ Therreault AB	Target - DUISBURG.	
			R119788	WO1 Le Vasseur LG WO		
			1592117	Sgt Adams G FE		
			R60626	WO1 Bowen RH MU		
			R260154	FS Manwell RG RG		
			J15712	ASL WC McGuffin P	Reported missing 23rd October, 1944.	
			J28476	FO R Molloy N	Lancaster A/C KB.776.	
			J28887	FO J Patoranaki AB	Target - ESSEN.	
			R184229	FS Schlievert RC WO		
			18177408	Sgt Mallabone J FE		
			R184324	FS Neville RT MU		
			R177931	FS Neufeld E RG		
			J26969	FO AN Molligan P	Reported missing 28th October, 1944.	
			J38237	FO JR Fichtner N	Lancaster A/C KB.712.	
			J37887	FO JA Nafziger AB	Target - COLOGNE.	
			R186547	FS Herman RH WO		
			1035546	Sgt Hawkings WE FE		
			R137513	Sgt Smith ER MU		
			R263179	Sgt Greenhalgh EE RG		

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

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MIDDLETON ST. GEORGE	31st Oct. 1944		(b) POSTINGS IN		
			J26969 FO AH Helligan P Posted from 61 Base (1664 C.U.) w.s.f. 2.10.44.		
			J38237 FO Jr Fichtner N		
			J37687 FO JA Nafziger AB		
			R186547 Sgt Herman WE WO		
			1035546 Sgt Hawkings WE FE		
			R137513 Sgt Smith ER MU		
			R265179 Sgt Greenhalgh HE RG		
			J12477 FL AGR Warner P		
			J38784 FO AH McMillan N		
			R183128 Sgt MacLean JP AB		
			R155435 Sgt Smith GL WO		
			3050400 Sgt Darlington E FE		
			R223021 Sgt McColl JA MU		
			R202512 Sgt Abey KR RG		
			J188129 FO EW Martin P Posted from 61 Base (1664 C.U.) w.s.f. 7.10.44.		
			J38227 FO EW Hodgson N		
			J37891 FO JA MacDonald AB		
			R145466 Sgt English PP WO		
			1037806 Sgt Macafee J FE		
			R196981 Sgt Nisbet RA MU		
			R213975 Sgt McTaggart WJ RG		
			J23026 FO FG Dawson P Posted from 61 Base (1664 C.U.) w.s.f. 10.10.44.		
			J22571 FO AR Fisher N		
			J35100 FO OTH Chessun AB		

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
MIDDLETON ST. COMM	31st Oct., 1944		(b) POSTINGS IN - (Cont'd)		
			R88436 WO Sutherland A WO Posted from 61 Base (1664 G.U.) w.o.f. 10.10.44.		
			519760 Sgt Harriner J FE		
			R77165 WO Cooney EJ MU		
			J45917 WO RA Scott RG		
			J35632 FO WR Smalley P Posted from 61 Base (1664 G.U.) w.o.f. 16.10.44.		
			J39399 FO DW Spence N		
			J35900 FO JG Gibbs WO		
			R18044 Sgt Miller DR AB		
			1880013 Sgt Smith WJ FE		
			R146505 Sgt Shields KG MU		
			R259706 Sgt Nozsolillo LJ RG		
			J18117 FO WF Suter WO Posted from 61 Base w.o.f. 17.10.44 (2nd tour).		
			J27874 FO GO Tedford P Posted from 61 Base w.o.f. 16.10.44. (1664 G.U.).		
			J38781 FO Jq Eddy N		
			J37485 FO GEM Spencer AB		
			R155743 Sgt Thomson CS WO		
			2212840 Sgt Williams RJ FE		
			R210991 Sgt Rumball H MU		
			R104043 Sgt McKay AG RG		
			J10761 FL HWG Collard P Posted from 61 Base (1664 G.U.) w.o.f. 24.10.44.		
			J38770 FO A Osenenko N		
			R197838 Sgt McLean DT AB		
			R132458 Sgt Sutter CT WO		

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MIDDLETON ST. GEORGE	31st Oct., 1944		(b) POSTINGS IN - Cont'd		
			1825253 Sgt Bell AD FE Posted from 61 Base (1664 C.U.) w.e.f. 24.10.44.		
			R197133 Sgt Maurer CJ RG		
			R188530 Sgt Coville HL MU		
			J36790 FO HM Wightman P Posted from 61 Base (1664 C.U.) w.e.f. 27.10.44.		
			R157173 FS Brough RW N		
			R176017 Sgt Lamour DR AB		
			R154980 Sgt Elliott CA WO		
			3031200 Sgt Booth SD FE		
			J43088 FO GD Warren RG		
			(c) POSTINGS OUT		
			J86737 FO EA Inde AG Posted to ACAC Brackla wef 3.10.44 (Assessment non-op duty)		
			J86690 FO JF Tagg AG		
			174695 FO RP Ellis FE Posted to 1664 CU wef 6.10.44 (Instructor duties).		
			J27459 FO EG Whitney AB Posted to 1664 CU wef 9.10.44 (Radar instructor duties)		
			R208596 FS Burton P AG Posted to 64 Base wef 10.10.44 (for A/G testing duties)		
			J28673 FO JW Steels AB		
			J89192 FO LF Bailey WO		
			J24471 FO WJ Anderson P Posted to 64 Base wef 10.10.44 (for A/G testing duties)		
			AFL		
			R107450 FS Forrest G AG Posted to 428 Sqn. wef 11.10.44 (For op. duties)		
			R207129 Sgt Roche CM AG		

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MIDDLETON ST. GEORGE	31st Oct., 1944		(c) POSTINGS OUT - Cont'd		
			J27472 FO JE Taylor N Posted to 64 Base wef 12.10.44 (For special Nav. duties) with 419 Squadron.		
			O.886290 Capt. JH Hartshorn P Posted to 12th Replacement Control Depot w.e.f. 12.10.44 (on release to USAAF).		
			1891611 Sgt Roberts E.H. FE Posted to 64 Base wef 12.10.44 (For A/C testing duties)		
			H196635 FS Jones FR AG Posted to 428 Sqdn. wef 11.10.44 (For op. duties).		
			R206014 Sgt Branston E.J. AG Posted to 428 Squadron wef 18.10.44 (For op. duties)		
			J27274 FO FE McRorie AB Posted to RCAF "M" Depot wef 21.10.44 (for repatriation)		
			J25045 WO P AT Paton N		
			J21168 FO AJ Arnold AB Posted to 1659 CU wef 24.10.44 (For instr. duties)		
			J11130 FL EGF Bryan WO		
			J16091 FL JM Morrice N Posted to 427 Sqdn. wef 30.10.44 (For op. duties)		
			179867 FO ES Lowen FE Posted to 61 Base wef 30.10.44 (To report aircrew school Dalton for retraining)		
			2209944 Sgt Jones WT W		
			(d) PROMOTIONS		
			J85134 AFO JF Tees P Appointed to the rank of APL w.e.f. 1.9.44.		
			E17597 FO DG Hall FE Promoted to rank of TFL wef 5.10.43.		
			J28360 FO N Mangione AB Promoted to rank of TFO w.e.f. 9.1.44.		
			J85376 FO JGA Chaput AG Promoted to rank of TFO w.e.f. 15.2.44.		

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DUPLICATE RECORD BOOK

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of (Unit or Formation) No. 419 (RCAP) Squadron

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	31st Oct., 1944		(e) COMMISSIONS		
			Number Rank Name Trade Officer's No.		
			R128369 WO1 Johnson IW P J88990		
			R252178 FS Hill EC WO J89152		
			R77416 WO1 Bailey LP WO J89192		
			R121671 WO2 Jones E WO J89068		
			R200108 FS Devon JR AG J89301		
			R195237 FS Brown FR AG J89231		
			R172495 FS Gibson DR AG J89229		
			R129834 WO1 Keelan WG H J89302		
			R109584 FS Legault EJA AG J89356		
			R214012 FS Amable HC AG J89416		
			R166909 WO2 Lyall WD WO J89702		
			R197168 FS Mann WF AG J89718		
			R204991 FS Filmer EJ AG J89495		
			1682075 Sgt Eyre JW AC 183866		
			1807660 Sgt Edmonds LF FE 181690		
			1626222 Sgt Gunn JR FE 184470		
			1541584 Sgt Ellis JP FE 184756		
			1249334 FS Fenny R WO 183886		
			(f) HONOURS AND AWARDS		
			The award of the DISTINGUISHED FLYING CROSS (Immediate) was made to:		
			J15712 SL WC McGuffin P		
			J22419 FO AL Delaney AB		
			J24292 FO JH Calder P		
			J27274 FO ER McRorie AB		
			J27459 FO EG Whitney AB		
			J24471 FL W Anderson P		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	31st Oct., 1944		(f) HONOURS AND AWARDS - Cont'd		
			The award of the Distinguished Flying Cross (Non-immediate) was made to:		
			129451 FL DW Haseldine AB		
			J21355 FC HV Daly N		
			J22543 FC LD Swenerton AB		
			J68208 FC FW Prentice AB		
			The award of the DISTINGUISHED FLYING MEDAL (Immediate) was made to:		
			R205706 FS Vince EL AC		
			R205706 FS Vince EL AC		
			R205706 FS Vince EL AC		
			R205706 FS Vince EL AC		
			(g) CHANGES IN COMMAND - NIL		
			(h) CHANGES IN ADMINISTRATION - NIL		
			(i) AIRCRAFT ON CHARGE & (Type and Number)		
			Lancaster X aircraft - 22.		
			(j) OPERATIONAL AND NON-OPERATIONAL FLYING TIMES		
			Lancaster Operational - 1204.36 hours		
			Lancaster Non-Operational - 283.21 hours		
			(k) NUMBER OF OPERATIONAL SORTIES - 190.		
			S		

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OPERATIONS RECORD BOOK

2-0219

of (Unit or Formation) No. 419 (RCAF) Squadron

No. of pages used for Month 18

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	31st Oct., 1944		(1) MONTHLY AND CUMULATIVE TOTAL OF BOMBS DROPPED AND MINES LAIN		
			Ton = 2240 lbs.		
			H.E. INCENDIARY		
			Bombs dropped from 1st Jan., 1944 to 30th September, 1944: 494,582 tons 411.83 tons		
			Bombs dropped during October, 1944: 630.81 tons 328.50 tons		
			Cumulative Total from 1st Jan., 1944: 5574.63 tons 740.33 tons		
			1500 lb. Mines 1000 lb. Mines		
			Mines laid from 1st Jan., 1944 to 30th Sept., 1944: 261 75		
			(Numbers, not tons) 261 75		
			No mines laid in October, 1944.		
			(m) NUMBER OF COMBATS WITH ENEMY AIRCRAFT		
			There were eight ^{six} encounters with enemy aircraft during the month and the following are claimed:		
			Destroyed - Nil		
			Damaged - Nil		
			No Damage Claimed - Six. (See Appendices B.55; B.56 (both attacks); B.57; B.58; B.59)		
			(n) THE STRENGTH OF NO. 419 (R.C.A.F.) SQUADRON AS AT 31st OCTOBER, 1944 WAS AS FOLLOWS:		
			R.C.A.F. R.C.A.F. R.A.F. R.A.F. W.A.A.F.		
			<u>OFFICERS</u> <u>AIROBN</u> <u>OFFICERS</u> <u>AIROBN</u> <u>AIROBN</u>		
			AIRCREW: 137 123 10 39 -		
			GROUNDCREW: 1 - - - -		

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Place	Date	Time	Summary of Events	References to Appendices
MIDDLETON ST. GEORGE	31st Oct., 1944		<p>(o) <u>SHORT SUMMARY OF THE MONTH'S ACTIVITIES BY WING COMMANDER D.C. HAGERMAN, DFC.</u></p> <p>(a) The most outstanding feature of the month's work was the number of briefings and scrubs. These, in actual fact, were outnumbered by the briefings that were followed by operations and that, combined with the extra diversions during the month, put rather a serious cramp on the training programme of the Squadron.</p> <p>(b) The Victory Loan Campaign was a very successful effort, the Squadron's original quota of £30,000, being oversubscribed in the first three days of the campaign; then the increased allotment to £37,500, was again exceeded in two days. A further allotment of £2,000, was eventually exceeded with a total of better than £46,000.</p> <p>(c) The problem of what to do with screened personnel became rather acute towards the end of the month; at that time the Squadron being in possession of fifty at screened personnel on strength. This was creating a serious problem for accommodation. A number of liaison visits were arranged for the benefit of these personnel, many of them taking advantage of the visits arranged in conjunction with the Royal Navy. Most interesting day tours to Newcastle were arranged; the party being conducted down river in a naval launch, having lunch in the Naval premises and, in the afternoon, visiting a Naval Armament factory. Coastal trips by motor were also arranged as far as possible and the most interesting series of visits to the Normandy Beaches have also been taken by screened personnel.</p> <p>(d) During the month the Squadron had three operations to its credit in a period of 36 hours, these being a day and night trip to Duisburg and an attack on Wilhelmshaven.</p> <p>(e) One most unfortunate occurrence during the month was the loss of S/L W.G. McGuffin, who was posted as missing from operations against Essen on 23rd October, 1944. S/L McGuffin did his first tour with the Squadron and, on his return to start his second tour, became Flight Commander of "A" Flight.</p> <p style="text-align: right;"><i>D.C. Hagerman</i> (D.C. Hagerman) 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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