OPERATIONS RECORD BOOK

of (Unit or Formation). No. of pages used for month 16

Date	Time	Summary of Bventa SECRET.	References to Appendices
		a magnification of the color of	•
1ST JAN	1945	An operational stand-down was given for the day, much to the relate to the company of the compan	
		Flying training was undertaken to the extent of 3 H2S cross-countries. Of the series and	
,			
			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
2ND JAN	1945	15 crews were detailed to attack Nurenburg. Bombing heights were detailed its	
Cart Capture		to 18,500 feet. Weather enroute was goods There was no cloud over the target, and as the	A.1 to A.15
Asia 27	1986		
		flares; bombing results should be very goods. The wind change near the target made navi-	n en en adelant
		gation 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 rummay on landing, and when taxiing back to the perimeter	43 15 B-00 91 1 1 B-00 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
		track, hit a trench-digger; a fire started and the aircraft was almost completely destroyed.	
		XB700 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 junining plane, having dual controls	
		fitted, and all of the Squadron's original Lancaster crows were converted from Halifax II's	
		to Isnoaster I's on here K8700 was christened "The Ruhr Express" and it met this inglorious	0.00 pc e.e.
		★ 「一個人工工工工工工工工工工工工工工工工工工工工工工工工工工工工工工工工工工工工	
	1 3 850	as any detailed for an attack on Leavigshaven. This operation was cancelled	
3rg JAB	1945	and a cheer but of the Squadron's Bout Ainer who were not detailed for this	
		shortly at the languages to heading up. Some flying training was undertaken but	
		operation assisted the Armothes are to the operational requirement.	34
		生产的1000 1100 1100 1100 1100 1100 1100 110	3000
4th JA	1945	Operational stand-downs	69,535,53
	27785	Teather at pass me very poor, with the reached to award training; this was carried through	
		with good effects	2.2
5th JA	1945	is orem were detailed for a night operation on Handware has the target was clear; bombing	
		all sircraft were airborne in time. Weather enroute and over the target me of the larget	MOTHY
The state of the s	157 JAS	197 JAN 1945	An operational stand-down mas given for the day, much to the relief of everyone concerned. Plying training ms undertaken to the estend of 3 H2S cross-countries. Grown were also detailed for fighter affiliation, air-to-akr, bosbing and H2S bosbing exercises. Some ground training was also carried throughs. 22D JAR 1945 15 crows were detailed to attack Hurenburg. Bosbing heights were detailed from 16,000 to 18,500 feet. Meather enroute was good. There was no cloud over the target, and as the ground was covered ith mow, the target was very easy to identify and was wall lit up by flares; bosbing 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, EF700, piloted by 3'24/7 P/L A.C.R. Warner, overshot the runmay on landing, and when taxing back to the perimeter track, hit a transh-digger; a fire started and the aircraft was almost completely destroyed. EF700 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 jumining plane, having dual controls fitted, and all of the Squadron's original Lancaster crows were converted from Halifax II's to Lancaster I's on her. EF700 was christened "The Rubr Express" and it not this inglorious fate on completion of its 50th sorties. The new oraws did some training firing during the day. The new oraws did some training firing during the day. The new oraws did some training firing during the day. The new oraws did some training firing during the day. The new oraws did some training firing during the day. The new oraws did some training firing during the day. The new oraws did some training firing during the day. The special properties in bosbing up. Some flying training was undertaken but this was held to a minimum due to the operational requirement.

Place	Date	Time	Summary of Events SECRET.	*References to Appendices
KIDDLETON ST.GEORGE	97H JA	1. 1945	heights were from 19,000 to 20,000 feet. The target was well lit up and the bombing	A. 16 to A. 2
	790 03	* 10/10	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 J9102b,	
May Sent Car - S			P/O N.D. Mallen, on his fourth sortie. This was aircraft "B" KB722, There was one combat.	B1
			The never crows carried through some flying training during the day, but owing the	
	1	* 3072	operational requirements, very little other flying could be undertaken.	
	5TH JA	N. 1945	14 crews attack HANGAU. Weather enroute was good but there was 10/10ths aloud at the	B-3
			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	A-30 to A-43
			checked with the "GBS" fires, 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	
		100000	night fighters were in evidence. One aircraft landed at Stradishall to refuel before returns	ing
			to base.	
			News was received during the afternoon that the orew reported missing the previous day	
	(100 A)		had crash-landed in France after having been shot down by what appeared to be one of our	
			own Languagers. Four of the orew were slightly injured in this oresh. The names and	
			mumbers are as follows: J91024 P/O N.D. Mallen, 3031413 Sgt P.W. Hall, R181672 P/S R.S. Dicks	on and R274911
			Sgt N.R. Poole.	
	72H JA	1945	7 orews took part in a night attack on Munich, with bombing heights 18,000 to 19,000	7. te A.15
	30 m	. 13959	feet. Weather enroute to the target was good but at the target itself there was 10/10ths	*1
			aloud with tops 12,000 to 15,000 feet. Bombing was on sky markers and H2S and there was	A.44 to A.50
			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	881 -
NEW AND A SECTION OF THE SECTION OF			return route was had, a front being encountered which necessitated the aircraft climbing	•
			to 18,000 feet or better to st above the cloud. There were no fighters in evedence and	
to es			only light flak was encountered. Orees reported on return that a amount attack on Stuttgart	1
	dista.		ms drawing heavy flak. There was one early return from this operation. The aircraft	1
			were diverted on return A small amount of flying training was undertaken during the day	

" admines of course of the controls.

R.A.F. Form 540
See instruction for use of this form in K.R. and A.C.L.,
pere, 2540 and War Mountal Pt. II., chapter XX., and
actes in R.A.F. Poolsh Dools.

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Place	Date	Time	SECRET.	References to Appendices
IDDLETON ST. GEORGE	STH JAN.	1945	Operational stand-down.	
AND SHAPE A STREET			The first blissard of the winter completely blanketed the airfield. There was inter-	
			mittent 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.	
			Missard continued intermittently during the course of the day which scrubbed any pos-	
			sibility of flying. The aircrew were armed with shovels and paraded to the runways,	
	1000 100	49/2	where they put in a good days physical exercise, but as more snow fell during the course	•
			of the day, the regults were not particularly apparent by nightfall. One flight particular	
			ted in a drill parade.	
	10TH JAN.	1945	Operational stand-down.	
	100		Snow continued to fall at odd intervals during the day. This, continued with low viei-	
			bility conditions and the condition of the runways, mashed out flying but a fair amount of	
			ground training was undertaken by those crews for snow-shovelling exercises.	
	112H JAN.	1945	Operational stand-down.	
			Weather conditions at the base continued unfavourable and no flying was undertaken.	
			All sections carried brough with ground training and a special intelligence lecture	
	医器器 器		by Station Intelligence Officers.	
			Three crews proceeded to Newcastle on a Naval Liaisan visit and had the privilege of	
	1920-120	(A)(**	seeing over one of His Majesty's heavy cruisers. This visit was most instructive and	
			beneficial.	
	127H JAN.	1945	Thirteen aircraft were required for a night operation, but this was subsequently	
	\vdash	\sim	sorubbed.	
ingen anderstander .	100,00	19(3)	The weather at base improved very considerably and crows diverted from the Munich raid	
			of the 7th were able to return to Base in the morning.	
	100	192	A big flying program was put in the morning but this had to be sorubbed in view of the	
			impending operations	
	Market Mark	BEER!		Marun

Place	Date	Time	Summary of Events SECRET.	References to Appendices
CIDELETON ST.GEROGE	1 37H JA	N. 1945	Operations were again ordered and again sorubbed. This interfered badly with	
			the Tlying training prigram during the day, but several cross-countries were laid on for	
	1501.0	3* 1992)	the evening after the scrub came through; these again had to be scrubbed as the weather deteriorated badly.	
3	1429 34	1945	15 orews were required to attack Herseberg Oil Refinery outside Leipzige 5 of the most experienced orews were detailed as supporters to the P.F. Force; these were	3. 5
			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 advances weather with 10/10ths cloud was emocuntered, the attack seemed to be	A.51 to A.63
	C 20% 5	k* 2.66	very good. Defences were very heavy, particularly flak. Two crews are missing from this	
			attack: J37102 F/O Vatne N.R., flying aircraft "F" EB799, and \$27676 F/L G.O. Tedford, flying aircraft "I" EB769. This was F/O Vatne's Jist sortis and would normally have been	
		Kaberrou II	the last trip of his tour. It was P/L Tedford 16th sortie.	
	15TH JAN	6 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.	
	162H JAN	. 1945	12 orews were required for an attack on Seist. Take-off eventually at 1720 hours	2.6
			after two postponements. All aircraft got away. Bombing heights were from 18,000 to	A.64 to A.75
			19,000 feet. The weather was very good enabling the target to be bombed visually. Timing	
	100000000000000000000000000000000000000	1963	was good, and it is expected that the results of the attack will be above average.	
			Moderate flak encountered but enemy fighters were in evidence. The Mavigators reported	
<			that the "GEE" was heavily jamed, with the result that most of the navigation was done	
			by D.R. and H2S. All orews returned safely.	
			Normal ground training was carried out by those crews not detailed for the operation.	
TIO 4250 25*10756	178H JAN	1945	Stand-down. Weather at hase was generally duff, but some cross-countries were carried	
			out and H2S bombing was practised. A bullseys was laid on this night but this was	
e de la constant	1000		eventually scruubed due to a deterioration in the weather.	

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R.S.F. FORM 540
San instructions for use of this form in K.R. and A.C.I.,
para. 2540 and Was Mount Pt. II., chapter XX., and
notes in R.A.F. Pecker Book.

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				AAA
Place	Date	Time	Summary of Events SECRET.	+ References to Appendices
IDDLATON ST. GEORGE	18TH JA	N. 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 J	N. 1945	15 aircraft were required for an operation, but the requirement was sorubbed 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 out rather severely.	
	20TH JA	1. 1945	Operational stand-down.	<u> </u>
	-		Weather at base had deproved considerably and a considerable amount of flying training	
			was undertaken, emphasis being placed on cross-countries in an endeavour to get our untrained	
	V. 4.		orews serviceable.	
A 1	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	
			ourtailed, but some air training was carried out. An intelligence film was shown to some of	
			And Section 35t, officer. In the afternoon, 1700 Chairs, the San Line 21.	
	22ND JAN	1945	15 aircraft were again required for an operation, but this was again scrubbed, this time	74.
			before briefing. A certain amount of air training was carried out. This, of course, was	
			drastically curtailed due to the impending operations	
	23RD JAN	1945	Operational stand-down	
	10 10 10		The weather was poor with snowflurries. No flying training could be carried out during	***************************************
Sky 20			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,	· transcription of the contraction of the contracti
		19/2	and ground training occupied as the remainder of the day.	
	24TH JAN	. 1945	Operational stand-down.	1-1-1-1
			The weather continued bad, with the result that very little flying training could be	***************************************
			undertaken, but again ground training was amplastized.	
		lare con la		Morwo

Place	Date	Time .	Summary of Events SECRET.	References to Appendices
MIDDLETON ST. GEORGE	24TH J.	AN. 1945	With the imminent posting of W/C Hagerman, the O.C. of the Squadron, and the assurances	
-)		-	of the meterrollegheal department that the duff weather would continue, the opportunity of	
			having a farewell party was taken. All the officer-members of the Squadron joined in making	ng
			this a memorable occasion it was just as well that no flying could be carried out the	
			following day.	
	25TH 3	AN. 194	Operational stand-downe	***************************************
			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 MEt. 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. Hageman safely off to	
			his new post this sortic was successfully completed, all personnel returning to the	
	5 1	• -	Station without loss.	1
	26TH JA	N. 1945	Operational stand-down.	,
			The weather was still unfit for flying with the result that the Squadron's efforts had	170
			to be confined to ground training. All aircrew attended a tactics lecture given by the	
	1000	• 1765	Group Tectics Officer.	
			F/L N. McCommachie (J15887), who completed his second tour as Signals Leader of the	
			Squadron, left to take his new post with Transport Command.	
	27TH JA	1945	15 aircraft were required for an operation, but after take-off time was postponed	BIT .
	39%	200	several times, the operation was sorubbed 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 ourtailed.	
	28TH JAN	1945	15 aircraft were detailed to attack Stuttgart/Kornwesthein. Take-off had to be inter-	
PROPERTY CONTRACT	3504 15	* 789	rupted due to a snowflurry but all sircraft were sirborne in time. The weather enroute to	E.7
			the target was good but the target itself was obscurred by cloud, and bombing had to be on	. ,
22 29 1	10 KP 15 1	arre I	sky marking. Bombing heights were scheduled from 18,000 to 20,000 feet, but due to the poor	1 76 4- 1 00
4			target conditions, some crews did not bomb. The results of this attack are considered to	A. /0 to A. 90
BRUSS AND STREET		5.095	The state of the s	

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Place	Date	Time	to the second second	Sum	mary of Events	SECRET.	References to Appendices					
IDDLETON ST. GEORGE	20TH JAN	. 1945	be poor- Navigational timing w	as not goo	d, primarily due to the	poor met. forecast.						
			Enemy action was light, and all	crews wer	e diverted on return.							
	29TH JAN	. 1945	Operational stand-down									
			Some crows were returned from the diversion, but six were unable to get airborne before the weather closed in-									
			Flying training was curtailed	due to po	oor flying conditions,	and ground training was	B44					
Sec. 12.			carried on as per usual.									
	30TH JAN	1945	Operational stand-down-	Operational stand-down								
			Ground training was carried or paraded for presentation of the									
			Air Marchall R. Leckie, G.B., D.S.C., D.S.C., D.E.C. He was accompanied by A/V/M Anderson and AXXX A/V/M McSwen G.B., McC., D.F.C., and party. The C.A.S. inspected the Squadron,									
			nen complimented them on their achievements prior to presenting the trophy to the Squadron									
	1		Commander, (C1579) S/L M.E. Ferguson.									
	Net. Ja	1945	The Squadron was required for 8 sircts ft 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	DANGE SERVICE	- National Company of the Company of							
			In the morning a lecture was landers of Canada, on bombing as	given to t	he crews by Major Talbo	t of the Cemeron High-						
			interesting to the Squadron as M		· · · · · · · · · · · · · · · · · · ·							
			Co-operation Attacks, that the So	SECTION THE SECTION								
	31st. Ja	1945	(a) CASHATATES									
			J27874 F/O TEDECED, G.G.	2.	Reported missing L		1					
			J38781 F/O EDEM, J.Q.	No.	Lancaster X A/C EB	Anne and and the continues of the contin						
			J57483 F/O SMENCER, G-D-M- J90523 F/O THOMSON, C.S.	AB WO	Target: MERSEBURG							
			2212840 SGT. WILLIAMS, R.J.	72								
			R210991 P/B HARBALL, H.	UG	to the second							
			R104043 F/S McKAY, A.G.	RG			MORNING					

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Place	Date	Time	Fig. 10 Court of	Summar	y of Events SECRET.	References to Appendices
IDDLETON ST. GEORGE.	33SF JA	N. 1945	(a) CASUALITIES (CONTED)		The second of th	
	-		J37102 F/O VATNE, N.R.		REPORTED MISSING 14-1-45.	
			J40375 P/O EAGER, H-R.	N.	Lancaster KB769	
			J37814 F/O HOAS, N.V.	AB	Target: MERSEBURG.	
			R184173 F/S CHATWIN, F-H-	WO	The state of the s	
			R62296 SGT. MITCHELL, B.C.	FB		
			R26 2395 F/S WOODS, R.C.	IG .		
			J92529 ₽/0 WOODS, G.J.	RG	20	
			ga mercijar. Crosi na arvori ataan r	Sent's erro	t allers on the or the section	i grani
			(b) POSTINGS IN	1 500 400	and constraint and control to the late of	162 10 16
	- a 1	A . 198	J27682 P/O Widdecombe, P.	P.	Pested from 76 Hase, w.c.f. 14-1-45.	
	J. C. 14		J40924 P/O CHURCH, H.W.	N.		
			J41781 F/O ANDREWS, F.L.	AB	Section both emiserance of the second of the	77
The second			1208980 SGT. TRIGG, F.G.	wo		1
	1		R200686 SGT. MOOPE, C.H.			3
			R224782 SCT. KRATYAK, S.E.	tig.	(30) (20) (30) (30) (40)	
			J87005 P/O COTTER. W.G.	PG.	* (//	-
			Diegon, S.L. regald, 13 parties - general			
			J16138 P/L MILAUCHLIN, M.W.		Posted from 76 Base, 3,-1-4,5,	
		4	J19068 P/O GARRIOCK, Hala	9. (D. \$100).		
			J85369 F/O SAINDERS, B.V.	AB		
(Vitariagene)			J17927 F/O ANDERSON, E.A.	WO		
	2000		R107563 SCF. LICHTFOOT, W.W.	122		
		1	J87587 P/O CHARBONNEAU, M.	UG	Assumed an accurate	La de la constanción
•	V50751 F 2	* #aF3	.788306 P/O CAMBTON, B.P.	RG		
			J85111 P/O BATNARD, 4.8.	P	Peated from 76 Base, 14-1-45.	
The providence many takes C. S.						NEP WE

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R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.J., para. 2349 and Wes Manual Pt. II., chapter XX., and mates in R.A.P. Pacher Book.

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Place	Date	Time	(a) gar-	- 10	2 344, 1N		Summary of Events	SECRET.	References to Appendices
DDLETON ST.GEROGE	31ST JA	N. 1945	(ъ) Ро	STINGS	IN (CONT'D)				
			R225232	75	MADDIN DW	AB	Posted from 515 Sqdn Wasafa	6-1-45	
· · · · · · · · · · · · · · · · · · ·			100000	- 20	\$450.50T-Q#	-200		7.7	
			R209851	PS	ROSSÓ ÁÖ	WO	Posted from 76 Base Wasafe 17	-1-45	
		***************************************	0.00	-12"	referries and	5	inabes to t88 Sola W. a.t.		
****			R205967	PS	GARTSIDE LG	AG	Posted from 428 Sqdn, wleef.	6-1-45	
()			465724		. "TTE (X)	. 30	The same to wood in a manage.	-1-10 inacros	
			1806065	SCT	BULLOCK NH	PE	Posted from 428 Squn, w.e.f.	9-1-1-5	
		-	35577	74	han side	- 1	TORONG SO 1007 O.V. West.	olor integration sex	
			(a) POS	TINGS (TUT				
			J24972	PO	ERRINGTON JE	P	Posted to "R" Depot w.e.f. 2-	1-45	
		***************************************	J20246	FL.	STEELS TL	N			
			J28228	PO	SOMERS CL	N	Fosted Calendo, Nacata wile	Trigram company t	
			J28895	20	HERNARDI MJ	AB			
			J21461	PO	DICESON TR	AB	an estad displaced a trail . Gent elle	Common sign	# / - 1.4 / * * * * * * * * * * * * * * * * * *
			J35122	PO	TODD BA	AB			
			J92042	PO O	QUING TJF	WO	5 - 5 6 /4/20 .e.i1-1	Committee and Committee	C) () () () () () () () () ()
			R97068	W01	LOUCKS W	WO		***************************************	
			R126147	102	STREEZ: JR	WO	- C)		
			C88231	PO	ROBINSON L	WO			
			C92253	PO	PRIMET JF	75	i i i i i i i i i i i i i i i i i i i		
			092237	PO	BOTHS RN	75		(0000	
e			J90094	PO	HUFF CC	AG			
			389416	PO	ANNABEE HC	AG	X2552022007002		31)/pc-10-0444-)-0-5041- 05040 -941
	100	R. 196	R98992	76	MCIAND IC	AG	12 F. F. St. St. C. C. C. C. C. C. C. C.	terfor-(nivelegases)	
0,87			392114	PO	MADONALD KJ 🥕	AG		The second second	
National Section 1	2000	(0.50)	R202942	76	MACRETH HJ	AG	40/42 - 1	STEEL MARKET	
							yan baran samu mangan bahan samu man		

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Place	Date	Time		-		1005	Summary of Events SECRET.	References to Appendices
IDDLETON ST.GEORGE	31 ST J	M. 1945	J10572	M	SWARTZ RW	P	Posted to 408 Squn w.e.f. 3-1-45-(Operations)	
			J28872	PO	GILDNER EN	N	-	
			R171278	WO	MITH CHP	AB		
			J90475	PO	SAULNIER JA	WO		
			1880903	SGT	SCITH TE	PE		
			J85376	FO	CHAPUT JGA	UG		
			R128388	78	BOUVIER WL	RG	20	
	-		3/	1.1	104372 1	40	(C)	
			178035	PO	HICKPOED WA	FE	Posted 64 Base w.e.f. 4-1-45 (Non-Ops duty)	
			200	-/	2.00	-+-		
***************************************			J35120	10	MCKTILOP AP	AB	Posted 62 Base w. e.f. 5-1-45 (Non-Ops Duty)	
Andrew Street					100000000000000000000000000000000000000	*		
			1854.88	PO	ABKSW DV	22	Posted A.G.A.G. w.e.f. 5-1-45 (Assessment)	
			1880164	SOT	LUCKING RS	72	The state of the s	
			18 68 98	PO	PARSONS HK	15	20 2005 (co., 7., Do.) ***** D*****	
			'e'	7000	9	- Dy		
		***************************************	J35707	370	MCALPINE MJ	N	Posted to 1659 C.U. w.e.f. 6-1-45 (Instructor)	
			1/09/00	3655	TE 1990 NO. (1)	5.73	Toobad '9	
			017597	7.	HALL DG	75	Posted to 1666 C.U. w.e.f. 8-1-45 (Instructor)	
		· (- 10/2p1	-30	antime in	30	Application and applications of the state of	
Laurence de la company			0994	SL	NORRIS RW	P	Posted to 408 Sqdn w.e.f. 15-1-45 (Operations)	
			06706	PL	DYSR DN	N	08460 2508 70 3086 040454 1, -1+45	
			J41656	PO	MURRAY CM	AB		
			R131630	100	BARGIAY JK	WO	Section results so distribution Co. 12 -1-44,5	P .
Constitution of the contract	1000000	• 7545	J8975¥	20		75		
a manifestation to the same and			J45700	PO	PONKLAI J	UG		
	Character and Control		R156024	SGT	STEWART JEE	RG		
						manaritin-ris		
					310 - 43	(B*0*)	• • • * ******************************	16

R.A.F., Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349 and Wor Manual Pt. II., chapter XX., and

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

No. of pages used formenth 16

Place	Date	Time		1,00	Summ	ary of Events		SECRET.	References to Appendices
DDLETON ST. GEORGE.	31ST JE	No. 1945.	(a) POSTINGS	OIL (COLLID)			,-,; *- ;	•	
			183866 P/	O TENTY, R.	180	Pented to A.C.A.	C. W.e.f. 11-	1-45. (Assessment)
			J28265 F/	O MCKELLAR, J.H.	N	Posted "R" Depot	Wegefe 16-1-	45. (Repatriation)
			J26312 F/	O GREEN, M.	AB		*****		
			R183777 P/	S CORRIE, J.D.	WO		• • • • • • • • • • • • • • • • • • • •		
e Company			J92268 P/	O JOHNSON, F.G.	WO	and make his	*** * ***		
			J98231 P/	D BROWN, P.R.	AG	200 22 0 g - 20	• • •		ļ
			R221942 F/	S MURIELL, W.H.	AG	A STATE OF THE STATE OF		70.	
			J92068 P/	b Wilson, W.H.	AG	1.150.000.000.000	• • • • • •		
			J91154 P/	O SHETTLER, R.	AG	Live have religiated	• • • • • • • • •		
(A-10)					4		. ((()) -	*	
			J17728 F/	O COLES, N.J.	WO	Posted to 1659 C	.u 20−1	45. (Instructor)	
			J15887 F/	L MCCONNACHIR, N.	WO	Posted to H.Q. T	ransport Com	and, wef. 24-1-45	(Non-Ops Duty)
		.,	J9656 ₩/	C HAGERMAN, D.C.	P.	Posted to F.E. S	chool weef.	26-1-45 (Officer	commanding Post
			J36292 F/	o cum, J.H.	J.	Posted to Aircre	School, wee	.f. %-1-45. (Rec	ewing).
			J. 25399 F/	L ANDERSON, J.A.	2.	Posted to "R" De	pot, wasafa 2	3-1-4,5. (Repatria	im).
			J86975 F/	WILLIAMS, C.D.F.	Pilot				
			R100481 W/	O PARRELL, W.K.	AG		nerge of the second conditions of the	yelige of the second	
			J92872 P/	O HORNE, B.	AG			-1 C - 1 C -	
	10,242		J92385 P/	O BROWN, N.S.	AG				
5,900			J92381 ⊅/	O LEGHT, M.K.	ДВ	Posted to 1666 C	U. wof. 31-1	45. (Instructor)	
								,	si Star

Place	Date	Time		Sumi	sary of Events	Reference to Appendi
IDDLETON ST. GRORGE.	JIST J	N. 1945.	(a) POSTINGS OUT (CONT'D)			
	ļ		125950 P/O HTIL, D.	WO	Posted to 1659 C.U. wef. 31-1-45.	Instructor).
			185694 P/O CAMPRUL, M.J.		Posted to "R" Depot wee.f. 29-1-5	(Repatriation).
***************************************			757511 F/O MCNABB, R.G.	N.	Posted to 426 Sqdn. wef. 29-1-45.	Operations).
	-		128360 F/O MANGIONE, N.	AB		
			792870 P/O POLJARD, H.	wo		
			D87748 P/O CHEEN, S.	PB		
***************************************			209843 P/S CROMMELL, Lag.	UG		
			255430 F/S IEWIS, C.H.	BG		
			a) PROMOTIONS.			
			16411 F/O HIBIN, H.B.	N.	Promoted to TFL Wassels 3mlOmista	
			22571 F/O FISHER, A.A.	N.	Promoted to TFL weed. 23-10-64.	
			185694 P/O CAMPRELL, M.J.	AG	Promoted to TFO weesf. 3-10-44.	
			45700 P/O TONELLI, J.	AG	Promoted to TFO week 19-11-44.	
			36605 P/O RAMEPERGER, J.J.	49.	Promoted to TFO weesf. 1-4-44.	
			24761 P/O METIVIER, H.A.	P.	Promoted to TFL wee.f. 22-11-14.	
			27874 F/O TEDFORD, G.O.	Pa	Promoted to TFL weesf. 17-11-44.	
			86520 P/O COVETTE, JURIP.	AG	Promoted to TPO was 26-10-14.	
			e) coertsstovs.		OFFICER'S NO. RFF. DATE.	200 - 27 - 27 - 2 - 2 - 2 - 2 - 2 - 2 - 2 -
			192159 F/S CIARK, J.H.	WO.	J92980 23-11-V/-	,
			212637 F/S WIENS, P.	AG	J92890 3-12-44-	
Service of Service	75.10	200	139999 F/S POLLARD, H.	wo	J92870 23-11-44.	
			130893 F/S HORRE, E.	AG	J92872 2-12-Wie	
			187766 F/S MACNEIL, J.C.	Р.	J92767 %-11 -1/4.	
			180756 F/S PEAREN, H.P.	N.	J92659 8-11-√J-	1228

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R.A.F. Form 540
See metractions for use of this form in K.R. and A.C.I.,
form. 3540 and Was Manual Ps. II., chapter XX., and
seems in R.A.F. Packet Ecoh.

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month

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

No	. of	pages	used	for	200y	

Place	Date Time	Summary of Events SECRET.	References to Appendice
	31ST JAN- 1945	(f) HOUNGURS AND AMARDS	
		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 PO HRANCHAMP N.S. AB	
		J27454 FO CHRISTIAN C.D. AB	
	1 .	J26875 PO J.W. STEELS AB	
		J27379 PO WINCH A.W. WO .	
		J85836 PO LAPORD L.E. AG	
		J22435 PO ANGUS A.G. Teatron Walter (arts)	***************************************
		527472 PO TATIOR J.B. N	
		J22498 FO TAYLOR D.R. AB	104 \$2.000.00.000.000.000.000.000.000.000.00
		The award of the DISTINGUISHED FLYING MEDAL (Non-Immediate) was made to:	
		1806065 BOT BULLOOK N.H. PE	
		Annual confidence against the control of the contro	
		09598 FL CRAWBORD A.B. AASD, Squadron Adjutant, was awarded a Mention in Despatches.	
		(g) CHA NGES IN COMMAND	
		J9656 A/W/C D.C. Hagerman (Pilot) relinguished command of the Squadron on posting to	
		Flight Engineers School, Statthans, w.e.f. 26-4-45. 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) CHANGES IN AIMINISTRATION - NIL	
	9400 404		. *
		(1) AIRCRAFT ON CHARGE (Type and Number)	
		Iancaster I 19	

	_	Time		Summa	ary of Events		SECRET.	References to Appendice
	31ST J	AN. 1945	(j) OPERATIONAL AND N	ON-OPERATIONAL FLYIN	G TIMES			4-10
			4 SEE 11 AS 277	DA DA	I	NIGHT		
			Lancaster Non-Ope	rational 47	· 50	47.05		-
			Lencaster Operati	èmal Ni	1	683.40	• • • •	
			(k) NUMBER OF OPERATI	ONAL SCRTIES - 90	• • •	2000 0 60 ·	•	
			(1) MONTHLY AND CUMUL	ATIVE TOTAL OF BOXES	DROPPED AND MIN	ES LAYED		
						TON =	2240 lbs.	
			N 1 2 01 980171	or region to	H.E	1	NCENDIARY	
			Bambs dropped from 1st	Jan. 1945 to 30th J	an. 1945 197.	32	54+55	
			Bombs dropped during J	muary 1945:	197•	32	54+55	
***************************************			Oumulative Total	from 1st Jan.	197•	32	54.55	
			ens. Western	y• 13		1500 1b Mine	s 1000 lb Mines	
***************************************			Mines laid from 1st Ja	n. 1945 to 31st Jan. 19	945	N11	Nil	
			the party of	· (Numbers <u>not</u> tons)	8. 1		2	
			No mines were laid dur	ing Jan. 1945.				
	1		155010 - No - Wilde v*	• 12.56	9			
			(m) MINCHER OF COMBATS	THE ENDINY AIRCRAFT:				
			There was one comb	t with enemy aircraft	ft during the mor	ath and the fol	llowing	
			are claimed:	1° 1'				
***************************************			Destroyed: Nil	44°, '72				
			Damaged: Nil	r kangirah a tib	Company (see a company)	GOAC DESIMA	a for	
			No damage claimeds One	(See appendix B.1)		r =.		
			(n) THE STREETH OF NO		ha storay). Changeoreer	JANUARY, 1945	WAS AS FOLLOWS:	
	1 4:92 10	OF AIRTE	AU WOLDON KANYAN	R.C.A.F.	R. C.A.F.	R.A.F.	R.A.F.	
				OFFICIERS	ATRAKN	OFFICERS	ATRICEN	
10.60	1 1000	3.79	AIRCREV:	186	86	14	17	
			GROUNDCREW:			-	-	
-21045/07531. SSSM 11/45 C	1 1	130		1				mehwic

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349 and War Manual Pt. II., chapter XX., and moter in R.A.F. Packet Book.

See instructions for use of this form sara, 2349 and War Manual Pt. I. sotes in R.A.F. Pocket Book.	i., enapier XX.	, and	of (Unit or Formation) No. of pages used for	month 16
Place	Date	Time	Summary of Events SECRET.	References to Appendices
MIDDLETON ST. GEORGE	31ST JA	N. 1945	(c) SHORT SUMMARY OF THE MONTH'S ACTIVITIES BY WING COMMANDER M. E. FERGUSCH	
			There were several events of outstanding importance during the month. The one	
			of which affected operations was the blissard which caused and ecline incoperations by the	
	-		and of the month resulting in the Squadron having their poorest sortic record for some	
		- 1	considerable time. Flying training hours have also dropped due to the fact that all avai-	
			lable aircraft were offered for operations and this combined with duff weather put a decided	····
			orisp on flying hours.	
			The loss of KB700 by fire on the night of January 2nd was most regretable,	
			particularly as this aircraft was the prototype of Lancaster I's. It just completed its	·
			50th operational sortie. When this aircraft was alloted to the Squadron in December of	
			1943, it had some operational credit but was used as a training aircraft having dual con-	
hander of the second of the se			trols. It was used on D-Day. From that time it was used operationally and it functioned	
	3		very well until this most unfortunate incident at the completion of its 50th scrties	
2		- 1	On the 5th of the month aircraft "B" piloted by F/O Mallen was shot up by what	
			appeared to be a Lencaster while enroute to attack Hanover. The crew crash-landed in	v 11 Magazza de Recent de La constitute
*			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.	
	(E. 5.2)		There was a most unfortunate incident on the night of the 14th when P/O Vatne and	CTOW
			were reported missing on their list sortie, which would have been their last of their	
romane stor	No. 1		first tour.	
		200	The Squadron was honoured on the 30th by a visit from A/M R. Leokie, C.B.,	
			D.S. C., 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 inten-	
			tion to have our mane more prominently in the future.	
	100		During the month W/C Hagerman D. F.C. relinguished command of the Squadron	
		-	on appointment to the staff of St.Athans.	The same of the same

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Place	Date	Time	Summary of Events SECRET.	References to Appendices
				-
			Mr Ther green W/c.	
			(M.E. Perguson) Wing Commander,	
			Commanding No.419 (R.C.A.F.) Squadron,	
			No.64 (R.C.A.F.) Base,	
-			Niddleton St.George, Durham	

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			and the second s	
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				5000 J

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