

COMPILING OFFICER: P/L A.B. Crawford (99598)

547-20-419
JAS

20780

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W. 2046/1104 200M. 7141 P.3.Ltd. 51-811

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 notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

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No. 419 (R.P.A.F.) Squadron

No. of pages used for month 21

Place	Date	Time	Summary of Events	References to Appendices
MIDDLETON ST. GEORGE	1 July 1944	(Saturday)	A Squadron Stand-down was ordered, this being changed at noon to a "Stand-by", and take-off time was set for 22.30 hours. This effort was cancelled at 19.00 hours. Weather conditions were very unfavourable, and no flying training was undertaken. There was a change of bomb-load during the day, it thus being necessary to remove the bombs from the aircraft and bomb-up again, after which the bombs were left in the aircraft.	
	2nd July 1944	(Sunday)	Fifteen aircraft were warned for a night operation, this being cancelled at 18:15 hours. Weather conditions were not particularly favourable for flying training, but two cross-country day flights were completed during the afternoon.	
	3 July 1944	(Monday)	Fifteen aircraft were detailed to carry out an operational sortie, this being cancelled one hour prior to take-off. Three night cross-country flights which had also been arranged, were cancelled. A considerable amount of ground training was carried out during the day, including six crews carrying out wet dingy drills. An Intelligence lecture was given to all "B" Flight crews during the afternoon.	
	4 July 1944	(Tuesday)	Fifteen aircraft were detailed to carry out an operation, the target being VILLENEUVE ST. GEORGE. Weather conditions were very favourable for this sortie, but there was a bright moon. Bombing was carried out from a height of 12,000 feet. During the course of the attack, the Master Bomber ordered crews to bomb from a height of 6,000 feet. Two sets of tactics were issued for this attack, the Navigators having to make up two full flight plans, being told which one to use just prior to take-off. Very heavy opposition was encountered, both from flak and fighters, with the result that three aircraft were missing from the Squadron. Aircraft "J" (Pilot F/O L.W.A. Frame, J.28155) on his 12th sortie; aircraft "H" (Pilot F/O J.M. Stevenson, G.27788) on his 10th sortie, and aircraft "U" (Pilot F/O C.A.D. Steepe, J.26808, on his 2nd sortie). Aircraft "O" and "S" were badly shot-up by cannon shells, but returned to base without much	A.1937 - A.1951

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Place	Date	Time	Summary of Events	References to Appendices
MIDDLETON ST. GEORGE	4 July 1944 (Tuesday)	(cont'd)	difficulty. There were eight encounters with enemy aircraft. During the day two cross-country flights were carried out, and at night two aircraft carried out circuits and landings and cross-country exercises. Special lectures were delivered to Pilots, Air Bombers, and Flight Engineers of the Squadron by C.17597 E/Lt. D.G. Hall, the Squadron Flight Engineer Leader, on the Lancaster aircraft power system.	B.40; B.41 B.42; B.43 (2 attacks); B.44 (2 attacks); B.45.
	5 July 1944 (Wednesday)		The Squadron was stood down for the day, but warned to stand by for possible requirements on the morning of the 6th July. At 19:00 hours information was received that take-off would be at approximately 05:00 hours, 6th July, 1944. Four aircraft carried out fighter affiliation exercises during the day, five aircraft were engaged in air-to-air firing exercises. Several night cross-country flights were arranged, but these had to be cancelled due to the warning for early morning operational requirements.	
	6th July 1944 (Thursday)		Fifteen aircraft took off at 06:00 hours, the objective being ^{SRP} Sirecourt. Weather conditions were considered very favourable. Navigational results were excellent, the bombing being carried out from a height of 12,000 feet. An excellent fighter screen was provided, and no enemy aircraft were seen by the Squadron's crews on this sortie. Flak opposition was heavy, 6 of the Squadron aircraft being holed, three of which were rendered Category "A" through this, and one rendered Category "AC". The Category "AC" aircraft, "E", landed at the U.S.A.A.F. aerodrome at Aldermaston, being unable to return to Base. A heavy training program had been arranged for the day, but this had to be cancelled due to the morning operational activities, as all available aircraft were employed. The following is an extract from the Station Summary of Operations (RCAF Station Middleton St. George) "A/C 419/P jettisoned bombs safe just short of target as fusing switch was hit by flak and made w/s. A/C 419/K jettisoned 1 x 500-lb hang-up, safe. A/C 419/E landed away because of damage by flak. Weather was exceptionally good. Markers were on the ground by 07:57 hours, slightly north of the	A.1952 - A.1966

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Place	Date	Time	Summary of Events	References to Appendices
MIDDLETON ST. GEORGE	6 July 1944 (Thursday-Cont'd)		target and a second lot at 07.59 hours was correctly placed. The attack opened early and very soon the target was enveloped in smoke. The Master Bomber at first ordered M/F to bomb south of the TI's - later changed to bomb the smoke. Excellent bombing concentration was achieved. No sticks being seen outside the smoke at all. Heavy flak was encountered over the target first, as a barrage and later accurately predicted on the aircraft who bombed toward the end of the wave. One aircraft sustained damage. No enemy fighters were seen. Photos attempted by 13 aircraft.	
	7 July 1944 (Friday)		No aircraft were prepared for training during the morning, and at noon information was passed to the Squadron that it would be required for an evening daylight attack. A maximum effort was the requirement, but only 12 serviceable aircraft were available. Briefing was originally scheduled for 19.00 hours but this was changed at 16.30 hours to a briefing at 17.30 hours. Crews were fed and briefed rapidly, and a take-off was effected at 19.30 hours. The attack was directed against enemy troop concentrations at Caen, the aircraft bombing just ahead of our own line. Weather conditions were favourable, and bombing was carried out from a height of 7,000 feet. The bombing results were excellent, the many congratulatory messages which were received testifying to this.	A.1967 - A.1978
	8 July 1944 (Saturday)		Eight aircraft were detailed for an afternoon bombing mission. Take-off was postponed three times, then the requirement was changed to early the following morning. Four cross-country training flights were completed during the morning. Two aircraft carried out air-to-air firing exercises and four on fighter affiliation exercises. One crew carried out a dingy drill during the afternoon.	
	9 July 1944 (Sunday)		Crews were wakened at 02:00 hours, but as the projected operations were postponed, they were sent back to bed and called for an 06:00 hours briefing. Take-off was eventually made at 10:45 hours. The target was Mont Candon. Bombing was carried out from a height of 11-12,000 feet. Weather conditions were fair, but no results of the attack could be observed owing to cloud which	A.1979 - A.1986

Place	Date	Time	Summary of Events	References to Appendices
MIDDLETON ST. GEORGE	9th July 1944	(Sunday)	<p>obscured the target.</p> <p>Weather conditions at Base were very unfavourable and the aircraft were diverted after the attack, but returned to Base at approximately 20:00 hours.</p> <p>During the day, owing to the above-noted unfavourable weather conditions, only local flying could be carried out.</p> <p>A film on "Hydraulics" was shown to aircrews who were not engaged in flying training or operational</p>	
	10th July 1944	(Monday)	<p>Thirteen aircraft were warned for a night bombing operation, this being postponed during the afternoon until early the following morning.</p> <p>Four crews carried out an air-to-air firing exercise during the morning.</p> <p>During the afternoon a considerable amount of ground training was carried out by the various sections, under the supervision of the various Section Leaders.</p>	
	11th July 1944	(Tuesday)	<p>Thirteen aircraft were originally detailed for an early take-off, this being postponed until noon, then until 16:00 hours, then until 18:15 hours, the detail being finally cancelled at 18:00 hours.</p> <p>Weather conditions were very unfavourable for flying, with the result that no flying training could be carried out during the day.</p> <p>All aircrew were confined to camp during the evening, as it was anticipated that there would be an early-morning operational requirement.</p> <p>Ground training in the Sections was carried out.</p> <p>The film on "Hydraulics" was again shown in the NAAFI, this time for the benefit of Pilots and Flight Engineers who had missed the previous showing.</p>	
	12th July 1944	(Wednesday)	<p>Thirteen crews were briefed at 09:30 hours for an attack on Thiruvay.</p> <p>Take off was postponed for two hours, then again postponed until 18:00 hours. The aircraft took off at 18:00 hours to attack the above target. The attack was considered to be successful, bombing being carried out from a height of 14,000 feet, and fair weather prevailed. There was slight enemy action encountered in the form of flak. Aircraft "D" landed at Marston Moor with a complete electrical failure which caused the aircraft to return early.</p>	A-1987 - A-1999

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Place	Date	Time	Summary of Events	References to Appendices
MIDDLETON ST. GEORGE	12th July 1944	(Wednesday Cont'd)	A small amount of local flying was carried out during the day, consisting principally of circuits and landing exercises by the new crews, and one Radar air test was carried out. During the past few days four aircraft were equipped with Fishponds. This, it is anticipated, will be the last Fishpond equipment to be fitted as the policy now seems to be that of fitting Visual Monica equipment.	
	13th July 1944	(Thursday)	Thirteen crews were briefed during the morning for a take-off at 13:00 hours. Take-off was then postponed until 16:00 hours, a further postponement being then made to 18:00 hours. The detail was finally cancelled at 17:00 hours, with a standby warning for an early-morning take-off. During the morning, three Radar cross-country flights were carried out, and some local flying in the form of circuits and landings was also completed. Six aircraft were de-bombed at 16:00 hours preparatory to carrying out some practice bombing, but when the warning for the early-morning detail was received the practice bombing was cancelled and the aircraft were again loaded in preparation for the operation.	
	14th July 1944	(Friday)	Thirteen crews were called out at 02:00 hours, briefing being set at 02:30 hours. At 03:00 hours the detail was postponed and the crews returned to bed until 09:30 hours. Take-off was scheduled for 12:00 hours, being subsequently postponed until 18:00 hours, a further postponement being made until 19:05 hours. This operation was finally cancelled at 18:30 hours, and a warning to standby for an early morning take-off was given at that time. Weather conditions at base were favourable for flying, and the aircraft not detailed for the operational requirement carried out a great deal of training. Three Radar cross-country flights were carried out during the morning, and a considerable number of circuits and landings exercises were completed during the afternoon.	

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Place	Date	Time	Summary of Events	References to Appendices
MIDDLETON ST. GEORGE	15th July 1944 (Saturday)		<p>Thirteen aircraft were detailed to carry out an attack on the Flying Bomb sites at Bois des Jardins. This was a night attack, with weather conditions favourable to the target, but cloud was encountered in the target area with the result that some of the crews were not able to observe the T.I.'s and bombed the glow at the T.I.'s on the ground. Bombing was carried out from a height of 13,000 feet. The Master Bomber was not heard clearly, and no assessment of the attack can be made. Enemy actions encountered was considered to be very slight, flak being negligible and very few enemy fighters were seen.</p> <p>Weather conditions at Base were very good during the day and eight fighter-affiliation exercises were carried out, nine air-to-air firing and bombing exercises were completed, and four cross-country flights and one Radar Cross-country flight were also completed.</p> <p>This was an exceptionally busy day for the Squadron Armament Section, as it was necessary to de-bomb nine aircraft, bomb them up with practice bombs, and then once again bomb the aircraft for the operational sortie.</p>	A.2000 - A.2012
	16th July 1944 (Sunday)		<p>Operations were scheduled in the morning but this detail was cancelled at noon.</p> <p>A happy result of this early cancellation was the fact that the Squadron was thus enabled to carry out a very extensive flying training program.</p> <p>Three cross-country flights were completed, eight practice bombing sorties were completed, six of these being H2S bombing with photography, four air-to-air firing exercises, and three aircraft carried out practice exercises in three-engined flying and landing.</p> <p>When taking-off on one of the cross-country flights, P/O R.W. Kent (J25793) had the misfortune to burst a tyre on the aircraft which he was flying. The detail was completed and then he accomplished an exceptionally fine landing, the only damage to the aircraft being a slight dent in the rim of the wheel with the burst tyre.</p>	
	17th July 1944 (Monday)		<p>Operations were again scheduled in the morning, these being cancelled in the late afternoon.</p> <p>After the cancellation came through, the Squadron was warned to stand-by for an early morning mission with all available aircraft.</p> <p>Due to a combination of weather conditions and the uncertainty of the operation, no flying took</p>	

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Place	Date	Time	Summary of Events	References to Appendices
MIDDLETON ST. GEORGE	17th July 1944 (Monday - Cont'd)		place during the day, but ground training was carried out by the various Sections under the supervision of the Section Leaders. All aircrews were warned to retire early in order that they would be ready for the early-morning operation.	
	18th July 1944 (Tuesday)		Crews were awakened at midnight, had their meals, briefed, and took off at 03:30 hours to make a dawn attack on the German forces opposing our own troops at Caen. Seventeen aircraft participated in this mission, which was considered to be very successful. Weather conditions were very favourable. Bombing was carried out from a height of 7,000 feet. Messages of appreciation were subsequently received from the Army commanders for the help rendered by forces of Heavy Bombers on this occasion. Shortly after the aircraft returned from this attack, the Squadron was notified that it would be required for operations in the evening. Fourteen aircraft were detailed to attack Wesseling, near Cologne, take-off being made at around 22:30 hours. The tactics on this attack were most unusual, the aircraft proceeding to the target at various levels, some as low as 2,500 feet while over enemy territory. The bombing was actually carried out from a height of 13,000 feet and appeared to be very effective. These low-level tactics seemed to have evaded the enemy fighter attack, but very heavy flak was encountered in the neighborhood of the target. After bombing, the aircraft again descended to a low height to return to this country. Owing to the double operation carried out during the day, only one flying exercise was carried out during the day, this being a Radar cross-country flight. There were two encounters with enemy aircraft.	A.2013 - A.2029 A.2030 - A.2043
	19th July 1944 (Wednesday)		Fourteen aircraft were scheduled for operations in the morning, this being cancelled at noon. Very little training was carried out during the morning, as the aircraft were being thoroughly inspected after the concentrated effort of the previous day.	B.46; B.47.

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Place	Date	Time	Summary of Events	References to Appendices
MIDDELTON ST. GEORGE	19th July 1944	(Wednesday-Cont'd)	During the afternoon, three cross-country (Radar) flights were carried out, and one Bullseye exercise was carried out at night.	
	20th July 1944	(Thursday)	<p>Twelve crews were called from their sleep for an 06:00 hours take-off. While these crews were having their breakfast take-off was postponed until 09:00 hours. This was again postponed until 13:15 hours when take-off was finally made, the objective being Es-Hey ^{Es-Hey}. Weather conditions were good, and bombing was carried out from a height of 14,000 feet. The results of this attack appeared to be excellent. Enemy action encountered was considered to be very slight. Shortly after the aircraft took off, the Squadron was called upon to supply an additional four aircraft, the take-off time scheduled at 17:15 hours. This was postponed until 18:15 hours, then to 19:05 hours, at which time the aircraft actually took off. The target was Anderbelck. Weather conditions remained favourable for this attack also, and again bombing results appeared to be excellent. Enemy action encountered was slight, only one of the aircraft sustaining slight damage from flak. Owing to the combined targets on this day, no flying training was undertaken. As the Squadron had been warned for an early morning take-off, fourteen crews were detailed to retire early.</p>	A. 2044 - A. 2059
	21st July 1944	(Friday)	<p>Fourteen crews were wakened at 02:30 hours and briefing was carried out at 04:00 hours. This operation was cancelled during the briefing. During the afternoon, the operation was again scheduled, but a postponement was made until the evening, and the mission was finally cancelled, with a warning to be prepared for an early-morning detail. As all the Squadron's available aircraft were kept bombed-up during the day, no flying training could be carried out. Two Radar Mechanics were despatched to RCAF Dishforth to assemble Visual Monica Mark IIIC sets, for installation in the Squadron aircraft.</p>	

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Place	Date	Time	Summary of Events	References to Appendices
Middleton St. George	22nd July 1944	(Saturday)	<p>Twelve aircraft were detailed for a night attack, this mission being cancelled at 1900 hours owing to unfavourable weather conditions prevailing.</p> <p>During the day, two air tests were carried out, and two cross-country and practice bombing flights were also completed.</p> <p>Ground training was carried out insofar as was compatible with the operational requirements.</p> <p>Aircrew of the Squadron were warned that they would probably be required for an early-morning operational flight, and advised to retire early in view of this.</p>	
	23rd July 1944	(Sunday)	<p>Fourteen aircraft were detailed to carry out a night attack on KIEL, the town itself being the target. Weather conditions were favourable, and the aircraft bombed from a height of 20,000 feet. Enemy action encountered was moderate. The Master Bomber was heard very clearly and distinctly. It is anticipated that this would be a very successful attack, although the mission was to some extent hampered by the presence of low cloud over the target.</p> <p>The low-level tactics en route to the target seemed particularly effective in evading the German Radar-Fighter combination on this operation. All of the Squadron aircraft returned safely to Base from this mission.</p> <p>As large a training program as was possible was instituted during the day, with fighter-affiliation exercises, air-to-air exercises, and Radar-bombing exercises being carried out by three crews.</p> <p>Four aircraft also participated in a Bullseye exercise of a diversionary nature during the hours of darkness.</p>	A ₂ 2060 - A ₂ 2073
	24th July 1944	(Monday)	<p>Fifteen Squadron aircraft were detailed to attack STUTTGART, the town itself being the target. The information regarding tactics and route was late in coming through, with the result that the Navigators had some difficulty in preparing their flight plans for the take-off.</p> <p>The aircraft bombed from a height of 18,500 feet. This was the first really long trip for some crews and, with the involved tactics, some difficulty was experienced by these crews.</p>	A ₂ 2074 - A ₂ 2088

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Place	Date	Time	Summary of Events	References to Appendices
Middleton St. George	24th July 1944 (Monday)		<p>The Met winds were not as briefed, and some crews flew slightly S. of track. Enemy action was very heavy, a great many enemy fighters being observed and heavy flak barrage was put up in the target area. Aircraft "T" KB719, Captained by R161467 P/S Phillip, J.A., on his 11th operational sortie, was missing from this mission. There was one encounter with an enemy aircraft</p> <p>Very little flying training could be undertaken during the day, and only one aircraft carried out a fighter-affiliation exercise.</p> <p>Ground training was carried out as far as possible, under the supervision of the various Section Leaders.</p>	B.48
	25th July 1944 (Tuesday)		<p>Fifteen aircraft were detailed for operations, the target being again the town of STUTTGART. The tactics, route, and timing were extremely late in reaching the Squadron, with the result that the Navigators had not finished their flight plans to the target before "set course" time.</p> <p>The last aircraft was airborne twenty minutes after "set course" time, and was obliged to cut several corners to arrive at the target on time. The aircraft were slightly overloaded and some pilots had difficulty in getting their aircraft airborne on the short runway which was the runway in use. Aircraft "P" burst a tyre when it struck a fence-post fifty yards beyond the end of the runway, but continued on to the target and made an extremely fine landing on return to Base, and sustained no further damage other than the tyre itself was rendered to the aircraft. Tactics made navigation difficult and there was a wind change at a difficult place on the route. As a result the aircraft were scattered both at the target and on the return to base. Visibility over Germany was very poor, consequently no assessment of the attack could be made. Enemy opposition, both flak and fighters, was considered to be very heavy. The tenth aircraft to take-off on this mission was the 2,500th sortie of No. 419 Squadron since its inception. The honour of flying this sortie fell to aircraft "H", captained by P/Lt. W.P. McKinnon (J8412). All Squadron aircraft returned safely to Base from this sortie. There were four encounters with enemy aircraft</p> <p>Owing to operational requirements, no aircraft spared for training purposes, and one air test was the sole non-operational flight during the day.</p>	A. 2089 - A. 2103 B.49 (2 attacks) B.50 (2 attacks)
	26th July 1944 (Wednesday)		Operational stand-down.	

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
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Middleton St. George	26th July 1944 (Wednesday-Cont'd)		<p>One aircraft took off on a practice-bombing sortie, but this had to be recalled due to the inclemency of the weather.</p> <p>As the weather remained unfavourable, no other training could be carried out during the day.</p> <p>Ground training was carried out during the day, four dry dinghy drills being included in the syllabus, as well as the usual Bendix equipment training by the Signals Section and the other Section training under the supervision of the various Section Leaders.</p>	
	27th July 1944 (Thursday)		<p>Thirteen aircraft were warned for a night attack, but this was cancelled at 18:00 hours, the detail being changed to a maximum effort for the next morning.</p> <p>Weather conditions were very poor insofar as flying was concerned during the day, consequently very little flying could be carried out, the amount carried out being confined to air tests and circuits and landings.</p> <p>A considerable amount of ground training was carried out during the day by the aircrews.</p> <p>After a considerable delay, the Squadron received the Badge which had been chosen, this being a Moose, the motto being "Moosa Aswiyita" this motto meaning "Beware of the Moose" in the Cree Indian language.</p> <p>When the cancellation of the night attack was received at 16:00 hours, it was necessary for the Squadron armours to de-bomb all of the thirteen aircraft, and bomb these again with a different load for to-morrow's mission.</p>	
	28th July 1944 (Friday)		<p>Eighteen aircrews were wakened for briefing at 01:00 hours. This was changed to an 03:00 briefing, take-off being set for 05:30 hours. At 05:00 hours, the mission was indefinitely postponed pending a break in the weather conditions. At noon this operation was finally cancelled.</p> <p>Seventeen aircraft were then detailed to attack HAMBURG. The aircraft took off at 21:00 hours and up until the time of take-off the weather conditions were not particularly good. The weather turned out fairly good for the mission, however. The tactics again made navigation difficult,</p>	<p>A. 2104 -A. 2120</p> 

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MIDDLETON ST. GEORGE	28th July 1944 (Friday)		<p>bit in spite of this the Navigational results of the mission were considered to be good.</p> <p>The aircraft encountered very heavy enemy action, both from flak and enemy fighters, but all of the Squadron aircraft returned safely to Base. Bombing was carried out from a height of about 20,000 feet. There were three encounters with enemy aircraft.</p> <p>Owing to the standby for the morning operations and the preparation for the night mission, no flying or ground training could be carried out during the day by the Squadron.</p>	B.51 (2 attacks) B.52
	29th July 1944 (Saturday)		<p>Twelve aircraft were required for a night sortie, but this mission was cancelled at 16:00 hours, at which time seventeen aircrew were ordered to stand-by for an early morning operation. The timings were given at 18:30 hours for this operation, but these were cancelled at 20:00 hours and the times were left as being indefinite.</p> <p>Due to the low cloud ceiling and poor visibility, no flying training could be carried out during the day.</p> <p>The usual ground training was concentrated upon, and during the afternoon a rifle-firing contest was arranged between the aircrew of "A" and "B" Flights, the outcome of which was that "B" Flight won by a margin of five points.</p>	
	30th July 1944 (Sunday)		<p>The operations scheduled for this morning were cancelled, and thirteen aircraft were detailed for a night bombing mission. This night sortie was also subsequently cancelled.</p> <p>The weather was very thick during the morning, as a consequence of which no flying training could be carried out, and as most of the aircraft were required for the night mission the afternoon's flying training activities were curtailed. One "I" cross-country flight was carried out and two air tests were carried out during the afternoon.</p>	
	31st July 1944 (Monday)		<p>Eighteen aircraft of the Squadron were scheduled for a night bombing mission. During the briefing for this mission the times were set ahead, allowing only a period of forty minutes to complete the briefing, transport the crews to the aircraft and get thirty-five aircraft (of 419 and 428 Squadrons) airborne prior to time to set course. As this was a physical impossibility, the operation insofar as HQAF Station Middleton St. George was concerned was cancelled.</p> <p>Three air tests were carried out during the day, one "I" cross country flight also being completed.</p>	

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MIDDLETON ST. GEORGE	31st July 1944 (Monday-Cont'd)		Four "wet swims" were carried out by various aircrews during the afternoon.					
	31st July 1944		(a) CASUALTIES					
			027788	E/O	J.M. Stevenson	P	Reported missing 4/5th July 1944	
			J29527	E/O	JE Prudham	N	Lancaster A/C KB.727	
			J29387	E/O	JE Smith	A/B	Target - VILLENEUVE ST. GEORGE	
			R106601	WO1	Head LF	W/O		
			1179317	Sgt	Vinecombe FS	F/E		
			R220749	Sgt	Pett JT	M/U		
			R252323	Sgt	Gibson WR	R/C		
			J28155	FO	LWA Frame	P	Reported missing 4/5th July 1944	
			J29526	FO	WC Watson	N	Lancaster A/C KB.718	
			J29384	FO	WB Reynolds	AB	Target - VILLENEUVE ST. GEORGE	
			R93636	Sgt	High D	WO		
			1386435	Sgt	Barolay FF	FE		
			R191910	FS	Morris J	MU		
			R204430	Sgt	Hayes HB	RG		
			J26808	FO	CAD Steepe	P	Reported missing 4/5th July 1944	
			J29974	FO	DG Murphy	N	Lancaster A/C KB.723	
			J35076	FO	WJL Thomson	AB	Target - VILLENEUVE ST. GEORGE	
			J24087	FO	GR Hodgson	WO		
			R171191	Sgt	Gauthier JFA	FE		
			R201470	Sgt	Resume BA	MU		
			R252611	Sgt	Roe AE	RG		

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W

Place	Date	Time	Summary of Events			References to Appendices
MIDDLETON ST. GEORGE	31st July 1944		(a) CASUALTIES - Cont'd			Reported missing 24/25th July 1944
			R161467	FS Phillips JA	P	Lancaster A/C EB. 719
			R161385	FS Devine WH	N	Target - STUTTGART
			R178188	Sgt MacKinnon RG	AB	
			R111433	Sgt Spevak J	WO	
			1868905	Sgt Norman J	FE	
			R214262	Sgt Searson JE	MU	
			R197547	Sgt Shortt JP	RG	
			(b) POSTINGS IN			
			R151118	Sgt Williams DCF	P	Posted from 61 Base w.o.f. 6-7-44
			R180756	Sgt Pearson ER	N	
			R180800	Sgt Light MK	AB	
			CAN. 2207A	W/O Robinson L	WO	
			1869669	Sgt Crook GWH	FE	
			R121608	Sgt Brown NS	MU	
			R130893	Sgt Horne E	RG	
			J25399	FO Anderson JA	P	Posted from 11 Base w.o.f. 7-7-44
			AINA. 28164	Sgt Sanders MF	N	
			J35120	FO McKillop AP	AB	
			R124107	WO Johanson EB	WO	
			1515049	Sgt Kenyon A	MU	
			1852702	Sgt Gerard RG	RG	

SECRET.

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

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

No. of pages used for 207 month 21

Place	Date	Time	Summary of Events				References to Appendices	
MIDDLETON ST. GEORGE	31st July 1944		(b) POSTINGS IN - Cont'd					
			J18502	PO	HE Bowerman	P	Posted from 61 Base w.e.f. 8-7-44	
			R15683	Sgt	Rice CI	N		
			J29708	PO	Hindle JF	AB		
			R164561	FS	Swift EJ	WO		
			1880164	Sgt	Luoking RE	FE		
			R213609	Sgt	Toth LW	MU		
			R100481	WO	Farrell WK	RG		
			J28709	PO	Spalling L	P	Posted from 61 Base w.e.f. 8-7-44	
			J36317	PO	Allan J	N		
			J35536	PO	SpLott LW	AB		
			R194740	Sgt	Scott NLW	WO		
			R166920	Sgt	QUinn RA	FE		
			R214565	Sgt	Brown ME GH	MU		
			R208423	Sgt	Veri DA	RG		
			R139683	FS	McDonald LH	P	Posted from 61 Base w.e.f. 8-7-44	
			R172774	Sgt	Reid DDL	N		
			R160476	Sgt	White RG	AB		
			R167936	Sgt	Johnson FG	WO		
			2206024	Sgt	Greenwood J	FE		
			R204702	Sgt	Wilson WH	MU		
			R189527	Sgt	Shettler R	RG		

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W

Place	Date	Time	Summary of Events				References to Appendices	
MIDDLETON ST. GEORGE	31st	July 1944	(b) POSTINGS IN - Cont'd					
			R96190	FS	Weston AG	P	Posted from 61 Base w.e.f. 15-7-44	
			J28269	FO	JH McKellar	N		
			J28257	FO	JH McKay	AB		
			R163430	Sgt	Clarke EF	WO		
			2220971	Sgt	Musto SA	FE		
			R109177	WO	McCallum EF	MU		
			R221942	Sgt	Murrell WH	RG		
			O13128	FO	DL Buchanan	P	Posted from 61 Base w.e.f. 17-7-44	
			J36292	FO	JH Gunn	N		
			J35066	FO	WG Taylor	AB		
			R132174	WO	HC Cox	WO		
			1433128	Sgt	Airey RE	FE		
			J40773	FO	EH Oakley	MU		
			J22848	FO	M Chiraky	RG		
			(c) POSTINGS OUT					
			J86208	FO	FW Prentice	AB	Posted to 1659 Conv. Unit w.e.f. 11-7-44 (Instructor)	
			174785	FO	AL Holder	FE	Posted to 1659 Conv. Unit w.e.f. 11-7-44	
			J19347	FO	AS Chiswell	N	Posted to 1659 Conv. Unit w.e.f. 12-7-44	
			175724	FO	P Whitecross	AG	Posted to 64 Base w.e.f. 17-7-44	
			J22142	FO	AJP Byford DFC	P	Posted to 1664 C.U. w.e.f. 17-7-44 (S/L Post.)	
			J21355	FO	RV Daly	N	Posted to 86 OTU w.e.f. 12-7-44	
			J86756	FO	W.W. Armstrong	WO	Posted to 61 Base w.e.f. 20-7-44 (Refresher training and Recrewing.)	

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

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

No. of pages used for ~~30~~ ^{month} 21

Place	Date	Time	Summary of Events				References to Appendices	
Middleton St.George	31st July 1944		(c) <u>POSTINGS OUT</u> - Cont'd					
			J5100	F/L	JC Hovey	P	Posted to 415 Squadron w.e.f. 19.7.44 (Flying duties)	
			J29976	FO	CL Connell	N		
			J29706	FO	AG Whittingham	AB		
			R194593	Sgt	Currie JA	WO		
			1825113	Sgt	Coulter S	FE		
			R209417	Sgt	Gordon T	MU		
			R174413	Sgt	Maxham AG	RG		
			(d) <u>PROMOTIONS</u>					
			J19347	FO	AB Chiswell	N	Promoted to Temporary Flying Officer w.e.f. 30.4.44.	
			(e) <u>COMMISSIONS</u>					
			<u>Number</u>	<u>Rank</u>	<u>Name</u>	<u>Trade</u>	<u>Officers No.</u>	<u>Remarks</u>
			R60057	Sgt	Witwer HD	F/Lt	J86988	
			R188973	FS	Fraser NC	AG	J87420	
			R142403	WO2	Thompson CO	AB	J87318	
			1019368	FS	Grieve JF	FE	178233	
			1811123	FS	Endacott DR	AC	178149	
			1319815	FS	Ratcliffe KAJ	N	178621	
			1615050	FS	Holdford WA	FE	178035	
			1818825	FS	Mason TD	AG	178033	

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Place	Date	Time	Summary of Events	References to Appendices
Middleton St. George	31st July 1944		<p>(f) HONOURS AND AWARDS</p> <p>The award of the DISTINGUISHED FLYING CROSS (Immediate) was made to:</p> <p>CL9702 F/O MD McGill FE</p> <p>J19570 PO RA McQuade P</p> <p>J19336 PL DH MacLean P</p> <p>J20900 PO GET Hamilton N</p> <p>RL36575 WO2 EE Bourassa WO</p> <p>173550 PO GH Marjoram P</p> <p>J10959 SL JG Stewart P</p> <p>6886290 1st Lt Hartshorn JH P</p> <p>The award of the FIRST BAR TO THE D.F.C. (Immediate) was made to:</p> <p>CL395 W/C W.P. Pleasance P</p> <p>(g) CHANGES IN COMMAND - Nil</p> <p>(h) CHANGES IN ADMINISTRATION</p> <p>J8412 F/L W.F. McKinnon (Pilot) assumed the duties of Deputy Flight Commander "A" Flight w.e.f. 17.7.44 on the posting out of J221A2 A/P/L AJP Byford RFC (Pilot) to 1664 C.U. (S/L Post).</p> <p>i) AIRCRAFT ON CHARGE (Type and Number)</p> <p>Lancaster X Aircraft - 22.</p> <p>(j) OPERATIONAL AND NON-OPERATIONAL FLYING TIMES</p> <p>Lancaster Operational - 1,028:34 hours</p> <p>Lancaster Non-Operational - 294:47 hours</p> <p>(k) NUMBER OF OPERATIONAL SORTIES - 184</p>	

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

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

No. of pages used for ~~206~~ month 21

Place	Date	Time	Summary of Events	References to Appendices																								
MIDDLETON ST. GEORGE	31st July 1944		<p>(1) <u>MONTHLY AND CUMULATIVE TOTAL OF BOMBS DROPPED AND MINES LAID</u></p> <table border="0" style="width: 100%;"> <tr> <td></td> <td style="text-align: right;"><u>Tons - 224.0 lbs</u></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;"><u>H.E.</u></td> <td style="text-align: center;"><u>INCENDIARY</u></td> </tr> <tr> <td>Bombs dropped from 1st Jan. 1944 to 30th June 1944</td> <td style="text-align: right;">2196.25 tons</td> <td style="text-align: right;">152.03 tons</td> </tr> <tr> <td>Bombs dropped during July 1944</td> <td style="text-align: right;"><u>904.90 tons</u></td> <td style="text-align: center;"><u>NIL</u></td> </tr> <tr> <td>Cumulative Total from 1st Jan. 1944</td> <td style="text-align: right;">3103.15 tons</td> <td style="text-align: right;">152.03 tons</td> </tr> <tr> <td>Mines laid from 1st Jan. 1944 to 30th June 1944</td> <td style="text-align: right;"><u>1500 lb. Mines</u></td> <td style="text-align: right;"><u>1000 lb. Mines</u></td> </tr> <tr> <td>(Numbers, <u>not</u> tons)</td> <td style="text-align: right;"><u>261</u></td> <td style="text-align: right;"><u>75</u></td> </tr> <tr> <td></td> <td style="text-align: right;"><u>267</u></td> <td style="text-align: right;"><u>75</u></td> </tr> </table> <p>No mines laid in July 1944:</p> <p>(2) <u>NUMBER OF ENCOUNTERS WITH ENEMY AIRCRAFT</u></p> <p>There were eighteen encounters with enemy aircraft during the month and the following are claimed:</p> <p>Destroyed - One (See Appendix B.51 (1st Attack))</p> <p>Probably Destroyed - One (See Appendix B.52)</p> <p>No damage Claimed - Sixteen (See Appendices B.40; B.41; B.42; B.43 (Both attacks); B.44 (Both attacks); B.45; B.46; B.47 B.48; B.49 (both Attacks); B.50 (Attacks-Both) B.51 2nd Attack.)</p>		<u>Tons - 224.0 lbs</u>			<u>H.E.</u>	<u>INCENDIARY</u>	Bombs dropped from 1st Jan. 1944 to 30th June 1944	2196.25 tons	152.03 tons	Bombs dropped during July 1944	<u>904.90 tons</u>	<u>NIL</u>	Cumulative Total from 1st Jan. 1944	3103.15 tons	152.03 tons	Mines laid from 1st Jan. 1944 to 30th June 1944	<u>1500 lb. Mines</u>	<u>1000 lb. Mines</u>	(Numbers, <u>not</u> tons)	<u>261</u>	<u>75</u>		<u>267</u>	<u>75</u>	
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Place	Date	Time	Summary of Events	References to Appendices																						
MIDDLETON ST. GEORGE	31st July 1944		<p>(n) THE STRENGTH OF NO. 419 (R.C.A.F.) SQUADRON AS AT 31ST JULY 1944 WAS AS FOLLOWS:</p> <table border="0"> <tr> <td><u>AIRCREW:</u></td> <td><u>R.C.A.F. OFFICERS</u></td> <td><u>R.C.A.F. AIRMEN</u></td> <td><u>R.A.F. OFFICERS</u></td> <td><u>R.A.F. AIRMEN</u></td> </tr> <tr> <td></td> <td>105</td> <td>114</td> <td>12</td> <td>41</td> </tr> </table> <table border="0"> <tr> <td><u>GROUNDCREW:</u></td> <td><u>R.C.A.F. OFFICERS</u></td> <td><u>R.C.A.F. AIRMEN</u></td> <td><u>R.A.F. OFFICERS</u></td> <td><u>R.A.F. AIRMEN</u></td> <td><u>W.A.A.F. AIRWOMEN</u></td> </tr> <tr> <td></td> <td>2</td> <td>267</td> <td>-</td> <td>11</td> <td>3</td> </tr> </table> <p>(o) SHORT SUMMARY OF THE MONTH'S ACTIVITIES BY WING COMMANDER W.P. PLEASANCE DFC</p> <p>(a) There were two highlights so far as this Squadron was concerned during the month of July. One was the despatching of our 2,500th sortie on the night of July 25th and the other the arrival of the Squadron Crest.</p> <p>(b) It took approximately $1\frac{1}{2}$ years for the Squadron to complete its first 1,000 sorties but, in the last year, 1,500 sorties have been flown. Since the formation of the Squadron, the total tonnage of bombs dropped on the enemy amounted to the sizeable figure of appr. 8200 tons H.E. Incendiaries & mines.</p> <p>(c) Work was started on the Squadron's Crest in January 1943 and, after numerous attempts, a design suitable to the Squadron and Cester-Herald was obtained on the 17th August 1943. Since then several attempts were made to have some hastening action re the presentation of the Crest and we are very happy to at last, on the 27th of this month, have received the finished article signed by His Majesty the King. We understand arrangements are being made to have the formal presentation sometime in the next few days.</p> <p>(d) The Squadron was notified that Fulton Field, a new airfield opened in British Columbia, had been named after the Squadron's original O.C. W/C "Moose Fulton, DSO, DFC, AFC. Several pictures of the event were received from Kamloops and are very much appreciated.</p> <p>(e) On the 18th of the month the Squadron succeeded in sending off two separate attacks, one with 17 aircraft attacking CAEN in daylight and another 14 aircraft WESSELING in the RIJER AT NIGHT. This was the first time in the Squadron's history that two full scale attacks have been made in</p>	<u>AIRCREW:</u>	<u>R.C.A.F. OFFICERS</u>	<u>R.C.A.F. AIRMEN</u>	<u>R.A.F. OFFICERS</u>	<u>R.A.F. AIRMEN</u>		105	114	12	41	<u>GROUNDCREW:</u>	<u>R.C.A.F. OFFICERS</u>	<u>R.C.A.F. AIRMEN</u>	<u>R.A.F. OFFICERS</u>	<u>R.A.F. AIRMEN</u>	<u>W.A.A.F. AIRWOMEN</u>		2	267	-	11	3	
<u>AIRCREW:</u>	<u>R.C.A.F. OFFICERS</u>	<u>R.C.A.F. AIRMEN</u>	<u>R.A.F. OFFICERS</u>	<u>R.A.F. AIRMEN</u>																						
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OPERATIONS RECORD BOOK

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

No. of pages used for month 21

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
MIDDLETON ST. GEORGE	31st July 1944		<p>one 18-hour period.</p> <p>(f) The number of operations flown during the month have been most disappointing, primarily due to weather conditions. Briefing and Stand-by hours have hit a new high but the results have been only moderate. This, it is feared, is not having a very good effect on aircrew morale.</p> <p>(g) Plans for the fitting of Visual Monica are going ahead steadily and it is hoped that this equipment will be fitted and tried out early in the coming month.</p> <p>(h) On three occasions the Tactics Conference was so late that twice the Navigators had no opportunity of completing their flight plans prior to take-off and on one occasion the whole operation as far as this Squadron was concerned had to be scrubbed as the time available for briefing and take-off was insufficient. It is hoped that this unfortunate situation may be rectified in future.</p> <p>In spite of these handicaps, and contrary to the bad effect of standing-by and briefing for subsequently scrubbed operations, our organization and the keenness of the crews to attack the enemy has been manifest in that, when humanly possible, the full maximum effort has got off, made primaries and returned to Base. A new ideal is now our slogan. "Where others cannot cope, the Moose Squadron will do the job".</p>		
			<p style="text-align: right;"><i>W.F. Pleasance</i></p>		
			<p style="text-align: center;">(W.F. Pleasance) DFC, Wing Commander, Commanding 419 (R.C.A.F.) Squadron, No. 6 (R.C.A.F.) Base, <u>Middleton St. George, Co. Durham.</u></p>		

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