

OPERATIONS RECORD BOOK

S. 47-21-419
DASPage No. 837
month

R.A.F. Form 640

See instructions for use of this form in K.R. and A.C.I. para. 2345 and War Manual Pt. II., chapter XX., and notes in R.A.F. Pocket Book

of (Unit or Formation) No. 419 SQUADRON

131

No. of pages used for 16

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	1st Nov. 1944		At 10.30 hours the Squadron was warned to have 18 aircraft ready for a night attack on Oberhausen. Times were changed three times and eventually, after one aircraft had been loaned from 28 Squadron, 19 aircraft got away at approximately 16.30 hours. Winds in the target area were tricky, resulting in the majority of the aircraft bombing early. Bombing heights were spread from 18,000 to 21,000 ft, target was covered by 1030ths cloud, with the results that bombing was done by sky-marking. There were two encounters with Enemy Aircraft. There was an unusual complication - no report was received of aircraft "U", with the result that P/O R.L. Cox (J2643) and his crew were reported missing. The following day P/O Cox phoned from Manston to say that he was alright but that his aircraft was a complete write-off and his Navigator, W/P/AC and Rear Gunner were wounded and in hospital. During the day all aircrew attended an Intelligence Lecture.		E.1 A.2805 to A.2823 B.60 B.62
	2nd Nov. 1944		17 crews took part in an operation against Dusseldorf. Timing was only fair due to changing winds in the target area, bombing heights were from 18,000 to 21,000 feet, and as very little cloud was in evidence and a fair bombing concentration was achieved, the attack can be assessed as good. All aircraft returned to base. There was one encounter with Enemy Aircraft. The weather at base during the day was good and several air tests and cross-country were carried out by crews and aircraft not detailed for this operation.		E.2 A.2824 to A.2840 B.61
	3rd Nov. 1944		Operational stand-down. Weather at base was good, and visibility good, with the result that a fair amount of air training was carried through, this consisting principally of H2S cross-countries, air to air firing and bombing exercises.		
	4th Nov. 1944		17 of the Squadron's air-Gunners proceeded to Sutton Bank Range for firing practice. 16 crews were warned for a night operation, this requirement being raised to 18 crews and then again reduced to 16. Target was Bochum, and the attack was carried out from a height of 16,500 to 18,500 ft. Bombing times were good and as target conditions were excellent, the attack should have been very successful. All aircraft returned safely to base with the exception of "E", pilot P/O L.A. Blaney (J29884), whose aircraft was shot up by an enemy fighter and the rear gunner, R211088 P/S Lanctot D.H. was wounded. This aircraft landed at Woodbridge to allow the rear gunner to have medical attention immediately.		E.3 A.2841 to A.2856 B.66

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
Middleton St. George	4th Nov. 1944		143466 P/L A.W. Jennings, Squadron Gunnery Leader, attended a Group Gunnery Conference at Topcliffe Base.		
	5th Nov. 1944		Operational stand-down. Weather at Base was poor being heavily overcast, visibility however, was fair and a certain amount of local flying was carried out. Ground training was carried out by all sections, and as 16 crews were warned to be ready for a very morning operation, these were advise to retire early.		
	6th Nov. 1944		16 crews were wakened very early in anticipation of a pre-dawn take-off. This, however, was delayed until approximately 1100 hours. Target was Gelsenkirchen. Bombing heights were from 19,000 to 21,000 ft. Target conditions were not good, with cloud from 8/10ths to 10/10ths. The Master-Bomber ordered free-hand bombing with the result that many crews did not bomb the primary target. All aircraft returned safely to Base. It was not expected that the results of this attack will be good.		E.4 A.2857 to A.2872
	7th Nov. 1944		Operations were ordered, but these were scrubbed shortly after noon. Weather at Base was very poor, and as all serviceable aircraft were bombed up and were ordered to remain so, no flying took place. Ground training however was proceeded with.		
	8th Nov. 1944		Operational stand-down. Weather at this base was poor, and very little flying was undertaken. However, ground training was pushed to the maximum, the Navigators specializing in "cree" and H28 training. Six of our WOP/AG's received special training on the "Fishpond" trainers. 22 Gunnery proceeded to the Sutton Bank Range and the remainder took part in night vision training and skeet shooting.		
	9th Nov. 1944		Operational stand-down. Two crews took part in a bulls-eye exercise. The weather at base during the day was fair to good, with fair visibility, and air training was pushed as far as possible, several crews doing air-to-air firing, bombing and fighter affiliation. P/L Anderson (J25399) and crew proceeded to Woodbridge to collect aircraft "P" KB786, which had been left there for repairs from a previous operation. Two other night cross-countries were undertaken. The results of the bombing exercises gave an average error of 170 at 20,000 ft. In addition to flying training, a considerable amount of ground training was undertaken.		

OPERATIONS RECORD BOOK

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

No. of pages used for day ^{start} 16

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	10TH NOV. 1944		Operational stand-down. Weather at base was good, and a considerable amount of air training was undertaken. Several cross-countries, fighter affiliation and bombing exercises, and ground training made up balance of the day's activities.		
	11TH NOV. 1944		Operations were laid on for early morning, but luckily these were scrubbed before the crew were called. An operational stand-down was given for the balance of the day and the night. Weather at base was good with fair visibility, and a fair amount of air training was undertaken, this following the usual pattern. In addition to the usual ground training, 5 of the Squadron's WOP/AG's took part in a Group Exercise with good results.		
	12TH NOV. 1944		Operational stand-down. Weather and visibility were good, and a great amount of flying training was undertaken, all calibres of training being included in these exercises. During the morning, a parade of all Squadron personnel was called and after inspection by the Station Commander, we were complimented on the smart turnout.		
	13TH NOV. 1944		Operational stand-down. Weather and visibility during the day were good, but these conditions deteriorated subsequently later in the day with the result that a bullseye exercise which was scheduled for the evening, had to be scrubbed. All classes of flying training were carried out during the day, and the usual quota of ground training was undertaken. 20 H2S bombing runs were made during the day, these showing an average error of 1100 at 20,00 feet.		
	14TH NOV. 1944		Weather and visibility during the day were not good, which held flying training to a minimum, and a bullseye which was scheduled to take place in the evening had also to be scrubbed due to the inclement weather. Ground training was pushed with comparatively successful results.		
	15TH NOV. 1944		Operational stand-down. Weather conditions during the day were not good, there being a very low cloud base accompanied by a slight snowfall. No operations were called for, and a night bullseye was scrubbed due to the icing conditions. A small amount of flying training was undertaken during the day, but this had to be limited to the odd patch of clear weather. Two practice-bombing details were carried out, giving an error of 160 at 20,000. 4 details of fighter affiliation, 2 air-to-air firing, and 2 air-to-sea firing were the only flying details carried out.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	16TH NOV. 1944		<p>16 crews were warned for an 08.30 briefing with take-off set for 11.00 hours. Eventually take-off was postponed until 12.15. This was a daylight operation against Julich. Bombing heights were from 15,000 to 16,000 feet, and this was through 7/10ths cloud, the target only being visible in breaks through the clouds. Marking was only fair, and bombing results could be considered only semi-effective. All aircraft returned safely to Base. One aircraft "D", did not bomb, as the target XXXXXX markings were not visible.</p> <p>Air training was carried out by crews not detailed for this operation, and in addition, a fair amount of ground training was undertaken.</p> <p>A Quiz Contest between the Engineers and Pilots on the subject of Aircraft Handling was most instructive and enjoyable.</p>		E.5 A.2875 to A.2887
	17TH NOV. 1944		<p>The Squadron was warned for an early-morning effort at 00.05 hours. This was a warning for an 08.30 take-off for 15 aircraft, but the effort was scrubbed during briefing. This particular effort necessitated the Armourers starting to bomb up the aircraft at 01.00 hours, and carried through with this delicate operation during the hours of darkness.</p> <p>The weather during the day was duff, with the result that no flying training could be carried on, but a great deal of ground training was put through.</p>		
	18TH NOV. 1944		<p>15 crews took part in a daylight on Munster, bombing heights from 16,000 to 18,000 feet. Bombing was on sky markings only for there were 10/10ths cloud. Bombing times were very good but according to the GSE fixes obtained by the Navigators, bombing results could only be fair, as the concentration ## markers did not appear to be correctly placed. Concentration of aircraft over the target was particularly good in this attack.</p> <p>All aircraft returned safely to base but one was diverted to base ^{QUARTER HALL}, as the weather and visibility deteriorated very badly during the landing procedure.</p> <p>Air training and ground training were carried out by crews not detailed for this operation. Five WOP/AC's took part in a Group Exercise, and all normal ground training was also carried out.</p>		E.6 A.2888 to A.2902
	19TH NOV. 1944		<p>15 aircraft were required for an operation but this was scrubbed half an hour before take-off. The weather at base was terrible, although one diverted aircraft managed to get</p>		

OPERATIONS RECORD BOOK

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

No. of pages used for Month 16

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	19TH NOV. 1944	/CONTD.	in when the visibility improved momentarily.		
			No flying training was possible during the day, owing to the poor met. conditions, but ground training was pushed to the limit.		
	20TH NOV. 1944		19 aircraft were required for an operation. Take-off times were postponed 3 times, and eventually the operation was scrubbed during briefing.		
			Weather conditions at base were very poor with the result that no flying training could be carried out.		
			Ground training was carried through, the WOE/AG's concentrating on Fishpond, while the Pilots and Engineers were given a special lecture by P/L Hall, Squadron Engineer Leader.		
	21ST NOV. 1944		19 crews took part in an operation to attack Gastrop Bauxel Oil Refinery. Take-off was set for 14.45, and fair weather conditions prevailed. Target conditions were good, and the bombing was carried out from 17,000 to 19,000 feet. Enemy activity was pronounced, flak being fairly heavy, one of our aircraft suffering damage. Enemy fighter activity was fairly heavy, three of the Squadron's aircraft reporting encounters. The results of this attack should be quite good, all aircraft returning to base, although two had bomb hang-ups. The weather at base deteriorated badly.		E.7 A.2903 to A.2921 E.63-64-65
			As all squadron aircraft were required for this operation, no flying training could be undertaken. 22 of the Squadron's Gunners were sent to the range at Sutton Bank, but these had to be recalled when this operational order came through.		
	22ND NOV. 1944		20 aircraft were required for a night attack. This allocation was later cut to 16, and this allocation was finally cut to "nil".		
			Weather at base was fairly good, but as the final scrub did not come through until 17.00 hours, very little day flying could be undertaken; however, some aircraft were de-bombed in time to allow for night flying. The usual ground training details were carried through during the day.		
	23RD NOV. 1944		Operations were again ordered for 16 aircraft but this requirement was scrubbed early in the afternoon.		
			The weather at base was not good, but a small amount of local flying was undertaken.		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	CONTD.				
	23RD NOV. 1944		during the day, and as the weather improved in the evening, several cross-countries and night bombing exercises were carried out.		
	24TH NOV. 1944		Operational stand-down. The weather at base was none too good during the day, but a considerable number of flying details were carried out, and as the visibility improved towards evening, an extensive night flying program was carried through. During the course of one of these night flying details, Aircraft "I" KB-785, crashed at 18.23 hours near Bradbury Bombing Range, Durham County, all members of the crew being instantly killed, and the cause of the accident is still under investigation. This accident is most regrettable, particularly as the crew had almost completed their tour. Pilot was J.85770 P/O R.G. Mansfield, who had 27 operational flights to his credit.		
	25TH NOV. 1944		Operational stand-down. Weather at base was particularly good and a very large flying training was carried through. Air to air, fighter affiliation, air-to-sea, bombing, H2S bombing and cross-countries were undertaken during the day and at night several cross-countries and night bombing exercises were carried through.		
	26TH NOV. 1944		Operational stand-down. Weather at base was fine during the morning, and a full flying training program was laid on but before these could be completed, the weather closed in forcing a recall and grounding the aircraft for the balance of the day. A ground training program was substituted and this was successfully carried through.		
	27TH NOV. 1944		All squadron serviceable aircraft were required for an attack on Nennes. 17 got away in the late afternoon. Just at take-off time, visibility deteriorated to 1,000 yards, caused by smoke from Middlesbro and Stockton blowing in. Bombing heights were from 17,000 to 19,000 feet. Target conditions were fair with 7/10ths low thin cloud and the ground marking was visible through this. Timing was bad, all aircraft bombing late due to a wind change over the continent. All aircraft were diverted on return.		B.8 A.2922 to A.2938 <i>JK</i>

OPERATIONS RECORD BOOK

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

No. of pages used for 16 month 16

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	27th Nov. 1944		As all serviceable aircraft were required for this operation, no air training could be undertaken but all crews not detailed took part in a considerable amount of ground training.		
			Operational stand-down.		
	28th Nov. 1944		Weather at base was very poor, but during the late afternoon it improved somewhat and the diverted aircraft managed to return to Base with one exception, which was held at the diversion airfield by engine trouble. One aircraft, which had in the meantime, become serviceable was used for H2S bombing.		
	29th Nov. 1944		Operational stand-down.		
			Weather at Base was quite good and flying training was pushed to the limit, all types of flying exercises being undertaken, culminating in several night cross-countries.		
	30th Nov. 1944		The Squadron was warned for an early-morning take-off and 17 crews were wakened at 0500 hours in anticipation of an 0920 take-off. This operation was cancelled during briefing. At 1100 hours we were again required to put up 17 crews. Take-off was set for 1600 hours in good weather. Target was Duisburg, with bombing heights from 17,000 to 19,000 feet. Bombing times were generally good, but the target was obscured by cloud. This was a Wagnami attack but the cloud was too thick to assess the results. All aircraft returned safely to Base. Aircraft "C" which was diverted on November 27th, returned to base.		R.9 A.2939 to A.2955
			All members of the Squadron who were not detailed for this operation proceeded to Harrogate to attend the funeral of P/O Mansfield and crew. S/L Black, G.M. (J3476) was in charge of the funeral party and the interment ceremony was successfully completed.		
	30th Nov. 1944		(a) CASUALTIES		
			J3881 F/O S.B. Lindsay N On 1st Nov./44 Lancaster X A/C KB.767 "U"		
			J37838 F/O L.W. Sitlington WO took off to attack OBERHAUSEN. On the re-		
			R222756 FS Toane, R.A. RG turn journey the A/C was attacked by a FW. 190 which considerably damaged the aircraft, seriously wounding the Wireless Operator and Rear Gunner and slightly wounding the		

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Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices		
MIDDLETON ST. GEORGE	30th Nov. 1944		(a) CASUALTIES (Cont'd)				
				Navigator. Remainder of the crew were uninjured. The aircraft landed at R.A.F. Manston and the W/Op. and the R/G were transferred to Halton P.M. on 2nd Nov/44. The Navigator was admitted to S.S.Q. Manston.			
			R21068 F/S Lanotot D.H.	R/G	On Nov. 4th/44, Lancaster X A/C KB721 "E" took off to attack BOCHUM. Whilst over the target area, the aircraft was attacked by an ME.110 and an ME.109. Both enemy aircraft opened fire approximately the same time and the Rear Gunner was hit and his turret put out of commission. Considerable damage was done to the aircraft. The remainder of the crew were uninjured. The aircraft landed at R.A.F. Woodbridge and the Rear Gunner was admitted to East Suffolk and Ipswich Hospital (but now transferred to R.A.F. Hospital). J85770 FO R.G. Mansfield P Lancaster X aircraft KB705 took off on a night flying training flight at 1420 hours R179739 WO2 Warren-Darley G.H. N J29374 FO A.C. Hirst AB 24-11-44 and crashed at 1823 hours near R19562 FS Gunn D.A. WO Bradbury, Durham County, killing all members of the crew. Cause of accident is under investigation. R213609 FS Toth L.W. UG R201446 FS Murphy J.J. RE		

OPERATIONS RECORD BOOK

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

No. of pages used for month Nov 1944 16

Place	Date	Time	Summary of Events			SECRET.	References to Appendices
MIDDLETON ST. GEORGE	30th Nov. 1944		(b) POSTINGS IN				
			J29850	FO P. Bockay	N	Posted from No. 405 Squadron w.o.f. 2-11-44	
			J20477	FO W. Stirling	AB	Posted from No. 434 Squadron w.o.f. 2-11-44	
			J41283	FO LG. Croucher	AG	Posted from No. 61 Base (1664 C.U.) 4-11-44	
			J9727	FL W.R. Armstrong	P	Posted from No. 76 Base (1664 C.U.) w.o.f. 11-11-44	
			J36690	FO L.G. Bennett	N		
			R126949	WO2 Ruddy L.P.	AB		
			J90663	F/S W.W. Fair	WO		
			1595350	Sgt Mayo A.	FE		
			R269205	Sgt Ward, W.R.	UG		
			R203025	Sgt Morphy E.E.	RG		
			J35681	FO G.P. Retallak	P	Posted from No. 76 Base (1664 C.U.) w.o.f. 11-11-44	
			J40196	FO P.B. Kearney	N		
			R196424	Sgt Williams H.W.	AB		
			R176947	FE Clover F.W.	WO		
			3005404	Sgt Carter F.A.	FE		
			R131840	Sgt Berteau G.E.	UG		
			R141961	Sgt Ainalie R.S.	RG		
			J35809	FO H.D. Hyndman	P	Posted from No. 61 Base (1664 C.U.) w.o.f. 7-11-44	
			J38713	FO G.R. Cheesman	N		
			R186692	Sgt Smith G.F.	AB		
			R187846	Sgt Graham L.T.	WO		
			1882274	Sgt Ovis R.D.	FE		
			R244554	Sgt Marcellus D.L.	UG		
			R185898	Sgt Hansen E.M.	RG		

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
MIDDLETON ST. GEORGE	30th Nov. 1944		(b) <u>POSTINGS III</u> (Cont'd)		
			J6214 FL D.B. Hunter P Posted from No.76 Base(1664 C.U.) w.e.f. 19-11-44		
			J40385 FO O.E. Schmok N		
			J26723 FO W.G. Thomson AB		
			R196849 Sgt Urton J.M. WO		
			J88967 FO Green J.G. FE		
			R208886 Sgt Borton D.J.H. UG		
			R268284 Sgt Freshwater E.C.N.RG		
			53680 FO T.R.G. O'Connor FE Posted from No.425 Squadron w.e.f. 25-11-44		
			J29777 FO T.H. Cowtan P Posted from No.76 Base (1664 C.U.) w.e.f. 27-11-44		
			R180068 Sgt Thompson C.W. N		
			J59257 FO J.L. Cartier IA AB		
			J26179 FO R.W. Hale WO		
			J98040 FO Ranson J.V. FE		
			R114679 Sgt Hector F.A. UG		
			R265557 Sgt Little G.B. RG		
			J7007 FL J.W. Watts P Posted from No.76 Base (1664 C.U.) w.e.f. 27-11-44		
			J40487 FO J.P. Vernon N		
			R252912 Sgt Goodman R.A. WO		
			J89039 FO H.S. Lewis FE		
			R263379 Sgt Campbell G.F. UG		
			R76011 Sgt McLaughlin L.J. RG		

OPERATIONS RECORD BOOK

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

No. of pages used for month 1944 / 11

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	30th Nov. 1944		(b) POSTINGS IN (Cont'd)		
			J24764 FO F.H. Tulk P Posted from No. 76 Base (1664 G.U.) w.e.f. 30-11-44		
			929672 Sgt Williams A N		
			R180939 FS Sheney G.R. AB		
			R179859 Sgt Fenton R.M. WO		
			R209416 Sgt Mulholland J.T. FS		
			R197292 Sgt Coleman J.A. UG		
			R265701 Sgt Morrison R.M. RG		
			(c) POSTINGS OUT		
			J38181 FO S.B. Lindsay N Posted to No. 64 Base w.e.f. 1-11-44 (N.B. Sick)		
			184470 FO J.R. Gurn FE Posted to 1664 G.U. w.e.f. 2-11-44 (Instructor Duties)		
			J19877 FO G. Sveinson AB		
			R269591 Sgt Morell G.E. AG Posted No. 64 Base w.e.f. 2-11-44 (N.B. Sick)		
			R108458 WO1 Bailey H.B. WO		
			R222756 FS Toane R.A. AG		
			J37838 FO L.W. Sitlington WO		
			R95340 FE Montgomery L.L. AG Posted to "R" depot waf 3-11-44 (Repatriation)		
			R189749 FS Collette W.W. AG		
			R93589 WO1 Sachs L.N.T. N		
			R97332 WO1 Wade L.A. WO		
			R165924 FS Shuman A. FE		
			R205706 FS Vince E.L. AG		
			R212174 FS Grumbly F.L. AG		
			J86681 FO Speight H.C. P		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	30th Nov. 1944		(c) POSTINGS OUT. (Cont'd)		
			J26323 PO Behan W.F. N Posted to "R" Depot w.a.f. 3-11-44 (Repatriation)		
			J87890 PO D.J. Williams N		
			J24666 PO R.W. Rogers N		
			J89495 PO H.J. Pilmer AC		
			J27454 PO C.D. Christian AB		
			J29283 PO W.F. Jarvis N		
			J25793 A/Pl R.W. Kent P		
			J29694 PO A.E. Lamourea AB		
			J27651 A/Pl A.C. Rokoby P		
			J16556 A/Pl W.R. Chalcraft P		
			J86179 PO K.C. Fox AC		
			J85026 PO Holmes G.E. F		
			J88990 PO I.W. Johnson P		
			J89356 PO E.G. Legault AC		
			J89702 PO W.D. Lyall WO		
			J88435 PO Rodman D.T. AB		
			184765 PO J.F. Ellis FE Posted to A.C.A.C. waf 6-11-44 (Assessment non-op duty)		
			1593374 Sgt Bowe D. FE		
			1880013 Sgt Smith W.J. FE Posted to No 261 Base 8-11-44 (Instructor duties)		
			R211088 FS Lanot D.H. AC Posted to No. 64 Base w.a.f. 11-11-44 (N.E. Sick)		
			CAN18041A Sgt Miller D.R. AC Posted to No. 428 Squadron w.a.f. 12-11-44 (Operations)		

OPERATIONS RECORD BOOK

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

No. of pages used for ^{month} 249 / 16

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	30th Nov.	1944.	(c) POSTINGS OUT (CONT'D).		
			J89718 F/O W.F. Mann AG Posted to "R" Depot w.e.f. 14.11.44 (Repatriation)		
			J90190 F/O F.R. Moon AG		
			J90155 F/O J.F. Morgan AG		
			186321 F/O R.G. King FE Posted to 1666 C.U. w.e.f. 17.11.44 (Instructor Duties)		
			J89152 F/O Hill, E.G. AG		
			J7456 F/L W.C. Cameron P Posted to 1664 C.U. w.e.f. 22.11.44 (Instructor Duties)		
			J85807 F/O T.R.M. Johnson AG Posted to No. 64 Base w.e.f. 23.11.44 (Night Vision Instructor)		
			J28876 F/O L.A. Willson AB Posted to No. 64 Base w.e.f. 23.11.44 (Bombing duties with 419 Sqn.)		
			J24292 F/O Calder, J.H. P Posted to "R" Depot w.e.f. 27.11.44 (A.M.C. 945/44 para 7)		
			J24057 F/O P.G. Healey N Posted to "R" Depot w.e.f. 27.11.44 (Repatriation)		
			J23764 F/O W.P. Barclay P		
			J27402 F/O G.C. Gillespie AB		
			J87793 F/O D.S. Taylor WO		
			J89301 F/O B.R. Devon AG		
			J89229 F/O D.R. Gibson AG		
			J35632 F/O R.W. Smalley P Posted to "R" Depot w.e.f. 29/11/44 (A.M.C. 945/44 para. 4)		
			303043 Sct. Uden, R.L. FE Posted to A.C.A.C. w.e.f. 30.11.44 (Assessment non-op Duty)		

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	30th Nov. 1944.		(d) PROMOTIONS		
			J3476 F/Lt. C.M. Black P. Appointed to the rank of A/S/Ldr. w.e.f. 23.10.44.		
			J85807 P/O T.R.M. Johnson AG Promoted to the rank of T/F/O w.e.f. 19.9.44.		
			(e) COMMISSIONS		
				<u>Officers No.</u>	<u>Effective Date</u>
			152222 Sgt. Apkow, D.V. FE 185488		7.9.44
			1852913 Sgt. Flippent, F.W.J. AG 185454		8.9.44
			1852702 Sgt. Gerard, M.A. AG 185451		8.9.44
			1893135 Sgt. King, R.G. FE 186321		7.9.44
			1896534 Sgt. Parsons, H.K. FE 186898		5.10.44
			1684737 F/Mgt. Ryan, E.J. FE 187040		12.10.44
			R187715 Sgt. Adam, R.F. P J80229		15.9.44
			R217080 F/S Huff, C.C. AG J90094		28.8.44
			R241737 F/W Moon, F.B. AG J90190		7.9.44
			R257247 F/S Morgan, L.F. AG J90155		7.9.44
			R159922 F/S Newton, E.N. AG J90156		13.9.44 8.9.44
			R155435 F/S Smith, C.L. WO J90260		15.9.44
			R156834 F/S Rice, C.K. N J89319		2.9.44
			R132458 F/S Sutter, C.T. WO J90648		30.9.44
			R193743 Sgt. Thomson, C.S. WO J90323		18.9.44
			R139683 WO1 McDonald, I.H. P J90515		19.7.44
			R157173 F/S Brough, R.W. N J90816		21.8.44
			(f) HONOURS AND AWARDS		
			The award of the DISTINGUISHED FLYING CROSS (Immediate) was made to:		
			J24478 F/Lt. W.J. Anderson P w.e.f. 29.10.44		
			J21168 F/O R.G. Mansfield P w.e.f. 26.11.44		
			J85807 F/O T.R.M. Johnson AG w.e.f. 26.11.44		
			AUSA-28164 F/O M.P. Sanders N w.e.f. 26.11.44		

OPERATIONS RECORD BOOK

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

No. of pages used for 251 / 251

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	30th Nov.	1944	(f) HONOURS AND AWARDS (CONT'D).		
			The award of the DISTINGUISHED FLYING CROSS (Non-Immediate) was made to:		
			J15287 P/Lt. N. McConnachie WO w.e.f. 14.11.44		
			The award of the DISTINGUISHED FLYING MEDAL (Immediate) was made to:		
			R214012 P/S Annable, H.C. AG w.e.f. 4.11.44		
			1515049 Sgt. Knyon, A.A. MS w.e.f. 26.11.44		
			(g) CHANGES IN COMMAND - NIL		
			(h) CHANGES IN ADMINISTRATION - NIL		
			(i) AIRCRAFT ON CHARGE - (Type and Number)		
			Lancaster X aircraft - 23		
			(j) OPERATIONAL AND NON-OPERATIONAL FLYING TIMES		
			DAY NIGHT		
			Lancaster Non-Operational 175.15 44.22		
			Lancaster Operational 255.30 670.00		
			(k) NUMBER OF OPERATIONAL SORTIES - 151		
			(l) MONTHLY AND CUMULATIVE TOTAL OF BOMBS DROPPED AND MINES LAID.		
			Ton = 2240 lbs.		
			H.E. INCENDIARY		
			Bombs dropped from 1st Jan. 1944 to 31st Oct. 1944: 5574.62 tons 740.33 tons		
			Bombs dropped during November, 1944. 597.96 tons 146.29 tons		
			Cumulative Total from 1st. January 1944: 6172.59 tons 886.62 tons		
			1500 lb Mines 1000 lb Mines		
			Mines laid from 1st Jan. 1944 to 31st Oct. 1944: 261 75		
			(Numbers not tons)		
			No mines laid during November, 1944.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices																		
MIDDLETON ST. GEORGE	30th Nov.	1944.	<p>(m) NUMBER OF COMBATS WITH ENEMY AIRCRAFT.</p> <p>There were three ^{SEVEN} encounters with enemy aircraft during the month and the following are claimed:</p> <p>Destroyed: - Nil</p> <p>Damaged: - Nil</p> <p>No Damage Claimed: three ^{SEVEN} (See Appendices B.60, B.61 and B.62) B.63, B.64, B.65, B.66</p> <p>(n) THE STRENGTH OF NO. 419 (R.C.A.F.) SQUADRON AS AT 30th NOVEMBER, 1944 WAS AS FOLLOWS:</p> <table border="1"> <thead> <tr> <th></th> <th>R.C.A.F. OFFICERS</th> <th>R.C.A.F. AIRMEN</th> <th>R.A.F. OFFICERS</th> <th>R.A.F. AIRMEN</th> <th>W.A.A.F. AIRWOMEN</th> </tr> </thead> <tbody> <tr> <td>AIRCREW:</td> <td>139</td> <td>128</td> <td>10</td> <td>34</td> <td>-</td> </tr> <tr> <td>GROUNDCREW:</td> <td>1</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> </tbody> </table> <p>(c) SHORT SUMMARY OF THE MONTH'S ACTIVITIES BY WING COMMANDER D.C. HAGEMAN, DFC.</p> <p>(a) In anticipation of many stand-downs during the winter months when a considerable amount of unflyable weather can be expected, a very complete schedule of ground training has been instituted. Unfortunately, for the complete success of this scheme, there were a very large number of scrubbed operations which prevented the programme from being carried out in full. In spite of these scrubs, the Squadron flew a total of 151 sorties as compared with 95 for the corresponding month of last year, which is a fair showing.</p> <p>(b) The month was marred by a fatal accident which cost the lives of a crew. The cause of the accident is still unknown. This is the more regrettable as the crew had almost reached the screening mark and had attacked practically all the main German targets.</p> <p style="text-align: right;"> <i>D.C. Hageman</i> W/C (D.C. Hageman) Wing Commander, Commanding 419 (R.C.A.F.) Squadron, No. 64 (R.C.A.F.) Base, Middleton St. George, Durham. </p>		R.C.A.F. OFFICERS	R.C.A.F. AIRMEN	R.A.F. OFFICERS	R.A.F. AIRMEN	W.A.A.F. AIRWOMEN	AIRCREW:	139	128	10	34	-	GROUNDCREW:	1	-	-	-	-		
	R.C.A.F. OFFICERS	R.C.A.F. AIRMEN	R.A.F. OFFICERS	R.A.F. AIRMEN	W.A.A.F. AIRWOMEN																		
AIRCREW:	139	128	10	34	-																		
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