

OPERATIONS RECORD BOOK

R.A.F. Form 840

See instructions for use of this form in E.R. and A.C.I. para. 1340 and War Manual Pt. II, chapter XX, and also in R.A.F. Pocket Book

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

No. of pages used for month 16

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	1ST JAN. 1945		An operational stand-down was given for the day, much to the relief of everyone concerned. Flying training was undertaken to the extent of 3 H2S cross-countries. Crews were also detailed for fighter affiliation, air-to-air, bombing and H2S bombing exercises. Some ground training was also carried through.		
	2ND JAN. 1945		15 crews were detailed to attack Nuremberg. Bombing heights were detailed from 16,000 to 18,500 feet. Weather enroute was good. There was no cloud over the target, and as the ground was covered with snow, the target was very easy to identify and was well lit up by flares; bombing results should be very good. The wind change near the target made navigation difficult, but the navigators coped excellently and timing was good. Flak defences were comparatively light. On the return from this operation, KB700, piloted by J12477 P/L A.C.E. Warner, overshot the runway on landing, and when taxiing back to the perimeter track, hit a trench-digger; a fire started and the aircraft was almost completely destroyed. KB700 was the first Canadian-built Lancaster and was delivered to the Squadron just over a year ago. It was used for some considerable time as a training plane, having dual controls fitted, and all of the Squadron's original Lancaster crews were converted from Halifax II's to Lancaster I's on her. KB700 was christened "The Ruhr Express" and it met this inglorious fate on completion of its 50th sortie. The new crews did some training flying during the day.		E.1 A.1 to A.15
	3rd JAN. 1945		16 crews were detailed for an attack on Ludwigshafen. This operation was cancelled shortly after briefing. The Squadron's Bomber who were not detailed for this operation assisted the Armourers in bombing up. Some flying training was undertaken but this was held to a minimum due to the operational requirement.		
	4th JAN. 1945		Operational stand-down. Weather at base was very poor, with the result that the flying training program had to be cancelled, and the whole Squadron resorted to ground training; this was carried through with good effect.		
	5th JAN. 1945		14 crews were detailed for a night operation on Hanover. Weather at base was good, and all aircraft were airborne in time. Weather enroute and over the target was clear; bombing		E.2

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	5TH JAN. 1945		heights were from 19,000 to 20,000 feet. The target was well lit up and the bombing results should be excellent. Heavy flak was experienced over the target and there was some fighter activity. One aircraft failed to return from this attack, piloted by J9102, P/O N.D. Mallen, on his fourth sortie. This was aircraft "B" KB722. There was one combat. The newer crews carried through some flying training during the day, but owing the operational requirements, very little other flying could be undertaken.		A.16 to A.29 B1
	5TH JAN. 1945		14 crews attack HANNOU. Weather enroute was good but there was 10/10ths cloud at the target up to 10,000 ft. Bombing heights ranged from 18,000 to 20,000 feet and was on sky marking; bombing times were very good. Navigation teams reported that the release point checked with the "CBS" fixes, and although bombing results could not be observed visually it is hoped that a good attack developed. There was very little flak over the target, but night fighters were in evidence. One aircraft landed at Stradishall to refuel before returning to base. News was received during the afternoon that the crew reported missing the previous day had crash-landed in France after having been shot down by what appeared to be one of our own Lancasters. Four of the crew were slightly injured in this crash. The names and numbers are as follows: J9102, P/O N.D. Mallen, 307413 Sgt F.W. Hall, R181672 P/S R.S. Dickson and R274911 Sgt N.E. Poole.		E.3 A.30 to A.43
	7TH JAN. 1945		7 crews took part in a night attack on Munich, with bombing heights 18,000 to 19,000 feet. Weather enroute to the target was good but at the target itself there was 10/10ths cloud with tops 12,000 to 15,000 feet. Bombing was on sky markers and H28 and there was a glow on the clouds indicating fires from a previous attack. Results were considered good under the conditions and timing at the target was particularly good. Weather on the return route was bad, a front being encountered which necessitated the aircraft climbing to 18,000 feet or better to get above the cloud. There were no fighters in evidence and only light flak was encountered. Crews reported on return that a good attack on Stuttgart was drawing heavy flak. There was one early return from this operation. The aircraft were diverted on return. A small amount of flying training was undertaken during the day.		E.4 A.44 to A.50

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OPERATIONS RECORD BOOK

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

No. of pages used for month 11e

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	8TH JAN.	1945	Operational stand-down. The first blizzard of the winter completely blanketed the airfield. There was intermittent snow-flurries during the day and night and the condition of the runways made flying completely impossible. The Squadron's activities had to be confined to ground training. There was also some activity with snow shovels.		
	9TH JAN.	1945	Operational stand-down. Blizzard continued intermittently during the course of the day which scrubbed any possibility of flying. The aircrew were armed with shovels and paraded to the runways, where they put in a good days physical exercise, but as more snow fell during the course of the day, the results were not particularly apparent by nightfall. One flight participated in a drill parade.		
	10TH JAN.	1945	Operational stand-down. Snow continued to fall at odd intervals during the day. This, continued with low visibility conditions and the condition of the runways, washed out flying but a fair amount of ground training was undertaken by these crews for snow-shovelling exercises.		
	11TH JAN.	1945	Operational stand-down. Weather conditions at the base continued unfavourable and no flying was undertaken. All sections carried through with ground training and a special intelligence lecture by Station Intelligence Officers. Three crews proceeded to Newcastle on a Naval Liaison visit and had the privilege of seeing over one of His Majesty's heavy cruisers. This visit was most instructive and beneficial.		
	12TH JAN.	1945	Thirteen aircraft were required for a night operation, but this was subsequently scrubbed. The weather at base improved very considerably and crews diverted from the Munich raid of the 7th were able to return to Base in the morning. A big flying program was put in the morning but this had to be scrubbed in view of the impending operation.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	13TH JAN. 1945		Operations were again ordered and again scrubbed. This interfered badly with the flying training program during the day, but several cross-countries were laid on for the evening after the scrub came through; these again had to be scrubbed as the weather deteriorated badly.		
	14TH JAN. 1945		13 crews were required to attack Merseberg Oil Refinery outside Leipzig. 5 of the most experienced crews were detailed as supporters to the P.F. Force; these were instructed to bomb before H-Hour. Timing on this target was only fair, the majority of the crews being slightly early. Bombing heights ranged from 18,000 to 21,000 ft, but although adverse weather with 10/10ths cloud was encountered, the attack seemed to be very good. Defences were very heavy, particularly flak. Two crews are missing from this attack: J57102 P/O Watne N.R., flying aircraft "W" KB799, and J27874 P/L G.O. Tedford, flying aircraft "I" KB769. This was P/O Watne's 31st sortie and would normally have been the last trip of his tour. It was P/L Tedford 16th sortie.		E.5 A.51 to A.63
	15TH JAN. 1945		Operational stand-down. Some local flying was undertaken by those crews who were not on the previous night's operation and normal ground training was undertaken.		
	16TH JAN. 1945		12 crews were required for an attack on Zeitz. Take-off eventually at 1720 hours after two postponements. All aircraft got away. Bombing heights were from 18,000 to 19,000 feet. The weather was very good enabling the target to be bombed visually. Timing was good, and it is expected that the results of the attack will be above average. Moderate flak encountered but enemy fighters were ^{not} in evidence. The Navigators reported that the "GEE" was heavily jammed, with the result that most of the navigation was done by D.R. and H2B. All crews returned safely. Normal ground training was carried out by those crews not detailed for the operation.		E.6 A.64 to A.75
	17TH JAN. 1945		Stand-down. Weather at base was generally duff, but a few cross-countries were carried out and H2B bombing was practised. A bulls-eye was laid on this night but this was eventually scrubbed due to a deterioration in the weather.		

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OPERATIONS RECORD BOOK

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

No. of pages used for month 1/6

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	18TH JAN.	1945	Operational stand-down. Weather continued bad, and owing to the snow and ice conditions on the runways, no flying training could be undertaken. Ground training was pushed, and all aircrew were given an intelligence lecture in the afternoon. This lecture was on the subject of security and invasion.		
	19TH JAN.	1945	15 aircraft were required for an operation, but the requirement was scrubbed during briefing. The weather at base continued unfavourable, but a small amount of flying was nevertheless carried out. Due to the projected operation, ground training was cut rather severely.		
	20TH JAN.	1945	Operational stand-down. Weather at base had improved considerably and a considerable amount of flying training was undertaken, emphasis being placed on cross-countries in an endeavour to get our untrained crews serviceable.		
	21ST JAN.	1945	15 aircraft were required for an operation, but this was scrubbed while the aircraft were marshalling. In view of the impending operations, the air training program was drastically curtailed, but some air training was carried out. An intelligence film was shown to some of the aircrew.		
	22ND JAN.	1945	15 aircraft were again required for an operation, but this was again scrubbed, this time before briefing. A certain amount of air training was carried out. This, of course, was drastically curtailed due to the impending operation.		
	23RD JAN.	1945	Operational stand-down. The weather was poor with snowflurries. No flying training could be carried out during the day, but as the weather improved towards nightfall, two night cross-countries were carried out. The day was started by a Squadron Parade and inspection by the O.C. of the Squadron, and ground training occupied the remainder of the day.		
	24TH JAN.	1945	Operational stand-down. The weather continued bad, with the result that very little flying training could be undertaken, but again ground training was emphasized.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	24TH JAN. 1945		With the imminent posting of W/C Hagerman, the O.C. of the Squadron, and the assurances of the meteorological department that the dull weather would continue, the opportunity of having a farewell party was taken. All the officer-members of the Squadron joined in making this a memorable occasion -- it was just as well that no flying could be carried out the following day.		
	25TH JAN. 1945		Operational stand-down. As predicted, the weather continued very poor, and no flying could be undertaken, much to the relief of all concerned. An intelligence lecture was given in the N.A.A.F.I. to all aircrew, followed by a talk by the Station MESt. officer. In the afternoon, ground training was carried out, then a deputation proceeded to the Railway Station to see J9656 A/W/C D.C. Hagerman safely off to his new post -- this sortie was successfully completed, all personnel returning to the Station without loss.		
	26TH JAN. 1945		Operational stand-down. The weather was still unfit for flying with the result that the Squadron's efforts had to be confined to ground training. All aircrew attended a tactics lecture given by the Group Tactics Officer. P/L N. McCormachie (J15887), who completed his second tour as Signals Leader of the Squadron, left to take his new post with Transport Command.		
	27TH JAN. 1945		15 aircraft were required for an operation, but after take-off time was postponed several times, the operation was scrubbed just before take-off time. As snow was falling practically all day no flying training was undertaken, and in view of the impending operation, ground training was drastically curtailed.		III
	28TH JAN. 1945		15 aircraft were detailed to attack Stuttgart/Kornwestheim. Take-off had to be interrupted due to a snowfall but all aircraft were airborne in time. The weather enroute to the target was good but the target itself was obscured by cloud, and bombing had to be on sky marking. Bombing heights were scheduled from 18,000 to 20,000 feet, but due to the poor target conditions, some crews did not bomb. The results of this attack are considered to		E.7 A.76 to A.90

OPERATIONS RECORD BOOK

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

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	28TH JAN. 1945		be poor. Navigational timing was not good, primarily due to the poor met. forecast.		
	29TH JAN. 1945		Enemy action was light, and all crews were diverted on return. Operational stand-down. Some crews were returned from the diversion, but six were unable to get airborne before the weather closed in. Flying training was curtailed due to poor flying conditions, and ground training was carried on as per usual.		
	30TH JAN. 1945		Operational stand-down. Ground training was carried on in the morning, and in the afternoon the Squadron was paraded for presentation of the Handley-Page XXX Efficiency Trophy, by the C.A.S. (RCAF) Air Marshall R. Leckie, C.B., D.S.O., D.S.C., D.F.C. He was accompanied by A/V/L Anderson and XXX A/V/M McEwen C.B., M.C., D.F.C. and party. The C.A.S. inspected the Squadron, then complimented them on their achievements prior to presenting the trophy to the Squadron Commander, (G1579) S/L M.E. Ferguson.		
	31ST. JAN. 1945		The Squadron was required for 8 aircraft for an operation, this representing the total serviceable effort by the Squadron, but the operation was cancelled at 16.00 hours. The weather at base continued poor, which again curtailed flying. In the morning a lecture was given to the crew by Major Talbot of the General High-landers of Canada, on bombing as applied to army tactics. This lecture proved particularly interesting to the Squadron as Major Talbot had been an eye-witness of several Army Co-operation Attacks that the Squadron had taken part in.		
	31ST. JAN. 1945		(*) CASUALTIES		
			127874 F/O TROSBER, G.S. P. Reported missing 11-1-45.		
			138781 F/O REDDY, J.Q. R. Lancaster X A/U EB799.		
			157483 F/O BRENCHER, C.D.M. AB Target: MERSEBURG.		
			150323 F/O THOMSON, G.S. WD		
			2212840 SGT. WILLIAMS, R.J. PE		
			2210991 F/S HERRILL, H. UE		
			210403 F/S MCGAY, A.G. UE		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE.	31ST JAN. 1945		(a) CASUALTIES (CONT'D)		
			J37102 P/O VACHE, N.R.	P.	REPORTED MISSING 14-1-45.
			J40375 P/O BAGER, H.R.	N.	Lancaster KB769
			J37814 P/O HOAS, N.V.	AB	Target: MERSEBURG.
			R184173 P/R CHATWIN, P.H.	WO	
			R62296 SGT. MITCHELL, B.G.	FE	
			R262395 P/R WOODS, R.C.	UI	
			J92529 P/O WOODS, G.J.	RG	
			(b) POSTINGS IN		
			J27682 P/O Widdcombe, P.	P.	Posted from 76 Base, W.C.F. 14-1-45.
			J40924 P/O CHURCH, H.W.	N.	
			J41781 P/O ANDREWS, F.L.	AB	
			H208980 SGT. THIGG, F.C.	WO	
			R200686 SGT. MOORE, C.H.	FE	
			R224782 SGT. KRANTZ, S.E.	UI	
			J87005 P/O COTTER, W.C.	RG	
			J16138 P/O McLAUGHLIN, M.W.	P.	Posted from 76 Base, 24-1-45.
			J19068 P/O GARETICK, H.L.	N.	
			J85369 P/O SAUNDERS, B.V.	AB	
			J17927 P/O ANDERSON, R.A.	WO	
			R107563 SGT. LIGHTFOOT, W.W.	FE	
			J87587 P/O CHARBONNEAU, M.	UI	
			J88306 P/O CARLETON, E.B.	RG	
			J85111 P/O PAYARD, A.E.	P.	Posted from 76 Base, 14-1-45.

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	31ST JAN. 1945		(b) POSTINGS IN (CONT'D)		
			R225232 FS MADDIN DW AB Posted from 215 Sqn. w.s.f. 16-1-45		
			R209821 FS ROSSO AD WO Posted from 76 Base w.s.f. 17-1-45		
			R209967 FS GARTSIDE LG AG Posted from 428 Sqn. w.s.f. 6-1-45		
			1806065 SGT HULLOCK NH FS Posted from 428 Sqn. w.s.f. 9-1-45		
			(c) POSTINGS OUT		
			J28972 FO BRINGTON JE P Posted to "R" Depot w.s.f. 2-1-45		
			J20245 FL STEELE TL N		
			J28228 FO SKIRNS CL N		
			J28895 FO BERNARDI MJ AB		
			J21451 FO DICKSON TR AB		
			J35122 FO TOED HA AB		
			J92042 FO QUINC TJF WO		
			E97068 WO1 LOUCKS WM WO		
			E126447 WO2 STEELE JH WO		
			088231 FO BORDSON L WO		
			092253 FO PRINCE JF FS		
			092237 FO BOXES HN FS		
			J90094 FO HUFF OC AG		
			J89416 FO ANHAKKE HD AG		
			R98992 FS MCLEOD ID AG		
			J92114 FO MADONALD KJ AG		
			R202942 FS MACHREN HJ AG		

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Place	Date	Time	Summary of Events			SECRET.	References to Appendices
MIDDLETON ST. GEORGE	31ST JAN. 1945		J10572	FL	SHARPE HW	P	Posted to 408 Sqn w.e.f. 3-1-45-(Operations)
			J28872	FO	GILLIVER RN	N	
			R171278	WO	SMITH CHP	AB	
			J90475	FO	SAUNDERS JM	WO	
			1880903	SGT	SMITH TE	FE	
			J85376	FO	CHAPUT JGA	UG	
			R128388	FE	BOVIER WL	RG	
			178035	FO	HICKFORD WA	FE	Posted 64 Base w.e.f. 4-1-45 (Non-Ops duty)
			J35120	FO	MCKILLOP AP	AB	Posted 62 Base w.e.f. 5-1-45 (Non-Ops Duty)
			185488	FO	ANKW DV	FE	Posted A.C.A.C. w.e.f. 5-1-45 (Assessment)
			1880164	SGT	LUCKING RS	FE	
			186898	FO	PARSONS HK	FE	
			J35707	FO	MCALPINE MJ	N	Posted to 1659 C.U. w.e.f. 6-1-45 (Instructor)
			C17597	FL	HALL DG	FE	Posted to 1666 C.U. w.e.f. 8-1-45 (Instructor)
			C994	SL	NORRIS RW	P	Posted to 408 Sqn w.e.f. 15-1-45 (Operations)
			O6706	FL	DYER IN	N	
			J41656	FO	MURRAY GM	AB	
			R131630	WO	BARCLAY JM	WO	
			J89754	FO	DUGGAN J	FE	
			J45700	FO	TOMELLI J	UG	
			R156024	SGT	STEWART JFE	RG	

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OPERATIONS RECORD BOOK

of (Unit or Formation) NO. 119 (R.C.A.F.) SQUADRON.No. of pages used for Month 16

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE.	31st JAN. 1945.		(a) POSTINGS OUT (CONT'D)		
			183866 P/O TERRY, R. WO Posted to A.C.A.C. w.e.f. 11-1-45. (Assessment)		
			J28265 P/O MCKELLAR, J.H. N Posted "R" Depot w.e.f. 16-1-45. (Repatriation)		
			J26312 P/O GREEN, M. AB		
			R183777 P/S CORRIE, J.D. WO		
			J92268 P/O JOHNSON, F.G. WO		
			J98231 P/O BROWN, F.B. AC		
			R221942 P/S MURSELL, W.H. AC		
			J92068 P/O WILSON, W.H. AC		
			J91154 P/O SHETTER, R. AC		
			J17728 P/O COLES, N.J. WO Posted to 1659 C.U. w.e.f. 20-1-45. (Instructor)		
			J15887 P/L MCCORMACHE, N. WO Posted to H.Q. Transport Command, w.e.f. 2-1-45 (Non-Ops Duty)		
			J9656 W/O HAGERMAN, D.C. P. Posted to F.E. School w.e.f. 26-1-45 (Officer Commanding Post)		
			J16292 P/O CURRI, J.H. N. Posted to Aircrew School, w.e.f. 26-1-45. (Recrewng.)		
			J.25399 P/L ANDERSON, J.A. P. Posted to "R" Depot, w.e.f. 23-1-45. (Repatriation)		
			J86975 P/O WILLIAMS, G.D.F. Pilot		
			R100481 W/O FARRELL, W.K. AC		
			J92872 P/O HOBE, E. AC		
			J92385 P/O BROWN, N.S. AC		
			J92381 P/O LEHT, M.K. AB Posted to 1666 C.U. w.e.f. 31-1-45. (Instructor)		

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Place	Date	Time	Summary of Events		SECRET.	References to Appendices
MIDDLETON ST. GEORGE.	31ST JAN. 1945.		(a) POSTINGS OUT (CONT'D)			
			J25950	F/O HILL, D.	WO	Posted to 1659 C.H. w.e.f. 31-1-45. (Instructor).
			J85694	F/O CAMPBELL, M.J.	AG	Posted to "R" Depot w.e.f. 29-1-45. (Repatriation).
			J37511	F/O MCNAUL, R.G.	N.	Posted to 426 Sqn. w.e.f. 29-1-45. (Operations).
			J28360	F/O MANGIONE, H.	AB	
			J92870	F/O POLLARD, H.	WO	
			R187748	F/O GREEN, S.	PF	
			R209843	F/S CROMBIE, L.R.	WE	
			R255430	F/S LEWIS, C.H.	EG	
			(a) PROMOTIONS.			
			J16411	F/O RUBIN, H.B.	N.	Promoted to TFL w.e.f. 3-10-44.
			J22571	F/O FISHER, A.A.	N.	Promoted to TFL w.e.f. 25-10-44.
			J85694	F/O CAMPBELL, M.J.	AG	Promoted to TFO w.e.f. 3-10-44.
			J45700	F/O TONELLI, J.	AG	Promoted to TFO w.e.f. 19-11-44.
			J36605	F/O RAMSPERGER, J.J.	AB	Promoted to TFO w.e.f. 1-4-44.
			J28761	F/O METIVIER, H.A.	P.	Promoted to TFL w.e.f. 22-11-44.
			J27574	F/O TROFORD, G.G.	P.	Promoted to TFL w.e.f. 17-11-44.
			J86520	F/O COFFEE, JUDIE.	AG	Promoted to TFO w.e.f. 26-10-44.
			(a) COMMISSIONS.			
			OFFICER'S NO. REF. DATE.			
			R192159	F/S CLARK, J.H.	WO	J92980 25-11-44.
			R212637	F/S WIKES, F.	AG	J92890 3-12-44.
			R139999	F/S POLLARD, H.	WO	J92870 25-11-44.
			R130895	F/S HOBBS, E.	AG	J92872 2-12-44.
			R187766	F/S MACNEIL, J.C.	P.	J92767 26-11-44.
			R180756	F/S PEARSON, H.E.	N.	J92659 8-11-44.

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of (Unit or Formation) NO. 419 (R.C.A.F.) SQUADRONNo. of pages used for 200 month 14

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	31ST JAN. 1945		(f) <u>HONOURS AND AWARDS</u>		
			The award of the DISTINGUISHED FLYING CROSS (Immediate) was made to:		
			J38181 FO LINDSAY S.B. N		
			The award of the DISTINGUISHED FLYING CROSS (Non-Immediate) was made to:		
			J21461 FO DICKSON T.R. AB		
			J28162 FO BEAUCHAMP N.S. AB		
			J27454 FO CHRISTIAN C.D. AB		
			J26873 FO J.W. STEELS AB		
			J27579 FO WINCH A.W. WO		
			J85836 FO LAFORD L.E. AG		
			J22435 FO ANGUS A.G. N		
			E27472 FO TAYLOR J.E. N		
			J22498 FO TAYLOR D.E. AB		
			The award of the DISTINGUISHED FLYING MEDAL (Non-Immediate) was made to:		
			1806065 SGT BULLOCK N.H. FE		
			C9598 FL GRANNED A.B. AASD, Squadron Adjutant, was awarded a Mention in Despatches.		
			(g) <u>CHANGES IN COMMAND</u>		
			J9656 A/W/C D.C. Hagerman (Pilot) relinquished command of the Squadron on posting to Flight Engineers School, St. Athans, w.e.f. 26-1-45. C1579 T/S/L M.E. Ferguson (Pilot) assumes command of No. 419 (R.C.A.F.) Squadron vice A/W/C Hagerman, w.e.f. 26-1-45.		
			(h) <u>CHANGES IN ADMINISTRATION - NIL</u>		
			(i) <u>AIRCRAFT ON CHARGE (Type and Number)</u>		
			Lancaster E 19		

MTH 14/4

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
	31ST JAN. 1945		(j) <u>OPERATIONAL AND NON-OPERATIONAL FLYING TIMES</u>		
			<u>DAY</u> <u>NIGHT</u>		
			Lancaster Non-Operational 47.50 47.05		
			Lancaster Operational Nil 683.40		
			(k) <u>NUMBER OF OPERATIONAL SORTIES</u> - 90		
			(l) <u>MONTHLY AND CUMULATIVE TOTAL OF BOMBS DROPPED AND MINES LAID</u>		
			<u>TON = 2240 lbs.</u>		
			<u>H.E.</u> <u>INCENDIARY</u>		
			Bombs dropped from 1st Jan. 1945 to 30th Jan. 1945 197.32 54.55		
			Bombs dropped during January 1945: 197.32 54.55		
			Cumulative Total from 1st Jan. 197.32 54.55		
			<u>1500 lb Mines</u> <u>1000 lb Mines</u>		
			Mines laid from 1st Jan. 1945 to 31st Jan. 1945 Nil Nil		
			(Numbers not tons)		
			No mines were laid during Jan. 1945.		
			(m) <u>NUMBER OF COMBATS WITH ENEMY AIRCRAFT:</u>		
			There was one combat with enemy aircraft during the month and the following are claimed:		
			Destroyed: Nil		
			Damaged: Nil		
			No damage claimed: One (See appendix B.1)		
			(n) <u>THE STRENGTH OF NO. 419 (R.C.A.F.) SQUADRON AS AT 31ST JANUARY, 1945 WAS AS FOLLOWS:</u>		
			<u>R.C.A.F.</u> <u>R.C.A.F.</u> <u>R.A.F.</u> <u>R.A.F.</u>		
			<u>OFFICERS</u> <u>AIRMEN</u> <u>OFFICERS</u> <u>AIRMEN</u>		
			AIRCREW: 126 86 14 17		
			GROUND CREW: 1 - - -		

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OPERATIONAL RECORD BOOK

10/11/45

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OPERATIONS RECORD BOOK

of (Unit or Formation) No. 49 (R.C.A.F.) SQUADRON

No. of pages used for month 16

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
MIDDLETON ST. GEORGE	31ST JAN. 1945		<p>(c) <u>SHORT SUMMARY OF THE MONTH'S ACTIVITIES BY WING COMMANDER M.E. FERGUSON</u></p> <p>There were several events of outstanding importance during the month. The one of which affected operations was the blizzard which caused a complete stoppage in operations by the end of the month resulting in the Squadron having their poorest sortie record for some considerable time. Flying training hours have also dropped due to the fact that all available aircraft were offered for operations and this combined with dull weather put a decided crimp on flying hours.</p> <p>The loss of KB700 by fire on the night of January 2nd was most regrettable, particularly as this aircraft was the prototype of Lancaster I's. It just completed its 50th operational sortie. When this aircraft was allotted to the Squadron in December of 1943, it had some operational credit but was used as a training aircraft having dual controls. It was used on D-Day. From that time it was used operationally and it functioned very well until this most unfortunate incident at the completion of its 50th sortie.</p> <p>On the 5th of the month aircraft "B" piloted by P/O Mallen was shot up by what appeared to be a Lancaster while enroute to attack Hanover. The crew crash-landed in France and it was not until the following day that we received word of their safety. This was an exceptionally good effort on the part of the pilot in accomplishing a forced landing in a strange country under conditions of poor visibility and darkness.</p> <p>There was a most unfortunate incident on the night of the 14th when P/O Vatne and crew were reported missing on their 31st sortie, which would have been their last of their first tour.</p> <p>The Squadron was honoured on the 30th by a visit from A/M E. Leckie, C.B., D.S.O., D.S.C., D.F.C., to present the Squadron with the Handley-Page Efficiency Trophy which was won by their excellent accident-free record for the month of December. This was the first occasion on which the Squadron has qualified for this trophy, but it is our intention to have our name more prominently in the future.</p> <p>During the month W/O Hagerman D.F.C. relinquished command of the Squadron on appointment to the staff of St. Athens.</p>		

/OVM.

M.E. Ferguson

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