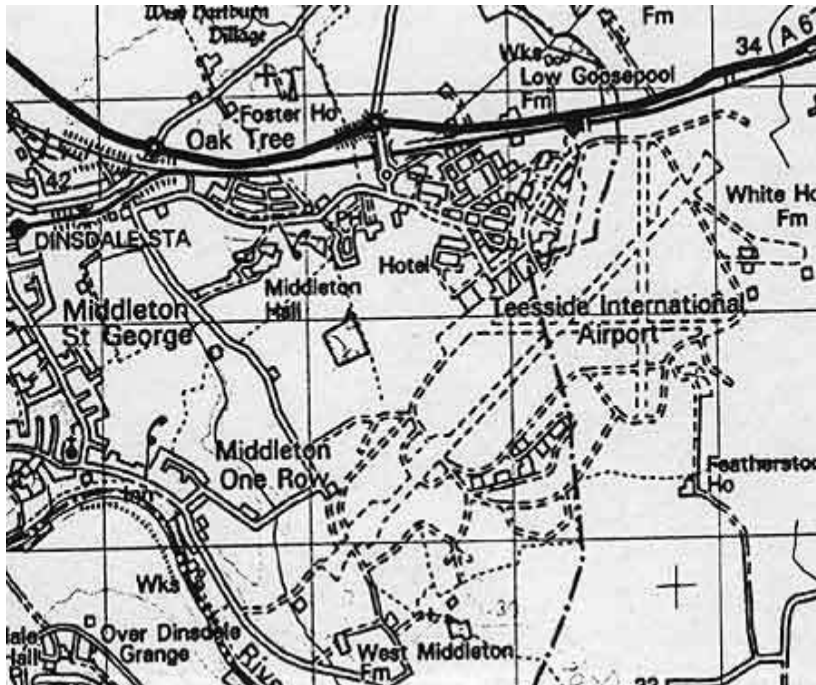


Middleton St. George, Durham – No. 64 (Operational) Base – No. 6 (RCAF) Group



The airfield at Middleton St. George created in 1939, in an RAF expansion scheme.

The landing field was a grass surface until paved runways were constructed in 1940. Runway 05/23 was eventually lengthened to be 6,300 feet long. Runway 09/27 4,200 feet; and 01/19 3,300 feet in length, and with The usual Bomber Command perimeter track with 40 pan type hardstands for aircraft dispersal.

Middleton St. George Air Station was located 8 km to the east of the City of Darlington, Durham shire. The airfield was the most northerly of the eleven (11) Air Stations allocated in October of 1942 to No. 6 (RCAF) Group, Bomber Command.

RAF Squadron No. 78, with 'Whitley' aircraft was the first tenant at Middleton St. George, in April, 1941. RAF Squadron No. 76 with 'Halifax' B.Mk.II aircraft arrived in June, 1941. Both RAF Squadrons were moved in September 1942, as the Air Station prepared to receive RCAF Bomber Squadrons of No. 6 (RCAF) Group.

RCAF No. 420 was the first of the Canadian Squadrons to arrive – with 'Wellington' aircraft - in October 1942. In November, 1942 No. 419 Squadron arrived, also with 'Wellington' equipment, and began the conversion to the 'Halifax' B.Mk.II. In May, 1943 No. 420 Squadron was transferred to Tunisia, as part of the newly created No. 331 (RCAF) Wing for the Invasion of Sicily and Italy – The Squadron flew their Wellington B.Mk.X aircraft from England, via Gibraltar and Algeria to airfields in Tunisia.

No. 428 RCAF Squadron replaced No. 420 at Middleton St. George in June of 1943, and also began conversion to the 'Halifax'. In April 1944 both No. 419 and No. 428 Squadrons were re-equipped with 'Lancaster' B.Mk.X aircraft – (Canadian built).

On May 1st, 1944 – Middleton St. George Air Station was designated as No. 64 (Operational) Base, No. 6 (RCAF) Group. The Base Command included the Air Stations at Middleton St. George and at Croft, Yorkshire. No. 64 Base was disbanded at the end of the War, on June 15th, 1945.

No. 64 Base – Middleton St. George – Commanders:

May 1st 1944 to December 28th, 1944 - A/C McBurney, R.E.
 January 22nd, 1945 to April 24th, 1945 - A/C Dunlap, C.R - CBE
 April 25th, 1945 to May 29th, 1945 - A/C Godwin, H.B.
 May 30th, 1945 to June 15th, 1945 - A/C Miles, H.T.

A posthumous Victoria Cross was awarded to P/O Andrew Mynarski of No. 419 Squadron RCAF, for his attempts to save the life of the rear gunner of his 'Lancaster' crew, on a mission on June 12/13, 1944.

No. 419 Squadron RCAF was Operational at Middleton St. George Air Station from November 1942 (at the inception of No. 6 RCAF Group), and was unique in remaining at that Base until the end of May, 1945. At the end of hostilities in Europe, Both No. 419 and No. 428 Squadrons flew their Lancaster B.Mk.X aircraft back to Canada.

RCAF Squadrons based at Middleton St. George

No. 420 'Snowy Owl' - No. 4 Group - October 16th, 1942 to May 15th, 1943
 No. 419 'Moose' - No. 6 Group - November 10th, 1943 to May 31st, 1945
 No. 428 'Ghost' - No. 6 Group - June 4th, 1943 to May 30th, 1945



Middleton St.
 George Air
 Station – Google
 Earth photo
 2010

The Royal Air Force continued to operate from Middleton St. George Air Station after 1945 – with Operational Training Units; Auxiliary Air Force Squadrons; No. 2 Air Navigation School and No. 4 Flying Training School. In 1957 the main runway 05/23 was extended to 7,500 feet in length, and from 1957 the airfield was the Base for several RAF Meteor and Hunter Fighter aircraft squadrons.

In 1964 Middleton St. George was declared surplus to RAF requirements and in 1966 was converted into a civil airport, serving the Tees-side area. In 1987 the airport was officially named 'Teesside International Airport', and runway 05/23 again extended to be 9,900 feet in length.