

OPERATIONS RECORD BOOK

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.

Of (Unit or Formation) No. 263 Squadron, Filton

Place	Date	Time	Summary of Events	References to Appendices
Filton	1939 2 Oct.	-	<p>No. 263 Squadron was formed at Filton under the command of Squadron Leader J. W. DONALDSON. Flight Lieutenant R. S. Mills posted from Headquarters Fighter Command, Stanmore, to comand "A" Flight. Flight Lieutenant T. ROWLAND posted from Headquarters No. 11 Group Uxbridge, to command "B" Flight.</p> <p>Following Pilot Officers posted for flying duties from Flying Training Schools:- J. A. DIXON, P. WYATT-SMITH, M. A. CRAIG-ADAMS, L. R. JACOBSEN, P. H. PURDY, S. R. McNAMARA J. M. ABELL, P. B. HILLCOAT, G. W. B. AUSTIN, J. G. HUGHES, I. F. McDERMOTT, D. E. D. MILSOM, J. W. McKENZIE, P. J. N. NETTLETON,</p> <p>Following Sergeant Pilots posted for flying duties :- A. E. MAKINS, (565992). E. E. RUSSELL (565278), LLEWELLYN, R.T. (565271), K. P. VICKERY (566236). 350047. W. O. SMART posted for duties of Squadron Disciplinarian. 348486. W. O. SANDERS poster for duties of Squadron Armament Officer.</p>	
Filton	6 Oct.	-	Pilot Officer W. E. HUNT (R.A.F.V.R.). posted for duties of Squadron Adjutant.	
Filton	10 Oct.	-	6 Gladiator aircraft collected from No. 605 Squadron, Tangmere; these were the Squadron's first equipment.	
Filton	11 Oct.	-	<p>4 Gladiator aircraft were added making total number of aircraft - 10.</p> <p>Following officers posted to No. 605 Squadron, Tangmere :- N. M. ABELL, G. W. B. AUSTIN, P. B. L. HILLCOAT.</p> <p>Following Sergeant Pilots reported on posting from No. 605 Squadron, Tangmere :- B. E. WHALL (740484), P. WATSON-PARKER (741433), H. H. KITCHENER (740755).</p>	
Filton	12 Oct.	-	<p>All pilots completed 2 hours solo on Gladiator aircraft.</p> <p>Pilot Officer P. WYATT-SMITH (41768) carried <i>out</i> successful forced landing in Gladiator aircraft K. 6145.</p>	

Place	Date	Time	Summary of Events	References to Appendices
Filton	19 Oct.	-	Formation led by Squadron Leader J. W. DONALDSON and containing 2 Flight Commanders, Flight Lieutenant R. S. MILLS and Flight Lieutenant T. ROWLAND carried out ground attack on 4 A. A. Defence Positions of Bristol City.	
Filton	20 Oct.	-	Conference of A. A. Defence Position Officers and Personnel of No. 263 Squadron on information learned from the attack of the previous day, XX 19/10/1939	
Filton	21 Oct.	-	Sergeant Pilot WATSON-PARKER (741433) met with flying accident in Gladiator aircraft K. 6145, whilst flying in the very near vicinity of the Severn Bridge, Nr. Lydney, Glos. The aircraft wing-tip struck the surface of the water whilst carrying out a turn. Pilot swam ashore and admitted to Lydney Hospital with facial injuries and exhaustion. Aircraft exploded and sunk in 30ft. of water.	
Filton	26. Oct.	-	6 new Gladiator aircraft collected from No. 8 Maintenance Unit Little Rissington.	
Filton	27 Oct.	-	5 new Gladiator aircraft collected from No. 8 Maintenance Unit Little Rissington.	
Filton	28 Oct.	-	5 new Gladiator aircraft collected from No. 8 Maintenance Unit Little Rissington.	
Filton	31 Oct.	-	The Squadron has completed the first half of its training. Total number of hours flown - Day 409. 30 hours, Night 9. 10 hours. This standard was only attained by the exceptional keenness shown by the pilots. The Squadron commenced its flying programme on the 12 th day of the month, and on average 6 out of 10 aircraft were able to be kept serviceable speaking very highly of the skill shown by the airmen. The Squadron apart from the Commanding Officer and 2 Flight Commanders have 19 pilots direct from Flying Training Schools. The standard reached is now very nearly on a par with a fully trained Squadron. The ground training programme is very nearly completed. Strength of Squadron as at 31/10/1939. Officers - 15, Airmen - 185.	

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Of (Unit or Formation) No. 263 Squadron.

Place	Date	Time	Summary of Events	References to Appendices
Filton	1939			
	6 Nov.	-	Warrant Officer W. F. DIGGINS posted from No. 1 A. A. S. Manby.	
	6 Nov	-	6 new Gladiator aircraft collected from No. 6 Maintenance Unit, Brize Norton.	
	11 Nov	-	149152. Flt/Sergt GRANT, B. R. promoted to the rank of Temp/Warrant Officer (Eng).	
	14 Nov	-	Squadron re-equipped with Browning No. 303 guns on all aircraft. These are a great asset to the unit. 550478. Sergt/Pilot MASON, D. W. posted from No. 11 Group Pool St Athan.	
	24 Nov		16 pilots have now been fully trained for air fighting and it is considered that the standard of flying is very high. 13 of these pilots have reached this high standard of training in 8 weeks from passing out of their Flying Training School.	
	25 Nov		565271. Sergt/Pilot LLEWELLYN, R.T. and 565992. Sergt/Pilot MAKINS, A.E. posted to No. 41 Squadron, Catterick. Owing to the outstanding success and capabilities of the Squadron they have been ordered to take over the Air Safety of the Western part of England. They are the only Squadron detailed for this area, which speaks very highly of its standard considering it was formed 7 weeks ago (4 th October, 1939) and 18 of the pilots were straight from the Flying Training Schools. The Squadron was given permission to fire at Sand Bay and full advantage was taken of this as 50,000 rounds of ammunition were fired by the whole Squadron in 2 days. Many teething troubles with the guns were experienced but by this Air Firing these troubles have now been cured and rectified and it can now be stated that all guns installed in the aircraft are mechanically perfect. The pilots have benefited by this training as they have confidence in their guns which is perhaps one of the most important items in air fighting.	

Place	Date	Time	Summary of Events	References to Appendices
Filton	25 Nov	-	Great advantage and accuracy was found possible in Air Firing by the fact that the Squadron Leader and the 2 Flight Commanders with R/T communications took each pilot individually and made close observations of the aim they took whilst firing front guns. Pilots were checked and rechecked by R/T communications from the air, and it can now be stated that the standard not only improved rapidly with this assistance but it has also become very accurate. It enables pilots to follow through with their aim which seemed to be lacking so much at the commencement.	
	28 Nov	-	Squadron Leader J. W. DONALDSON was detailed by Headquarters No. 11 Group to broadcast to the R.N. and A. A. of Portsmouth Command and district on methods of recognition of British Aircraft as against Hostile Aircraft. Pilot Officer M. A. CRAIG-ADAMS flew Gladiator Aircraft in the Flying Demonstration.	

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Of (Unit or Formation) NO. 263 SQUADRON. R.A.F.

Place	Date	Time	Summary of Events	References to Appendices
Filton	1939 1 st Decr.		Weather very bad, mist and rain. Night Flying again cancelled. A/Flight Lieutenant R.S. Mills was promoted full Flight Lieutenant with effect from 25 th November 1939.	
	2 nd Decr.		Clear sky, good visibility, but cloudy later. Night flying again cancelled. Carried out practice Squadron interception and made record 100% working with Sector Operation Room. Interceptions were carried out 40 miles from base. Air Officer Commanding No. 11 GROUP paid a visit to the Squadron and commented on the high standard attained. FLYING OFFICER TOM ROWLAND who has proved himself most capable in his duties as Flight Commander in a Fighter Squadron was recommended for promotion to acting Flight Lieutenant with effect from the date of posting 2 nd October 1939. P.O. S.R. McNAMARA departed on temporary duty with the ROYAL NAVY and represents a R.A.F. Liasison Officer. His duties are to sort out friendly and hostile aircraft throughout the voyage of a Convoy which will last approximately 10 days. The following airmen were posted to Ground Training School, EASTCHURCH with effect from todays date; authority Records Signal DID 795 30 th November 1939: 526924 Corpl. THORNER T.F., 538894 Corpl. McDONALD W.J., 540050 Corpl. BOGGAN J.G., 543944 Corpl. MISSEARV.V., 900241 AC2 TROW T.W., 97012 LAC VINCENT S., 746202 AC2 ANGUS G.R., 328377 LAC DUMBLETON J.G., 334200 AC1 MANLEY G.E., 29315 AC2 McLEAN J.K., 900908 AC2 PARRY G.E., 752671 AC2 SAUNDERS R.S., 348503 LAC THORN A.E., 646506 AC2 WILLIAMS B.H., 628066 AC2 WILSON J.H., 900858 AC2 CHEESEMAN L.J., 349023 LAC DAVIES R., 746561 AC2 EVANS E. 548430 AC2 BOWYER C.	

Place	Date	Time	Summary of Events	References to Appendices
Filton	3 rd Decr.		Clear Sky early, Cloudy later. Torrential rain at 1600 hours. Squadron Leader J.W. DONLADSON proceeds to EASTCHURCH for Broadcast on Recognition Demonstration. P.O. M.A. CRAIG-ADMAS is to assist in a fly past in a Gladiator Aircraft.	
	4 th Decr.		<p>SQUADRON LEADER J. W. DONALDSON gives commentary at EASTCHURCH. The following is an extract of his remarks:: Most people have few opportunities before the War to be become acquainted with the appearance of foreign Military Aircraft. Rapid recognition of friendly or enemy aircraft over British territorial Waters or territory will quite definitely be of vital importance not only to the members of the Royal Navy and Defence Services but to thousands of non-combatant civilians as well.</p> <p>In bad weather, particularly aircraft in modern shadow shading, are difficult or impossible to see from the ground if they are flying high. Nevertheless the Royal Navy, Anti-Aircraft units, and Observer Corps must have methods of locating and identifying enemy Bombers in any weather in which they are likely to attack. The positive identification of an unfamiliar type of aeroplane travelling at a high speed possibly in bad weather or in the dark is never easy, but familiarity with characteristic outlines can help enormously. Unless the Gunners are soaked in the characteristic details of different types of aeroplanes they are always likely to mistake one for the other at any height above that at which the service marking can be seen. When aircraft are all of one style i.e. all By-planes or Mono-planes the smaller points of difference must be shown if the types are to be surely identified. Germany possesses 6 types of Bombers and Reconnaissance aircraft that are capable of reaching this Island of ours, they are the D.O.17, H.E.111, J.U.86K, and also MESSERSCHMITT 110, J.U. 89K and D.O. 215. They have two types of seaplanes which they</p>	

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Of (Unit or Formation) NO. "263" SQUADRON R.A.F.

Place	Date	Time	Summary of Events	References to Appendices
			use for flights of more than 1200 miles, the BLOHM+VOSS 140 and the DORNIER 26. The German National marking on aircraft is the cross and swastika sign. There are one or two points which will help those of you who are unfamiliar with the types I have just mentioned. DORNIER 17. The tail plane has two rudders situated on the external points of this plane. There is an air gap running the whole length of the main planes, about a foot from the trailing edge. DORNIER 215 has a similar tail plane, two rudders fixed to the outside edge of the tail plane. They are both similar when viewed from underneath, the nose in both these aircraft protrudes nearly twice as far as the engine. The engines are pointed. Next the JUNKER 86K. This aircraft is very similar to the above two. The air gap in the trailing edge can be seen, the nose and engine are pointed, the nose protruding twice as far out as the engines. This is also a twin engine. The HEINKEL 111 is a twin engine with wings like a Spitfire but twice as large, one rudder and nose protruding twice as far as the engines. The JU 89K is a four engine bomber, we do not possess a four engine Bomber. The nose protrudes three times as far as the engines and the two rudders are separated on the outside of the tail planes respectively. The MESSERSCHMIT 110 has two rudders situated on the extreme edge of the tail plane. It is a long range escort fighter and the nose protrudes as far as the engine. SUMMING UP THESE SIX TYPES The main points at issue are, the nose protrudes a long way out. If the aircraft has two rudders they are always situated on the extreme edges of the tail plane. One of the types is a four engined aircraft.	

Place	Date	Time	Summary of Events	References to Appendices
FILTON	1939 4 th Decr.		<p>"B" Flight was at readiness from 1230 hours onwards. 1400 hours it was brought to stand by to identify a raider from Gloucester. This aircraft was reported by the Gloucester Observer Corps as one bearing the German National Markings and an order was received from No. 11 GROUP for interception. The Flight took off and intercepted the aircraft. It was found to be an Anson. The interception was carried out with ease and over a range of 34 miles. Place of interception was STROUD.</p> <p>513219 T/Sergt. HOWELLS W.F. Was posted to No. 1. BALLOON TRAINING UNIT, R.A.F. CARDINGTON with effect from todays date.</p> <p>The following is an extract from AIR MINISTRY ORDER N 103. FLYING TRAINING COURSE.</p> <p>AWARD OF SPECIAL ASSESSMENTS. No. 13 TRAINING SCHOOL. Quote, "the undermentioned Officers and airmen have been awarded a special assessment as shown hereunder, in accordance with para 377 Clause 4 of K.R. and A.C.I. on completion of flying training at the above School. 55078 SERGT. MASON D.W." Unquote.</p> <p>Weather. Rain most of the day, and the aerodrome is in a very wet condition.</p>	
	5 th Decr.		<p>Weather variable.</p> <p>Three interceptions were made today. The controller was the Station Commander. The first interception was carried out by SQUADRON LEADER J.W. DONALDSON 38 miles from Filton, 2 miles south of WINCANTON. The second was lead by FLIGHT LIEUT. R.S. MILLS, 22 miles from Filton, /3 miles south of BATH. The third by FLIGHT LIEUT T. ROWLAND, 22 miles from MALMESBURY. So far this Squadron has met with 100% success of all interceptions carried out.</p>	
	6 th Decr.		<p>Weather. Clear Sky, visibility good.</p> <p>Interception practices were carried out in the morning and afternoon. Flight Commanders "A" and "B" Flights leading respectively. Results were good. The Squadron has now reached a standard whereby R.T. results are always positive</p>	

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Filton	1939			
	6 th Decr.		Night flying was carried out for the first time this month but had to be discontinued early in the programme owing to fog.	
	7 th Decr.		Weather. Good, but mist and rain in the afternoon. All pilots were able to visit Sand Bay, the Squadron range and fire their guns. Conditions were difficult but the results were good. The night flying programme had to be cancelled owing to fog. The Squadron received a collection of presents for the airmen from Bristols Own Fund for which the Squadron Commander thanked them very warmly.	
	8 th Decr.		Weather. Continuous torrential rain. Surface of the aerodrome is very bogged. No flying was carried out. Pilots received lectures on Armament ad Intelligence and ten of them resighted guns of their aircraft. Considering the amount of firing and flying that has taken place the gun sighting had to be altered a very small degree to bring about perfection, which speaks very highly of the gun stabilization properties of the Gladiator Aircraft.	
	9 th Decr.		Weather, torrential rain all day. Pilots received lectures in morning and afternoon in flights. The flight not receiving lectures carried out R/T procedure throughout the day. 550478 Sergt. Pilot D.W. MASON posted to No. 141 Squadron R.A.F. Turnhouse, with effect from 7/12/39	
	10 Decr.		Weather. Moderate, inclined to be showery. A night flying programme was made out but only 40 minutes night flying was possible owing to fog. "A" Flight Sub Flight Commander carried out a successful interception which was intended	

Place	Date	Time	Summary of Events	References to Appendices
			to be an attack on Avonmouth Docks. The attack was successful, the interception taking place 10 miles from AVONMOUTH. It is considered the flying standard during the day was very high, since no accidents occurred and the surface of the aerodrome was definitely difficult.	
	11 th Decr.		Weather. At the commencement of the day there was a thick fog. During the afternoon the fog lifted and there was a moderate visibility. Little flying took place. During the early hours of the morning the Observer Corps reported the sounds of an explosion in the Bristol Channel and gave sound plots of a single aircraft. These sound plots were intermittent coming in every 15 minutes. Later it was reported that a ship was miking a series of short blasts from its fog horn. Two aircraft were standing by in readiness but owing to insufficient news and detail it was considered unnecessary to employ them and they were subsequently released.	
	12 th Decr.		Weather. Misty, cloud base 1200 feet. A limited amount of flying was carried out. All pilots were able to fire their guns in conditions of bad visibility at Squadron Range. A Squadron formation practice was carried out in the afternoon and the results were very satisfactory.	
	13 th Decr.		Weather. The Cloud Base was 2000 feet but owing to the excessive thickness of the cloud the day was somewhat gloomy. A limited amount of flying took place and a night flying programme was made out but the cloud base was too low and it had to be cancelled after 45 minutes had been completed by three pilots. All pilots were able to fire their guns at the Squadron Range.	
	14 th Decr.		Moderate weather conditions existed in the beginning of the day. Cloud base was 1800 feet. Visibility 2 miles. In the afternoon at 1300 hours low cloud and poor visibility suddenly appeared. A limited amount of flying was carried out in the morning. A formation led by P.O. CRAIG-ADAMS made a forced	

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Place	Date	Time	Summary of Events	References to Appendices
Filton	14 th Decr.		landing at Handley Swan owing to poor visibility and lack of petrol. P.O. Milsom and McKenzie landed successfully and P/O Craig Adams broke his aircraft owing to the run of his machine, after toughing down, passing through a bogged draining run, causing it to turn into a hedge.	
	15 th Decr.		Weather. Poor visibility, cloud base 1000 feet. Squadron Leader Donaldson Flight Lieut. Mills and Warrant Officer Grant proceeded to forced landing field by service transport to make the necessary decision regarding the damage etc. The field was situated some 50 miles from Filton, service transport taking the best part of two hours to complete the journey. It was found the field was long and narrow, the surface not being considered very suitable for landing, but the party were of the opinion that it was the best field in the district. The forced landing field was in Upper part of the River Severn, and at present most of the land is under water. Squadron Leader Donaldson and Flight Lieut. Mills flew the two serviceable machines out of the field, Flight Lieut Mills reached Filton in half an hour, and Squadron Leader Donaldson's aeroplane developed plug trouble and he made a precautionary landing at Gloucester's aerodrome and returned to Filton by private car. Little flying was carried out during the day as the weather conditions were bad.	
	16 th Decr.		Weather moderate Cloud base 3000 feet. Considerable amount of flying was carried out and a limited period of air firing at the Squadron range. Works and Buildings who have worked on the aerodrome for the past fortnight, and as there has been no rain for the previous three days, the surface has become much improved, although there are many portions that remain unserviceable, these	

Place	Date	Time	Summary of Events	References to Appendices
	17 th Decr.		<p>however are duly marked.</p> <p>Weather. Cloud base 2000 feet, visibility 5 miles. A limited amount of air firing took place. Formation and interception practise was also carried out. The Station Signal Officer reported to the Commanding Officer officially that his Wireless Operators had had more practise during the past three weeks than they had received over the previous 4 months and the efficiency and smooth running of his section had made astounding improvements. He attributed this to the heavy traffic the Squadron had given this section. Five hours twenty minutes night flying was carried out. The programme was curtailed owing to misty conditions approaching about 1800 hours. A formation climbed through 2000 feet of cloud and reported that visibility above the cloud layer was very good indeed, a quarter moon was shining on the cloud service and this had the effect of brightening up the sky. Night flying programme of this Squadron have been handicapped throughout the month by weather conditions and the state of the aerodrome.</p>	surface
	18 th Decr.		<p>The weather was not good. A cold northerly wind, Cloud base 1000 feet, visibility 1½ miles. All pilots made a one hour flight patrolling the sector. Navigation under these conditions was very difficult but it is considered that the flying personnel gained favourable knowledge by this bad weather flying which has helped to raise the efficiency and confidence of the pilots. 5 hours 20 minutes Night Flying.</p>	
	19 th Decr.		<p>Weather. Cloud base 1000 feet, visibility 2 miles. Slight haze. A limited amount of practice firing was carried out. Whilst an aircraft was flying in the vicinity of Sand Bay a Whitley aircraft was observed. The aircraft gave the challenge letter of the day and requested his position on his recognition lights. His position was morsed back by the pilots recognition lights and this was</p>	

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	19 th Decr.		received. The Whitley aircraft had been plotted by the Observer Corps for two hours as an unidentified aircraft, therefore a certain amount of assistance was given both to the Whitley and Observer Corps, in clearing up an unanswered question.	
	20 th Decr.		Weather. Cloud base 1000 feet, visibility 2 miles, slight haze. The weather conditions permitted only a limited amount of flying. At 1140 hours an aircraft was sent off to search the area of water immediately in front of the Bristol Harbour to look for a wreckage of an aircraft or any bodies in the water. The Anti-Aircraft had reported at 1130 hours that an aircraft had been seen to dive into the water out of the low cloud. It was discovered half an hour later that the aircraft belonged to Bristol Works and piloted by Flight Lieut Deacon, who received fatal injuries. The Squadron attended a Dinner in honour of Wing Commander O'Neill, Station Commander who has been promoted to Group Captain on taking over command at North Weald. One of the Squadrons at North Weald is commanded by Squadron Leader E.M. Donaldson, the brother of the Commander of this Squadron.	
	21 st Decr.		Weather was very fine. The Squadron carried out reconnaissance flying over the Sector, which was greatly needed. A night flying programme was made out but it had to be cancelled owing to fog. The Squadron has now reached the 300 total flying hours for the month, and considering the poor weather and the operational duties the Squadron has carried out, the results are above the average.	
	22 nd Decr.		Heavy frost and thick fog for the greater part of the day. No flying.	

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			Squadron Leader Donaldson commences leave. Flight Lieutenant Mills takes over command of the Squadron.	
	23 rd Decr.		Heavy fog all day. No flying.	
	24 th Decr.		There was heavy fog again all day, and no flying was possible.	
	25 th Decr.		Thick fog in the morning, but clearer in the afternoon. One flight by Flight Lieut. Mills. Weather test 35 minutes.	
	26 th Decr.		The weather was clear and a total of 18 hours 20 minutes flying was carried out. In the afternoon both Flights took part in a practice interception, 5 "A" Flight aircraft formed the "Bomber" formation, and 3 "B" Flight aircraft made a successful interception over YEOVIL.	
	27 th Decr.		Weather, misty, slight snow. Cleared up a little in the afternoon. A limited amount of flying took place; 4 hours 55 minutes night flying was possible.	
	28 th Decr.		<p>Weather was foggy until 1100 hours. Squadron Leader Donaldson returns from leave and resumes command of the Squadron. The Station Commander reported to the Squadron Commander that Flight Lieut Mills proved himself most capable in his duties as acting Squadron Commander.</p> <p>The Squadron carried out three successful interceptions during the day. Flight Commanders of "A" and "B" Flight and Sub Flight Commander of "A" Flight were Officers in charge of interceptions. It is considered under the bad visibility conditions that the flying was of the highest possible standard.</p> <p>Three different controllers controlled each of the interceptions and in each case only two vectors were given. In one case the Flight Commander of "A" Flight was given the order to orbit at Zero plus 12 and at that precise moment he was level with the hostile aircraft. The matter was investigated later and it was considered that the fault lay with the Observer Corps, whose plots during his particular period were being plotted in the Operations Room</p>	

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	29 th Decr.		<p>some eight minutes after observation. The Flight Commander, Flight Lieut Mills is going to carry out a series of trials with the object of bringing a higher degree of efficiency with the posts concerned.</p> <p>With reference to the Forced Landings of the following aircraft - Gladiators N5649, N5632 and N5635 the following is an extract from a letter addressed to The Under Secretary of State for Air from Headquarters No. 11 Group dated 21st December, 1939, signed by the Air Vice Marshall Commanding. "I consider that all three pilots concerned showed sound common sense and I agree with the remarks made by the Officer Commanding No. 263 Squadron in his report attached to the above mentioned letter in that both Pilot Officers Milsom and McKenzie showed great courage and determination in maintaining their positions in the formations".</p> <p>Weather. Clear sky, visibility 3 to 4 miles. Slight haze.</p> <p>18 hours flying was completed during the day and one successful interception was carried out by Flight Lieut Rowland. This was carried out 20 miles from Base. Flight Commander reported it was carried out very smoothly and he was given his orbit some two miles dead in front of the hostile formation.</p> <p>A large night flying programme was made out, and was duly started at the correct time. However a thick fog suddenly broke out approximately half an hour after the programme commenced.</p> <p>The three Pilots flying were Squadron Leader Donaldson, Flight Lieut Mills, and Pilot Officer McNamara. By the quick initiative displayed by Flight Lieut Rowland the three Pilots and aircraft were saved. Orders were issued</p>	

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			by R/T for the immediate return of the aircraft. Flight Lieut Rowland then ordered pyrotechnics to be fired, this enabled the pilots to locate the aerodrome with ease. Squadron Leader Donaldson and Flight Lieut Mills carried out successful landings. Pilot Officer McNamara owing to his limited flying experience was not able to cope with the situation so easily. He made four attempts to land. The visibility reducing greatly every minute he remained in the air. His fourth attempt to land was successful although hazardous, and it is considered this Officer displayed a cool sense throughout his adventure.	
	30 th Decr.		Weather. Slight tendency to foggy conditions. Cloud base 3000 feet, visibility 2 to 3 miles. The Squadron carried out formation flying throughout the day, the practices completed wre Squadron formation drill, formation attacks, and formation landings. The Squadron Commander, Flight Commanders, and Sub Flight Commanders all in their turn were given the opportunity to practice leadership, and the results were considered very satisfactory. 36 hours flying was accomplished.	
	31 st Decr.		The early part of the morning there was a thick mist in the vicinity of the aerodrome. At 1130 hours it cleared giving three miles visibility with no clouds. Soon after this, Squadron formation of NINE led by the Commanding Officer took off to do Squadron formation drill at low altitude over the important towns in the Northern part of the Sector, keeping clear at the same time of all prohibited areas. The object of the flight was to bring about a sense of security amongst the population of this district, at the same time allowing them to see the Squadron for the first time. The Squadron formation remained in the air for 90 minutes and carried out the following exercises: Squadron echelon, Squadron line abreast, Squadron line astern, Flights line astern,	

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			<p>Flights line abreast.</p> <p>The total flying for the month exceeded 400 hours by day, and 17 hours by night. Many programmes for night flying were issued but they had to be cancelled owing to the foggy conditions prevailing throughout the month. Although a certain amount of night flying was carried out the programmes in each case have been cancelled prior to their completion owing to adverse weather conditions. The Squadron has now flown over 1200 hours day flying and 53 hours night flying since 13th October 1939. All pilots who have remained with the Squadron for this period have completed 60 hours solo flying.</p>	

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Place	Date	Time	Summary of Events	References to Appendices
Filton	1940			
	1 st	Jan.	Weather Fog, visibility 20 yards. No flying was carried out during the day as the fog persisted. The majority of pilots were able to carry out a period on the Link Trainer.	
	2 nd	Jan.	At 0600 hours the Squadron taking advantage of the Moon and the good weather conditions that prevailed at this time, sent a formation of three aircraft up on night flying patrol. The Pilot in charge of the formation Pilot Officer PURDY followed a mist bound valley in mistake for the River Severn, and therefore in actual fact his patrol line was into the middle of Wales and back, instead of up and down the River Severn. The Squadron Commander asked Pilot Officer PURDY on two occasions whether everything was all right and if he was certain of his position and his answer was "Yes". After the formation had been in the air for 1 hour 10 minutes, the Controller ordered the Observer Corps to plot his position and it was found that no trace of the formation could be seen in the vicinity. However by sheer coincidence at this moment three aircraft were being plotted in the district of BRECON which is in the middle of SOUTH WALES. The Controller then requested immediate recognition of the aircraft and it was definitely established that they were Gladiators. They were ordered to Pancake Base Vector 135. It is unfortunate to relate that this was not received clearly. The formation had up to this time been receiving R.T. exceptionally well, since communication had been established over 60 miles. Had the R.T. been less efficient as is usual the pilot could never have gone as far away from the aerodrome without losing his communications. The leader then decided to remain airborne until daybreak and to make a precautionary forced landing	

Place	Date	Time	Summary of Events	References to Appendices
			<p>as soon as light permitted. At 0750 hours all three aircraft landed safely in a field. Later the formation received permission to take off and refuel at PORTHCRAWL aerodrome which is only ten miles away. Pilot Officer PURDY and Pilot Officer HUGHES took off from the field safely, but it is assumed that Pilot officer WYATT-SMITH was affected by his ordeal and his air sense whilst taking off had departed somewhat, since he tried to pull his aircraft off the ground too quickly and subsequently stalled and crashed. The aircraft was a write off, and luckily Pilot Officer WYATT-SMITH was unhurt. At about 1000 hours the weather at FULTON had deteriorated and although the Squadron has flown many hours under such weather conditions, clear sky, visibility 1 to 2 miles, hazy conditions, it was considered inadvisable to carry out any definite flying programme. Half a dozen Officers did however practice circuits and landings of the aerodrome. Flight Lieutenant R.S. Mills proceeded to NORTHOLT for Air Fighting Course which will last ten days, and Pilot Officer S.R. McNAMARA assumed command of "A" Flight in his absence.</p>	
	3 rd Jan.		<p>Weather. Foggy conditions prevailed until Mid-day when it cleared for about two hours. 12 Sorties of medium duration were able to take place. It was not considered safe enough to carry out any air firing. A Night Flying programme was prepared but fog once again set in and the programme was cancelled.</p>	
	4 th Jan.		<p>A clear sky, visibility 5 miles, a fair easterly breeze. 12 couples fired in formation at Sand Bay. It is found that with practice the accuracy of formation firing improves greatly. At the commencement when each Pilot was making his first effort at this type of air firing the majority when asked if they were able to locate the point of contact of their bullets, would answer "that they were paying more attention to maintain their position in formation</p>	

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Place	Date	Time	Summary of Events	References to Appendices
	5 th	Jan.	<p>than the actual effect and result of their aim." Most Pilots have now fired three times on the ranges in formation and it is considered they are now able to fire in formation without paying too much attention to their position, but the accuracy although much improved is not yet considered to be a high standard.</p> <p>Weather in the early part of the day was moderately good, but at 1400 hours foggy conditions set in. At 1030 hours "B" Flight led by Flight Lieutenant ROWLAND carried out affiliation exercises with No. 52 HEAVY REGIMENT, R.A. The exercises consisted of (a) a low flying attack on Headquarters of the Regiment (b) low flying attack on the Regiment's Rendezvous position and (c) low flying attack on the Regiment on the march. With regard to (a) it is considered that the attack was carried out very successfully and that the ground defences were in need of reorganisation, with regard to (b) it is considered that the Unit has developed a very high standard of camouflage effect since the Flight Commander was unable to locate the Rendezvous position after ten minutes search. With regard to (c) the column was intercepted prior to their arrival to a cross road. The personnel who were marching dispersed in order, but ruined what should have been an exceptionally good dispersal by the fact that most of the men would persist in looking in an upward direction and the white colour of their faces was therefore easily observed. Another fault found was that quite a number of the men remained in the vehicles and it is considered that since these conveyances would be the main source of attack as they were easily discernible, they acted unwisely. A recommendation to this effect was sent to the Unit. It is considered necessary to repeat the</p>	

Place	Date	Time	Summary of Events	References to Appendices
			exercises at an early date. Night flying had again to be cancelled.	
	6 th Jan.		Throughout the day and night thick foggy conditions persisted. Pilots were able to carry out practices on the Link Trainer throughout the day.	
	7 th Jan.		The weather was dense fog until 1300 hours when it cleared somewhat and a limited amount of local flying was carried out. At 1600 hours the fog again set in and the Night Flying programme which had been arranged by again cancelled.	
	8 th Jan.		<p>The weather good, clear sky, visibility 20 miles. The Squadron carried out many exercises and practices during the day. During the early part of the morning interception practice was executed but was hopelessly spoilt by the Observer Corps. The Hostile aircraft was reported to be 3000 feet but in actual fact they were at 14000 feet. No explanation can be given for this mistake, other inefficiency as the hostile formation consisted of five aircraft. The plots of the course on this formation were intermittent and bad, being at times as much as 30 miles out. The matter was duly reported to Headquarters of the Observer Corps of the district and it is hoped that this will be rectified immediately. Later in the morning 4 aircraft not identified were seen above the aerodrome at 20.000 feet and both the hostile formation led by Flight Lieut. ROWLAND and the Fighter Flight led by Squadron Leader DONALDSON intercepted all 4 aircraft in 5 minutes. They were identified as friendly.</p> <p>During the afternoon a great deal of formation and air firing was carried out. Fog set in at 1630 hours and Night Flying again was not possible.</p>	
	9 th Jan.		<p>Weather. Cloud base 800 feet, visibility 1 mile. A limited amount of flying was possible but only for the experienced pilots.</p> <p>The Cine Camera Gun Equipment arrived on the Station for use of the Squadron but no wiring diagram is held. The Squadron Commander was willing to,compromise and fit up a temporary diagram, but on looking into the matter more closely,</p>	

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			<p>it was found that seven different electrical connections were necessary, therefore Gloucester Aircraft were approached at once for a suggestion. They have kindly consented to submit their recommendations at an early date.</p> <p>Flight Lieutenant T. ROWLAND carried out an affiliation exercise with 52nd HEAVY REGIMENT A.A. It was considered to be a great success and we were warmly thanked by the Unit concerned, who wrote a personal letter saying how much they appreciated the affiliation, and stated that the exercise had helped to raise the efficiency of their unit with regard to low flying attacks. Night flying was again not possible.</p>	
	10 th Jan.		<p>Weather. Clear Sky. Horizontal visibility below 1000 feet, one mile. Visibility above 1000 feet infinity. Many sorties were carried out by individuals of the Squadron on Camera Gun firing and also F.A. Attacks in Flight Formation. No air firing took place owing to the bad visibility at low altitude. Night flying was not possible owing to ground mist.</p>	
	11 th Jan.		<p>Weather. Clear sky, horizontal visibility 5 miles, slight ground haze. During the morning interception practice was carried out by dead reckoning methods. The Bomber formation consisted of five aircraft and the intercepting aircraft of 3 machines. The interception was successful and was carried out at a height of 12000 feet. During the afternoon several sorties locally were made using camera guns. Fog set in later in the day.</p> <p>350047, Warrant Officer SMART A. was posted to Headquarters, British Air Forces B.E.F. with effect from todays date.</p>	
	12 th Jan.		<p>Weather. Clear sky, horizontal visibility 5 miles. Slight haze.</p>	

Place	Date	Time	Summary of Events	References to Appendices
	13 th Jan.		<p>At 1130 hours red section led by Squadron Leader Donaldson were detailed to intercept a balloon which had broken adrift from CARDIFF. After searching for 40 minutes no trace could be seen. It was difficult from the Operations Room to place the flight in a position where the Balloon could be intercepted since only one of the Observers plot was given.</p> <p>At 1215 hours the Controller at Operations vectored the Red Section 140 degrees from a position just south of Gloucester to intercept an enemy raider approaching BRISTOL at 20000 feet. At 1230 hours the Controller informed the Section Leader that the enemy aircraft was immediately over HULLAVINGTON at 20,000 feet a course of 270 degrees. Half a minute later the aircraft was observed. After giving the order to load guns the flight took up a position to carry out F.A. Attack No. 1. When at a distance of three quarters of a mile from the enemy it dived vertically to the ground. At a height of 10,000 feet the enemy raider was overhauled by the Red leader and was identified as a long nose Blenheim. It was fortunate for the Blenheim's pilot that he was not fired on, since Operations had informed the Leader that it was a hostile aircraft and it carried out evasive tactics.</p> <p>Weather. Hazy conditions throughout the day, ground visibility never more than three quarters of a mile.</p> <p>The following is an extract of a letter forwarded by the Station Commander R.A.F. Filton to Headquarters, No. 11 Group, dated 12th January 1940. "Interception Report on Raid 51- 12th January. Only 8 plots were received from Observer Corps; although sky was clear it was hazy and "considerable difficulty was observed in reporting high flying aircraft. Shortly after orbit had "been ordered Red Leader- Squadron Leader DONALDSON transmitted enemy sighted. This message "was received indistinctly and not confirmed as R/T failed at this</p>	

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	14 th Jan.		<p>"point. As stated in Combat Report, aircraft on being approached dived from 18,000 feet to 8,000 feet and Red Section followed by diving vertically with full engine behind and at a steeper angle that the enemy. Squadron Leader DONALDSON during the dive approach noticed black and white wings and thus was doubtful of its identity. He turned across his section to prevent them opening fire and then identified red and white circles. During the dive the aerals of both Leader and No. 2 broke away, this has occurred on several occasions recently. It is considered that Squadron Leader DONALDSON showed determination in following and in getting his formation in a position to attack an aircraft very much faster than his own formation and showed presence of mind in withholding the fire of his formation".</p> <p>Throughout the day a small number of aircraft were permitted to fly at the same time. This was found necessary in order to avoid and possible chance of collision owing to the poor visibility at ground level, especially in direction of the sun. Most pilots were able to take one Camera Gun Film during the day. Results of course are not known at this moment. Thicker fog conditions started at 1530 hours and it was found necessary to recall all aircraft in the air.</p> <p>During the early part of the morning there was dense fog with exceptionally heavy frost. Squadron Leader DONALDSON accompanied the Station Commander, with Air Ministry Contractors over the aerodrome, and decided the future positions for concrete run-a-aways and taxying tracts, and also the dispersal points. Flight Lieutenant MILLS returned from his Air Firing Course (theory) and assumed command of "A" Flight. Pilot Officer S.R. McNAMARA</p>	

Place	Date	Time	Summary of Events	References to Appendices
			relinquished his Command of "A" Flight and it is considered with his very limited experience of Fighter Flight routine and administration he carried out his duties satisfactorily. A limited amount of flying took place in the latter part of the day, of which all was Camera gun air firing practice. The mist was considered to be too dangerous for any air firing at the Squadron Range. A Night flying programme was prepared and had again to be cancelled.	
	15 th Jan.		Dense Fog remained in the vicinity throughout the day and no flying took place. Flight Lieutenant R.R. MILLS gave a lecture on the air firing course he recently received at NORTHOLT. A certain amount of practice on the Link Trainer was carried out during the day.	
	16 th Jan.		Weather. Clear sky, slight haze, visibility two miles. Practice interception in conjunction with the operation room was successfully carried out in the morning. In the afternoon a Balloon broke adrift from Avonmouth and a Flight was despatched to intercept. The wind speed and direction was considerably out and therefore the vector given by the Operations Controller was handicapped. However a new vector was given to correct a large error and the balloon landed a few minutes prior to the arrival of the three Gladiator aircraft. The machines returned to Base. A Night flying programme was made out but had to be postponed and was half completed in the early hours of the following morning. Ten hours night flying was carried out.	
	17 th Jan.		Weather. Clear Sky, visibility ten miles. Interception practices in conjunction with the Sector Controller was carried out in the morning and afternoon, Camera Guns were used by the attacking flight and the results have been most satisfactory. Both interceptions took place at 1800 feet. At night the weather was very good and the Squadron was able to carry out 23 night flying	

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	18 th Jan.		<p>hours. One section was vectored by the Sector Controller for a period which lasted for more than an hour, and great credit must be given to the Station Commander WING COMMANDER T.B. PRICKMAN for the accuracy of the orders and vectors he detailed, and for the flying of the Section which was led by Pilot Officer L.R. JACOBSEN. Half a mile error is all that can be recorded after 1 hour 15 minutes flying.</p> <p>Weather. No cloud, slight haze, visibility one mile. A certain amount of flying was carried out during the day. "A" Flight did formation drill and formation air firing at Sand Bay. "B" Flight carried out a series of practices in Fighter Command Fighter Attacks. At approximately 1600 hours a heavy snow storm commenced and no further flying took place.</p>	
	19 th Jan.		<p>Weather. Overcast, visibility 4 miles, cloud base 3000 feet. During the morning all pilots visited the Squadron Range and carried out air firing. During the afternoon five aircraft from "A" and "B" Flights took part in interception practice and at the termination of the exercise carried out F.C. Fighter Attacks. With the moon at half phase and the similar weather condition that prevailed during the day, and with the aerodrome and the surrounding country covered with a layer of snow, an extensive night flying programme was carried out. Co-operation with the searchlights was successfully completed and a definite conclusion made as to the value of the purple searchlight. It is considered that this type of searchlight is not yet bright enough to aid homing facilities. They are easily discernible when a beam, but when flying up or down the beam very little light can be seen. Since the object of the purple light is to direct pilots either on to a patrol line or for their safe return to base, it is thought</p>	

Place	Date	Time	Summary of Events	References to Appendices
			necessary to have a beam that is discernible from all angles. A total of 16 hours night flying was completed	
	20 th Jan.		Weather. Slight haze, blue sky. Throughout the day the Squadron practiced Fighter Command Flight Attacks Nos 1 to 4. No difficulties were experienced and it is considered that more training must be devoted to these types of attack. No night flying was possible owing to the foggy conditions.	
	21 st Jan.		At 0600 hours Flight Lieut. Mills led two pilots in formation on a sector reconnaissance. There was no moon and the conditions were very black, little horizon could be seen. Later in the day F.C. Attacks 1 to 4 were again practiced and there was very definite signs of improvement. Night flying was carried out later although conditions were hazy. Cancelled at 2000 hours owing to a snow storm which started while the machines were still in the air.	
	22 nd Jan.		<p>Seven tenth Cloud situated at 8000 feet, visibility good. Both Flights spent the day practicing Fighter Command Attacks. The Squadron fired 20,000 rounds of ammunition over the course of the last week and all the firing took place in formation. 16 pilots fired 12,00 rounds each, this denotes that each pilot fired 100 rounds per gun on three separate occasions. There were no stoppages to any guns throughout the week. A series of lectures have been commenced because it was considered that the knowledge of the armourers was not satisfactory for the standard required by this Squadron. Night flying programme was arranged but only 2½ hours was possible owing to the fact that misty conditions gradually became apparent.</p> <p>A PAPER ON AIR FIRING AND HARMONIZATION OF SIGHTS was submitted to Fighter Command through the usual channels, which was complied by Squadron Leader J.W. DONALDSON and Flight Lieutenant R.S. MILLS. An extract of the experiments and the conclusions made are detailed as follows:-</p>	

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Place	Date	Time	Summary of Events	References to Appendices
			<p>Practical Experiments conducted. (a) Air Firing into sea. (b) Air Firing into Mud. (c) Air Firing at targets. (d) Air Firing at varying angles into sea and mud. Results shown from Experiments. Experiment (a). It was observed from firing at ranges of 300 yards to 180 yards, individual bursts were seen on the surface of the water, although all four guns were functioning simultaneously, and did not produce a definite pattern as was expected in accordance with Fighter Command Gun Pattern focused at 250 yards from Gladiator Aircraft. Experiments were then carried out by firing into the sea, and by easing the control column backwards during the firing, it was then observed that there were four individual bullet tracks on the surface of the water. Experiment (b) It was decided to estimate the bullet spread of one gun. Aircraft dived on a ground target of mud from ranges of 300 yards to 180 yards approximately, and a 70% bullet spread on the mud was calculated to be not more than four feet in diameter, this included errors of sighting on the part of the pilot. Firing at a range of 200 yards the bursts measured 2 feet in diameter for 70% bullet intensity. Experiment (c). Four guns were harmonised on one point at 300 yards. 3,600 rounds were fired by Squadron Leader Donaldson and Flight Lieut. Mills at the same target in mud, and the maximum bullet group was enclosed in a circle of seven feet diameter. It is necessary to point out that one burst was inaccurate due to a mistake in sighting by one pilot, and it is estimated that had this mistake not been made the rounds would have been enclosed in a six feet target. It is considered that 70% of the bullets were contained in a three feet circle, 90% within five feet circle, and 95% inside a six feet circle. Experiment (d). Experiments were carried out at ranges from</p>	

Place	Date	Time	Summary of Events	References to Appendices
			<p>300 to 200 yards by experienced, and inexperienced pilots, with guns harmonized for a range of 300 yards to give a group of one foot square, a 70% bullet intensity was obtained in a circle of seven feet diameter. The group included all aiming errors by the pilots when firing at the target. Experiment (e). At a range of 300 yards to 180 yards a large number of rounds were fired into the sea at varying angles from 90 degrees to approximately 15 degrees. It was observed that any angles less than 40 degrees, the bullets appeared to strike the water and bounce. It was only at angles over 50 degrees that 100% of the bullets fired entered the water and did not bounce again. When firing at mud targets at angles approximately 30 degrees and less it was noted that the bullets again bounced off the mud. Conclusions drawn from Results of Experiments. The experiments conducted have shown conclusively that guns installed in Gladiator aircraft have not the spread of bullets that have been previously calculated, and it is estimated that the gun spread is approximately one foot per 100 yards up to a range of 300 yards. It is understood that experiments were conducted by Air Fighting Development Unit in determining bullet spread by means of photographing tracer ammunition. It is suggested for consideration that the trajectory of tracer ammunition is not so accurate as ball ammunition. This is also an opinion experienced by pilots who actually piloted the aircraft undergoing night flying tests with tracer ammunition. It is suggested for consideration as a result of the experiments (a), (b), (c), and (d), conducted by No. 263 Squadron, that large patterns designed for Fighter Aircraft are likely to produce individual separate patterns for each gun in the cone of fire at the desired range, and not one complete pattern with the intensity of fire in the centre of the pattern.</p> <p>Recommendation. It is recommended for consideration, based on the experiments by No. 263 Squadron</p>	

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	23 rd Jan.		<p>that the gun patterns be designed so that each gun spread is calculated at one foot per 100 yards to a limit of 300 yards range. It would appear to be necessary that gun patterns should be considerably smaller than has hitherto been adopted to ensure that the maximum intensity of fire from each gun is included in one complete pattern.</p> <p>Weather for the first part of the day, thick foggy conditions prevailed in in the vicinity of the aerodrome. At 1400 hours a limited flying programme commenced. "B" Flight carried out exercises with Camera Guns and "A" Flight did Air Firing at the range. The flying programme was discontinued at 1700 hours owing to the approach of fog. A representative of Fighter Command visited the Squadron concerning Cine Camera Gun installation. The question was discussed thoroughly as at the present moment the facilities for this type of training is negligible. The following were posted to the British Expeditionary Force with effect from today's date. 104916. Flight Sergeant DIXON T.W.P. (F.Arm). 344433. L.A.C. FISK G. (A.C.H.) 550673. A/C/Up. ROBINSON. S. (A.CH/S.P.). The following to Headquarters, Balloon Command, Stanmore. 637959. A.C.2 Williams. D. 631835. A.C.2. BUTLER R. 641667. A.C.2. TONKS. and A.C.2. WHITFIELD W. 641669. Headquarters, No. 11 Group, gave authority for the promotion of 560619 Sergt. Holloway C. (W.E.M.). to Acting Flight Sergeant to fill establishment vacancy.</p>	
	24 th Jan.		<p>Foggy conditions prevailed in the vicinity of the aerodrome until late in the afternoon. The Station Commander paid a visit to the Gloucester Information Distribution Centre for the purpose of discussing certain inefficient Observer Corps plottings in the neighbourhood of this Station. He was told by the Senior Observer Corps Officer that he considered the complaint unfounded, and</p>	

Place	Date	Time	Summary of Events	References to Appendices
	25 th Jan.		<p>the Station Commander asked for a demonstration. The red section took off and flew on a course which was considered at fault. There were two periods during the course which showed a period of no plots on the operations table for 11 and 13 minutes respectively. Since the cruising was 180 miles a hour this represents a considerable distance, definitely sufficient to bring about complicated difficulties both to the interceptor and the controller. Foggy conditions set in and a programme arranged for night flying had to be cancelled.</p> <p>Weather. Misty in the early morning. At 1300 hours the weather cleared slightly and two sections flew on a course where the Observer plots have been known to be few and far between. As was feared very few plots were made for either section for the duration of their flight. The senior Observer Corps Officer witnessed the demonstration and now fully realises the seriousness and inefficiency which exists in a small portion of the area under his control. The fault is in the position of the posts. In this particular area, there are two posts situated in positions where visibility is practically nil, being in hollows surrounded by trees, and in one place there is no post for 15 miles. The reason given for this is that there is no suitable telephone communication and all Observer Posts have to be situated in the very near vicinity of telephone wires. It is hoped that this situation will be rectified forthwith. No night flying was possible. Pilot Officer J.M.V. CARPENTER and Pilot Officer M.A. BENTLEY were posted to this Squadron from No. 11 GROUP (FIGHTER) POOL, ST. ATHENS, with effect from todays date.</p>	
	26 th Jan.		<p>Weather. Continuous rain, cloud base 500 feet. No flying took place in the early part of the day. During the afternoon the weather cleared for a short period and four aircraft were able to take off and carry out little over a hours flying each. A limited amount of training on the Link Trainer was</p>	

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Place	Date	Time	Summary of Events	References to Appendices
	27 th Jan.		accomplished. Night flying was again cancelled owing to rain. Weather. Continuous rain all day. in the morning practice was carried out on the Link Trainer. The Commanding Officer later gave a lecture on F.C. Attacks. The Co-operation with A.A. Searchlights arranged to take at 2000 hours was cancelled owing to the very bad conditions.	
	28 th Jan.		Weather. Rain and sleet almost continual throughout the day. Two hours flying only was possible, this was carried out by two pilots who practiced circuits and landings. Link Trainer practice was again carried out during the day.	
	29 th Jan.		Weather. A meteorological phenomenon occurred during the whole of today. Rain fell and on impact with the ground froze immediately, wires having some half inch radius coating of ice surrounding them. The cloud base in the early part of the morning was 2000 feet and in spite of the slight rain, aircraft took off to carry out local flying. It was noticed that every 5 minutes in the air approximately ½ inch covered the leading edges on all parts of the aircraft including the engine and propellor, and an emergency call was made by the Station Commander recalling all aircraft to base immediately. There were 9 aircraft flying and it was odd to note how the first aircraft landing with approximately ¼ inch of ice coated evenly on all leading edge services . The last aircraft to land had been in the air twice as long as the first and ha approximately double the thickness of ice coating. The pilot reported that he found the aircraft manoeuvrable but was definitely very heavy when landing. Total of 5 hours flying was completed under these conditions. The	<i>surfaces</i>

Place	Date	Time	Summary of Events	References to Appendices
	30 th Jan.		<p>Squadron Commander took 16 photographs for the Meteorological experts of the Air Ministry on the icing on trees and wires. No photographs were taken however of the icing on the aircraft. There is no photographic apparatus on the station therefore this act was one of courtesy to those who study the weather. The results gave great satisfaction to those personnel.</p> <p>Weather. Visibility 2 miles, cloud base 1600 feet. The aerodrome is covered with snow. Weather did not permit much useful training but a limited amount of flying was done. In the morning Squadron Leader J.W.DONALDSON led a formation of three aircraft and did air firing at Sand Bay. Pilot Officer J.M.V.CARPENTER carried out his first flight in a Gladiator Aircraft. Throughout the afternoon three aircraft were detailed to do circuits and landings as the weather by this time had deteriorated to prevent any other exercises.</p>	
	31 st Jan.		<p>Weather. Visibility 1000 yards decreasing to 500 yards. There was a slight rain fall. No flying was possible owing to the adverse conditions. Flight Lieut. R.S. MILLS gave a lecture on Strategy and Air Fighting to all pilots. A number of pilots received practice on the Link Trainer during the afternoon. Pilot Officer S.R. McNamara received injury to his hand and was admitted to R.A.F. Hospital, Locking where he was successfully operated on. This injury was sustained whilst the Officer was off duty and cause has not yet been investigated. Flight Lieut. R.S. MILLS assumed temporary command of the Squadron vice Squadron Leader Donaldson, absent on leave.</p> <p>441 hours 20 minutes day flying, and 61 hours 40 minutes night flying, TOTAL FIVE HUNDRED AND THREE HOURS (503) have been flown by the Squadron this month.</p>	

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FILTON	1940			
	1 st Feb.		The month commenced with freezing weather conditions, low cloud and bad visibility. Flight Lieut. R.S.MILLS gave a lecture on air firing and for the rest of the day there was a discussion on the subject. There was a certain amount of practice on the Link Trainer. No flying was possible.	
	2 nd Feb.		Weather. Cloud Base 1800 feet, visibility 2 miles. A limited amount of flying was carried out in the morning. All pilots visited the Air firing range at Sand Bay. During the afternoon a flight of aircraft led by Flight Lieut. T. ROWLAND, carrying out Air firing at Sand Bay, when a very heavy snow storm approached Filton. An emergency call was sent up to inform the Flight of the oncoming danger but fortunately the Flight Commander had foreseen the deteriorating weather and proceeded forthwith to his Home Base. The whole Flight landed in visibility not greater than 100 yards and great credit is due to the Flight Commander for bringing his Flight home safely. Squadron Leader J.W. DONALDSON resumed command of Squadron on return from leave.	
	3 rd Feb.		Weather. Low loud and bad visibility. Aerodrome covered with layer of 6 inches of snow. No flying was possible.	
	4 th Feb.		Weather. After continuous rain for 12 hours, a thaw set in, and most of the snow had disappeared. There was low cloud and poor visibility and again no flying was possible, owing to the unserviceable state of the aerodrome. The following is an Extract of a letter from Headquarters, No. 11 Group dated 1 st February with reference to the paper on Air Firing - Harmonization of Sights on Gladiator Aircraft, submitted by Squadron Leader J.W. DONALDSON and Flight Lieut. R.S. MILLS: "This paper has been examined with interest by this Headquarters and a copy has been forwarded to Headquarters, Fighter Command for their information. The Air	

Place	Date	Time	Summary of Events	References to Appendices
			Officer Commanding has requested that his appreciation of their work be conveyed to the Officers concerned".	
	5 th Feb.		Weather. Mist persisted all day, visibility less than 100 yards, and no flying was possible. Pilot Officer W.P.RICHARDS, R.A.R.V.R. was posted from No. 11 Group Pool to this Squadron, for flying duties, with effect from todays date.	
	6 th Feb.		Weather. Poor visibility. No flying was carried out owing to the very wet condition of the aerodrome. There was a certain amount of practice done on the Link Trainer. The Commanding Officer gave a lecture on air firing.	
	7 th Feb.		Weather- misty. The aerodrome, although improving, was in a very wet condition and there was no flying. Interception was again carried out on the Link Trainer. A special map was built so that it represented an operations table. Suitable wheels were attached to the Link Trainer marker which gave an air speed (cruising) of 240 miles per hour. Telephonic communication had been arranged on three lines with the operations room, so as to represent the plotter, the controller and the pilot. It is considered that this type of interception practice most beneficial.	
	8 th Feb.		Weather. Visibility 20 miles. Cloud base 2300 feet. In the early part of the morning a formation of six aircraft took off to intercept a run-a-way balloon, but before this could be made, the balloon landed and the aircraft returned to Base. In the early part of the afternoon, THEIR MAJESTYS, THE KING and QUEEN arrived to inspect Bristol Works. The Squadron were therefore unable to carry out any further flying practice until their departure.	
	9 th Feb.		Visibility 5 miles. Cloud base 1000 feet. In the morning Warrant Officer Diggins was sent to the Air Firing Range with a target 4 feet square. The Squadron Commander resighted his guns, all gun firing on to one point at a distance of 300 yards. 2400 rounds were fired and 70% of the bullets hit the	

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Place	Date	Time	Summary of Events	References to Appendices
	9 th Feb.		target. The object of this was to carry out measurements of bullet spreads at a range of 300 yards. Many interceptions were carried out on the Link Trainer during the day. No night flying took place owing to bad visibility.	
	10 th Feb.		At 1000 hours the Air Officer Commanding No. 11 Group, Air Vice Marshal WALSH and Air Vice Marshal GOSSAGE paid a visit to the Squadron. "B" Flight carried out practice of Air drill and attacks using 6 aircraft. The demonstration was considered to be most satisfactory. Later in the day at 1120 hours, THE SECRETARY OF STATE FOR AIR, SIR KINGSLEY WOOD, also visited the Squadron and met all pilots and personnel. A section of "A" and "B" Flight demonstrated a quick get away take off, and the time taken from the first warning to the time the last aircraft left the ground was 3 minutes 25 seconds. Considering all six aircraft had to taxi some 500 yards to get into position for the take off, the time for the quick get away was very good. During the afternoon a large air firing programme was completed. The weather during the day remained good throughout.	
	11 th Feb.		Clear sky, visibility 20 miles. Up to 1600 hours the weather was perfect, but after this time a slight snow storm suddenly sprung up. During the whole day the Squadron carried out an extensive air firing programme, some 12000 rounds being fired. Formation firing and individual firing took place and the results were most satisfactory.	
	12 th Feb.		Clear sky. Strong easterly breeze. Good visibility. A small air firing programme was completed but for most of the day flights practiced F.C.Attacks. Three new pilots, Pilot Officers BENTLEY, CARPENTER, and RICHARDS are showing signs of developing their flying qualities, but at the moment no opinion can be	

Place	Date	Time	Summary of Events	References to Appendices
	12 th Feb.		given as to the standard of the ability. A night flying programme which was prepared had to be cancelled owing to the approach of a snow storm.	
	13 th Feb.		<p>Weather. Good, occasional snow showers passed over the aerodrome, rather similar to April showers. The following is a copy of a letter from HEADQUARTERS, FIGHTER COMMAND, dated 7th February 1940, signed by Air Chief Marshall H.C.T. DOWDING.</p> <p>"With reference to your letter 11G/S. 941/Armt. dated 31st January 1940 forwarding a report on "firing trials which have been carried out in No. 263 Squadron. I want you to tell Squadron "Leader DONALDSON that his experiments and the thoughtful Paper in which he recorded them, are "of the greatest interest and practical value. It is extremely difficult to ascertain any exact "information about bullet patterns when guns are fired in the air, and his paper constitutes a "valuable contribution to our stock of knowledge on the subject. Please congratulate both him "and Flight Lieut Mills on their work."</p> <p>"B" Flight carried out a series of practices of quick rearming and refuelling during the day.</p> <p>"A" Flight on the other hand carried out a continuous six hours patrol at 28000 feet. One aircraft patrolling Cardiff and the other pilot patrolling the aerodrome. Owing to the presence of snow showers it was not considered suitable to carry out a night flying programme.</p>	
	14 th Feb.		<p>Weather. visibility ten miles. Cloud base 10,000 feet. An extensive air firing programme was carried out by both "A" and "B" Flights and the Squadron fired 16,500 rounds during the day. The firing was carried out in Flight formation and there were six practices on rapid rearming and refuelling. Snow commenced to fall in the late evening and this prevented any night flying. The following is a copy of a letter from Headquarters, Fighter Command, addressed to Officer Commanding, R.A.F. Station, Filton, dated 12th February 1940. "Upon relinquishing command of this "Group, it gives me great pleasure to be able to record my</p>	

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Place	Date	Time	Summary of Events	References to Appendices
	14 th Feb.		appreciation of the amount of flying carried out during the month of January 1940. This is a vast improvement upon anything recorded during the course of the war and is a great credit to all concerned. The 503 hours flown by No. 263 Squadron and the 538 hours by No. 11 Group Pool are particularly worthy of note. Although it is known that it will not be possible to record figures like this for the current month, I am sure that the January figures will be maintained, and even improved upon, during the course of the year. At the same time I take the opportunity of saying 'Goodbye' and of expressing my wishes for the best of good luck to all units". This letter was signed by Air Vice Marshal E.L.GOSSAGE.	
	15 th Feb.		Weather. Poor Visibility and snow fell almost continuously throughout the day. No flying was possible. The days work comprised of lectures on armament, and interceptions on the Link Trainer. Many routine matters concerning the anticipated movement of the Squadron were completed.	
	16 th Feb.		Poor visibility. Strong gale and heavy snow in the latter part of the day. In the morning two aircraft carried out firing at the Squadron Range at Sand Bay. On their return however they reported that the weather had deteriorated considerably and any further flying was dangerous. Practice interceptions on the Link Trainer were carried out.	
	17 th Feb.		Weather. Visibility 1½ miles. The aerodrome was covered with a layer of 6 inches of snow. Two of the new pilots were given practice circuits and landings in formation for approximately one hour. No other flying was possible owing to the inclement weather. Two interceptions were carried out on the Link Trainer in the afternoon.	
	18 th Feb.		Weather. Poor visibility. Snow. No flying was possible.	

Place	Date	Time	Summary of Events	References to Appendices
	19 th Feb.		Weather. In the early part of the morning, Warrant Officer Armament took a ground target to the Air Firing Range for the purpose of marking each individual pilot of the Squadron on his ability to fire. The Squadron Leader was the first but during his air firing low cloud and rain approached and the programme was subsequently cancelled. Remainder of the day Officers were given duties which should enable the Squadron to have an easy move when so instructed.	
	20 th Feb.		Weather. Visibility 5 miles. Cloud Base 3000 feet. The training of the three new pilots continued and it is hoped that within the next fortnight they will be classed as operationally fit. A certain amount of air firing took place at Sand Bay. Pilot Officer DIXON was reported by his Commanding Officer as being unsuitable as a Fighter Pilot. The Squadron is now being equipped as a Field Force Squadron and arrangements to complete this change over are well in hand.	
	21 st Feb.		Weather. Poor visibility and the aerodrome was in a very wet condition. The training of the new pilots was continued and three practice interceptions were carried out on the Link Trainer.	
	2 nd Feb.		Weather. Poor visibility in the early morning and improved later. "A" Flight performed air firing at Sand Bay in the morning. In the afternoon two sections led by Flight Lieut. Mills and Flight Lieut Rowland respectively practiced Fighter Command Attacks. The aerodrome was in too wet a condition for night flying. Squadron Leader Roberts, Staff Officer of Fighter Command visited the Squadron and witnessed two interception practices on the Link Trainer.	
	23 rd Feb.		Weather. Visibility poor, cloud base 600 feet, cleared at mid-day when a limited amount of air firing was carried out at Sand Bay. Flight Lieut. Mills gave a lecture on Recognition of Aircraft to No. 236 A.A. Battery at Portishead. No night flying was possible owing to the unserviceable state of	

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Place	Date	Time	Summary of Events	References to Appendices
			the aerodrome.	
	24 th Feb.		Weather. Visibility 5 miles, cloud base 9/10ths, two to three thousand feet. "A" Flight carried out air firing at Sand Bay. During the afternoon Squadron Leader J.W. Donaldson was sent up to identify an X-Raid. Whilst at 15000 feet he noticed his oil pressure had dropped to Nil and oil temperature had risen to 100 degrees C. A satisfactory precautionary forced landing was carried out at Wanstrow 5 miles South West of FROME. The cause of the engine failure was not identified, as it was dark before the maintenance party arrived at the scene. The readiness section was sent up in pursuit of the above X-Raid, this however was not located owing to the lack of plots from the Observer Corps.	
	25 th Feb.		Weather. Clouds 10/10ths. Visibility 15 to 20 miles. On further investigation as to the cause of engine failure compelling Squadron Leader J.W. Donaldson to make a forced landing yesterday, it was ascertained that the failure was internal and that repairs could not be effected at the scene of the landing. The aircraft was therefore dismantled and brought back to Filton. The training of the new pilots continued and quite a large amount of air-firing at Sand Bay was carried out.	
	26 th Feb.		Weather. The morning was foggy, visibility 200 yards. Fog lifted at mid-day. Flight Lieut R.S. Mills assumed command of the Squadron, vice Squadron Leader J.W. Donaldson who to-day proceeded on six days leave. A short night flying programme had to be cancelled owing to continuous rain setting in at 1745 hours.	
	27 th Feb.		Weather. During the day visibility varied from between 2 to 5 miles. A limited amount of flying training was carried out during the course of the day. Four of the nine aircraft allotted to this Squadron from No. 152 Squadron were flown	

Place	Date	Time	Summary of Events	References to Appendices
			down from Acklington in a formation led by Pilot officer M.A.CRAIG-ADAMS.	
	28 th Feb.		Weather. Cloud 8/10ths, later 10/10ths. Visibility 3 miles. The Squadron has not cut flying training down to a minimum in order to preserve the flying hours in all machines. The training of new pilots continued. Pilot Officer Richards is now a qualified fighter pilot by day.	
	29 th Feb.		Weather dull, poor visibility. The Squadron has been detailed to provide two sections to fly on set courses to exercise the other sectors of No. 11 Group. The inclement weather prevented this from being carried out today, but if the conditions are favourable it will be carried out tomorrow. The total flying hours for the Squadron during this moth was 285 HOURS 45 MINUTES.	

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Place	Date	Time	Summary of Events	References to Appendices
Filton	1940 1 st March		Weather. no cloud, visibility 50 to 60 miles. Wind East - 25 to 30 miles per hour. The Squadron was detailed to supply two sections of three aircraft to act as targets to exercise all the other sectors in No. 11 Group. Tracts and heights to fly were detailed by Headquarters No. 11 Group. Flight Lieut. R.S. Mills lead a Section to Biggin Hill, via Newbury, Caterham and Maidstone. The other section led by Flight Lieut. T. Rowland went to Hornchurch via St Albans and Colchester. On landing at the destination both Flight Commanders were informed great difficulty was experienced in carry out interceptions owing to the lack of information from the Observer Corps. This is not understandable as weather conditions were perfect. On landing at Hornchurch Pilot Officer P.H.PURDY met with an unfortunate accident. He struck a Chance Flood Light which was standing on the aerodrome. The aircraft and Flood Light were both written off, but Pilot Officer Purdy escaped Injury.	
	2 nd March		Weather Conditions were good and a limited flying programme was carried out only, due to the work on the aircraft. Night flying was carried out successfully. Flying Officer D.H. FOWLER reported to the Squadron as Medical Officer with effect from the 1 st March, 1940.	
	3 rd March		The weather conditions were good. The Senior Air Staff Officer of No. 11 Group requested that the Squadron should provide two sections of aircraft to fly on two courses as raids for operational exercises for No. 11 Group. One Section was led by Flight Lieut. Rowland and the other by Pilot Officer L.R. Jacobsen. Pilot Officer S.R McNamara was compelled to make a landing at Redhill in order that an adjustment could be made to his aircraft. On return to the Unit the weather conditions deteriorated and Pilot Officer McNamara	

Place	Date	Time	Summary of Events	References to Appendices
			made a precautionary forced landing near Guildford. The aircraft was successfully flown back to Base on the following day.	
	4 th March.		Weather conditions were good. Squadron Leader J.W. Donaldson assumed command of the Squadron vice Flight Lieut. R.S. Mills. Pilot Officer J. Beaton reported to the Squadron as Equipment Officer, with effect from today's date. Movement Order No.1. for the Reconnaissance of this Squadron was issued on this date. A limited amount of flying was carried out - testing aircraft.	
	<u>5th March</u>		Weather. Fine. Good Visibility. Preparations are continuing for the anticipated movement of the Squadron. A limited amount of flying took place. Flying Officer R. Rose and Flying Officer S.M. Brown reported for duty from H.Q. No. 2 C.F.F. Benson as Code and Cypher Officers with effect from today's date.	
	6 th March.		Weather fine. Visibility good. Squadron Leader Williams from Headquarters Fighter Command visited the Squadron and discussed equipment arrangements on formation to Field Force Unit. Routine work is progressing smoothly. There has been some difficulty in obtaining A.P. 1270 from the Stationary Department, Kidbrook which is urgently required for reference, so that appropriate demands can be made for Stationary, etc. A signal was forwarded to Headquarters Fighter Command informing them of this difficulty.	
	7 th March.		Weather fine, visibility good. A certain amount of flying was carried out, but most of the day was occupied in preparation of the Squadron as a Field Force Unit. The personnel of the Squadron is practically at full strength.	
	8 th March.		Weather Fine, visibility good. 12 hours flying was carried out. The final arrangements for the departure of the Reconnaissance party was completed.	
	<u>9th March.</u>		Weather Mist at first clearing later. Pilot Officer J. Beaton was posted to Halton, and Pilot Officer N.J. Fagan was posted to this Squadron with effect from today's date, as Squadron Equipment Officer. The reconnaissance party	

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Place	Date	Time	Summary of Events	References to Appendices
Filton			left for Port "O" today. This consisted of Flight Lieut. T. Rowland and 4 airmen, together with two M.T.	
	10 th March.		Misty early morning, improving later. Preparations are now proceeding for the formation of the Advanced M.T. Party.	
	11 th March.		Weather. Misty, fair later. No flying. Routine work on the re-formation of Squadron continuing.	
	12 th March.		Weather. Misty with rain later. A limited amount of flying was carried out.	
	13 th March.		Weather. Mist, rain later. Pilot Officer Fagan proceeded to No. 25 M.U. Hartlebury, accompanied by Sergeant equipment assistant for the purpose of inspecting pack up of maintenance stores.	
	14 th March.		Weather. Snow and sleet, fair later. Extensive practice was carried out on the Link Trainer. Packing of Squadron Equipment is being completed for despatch by M.T. tomorrow. Signal received from Air Ministry informing Squadron that Movement preparations had to be suspended.	
	15 th March		Weather fine. In view of the advanced stage of the packing of Squadron equipment it was decided that sections were to complete the packing and for it to be loaded on to the Squadron mechanical transport. When the loading was completed the transport formed a convoy and proceeded a short distance round the camp and returned to the appropriate sections for unloading. The purpose of this rehearsal was to determine the time to be allowed for loading and unloading of each section's equipment. Officers commanding sections rendered brief reports from which valuable information was obtained.	
	16 th March.		Weather fair, poor visibility. A practice interception was carried out by "A" Flight led by F/Lt. R.S.MILLS (fighter) and Pilot Officer J.G.HUGHS(bomber) which	

Place	Date	Time	Summary of Events	References to Appendices
Filton	16 th March		was successful. The controller of the Operations Room made a slight error of judgement which	
	(cont'd)		very nearly resulted in a complete failure of the interception.	
	17 th March		Rain all day and wind of gale force. No flying was possible.	
	18 th March		Continuation of rain and gale. Pilot Officer J.A. DIXON (41683) was posted to No.1 Air Armament School with effect from this date.	
	19 th March		Rain all day and gale of 50 M.P.H. Continuous practice was carried out on Link Trainer. An extensive night flying programme was prepared and had to be cancelled owing to the waterlogged condition of the aerodrome.	
	20 th March		Weather fair, cloudy, high wind, improving towards evening. Air firing at the Squadron range in Sand Bay was carried out during the morning. An extensive night flying and searchlight co-operation programme was carried out within the area Severn Tunnel, Yate, Bath, Glastonbury and Bridgwater. Aircraft reported being illuminated by searchlights on five occasions but the general tendency was for searchlight beams to lag behind aircraft. One aircraft required D/F homing. Flight Sergeant P.O'Dowd promoted to Acting rank of Warrant Officer with effect from 18 March, 1940.	
	21 st March		Visibility poor, cloud 9/10ths, base 450'. A limited programme of low and blind flying was carried out. Pilot Officer Gordon WILSON was posted to No.3 Base Area, Uxbridge, with effect from 26 th March, 1940.	
	22 nd March		Weather fair, cloudy, local showers throughout the day. Patrols were maintained by sections in the Southern portion of the sector. Triangular navigational flights were made to Bridport, Wareham and Filton.	
	23 rd March		Cloud 7/10ths; visibility 5-7 miles. Air firing at seamarkers in cross wind of 20-30 M.P.H. was performed, and a steady improvement in accuracy of firing was noted throughout this exercise. Patrols of Bristol Channel were made by three sections as far West as Porthcawl during the afternoon. R/T reception in spite of deteriorating weather conditions in the Western area, was satisfactory at a distance of 40 miles.	

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Place	Date	Time	Summary of Events	References to Appendices
Filton	24 th March.		Cloud 5,000 feet, 5/10ths, visibility 20 miles. 33½ hours day flying completed. Interception practice and patrols to Weymouth were carried out. A night flying programme was arranged and the exercises were for the benefit of the Searchlight Companies of Bristol. The results, however, were poor, the Searchlight Companies having little idea of finding aircraft not illuminated. Nine hours night flying was completed.	
	25 th March.		The morning started off with poor visibility but at lunch time it cleared up leaving clouds at 2,000 feet, 7/10ths. A limited amount of flying was carried out - 30 hours in all. Pilot Officer W.E.Hunt was posted to No. 145 Squadron to take up the duties of Adjutant and the Adjutant of No. 145 Squadron, Pilot Officer J.F.Blick, was posted to take up the duties of Adjutant with No. 263 Squadron. It can be noted here that No. 145 Squadron was formed a week or two after this Squadron and therefore the Adjutant brought with him reports of the progress of No. 145 Squadron, which were entirely unofficial of course, and an unofficial comparison can be made favourable for No. 263 Squadron.	
	26 th March.		Weather, cloud base 5,000 feet, visibility 10 miles. Interception practices were carried out throughout the day and Fighter Command attacks were practiced. A limited night flying programme was carried out and 8 hours flying completed.	
	27 th March.		Weather similar to previous day. 34 hours flying was carried out during the day which consisted of formation practices and air firing. Air firing was an individual competition of all pilots of the Squadron; the first three places were taken by Squadron Leader J.W.Donaldson, Sergeant Pilot Milligan and Pilot Officer J.M.V.Carpenter.	
	28 th March.		Clear sky, no cloud, visibility 50 miles at height. Day was mild and the conditions were almost perfect. 50 hours flying was completed, which included 18 hours night flying. Night flying consisted of affiliated exercise with the searchlight companies of Bristol; their standard was slightly better than the previous week but still left room for improvement.	

Place	Date	Time	Summary of Events	References to Appendices
Filton	29 th March.		Could base 4,000 feet, 10/10ths, visibility 5 miles. The Squadron's sympathies are extended to the relatives of Pilot Officer D.E.D.Milson and Pilot Officer P.J.M.Nettleton whose aircraft collided in the air at mid-day and resulted in both pilots being killed outright. It is regretted that these two pilots should be killed since both, more especially Pilot Officer Milsom, were exceptional pilots and exceptional types of officer, and it is a great loss to the Squadron. Both officers were extremely popular with all those who came in contact with them. Little flying was carried out during the day owing to the accident.	
	30 th March.		Cloud 5,000 feet, 7/10hs, visibility 10 miles. 36 day hours were flown and a night programme which consisted of 8½ hours was carried out.	
	31 st March.		The day commenced moderately well but at lunch time cloud base came down to 5,000 feet and continuous rain fell for the rest of the day. 15 hours day flying and 4 hours in the dawn patrol night flying were completed. Special note must be paid to the Squadron's achievement of carrying out 450 hours flying in ten days. This not only shows the efficiency of the Squadron but also the good spirit of all the technical staff which compose the clockwork mechanism of the Squadron. They worked hard and well and have shown at this early stage that No. 263 Squadron has placed itself well in the foreground of Fighter Command.	

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Place	Date	Time	Summary of Events	References to Appendices
			The office files and records of No. 263 Squadron were destroyed on instructions from the Commanding Officer, Squadron Leader J.W. Donaldson, preparatory to the evacuation from Norway of the North West Expeditionary Force. In consequence as from the 1 st April, 1940, until the personnel returned to Scotland on varying dates in the early part of June, the Record does not so much effect to give a day-to-day precis of events as to piece together with due regard to accuracy data obtained from various sourced. It will be appreciated that with detachments of the Squadron sometimes widely separated, compliance with instructions laid down for the completion of the Record was a matter of some difficulty.	
			RECONSTRUCTED →	
			April, 1940 opened quietly; activity from the administrative point of view being confined to reduction of personnel from Field Force (abortive Finnish expedition) to normal fighter unit establishment. Flying was confined to the minimum compatible with operational requirements, although two sections from A and B Flights respectively were attached to St. Eval and Northolt for a brief period for exercises in searchlight co-operation.	
			Sergeant Pilot Vickery who had seen active service in India and was highly regarded by his colleagues, was reported missing and presumed killed as a result of an accident on the 7 th April.	
			On or about the 12 th April, the process of reduction in the strength of the Squadron ceased and there was an influx of signals posting personnel afresh. From this it was adduced, although there was no official confirmation that the Squadron was again in the process of being reformed to Field Force establishment for service overseas. This proved to be the case and later it became apparent that the	

Place	Date	Time	Summary of Events	References to Appendices
			the destination would be Norway in which country, due to its configuration, the Gladiator aircraft flown by the Squadron would be particularly suitable. The scheme as originally conceived projected the sending of eighteen Gladiator aircraft and pilots in advance, to a frozen lake at Lesjeskogen near Aandelsnes in Norway; servicing of aircraft to be effected by an independent party under arrangements made by the Air Ministry. If and when events rendered the course practicable the remainder of the Squadron's personnel were to follow.	
			On the 18 th April in accordance with instructions received from the Air Ministry by 'phone, F/O Vickery proceeded to Port "O" first reporting to the Air Ministry for orders. These appear to have been in general terms that he was to assist and advise in the selection of possible sites for aerodromes and for that purpose was to accompany a Royal Engineer Pioneer Party.	
			On the 20 th April at 14.30 hours the Air Party duly flew off on the first stage of its journey from Filton and subsequent movements of this party are dealt with in the Report, a copy of which, unaltered, is attached as Appendix "B" hereto. This report was compiled by the Commanding Officer, Squadron Leader J.W.Donaldson, who subsequently was reported missing following the disaster to H.M.S."Glorious" and it is felt that it should be included just as it stands, without attempt at embellishment as the only record of the first venture of the Squadron in Norway	APPDX B
			In the meantime pilots recently posted to the Squadron together with the administrative staff and the whole of the airmen personnel under the command of Flight Lieutenant T. Rowlands, completed arrangements for movement overseas.	
			Transport in convoy of 54 vehicles under the direction of P/O Fagan, assisted by P/O McDermott, proceeded by road on the 21 st April at 08.30 hours, eventually reaching Port "O" after a series of delays, minor mishaps and discomforts.	

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			On the 25 th April the remainder of the Squadron entrained at Filton Junction setting off at 19.30 hours and arriving at Edinburgh at 05.30 hours on the 26 th . For convenience the party was divided into three sections but the evening found the whole party together again aboard the S.S. "Ulster Monarch" lying off Port "O" i.e. Leith. Investigation showed that the transport and its personnel were already ensconced in the cramped confines of this ship. The vessel sailed at midnight and continued its voyage in dense mist throughout the 27 th until it found anchorage, not in a Norwegian Fiord but off the Island of Hoy Scapa Flow on the morning of the 28 th . The personnel disembarked; spending the night in rather primitive conditions in previously unoccupied new huts on the Island. The following morning the Squadron again embarked on lighters which conveyed the personnel to the S.S. "Orion", in which conditions were found to be much more comfortable than those experienced hitherto.	
			It is worthy of remark that F/O Vickery was aboard this ship but of his adventures since leaving Filton on the 18 th April, he was not in a position to speak. He left the ship at an early hour on the 29 th April and boarding a seaplane flew to an "unknown" destination.	
			For the remaining two days of the month the S.S. "Orion" remained anchored in the roads off the Island of Hoy, Scapa Flow.	

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Place	Date	Time	Summary of Events	References to Appendices
	1940			
Filton R.A.F. Station	1/4		75,567 Flying Officer D.H.Fowler posted from Squadron for medical duties with R.A.F. Station, Filton.	
	3/4		Section of "B" Flight, P/O L.R. Jacobsen and Sergeant Pilots Milligan and Kitchener, under the Command of F/Lt. T. Rowlands, flew to Northolt for searchlight co-operation exercises. Crew of ten proceeded to Northolt by road.	
	6/4		P/O J. Beaton posted to "D" Flight, Old Sarum.	
	7/4		566,236 Sergeant K.P.Vickery missing presumed killed whilst engaged in formation flying in the neighbourhood of Portishead. The weather conditions had deteriorated during the course of the exercise and Sergeant Vickery losing touch with his colleagues and failing to return, it was presumed that he had crashed into the sea. The presumption appears to have been correct as some days later portions of the fuselage were washed up on one of which was the number of the machine which he had been flying.	
	8/4		Section of "A" Flight; P/O's S.R.Macnamara, M.A.Craig-Adams and W.P.Richards, under the command of F/Lt R.S. Mills flew to St. Eval, Cornwall, for searchlight co-operation exercises. Crew of ten proceeded by road.	
	12/4		75,567 F/O D.H.Fowler posted again to the Squadron for medical duties. On this day also there were a considerable number of airmen posted to the Squadron; a reversal of the process of reduction which had been going on since the abandonment of the Finnish Expeditionary Force project late in March.	
	13/4		Sections attached to Northolt and St. Eval rejoined the Squadron. 39,143 F/O H.E.Vickery posted to Squadron for flying duties from No. 3 Squadron at Kenley. 42,195 P/O A.C.Cochrane posted to Squadron for flying duties from No.14 F.E.S. Kinloss.	

Place	Date	Time	Summary of Events	References to Appendices
	1940			
Filton R.A.F. Station	17/4		31,411 P/O N.J.Fagan posted to Squadron for equipment duties from R.A.F. Station, Filton.	
	18/4		39,143 F/O H.E.Vickery proceeded to Port of Embarkation Port "O" via London (for instructions) to join reconnaissance party.	
	19/4		Preparations for departure on the morrow of Air Party due to proceed to Norway in accordance with instructions in the possession of the Commanding Officer Squadron Leader J.W.Donaldson.	"A"
			A copy of the order issued by the later to the Air Party on the 19 th instant is appended hereto.	
	20/4		Air Party en route for Norway consisting of 18 pilots and 18 Gladiator aircraft, left Filton on the first stage of their journey (to Sealand for refuelling) at 14.30 hours. The pilots were - The Commanding Officer, Squadron Leader J.W. Donaldson, F/Lt. R.S. Mills, P/O's S.R. Macnamara, M.A.Bentley, J.H.V.Carpenter, J.G.Hughes, J.W.McKenzie, P.H.Purdy, L.R.Jacobsen, W.P.Richards, P.Wyatt-Smith, R.M.Hogg, M.A.Craig-Adams, Sergeant Pilots E. Russell, H.H.Kitchener, G.Milligan, B.Whall and D.Forrest.	
			With regard to the subsequent movements of the Air Party the Report of the Commanding Officer giving day-to-day detailed is appended.	"B"
	21/4		The following Officers were posted to the Squadron for flying duties. F/O H.A. Olivier, P/O's A.W.Britton, F.C.Parnell and G.J.Drake.	
			Transport of the Squadron consisting of 54 vehicles of varying types appropriate for the requirements of a Field Force unit departed from Filton at 08.30 hours, to proceed by road to the Port of Embarkation Port "O". The party under the command of P/O N.J.Fagan assisted by P/O McDermott included 54 drivers, Flight Sergeant Young - transport - Flight Sergeant Robson - Armoury, Sergeant Pullen, equipment, Corporal Watkins, orderly room and A.C.2 Wilkinson.	
			73,129 F/O E.W. Cole posted to Squadron from Filton for Intelligence duties.	

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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.

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Place	Date	Time	Summary of Events	References to Appendices
	1940			
Filton R.A.F. Station	22/4		P/O W.J.Daniel posted to Squadron for Code and Cypher duties.	
	25/4		The Main Party of the Squadron under the command of F/Lt T. Rowlands and consisting of F/O's J.F.Blick, D.H.Fowler, H.A.Olivier, E.W.Cole, P/O's G.B.Parnall, A.W.Britton, G.J.Drake, W.J.Daniel, 4 Warrant Officers, 4 Flight Sergeants and 262 other ranks entrained at Filton Junction Station and commenced the journey to Port "O" at 19.30 hours.	
	26/4		Main party arrived at Leith Station at 05.30 hours and after some delay were transported in buses to Dr. Watson's College, Edinburgh, to await further instructions. At 14.30 party taken in buses to docks and from thence by lighter to S.S. "Ulster Monarch" lying in the Firth of Forth. Sailed at 23.30 hrs.	
	27/4		Main party at sea - dense fog.	
	28/4		Arrived Island of Hoy, Scapa Flow early morning - disembarked 11.00 hours. Stayed overnight in huts.	
	29/4		Embarked in lighters conveyed to and boarded S.S. "Orion".	
	30/4		Aboard S.S. "Orion" - at anchor - Scapa Flow.	

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Place	Date	Time	Summary of Events	References to Appendices
	1940			
	May		The procedure adopted for the May record follows that for April. Recourse has been had to an official report compiled by Wing Commander Atcherley which has been incorporated in the body of the record. Unofficial sources have also been tapped extracts from two of which have been included as appendices.	
			It will be seen that in some cases the dates do not appear to tally e.g. Flight Lieutenant C.B.Hull gives the date of boarding the "Furious" as the 13 th May whereas in fact the Air Party joined the ship on the 12 th May. Similarly, the Wing Commander's report states that the Squadron flew from the "Furious" to Bardufoss on the 20 th May but other records indicate the 21 st May at 02.00 hrs.	
			The Operations Record as followed seems to convey all the necessary information without further embellishment.	

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Place	Date	Time	Summary of Events	References to Appendices
	1940			
Scapa Flow	1/5	20.30	S.S. "Orion" with Main Party of Squadron on board, sailed for undisclosed destination.	
		06.30	M.V."Delius" with Air Party of Squadron on board arrived - Pilots conveyed by tender to Thurso where they boarded train for London.	
Firth of Forth	2/5	11.30	S.S. "Orion" anchored within sight of Forth Bridge.	
London.		20.00	Air Party arrived in London.	
Turnhouse.	3/5	10.00	Main Party taken from S.S. "Orion" to Leith Docks by tender and from there by 'bus to R.A.F. Station, Turnhouse. Later were billeted at the Town Centre and in Hotels in Edinburgh.	
			The following Officers were posted to the Squadron for flying duties F/O W.Riley (610 Squadron),	
			P/O's J.Ø. ^c Wilkie (42170) (266 Squadron) and J.R.Meaker (46 Squadron	
			Squadron re-equipped with 12 Gladiator aircraft to replace those lost at Aandelsnes, Norway.	
			Squadron Leader J.W. Donaldson and Flight Lieutenant R.S. Mills of Air Party reported to Air	
			Ministry for discussion with Officers of high rank. Later received at the House of Commons by	
			Secretary of State for Air, Sir Samuel Hoare. Remainder of party attached to R.A.F. Station,	
			Northolt and granted leave therefrom with instructions to report at Turnhouse not later than	
			on the 10 th May.	
	4/5		Main Party - inspection and servicing of new aircraft.	
	5/5		Main Party - instructions received for an advance echelon of 5 officers and 217 other Ranks to	
			embark on the S.S."Chrobry" lying in Leith Docks, on the 17 th instant. The Squadron's transport	
			vehicles were not to be loaded but to remain	

Place	Date	Time	Summary of Events	References to Appendices
	1940			
Turnhouse.	5/5		remain at Turnhouse to avail disposal instructions - Stores and equipment therefrom were to be	
	contd.		transferred to the "Chrobry".	
	6/5		Preparations for departure of the Advance Echelon of the Main Party on the morrow.	
Headquarters,			S/Ldr Donaldson and F/Lt. Mills interviewed by the Air Chief Marshal, Sir Hugh Dowding and	
Fighter Command	6/5		Group Capt. A. Orlebar, later visiting Headquarters, No. 11 Group.	
Stanmore.				
S.S."Chrobry"	7/5	22.30	Advance echelon of Main Party, consisting of F/Lt Rowlands in command, F/O D.H.Fowler, P/Os	
Leith Docks,			I.F.McDermott, J.B.Wilkie, A.W.Britton and 217 other ranks boarded the Polish steamer,	
Edinburgh			S.S."Chrobry" which sailed the same evening. The subsequent history of this party has been	
			recounted to the writer by Flight Sergeant Hatter and is attached hereto as Appendix "C"	"C"
Turnhouse	8/5		Gladiator aircraft ferried on this and succeeding two days.	
	9/5		Squadron's flying personnel reinforced by the following pilots:	
			F/Lt. C.B.Hull (ex 43 Squadron), A.F/Lt. A. Williams (ex 222 Squadron), F/O H.T.Ede (ex 111	
			Squadron), P/O's J.Falkson (ex 152 Squadron), T.Oxspring (ex 66 Squadron) and Sergeant Pilot	
			D.W.Mason (ex 141 Squadron).	
			F/O F.W.Yate posted to Squadron for Code and Cypher duties. P/O's J.W.McKenzie and R.M.Hogg	
			posted to 111 and 152 Squadron's respectively.	
	10/5		Instructions received for 2 nd echelon of Main Party to embark in S.S."Sobiesti" on 12 th instant	
			at King George V Dock at Glasgow. Echelon to consist of 6 officers and 58 other ranks to	
			include remainder of the "drivers" -"petrol".	
			Remainder of Air Party including S/Ldr Donaldson and F/Lt Mills returned from leave.	
	11/5		Sergeant Pilot D.Forrest posted to No. 66 Squadron, Duxford.	
Norway			Advance Party aboard S.S."Chrobry" arrived at Harstadt. Conveyed on Norwegian fiord boats -	
			nicknamed "puffers" - to Sjoveien.	

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Place	Date	Time	Summary of Events	References to Appendices
	1940			
S.S."Sobiesti" Glasgow.	12/5		2 nd Echelon of Main Party consisting of F/O Riley in command. F/O's R.A.Olivier, E.W.Cole, P/O's N.J.Fagan, G.B.Parnall, W.T.Daniel, Sergeant Pilots Watson-Parker, Mason and 56 other ranks, conveyed by 'bus to Glasgow and embarked in Polosh steamer S.S."Sobiesti", sailing that day.	
H.M.S."Furious" Greenock.			Air Party taken by 'bus from Edinburgh to Greenock and embarked in aircraft carrier H.M.S. "Furious". This party was made up as follows:-	
			S/Ldr Donaldson in command, F/Lts. R.S.Mills, C.B.Hull, A.F/Lt. A. Williams, F/O Ede, P/O's Wyatt-Smith, McNamara, Richards, Craig-Adams, Hughes, Falkson, Purdy, Jacobsen, Bentley, Sergeant Pilots Milligan and Kitchener, Whall and Russell. 18 Gladiator aircraft flown on "Furious" by pilots of the Fleet Air Arm. The subsequent movements of the Air Party are recounted in the diary kept by F/Lt.C.B.Hull, a copy of which is attached as Appendix "D".	"D"
Norway	13/5		1 st Echelon - Main Party at Sjoveien.	
S.S."Sobiesti"			2 nd Echelon do. at sea.	
H.M.S."Furious"			Air Party lying off Greenock.	
Turnhouse			Remainder of Squadron's personnel as rear party.	
Norway	14/5		1 st Echelon - Main Party - unloading stores.	
S.S."Sobiesti"			2 nd Echelon do. at sea.	
H.M.S."Furious"			P/O Wyatt-Smith of Air Party to Base Hospital for removal of shrapnel from his leg (wound received in bombing raid whilst aboard M.V."Delius" returning from the first expedition to Norway. His place was taken by a Pilot of the Fleet Air Arm, Lt. Lydekker, R.N.	
		20.30	H.M.S."Furious" sailed from Greenock with her Party and aircraft aboard.	
Norway	15/5		1 st Echelon at Sjoveien - loading transport for Bardufoss. First air raid - no damage.	

Place	Date	Time	Summary of Events	References to Appendices
	1940			
S.S."Sobiesti"	15/5		2 nd Echelon at sea.	
H.M.S."Furious"			Air Party at sea with aircraft carrier H.M.S."Glorious" and escort of 4 destroyers.	
Turnhouse			Rear party awaiting instructions to proceed.	
Norway	16/5		1 st Echelon at Sjoveien loading and despatching convoys to Bardufoss.	
S.S."Sobiesti"			2 nd Echelon at sea.	
H.M.S."Furious"			Air Party at sea.	
Turnhouse			Rear party awaiting instructions.	
Norway	17/5		1 st Echelon at Sjoveien loading transport. Warrant Officer James, Signals Section, who was in charge of convoy to Bardufoss died as a result of a wound received from the accidental discharge of revolver.	
S.S."Sobiesti"			2 nd Echelon nearing Norway.	
H.M.S."Furious"			Air Party nearing Norway.	
Turnhouse			Rear Party awaiting instructions.	
Norway	18/5		1 st Echelon - loading stores and convoy work.	
S.S."Sobiesti"			2 nd Echelon - disembarked at Harstadt, proceeded to Sorreisa by "puffer" thence to Skole.	
H.M.S."Furious"			Air Party - ship lying off Norway - pilots awaiting instructions to fly off.	
Turnhouse			Rear Party - received instructions for Adjutant F/O J.F.Blick and Code and Cypher Officer F/O	
			Yate and 34 other ranks to proceed to King George V Dock, Glasgow, on the 21 st instant to embark on S.S."Monarch of Bermuda". The remaining officers P/O's Oxspring, Drake and Meaker to await posting instructions.	
			Surplus airmen personnel to be posted to R.A.F. Station, Turnhouse.	
Norway	19/5		1 st Echelon - loading stores - convoys to Bardufoss.	
			2 nd Echelon at Skole.	
H.M.S."Furious"			Air Party - lying off Norway awaiting instructions.	
Turnhouse			Rear Party - preparing to move.	

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Place	Date	Time	Summary of Events	References to Appendices
	1940			
Norway	20/5		1 st Echelon - Main Party moved from Sjøveien to Bardufoss.	
			2 nd Echelon - Main Party moved from Skole to Bardufoss.	
H.M.S. "Furious"			Air Party received instructions to fly off at 02.00 hrs. on 21 st May.	
	21/5		F/Lt T. Rowlands posted to No. 43 Squadron from Norway and left Harstad by air.	
			Rear Party, F/O's J.F. Blick, F.W. Yate and 24 airmen embarked at Glasgow on S.S. "Monarch of Bermuda".	
			The precis following is largely extracted from the Report made by Wing Commander Atcherley of the operations undertaken by No. 263 Squadron.	
			No. 263 Squadron flew off "Glorious". F/Lt Mills and Pilot Officer Richards crashed in the mountains North of Sorreisa en route as a result of leading Swordfish losing its way. Pilot Officer Richards was killed and Flight Lieut. Mills rendered ineffective. See Report by F/Lt.	"Furious"?
			Mills attached as Appendix "E". The last two sections of this squadron returned to "Glorious" and awaited better weather conditions. They flew off again with the remainder of the first two sections and landed at Bardufoss by 09.00 hrs. 21/5.	E.
			Squadron carried out about 40 sorties on standing patrol in areas Harstad, Sorreisa, and Salanger. No hostile aircraft sighted.	
	22/5		Rear party sailed along River Clyde to Gourock and anchored at rendezvous with many other vessels.	
Norway			Squadron carried out 54 sorties in the area Harstad-Sorreisa-Salanger. There were 3 combats with indecisive results. Pilots reported inability to overtake Heinkel 111 with Gladiators.	
			All attacks attempted were stern chase.	
			Pilot Officer Craig-Adams failed to return and subsequently his body was found in his crashed aircraft a few yards from a crashed He.111 in the mountains East of Salanger.	

Place	Date	Time	Summary of Events	References to Appendices
	1940			
Norway	22/5		Salanger: difficulties of recovery were aggravated by the fact that the crashes had induced an	
(Contd.)			avalanche. Eye-witnesses reported hearing machine gun fire at high altitude above clouds, and	
			seeing one aircraft dive steeply into the hills on fire with a trail of smoke. It is supposed	
			that P/O Craig-Adams collided with his quarry in or above cloud at high altitude and he was	
			credited with a victory. The body was recovered and buried by a unit of the Chasseurs Alpins.	
	23/5		Squadron carried out about 40 sorties in area Harstadt-Sorreisa-Salanger. At 10.30 hrs. Sergeant	
			Milligan sighted an He.111 and attempted astern attack from 400 yards. H.A. drew away but did	
			not return fire.	
			At 16.45 Sgt. Whall carried out 4 successive quarter attacks against a Do.17 from 300 yards. H.A.	
			dived steeply away and it was believed to have crashed West of Harstadt. Shortly after this	
			combat, as a result of oil pressure failure, Sgt. Whall baled out at Harstadt and his aircraft	
			became a total loss.	
	24/5		Squadron carried out numerous sorties. Pilots showing signs of tiring and ground crews	
			experienced heavy maintenance work as the result of damage to aircraft sustained by air attacks.	
			At 11.00 hrs. 4 Me.110's approached Bardufoss from the East at 6,000 feet in tight formation.	
			this was broken up by short successive bursts of 3.7 salvos which were remarkably accurate.	
			Aircraft drew off to about 8 miles away and Flying Officer EDE took off to engage. He made two	
			head-on attacks on H.A. who were now circling in defensive line astern formation with No. 4 above	
			in the rear prohibiting astern attack. In the first attack by the Gladiator one Me.110 broke off	
			and dived away and after the second attack F/O Ede's wing guns ceased firing and he dived away	
			back to base. The hostile aircraft made no attempt to follow but flew off towards the South. It	
			is considered that one Me.110 was	

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Place	Date	Time	Summary of Events	References to Appendices
	1940			
Norway	24/5		damaged, but no confirmation could be found of a crash.	
(Contd.)			P.M. the same day Flying Officer Ede and Flying Officer Riley attacked a single He.111 at 500 feet over Bardu. Flying Officer Ede half-rolled and followed up with astern attack. The rear gunner of the H.A. ceased firing after the first burst. Flying Officer Riley followed this with a quarter stern attack and put the starboard engine of the He.111 out of action.	
			F/Lt. Hull who was returning from a standing patrol, saw this action and followed up F/O Riley's attack with a beam attack at 200 feet, finishing off the port engine, and the H.A. was observed to crash in the mountain 5 miles south of Salangen. F/O Ede's aircraft was holed in the petrol tank and the engine (valve gone) but he succeeded in returning safely to base. Three prisoners were recovered from this aircraft and were taken to the Norwegian Divisional Headquarters at Setter Moen.	
	25/5		Squadron carried out over 40 sorties.	
			At 09.00 hrs. F/O Ede carried out astern attack against a Ju.90 at 15,000 feet 10 miles north of Harstadt. F/O Ede was returning from a standing patrol and had separated from No. 2 of his section (Owing to limited numbers sections comprised 2 aircraft). He got in two short bursts at long range and it was later confirmed that this H.A. landed near Dyroy Island.	
			At 10.30 hrs. F/O Ede contacted a second Ju.90 at 15,000 feet 10 miles S.E. of Harstadt. He approached this aircraft from astern down sun, silencing the rear gunner with the first burst and in four successive attacks put each of the four engines out in turn. This H.A. was later found crashed in flames on Finnoen Island, South of Narvik.	

Place	Date	Time	Summary of Events	References to Appendices
	1940			
Norway	25/5		At 30.34 hrs. P/O Purdy and Sgt. Kitchener attacked another Ju.90 which was attacking a destroyer at 500 feet in the vicinity of Harstadt. Purdy made a diving quarter attack and put the outer port engine out of action. Kitchener made a level astern attack which produced no visible effect.	
(Contd.)			In his second attack Purdy opened fire from dead astern, silencing the rear gunner and setting H.A. on fire. It crashed into the fiord within 5 miles of the destroyer.	
			As a result of previous experience all pilots were given strict orders to stick together in formation and not return individually as had been current practice. It was quite apparent that what two aircraft could achieve frequently one could not: moreover it aggravated the question of confirmation in regard to victories and losses.	
	26/5		Rear party disembarked from S.S. "Monarch of Bermuda" at Gourock and returned to Turnhouse by bus.	
Norway	26/5		Squadron carried out over 50 sorties.	
			At 10.30 hrs. F/Lt Williams and Sgt. Milligan encountered a Ju.88 bombing Skaanland at 10,000 feet. H.A's speed was comparatively high compared with Gladiators' and pilots were forced to make simultaneous astern attacks from above, having overhauled the quarry by cutting across the turns.	
			On the first attack the port engine of the H.A. caught fire, an subsequent attacks resulted in the port wing breaking, followed shortly by complete disintegration of the starboard wing. The aircraft fell into the sea and burst into flames.	
			At 13.00 hrs. F/Lt. Hull, P/O Falkson and Lieut. Lydekker, R.N. were dispatched to Bodo landing ground. On arrival all aircraft were bogged before refuelling was completed. As soon as aircraft had been extricated from the mud 2 He.111's were observed over the landing ground and Hull and Falkson took off in pursuit, the latter crashing as the result of the soggy nature of the aerodrome. Both	

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Place	Date	Time	Summary of Events	References to Appendices
	1940			
Norway	26/5		H.A. made off South and escaped.	
(Contd.)			Later in the evening F/Lt. Hull attacked an He.111 at 500 feet 6 miles down the Salte Valley.	
			H.A. turned South at reduced speed with smoke pouring from engines and starboard side of fuselage.	
			Hull broke off the attack on sighting another He.111 and a Ju.52 behind and above. The Heinkel evaded pursuit but Hull engaged the Ju.52 with a beam attack and H.A. crashed in flames.	
			Two further He.111's were observed shortly afterwards but they flew South on sighting the Gladiator.	
			Two Ju.52 aircraft appeared from the South West up the valley. Hull attacked the leading one from the sunward side. After one burst this aircraft flew into cloud. After several beam attacks at the second Ju.52 H.A. commended sinking and finally spun to the ground and was destroyed by fire.	
			Later Hull engaged an He.111 by a quarter attack, damaging both engines: as the wing guns had run out of ammunition he continued with astern attacks from above with the object of silencing the rear gunner who was firing cannon. During this attack, the starboard gun jammed; the port gun effectively disabled the rear gunner and caused both engines to emit smoke.	
			At 15.00 hrs. P/O's Purdy and Bentley attacked a Do.17 at 2,000 feet South West of Harstadt.	
			Both pilots opened with beam attacks and ultimately P/O Bentley continued the attack by stern chase until H.A. entered very low cloud in a valley 20 miles South of Narvik: it did not re-appear and was later confirmed as having crashed in the hills.	
			P/O	

Place	Date	Time	Summary of Events	References to Appendices
	1940			
Norway	26/5		P/O Purdy broke off this combat to attack 5 Do.17's which he observed at 12,000 feet on a bombing run over Harstadt. He opened with astern attack on No.3 in the formation from 250 yards. The	
(Contd.)			port engine was seen to emit white smoke and later this H.A. broke formation and turned off	
			South, losing height. The remainder of the H.A. broke formation and headed South. Later a Do.17	
			was found crashed South West of Harstadt and was accredited to P/O Purdy.	
			Also at 15.00 hrs. F/O Riley and P/O Parnall attacked 5 He.111's at 10,000 feet over Harstadt,	
			having previously chased an He.111 away from the same area half an hour earlier. Riley made a	
			beam attack at No. 2 of the formation, followed by two quarter attacks during which he sustained	
			wounds in the neck and chest. The speed of the H.A. was considerably reduced and smoke emitted	
			from both engines. It was later confirmed that this aircraft crashed in the vicinity of Harstadt.	
			P/O Parnell made a beam attack against No. 4 in the formation, silencing the rear gunner with	
			the first burst. The H.A. disappeared, diving into low cloud over the mountains South of Bardu,	
			and was later found crashed South of this town.	
	27/5		At 08.00 hrs. following an air raid alarm between 10 and 14 Ju.87's and Me.110's appeared over	
			the aerodrome and commenced dive bombing a jetty 300 yards South West of the landing ground.	
			Lieut. Lydekker took off, followed shortly afterwards by F/Lt. Hull. Hull attacked a Ju.87 by	
			a quarter attack from above: it appeared badly hit and made off slow and low over the sea. Later	
			hospital authority confirmed having seen 2 Me.110's circling over a spot on the South of the	
			fiord where the Ju.87 was seen to sink out of sight. Shortly afterwards Hull was hit in the knee	
			and head by the rear gunner of another Ju.87 which pulled up sharply in front of him. His	
			aileron controls were locked and he only just managed to recover from an involuntary spiral	
			at 200 feet with	

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Place	Date	Time	Summary of Events	References to Appendices
	1940			
Norway	27/5		sufficient control of engine to make a crash landing in the hills. This officer was taken to Bodo hospital and later to Harstadt after a severe bombing attack on the hospital. He was awarded a D.F.C. for his actions.	
(Contd.)			In the meantime Lieut. Lydekker received the concentrated attention of the majority of the remaining hostile aircraft. He was unable to land back at Bodo because 3 Ju.87's remained covering this landing ground, and he returned to Bardufoss by low flying evasive tactics, being badly shot up the whole time. He received bullet wounds in the neck and shoulder and his aircraft was a complete write-off.	
			As a result of the actions of these officers, troops at Bodo enjoyed comparative immunity from hostile air attack for a period of seven hours which enabled them to carry out the evacuation successfully.	
			During the raid on the aerodrome at Bardufoss at approximately 08.00 hrs. a direct hit was made on the disused concrete hanger on top of which 545,400 L.A.C. Jones, R.P. was stationed in charge of a machine gun post. He was blown some distance and sustained injuries from which he died almost instantaneously. In the same raid bombs were dropped near a Barrack Block in front of which 522,985 L.A.C. Hurley, S. was standing. He also was badly injured and died almost immediately.	
			At 09.00 hrs Sgt. Milligan attacked 3 He.111's at 6,000 feet between Bardufoss and Narvik: his attention had been drawn to H.A. by A.A. bursts. He commenced a quarter attack, opening fire at 200 yards. During this attack he was himself attacked by another He.111 which he had failed to notice in the first instance: he turned and carried out four quarter attacks on this last aircraft on the the third	

Place	Date	Time	Summary of Events	References to Appendices
	1940			
Norway	27/5		third of which white and eventually black smoke was emitted from the starboard engine. H.A. dived into a valley which was enshrouded by a low cloud and it was later confirmed crashed by the Norwegians.	
(Contd.)				
	28/5		At 07.30 hrs. F/Lt. Williams observed an He.111 attacking a cruiser in the Ofot Fiord West of Narvik. He was compelled by the superior speed of H.A. to make astern chase, opening fire at 500 yards. After five or six bursts black smoke was seen emitting from the fuselage trailing several hundred yards behind the H.A. which by this time had gone into a shallow dive. F/Lt Williams was then forced to break off owing to a shortage of fuel as he had been on standing patrol for some time previous to combat, but he was accredited with a victory as H.A was last seen on fire over hostile territory.	
			At 18.00 hrs. Sgt. Milligan attacked from astern an He.111 at 8,000 feet over Narvik. He opened fire from 300 to 400 yards without visible effect and H.A. drew away to the South.	
	29/5		At 11.00 hrs. 3 He.111's attacked Bardufoss aerodrome from approximately 2,000 feet. Sgt. Milligan took off on sight and caught up with one of the H.A. at Narvik. He made astern attack at 15,000 feet opening fire at 400 yards from slightly below. After two successive bursts of three seconds and one of about 10-15 seconds at about 250 yards range pieces of metal were observed to break away from the port engine and fuselage. Milligan was forced to break away and return to base as a result of engine trouble, but it was later confirmed by the Norwegians that H.A. crashed South of Narvik.	
			Between 29/5 and 30/5 several ground strafing raids were carried out in the Narvik area during which F/O Jacobsen attacked with marked success a convoy of 6 German lorries on the road North of Beis Fiord. Two abandoned lorries were later found on the road and a considerable number of casualties were observed.	

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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
	1940			
Norway	29/5		to have been sustained. This pilot also attacked German troops embarking from a lorry into a fishing ketch on Beis Fiord. F/O Vickery, P/O McDermott, F/Lt. Williams and F/O Ede between	
(Contd.)			them carried out approximately 22 raids of this nature, attacking motor cars, railway stations, troops and pill boxes as well as what subsequently was found to be the local German Headquarters	
			at Hundalen. F/O Vickery sustained severe damage to his aircraft at Bjornfjell as the result of small quick firing cannon located in this vicinity. He returned to base minus one inter-plane strut, a flying wire and with a badly pierced wing.	
	30/5		Squadron carried out only a few sorties on account of bad weather. The opportunity was taken to give al pilots a rest and to repair considerable damage sustained by aircraft through air action.	
	31/5		Weather continued bad. Operations almost at a standstill.	

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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
	1940			
	June		During the early part of June the campaign in Norway drew to its close and the evacuation of troops was undertaken with the menace of aerial attack considerably reduced as a result of the cover afforded by our aircraft patrols. These patrols which were undertaken both by No. 263 and No. 46 Squadrons were continued until the 7 th June on which date successes were secured against heavy odds - see Wing Commander Atcherley's note in the precis of that date in the body of the Record.	
			The Squadron in its turn was evacuated from Norway, the ground party proceeding in three echelons on the 6 th , 7 th and 9 th arriving finally at Drem R.A.F. Station on the 12 th and 13 th June. Unfortunately the pilots who flew the remaining ten aircraft of the Squadron on to the H.M.S. "Glorious" met with disaster when on the 8 th June that ship was intercepted by German battleships of the Hipper class and together with its escort of two destroyers was sunk. Hopes were held out that survivors might have been picked up but nothing has since been heard that any of the Squadron's Officers are alive.	
			The Officers and Sgt. Pilots were:-	
			S/Ldr J.W. Donaldson, D.S.O.	A.F/Lt. A.Williams, D.F.C.
			F/O H.E.Vickery,	P/O J.Falkson,
			P/O L.R.Jacobsen, D.F.C.	Sgt. Russell, D.F.M.
			P/O F.H.Ede, D.F.C.	
			P/O P.H.Purdy, D.F.C.	
			P/O McNamara, D.F.C	
			P/O M.A. Bentley,	

Place	Date	Time	Summary of Events	References to Appendices
			That reproaches of the conduct of the campaign in Norway may be justified is not a matter on which the writer is able to speculate but for the activities of the Squadron there could be nothing but praise. The conduct of all ranks who participated was of the highest and while distinctions between them are invidious there were some whose efforts were so outstanding as to merit recognition. The Awards for the operations in which the Air Party were engaged at Aandelsnes were indicated in the Report of S/Ldr Donaldson, a copy of which was attached to the April Record. Those for the operations at Bardufoss and Bodo were as follows:-	
			Squadron Leader J.W.Donaldson, D.S.O. awarded the A.F.C.	
			F/Lt. C.B.Hull, " D.F.C.	
			A/F/Lt. A.Williams, " D.F.C.	
			F/O H.F.G.Ede, " D.F.C.	
			P/O L.R.Jacobsen, " D.F.C.	
			Sgt. Pilot H.H.Kitchener, " D.F.M.	
			A list of airmen whose conduct merited distinction was submitted but without result. In this connection it is well to observed that of its nature their work was invaluable whilst not spectacular. In the absence of many of the aids to which they had been accustomed work of improvisation rarely found them lacking in ingenuity and for this reason the following four airmen were considered as specially worthy of recognition -	
			570,130 L.A.C. Gilbert, K.	
			362,943 F/Sgt. Johnson, A.	
			520,229 L.A.C. Rogers, H.G.	
			364,798 Cpl. Goss, F.	
			A complete nominal roll of the Squadron is attached as appendix "F"	"F"

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para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.*

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Place	Date	Time	Summary of Events	References to Appendices
			Other Officers of the Squadron who were killed in action or missing were -	
			P/O Richards, P/O Craig-Adams, F/O Wilkie (missing).	
			Officers wounded -	
			F/Lt. Mills, P/O Wyatt-Smith, F/O Riley, an F/Lt C.B.Hull.	
			Other Ranks, killed -	
			W/O James, L.A.C's Hurley and Jones.	

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Place	Date	Time	Summary of Events	References to Appendices
	1940			
Norway	1/6		Weather still unsuitable for any considerable activity. Repairs to damaged aircraft continuing.	
	2/6		The Squadron carried out 55 sorties, including continuous standing patrol of the Narvik area.	
			At 15.00 hrs. F/Lt. Williams and Sgt. Kitchener encountered 12 to 15 H.A. at 4,000 feet South of Narvik. Together they made simultaneous attacks from beam and astern on the rear aircraft of a formation of 4 He.111's which were flying in line astern. Their quarry caught fire and crashed.	
			With similar tactics they dealt with the next aircraft of this formation which also caught fire and was last seen in a steep dive. Seven more similar attacks were made on the remaining two aircraft and a third H.A. was last seen diving with both engines out of action.	
			Almost immediately after this encounter 6 or more Do17's were observed coming up from the South, but these jettisoned their bombs and made off in the opposite direction.	
			Later they encountered two Ju.87's; a simultaneous beam and astern attack was made by both pilots on one of these from about 100 yards range; the H.A. caught fire in the port outer petrol tank (long range tank carried externally under wing) and was seen to crash in to the mountains.	
			Kitchener then attacked another Ju.87 which was flying below 5,000 feet and which happened to cross his sight; white smoke was seen coming from the engine but the aircraft was lost in cloud, though believed badly hit.	
			At the same time Williams attacked an He.111 at 50 yards range from astern; this aircraft dived beyond the vertical and Williams found it impossible to follow.	

Place	Date	Time	Summary of Events	References to Appendices
	1940			
Norway	2/6		When their ammunition was almost exhausted these pilots encountered a Do.17 coming up from the South which however turned round, flying rapidly in the opposite direction again.	
	Contd.		All the hostile aircraft attacked, with the exception of the Ju.87's which had already been bombing, jettisoned their bombs as soon as they were attacked by our aircraft. Confirmation was later received that 3 He.111's and 1 Ju.87 had crashed near Beis Fiord and these were accredited to these two pilots.	
			At 14.30 hrs P/O Jacobsen and P/O J.L. Wilkie encountered near the Swedish border over the Narvik area two Ju.88's. A simultaneous beam and astern attack was carried out, Jacobsen attacking from the beam and above and firing bursts of four seconds from approximately 500 yards. H.A. drew off into Sweden, Jacobsen following. He gave a further burst from 400 yards astern; H.A. evaded by flying into cloud. On breaking off this engagement Jacobsen found that P/O Wilkie had disappeared and it is now considered that this pilot was shot down during his initial astern attack. Whilst in Swedish territory, returning to Norway, Jacobsen encountered a Ju.88 flying at 500 feet which he attacked from the beam with a burst of 2 seconds from under 500 yards range.	
<i>Killed, buried in NARVIK New Cemetery C.W.G.C. 10/2/69</i>			The H.A. dived vertically into low cloud apparently out of control and in following behind Jacobsen only just missed hitting the mountainside which was enshrouded.	
			Returning then over the Norwegian border Jacobsen observed several hostile aircraft circling low in line astern over Bjornfjell. He engaged an He.111 with a diving beam attack at about 250 yards range and after a comparatively short burst this aircraft pulled up and stalled into the ground.	
			Almost immediately he was attacked by a Ju.88 and 3 more He.111's from head-on and above, the former firing cannon shell; in taking evasive action from this	

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Place	Date	Time	Summary of Events	References to Appendices
	1940			
Norway	2/6		attack Jacobsen managed to get a three seconds burst in at an He.111 from below and from the	
	Contd.		beam at about 250 yards range. He was then attacked again by another He.111 firing cannon shell	
			and after further evasive manoeuvring managed to get a three seconds burst into this aircraft	
			from 50 yards range from underneath as it broke away; H.A. was last seen diving to the ground	
			apparently out of control.	
			Jacobsen now found himself encircled by two Ju.88's and 6 He.111's which attacked him with shell	
			firing cannon from head-on. His oil tank had been holed and his windscreen was coated; a flying	
			wire had been broken. He dived to avoid a head-on collision and managed to make a four seconds	
			burst from astern at another He.111 which was seen to rock violently and make a shallow dive	
			towards the East with both engines off.	
			Jacobsen then found himself up against very superior numbers with ammunition exhausted and fuel	
			depleted. By low flying evasive tactics he managed to shake off the H.A and to make base.	
			It was later confirmed from Norwegian sources that 3 He.111's were found crashed near the	
			Swedish border and these were accredited to Jacobsen: it is felt that a thorough search would	
			have revealed the remains of further crashed H.A.	
	3/6)		No flying on account of bad weather. Opportunity was taken to rest pilots and carry out	
	4/6)		maintenance work. No. 46 Squadron undertook most of the patrols as ordered.	
	5/6)			
	6/6)		Squadron carried out numerous sorties but no hostile aircraft were attacked. It was noticeable	
	7/6)		that at the sight of British aircraft H.A. turned round and fled.	
	9/6)		Squadron's ground party which included all officers and other ranks less those detailed	

Place	Date	Time	Summary of Events	References to Appendices
	1940			
Norway	6/6)		detailed in the preamble who were on board H.M.S."Glorious", killed, reported missing or in	
	7/6)		hospital, left Norway on these dates on the Arandora Star, Monarch of Bermuda and other	
	9/6)		transports arriving without mishap in Scotland	
	Contd.			
Drem	10 th -		The Squadron arrived at Drem on its return from Norway and all personnel were granted leave on	
	13/6		instructions from 13 Group.	
			F/Lt. Hull was awarded the D.F.C.	
	11/6		F/O F.W.Yate was posted from 263 Squadron to No. 15 Group.	
	13/6		P/O J.G.Drake was posted from 263 Squadron to 607 Squadron.	
	20/6		F/O W.O.L.Smith was posted to 263 Squadron from No.1 R.A.F. depot.	
	22/6		F/Lt C.B.Hull D.F.C., was posted to 263 Squadron from No.1 R.A.F. depot.	
	23/6		P/O E.W.Aires, P/O W.A.A.Read, P/O P.M.Cardell, P/O A.R.Downer posted to 263 Squadron from	
			No.5 O.T.U. Aston Down.	
			P/O P.G.Thornton Brown, P/O R.F.Ferdinand, P/O H.N.Hunt, F/O J.R.Tobin, P/O A.O.Moffat posted	
			to 263 Squadron from No.6 O.T.U. Sutton Bridge.	
	24/6		Squadron Leader H.Eeles posted from Air Ministry to command the Squadron.	
	27/6		P/O E.W.Bell posted to 263 Squadron from No.1 A.C.S. Old Sarum.	
	28/6		The Squadron arrived at Grangemouth from Drem.	

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Place	Date	Time	Summary of Events	References to Appendices
	1940			
Grangemouth	July		During the month of July considerable progress was made in the task of reforming and re-equipping the Squadron after its return from Norway. The task was no light one. Many changes were made in personnel and the Squadron was unfortunate in losing three of its pilots (Pilot Officers Bell and Downer and Sgt. Watson-Parker) as the result of flying accidents, but by the end of the month the back of the task was broken, and under its new Commanding Officer, (Squadron Leader Eeles) the Squadron was one more a cohesive unit.	
			The most important event was the decision to equip the Squadron with Whirlwinds, the first of which was brought by the C.O. on the 6 th when he arrived to take command of the Squadron.	
			Pending its complete re-equipment with Whirlwinds the Squadron is also being equipped with Hurricanes and up to date by far the greater part of the training has been carried out on the Hurricanes. By the end of the month only three Whirlwinds had been delivered and a considerable amount of what the Makers are pleased to call "teething troubles" had been encountered.	

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Place	Date	Time	Summary of Events	References to Appendices
Grangemouth	1/7/40		F/O T.P.Pugh was posted to 263 Squadron from No. 1 R.A.F. depot. P/O G.B.Parnall was posted from 263 Squadron to 607 Squadron. Normal training.	
	2/7/40		Normal training.	
	3/7/40		P/O E.H.Aires was posted from 263 Squadron to 602 Squadron. P/O P.M.Cardell was posted from 263 Squadron to 603 Squadron. P/O W.A.A. Read was posted from 263 Squadron to 603 Squadron. F/O E.W.Cole was posted from 263 Squadron to R.A.F.Station, Pembrey, for Intelligence duties. P/O F.H.A.Hendry was posted from Air Ministry Unit to 263 Squadron for Intelligence duties.	
	4/7/40		Normal training.	
	5/7/40		Normal training.	
	6/7/40		F/O B.R.Grant was posted to 263 Squadron for Engineer duties. Squadron Leader Eeles arrived to take command of the Squadron and brought one Whirlwind with him. Normal training.	
	7/7/40		Normal training.	
	8/7/40		Normal training. P/O W.J. Daniel was posted from 263 Squadron to R.A.F. Station, Drem.	
	9/7/40		Normal training. Sergeant Pilot L. Fenemore was posted from 263 Squadron to 219 Squadron.	

Place	Date	Time	Summary of Events	References to Appendices
Grangemouth	10/7/40		Normal training. Sub-Lieut. Bryant was posted from 263 Squadron to 219 Squadron	
	11/7/40		Normal training. Flight Lieut. W.Riley was posted from 263 Squadron to 302 Squadron. P/O H.N.Hunt was posted from 263 Squadron to 504 Squadron.	
	12/7/40		Normal training.	
Grangemouth	13/7/40		A red warning was given at 0030 hours. Flight Lieut. Hull and Flight Lieut. Smith took off to engage the enemy who was hear overhead. No interception was made. Flight Lieut. Hull returned successfully. Flight Lieut. Smith crashed. Four Hurricanes were delivered to the Squadron from the Maintenance Unit. Sergeant Pilot Watson-Parker was killed as a result of a flying accident at Tatfield, Biggin Hill.	
	14/7/40		Normal training.	
	15/7/40		Squadron Leader Munro was posted to 263 Squadron from the Air Ministry, Blackpool. Squadron Leader Munro was posted from 263 Squadron from the Air Ministry, Harrogate. A third flight - "C" Flight - was formed under the command of Flight Lieut. Smith to develop the use of the Whirlwinds.	
	16/7/40		Normal training.	
	17/7/40		Normal training.	
	18/7/40		Normal training.	
	19/7/40		Two Whirlwinds were delivered to the Squadron from Westlands.	
	20/7/40		P/O Downer crashed in attempting to make a forced landing. he was extricated from the machine alive and was taken to Military Hospital, Edinburgh, but unhappily he died of his injuries at 0200 hours on 21/7/40. One Section of "B" Flight under Flight Lieut. Hull was ordered to proceed to	

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Place	Date	Time	Summary of Events	References to Appendices
Grangemouth (Contd.)	20/7/40		Turnhouse for operations by dawn 21/7/40.	
	21/7/40		Flight Lieut. Hull and his section returned from Turnhouse.	
			Normal training.	
	22/7/40		A demonstration of the Whirlwinds was given to the Commander in Chief, Home Fleet, Rosyth, who afterwards sent the Squadron a telegram of congratulation.	
			P/O F.H.A.Hendrey was posted from 263 Squadron to R.A.F. Station, Catterick, for Intelligence duties.	
			P/O A.H.Ormerod was posted to 263 Squadron from R.A.F. Station, Catterick, for Intelligence duties.	
			F/O J.R.Tobin was posted from 263 Squadron to experimental station, R.A.E.	
			P/O A.O.Moffet was posted from 263 Squadron to experimental station, R.A.E.	
	23/7/40		Normal training.	
			The tail wheel of one Whirlwind collapsed on landing.	
	24/7/40		Normal training.	
			P/O Bell was killed as a result of a flying accident while on a course on Blenheims at No. 5 O.T.U.	
	25/7/40		Normal training.	
	26/7/40		Normal training.	
	27/7/40		Normal training.	
	28/7/40		Normal training.	
			Squadron Leader Disbrey from 13 Group visited the Squadron to discuss the Whirlwind's wing tips.	
	29/7/40		Normal training.	
	30/7/40		Normal training.	
	31/7/40		Normal training.	

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Place	Date	Time	Summary of Events	References to Appendices
	1940			
Grangemouth	August		During the month of August the Squadron continued its training on Hurricanes, together with the development of the Whirlwinds. The experiment of a third flight (C Flight) to develop the Whirlwinds was discontinued, and all pilots were given experience on them. On the 7 th Squadron Leader Munro was posted to the Squadron. His efforts have been directed, with some considerable degree of success, to persuading the cannon to fire without continual stoppages. Unfortunately one Whirlwind was a total loss. P/O McDermott, in taking off, burst the port tyre and damaged the undercarriage in such a manner that to attempt a landing would have been hazardous. After circling the aerodrome for some time the pilot decided to bale out. He descended safely north of Stirling and was promptly arrested by the Home Guard. He was later released when his bona fides were vouched for by the Squadron Leader. The aeroplane buried itself about 30 feet deep in the ground and could not be recovered. On the 25 th P/O Stein was also forced to abandon his aircraft (a Hurricane) by parachute. While he was over Grangemouth his oil pressure fell to zero, and the aircraft caught fire. He descended safely and landed in Grangemouth docks. He was also taken into custody, but was later released.	
			In the latter half of the month there was a considerable exchange of hospitality between the Squadron and the Officers of H.M.Submarine "Sunfish" which was in dry dock at Grangemouth. Most, if not all, of the officers visited the submarine, and the officers from the submarine in turn visited the aerodrome where displays of aerobatics were given, in the main by Flight Lieut. Hull.	
			On the 14 th and 15 (the latter date being the occasion of the big raid on Newcastle) the Squadron was ordered to provide two sections at readiness, but to the	

Place	Date	Time	Summary of Events	References to Appendices
			the disappointment of the Squadron they were not called upon. The Secretary of State for Air,	
			however, was good enough to send a signal congratulating the Squadron on its share in the day's	
			operations.	
			On the 23 rd seven aircraft proceeded to Montrose and were there held at readiness, but again were	
			not called upon.	
			To its great regret, the Squadron lost Flight Lieut. Mills, who left on the 18 th to command	
			No. 87 Squadron at Exeter, and Flight Lieut. Hull, who left on the 30 th to command No. 43	
			Squadron. It was later learnt that Flight Lieut. Hull had been killed while leading his Squadron	
			into action.	
			Four new pilots joined the Squadron, P/O D.A.C.Crooks, D.F.C., P/O Vine, P/O Stein, and P/O	
			Rudland.	
			On the last two days of the month the Squadron provided one section at "available" during the	
			hours of daylight.	

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Place	Date	Time	Summary of Events	References to Appendices
Grangemouth	1/8/40		Normal training.	
			P/O D.M.Vine, P/O D.Stein, and Sergeant Pilot C.P.Rudland posted to 263 Squadron.	
	2/8/40		Normal training.	
	3/8/40		Normal training.	
	4/8/40		Normal training.	
	5/8/40		Normal training.	
	6/8/40		Normal training.	
	7/8/40		P/O McDermott, taking off in a Whirlwind, burst the port tyre and damaged the undercarriage.	
	8/8/40		After circling for some time the pilot baled out between Grangemouth and Stirling. The aircraft was a total loss. The pilot was uninjured.	
			Flight Lieut. A.T.Williams, F/O. H.F.G.Ede and P/O L.R.Jacobsen have been awarded the D.F.C.	
			Sergeant Pilot H.H.Kitchener has been awarded the D.F.M.	
			Squadron Leader J.G.Munro posted to 263 Squadron from Air Ministry.	
	8/8/40		Normal training.	
	9/8/40		Normal training.	
	10/8/40		Normal training.	
	11/8/40		Normal training.	
	12/8/40		Normal training.	
	13/8/40		Normal training.	
	14/8/40	12.45	Two sections called to readiness.	
		14.30	Sections released.	

Place	Date	Time	Summary of Events	References to Appendices
	15/8/40	12.30	Two sections called to readiness.	
		14.30	Sections released.	
	16/8/40		Normal training.	
	17/8/40		Normal training.	
	18/8/40		Flight Lieut. R.S.Mills, D.F.C., posted to No. 87 Squadron to command.	
	19/8/40		Normal training.	
	20/8/40		P/O D.A.C.Crooks, D.F.C., posted to 263 Squadron from 226 Squadron.	
			Normal training.	
	21/8/40		Normal training.	
	22/8/40		Normal training.	
	23/8/40	10.00	Seven aircraft proceeded to Montrose and were there held at readiness.	
		19.00	Seven aircraft returned.	
	24/8/40		Normal training.	
	25/8/40		A Hurricane which P/O Stein was flying, caught fire. The pilot baled out and landed safely in Grangemouth docks. The aircraft was destroyed	
	26/8/40		Normal training.	
	27/8/40		Normal training.	
	28/8/40		Normal training.	
	29/8/40		Normal training.	
	30/8/40		The Squadron was ordered to provide one section at "available" during daylight hours.	
			Flight Lieut. Hull, D.F.C., posted from 263 Squadron to 43 Squadron to command.	
	31/8/40		The Squadron was ordered to provide one section at "available" during daylight house.	

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Place	Date	Time	Summary of Events	References to Appendices
	1940			
Drem	September.		On the 2 nd September the Squadron moved from Grangemouth to Drem.	
			"A" Flight (Squadron Leader Munro, Flight Lieut. Smith, F/O Olivier, P/O Crooks, P/O Hughes and Sergeant Morton) have been developing the Whirlwind, and have been non-operational. Two more	
			Whirlwinds have been delivered to the Squadron making in all seven. The engines have not yet	
			surmounted their "teething troubles". The guns, however, are now firing satisfactorily. On one	
			occasion a Whirlwind (Squadron Leader Munro), firing off Dunbar, was positively identified by	
			the Observer Corps as a Junker 88 machine gunning shipping. A section of Spitfires was despatched	
			to intercept. Happily, however, the encounter did not resolve itself into a trial of arms.	
			"B" Flight (Flight lieut. Pugh, F/O Britton, P/O Wyatt Smith, P/O Ferdinand, P/O Thornton Brown,	
			P/O Vine, P/O Stein, Sgt. Kitchener, Sgt. Milligan, Sgt. Mason, Sgt. Morton and Sgt. Rudland)	
			have been operational on Hurricanes. At first two sections were provided - Green and Blue (the	
			sections being duplicated Green 1 & 2 and Blue 1 & 2) but on the 17 th the flight was	
			re-organised on the basis of three sections.	
			Blue - (Flight Lieut. Pugh, P/O Wyatt Smith and P/O Stein.	
			Green - (F/O Britton, P/O Ferdinand, P/O Vine and P/O Thornton Brown.	
			Red - (Sgts. Kitchener, Milligan, Mason and Rudland.	
			Temporary changes in the composition of the Flights and of the Sections have from time to time	
			been made to meet the exigencies of the moment. P/O McDermott was originally in "B" Flight, but	
			on the 8 th he was posted to the C.F.S. Upavon to undergo and instructor's course before	
			proceeding to Canada.	
			P.T.O.	

Place	Date	Time	Summary of Events	References to Appendices
			During the month "B" Flight has carried out 32 patrols (including two convoy patrols, resulting in the interception of a large number of Sharks, Wabi and Bothas, but so far no contact has been made with the enemy.	
			For the first three weeks the pilots were severely hampered in getting off the ground quickly when ordered to "scramble", as their machines, for reasons of safety, were dispersed on the far side of the aerodrome. An arrangement has now been come to, however, whereby the machines of the Section at readiness are parked outside the rest hut, and on more than one occasion a Section has been air-borne in under two minutes.	
			The following is a day to day account of the Squadron's operational activities.	

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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
notes in R.A.F. Pocket Book.

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Place	Date	Time	Summary of Events	References to Appendices
Grangemouth	1/9/40		The Squadron provided one Section at "available" during daylight hours.	
Drem	2/9/40		The Squadron moved to Drem.	
			Two more Whirlwinds were delivered to the Squadron.	
	3/9/40		The Rt. Honourable Sir Archibald Sinclair, P.C., M.P., Secretary of State for Air, visited the	
			Station, and a demonstration of the Whirlwinds was given by Squadron Leader Munro and P/O Crooks.	
		13.00	Blue and Red Sections at readiness	
	4/9/40	13.00	Blue and Red Sections released.	
	5/9/40	13.00	Blue and Green sections at "available".	
	6/9/40	13.00	Blue and Grees sections at readiness.	
<i>DREM</i>	<i>6/9/40</i>	15.30	Blue section ordered to patrol Fifeness. No contact with the enemy.	
		16.15	Green section ordered to patrol Bell Rock. No contact with the enemy.	
		18.25	Blue section ordered to patrol Bell Rock. No contact with the enemy.	
		20.00	Blue and Green sections released.	
	7/9/40	05.30	Blue and Green sections at readiness.	
		13.00	Blue and Green sections released.	
	8/9/40	13.00	Blue and Green sections at "available". P/O McDermott posted to C.F.S. Upavon.	
	9/9/40	13.00	Blue and Green sections at readiness.	
	<i>9/9/40</i>	15.22	Blue section ordered to patrol May Island. No contact with the enemy.	
		20.00	Blue and Green sections released.	
	10/9/40	05.30	Blue and Green sections at readiness.	
		09.45	Blue section ordered to patrol Dunbar. No contact with the enemy.	
	<i>10/9/40</i>	13.00	Blue and Green sections released.	
			P.T.O	

Place	Date	Time	Summary of Events	References to Appendices
Drem.	11/9/40	10.45	Blue section called to readiness.	
		13.00	Green section at readiness. Blue section released.	
		20.45	Green section released.	
	12/9/40	05.30	Blue section at readiness.	
	12/9/40	12.55	Blue section ordered to patrol Bell Rock. No contact with the enemy.	
		14.00	Blue section released. Green section at readiness.	
		14.30	Green section at "available".	
		19.31)	Green Section at readiness.	
		20.31)		
	13/9/40	05.30)	Green Section at readiness.	
		07.30)		
		12.00	"B" Flight ordered to proceed to Dyce, from which place a convoy patrol was carried out in the afternoon.	
		17.00	Green section returned.	
		18.15	Blue section returned.	
	14/9/40	13.00	Blue and Green sections at readiness.	
	14/9/40	13.25	Green section ordered to patrol Bell Rock. No contact with the enemy.	
	14/9/40	13.30	Blue section ordered to patrol May Island. No contact with the enemy.	
			H.R.H. The Duke of Kent paid a visit to the Station and in the afternoon a demonstration of the Whirlwinds was given by "A" Flight.	
	14/9/40	15.40	Green section ordered to patrol 20 miles East of May Island. No contact with the enemy.	
		20.30	Blue and Green sections released.	
	15/9/40	05.45	Green section at readiness.	
	15/9/40	11.35	Green section ordered to patrol Drem. No contact with the enemy.	
		13.00	Green section released.	
	16/9/40		F/O Pugh was promoted to Flight Lieut.	
		11.00	Blue and Green sections ordered to readiness.	
		20.00	Blue and Green sections released.	

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Place	Date	Time	Summary of Events	References to Appendices
Drem	17/9/40	05.50	Blue and Green sections at readiness.	
	17/9/40	12.50	Blue section ordered to patrol May Island. No contact with the enemy.	
		13.30	Blue and Green sections released. Red section at readiness.	
			During the hours of darkness the Squadron is now liable to provide one pilot to be available at 15 minutes notice, and two to be available at 30 minutes notice.	
	18/9/40	13.00	Red section released. Blue and Green sections at readiness.	
	18/9/40	14.55	Blue section ordered to patrol Dunbar at cloud base. No contact with the enemy.	
		20.00	Blue and Green sections released.	
	19/9/40	05.55	Blue and Green sections at readiness.	
		13.00	Blue and Green sections released.	
	20/9/40	13.00	Green and Red sections at readiness.	
	20/9/40	14.25	Green section ordered to patrol Bell Rock at 20,000 feet. No contact with the enemy.	
	20/9/40	15.09	Red section ordered to patrol May Island at 15,000 feet. No contact with the enemy.	
	20/9/40	16.09	Green section ordered to patrol Crail at 10,000 feet. No contact with the enemy.	
	20/9/40	18.08	Green section ordered to patrol May Island at 10,000 feet. No contact with the enemy.	
	20/9/40	18.15	Red section ordered to patrol Dunbar at 10,000 feet. No contact with the enemy.	
		20.00	Green and Red sections released.	
			P.T.O.	

Place	Date	Time	Summary of Events	References to Appendices
Drem	21/9/40	06.00	Green and Red sections at readiness.	
	21/9/40	06.26	Red Section ordered to patrol St. Abbs Head. No contact with the enemy.	
	-do-	09.44	Red section ordered to patrol Bell Rock at 20,000 feet. No contact with the enemy.	
	-do-	10.31	Green section ordered to patrol Bell Rock at 10,000 feet. No contact with the enemy.	
		13.00	Green and Red sections released.	
	22/9/40	12.00	Blue, Green and Red sections called to readiness. The three sections remained at "stand by" during the afternoon.	
		19.45	Blue, Green and Red sections released.	
	23/9/40	05.30	Green section at readiness.	
	23/9/40	11.10	Green section ordered to patrol Bell Rock at 15,000 feet. No contact with the enemy.	
		13.00	Green section released.	
	24/9/40	13.00	Blue and Red sections at readiness.	
	24/9/40	19.00	Red section carried out the dusk patrol. N. Berwick - May Island - Crail.	
		19.40	Blue and Red sections released.	
	25/9/40	05.30	Blue and Red sections at readiness.	
	25/9/40	10.40	Blue section ordered to patrol May Island at 5,000 feet. No contact with the enemy.	
		13.00	Blue and Red sections released. Green section at readiness.	
		19.30	Green section released.	

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Place	Date	Time	Summary of Events	References to Appendices
Drem	26/9/40	13.00	Blue and Red sections at readiness.	
	26/9/40	16.25	Red section ordered to patrol Drem at 20,000 feet. No contact with the enemy.	
	-do-	18.45	Blue section carried out the dusk patrol. N. Berwick, Methil - Crail.	
		19.45	Blue and Red sections released.	
	27/9/40	05.45	Blue and Red sections at readiness.	
		10.00	A gale warning came into force.	
	27/9/40	11.00	Blue section ordered to patrol May Island at cloud base. No contact with the enemy.	
		13.00	Blue and Red sections released.	
	28/9/40	09.00	Red section at "available".	
		13.00	Red section released. Blue and Green sections at readiness.	
	28/9/40	14.30	Blue section ordered to patrol May Island at cloud base. One Botha intercepted.	
	-do-	17.25	Green section ordered to patrol Drem at cloud base. No contact with the enemy.	
	-do-	18.45	Blue section carried out the dusk patrol.	
		19.45	Blue and Green sections released.	
	29/9/40	02.00	Blue section called to readiness for half an hour.	
		06.00	Blue and Green sections at readiness.	
		13.00	Blue and Green sections released.	
	30/9/40	13.00	Green and Red sections at readiness.	
	30/9/40	15.35	Green section ordered to patrol Convoy "Merit" off N. Berwick.	
	-do-	18.45	Red section carried out the dusk patrol	
		19.50	Green and Red sections released.	

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Place	Date	Time	Summary of Events	References to Appendices
Drem	October 1940		During the month of October the Squadron has continued on very much the same lines as in September. "A" Flight is still non-operational with the Whirlwinds. Two more machines have been delivered to the Squadron, but the prototype has been sent back to the makers. The Squadron has, therefore, eight machines.	
			Pilot Officer Hughes and Sergeant Morton have both spect a week at Yeovil doing ten hours intensive flying in the Whirlwind.	
			"B" Flight has been operational with the Hurricanes. During the month 24 patrols have been carried out, but so far no contact has been made with the enemy, although on two occasions a section was in very close proximity to a "bandit".	
			On the afternoon of the 2 nd October, Red Section was on patrol and was seen by an Observer Corps Post to be quite near to a Junkers 88. The visibility was very bad, however, and no interception was made. On the morning of the 18 th Blue and Green sections were put up on patrol in conditions of very bad visibility. At one moment Green section was seen by Blue section, who were flying down the Forth at right angles to Green's course, to be 500 yards behind a Junkers 88. Owing to the weather conditions, however, Green section did not see the enemy aircraft and almost immediately afterwards were "vectored" away from their course by the controller.	
			During the second half of the month weather conditions have been bad: very high winds and a considerable weight of rain.	

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Place	Date	Time	Summary of Events	References to Appendices
	1940			
DREM.	1/10	06.00	Green and Red Sections at readiness.	
	<u>1/10</u>	10.45	Green Section ordered to patrol Bell Rock at 8,000 feet.	
		13.00	Green and Red Sections released. Blue Section available.	
	2/10	13.00	Blue and Red Sections at readiness.	
	<u>2/10</u>	14.40	Red Section ordered to patrol May Island at 18,000 feet. A Ju.88 was in the vicinity and was said to have passed over Turnhouse at 3,000 feet. No interception was made owing to bad visibility. Section landed at 16.00	
		18.40	Blue Section carried out the dusk patrol. Visibility very bad.	
		19.30	Blue and Red sections released. Red section at "available" during the hours of darkness.	
	3/10	06.00	Blue and Red Sections at readiness.	
		13.00	Blue and Red sections released.	
	4/10	13.00	Blue section (P/O Wyatt-Smith, P/O Stein and Sgt. Rudland) and Green Section at readiness.	
		19.30	Blue and Green sections released. No dusk patrol carried out owing to bad weather.	
	5/10	06.10	Blue and Green sections at readiness. Very high wind. Ceiling - zero.	
	<u>5/10</u>	12.10	Blue section ordered to patrol Drem at 6,000 feet. No contact with enemy. Landed 12.25.	
		13.00	Blue and Green sections released.	
	6/10	13.00	Green and Red sections at readiness.	
	<u>6/10</u>	17.12	Red section ordered to patrol Dunbar at 5,000 feet.	
	<u>-do-</u>	18.27	Red section carried out dusk patrol.	
		19.27	Red and Green sections released.	

Place	Date	Time	Summary of Events	References to Appendices
	1940			
DREM.	7/10	06.15	Green and Red sections at readiness.	
	7/10	10.10	Green section ordered to patrol St. Abbs Head at 5000 feet. One Botha intercepted.	
	-do-	10.40	Red Section ordered to patrol May Island at 7,000 feet.	
		13.00	Green and Red sections released.	
	8/10	07.50	Green and red sections called to "available"	
		08.15	Green and Red sections released.	
			Another Whirlwind was delivered to the Squadron.	
		13.00	Blue and Red sections at readiness.	
	8/10	18.15	Blue section carried out the dusk patrol.	
		19.20	Blue and Red sections released.	
	9/10	06.15	Blue and Red sections at readiness.	
		13.00	Blue and Red sections released.	
	10/10	13.00	Blue and Green sections at "available".	
		18.05	Blue and Green sections at readiness.	
		19.10	Green and Red sections at "available".	
	11/10	06.00	Green and Red sections at readiness.	
		13.00	Green section released. Red section at "available".	
		16.05	Red section at readiness.	
		18.15	Green section at readiness.	
	11/10	18.30	Green section carried out the dusk patrol.	
		19.40	Green and Red sections released.	
	12.10	06.00	Red section at "available".	
		13.00	Green and Red sections at readiness.	
	12/10	17.50	Red section carried out the dusk patrol.	
		19.00	Green and red sections at "available".	

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Place	Date	Time	Summary of Events	References to Appendices
	1940			
Drem.	13/10	06.00	Green and Red sections at readiness.	
	13/10	12.58	Green section ordered to patrol Dunbar to St. Abbs Head at 25,000 feet. Apparently there was a bandit in the vicinity but no interception was made.	
		14.05	Green and Red sections released.	
	14/10	18.10	Blue and Green sections at readiness.	
		19.10	P/O K.A.G.Graham posted to 263 Squadron from 600 Squadron.	
	15/10	06.00 -	Blue and Green sections at "available".	
		07.00		
		13.00	Blue and Red sections at "available".	
		18.00	Blue and Red sections at readiness.	
	15/10		Blue section carried out dusk patrol.	
		19.00	Blue and Red sections released.	
	16/10	06.00	Blue and Red sections at "available".	
		13.00	Green and Red sections at "available".	
		18.00 -	Green and Red sections at readiness.	
		19.00		
		19.00	Green section at "available" Red section released.	
	17/10	06.00	Blue, Green and Red sections at readiness.	
		15.00	Red section released.	
		19.00	Blue and Green sections available.	
	18/10	06.00	Blue and Green sections at readiness.	
	18/10	10.30	Green section to patrol St. Abbs Head at 8,000 feet. (F/O Britton, P/O Ferdinand and Sgt. Rudland).	
			P.T.O.	

Place	Date	Time	Summary of Events	References to Appendices
	1940			
Drem.	18/10	10.40	Blue section to patrol Drem at cloud base. (F/Lt. Pugh, P/O Wyatt-Smith, and P/O Stein). A Ju.88	
	contd.		was in the vicinity of the Firth of Forth. The visibility was very bad, 10/10 cloud below 4,500	
			feet. Before Green section reached St. Abbs Head it was vectored to Dunbar, and then vectored	
			to Crail. The enemy aircraft dropped a bomb off N. Berwick and flew across the Forth. Meanwhile	
			Blue section had been vectored to May Island. While he was flying E. down the Firth of Forth	
			F/Lt. Pugh sighted the enemy aircraft about a mile ahead of him flying North with Green section	
			about 500 yards behind it. There must have been cloud between Green section and the enemy, as	
			none of Green section saw it. A few seconds later the controller gave Green section a vector of	
			270° and they turned away. A searchlight post reported that it had heard machine gun fire, and	
			so it is assumed that the Ju.88 had opened fire on Green section. The enemy dropped two bombs at	
			Crail. Just after it had done so P/O Ferdinand caught a momentary glimpse of it before it	
			disappeared into cloud. Blue and Green sections were then ordered to land.	
		14.00	Blue and Green sections released.	
	19/10	17.54 -	Blue and Red sections at readiness.	
		18.54		
	20/10	13.00	Blue and Red sections at "available".	
		17.53 -	Blue and Red sections at readiness.	
		18.53		
	21/10	06.00	Blue and Red sections at "available".	
		17.55 -	Blue and Green sections at readiness.	
		18.30		
	22/10	06.00	Blue and Green sections at "available".	
		13.00	Blue and Green sections at readiness. Weather very bad. Rain or drizzle.	

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Place	Date	Time	Summary of Events	References to Appendices
	1940			
Drem.	22/10	14.45	Blue section ordered to patrol Dunbar at 8,000 feet. They landed at 1600 having carried out an	
	contd.		extensive patrol in the mouth of the Forth. No contact was made with the enemy. Group sent a	
			signal complimenting Blue section on the way in which it had carried out the patrol in such	
			bad weather.	
	22/10	15.35	Red section ordered to patrol May Island at 12,000 feet. They carried out a similar patrol in	
			very bad weather.	
		18.45	Blue and Red sections released. Another Whirlwind was delivered to the Squadron.	
	23/10	06.15	Blue and Red sections at readiness.	
		13.00	Blue and Red sections released.	
	24/10	17.30 -	Green and Red sections at readiness.	
		18.30		
	25/10	06.00	Green and Red sections at "available".	
	26/10	06.00	Blue and Red sections at readiness.	
	26/10	09.06	Blue Section ordered to patrol St. Abbs Head at 10,000 feet. Ordered to land after 10 minutes.	
	26/10	17.30	Red section carried out the dusk patrol.	
	26/10	18.06	Blue section ordered to patrol Drem to Methil at cloud base.	
		19.15	Blue and Red sections released.	
	27/10	06.15	Blue and Red sections at readiness.	
		13.00	Blue and Red sections released.	
	28/10	13.00	Green and Red sections at "available".	
		16.30	Green and Red sections at readiness.	
	28/10	17.52	Green section ordered to patrol Drem at cloud base. Landed 18.05	
		18.30	Green and Red sections at "available".	

Place	Date	Time	Summary of Events	References to Appendices
	1940			
Drem.	29/10	08.30	Green and Red sections at readiness.	
		10.00	Green and Red sections at "available".	
		13.00	Blue and Green sections at readiness.	
	29/10	14.20	Blue section ordered to scramble and vector 280° from aerodrome at 5,000 feet. Ordered to land at 14.35. Raid identified as a Wellington.	
	29/10	17.20	Green section carried out the dusk patrol. Landed 18.00	
		18.15	Green and Red sections released.	
	30/10	06.15	Green and Red sections at readiness.	
		13.00	Green and Red sections released.	
	31/10	13.00	Blue and Red sections available.	
	31/10	17.20	Blue section carried out disk patrol. Red and Green sections at readiness.	
		18.30	Blue, Green a Red sections released.	

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Place	Date	Time	Summary of Events	References to Appendices
	1940			
	November.		During November the Squadron, or at any rate "B" Flight, led a nomadic existence. On the 8 th it moved to MacMerry and operated two sections from there. This was not a very happy arrangement,	
			but it did not last long. On the 12 th "B" Flight moved with 8 Hurricanes to Prestwick to cover a	
			"special target" in the Clyde. We suspect that it was the "Formidable". At any rate, the Germans	
			made no attempt to attack it, and we led a very uneventful existence, our activities being	
			limited to carrying out three dusk patrols and one Convoy patrol. On the 27 th we moved back to	
			Drem where we learnt that the Squadron was to move to Exeter the next day and there operate	
			solely with Whirlwinds. It was with great regret that leave was taken of the Hurricanes. On the	
			28 th ten Whirlwinds were flown to Exeter, and the rest of the Squadron followed within the next	
			few days. The end of the month, therefore, found us still not having made contact with the enemy.	
			During the month "B" Flight made 48 sorties.	

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Place	Date	Time	Summary of Events	References to Appendices
	1940			
DREM.	1/11	0930	Blue, Green and Red sections called to readiness	
		1050	Blue and Green sections to "avaiaible"	
		1059	Squadron ordered to patrol Drem at cloud base. Ten aircraft were put into the air. Considerable excitement prevailed as we were informed that 12 bandit were in the vicinity of Crail. At 11.40, however, the "bandits" were recognised as friendly.	A
		1225	Squadron released.	
		1300	R.T. Call Sign changed to "Cosy". Green and Red sections at readiness.	
		1415	Green section ordered to patrol Bell Rock at 8000 feet. as far North as Montrose then over Fife and the Firth of Forth. Two Hudsons intercepted.	A
		1710-1805	Red section carried out the dusk patrol.	
		1820	Squadron released except P/O Ferdinand and P/O Vine who were put to "available".	
		1905	P/O Ferdinand called up to readiness and retained at readiness during the hours of darkness.	
		2030	Considerable enemy activity took place in the Firth of Forth. Three H.E. bombs were dropped in the field behind the "Parachute" about 250 yards from the Officers' Mess. No damage or casualties.	
	2/11	0645	Green and Red sections at readiness.	
		1129	Red section ordered to patrol May Island at 10000 feet.	A
		1300	Green and Red sections released.	
		2300	Red section called to available, and retained at available during the hours of darkness.	

Place	Date	Time	Summary of Events	References to Appendices
DREM.	3/11	1300	Blue, Green and Red sections at available.	
		1715-1815	Blue section carried out the dusk patrol.	A
	4/11	0715	Blue and Red sections at readiness.	
		1810	Blue and Red sections released.	
	5/11	0700	Blue and Red sections at readiness.	
		0910	Blue section ordered to patrol May Island at 8000 feet. Ordered to land almost immediately.	A
		0950	Blue section to patrol Bell Rock at cloud base.	A
		1123	Red section to patrol May Island at cloud base. One Shark intercepted. Landed 1215.	A
		1210	Red section to patrol Dunbar at cloud base.	A
		1330	Blue and Red section released.	
	6/11	1300	Blue and Green sections at available. Heavy rain and 10/10 cloud.	
		1800	Blue and Green sections released.	
	7/11	0830	Blue and Green sections to readiness	
		1000	Blue and Green sections to available.	
		1300	Blue and Green sections at readiness.	
		1800	Blue and Green sections released.	
	8/11	0705	Blue and Green sections at readiness.	
		1300	Blue and Green sections released.	
			"B" Flight moved to MacMerry, and until further notice was ordered to operate two sections from there. Two more Whirlwinds were delivered.	

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Place	Date	Time	Summary of Events	References to Appendices
MacMerry	9/11	1300	Blue and Red sections at available.	
		1755	Blue and Red sections released.	
	10/11	1300	Blue and Red sections at readiness.	
		1755	Blue and Red sections released.	
	11/11	0705	Blue and Red sections at readiness.	
		1300	Blue and Red sections released. Another Whirlwind was delivered.	
	12/11	1200	"B" Flight ordered to proceed with 8 Hurricanes to Prestwick to cover a special target in the Clyde.	
		1400	F/Lt Pugh, F/O Britton, P/O Ferdinand, P/O Stein, P/O Vine, P/O Kitchener, P/O Milligan and Sgt. Rudland proceeded by air to Prestwick.	
Prestwick.	13/11	1300	"B" Flight available.	
		1700-1800	"B" Flight at readiness.	
			Sgt Rudland returned to Drem.	
	14/11	0735	"B" Flight at readiness.	
		1230	"B" Flight released.	
		2130	All "night operational" pilots called to available. (This was the night of the big raid on Coventry.)	

Place	Date	Time	Summary of Events	References to Appendices
Prestwick	15/11	1300	"B" Flight released.	
		1230	"B" Flight at readiness.	
		1645-1750	Blue section carried out the dusk patrol.	A
		1800	"B" Flight at available.	
	16/11	1550	"B" Flight called to readiness.	
		1755	"B" Flight released.	
	17/11	0737	"B" Flight at readiness.	
		1230	"B" Flight released.	
	18/11	1230	"B" Flight at readiness.	
		1655-1800	Blue section carried out the dusk patrol.	B
			P/O Milligan returned to Drem. F/O Wyatt-Smith came to take his place.	
	19/11	0740	"B" Flight at available.	
		1650-1800	"B" Flight at readiness.	
			Sgts Rudland and Mason came.	
		1800-0745	P/O Ferdinand at readiness. Sgts Mason and Rudland at available.	
	20/11	0745	"B" Flight at readiness.	
		1230	"B" Flight released.	
		1800-0745	F/O Wyatt-Smith at readiness. P/O Stein and F/Lt Pugh at available.	
	21/11	1230	"B" Flight at readiness.	
		1630-1730	Green section carried out the dusk patrol.	B
		1745-0750	P/O Vine at readiness. P/O Ferdinand and F/O Britton at available	

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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) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Prestwick	22/11	0800	"B" Flight at available.	
		1630-1730	"B" Flight at readiness.	
		1730-0800	Sgt Mason at readiness. Sgt Rudland and P/O Kitchener at available.	
	23/11	0800	"B" Flight at readiness.	
		1230	"B" Flight released.	
		1745-0800	P/O Stein at readiness. F/O Wyatt-Smith and F/O Britton at available.	
	24/11	1230	"B" Flight at readiness.	
		1340-1410	"B" Flight patrolled Convoy.	B
		1615-1715	Blue section carried out the dusk patrol.	B
		1730	"B" Flight released.	
		1730-0800	F/Lt Pugh at readiness. P/O Vine and P/O Ferdinand at available.	
	25/11	0800	"B" Flight at available.	
		1642-1742	"B" Flight at readiness.	
		1742-0800	Sgt Rudland at readiness. P/O Kitchener and Sgt Mason at available.	
	26/11	0805	"B" Flight at readiness.	
		1230	"B" Flight released.	
	27/11		"B" Flight returned to Drem.	
	28/11		Ten Whirlwinds were flown to Exeter.	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From 0001 hrs 1/11/40 to 2359 hrs 15/11/40

By No. 263 Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
Hurricane						
P 3145	F/Lt Olivier.)	Patrol	11:05	11:50	Green, Blue and Red sections were ordered to patrol Drem at cloud base. After ten minutes they were victored to May Island, and there orbited, It was reported that 12 bandits were in the vicinity of Crail, but at 1140 they were recognized by Observer Corps as friendly aircraft (coastal). The sections were then ordered to land.	
P 2857	P/O Stein.)					
P 3992	P/O Wyatt-Smith)					
P 3607	P/O Milligan.)					
P 3314	Sgt Mason.)					
P 3381	P/O Kitchener.)					
P 3315	F/O Hughes.)					
P 2490	P/O Vine.)					
P 2570	F/O Crooks)					
P3606	P/O Ferdinand.)					
P 3992	F/O Hughes.)	Patrol	14:15	15:40	Green section was ordered to patrol Bell Rock at 8000 feet. They were then victored to Montrose, then South over Fife where the section orbited for some time. They were then victored over Crail where two Hudsons were intercepted. The section was then ordered to land.	
P 3315	P/O Ferdinand.)					
P 3881	P/O Vine.)					
P 3881	P/O Kitchener.)	Dusk Patrol	17:10	18:10	Red section carried out the normal dusk patrol in the Firth of Forth.	
P 3606	P/O Milligan.)					
P 3314	Sgt Mason.)					
P 3881	P/O Kitchener.)	Patrol	11:30	12:30	Red section was ordered to patrol May Island at 1000 feet and from there to "gate" to Dunbar, from there they were victored South, and remained on patrol between Berwick and Dunbar.	
P 3606	P/O Milligan.)					
P 3314	Sgt Mason.)					

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
P 3145 P 3992 P 3606	F/Lt Pugh) P/O Wyatt-Smith.) P/O Milligan.)	3 rd November Dusk Patrol	17:20	18:15	Blue section carried out the normal dusk patrol in the Firth of Forth.	
P 2493 P 3606 P 3881	Sgt Mason.) P/O Milligan.) P/O Kitchener.)	5 th November Patrol	09:10	09:25	Red section was ordered to patrol May Island at 8000 feet, The section orbited there and was then ordered to land.	
P 2493 P 2915 P 3145	F/Lt Pugh.) P/O Wyatt-Smith.) Sgt Rudland.)	Patrol	09:50	10:20	Blue section was ordered to patrol Bell Rock at cloud base. From Bell Rock the section was victored to Montrose, and then ordered to land.	
P 3881 P 3312 P 3606	P/O Kitchener.) Sgt Mason.) P/O Milligan.)	Patrol	11:25	12:15	Red section was ordered to patrol May Island at cloud base. One Shark was intercepted, the section was then ordered to land.	
P 3606 P 2915 P 2570	P/O Milligan.) Sgt Rudland.) P/O Vine.)	Patrol	12:10	12:35	Red section was ordered to patrol Dunbar at cloud base. After patrolling the coast for a short time, they were ordered to land.	
P 3145 P 2658 P 2570	F/Lt Pugh.) P/O Milligan.) P/O Kitchener.)	15 th November Dusk Patrol	16:45	17:50	Blue section carried out the normal dusk patrol in the Clyde.	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From 0001 hrs 16/11/40 to 2359 hrs 30/11/40

By No. 263 Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
Hurricane						
P 2570	P/O Kitchener.)	18 th November			Blue section carried out the normal dusk patrol in the Clyde.	
P 2992	P/O Vine.)	Dusk Patrol	16:40	17:40		
P 2857	P/O Stein.)					
P 3606	F/O Britton.)	21 st November				
P 3658	P/O Ferdinand.)	Dusk Patrol	16:30	17:30	Green section carried out the normal dusk patrol in the Clyde.	
P 3314	Sgt Mason.)					
P 2992	F/Lt Pugh.)	24 th November				
P 3881	P/O Kitchener.)	Convoy	13:40	14:10	Blue section maintained a patrol over an Aircraft Carrier	
P 3658	P/O Ferdinand.)	Patrol			proceeding down the Firth of Clyde.	
P 2570	P/O Kitchener.)					
P 2992	P/O Vine.)	Dusk Patrol	16:15	17:15	Green section carried out the normal dusk patrol in the Clyde.	
P 2857	P/O Stein.)					

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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
EXETER	DECEMBER		The month of December has been little short of disastrous, and in the result has probable retarded the Squadron's progress by several weeks. There have been so many changes in the personnel, due either to deaths or postings, that the Squadron has, for the second time, been reduced to a shadow of its former self. During the month we have lost the Commanding Officer, Squadron Leader Eeles, who has returned to Drem to command the station; the Adjutant, F/O Blick, who has gone to Grangemouth to act as Station Adjutant: two Flight Commanders, F/Lt. Smith who has been killed and F/Lt Olivier who has been posted overseas: two Flying Officers, F/O Britton, who has been killed, and F/O Wyatt-Smith, who has been posted overseas, and one Pilot Officer, P/O Vine, who has been killed. Added to this very little flying has been done by "B" Flight (which up to the end of November was operating solely with Hurricanes and had practically no experience on Whirlwinds) owing to the deplorable condition of the aerodrome which is, in fact, not suitable for the Whirlwinds. Further, from the 18 th . December to the end of the month the Squadron was hourly expecting orders to move. All aircraft was therefore grounded except for operational purposes. In the result, the new Commanding Officer, Squadron Leader Munro, is faced with the task substantially of forming and training a new Squadron.	
			The Whirlwinds became operational for the first time on the 7 th . December, and during the month 30 sorties were made. On the 23r. F/Lt. Smith on patrol near Start Point sighted a JU. 88. He gave chase and closed to 1000 yards, but the enemy escaped into clouds. The task of interception has not been made the easier by the absence of "pip-squeak".	

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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
	<u>DECEMBER.</u>			
<u>EXETER.</u>	1 st to 6 th		The Squadron was non-operational . During this period several reconnaissance flights were carried out. They mostly resulting in Air Raid warnings being sounded, as the Observer Corps were not familiar with the aircraft. On more than one occasion the aircraft was shot at - notably over Dartmouth.	
	7 th		"A" Flight, Red and Yellow Sections became operational with Whirlwinds and provided one section at readiness during daylight hours.	
		1155	Red section - S/Ldr. Eeles, F/Lt. Smith & F/O Hughes - ordered to patrol Plymouth at 15000 feet.	A
		1510-)	Red Section - F/Lt. Smith & F/O Hughes patrolled Convoy between Start Point and Dartmouth.	A
		1605)		
	8/12/40	1115-)	Yellow Section - S/Ldr. Munro & F/O Crooks patrolled Exmouth at 12000 feet.	A
		1145)		
		1525-)	Yellow Section patrolled base at 15000 feet. Plotted as a hostile raid. Sirens sounded in	
		1640	Exeter.	A
	11/12/10	1049	2 A/C of Red Section ordered to patrol Torquay at 15000 feet then to intercept Raid 167. Only one plot of this raid was received - at Y 6560 at 1048 hours. The aircraft made no interception and were ordered to land.	A
	12/12/40		F/O Britton was killed this afternoon. He and his section were carrying out firing practice in or near Sand Bay. Apparently the section carried out one attack and all pulled out safely, although one of them, in the words of the Master of a ship who witnessed the affair, "seemed to go through his own spray". F/O Britton then dived to do a second attack: he did not fire his guns and his aircraft was seen to dive straight into the sea. Neither the aircraft nor the body of the Pilot was recovered.	
	13/2/40	1505	Red Section was ordered to intercept Raid 132 in the vicinity of Start Point. The	A

Place	Date	Time	Summary of Events	References to Appendices
	1940			
	15/12		enemy was not sighted. The plotting was irregular and the R/T poor.	A
	15/12		F/O P.Wyatt-Smith was posted overseas.	
			F/O S.F.Blick was posted to R.A.F.Station Grangemouth to act as Station Adjutant.	
	16/12		Sq./Ldr H. Eeles was posted to R.A.F. Station, Drem to command ths station.	
			Sq./Ldr J. G. Munro assumed command of 263 Squadron.	
	17/12		P/O Hiscock, (L.R.) was posted to the Squadron from No. 55 O.T.U. Aston Down for duty as Adjutant.	
		1110	Red Section was on patrol between Start Point and Exmouth.	A
		1445	Yellow Section was on patrol in the vicinity of Start Point & Plymouth.	
	20/12	1450	Red Section was ordered to patrol Bear Head and then to intercept Raid 148. Visibility was bad and the enemy was not sighted.	A
	21/12	0900	Yellow section was ordered to intercept Raid 164. This was intercepted at 0912 off Start Point and identified as a Martin 167.	A
		1355	Red Section was on patrol between Exeter and Plymouth.	A
	22/12		F/Lt. Olivier went on leave pending posting overseas.	
	23/12	0840	Red Section patrolled Start Point.	A
		1440	F/Lt Smith was ordered to Start Point to intercept Raid 43, a JU.88. While searching and flying N.E. he sighted a JU.88 at 2500 feet flying N.E. ahead. He closed to 1000 yards when the JU.88 disappeared into cloud.	A
	27/12	1135	Red Section was put on patrol in the vicinity of Torquay and Start Point.	A
		1420	Yellow section was ordered to intercept Raid 130. This raid did not approach within 30 miles of land. The section was then ordered to patrol Start Point.	A
	29/12		F/Lt. Smith and P/O Vine were today reported missing and believed killed.	
			Six aircraft were ordered to proceed to St.Eval and from there operate as escorts for two Catalania Flying Boats arriving from Bermuda. At 1205 F/Lt. Smith took off with P/O Vine and P/O Kitchener to proceed to St. Eval. Visibility was bad, 10/10	

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Of (Unit or Formation)

Place	Date	Time	Summary of Events	References to Appendices
			cloud at 200 feet in places. Apparently the section got lost and came down to 300 feet in the	
			vicinity of Bovey Tracey, as P/O Kitchener thinks. He reports suddenly seeing the ground	
			immediately beneath him. He pulled up very quickly and thinks he saw a dull red flash on his	
			right. F/Lt. Smith and P/O Vine had not been heard of since. Sgt. Kitchener returned to	
			Exeter.	
			In the afternoon F/Lt. Pugh, F/O Crooks, P/O Kitchener, P/O Milligan, Sgt. Mason and Sgt. Morton	
			proceeded to St. Eval.	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From 0001 hrs 1/12/40 to 2359 hrs 31/12/40

By No. 263 Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
WHIRLWIND						
P 6974	S/Ldr. Eeles)	(Patrol	11:55	12:55	The section patrolled in the vicinity of Plymouth.	
P 6975	F/Lt. Smith) 1	(
P 6976	F/O Hughes)	(
	<u>7/12/40</u> (
P 6975	F/Lt. Smith)	(Convoy	15:10	16:05	Section patrolled Convoy between Start Point and Dartmouth.	
P 6974	F/O Hughes)	(Patrol				
P 6969	S/Ldr. Munro )	(	11:15	11:45	Section patrolled Exmouth, the vectored to Torquay, then	
P 6972	F/O Crooks)	(Patrol			returned to Exmouth.	
	<u>8/12/40</u> (
P 6974	S/Ldr. Munro )	(	15:25	16:40	Section patrolled base at 15000'. Plotted as a hostile raid.	
P 6972	F/O Crooks )	(			Sirens sounded in Exeter.	
P 6974	F/Lt. Olivier.)	(Patrol	10:49	11:10	Section ordered to Patrol Torquay at 15000' and then to intercept	
P 6976	Sgt. Morton) <u>11/12/40</u> (				raid 167. No interception was made. One plot only of this raid	
					was received - Y 6560 at 1048. The section was ordered to land	
					at 1100.	
P 6973	F/Lt. Olivier)	(Interception	15:05	15:40	Section ordered to intercept Raid 132 in the vicinity of Start	
P 6972	F/O Crooks) <u>13/12/40</u> (				Point. Enemy not sighted. Plotting was irregular and R/T poor.	

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
WHIRLWIND						
P 6974	F/Lt. Olivier)		11:10	11:40	Section patrolled between Start Point at Exmouth.	
P 6968	F/O Crooks) <u>17/12/40</u>	Patrol				
P 6969	F/O Hughes)		14:45	15:15	Section patrolled in the vicinity of Start Point & Plymouth.	
P 6972	P/O Kitchener) <u>17/12/40</u>	Patrol				
P 6973	F/O Crooks)		14:50	15:50	The Section was ordered to patrol Bear Head and then to intercept Raid 148. Plots of the raid faded in Lyme Bay - 20 miles south of Seaton. Visibility was bad and enemy was not sighted.	
P 6974	P/O Milligan) <u>20/12/40</u>	Interception				
P 6972	F/O Crooks )	(	09:00	09:30	The section was ordered to intercept Raid 164. This was intercepted at 0912 off Start Point and identified as a Martin 167.	
P.6968	P/O Milligan) <u>21/12/40</u>	(Interception				
P.6973	F/Lt. Smith)	(
P.6976	P/O Kitchener)	(Patrol	13:35	15:20	The section was on patrol over a wide area between Plymouth and Exeter.	
P 6973	F/O Crooks )	) Patrol	08:40	09:35	The section was on patrol in the neighbourhood of Start Point.	
P 6969	P/O Milligan))				
P 6970	F/Lt. Smith <u>23/12/40</u>	) Interception	14:40	15:20	F/Lt. Smith was sent to Start Point to intercept Raid 43, a JU.88. While searching there and flying N.E. he saw a JU.88 at 2500 feet flying N.E. ahead. He closed to 1000 yards when the JU.88 disappeared into cloud.	
P 6974	F/O Crooks)	(Patrol	11:35	12:00	The section patrolled in the vicinity of Start Point and Torquay.	
P 6970	Sgt. Morton)	(
P 6975	F/Lt. Smith <u>27/12/40</u>	(Interception	14:20	15:00	The section was ordered to intercept Raid 130. This raid did not approach within 30 miles of land; The Section was therefore ordered to patrol Start Point.	
P 6974	P/O Kitchener)	(

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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
January	1941			
Exeter			During January the Squadron maintained a detached Flight at St.Eval which carried out a very	
and			considerable number of patrols. The first brush with the enemy occurred on the 12 th when	
St.Eval.			P/O Stein engaged a JU.88 S. W. of the Scillies. He was credited with a 'Probable'. On the next	
			day P/O Kitchener and P/O Thornton-Brown engaged a HE.111 at extreme range but could claim no	
			results. The score therefore, stands at one 'Probable'.	
			The remainder of the Squadron was at Exeter where one operational section was provided and	
			training was carried out. The weather, however, prevented flying on several days. On three	
			occasions a special operation was carried out known as the Chameleon patrol. Details appear	
			below.	
			F/O HOWE and P/O TOOTH joined the Squadron, also five new Sergeant pilots, but we still	
			remain very short of experienced pilots, and it has been a great strain on our resources	
			maintaining the detached Flight. Unfortunately Sgt. Morton was killed on the 9 th as a result	
			of an accident while flying the Blenheim.	

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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
St.Eval	2/1/41	1010-	F/O Crooks and Sgt Morton were detailed to intercept Raid 72. The enemy was not sighted. It	
		1120	was, however, identified by aircraft of 234 Squadron as a JU.88 off DODMAN POINT, and was	
			damaged by them.	A
	2/1/41	1145-	F/O Crooks and Sgt Morton were ordered to intercept two raiders South of the Lizard. The	
		1245	enemy was not sighted.	A
	2/1/41		F/O Crooks D.F.C. was promoted to the acting rank of Flight Lieutenant.	
	3/1/41	0945-	F/Lt Crooks carried out a sweep over the Channel 40 miles South of the Lizard, then 40 miles	
		1110	East and then North to the coast. He did not sight anything.	A
Exeter	3/1/41		F/O B.HOWE was to-day posted to 263 Squadron from 25 Squadron.	
St.Eval	4/1/41	1430-	F/Lt Crooks and P/O Milligan were put on patrol, but were not ordered to intercept any raid.	A
		1510		
Exeter	9/1/41		P/O L.R. HISCOCK the squadron adjutant left to-day on being posted to 152 Squadron. His place	
			was taken by P/O G.H. ADLEY who came from FULTON. Sgt Morton was killed this afternoon. He was	
			returning in the Blenheim from WARMWELL and passed straight over the aerodrome but appeared not	
			to see it. One engine was "cutting" and the plane crashed a few miles from the aerodrome. Sgt	
			Morton baled out at 100' and was killed.	
	9/1/41	1600-	Squadron Leader Munro, F/L Pugh and F/Lt Crooks were detailed to carry out a special operation,	
		1645	referred to for reasons of security as "Chameleon" patrol. Fighter Command had reason to believe	
			that when a night attack was made by the G.A.F. on S. Wales or S.W. England "E" Boats used to	
			come up from Cherbourg and lie about 10 miles off the coast in the hopes of picking up the	A
			survivors of any aircraft which might be disabled and crash into the sea. It was thought that	
			the "E" boats were in the habit of leaving Cherbourg in the late afternoon, and it	

Place	Date	Time	Summary of Events	References to Appendices
			was decided to attack them if possible with Whirlwinds. The plan was that the three aircraft should climb to 15000 feet over Dartmouth and from there fly to a point about forty miles from the French coast, losing height to 3000 feet. F/Lt Pugh had engine trouble very shortly after taking off, and had to turn back. Squadron Leader Munro and F/Lt Crooks, however, carried out the operation, but reported nothing to be seen in the Channel at all.	
St.Eval	10/1/41	1105-	P/O Kitchener and Sgt Rudland were detailed to intercept Raid 109 which was plotted between	
		1230	Falmouth Bay an the Lizard. No enemy was sighted.	A
	12/1/41	0940-	P/O Stein and Sgt Mason were detailed to intercept an enemy raider. Sgt Mason lost touch	
		1105	with P/O Stein who when on his way alone. He intercepted a JU.88 40 miles S.W. of the Scillies and delivered a front quarter developing into a full beam attack. The rear gunner opened fire but was immediately silenced, E/A went into a spiral dive through cloud and was not seen again. The R.D.F. plots faded and we understand that during the day signals were intercepted from a German wireless station calling for the aircraft. The aircraft was credited to P/O Stein as a "Probable". The combat is noteworthy as being the first occasion on which the Whirlwinds drew blood.	A and D
	13/1/41	0920-	F/O Hughes and Sgt Rudland when on patrol 30 miles S.E. of Lizard Point at 21000 feet sighted	
		1021	and E/A 2 miles distant at 23000 feet coming straight for them out of the sun. The E/A spotted our A/C and immediately turned tail. Our A/C gave chase for some minutes but were unable to gain any ground.	A

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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
St.Eval	13/1/41	1020-	P/O Kitchener and P/O Thornton-Brown were on patrol 20 miles South of Land's End at 19000 feet	
		1135.	when they sighted an HE.111 8 or 10 miles ahead of them at 21000 feet. They gave chase but when	
			south of the Scillies found themselves short of petrol. They opened fire at extreme range but	A and E
			observed no effects, and the E/A escaped into cloud.	
		1355-	P/O Kitchener and P/O Thornton-Brown were ordered to intercept Raid 72. No contact with the enemy	
		1425	was made as it turned away while still a long way out in the channel.	A
Exeter.	13/1/41	1650-	Squadron Leader Munro, F/Lt Pugh and F/Lt Crooks carried out a "Chameleon patrol". They think	
		1745.	they approached to within 10 miles of the French coast. They observed a smoke trail at 20000	
			feet but otherwise saw nothing in the Channel.	B
			Sgt. W. D. Waddington was posted to 263 Squadron.	
St.Eval.	14/1/41	1050-	P/O Stein and Sgt Mason were on patrol.	B
		1140		
	15/1/41	1020-	P/O Kitchener and P/O Thornton-Brown were on patrol and were sent to intercept an enemy raid,	B
		1115.	but no contact was made.	
		1320-	F/O Hughes and Sgt Mason were on patrol and sighted an E/A. It was, however, too high and too	
		1420.	far off to give chase.	B
	16/1/41	1140-	P/O Stein and Sgt Mason were on patrol.	B
		1200		
St.Eval	17/1/41	1015-	F/Lt Crooks and Sgt Rudland were on patrol.	B
		1100.		

Place	Date	Time	Summary of Events	References to Appendices
St.Eval.	17/1/41	1015-	P/O Kitchener and P/O Thornton-Brown attempted to intercept a raider South of Manacle Point but	B
		1100	without success.	
		1630-	P/O Kitchener and P/O Thornton-Brown were on patrol.	B
		1720.		
Exeter.		1700-	Squadron Leader Munro and F/Lt Pugh carried out a "Chameleon patrol". They reported nothing to	
		1755.	be seen in the channel.	B
St.Eval.	19/1/41	0945-	P/O Kitchener and P/O Thornton-Brown went to intercept a raider S.E. of the Lizard, but he	
		1045	turned South too soon.	B
		1020-	P/O Stein and Sgt Mason carried out a similar patrol.	B
		1055.		
		1120-	P/O Kitchener and P/O Thornton-Brown were on patrol.	B
		1210.		
	20/1/41	0950-	F/Lt Crooks and Sgt Rudland were detailed to intercept a raid south of Start Point but no	
		1055.	contact was made.	B
		1045-	P/O Kitchener and P/O Thornton-Brown were detailed to intercept a raid off Land's End.	
		1130.	Visibility was very bad and no interception was made.	B
Exeter	21/1/41		P/O J.F.HAYES, P/O A. TOOTH, P/O I. A.WATSON, P/O H.K.SMITH and P/O J.WAECHTER were to-day	
			posted to 263 Squadron from No. 56 O.T.U.	

OPERATIONS RECORD BOOK

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.

Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
St. Eval	22/1/41	1105-	P/O Stein and P/O Thornton-Brown were on patrol.	B
		1200.		
	23/1/41	1035-	F/Lt Crooks and P/O Graham were detailed to intercept a raid which came to within 5 miles off	
		1130.	the Coast of Fowey. He turned away, however, before they could intercept him.	B.
	25/1/41	1115-	P/O Kitchener and P/O Thornton-Brown patrolled off Land's End.	C
		1200		
		1205-	P/O Milligan and P/O Stein attempted without success to intercept a raider north of the	
		1310.	Scillies.	C.
		1300-	P/O Kitchener and P/O Thornton-Brown attempted to intercept a raider in the vicinity of	C.
		1320.	Portland Bill, but without success.	
Exeter	25/1/41		P/O I.A.WATSON, P/O H.K.SMITH, P/O J.WAECHTER and P/O J.F.HAYES were posted away to 247 Squadron.	
			Sgts D.St.J.JOWITT, G.B.FODEN, C.P.KING and R.V.SKELLON were posted to 263 Squadron.	
St. Eval.	28/1/41	1245-	P/O Milligan and P/O Kitchener were on patrol.	C.
		1355		
		1345-	P/O Thornton-Brown and P/O Stein were on patrol.	C.
		1450		

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From 0001 hrs 1/1/41 to 2359 hrs 13/1/41

By No. 263 Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
Whirlwind						
P.6982 (	F/O D.A.Crooks)	Interception	10:10	11:20	The patrol was detailed to intercept Raid 72, identified as JU.88.)
P.6974 (	Sgt Morton.)	Patrol			The enemy was not sighted.	) 2/1/41.
P.6982 (	F/O Crooks)	Interception	11:45	12:45	Two raiders were plotted South of the Lizard, but were not sighted.)
P.6974 (	Sgt Morton.)	Patrol)
P.6973	F/O Crooks	Sweep	09:45	11:10	F/O Crooks carried out a sweep over the Channel 40 miles South of the Lizard, then 40 miles East, then North to the coast. He did not sight anything.	3/1/41
P.6976	F/O Crooks)	Patrol	14:30	15:10	The two aircraft were put on patrol, but were not ordered to intercept any raid.	4/1/41
P.6971	P/O Milligan)					
P.6979	S/Ldr Munro)	"Chameleon	16:00	16:45	This was a special operation the object of which was to attack German "E" boats coming from Cherbourg. It was thought that when a night attack was made by the G.A.F. on S.Wales or S.W.England the "E" boats used to lie about 10 miles off the coast in the hopes of picking up the crews of any aircraft which might crash into the sea. The plan was to climb to 15,000 feet over Dartmouth and from there fly to a point about 40 miles from the French coast losing height to 3000 feet. F/Lt Pugh had engine trouble and had to turn back. S/Ldr Munro and F/O Crooks, however, carried out the operation and reported nothing to be seen in the Channel.	
P.6977	F/Lt Pugh)	Patrol"				
P.6976	F/O Crooks)					

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
Whirlwind P.6988 P.6974	P/O Kitchener. Sgt Rudland.	Interception Patrol	11:05	12:30	Ordered to intercept a raider who, however, made South off the Lizard.	10/1/41
P.6972 P.6968	P/O Stein. Sgt Mason.	Interception Patrol	09:40 09:40	11:05 10:25	P/O Stein intercepted a JU.88 40 miles S.W. of the Scillies and delivered a front quarter developing into a full beam attack. The rear gunner opened fire, but was immediately silenced. The E/A went into a spiral dive through cloud and was not seen again. The R.D.F. plots faded, and we understand that during the day signals were intercepted from a German wireless station calling for this aircraft.	12/1/41 Combat Report Appendix D.
P.6974 P.6976	F/O Hughes. Sgt Rudland.	Interception Patrol	09:20	10:20	When on patrol 30 miles S.E. of the Lizard Point at 21000 feet our aircraft sighted an E/A 2 miles distant at 23000 feet coming straight for them out of the sun. The E/A spotted our A/C and immediately turned tail. Our A/C gave chase, but were unable to gain any ground.	13/1/41
P.6988 P.6972	P/O Kitchener. P/O Thornton-Brown	Interception Patrol.	10:20	11:35	When on patrol 20 miles South of Land's End at 19000 feet they sighted an HE.111 8 or 10 miles ahead of them at 21000 feet. They gave chase but when South of the Scillies found themselves short of petrol. They opened fire at extreme range but observed no effects, and the E/A escaped into cloud.	13/1/41 Combat Report. Appendix E.
P.6976 P.6988	P/O Thornton-Brown P/O Kitchener.	Interception Patrol.	13:55	14:25	Detailed to intercept a raid which turned away 30 miles N.E. Guernsey.	13/1/41

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From 1600 hrs 13/1/41 to 1130 hrs 23/1/41

By No. 263 Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
Whirlwind P.6985 P.6977 P.6981	S/Ldr Munro.) F/Lt Pugh.) F/O Crooks.)	"Chameleon Patrol"	16:00	16:45	The three aircraft again carried out the "Chameleon patrol". Apart from a smoke trail at 20,000 feet they saw nothing in the Channel.	13/1/41
P.6972 P.6968	P/O Stein. Sgt Mason.	Patrol	10:50	11:40	A patrol was carried out, but no interception order was given.	14/1/41
P.6987 P.6988	P/O Thornton-Brown P/O Kitchener	Interception Patrol	10:20	11:15	An interception order was given by no enemy was sighted	15/1/41
P.6974 P.6968	F/O Hughes. Sgt Mason.	Interception Patrol	13:20	14:20	An E/A was sighted, but it was too high and too far off to give chase.	15/1/41
P.6987 P.6974	P/O Stein. Sgt Mason.	Patrol	11:40	12:00	The two aircraft were on patrol.	16/1/41
P.6985 P.6988	F/O Crooks. Sgt Rudland.	Patrol	10:15	11:00	The two aircraft were on patrol.	17/1/41
P.6987 P.6988	P/O Thornton-Brown P/O Kitchener.	Interception Patrol	14:45	15:30	Our aircraft attempted to intercept a raider South of Manacle Point but without success.	17/1/41

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
Whirlwind P.6969 P.6974	P/O Kitchener. P/O Thornton-Brown	Patrol	16:30	17:20	The two aircraft were on patrol.	
P.6985 P.6977	S/Ldr Munro F/Lt Pugh	"Chameleon Patrol".	17:00	17:55	S/Ldr Munro and F/Lt Pugh again carried out a "Chameleon" patrol, but reported nothing to be seen.	17/1/41
P.6988 P.6969	P/O Kitchener P/O Thornton-Brown	Interception Patrol	09:45	10:45	P/O Kitchener and P/O Thornton-Brown went to intercept a raider S.E. of the Lizard, but he turned South too soon.	19/1/41
P.6985 P.6974	Sgt Mason. P/O Stein.	Interception Patrol	10:20	10:55	A similar patrol to the above was carried out.	
P.6968 P.6988	P/O Thornton-Brown P/O Kitchener.	Patrol	11:20	12:10	The two aircraft were on patrol.	
P.6986 P.6974	F/Lt Crooks Sgt Rudland	Interception Patrol	09:50	10:55	An attempt was made to intercept a raid South of Start Point, but no contact was made.	20/1/41
P.6988 P.6969	P/O Kitchener P/O Thornton-Brown	Interception Patrol	10:45	11:30	The two aircraft were detailed to intercept a raid off Land's End. Visibility was very bad and no interception was made.	
P.6988 P.6969	P/O Stein P/O Thornton-Brown	Patrol	11:05	12:00	The two aircraft were on patrol.	22/1/41
P.6986 P.6989	F/Lt Crooks P/O Graham	Interception Patrol	10:35	11:30	The two aircraft were detailed to intercept a raider which came 5 miles off the coast near Fowey. He turned away, however, before they could intercept.	23/1/41

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From 1130 hrs 23/1/41 to 2359 hrs 31/1/41

By No. 263 Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
Whirlwind						
P.6985	P/O Kitchener	Interception	11:15	12:00	P/O Kitchener and P/O Thornton-Brown patrolled off Land's End.	25/1/41
P.6989	P/O Thornton-Brown	Patrol				
P.6990	P/O Milligan	Interception	12:05	13:10	A raider was North of the Scillies, but no interception was made.	
P.6986	P/O Stein	Patrol				
P.6989	P/O Kitchener	Interception	13:00	13:20	A raider was near Portland Bill and an attempt was made to intercept him without success.	
P.6985	P/O Thornton-Brown	Patrol				
P.6986	P/O Milligan	Patrol	12:45	13:55	The two aircraft were on patrol.	
P.6989	P/O Kitchener					
P.6969	P/O Thornton-Brown	Patrol	13:45	14:50	The two aircraft were on patrol.	
P.6990	P/O Stein					

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.

Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
<u>Exeter and St. Eval</u>			February gave us our first confirmed victory. On the 8 th an Arado 196 was destroyed South of Dodman Point. The circumstances surrounding the combat are very mysterious and are set out	
	<u>February 1941.</u>		in detail below. At first the victory was awarded to F/O Hughes, but later it was decided that	
			it should be given to P/O Graham. P/O Graham was missing after the encounter, and it is assumed that he was shot down by the enemy. The first victory was celebrated by the gift of a	
			case of champagne from the makers of the Whirlwind. Apart from this, there is nothing of	
			interest to record. 38 patrols, involving 74 aircraft, were carried out during the month. We	
			continued to maintain a detached flight at St. Eval - an arrangement, it may be said, which does	
			not conduce to the efficient running of a Squadron. Furthermore, a number of the new pilots were	
			detached to Charmey Down to get experience on the Whirlwind, as Exeter was not thought to be a	
			suitable aerodrome. In the result, what remained of the Squadron at Exeter became little more	
			a Maintenance Unit. However, at long last it was decided to write the Squadron, and at the end	<u>unite</u>
			of the month the whole Squadron moved to St. Eval. At the same time, however, we lost our	
			Commanding Officer, Sq/Ldr. Munro, who went to A.G.M.E. for armament duties. It is understood	
			that his job is to test the guns on the new fighters. It cannot be said that during his period	
			of command he was given much assistance by the higher authority in his task of bringing the	
			Squadron to a high state of operational efficiency. At practically no time during his tenure	
			of office was the whole Squadron allowed to be on one station. His place has been taken by	
			Sq/Ldr. Donaldson, the brother of the previous Commanding Officer of the Squadron who was lost	
			in the Glorious.	

Place	Date	Time	Summary of Events	References to Appendices
			Four new Sergeant Pilots were posted to the Squadron, but unfortunately none of them has very	
			much experience.	

OPERATIONS RECORD BOOK

R.A.F. Form 540

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Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
St. Eval.	1/2/41		The Squadron carried out two patrols involving four aircraft.	A
	4/2/41		One patrol of two aircraft was carried out.	A
Exeter & St. Eval	8/2/41		To-day gave us our first confirmed victory. The circumstances surrounding it, however, are very mysterious. 2 aircraft of Blue Section took off from Exeter at 0840 on a local practice flight.	A & D
			At 0900 they were vectored onto raid 139. While orbiting 12 miles South of Start Point an	
			Arado 196 was seen by Sgt Rudland (Blue 2) who came down on its tail, but seeing British	
			roundels on the fuselage did not fire, and in fact formatted on it. The enemy went into cloud and	
			reappeared flying East 1000 yards to Port of Blue 1 (F/O Hughes) who carried out an attack from	
			the front quarter, ending in a beam attack, opening at 450 and closing at 200 yards. A 5 second	
			burst was fired, but no results were observed. Meanwhile F/Lt Crooks and P/O Graham had taken	
			off from St. Eval. At Dodman Point P/O Graham was ordered to patrol below the cloud while	
			F/Lt Crooks patrolled above. F/Lt Crooks came back down through the clouds, and just as he	
			emerged, passed P/O Graham who was going West. He did a gentle left hand turn, intending to call	
			P/O Graham and tell him to formate on him, but to his surprise found that P/O Graham had	
			disappeared. Suddenly he saw an E/A come through the cloud in a N.E. direction on his left going	
			lower and lower until it hit the water. F/Lt Crooks had difficulty in identifying the E/A but	
			he saw floats uppermost on the water and a black cross on a piece of wing wreckage. P/O Graham	
			did not return from the patrol. A coastguard reported that 2 A/C had crashed into the sea at	
			0950 three miles of the shore in flames.	

Place	Date	Time	Summary of Events	References to Appendices
			In the end, P/O Graham was credited with the destruction of an Arado 196.	
			P/O Graham was posted "missing believed killed"	
St. Eval.	10/2/41		One patrol of two aircraft was carried out.	
			F/O W.P. Weir was posted to 263 Squadron for Medical Duties	A
	11/2/41		One patrol of two aircraft was carried out.	A
	14/2/41		One patrol of two aircraft was carried out.	A
	15/2/41		Four patrols of two aircraft were carried out.	A
	17/2/41		Three patrols of two aircraft were carried out; two from St. Eval one from Exeter.	B
			Lt. M. Rerry and Lt. J. Garnier (FFF) were posted to 263 Squadron from No.56 O.T.U.	
	18/2/41		Sq/Ldr. A.H. Donaldson was posted from No 242 Squadron to command No 263 Squadron.	
	19/2/41		Lt. M. Rerry and Lt. J. Garnier were posted from 263 Squadron to 238 Squadron.	
			Sgts. D.F.G. Tebbit, J.E. Sainsbury, C.A.Long and C.L.Lawson were posted to 263 Squadron.	
	20/2/41		Two patrols of two aircraft each were caRRied out.	B.
	21/2/41		Two patrols involving three aircraft were carried out.	B.
	23/2/41		One patrol of two aircraft was carried out.	B.
	24/2/41		Four patrols of two aircraft each were carried out. The remainder of the Squadron moved from Exeter to St.Eval.	B.
	25/2/41		Four patrols of two aircraft each were carried out.	B.

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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
notes in R.A.F. Pocket Book.*

Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
St. EVAL	26/2/41		Six patrols involving eleven aircraft were flown.	C.
	28/2/41		Three patrols involving six aircraft were flown.	C.

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From 0001 hrs 1/2/41 to 2359 hrs 15/2/41

By No. 263 Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
Whirlwind	<u>1st February</u>					
P.6986	P/O Thornton-Brown	Interception	14:05	15:15	The section was detailed to intercept Raid 119 which faded south of the Lizard.	
P.6985	P/O Stein	patrol	-	-		
P.6990	F/Lt. Crooks	Patrol	15:30	16:10	The two aircraft were on patrol.	
P.6988	P/O. Graham		-	-		
	<u>4th February</u>					
P.6988	F/Lt. Crooks	Interception	11:40	12:40	The section was ordered to intercept Raid 141 which, however, faded 60 miles South of the Lizard	
P.6985	P/O. Graham	patrol	-	-		
	<u>8th February</u>					
P.6968	F/Lt. Crooks	Interception	09:06	10:15	Blue section up from Exeter at 0840 on a practice flight was vectored onto Raid 139, 12 miles south of StartbPoint an Arado 196 was intercepted and F/O Hughes gave it a 5 second burst with no observed results. Red section up from St.Eval at 0906 as orbiting south of Dodman Point when F/Lt Crooks saw a float plane crash into the sea. P/O Graham had passed him 2 minutes earlier, but this was the last that he saw of him. A coastguard reported that two aircraft had crashed into the sea 3 miles south of Dodman Point, the first in flames. P/O Graham was credited with the destruction of an Arado 196.	
P.6969	P/O. Graham	patrol	09:15	-		
P.6991	F/O Hughes	Practice	08:40	09:35		
P.6989	Sgt Rudland	flight, later interception	-	-		
	<u>10th February</u>					
P.6990	P/O Thornton Brown		14:40	15:50	The Section was on patrol.	
P.6988	F/Lt Crooks	Patrol	-	-		
	<u>11th February</u>					
P.6985	P/O. Ferdinand		08:55	09:30	The section was on patrol.	
P.6988	P/O. Milligan	Patrol	-	-		
	<u>14th February</u>					
P.6989	F/Lt. Crooks	Interception	15:25	16:03	The section was detailed to intercept Raid 124 which faded in the direction of The Smalls.	
P.6990	P/O Thornton Brown	Patrol	-	-		
	<u>15th February</u>					
P.6958	P/O Thornton Brown		08:50	09:50	The section was on patrol.	
P.6988	F/Lt. Crooks	Patrol	-	-		
P.6989	P/O. Ferdinand	Interception	09:55	10:50	The section was detailed to intercept Raid 110 which faded in Mid Channel	
P.6990	P/O. Kitchener	patrol	-	-		

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
Whirlwind	<u>15th February</u>					
P.6985	P/O. Kitchener	Interception	12:45	13:35	The section was detailed to intercept Raid 119 which faded 30 miles S,E. of the Lizard.	
P.6988	P/O. Ferdinand	patrol				
P.6990	F/Lt. Crooks					
P.6989	P/O Thornton Brown	Patrol	14:00	14:30	The section was on patrol.	
	<u>17th February</u>					
P.6985	F/Lt. Crooks	Patrol	14:00	14:30		
P.6996	P/O Thornton Brown		14:00	14:30	The two aircraft were on patrol	
P.6996	P/O. Kitchener		16:45	17:20		
P.6985	P/O. Milligan	Patrol	16:45	17:20	The two aircraft were on patrol	
P.6988	F/O. Hughes	Patrol	16:15	17:35		
P.6987	Sgt. Rudland		16:15	17:35	The section was on patrol in vicinity of Start Pt.	
	<u>20th February</u>					
P.6989	F/Lt. Crooks		08:55	09:30		
P.6990	P/o Thornton Brown	Patrol	08:55	09:30	The two aircraft were on patrol	
P.6992	F/O. Ferdinand	Interception	10:15	11:15	The section was detailed to intercept Raid 134 off the Lizard, but	
P.6985	P/O. Kitchener	patrol	10:15	11:15	no contact was made.	
	<u>21st February</u>					
P.6989	F/Lt. Crooks	Interception	10:00	10:35	F/Lt. Crooks was detailed to Raid 108 which flew parallel with the coast, 35 miles out to sea at 24,000 feet. No interception resulted.	
		patrol				
P.6996	P/O. Milligan	Patrol	13:55	15:05	The two aircraft were on patrol.	
P.6990	P/O. Kitchener					
	<u>23rd February</u>					
P.6986	F/Lt. Crooks	Patrol	15:10	15:20	The two aircraft were put on patrol. F/Lt.Crooks had to return as	
P.6989	P/O. Ferdinand		15:10	15:50	his undercarriage was u/s.	
	<u>24th February</u>					
P.6986	P/O. Kitchener	Interception	09:05	10:10	The section was detailed to intercept Raid 127 which passed 30	
P.6990	P/O. Ferdinand	patrol	09:05	10:10	miles South of Lands End. No interception.	
P.6996	P/O Thornton-Brown	Interception	11:25	12:25	The section was detailed to intercept Raid 140 which passed 50	
P.6985	P/O. Milligan	patrol	11:25	12:25	miles South of Lands End. No interception.	
P.6985	P/O. Milligan	Patrol	15:00	15:35	The section was on patrol.	
P.6996	P/O Thornton Brown		15:00	15:35		
P.6985	P/O. Milligan	Interception	17:15	17:55	The sections was detailed to Raids X112 and 113 which passed 50	
P.6990	P/O Thornton-Brown	patrol	17:15	17:55	miles South of Lands End. No interception.	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From hrs / / 1 to hrs / /

By No. 263 Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
Whirlwind	<u>25th February</u>					
P.6985	P/O. Kitchener	Interception	10:35	11:25	The section was put on patrol in connection with Raid 118 which approached Dodman Point, and then went East to Plymouth.	
P.6994	P/O. Ferdinand	patrol	10:35	11:25		
P.6986	F/Lt. Crooks	Interception	11:45	12:40	The section was put on patrol in connection with Raid 351 - 1 plot only N.W. of the Scillies.	
P.6989	P/O Thornton-Brown	patrol	11:45	12:40		
P.6985	P/O. Kitchener		12:30	13:10	The section was on patrol.	
P.6994	P/O. Ferdinand	patrol	12:30	13:10		
P.6994	Sgt. Rudland	Interception	14:55	15:15	The section was ordered to intercept Raid X126 off the Lizard. No interception.	
P.6988	P/O. Stein	patrol	14:55	15:15		
	<u>26th February</u>					
P.6988	F/Lt. Crooks	Interception			F/Lt Crooks was detailed to Raid 132 which passed 25 miles S.W. of the Lizard to the Scillies.	
		patrol	08:45	10:00		
P.6989	Sgt. Mason	Interception	11:10	11:35	The section was put on patrol in connection with Raid X134 which proved to be a Coastal aircraft.	
P.6990	Sgt. Rudland	patrol	11:10	11:35		
P.6985	P/O. Kitchener	Interception	13:20	14:35	The section was detailed to Raid 138 which turned away when 40 miles South of the Lizard.	
P.6991	P/O Thornton-Brown	patrol	13:20	14:35		
P.6989	F/Lt. Crooks		14:15	14:50	The section was on patrol.	
	P/O. Tooth	patrol	14:15	14:50		
P.6985	P/O. Kitchener		15:45	16:20	The section was on patrol.	
P.6991	P/O Thornton-Brown	patrol	15:45	16:20		
P.6985	P/O. Kitchener		17:35	17:50	The section was on patrol.	
P.6988	P/O Thornton-Brown	patrol	17:35	17:50		
	<u>28th February</u>					
P.6986	P/O Thornton-Brown	patrol	09:10	09:45	The section was detailed to Raid 103 which passed 20 miles S.E. of the Lizard. No interception.	
P.6996	P/O. Milligan	Interception	09:10	09:45		

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
Whirlwind	<u>28th February</u>					
P.6991	P/O. Milligan	Interception	13:55	15:10	The section was on patrol. A smoke trail was seen, but no enemy aircraft.	
P.6989	P/O. Ferdinand	patrol	13:55	15:10		
P.6991	P/O. Milligan	patrol	18:30	19:10	The section was on patrol.	
P.6989	P/O Thornton-Brown		18:30	19:10		

OPERATIONS RECORD BOOK

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.

Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
St. Eval and Portreath.	March	1941.	March provided us with three more combats with the enemy - all JU.88's. On the 1 st P/O Kitchener and P/O Thornton-Brown sighted one off the Scillies, and after a long astern chase managed to catch up with it. Kitchener's guns jammed after a few rounds but Thornton-Brown fired 156 rounds and damaged it before it escaped into cloud.	
			The same pair had another scrap on the 5 th in much the same locality. This time Thornton-Brown got lost in cloud while turning to attack, but Kitchener got on terms with the enemy, firing 240 rounds and did damage to the Port wing.	
			On the 11 th P/O Kitchener was on patrol alone South of the Lizard when he sighted a JU.88. He damaged it, but his own aircraft was hit in both engines. He managed to return to Predannack but crashed on landing, sustaining serious injuries. This started a further run of bad luck. On the 14 th P/O Thornton-Brown crashed at Portreath on returning from a convoy patrol. On the nights of the 12 th and 14 th the aerodrome at St. Eval was bombed and nine Whirlwinds were damaged. As a result, on the 15 th the aircraft were dispersed at night at Portreath. On the 18 th the Squadron moved to Portreath, a new station, or more accurately, a station under construction. It could well be described as bring "without form and void". A house in the village has been taken for the Officers' Mess, but the troops are living under very trying conditions: their quarters are very wet: there is no lighting, no water and no sanitation. The three runways are good, but the surface at the sides are bad, and a number of accidents have resulted from aircraft going off the runways. The pilots at readiness sit huddled over oil stoves in the watch office.	
			On the 28th, F/O Grant, our engineer officer, left to go to WEST Malling as	

Place	Date	Time	Summary of Events	References to Appendices
			Station engineer officer. He had been with the Squadron ever since it was formed, and his going	
			was a great loss. His place has been taken by P/O Garland. A large number of convoy patrols have	
			been carried out, and the usual will o' the wisp chases after lone cloud-hopping " bandits".	
			We still remain very short of experienced pilots, and the average serviceability state of	
			aircraft has been low. At the moment the operations room remains at St. Eval, and this has not	
			made it any the easier to operate the squadron. On more than one occasion all telephones between	
			Portreath and St. Eval have broken down, and we have had to rely on the W/T.	

OPERATIONS RECORD BOOK

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.

Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
St. Eval	1/3/41		The Squadron carried out seven patrols involving thirteen aircraft. In the morning P/O Kitchener and P/O Thornton-Brown had a brush with a JU.88 20 miles South of the Scillies. They had a long stern chase to catch it and managed to damage it before it escaped into cloud. P/O Kitchener's guns jammed P/O Thornton-Brown fired 156 rounds and saw hits on the fuselage.	
	2/3/41		The Squadron carried out three convoy patrols each of six aircraft.	
	3/3/41		Four patrols were carried out, but no interception resulted.	
	4/3/41		Two patrols were carried out, each of two aircraft.	
	5/3/41		Two patrols were carried out, each of two aircraft, P/O Kitchener and P/O Thornton-Brown damaged another JU.88 South of the Scillies, P/O Kitchener fired 240 rounds and observed damage to the Port wing. When last seen the E/A was making for home only 20 feet above the water. P/O Thornton-Brown unfortunately lost E/A owing to cloud when turning to get into position.	
	6/3/41		Five patrols were carried out.	
	7/3/41		Two patrols, each of two aircraft, were carried out.	
	8/3/41		Four patrols, two of one aircraft and two of two aircraft, were carried out.	
	9/3/41		The Squadron carried out five" interception" patrols each of two aircraft. In addition, four aircraft gave cover to a Convoy of warships.	
	11/3/41		Three patrols, each of one aircraft, were carried out. In the evening P/O Kitchener had a combat with a JU.88 off the Lizard. He damaged the enemy, but was hit in both engines by return fire from the rear gunner. He managed to return to Predannack, but crashed on landing, sustaining serious injuries. P/O D.W. Lintern was posted to 263 Squadron from No. 55 O.T.U.	

Place	Date	Time	Summary of Events	References to Appendices
St. Eval	12/3/41	1329-1626.	A continuous patrol was maintained over Convoy "Ounce". In addition, two aircraft investigated a doubtful raid, but saw nothing.	
			The aerodrome was bombed during the night and 7 Whirlwinds were damaged.	
	13/3/41		Three patrols were flown during the day investigating doubtful raids, but no aircraft was sighted.	
	14/3/41		Two patrols investigating doubtful raids were carried out. Two Convoy patrols were also carried out. Returning from the latter of these in bad weather P/O Thornton-Brown crashed at Portreath sustaining serious injuries. The aerodrome was bombed during the night and four Whirlwinds were damaged.	
	15/3/41		Three "interception" patrols and two convoy patrols were flown, but there was nothing to report.	
	16/3/41		Bad weather prevented flying.	
	17/3/41		Bad weather prevented flying.	
	18/3/41		The Squadron moved from St.Eval to Portreath.	
Portreath	19/3/41		One patrol of two aircraft were flown.	
	20/3/41		Eight patrols, each of two aircraft were flown during the day.	
	21/3/41		Two patrols were carried out.	

OPERATIONS RECORD BOOK

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.

Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Portreath	22/3/41		Bad weather prevented flying.	
	23/3/41		Two Convoy patrols and three interception patrols were carried out.	
	24/3/41		The sector was fog-bound.	
	25/3/41		Rain and mist prevented flying. P/O Garland was posted to 263 Squadron from 92 Squadron for engineer duties.	
	26/3/41			
	27/3/41		One patrol of two aircraft was flown.	
	28/3/41		One interception patrol was carried out. Between 1650 and 1955 a continuous patrol was kept up over the convoy "Skipper" off Land's End.	
	29/3/41		Four interception patrols and two Convoy patrols were flown.	
	30/3/41		Three Convoy patrols and five interception patrols were flown.	
	31/3/41		Two Convoy patrols and two interception patrols were carried out.	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From 0001 hrs 1/3/41 to 1010 hrs 3/3/41

By 263 Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>		<u>1st March 1941.</u>				
P.6993	F/Lt Crooks.		09:05	10:35	The two aircraft were on patrol.	
P.6991	P/O Tooth.	Patrol.	09:05	10:35		
P.6989	P/O Thornton-Brown	Interception	10:50	11:55	When on patrol South of Land's End a JU.88 was sighted 20 miles	
P.6996	P/O Kitchener.	Patrol.	10:50	11:55	ahead. A long chase took place as a result of which the enemy aircraft was damaged.	
P.6996	S/Ldr Donaldson.		13:45	14:55		
P.6989	F/Lt Crooks.	Patrol	13:45	14:55	The two aircraft were on patrol.	
P.6988	P/O Ferdinand.	Interception	14:15	14:40	The two aircraft were ordered to intercept an enemy raider south	
P.6994	P/O Milligan.	Patrol	14:15	14:40	of the Lizard, but no contact was made.	
P.6991	P/O Stein.	Patrol	16:05	16:55	The two aircraft were on patrol.	
P.6973	Sgt. Mason.		16:05	16:55		
P.6994	F/Lt Crooks	Patrol	17:25	17:45	F/Lt Crooks was on patrol.	
P.6994	P/O Kitchener.	Interception	18:50	19:15	The two aircraft were sent between Land's End and the Scillies to	
P.6973	Sgt Mason.	Patrol.	18:50	19:15	intercept a raider, but no interception resulted.	

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>		<u>2nd March 1941.</u>				
P.6991	F/Lt Crooks.		10:00	11:45	During the day, a continuous patrol was maintained by 263, 234, and 247 Squadron over a battleship which was coming in a damaged condition from the Scillies to Plymouth.	
P.6983	P/O Kitchener.	Convoy	10:00	11:45		
P.6982	P/O Thornton-Brown	Patrol	10:00	11:45		
P.6989	P/O Stein.		10:00	11:45		
P.6990	P/O Tooth.		10:00	11:45		
P.6985	Sgt Mason.		10:00	11:45		
P.6991	F/Lt Crooks.		13:45	15:20		
P.6983	F/O Hughes.		13:45	15:30		
P.6990	Sgt King	Convoy	13:45	15:25		
P.6988	P/O Stein	Patrol	13:45	15:20		
P.6985	Sgt Mason.		13:45	15:30		
P.6982	Sgt Rudland			15:25		
P.6991	F/Lt Crooks.		17:20	19:05		
P.6982	Sgt Rudland	Convoy	17:20	19:05		
P.6986	Sgt King	Patrol	17:20	19:05		
P.6996	P/O Kitchener.		17:20	19:05		
P.6985	P/O Thornton-Brown		17:20	19:05		
P.6983	F/O Hughes.		17:20	19:05		

		<u>3rd March 1941.</u>				
P.6990	P/O Stein	Interception	09:30	10:10	The raid which these aircraft were detailed to intercept went West of the Scillies and no interception resulted.	
P.6988	Sgt Mason	Patrol	09:30	10:10		

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From 1010 hrs 3/3/41 to hrs / /

By 263 Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>						
P.6996	F/O Hughes	Interception	10:50	11:50	The raid faded 60 miles out to sea.	
P.6994	Sgt King	Patrol.	10:50	11:50		
P.6986	F/O Hughes	Interception	16:55	17:45	A thorough search was made for a bandit between the Scillies and Lundy Island, but without success.	
P.6985	P/O Tooth	Patrol	16:55	17:45		
P.6991	P/O Stein.	Interception	17:40	18:45	The raid was intercepted and identified as a Blenheim.	
P.6988	Sgt Mason	Patrol	17:40	18:45		
		<u>4th March 1941.</u>				
P6996	P/O Milligan	Interception	09:45	10:40	The aircraft were on patrol over Land's End. There was cloud to 9000 feet and nothing was seen.	
P.6982	Sgt King	Patrol	09:45	10:40		
P.6996	P/O Milligan	Interception	11:50	12:50	The raid was not intercepted, but was identified by the Observer Corps as a Blenheim.	
P.6982	Sgt King	Patrol	11:50	12:50		

		<u>5th March 1941.</u>				
P.6991	P/O Thornton-Brown	Interception	09:05	10:25	A JU,88 was intercepted south of the Scillies. P/O Thornton-Brown got lost in cloud while trying to get into position, but P/O Kitchener closed with the enemy and fired 240 rounds damaging the Port wing.	
P.6989	P/O Kitchener	Patrol	09:05	10:25		

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>						
P.6973	P/O Ferdinand.	Interception	11:15	12:00	The raid went West of the Scillies and was not intercepted.	
P.6993	P/O Milligan	Patrol	11:15	12:00		
		<u>6th March 1941.</u>				
P.6994	F/O Howe	Interception	10:00	10:50)	
		Patrol			) All three patrols were in search of a raider which spent a long	
P.6996	P/O Stein.	Interception	09:05	10:20	) time cruising between the Scillies and Land's End. A twin	
P.7000	S/Ldr Donaldson.	Patrol	09:05	10:20	) engined aircraft was seen at 25000 feet but it was not	
					) possible to intercept it.	
P.6990	Sgt King	Interception	10:30	11:25)	
P.6993	P/O Thornton-Brown	Patrol	10:30	11:25)	
P.6993	P/O Thornton-Brown	Interception	12:15	13:15	This raid eventually proved to be a Hudson.	
P.6986	Sgt King	Patrol	12:15	13:15		
P.6994	P/O Milligan	Interception	13:20	13:35	P/O Milligan was only just on patrol when the raid was	
		Patrol			identified as a Beaufort.	
		<u>7th March 1941.</u>				
P.6996	P/O Stein		09:00	09:57	The section was on patrol.	
P.7000	Sgt Mason.		09:00	09:57		
P.6993	P/O Thornton-Brown		10:10	10:35	The section was on patrol in the vicinity of the Lizard.	
P.6986	P/O Milligan		10:10	10:35		

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From 0001 hrs 8/3/41 to 2359 hrs 12/3/41

By 263 Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>		<u>8th March.</u>				
P.6990	P/O Kitchener	Patrol	09:45	10:25	P/O Kitchener was on patrol in the vicinity of Land's End in search of a raider doing a shipping reconnaissance.	
P.6996	P/O Milligan		13:25	14:50	The section was detailed to intercept Raid 131. Weather was bad and nothing was seen.	
P.6991	P/O Ferdinand		13:25	14:50		
P.6996	P/O Milligan		12:15	12:50	Another E/A on shipping reconnaissance came near the Lizard but no interception was made.	
P.6991	P/O Ferdinand		12:15	12:50		
P.6990	P/O Stein		17:05	18:00	P/O Stein was ordered to intercept Raid 146. This proved to be a P. R. U. Spitfire.	

		<u>9th March.</u>				
P.6981	Sgt Mason		08:00	08:30	The section was detailed to raid 105 which passed 15 miles South of the Scillies.	
P.6996	Sgt Rudland		08:00	08:30		
P.7000	P/O Stein		08:45	09:30	The section was on patrol between Land's End and Falmouth.	
P.6985	F/O Howe		08:45	09:30		
P.6993	F/O Hughes		09:40	10:00	Raid 108 was intercepted off Newquay and identified as a Hudson.	
P.6988	P/O Tooth		09:40	10:00		
P.7000	P/O Stein		10:00	10:55	The section was on patrol between Land's End and the Scillies.	
P.6983	F/O Howe		10:00	10:55		

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>						
P.6988	P/O Milligan		13:55	14:40	The section was put on patrol in connection with Raid 120 which approached Falmouth Bay. No interception.	
P.6993	Sgt Jowitt		13:55	14:40		
P.6981	Sgt Mason		11:00	11:30	Sgt Mason was on patrol over the Lizard.	
P.6988	P/O Milligan		17:10	18:15)	
P.6993	P/O Stein		17:10	18:15)	
					) Cover was given to four warships approaching Plymouth.	
P.6988	P/O Thornton-Brown		17:45	18:05)	
P.6985	Sgt King		17:45	18:05)	
		<u>11th March.</u>				
P.6987	F/Lt Crooks		14:30	14:40	F/Lt Crooks patrolled Lizard Point.	
P.6985	P/O Kitchener		15:55	16:40	P/O Kitchener was detailed to Raid 105 which past west of the Scillies.	
P.6985	P/O Kitchener		16:40	17:35	P/O Kitchener was on patrol South of the Lizard when he sighted a JU.88. He damaged it but was hit in both engines by fire from the rear gunner and crashed on landing sustaining serious injuries.	
		<u>12th March.</u>				
P.6988	Sgt Rudland		14:30	15:35	The section was detailed to Raid x131 which was in the vicinity of Convoy "Ounce". It was not intercepted.	
P.6983	Sgt King		14:30	15:35		
P.6996	P/O Milligan		13:29	15:00)	
P.6993	Sgt Rudland		13:29	15:00	) A patrol was maintained over Convoy "Ounce" merchant ships approaching Falmouth.	
P.6988	P/O Ferdinand.		14:45	16:30)	
P.6991	Sgt King		14:45	16:30)	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From 0001 hrs 13/3/41 to 1410 hrs 20/3/41

By 263 Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>		<u>13th March</u>				
P.6990	Sgt Rudland		10:35	11:15	Sgt Rudland investigated three doubtful raids. Two proved to be friendly coastal	
P.6990	Sgt Rudland		13:05	13:20	Sgt Rudland was orderd on patrol but was shortly afterwards recalled.	
P.6986	P/O Stein		16:35	17:00	The section was detailed to Raid 122 which, however, turned away	
P.7000	P/O Thornton-Brown		16:35	17:00	South of Eddystone Rocks.	
		<u>14th March</u>				
P.6988	P/O Thornton-Brown		08:40	09:40	The section was on patrol over Lizard Point.	
P.6973	Sgt Mason		08:40	09:40		
P.6989	P/O Stein		09:40	10:25	The section was ordered to Raid 111. This was JU.88 and passed over	
P.6979	Sgt Jowitt		09:40	10:25	St.Eval at 0950. It was not, however, intercepted.	
P.6994	F/O Hughes		17:26	18:33	Convoy patrol off Falmouth.	
P.6987	Sgt Waddington		17:26	18:33		
P.6988	P/O Thornton-Brown		18:05	19:16	Convoy patrol. Returning from this patrol P/O Thornton-Brown	
P.6973	Sgt Mason		18:05	19:16	crashed and sustained serious injuries.	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From 1425 hrs 20/3/41 to 1855 hrs 28/3/41

By 263 Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>						
P.6989	P/O Stein		14:05	15:35	The section investigated a raid plotted 25 miles N.W. of Land's	
P.6986	P/O Tooth		14:05	15:35	End.	
P.6989	P/O Stein		16:40	17:30	The section was on patrol.	
P.7000	P/O Tooth		16:40	17:30		
P.6995	F/O Hughes		17:30	18:35	The section was detailed to a raid plotted S.W. of Plymouth. It	
P.6990 S	S/Ldr Donaldson		17:30	18:35	was intercepted a found to be a Blenheim.	
P		<u>21st March</u>				
P.7000	P/O Tooth		11:30	12:30	The section investigated a doubtful raid, but no interception was	
P.6995	F/O Hughes		11:30	12:30	made.	
P.6998	Sgt Mason		12:30	13:30	Sgt Mason was on patrol over base.	
		<u>23rd March</u>				
P.7000	F/Lt Crooks		07:20	07:45	The section was on patrol over Convoy " Sapper "	
P.6989	P/O Tooth		07:20	07:45		
P.6995	Sgt Rudland		09:00	10:05	The section investigated a raid off the Lizard but saw nothing.	
P.7002	Sgt King		09:00	10:05		

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>						
P.6986	P/O Tooth		09:25	10:40	The section was on patrol over Convoy " Sapper".	
P.7000	F/Lt Crooks		09:25	10:40		
P.6998	F/O Howe		17:55	18:40	The section was detailed to investigate a raid which passed	
P.6989	Sgt Mason		17:55	18:40	between Land's End and the Scillies.	
P.7002	P/O Stein		19:20	20:40	The section was detailed to investigate a doubtful raid which	
P.6986	Sgt Jowitt		19:20	20:40	later proved to be a coastal Blenheim.	
		<u>27th March</u>				
P.6995	P/O Stein		17:45	18:15	The section was detailed to investigate a raid plotted North of	
P.6990	Sgt Rudland		17:45	18:15	St Just but saw nothing.	
		<u>28th March</u>				
P.6989	P/O Stein		08:50	10:00	The section was detailed to a raid which crossed the land from	
P.6995	Sgt Rudland		08:50	10:00	Plymouth to St. Agnes Head	
P.7004	Sgt Rudland		16:40	17:45)	
P.6995	P/O Tooth		16:40	17:45)	
)	
P.6988	Sgt Mason		17:40	18:55	) A continuous patrol was maintained over Convoy "Skipper"	
P.6990	Sgt King		17:40	18:55	) going East from Land's End.	
)	
P.7004	Sgt Rudland		18:35	18:55)	
P.6989	P/O Tooth		18:35	18:55)	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From 1855 hrs 28/3/41 to hrs / /

By 263 Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>						
P.7004	Sgt Rudland		19:10	19:45	Over Convoy "Skipper".	
P.6989	P/O Tooth		19:10	19:45		
		<u>29th March</u>				
P.6996	Sgt Rudland		12:05	13:25	The section was detailed to Raid 133 plotted North of Trevoise Head.	
P.6989	P/O Tooth		12:05	13:25		
P.6990	P/O Ferdinand		12:50	13:40	The section was detailed to a raid near St.Ives. This proved to be	
P.6995	Sgt King		12:50	13:40	two other Whirlwinds.	
P.6989	P/O Tooth		13:50	15:10	The section was on patrol over Convoy "Occasion".	
P.6996	P/O Milligan		13:50	15:10		
P.6990	P/O Stein		15:50	16:30	The section was detailed to a raid plotted S. W. of the Scillies.	
P.6995	Sgt Jowitt		15:50	16:30		
P.6996	P/O Milligan		17:40	19:00	The section was detailed to a raid off the Lizard. This proved to	
P.6998	Sgt Mason		17:40	19:00	be a coastal Blenheim.	
P.6995	Sgt Jowitt		19:05	20:10	On patrol over Convoy "Robin" off the Lizard.	
P.7000	P/O Ferdinand		19:05	20:10		

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>		<u>30th March</u>				
P.7004	P/O Milligan		07:05	08:15	A patrol was maintained over Convoy "Review" off Hartland Point.	
P.6998	Sgt Mason		07:05	08:15		
P.6998	Sgt Mason		09:10	10:05	The section was detailed to a raid approaching Fowey from the S. E.	
P.7004	P/O Milligan		09:10	10:05		
P.6990	P/O Ferdinand		10:20	11:25	The section was detailed to three raids off the coast, but saw	
P.6989	Sgt Jowitt		10:20	11:25	nothing.	
P.6995	P/O Stein		13:05	13:35	The section investigated two doubtful raids which later proved to	
P.7004	F/Lt Crooks		13:05	13:35	be coastal aircraft.	
P.6972	Sgt Rudland		14:55	15:55	The section was detailed to two raids plotted about 60 miles	
P.6989	P/O Stein		14:55	15:55	South of the base.	
P.7000	S/Ldr Donaldson		18:05	19:30	Over Convoy "Robin"	
P.7004	F/Lt Crooks		18:05	19:30		
P.6989	P/O Stein		19:00	20:15	Over Convoy "Robin"	
P.6999	Sgt Rudland		19:00	20:15		
		<u>31st March</u>				
P.7004	F/Lt Crooks		06:20	07:50	Over Convoy "Robin"	
P.7000	S/Ldr Donaldson		06:20	07:50		
P.6990	P/O Stein		07:20	08:30	Over Convoy "Robin"	
P.6995	Sgt Rudland		07:20	08:30		

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From hrs / / to hrs / /

By 263 Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>						
P.7002	S/Ldr Donaldson		08:50	09:45	The section was detailed to a raid 145 (probably and HE.111) which dropped bombs in Falmouth Bay but saw nothing.	
P.7004	F/Lt Crooks		08:50	09:45		
P.7000	P/O Stein		11:45	12:30	The section was detailed to a doubtful raid plotted off Fowey, Probably a P.R.U. machine.	
P.6995	Sgt Rudland		11:45	12:30		

OPERATIONS RECORD BOOK

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.

Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
<u>April. 1941.</u>			April has been marked by a succession of tragedies. On the 1 st Flight Lieutenant Crooks D.F.C. was killed. He was in company with the Squadron Leader Donaldson near the Lizard when a Do.215 was sighted. Squadron Leader Donaldson engaged and damaged it. Flight Lieutenant Crooks crashed in flames and was killed. XXXXXXXX he was shot down by the Dornier but Squadron Leader Donaldson did not see him after giving the "tally ho". and nobody knows what really happened.	<i>From eye-witness accounts in appears</i>
			On the 20 th Flying Officer Howe was killed as the result of an accident whilst on a visit to Wittering aerodrome and on the 30 th Pilot Officer Milligan was killed as the result of and accident at Aldermaston. They were all three experienced pilots and their loss is very keenly felt.	<i>that</i>
			There were three encounters with the enemy during the month, on the 1 st , the 6 th and the 7 th , but unfortunately no confirmed victory could be claimed.	
			On the 10 th we left Portreath and moved to Filton where the Squadron was <i>officially</i> formed <i>in 1939</i> . Since then the operational flying has been limited, to all intents and purposes, to Convoy patrols in the Bristol Channel.	

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Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
	April.			
Portreath	1/4/41	1900	One interception patrol was carried out. Squadron Leader Donaldson and Flt/Lt Crooks intercepted a Do.215 north of the Lizard. Squadron Leader Donaldson attacked from the starboard quarter, firing a short burst at 250 yards and a further burst at 100/50 yards. Pieces flew off the E/A and black and white smoke came from both engines; it then did a half roll and dived into cloud. It was not seen again. F/Lt Crooks crashed in flames near Helston and was killed. The reason for this crash is not known, but it is assumed <i>From the accounts of people on the ground who witnessed the combat it appears</i> that he was shot down by the Dornier. He was not seen by Squadron Leader Donaldson after he gave the "tally ho".	A and G
			Sergeant Pilots Holmes and Blackshaw were posted from 501 to 263 Squadron.	
	2/4/41		Three interception patrols, each of two aircraft, were flown during the day	A
	3/4/41		Twelve patrols, each of two aircraft, were flown for the protection of shipping In the evening petrol supplies ran out and machines had to be refuelled at St.Eval.	A and B.
	4/4/41		Seven patrols, each of two aircraft, were flown for the protection of shipping.	B.
	5/4/41		Seven patrols were flown for the protection of shipping. Of these two were ordered to intercept convoy raids. Flight Lieutenant Crooks was buried this afternoon at Illoggan Church with full military honours.	B. B.
	6/4/41		Five Convoy patrols and two interception patrols were carried out. At 1305 F/O Howe and Pilot Officer Tooth intercepted 2 H.E.111 about 15 miles South East of the Lizard. They engaged the enemy which went down to about 5 feet off the water. Although their shells were seen to strike the E/A, and the rear gunner of one of them was probably killed, there was no evidence of the machines being materially damaged, and they were last seen heading for home.	C and H.

Place	Date	Time	Summary of Events	References to Appendices
Portreath	6/4/41		P/O Lintern and Sgt Sainsbury were ordered to report at Uxbridge by 1800 hrs Non possunt.	
	7/4/41		Five Convoy patrols were flown. At 0825, while on patrol over Convoy "Sapper" south of Falmouth, P/O Ferdinand and Sgt King engaged a JU.88. Possibly, the rear gunner was killed, but E/A escaped into cloud.	C and J.
	8/4/41		Two interception patrols and two shipping patrols were flown.	C and D.
	9/4/41		The air party of 10 Whirlwinds flew to Filton. F/O Hadley was posted from 263 Squadron to Exeter for duty as adjutant.	
Filton	10/4/41		The main party arrived at Filton.	
	11/4/41		Training	
	12/4/41		Training	
	13/4/41		Training	
	14/4/41		Training	
	15/4/41		Two convoy patrols in the Bristol Channel were carried out.	D.
	16/4/41		No operational flying.	
	17/4/41		Eight Convoy patrols and two other patrols were carried out.	D.
	18/4/41		No operational flying.	

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Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Filton.	19/4/41		No operational flying.	
	20/4/41		Five Convoy patrols were carried out in the Bristol Channel.	
			Flying Officer Howe was killed this afternoon as a result of an accident at Wittering aerodrome.	E.
	21/4/41		Five Convoy patrols and one interception patrol were carried out.	E.
	22/4/41		No operational flying.	
	23/4/41		One patrol was flown.	E.
	24/4/41		No operational flying. Flying Officer Howe was buried this afternoon. Squadron Leader Donaldson and Flight Lieutenant Pugh attended funeral.	
	25/4/41		Eleven Convoy patrols were carried out during the day.	E.
	26/4/41		No operational flying. Pilot Officer Lintern was posted from 263 Squadron to 504 Squadron.	
	27/4/41		Six Convoy patrols were carried out	F.
	28/4/41		No operational flying.	
	29/4/41		Seven convoy patrols and two interception patrols were flown.	F.
	30/4/41		No operational flying.	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From hrs 1 / 4 / 41 to hrs 3 / 4 / 41

By 263 Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>		<u>1st April.</u>				
P.6998	Sqd/Ldr Donaldson	Patrol.	18:35	19:15	A Do.215 was intercepted North of the Lizard. S/Ldr Donaldson attacked and damaged it. F/LT Crooks crashed in flames near Helston and was killed. It is assumed <i>appears</i> that he was shot down by the Dornier, but S/Ldr Donaldson did not see him after giving the "tally ho".	Appendix G.
P.6989	F/Lt Crooks		18:35	-		
		<u>2nd April.</u>				
P.6998	P/O Ferdinand	Patrol.	07:50	08:20	The section was on patrol in connection with Raid 140, later identified as a P.R.U. machine.	
P.7002	P/O Stein		07:50	08:20		
P.6998	P/O Ferdinand	Patrol.	09:00	10:20	The section was detailed to intercept Raid 143, which however, faded south of the Lizard.	
P.7002	P/O Stein		09:00	10:20		
P.6996	Sgt Jowitt	Patrol.	15:40	16:20	The section was on patrol in the vicinity of the Scillies in connection with Raid 148, but saw nothing.	
P.6995	Sgt Mason		15:40	16:20		
		<u>3rd April.</u>				
P.6996	Sgt Mason		06:40	08:05	Convoy Patrol off North Cornish Coast.	
P.7007	Sgt Jowitt		06:40	08:05		
P.6999	F/O Hughes		07:45	08:55	Convoy patrol.	
P.7004	P/O Ferdinand		07:45	08:55		

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>						
P.7007	Sgt Jowitt.		08:45	10:10	Convoy patrol.	
P.6996	Sgt Mason.					
P.6999	F/O Hughes.		09:45	11:15	Convoy patrol.	
P.7004	P/O Ferdinand.		09:45	11:15		
P.6995	S/Ldr Donaldson.		11:10	12:25	Convoy patrol.	
P.6990	Sgt Rudland.		11:10	12:25		
P.6999	F/O Hughes.		12:00	13:30	Convoy patrol.	
p.7004	P/O Ferdinand.		12:00	13:30		
P.7002	P/O Stein.		13:25	14:45	Convoy patrol.	
P.7007	Sgt Rudland.		13:25	14:45		
P.6999	P/O Milligan.		14:25	16:05	Convoy patrol.	
P.7004	F/O Howe.		14:25	16:05		
P.7007	Sgt Rudland.		15:40	17:15	Convoy patrol.	
P.7002	P/O Stein.		15:40	17:15		
P.6845	F/O Howe.		17:20	17:55	Convoy patrol.	
P.7004	P/O Tooth.		17:20	17:55		
P.7002	P/O Stein.		18:10	19:45	Convoy patrol.	
P.7007	Sgt Rudland.		18:10	19:45		

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From hrs 3 / 4 / 41 to hrs 5 / 4 / 41

By No.263 Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>						
P.6845	F/O Howe.		18:55	20:00	Convoy patrol.	
P.7004	P/O Tooth.		18:55	20:00		
		<u>4th April.</u>				
P.6999	P/O Stein.		07:20	08:55	Convoy patrol.	
P.6995	Sgt Rudland		07:20	08:55		
P.6990	F/O Howe		08:20	09:50	Convoy patrol.	
P.6996	P/O Tooth.		08:20	09:50		
P.6999	P/O Stein		10:15	11:55	Convoy patrol.	
P.6995	Sgt Rudland		10:15	11:55		
P.6990	F/O Howe		12:25	13:10	Convoy patrol.	
P.6996	P/O G. Tooth.		12:25	13:10		
P.7002	P/O Milligan		15:45	17:45	Convoy patrol.	
P.6982	Sgt Jowitt		15:45	17:45		
P.6995	P/O Ferdinand		16:55	18:30	Convoy patrol.	
P.6945	Sgt King		16:55	18:30		

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>						
P.7007	Sgt Jowitt		18:55	20:05	Convoy patrol.	
P.6999	P/O Ferdinand		18:55	20:05		
		<u>5th April.</u>				
P.7004	S/Ldr Donaldson.		06:20	07:50	The section was on patrol in the Falmouth Estuary.	
P.6999	P/O Ferdinand		06:20	07:50		
P.7004	S/Ldr Donaldson.		08:55	09:55	The section was detailed to a raid flying S.W. of the Scillies,	
P.6999	P/O Ferdinand		08:55	09:55	but no contact was made.	
P.7004	S/Ldr Donaldson.		11:20	12:05	The section was on patrol over Land's End.	
P.6999	P/O Ferdinand		11:20	12:05		
P.7007	P/O Stein.		13:05	14:05	A sweep 20 miles out to sea from Land's End was made, but nothing	
P.6995	Sgt Jowit		13:05	14:05	was seen.	
P.6996	F/O Howe.		14:10	15:25	The section patrolled Land's End.	
P.6999	P/O Tooth.		14:10	15:25		
P.7007	F/O Hughes		16:05	17:15	The section was detailed to patrol the Lizard and then to Raid 120	
P.6995	P/O Stein		16:05	17:15	which was flying West from Start Point. No contact was made with the enemy	
P.6995	F/Lt Pugh.		18:45	19:45	The section patrolled the Falmouth approaches	
P.7002	F/O Howe.		18:45	19:45		

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From hrs 6 / 4 / 41 to hrs 8 / 4 / 41

By No. 263 Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>		<u>6th April</u>				
P.7004	F/Lt Pugh.		07:00	08:25	Convoy patrol.	
P.7002	F/O Howe.		07:00	08:25		
P.6996	F/O Hughes.		07:55	09:40	Convoy patrol.	
P.6999	P/O Tooth.		07:55	09:40		
P.7004	F/Lt Pugh		09:15	11:00	Convoy patrol.	
P.7002	F/O Howe		09:15	11:00		
P.6996	F/O Hughes.		10:40	11:20	Convoy patrol.	
P.6974	P/O Tooth.		10:40	11:20		
P.7004	P/O Tooth.		12:30	13:30	The section was ordered to intercept Raid 118. When 15 miles South of the Lizard, two He.111's were seen at a height of 400 feet. They were attacked and the rear gunner of one of them probably killed, but they got away.	Appendix H.
P7002	F/O Howe		12:30	13:30		
P.6995	P/O Milligan		15:30	17:00	Convoy patrol.	
P.6999	Sgt Rudland		15:30	17:00		
P.7004	P/O Ferdinand		18:45	19:30	The section was detailed to Raid 111 which eventually landed at St. Eval and proved to be a Beaufort.	
P.6970	Sgt King		18:45	19:30		

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>		<u>7th April</u>				
P.6996	P/O Ferdinand		07:30	09:00	While on a patrol over a Convoy 5 miles South of Falmouth a JU,88 was seen attacking a ship. It was attacked and the rear gunner silenced. It escaped, however, as Sgt King's guns would not fire.	Appendix J.
P.6970	Sgt King		07:30	09:00		
P.7002	P/O Milligan		10:20	12:00	Convoy Patrol.	
P.6999	Sgt Rudland		10:20	12:00		
P.6999	S/Ldr Donaldson		15:10	16:15	Convoy Patrol.	
P.6990	Sgt Jowitt		15:10	16:15		
P.6996	F/Lt Pugh		19:00	19:55	Convoy Patrol.	
P.7004	Sgt Jowitt		19:00	19:55		
P.7002	F/O Howe		19:50	20:10	Convoy Patrol.	
P.6982	P/O Tooth		19:50	20:10		
		<u>8th April</u>				
P.6999	Sgt Jowitt		06:35	08:10	The section patrolled the Falmouth approaches.	
P.7004	S/Ldr Donaldson		06:35	08:10		
P.7007	F/Lt Pugh		09:00	09:45	The section was detailed to Raid 113 which went West of the Scillies.	
P.6982	Sgt Jowitt		09:00	09:45		
P.6970	F/O Howe		09:15	10:05	The section patrolled the Falmouth approaches.	
P.7004	P/O Tooth		09:15	10:05		

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From hrs 8 / 4 / 41 to hrs 20 / 4 / 41

By No. 263 Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u> P.6970	P/O Stein.		10:50	12:30	P/O Stein was on patrol. He was detailed to Raid 105 which later identified as a Lysander.	
		<u>15th April</u>				
P.6999	F/O Howe		10:55	12:40	Convoy Patrol in the Bristol Channel.	
P.7004	P/O Tooth		10:55	12:40		
P.6982	F/Lt Pugh.		12:05	13:45	Convoy Patrol in the Bristol Channel.	
P.6992	P/O Ferdinand		12:05	13:45		
		<u>17th April.</u>				
P.7002	P/O Milligan		06:15	07:45	Convoy Patrol.	
P.6986	Sgt King		06:15	07:45		
P.7007	F/O Hughes		07:20	08:50	Convoy Patrol.	
P.6990	P/O Stein.		07:20	08:50		
P.7002	P/O Milligan		08:35	09:50	Convoy Patrol.	
P.6970	Sgt King		08:35	09:50		
P.6990	F/Lt Pugh		09:20	10:25	Convoy Patrol.	
P.6981	P/O Ferdinand		09:20	10:25		

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>						
P.6994	F/O Howe		09:35	10:45	Convoy Patrol.	
P.6982	Sgt Mason		09:35	10:45		
P.7007	F/O Hughes		10:10	11:45	Convoy Patrol.	
P.6990	Sgt Jowitt		10:10	11:45		
P.7001	S/Ldr Donaldson.		11:05	12:35	Convoy Patrol.	
P.7004	P/O Tooth		11:05	12:35		
P.6986	P/O Milligan		12:15	13:40	Convoy Patrol.	
P.6970	Sgt King		12:15	13:40		
P.6994	F/Lt Pugh		12:45	13:00	The section was detailed to a raid but as almost immediately	
P.6995	P/O Ferdinand		12:45	13:00	recalled.	
P.6995	P/O Ferdinand		18:45	19:20	The section was on patrol.	
P.6981	P/O Tooth		18:45	19:20		
		<u>20th April</u>				
P.6996	P/O Milligan		13:35	15:00	Convoy Patrol.	
P.6970	Sgt King		13:35	15:00		
P.7001	S/Ldr Donaldson		14:30	15:55	Convoy Patrol.	
P.6982	P/O Tooth		14:30	15:55		
P.6995	F/Lt Pugh		14:30	16:05	Convoy Patrol.	
P.6994	P/O Ferdinand		14:30	16:05		

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From hrs 20 / 4 / 41 to hrs 27 / 4 / 41

By No. 263 Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>						
P.7007	F/O Hughes		15:20	16:35	Convoy Patrol.	
P.7002	Sgt Jowitt		15:20	16:35		
P.6996	P/O Milligan		15:40	17:00	Convoy Patrol.	
P.6986	Sgt King		15:40	17:00		
		<u>21st April</u>				
P.7001	S/Ldr Donaldson		06:55	08:25	Convoy Patrol.	
P.7004	P/O Tooth		06:55	08:25		
P.6995	F/Lt Pugh		07:55	09:35	Convoy Patrol.	
P.6994	P/O Ferdinand		07:55	09:35		
P.7007	F/O Hughes		09:05	10:35	Convoy Patrol.	
P.7006	P/O Milligan		09:05	10:35		
P.7001	S/Ldr Donaldson		10:10	11:35	Convoy Patrol.	
P.7004	P/O Tooth		10:10	11:35		
P.6995	F/Lt Pugh		11:00	12:35	Convoy Patrol.	
P.6982	P/O Ferdinand		11:00	12:35		

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>						
P.7006	P/O Milligan		13:55	14:30	The section was on patrol.	
P.7002	Sgt King		13:55	14:30		
		<u>23rd April.</u>				
P.7002	Sgt Rudland		07:50	08:30	The section was on patrol.	
P.6986	Sgt King					
		<u>25th April.</u>				
P.6994	P/O Ferdinand		12:15	13:45	Convoy Patrol.	
P.7004	P/O Tooth		12:15	13:45		
P.7007	F/O Hughes		13:10	14:45	Convoy Patrol.	
P.6990	Sgt Jowitt		13:10	14:45		
P.7003	Sgt Rudland		14:15	15:45	Convoy Patrol.	
P.6971	Sgt King		14:15	15:45		
P.6994	P/O Ferdinand		15:15	16:50	Convoy Patrol.	
P.6995	P/O Tooth		15:15	16:50		
P.7006	P/O Milligan		16:20	17:20	Convoy Patrol.	
P.6970	Sgt Blackshaw		16:20	17:20		
		<u>27th April.</u>				
P.6982	F/Lt Pugh		14:25	15:30	Convoy Patrol.	
P.6981	Sgt Holmes		14:25	15:30		

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From hrs 27 / 4 / 41 to hrs / /

By No. 263 Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>						
P.7001	S/Ldr Donaldson.		14:25	15:40	Convoy Patrol.	
P.6994	P/O Tooth.		14:25	15:40		
P.6982	F/Lt Pugh		16:15	17:50	Convoy Patrol.	
P.6999	Sgt Holmes.		16:15	17:50		
P.6995	S/Ldr Donaldson		17:15	18:55	Convoy Patrol.	
P.6994	P/O Tooth		17:15	18:55		
P.7001	P/O Ferdinand		17:15	18:55	Convoy Patrol.	
P.7009	Sgt Mason		17:15	18:55		
P.6995	S/Ldr Donaldson.		19:30	20:30	Convoy Patrol.	
P.6999	P/O Tooth.		19:30	20:30		
		<u>29th April</u>				
P.6994	P/O Ferdinand		07:45	09:15	Convoy Patrol.	
P.6981	P/O Tooth		07:45	09:15		
P.6999	F/Lt Pugh		08:50	10:05	Convoy Patrol.	
P.7009	Sgt Mason		08:50	10:05		

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
<u>Whirlwind</u>						
P.6994	P/O Ferdinand		09:45	11:20	Convoy Patrol.	
P.7001	P/O Tooth		09:45	11:20		
P.6999	F/Lt Pugh		10:50	12:25	Convoy Patrol.	
P.7009	Sgt Holmes		10:50	12:25		
P.7001	S/Ldr Donaldson		11:45	13:25	Convoy Patrol.	
P.6994	P/O Ferdinand		11:45	13:25		
P.7007	F/O Hughes		12:50	13:15	The section was on patrol, but no contact was made with the enemy.	
P.7006	P/O Stein		12:50	13:15		
P.7007	F/O Hughes		14:00	14:50	The section was on patrol.	
P.6971	Sgt Jowitt		14:00	14:50		
P.7008	P/O Milligan		17:35	18:55	Convoy Patrol.	
P.6990	Sgt King		17:35	18:55		
P.7003	P/O Stein		18:15	19:40	Convoy Patrol.	
P.6970	Sgt Rudland		18:15	19:40		

OPERATIONS RECORD BOOK

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.

Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
May 1941.			During May the Squadron has continued at Filton. Eighty-One convoy patrols, involving 162 aircraft, have been flown for the protection of shipping in the Bristol Channel, and 22 other patrols, involving 48 aircraft have been carried out, making 210 sorties in all. No contact has been made with the enemy, however.	
Filton.			Sergeant Pilots Mason and Rudland have been granted commissions and P/O. Coghlan has come to the Squadron from No. 600 Squadron. We have also got four new Sergeant Pilots, Dimblebee, Albertini, Pascoe and Walker.	
			On the 19 th the station and squadron were honoured with a visit from Air Marshall Sir Sholto Douglas, Air Officer Commanding in Chief, Fighter Command.	
Filton.	1/5/41		No operational flying.	
			F/O Hughes was promoted to the rank of F/Lt. and is in command of "A" Flight.	
	2/5/41		Two Convoy Patrols were carried out in the evening.	A
	3/5/41		Six "interception" patrols and one Convoy patrol were carried out.	A
	4/5/41	0630.1315	A continuous patrol was maintained over a convoy in the Bristol Channel.	A
		1600.2200	A continuous patrol was maintained over a convoy in the Bristol Channel.	B
	5/5/41		One convoy patrol and one interception patrol were flown.	B
	6/5/41		Nine convoy patrols and one interception patrol were flown.	B & C
	7/5/41		No operational flying.	
	8/5/41		Nine convoy patrols and one interception patrol were flown	C
			Sgt D.W.Mason and Sgt C.P.Rudland were to-day granted commissions as Pilot Officers.	
	9/5/41		Four convoy patrols and one interception patrol were flown.	C & D

Place	Date	Time	Summary of Events	References to Appendices
Filton	10/5/41		Six convoy patrols and three interception patrols were flown.	D
	11/5/41		Two convoy patrols were flown during the day. In the evening it was reported that a considerable force of enemy aircraft had crossed the South Coast, and a Flight of six aircraft was put on patrol in the vicinity of the Bristol Channel as a precautionary measure.	D
		2030.2200		
	12/5/41		Two convoy patrols and one interception patrol were flown.	E
	13/5/41		Five convoy patrols were flown during the day. P/O N.J.Freeman was posted from No.563 O.T.U to 263 Squadron.	E
	14/5/41		Three convoy patrols were flown during the day.	E
	15/5/41		Sergeant Pilot Dimblebee was posted from 504 Squadron to 263 Squadron.	
	16/5/41		Five convoy patrols were flown. P/O H.St.J.Coghlan was posted from 600 Squadron to 263 Squadron.	E
	17/5/41		No operational flying. Sergeant Pilot A. Albetini and Sergeant Pilot Pascoe were posted to 263 Squadron.	
	18/5/41		One convoy patrol was carried out. Sergeant Pilot Walker was posted to 263 Squadron.	F
	19/5/41		No operational flying. The A.O.C. in C. Sir Sholto Douglas today visited the station and the squadron. Sergeant Pilots Skellon and Waddington were posted from 263 Squadron to Colerne.	
	20/5/41		No operational flying.	
	21/5/41		No operational flying.	
	22/5/41		Five convoy patrols and one interception patrol were flown.	F
	23/5/41		One convoy patrol was flown.	F
	24/5/41		Two convoy patrols were flown.	F
	25/5/41		No operational flying.	

OPERATIONS RECORD BOOK

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.

Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Filton.	26/5/41		Six convoy patrols and two interception patrols were carried out. Sergeant Pilot Wylde was posted from 66 Squadron to 263 Squadron.	F
	27/5/41		One patrol was flown during the day.	G
	28/5/41		Four convoy patrols and three interception patrols were flown.	G
	29/5/41		No operational flying. Pilot Officer N.J.Freeman was posted from 263 Squadron to 504 Squadron. Sergeant Pilot Wylde was posted from 263 Squadron to NO. 58 O.T.U. Grangemouth Sergeant Pilot Foden remustered as ACH/GD.	
	30/5/41		Two patrols were flown during the day.	G
	31/5/41		No operational flying.	

OPERATIONS RECORD BOOK

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DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of May, 1941

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
2/5/41	P7009	F/Lt. Pugh		18:50	20:10	Convoy patrol	
	P6999	Sgt. Holmes.		18:50	20:10	" "	
	P7003	P/O. Tooth		19:50	21:00	" "	
	P7004	Sgt. Tebbitt		19:50	21:00	" "	
3/5/41	P7004	P/O. Tooth		07:25	08:35	The section was on patrol in the vicinity of base.	
	P7009	Sgt. Mason		07:25	08:35		
	P6999	Sgt. Jowitt		07:30	08:30	The section was on patrol.	
	P6982	Sgt. Rudland		07:30	08:30		
	P7003	P/O. Tooth		11:00	11:20	The section was on patrol.	
	P6990	Sgt. King		11:00	11:20		
	P7007	F/Lt. Hughes		15:15	15:55	The section was on patrol.	
	P6971	Sgt. Blackshaw		15:15	15:55		
	P7003	P/O. Stein		11:00	11:20	The section was on patrol.	
	P6990	Sgt. King.		11:00	11:20		
	P7009	P/O. Stein		17:35	18:20	The section was on patrol.	
	P6996	Sgt. Tebbitt		17:35	18:20		
	P7006	Sgt. Rudland		19:10	20:45	Convoy patrol	
	P7004	Sgt. Jowitt		19:10	20:45		

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
4/5/41	P7007	F/Lt. Hughes		06:30	07:45	Convoy patrol	
	P6996	Sgt. Blackshaw		06:30	07:45		
	P7003	P/O. Stein		07:35	08:45	Convoy patrol	
	P6971	Sgt. Tebbitt		07:35	08:45		
	P7006	S/Ldr. Donaldson		08:25	10:00	Convoy patrol	
	P6991	Sgt. King		08:25	10:00		
	P6970	F/Lt. Hughes		09:25	10:55	Convoy patrol	
	P7003	Sgt. Blackshaw		09:25	10:55		
	P7004	P/O. Tooth		10:20	12:05	Convoy patrol	
	P7009	Sgt. Holmes		10:20	12:05		
	P7003	P/O. Stein		11:30	12:45	Convoy patrol	
	P6971	Sgt. Tebbitt		11:30	12:45		
	P7007	F/Lt. Hughes		12:55	13:15	Convoy patrol	
	P6970	Sgt. Blackshaw		12:55	13:15		
	P7006	Sgt. Rudland		16:00	17:30	Convoy patrol	
	P6990	Sgt. King		16:00	17:30		
	P7003	P/O. Tooth		16:50	18:25	Convoy patrol	
	P7009	Sgt. Mason		16:50	18:25		

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron
For the month of May, 1941

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
4/5/41	P6999	F/Lt. Pugh		17:45	19:15	Convoy patrol	
	P6979	Sgt. Holmes		17:45	19:15		
	P7007	S/Ld. Donaldson		19:00	20:00	Convoy patrol	
	P6971	F/Lt. Hughes		19:00	20:00		
	P6982	P/O. Tooth		19:05	20:25	Convoy patrol	
	P7003	Sgt. Mason		19:05	20:25		
	P6999	F/Lt. Pugh		20:00	21:40	Convoy patrol	
	P6979	Sgt. Holmes		20:00	21:40		
	P6994	Sgt. Rudland		21:00	22:00	Convoy patrol	
	P7005	Sgt. King		21:00	22:00		
5/5/41	P7003	Sgt. Rudland		12:55	13:20	Convoy patrol	
	P6996	Sgt. Jowitt		12:55	13:20		
	P6906	P/O. Stein		14:30	15:10	The section was on patrol	
	P6971	Sgt. Tebbitt		14:30	15:10		
6/5/41	P7006	S/Ld. Donaldson		06:40	07:15	The section also set out on convoy patrol but returned on account	
	P6990	Sgt. King.		06:40	07:15	of bad weather.	
	P7007	F/Lt. Hughes		07:50	08:15	The section also set out on convoy patrol but returned on account	
	P7002	Sgt. Blackshaw		07:50	08:15	of bad weather.	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
6/5/41	P7006	S/Ld. Donaldson		08:40	09:30	The section was on patrol.	
	P6990	Sgt. King		08:40	09:30		
	P7003	P/O. Stein		11:50	12:35	Convoy patrols	
	P6996	Sgt. Tebbitt		11:50	12:35		
	P6994	F/Lt. Pugh.		13:50	15:10	Convoy patrol	
	P6993	Sgt. Holmes.		13:50	15:10		
	P7007	F/Lt. Hughes		14:05	15:30	Convoy patrol	
	P6990	P/O. Stein		14:05	15:30		
	P6982	P/O. Tooth		15:00	16:30	Convoy patrol	
	P7005	Sgt. Tebbitt		15:00	16:30		
	P6994	F/Lt. Pugh		15:45	17:20	Convoy patrol	
	P6993	Sgt. Holmes		15:45	17:20		
	P6990	P/O. Stein		16:45	17:15	Convoy patrol	
	P6974	Sgt. Jowitt		16:45	17:15		
	P6982	F/Lt. Hughes		17:45	18:30	Convoy patrol	
	P7005	P/O. Tooth		17:45	18:30		
8/5/41	P6993	F/Lt. Pugh		08:40	09:10	The section was on patrol.	
	P7009	P/O. Ferdinand		08:40	09:10		

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron
For the month of May, 1941

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
8/5/41	P7001	F/Lt. Pugh		11:45	13:15	Convoy patrol	
	P6970	P/O. Ferdinand		11:45	13:15		
	P6983	P/O. Tooth		12:35	14:15	Convoy patrol	
	P6994	Sgt. Holmes		12:35	14:15		
	P7002	P/O. Rudland		13:30	14:50	Convoy patrol	
	P6990	Sgt. Tebbitt		13:30	14:50		
	P6996	F/Lt. Hughes		14:30	16:05	Convoy patrol	
	P7007	Sgt. Blackshaw		14:30	16:05		
	P7003	P/O. Mason		15:35	17:05	Convoy patrol	
	P6971	Sgt. Jowitt		15:35	17:05		
	P7002	P/O. Rudland		16:40	17:35	Convoy patrol	
	P6990	Sgt. Tebbitt		16:40	17:35		
	P6996	F/Lt. Hughes		19:10	20:40	Convoy patrol	
	P7006	Sgt. Blackshaw		19:10	20:40		
	P7003	P/O. Mason		20:10	21:30	Convoy patrol	
	P6970	Sgt. Jowitt		20:10	21:30		
	P6971	P/O. Rudland		21:00	22:00	Convoy patrol	
	P6990	Sgt. Tebbitt		21:00	22:00		

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
9/5/41	P7007	F/Lt. Hughes		10:25	11:55	Convoy patrol	
	P7006	Sgt. Blackshaw		10:25	11:55		
	P7003	P/O. Stein		11:25	12:55	Convoy patrol	
	P6970	Sgt. Tebbitt		11:25	12:55		
	P7002	P/O. Rudland		12:00	12:25	The section was on patrol	
	P6971	Sgt. King		12:00	12:25		
	P7007	F/Lt. Hughes		12:25	13:55	Convoy patrol	
	P7006	Sgt. Blackshaw		12:25	13:55		
	P6994	P/O. Ferdinand		13:25	14:05	Convoy patrol	
	P7009	P/O. Mason		13:25	14:05		
10/5/41	P6993	P/O. Tooth		10:30	11:40	Convoy patrol	
	P6994	P/O. Ferdinand		10:30	11:40		
	P6999	F/Lt. Pugh		11:05	12:45	Convoy patrol	
	P6983	Sgt. Tebbitt		11:05	12:45		
	P7009	P/O. Mason		12:00	13:00	The section was on patrol	
	P7005	Sgt. King		12:00	13:00		
	P6993	P/O. Tooth		12:05	13:55	Convoy patrol	
	P7001	P/O. Ferdinand		12:05	13:55		

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R.A.F.
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DETAIL OF WORK CARRIED OUT

By 263 Squadron
For the month of May, 1941

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
10/5/41	P7009	F/Lt. Pugh		13:30	14:00	The section was on patrol	
	P6999	P/O. Mason		13:30	14:00		
	P7007	F/Lt. Hughes		14:20	15:10	Convoy patrol	
	P6970	Sgt. Blackshaw		14:20	15:10		
	P7013	P/O. Stein		13:15	14:55	Convoy patrol	
	P7002	P/O. Rudland		13:15	14:55		
	P7002	P/O. Rudland		15:15	16:05	The section was on patrol	
	P6990	Sgt. King		15:15	16:05		
	P6982	F/Lt. Hughes		15:15	15:45	Convoy patrol	
	P6970	Sgt. Blackshaw		15:15	15:45		
11/5/41	P7001	S/Id. Donaldson		09:05	10:35	Convoy patrol	
	P6993	P/O. Tooth		09:05	10:35		
	P6999	F/Lt. Pugh		10:00	11:30	Convoy patrol	
	P6982	P/O. Mason		10:00	11:30		
	P6999	S/Id. Donaldson		20:30	22:00	The flight was on patrol in the vicinity of the Bristol Channel as a precautionary measure in connection with a fairly large enemy raid which crossed the coast near Portland.	
	P6983	F/Lt. Pugh		20:30	22:00		
	P6993	P/O. Ferdinand		20:30	22:00		
	P6982	P/O. Tooth		20:30	22:00		
	P7005	P/O. Mason		20:30	22:00		
	P7001	Sgt. Holmes		20:30	22:00		

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
12/5/41	P7007	F/Lt. Hughes		06:15	08:00	Convoy patrol	
	P6996	Sgt. Blackshaw		06:15	08:00		
	P7003	P/O. Stein		07:15	08:05	Convoy patrol	
	P6990	Sgt. Tebbitt		07:15	08:05		
	P7006	P/O. Rudland		11:05	12:20	The section was on patrol	
	P7013	Sgt. King		11:05	12:20		
13/5/41	P6999	F/Lt. Pugh		08:00	09:30	Convoy patrol	
	P6994	P/O. Ferdinand		08:00	09:30		
	P7007	F/Lt. Hughes		16:10	17:45	Convoy patrol	
	P6990	Sgt. Blackshaw		16:10	17:45		
	P7003	P/O. Stein		17:10	18:35	Convoy patrol	
	P7006	Sgt. King		17:10	18:35		
	P7113	P/O. Rudland		17:55	19:25	Convoy patrol	
	P6971	Sgt. Tebbitt		17:55	19:25		
	P7007	F/Lt. Hughes		18:50	20:20	Convoy patrol	
	P6970	Sgt. Blackshaw		18:50	20:20		
14/5/41	P7001	S/Ld. Donaldson		11:20	12:05	Convoy patrol	
	P6993	P/O. Tooth		11:20	12:05		

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DETAIL OF WORK CARRIED OUT

By 263 Squadron
For the month of May, 1941

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
14/5/41	P6994	P/O. Ferdinand		12:25	13:35	Convoy patrol	
	P7005	Sgt. Holmes		12:25	13:35		
	P7002	P/O. Rudland		13:10	13:30	Convoy patrol	
	P7006	Sgt. King		13:10	13:30		
16/5/41	P7002	P/O. Rudland		08:50	10:10	Convoy patrol	
	P7006	Sgt. King		08:50	10:10		
	P7007	F/Lt. Hughes		09:40	11:05	Convoy patrol	
	P7013	Sgt. Blackshaw		09:40	11:05		
	P7003	P/O. Stein		10:40	12:00	Convoy patrol	
	P6990	Sgt. Tebbitt		10:40	12:00		
	P7002	P/O. Mason		11:30	12:55	Convoy patrol	
	P7006	Sgt. King		11:30	12:55		
	P7007	F/Lt. Hughes		12:25	13:50	Convoy patrol	
	P7013	Sgt. Blackshaw		12:25	13:50		
18/5/41							
	P7003	P/O. Stein		14:10	14:40	Convoy patrol	
	P6990	Sgt. Tebbitt		14:10	14:40		
22/5/41	P7011	F/Lt. Pugh		08:10	09:30	Convoy patrol	
	P6993	Sgt. King		08:10	09:30		

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
22/5/41	P6994	P/O. Ferdinand		10:10	10:30	Convoy patrol	
	P7005	P/O. Coghlan		10:10	10:30		
	P7001	S/Ld. Donaldson		11:30	12:30	Convoy patrol	
	P6979	P/O. Rudland		11:30	12:30		
	P7001	S/Ld. Donaldson		14:40	15:10	Convoy patrol	
	P6974	P/O. Rudland		14:40	15:10		
	P7003	P/O. Stein		14:00	15:25	Convoy patrol	
	P6990	Sgt. Tebbitt		14:00	15:25		
	P7003	F/Lt. Hughes		18:55	19:15	The section was ordered on patrol but was almost immediately	
	P6996	Sgt. Blackshaw		18:55	19:15	recalled.	
23/5/41	P7001	S/Ld. Donaldson		14:00	15:15	Convoy patrol	
	P6993	P/O. Coghlan		14:00	15:15		
24/5/41	P7007	P/O. Rudland		09:25	10:35	Convoy patrol	
	P7003	Sgt. Jowitt		09:25	10:35		
	P6982	P/O. Mason		10:15	10:45	Convoy patrol	
	P6990	Sgt. Tebbitt		10:15	10:45		
26/5/41	P6993	P/O. Ferdinand		11:00	12:10	Convoy patrol	
	P6994	Sgt. King		11:00	12:10		

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R.A.F.
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DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of May, 1941

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
26/5/41	P7009	P/O. Mason		11:55	13:30	Convoy patrol	
	P6979	Sgt. Albertini		11:55	13:30		
	P7006	F/Lt. Hughes		13:05	14:35	Convoy patrol	
	P6996	Sgt. Blackshaw		13:05	14:35		
	P6990	P/O. Stein		14:05	14:45	The section was on patrol	
	P6970	Sgt. Tebbitt		14:05	14:45		
	P7009	F/Lt. Pugh		14:00	15:15	Convoy patrol	
	P7001	P/O. Garthwaite		14:00	15:15		
	P6994	P/O. Ferdinand		14:10	14:45	The section was on patrol over base.	
	P7005	Sgt. King		14:10	14:45		
	P7002	P/O. Stein		20:00	21:15	Convoy patrol	
	P7013	Sgt. Tebbitt		20:00	21:15		
	P7007	F/Lt. Hughes		21:00	22:15	Convoy patrol	
	P6990	Sgt. Albertini		21:00	22:15		
27/5/41	P7007	F/Lt. Hughes		11:05	12:00	The section was on patrol	
	P7013	Sgt. Jowitt		11:05	12:00		
28/5/41	P7002	P/O. Rudland		09:05	09:25	The section was on patrol	
	P7013	Sgt. Jowitt		09:05	09:25		

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
28/5/41	P6996	F/Lt. Hughes		09:15	10:35	Convoy patrol	
	P7003	P/O. Stein		09:15	10:35		
	P7002	P/O. Rudland		10:00	11:30	Convoy patrol	
	P7013	Sgt. Jowitt		10:00	11:30		
	P7006	Sgt. Blackshaw		10:55	12:25	Convoy patrol	
	P6990	Sgt. Jowitt		10:55	12:25		
	P7003	P/O. Stein		11:55	12:45	Convoy patrol	
	P6968	Sgt. King		11:55	12:45		
30/5/41	P6990	P/O. Stein		19:30	20:35	The section was on patrol	
	P7003	Sgt. King		19:30	20:35		
	P6996	P/O. Rudland		19:35	20:30	The section was on patrol	
	P7013	Sgt. Walker		19:35	20:30		

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.

Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Filton	June	1941	The Squadron has remained at Filton and during the month has carried out 67 convoy patrols,	
			involving 134 aircraft, for the protection of shipping in the Bristol Channel, and 7	
			interception patrols, involving 18 aircraft, making 152 sorties in all. In addition, on the	
			morning of the 14 th an attack was made on Querqueville aerodrome by S/Ldr Donaldson and P/O	
			Rudland, while F/LT. Pugh and P/O. Mason set out for Maupertus. The latter was unable to locate	
			their target owing to thick morning mist. All returned safely. A full report is contained in	
			apendices C. D. F. and G. As a result of accidents we have lost P/O. Ferdinand and Sgt. Pascoe,	
			who have been killed. Sgts. Long and Tebbitt have gone to 10 Group Flight, while F/Sgt. Pilot	
			Brackley, Sgt. Pilot Hunter and Sgt Pilot Buckwell have joined the Squadron. Apart from the	
			offensive action on the 14 th there has been no contact with the enemy.	

Place	Date	Time	Summary of Events	References to Appendices
Filton	1/6/41		Six convoy patrols and one interception were carried out.	A
	2/6/41		No operational flying. F/Sgt. Brackley was posted to 263 Squadron, from No.55 O.T.U.	
	3/6/41		Five convoy patrols were carried out.	A
	4/6/41		No operational flying	
	5/6/41		No operational flying	
	6/6/41		No operational flying	
	7/6/41		Seven convoy patrols were carried out.	A. & B.
			P/O Coghlan was promoted to the rank of Flying Officer.	
	8/6/41		No operational flying	
	9/6/41		Two convoy patrols and two interception patrols were flown	B
	10/6/41		No operational flying.	
			Sgt.Pilot T. Hunter and Sgt/Pilot G. Buckwell were posted to 263 Sqdn. from No, 52 O.T.U.	
	11/6/41		Seven convoy patrols were carried out. In the evening "A" Flight was put on patrol, and	B.
			intercepted a Blenheim - Sgt King mistook it for a JU 88 and had a shot at it, but happily	
			missed.	
			Sgt/Pilot Pascoe was killed this morning. One engine failed and instead of bringing the machine	
			back on one engine he tried to make a "crash landing" and unhappily killed himself in the attempt.	
	12/6/41		Nine convoy patrols were carried out.	C
			P/O. Ferdinand was killed this evening. He was coming into land, and appeared to be making	
			rather steep turns when his aircraft stalled and crashed, bursting into flames. He had been with	
			us since the 23 rd June 1940, and had become one of the real "characters" of the squadron. His	
			death is deeply regretted and mourned by all who knew him.	
			Sgt/Pilot Long and Sgt/Pilot Tebbitt were posted from 263 Squadron to No. 10 Group Flight.	

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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 notes in R.A.F. Pocket Book.

Of (Unit or Formation)

Place	Date	Time	Summary of Events	References to Appendices
Filton	13/6/41		Five Convoy patrols were carried out.	C
			In the evening six Whirlwinds (S/Ldr. Donaldson, F/Lt. Pugh, P/O. Stein, P/O. Mason, P/O. Rudland, and Sgt. Holmes) proceeded to Ibsley.	
	14/6/41		Attacks were made on Querqueville aerodrome by S/Ldr. Donaldson and P/O Rudland, and on Maupertus aerodrome by F/Lt. Pugh and P/O. Mason. For a full report on this operation see appendices C. D. F. and H. G	C.D. F. H. G
	15/6/41		Nine convoy patrols and one interception patrol were carried out.	D + E
	16/6/41		No. operational flying.	
	17/6/41		One convoy patrol was flown.	E
	18/6/41		No operational flying.	
	19/6/41		Five convoy patrols were flown.	F E
	20/6/41		One interception patrol was flown.	F E
	21/6/41		No operational flying.	
	22/6/41		No operational flying.	
	23/6/41		Six convoy patrols were flown.	F E
	24/6/41		Two convoy patrols were flown.	F
	25/6/41		No operational flying.	
	26/6/41		No operational flying.	
	27/6/41		One interception patrol was flown.	F
	28/6/41		Three convoy patrols were flown.	G F
	29/6/41		No operational flying.	
	30/6/41		No operational flying.	

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By 263 Squadron

For the month of June, 1941

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
Whirlwind		<u>1st June</u>					
P.7002	P.7002	P/O. Rudland		11:05	12:40	Convoy patrol in the Bristol Channel.	
	P.6970	Sgt. Walker		11:05	12:40		
	P.6996	Sgt. Blackshaw		12:00	13:35	Convoy patrol.	
	P.6990	Sgt. King		12:00	13:35		
	P.6995	F/Lt. Pugh		13:00	14:30	Convoy patrol	
	P.6994	P/O. Coghlan		13:00	14:30		
	P.7005	P/O. Mason		14:00	15:35	Convoy patrol	
	P.7003	Sgt. Garthwaite		14:00	15:35		
	P.7001	S/Idr. Donaldson		15:15	16:55	Convoy patrol	
	P.6997	Sgt. Albertini		15:15	16:55		
	P.6995	F/Lt. Pugh		16:20	16:40	Convoy patrol	
	P.6994	P/O. Coghlan		16:20	16:40		
	P.7013	P/O. Mason		18:10	19:00	The section was on patrol in the vicinity of base and the	
	P.6990	Sgt. Garthwaite		18:10	19:00	Bristol Channel.	
3/6/41	P.7005	P/O. Coghlan		08:25	09:55	Convoy patrol	
	P.6977	Sgt. Albertini		08:25	09:55		
	P.6974	P/O. Mason		09:15	10:50	Convoy patrol	
	P.7009	Sgt. Garthwaite		09:15	10:50		

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
3/6/41	P.6995	F/Lt. Pugh		10:20	12:00	Convoy patrol	
	P.7001	P/O. Ferdinand		10:20	12:00		
	P.6977	P/O. Coghlan		11:20	13:00	Convoy patrol	
	P.7005	Sgt. Albertini		11:20	13:00		
	P.7013	P/O. Mason		12:15	13:40	Convoy patrol	
	P.6968	Sgt. Garthwaite		12:15	13:40		
7/6/41	P.6974	P/O. Ferdinand		11:45	12:20	Convoy patrol	
	P.6977	Sgt. Albertini		11:45	12:20		
	P.7009	P/O. Mason		12:35	13:40	Convoy patrol	
	P.7000	Sgt. Garthwaite		12:35	13:40		
	P.7003	P/O. Stein		13:30	15:00	Convoy patrol	
	P.6845	Sgt. Tebbitt		13:30	15:00		
	P.7002	P/O. Rudland		14:30	15:45	Convoy patrol	
	P.6968	Sgt. King		14:30	15:45		
	P.7007	Sgt. Blackshaw		15:30	15:45	Convoy patrol	
	P.7013	Sgt. Walker		15:30	15:45		
	P.7007	Sgt. Blackshaw		19:30	19:45	Convoy patrol	
	P.7013	Sgt. Jowitt		19:30	19:45		

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				Up	Down		
7/6/41	P.6968	P/O. Rudland		21:00	22:00	Convoy patrol	
	P.6945	Sgt. King		21:00	22:00		
9/6/41	P.7001	S/Ldr. Donaldson		14:30	15:35	The two sections were on patrol, but no enemy was sighted.	
	P.6977	P/O. Coghlan		14:30	15:35		
	P.7041	F/Lt. Pugh		14:30	15:35	" " " " " " " " " " "	
	P.6974	P/O. Ferdinand		14:30	15:35	" " " " " " " " " " "	
	P.7009	P/O. Mason		18:35	20:05	Convoy patrol	
	P.6977	Sgt. Garthwaite		18:35	20:05		
	P.6974	P/O. Coghlan		19:30	20:20	Convoy patrol	
	P.6999	Sgt. Albertini		19:30	20:20		
11/6/41	P.7000	P/O. Mason		11:25	12:55	Convoy patrol	
	P.6977	Sgt. Garthwaite		11:25	12:55		
	P.6974	P/O. Ferdinand		12:20	14:00	Convoy patrol	
	P.7041	Sgt. Holmes		12:20	14:00		
	P.7002	P/O. Rudland		13:50	15:00	Convoy patrol	
	P.7013	Sgt. King		13:50	15:00		
	P.7007	Sgt. Blackshaw		14:20	15:55	Convoy patrol	
	P.6990	Sgt. Walker		14:20	15:55		

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
11/6/41	P.7003	P/O. Stein		15:20	17:00	Convoy patrol	
	P.6968	Sgt. Jowitt		15:20	17:00		
	P.7002	P/O. Rudland		16:25	17:55	Convoy patrol	
	P.7013	Sgt. King		16:25	17:55		
	P.7007	Sgt. Blackshaw		17:25	18:20	Convoy patrol	
	P.6990	Sgt. Walker		17:25	18:20		
	P.7003	P/O. Stein	)			"A" Flight was put on patrol and after numerous "Vectors" was	
	P.6987	Sgt. Jowitt	)			informed that there was an enemy aircraft ahead of them, with a	
	P.7002	P/O. Rudland	)			fighter on its tail. Almost immediately afterwards a twin engined	
	P.7013	Sgt. King	)	18:55	19:55	aircraft was sighted with Defiant on its tail, the flight gave	
	P.7007	Sgt. Blackshaw	)			chase P/O. Stein was just about to open fire when he recognised the	
	P.6990	Sgt. Walker	)			machine as a Blenheim. He broke away, but Sgt King gave it a 2	
						seconds burst, happily not hitting it.	
12/6/41	P.7003	P/O. Rudland		06:50	07:45	Convoy patrol	
	P.6990	Sgt. King		06:50	07:45		
	P.6987	F/Lt. Hughes		10:00	11:25	Convoy patrol	
	P.7007	Sgt. Walker		10:00	11:25		
	P.7003	P/O. Stein		10:55	12:35	Convoy patrol	
	P.7013	Sgt. Jowitt		10:55	12:35		

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				Up	Down		
12/6/41	P.7002	P/O. Rudland		11:35	12:05	Convoy patrol	
	P.6990	Sgt. King.		11:35	12:05		
	P.7007	F/Lt. Hughes		12:20	13:25	Convoy patrol	
	P.6987	Sgt. Walker		12:20	13:25		
	P.7002	P/O. Rudland		14:00	15:25	Convoy patrol	
	P.6990	Sgt. King		14:00	15:25		
	P.7045	P/O. Coghlan		12:00	13:50	Convoy patrol	
	P.7005	Sgt. Holmes		12:00	13:50		
	P.7041	F/Lt Pugh		12:50	14:30	Convoy patrol	
	P.6974	Sgt. Garthwaite		12:50	14:30		
	P.7000	P/O. Ferdinand		13:05	14:45	Convoy patrol	
	P.7009	P/O. Mason		13:05	14:45		
13/6/41	P.7007	F/Lt. Hughes		08:55	10:15	Convoy patrol	
	P.6987	Sgt. Tebbitt		08:55	10:15		
	P.7003	P/O. Stein		09:45	11:05	Convoy patrol	
	P.7013	Sgt. Jowitt		09:45	11:05		
	P.7002	Sgt. Blackshaw		10:35	12:05	Convoy patrol	
	P.7000	Sgt. King		10:35	12:05		

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
13/6/41	P.7007	F/LT. Hughes		11:30	12:50	Convoy patrol	
	P.6987	Sgt. Tebbitt		11:30	12:50		
	P.7003	P/O. Stein		12:25	13:35	Convoy patrol	
	P.7013	Sgt. Jowitt		12:25	13:35		
14/6/41	P.7001	S/Ldr. Donaldson	Warhead	04:45	05:50	This was a special operation known as "Warhead No.1 Operation".	
	P.7002	P/O. Rudland	Operation	04:45	05:50	Information had been received that there was a large concentration	
			No. 1.			of ME 109s on the Cherbourg Peninsular: I and II JG2 and part of	
	P.6995	F/Lt. Pugh		04:46	05:55	III JG26 (about 70 machines in all) at Maupertus, and III JG2	
	P.7013	P/O. Mason		04:46	05:55	(about 30 machines) at Quarqueville. It was decided to attack these	
						machines on the ground at first light on the 14 th June. The orders	
						were that six Whirlwinds were to proceed to Ibsley on the evening	
						of the 13th, and that the attack was to be made by two aeroplanes	
						on each aerodrome, the, other two being held in reserve in case of	
						any unforeseen misadventure at the outset. It was decided that	
						S/Ldr. Donaldson and P/O. Rudland should attack Quarqueville, and	
						that F/Lt. Pugh and P/O. Mason should attack Maupertus. P/O. Stein	
						and Sgt. Holmes were chosen as reserves. The six aircraft left	
						Filton for Ibsley at about 1915 hours on the 13th, and F/O.	
						Ormerod followed by car bringing LAC Matthews and LAC Ellis, fitter	
						and flight mechanic. Ibsley is a new station, situated between	
						Fordingbridge and Ringwood	

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				Up	Down		
	Whirlwind					in the New Forest. 118 Squadron was in possession and they did everything they could to make things a success. There had been a slight hitch on the Intelligence side, and photographs of the target area had to be fetched by Spitfire from Middle Wallop, while a supply of French money was sent by despatch rider from Fighter Command. All this kept us up rather late and we weren't in bed until about midnight. We got up about 0315 to find conditions very nearly perfect. There was a certain amount of cloud in the South with a fairly clear moon. At 0445 S/Ldr Donaldson and P/O. Rudland took off, followed a minute later by F/Lt Pugh and P/O. Mason.	
						The former found their target without much difficulty and delivered an attack on the dispersal pens in a shallow dive from 1300 to 100 feet. They saw their shells hitting and exploding in the pens, but unfortunately these were covered over with tarpaulins, and they could not see whether there were any machines in them or not.	
						S/Ldr Donaldson then put a burst into a barrack block, and had a shot at an oil tank: the latter he missed. They went out over the Baie du Nacqueville and S/Ldr Donaldson put a burst into a stone structure with a glass top which he saw in the bay. They were met with a considerable weight of light flak over the target, and on landing S/Ldr. Donaldson's machine was found to have been struck under the port engine nacelle. They landed safely at Ibsley at 0550, having on their way back passed right under 234 Squadron who had taken off from Warmwell to cover the	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
						withdrawal. F/Lt. Puch and P/O. Mason were clean out of luck as	
						their target was covered by a thick morning mist. After cruising	
						round France for about 15 minutes they had to return. No sooner	
						had they landed than the air-raid alarm went, and we were informed	
						that a raid of 6+ was coming in, these were ME 109s which had	
						taken off in pursuit, but a short brush with 234 Squadron rather	
						damped their ardour and they returned home.	
						After an early breakfast we returned to Filton and made up for	
						lost sleep.	
						The official report on the operation is annexed as Appendix H.	
15/6/41	P.7000	P/O. Coghlan		09:10	10:40	Convoy patrol	
	P.6977	Sgt. Albertini		09:10	10:40		
	P.7041	F/Lt. Pugh		09:30	10:15	Convoy patrol	
	P.7005	Sgt. Holmes		09:30	10:15		
	P.7009	P/O. Mason		10:05	11:35	Convoy patrol	
	p.6999	Sgt. Garthwaite		10:05	11:35		
	P.7041	F/Lt. Pugh		11:00	12:30	Convoy patrol	
	P.7005	Sgt. Holmes		11:00	12:30		

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				Up	Down		
	Whirlwind						
15/6/41	P.7000	P/O. Coghlan		12:00	13:45	Convoy patrol	
	P.6977	Sgt. Albertini		12:00	13:45		
	P.7009	P/O. Mason		12:45	13:00	The section was put on patrol over base, but was almost immediately	
	P.6999	Sgt. Garthwaite		12:45	13:00	recalled.	
	P.7039	F/Lt. Hughes		13:05	14:45	Convoy patrol	
	P.6990	F/Sgt. Brackley		13:05	14:45		
	P.7003	P/O. Rudland		18:25	19:15	Convoy patrol	
	P.7013	Sgt. Jowitt		18:25	19:15		
	P.7039	F/Lt. Hughes		21:05	22:20	Convoy patrol	
	P.6990	F/Sgt. Brackley		21:05	22:20		
	P.7013	Sgt. Blackshaw		21:50	23:00	Convoy patrol	
	P.6968	Sgt. King		21:50	23:00		
17/6/41	P.6987	F/Lt. Hughes		09:10	09:45	Convoy patrol	
	P.7013	Sgt. King		09:10	09:45		
19/6/41	P.7005	Sgt. Holmes		07:40	07:55	) Convoy patrols recalled on account of bad weather.	
	P.6974	Sgt. Garthwaite		07:40	07:55		
	P.7009	P/O. Mason		09:00	09:10)	
	P.7046	Sgt. Albertini		09:00	09:10)	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
19/6/41	P.7003	Sgt. Blackshaw		17:45	19:10	Convoy patrol	
	P.6987	Sgt. King		17:45	19:10		
	P.7051	P/O. Mason		18:50	19:50	Convoy patrol	
	P.7002	Sgt. Walker		18:50	19:50		
	P.7007	Sgt. Blackshaw		19:45	21:10	Convoy patrol	
	P.6987	Sgt. King		19:45	21:10		
20/6/41	P.7009	P/O. Mason		22:00	22:50	The section was on patrol	
	p.7005	Sgt. Holmes		22:00	22:50		
23/6/41	P.7005	Sgt. Holmes		07:55	09:25	Convoy patrol	
	P.7046	Sgt. Garthwaite		07:55	09:25		
	P.7044	P/O. Coghlan		09:00	10:20	Convoy patrol	
	P.6999	Sgt. Albertini		09:00	10:20		
	P.7001	S/Ldr. Donaldson		11:55	13:30	Convoy patrol	
	P.6986	Sgt. Hunter		11:55	13:30		
	P.7002	P/O. Rudland		13:05	14:30	Convoy patrol	
	P.6990	F/Sgt. Brackley		13:05	14:30		
	P.7007	Sgt. Blackshaw		13:45	15:15	Convoy patrol	
	P.6968	Sgt. Walker		13:45	15:15		

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				Up	Down		
	Whirlwind						
23/6/41	P.7003	P/O. Stein		14:50	16:30	Convoy patrol	
	P.7013	Sgt. Jowitt		14:50	16:30		
24/6/41	P.7001	S/Ldr. Donaldson		09:50	11:30	Convoy patrol	
	P.6999	Sgt. Albertini		09:50	11:30		
	P.7041	F/Lt. Pugh		10:55	12:10	Convoy patrol	
	P.7005	Sgt. Holmes		10:55	12:10		
	P.7039	F/Lt. Hughes		18:00	18:20	The section was on patrol in the vicinity of base.	
	P.6989	Sgt. Jowitt		18:00	18:20		
	P.7044	P/O. Coghlan		09:30	10:25	Convoy patrol	
	P.6999	Sgt. Buckwell		09:30	10:25		
	P.7042	F/Lt. Pugh		11:15	12:25	Convoy patrol	
	P.7005	Sgt. Holmes		11:15	12:25		
	P.7009	P/O. Mason		12:00	13:30	Convoy patrol	
	P.6986	Sgt. Hunter		12:00	13:30		

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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. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
<u>Filton.</u>	<u>July</u>	<u>1941</u>	During July the Squadron has led a peripatetic existence, making excursions to various stations in the Group in order to relieve other Squadrons who were taking part in offensive operations over France. Seven "interception patrols" and forty seven "convoy patrols" having been carried out, making 103 sorties in all, but no contact has been made with the enemy.	
			A considerable number of experiments have been carried out with a view to testing the efficiency of Whirlwinds against tanks. These are still in progress. H.M. The King has been graciously pleased to confer the Air Force Cross upon the commanding officer, Squadron Leader Donaldson, in recognition of his work in Training Command.	
			Two new Sergeant Pilots have jointed the Squadron - Sergeant Maddocks and Sergeant Meredith. Sergeant Lawson and Sergeant Garthwaite have left; Sergeant Lawson to Yatesbury an Sergeant Garthwaite to Church Fenton. The month has been most happily free from accidents.	

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Of (Unit or Formation) No.263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Filton	1/7/41		No Operational flying. Squadron Leader Donaldson was included in the birthday honours list and was awarded the A.F.C. for his work in Training Command. Sgt/Pilot Maddocks and Sgt/Pilot Meredith were posted to 263 Squadron from No.56 O.T.U.	
	2/7/41		One interception patrol was flown.	A
	3/7/41		No operational flying.	
Filton and Portreath	4/7/41		Twelve aircraft were ordered to proceed from Filton to Portreath in the afternoon. S/Ldr Donaldson, F/Lt Pugh, Sgt Dimblebee, Sgt Hunter, Sgt Buckwell and Sgt Walker left Filton at 1305 and returned at 2020. During the afternoon they carried out five convoy patrols and one interception patrol. No contact with the enemy. Sgt Pilot Lawson was posted from 263 Squadron to R.A.F. Station Yatesbury.	A
Filton and Portreath.	5/7/41		Nine aircraft were again sent to Portreath for the afternoon, F/Lt Pugh, P/O Stein, P/O Rudland, F/Sgt Brackley and Sgts. Jowitt, King, Walker, Holmes and Dimblebee left at 1355. The orders were for 12 aircraft to go but Sgts Hunter and Buckwell were stranded at Warmwell. "B" Flight had been down there in the morning for air firing and two machines went U/S	

Place	Date	Time	Summary of Events	References to Appendices
Filton and Portreath.	5/7/41		Apparently the object of these excursions is to relieve 152 Squadron who are practicing flying as part of a Wing - presumably with a view to taking part in "Beat-ups" across the Channel. The nine aircraft returned at 2030 having carried out two convoy patrols.	A
Filton.	6/7/41		One convoy patrol was carried out.	A
	7/7/41		No operational flying	
	8/7/41		No operational flying.	
	9/7/41		No operational flying. Sgt Pilot Garthwaite was posted from 263 Squadron to 54 O.T.U. Church Fenton.	
Filton and Exeter.	10/7/41		Twelve aircraft (S/Ldr Donaldson, F/Lt Pugh, F/O Coghlan, P/O Stein, P/O Mason, P/O Rudland, F/Sgt Brackley, Sgt Blackshaw, Sgt Holmes, Sgt King, Sgt Walker and Sgt Buckwell) went to Exeter to relieve 504 Squadron who were taking part in an offensive operation over France. They tried to start at 0545, but had to turn back on account of bad visibility. They eventually got off at 0955, and returned at 1950 having carried out 6 convoy patrols.	
	11/7/41		At 1600, 12 aircraft took off for Middle Wallop to provide cover during offensive operations over France, but almost immediately they were ordered to return to base and land.	

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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. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Filton	12/7/41		Owing to the preoccupation of the enemy with the Russian front and the activities of 11 Group the state of preparedness was reduced to-day. The Squadron has now only to provide 8 operational pilots a day instead of 12.	
		1825	Blue and Green sections were put on patrol in connection with Raid 96, an unidentified enemy aircraft which dropped bombs near Cheltenham, but they saw nothing.	A
	13/7/41		Twelve aircraft left for Exeter (S/Ldr Donaldson, F/Lt Pugh, F/Lt Hughes, P/O Mason, F/Sgt Brackley, Sgt Jowitt, Sgt King, Sgt Holmes, Sgt Dimblebee, Sgt Albertini, Sgt Blackshaw and Sgt Hunter).	
		2010		
Exeter.	14/7/41		The Squadron carried out six Convoy patrols from Exeter and two interception patrols. They returned to Filton in the evening.	B
Filton.	15/7/41		No operational flying.	
	16/7/41		No operational flying. Six aircraft went to Warmwell to carry out experiments with cannon against tanks.	
	17/7/41		One Convoy patrol was carried out. Further experiments at Warmwell.	
	18/7/41		No operational flying. Further experiments at Warmwell.	

Place	Date	Time	Summary of Events	References to Appendices
Filton	19/7/41		No operational flying. Weather very bad. Rain.	
	20/7/41		No operational flying. Further experiments at Warmwell.	
	21/7/41	0730	Twelve aircraft started for Ibsley but were recalled after quarter of an hour.	
	22/7/41		Twelve aircraft left for Ibsley to provide Cover during the offensive operations over France, (S/Ldr Donaldson, F/Lt Pugh, F/Lt Hughes, F/O Coghlan, P/O Stein, P/O Rudland, F/Sgt Brackley, Sgt Blackshaw, SgtKing, Sgt Holmes, Sgt Albertini and Sgt Dimblebee). They returned at 1900 hours	
	23/7/41		No operational flying.	
Filton and Ibsley	24/7/41		Thirteen aircraft went to Ibsley to provide cover during offensive operations over France. Two patrols were carried out over Portland Bill, but no enemy was seen. The aircraft returned to Filton at 2215.	B.
Filton	25/7/41		No operational flying.	
	26/7/41		No operational flying.	
	27/7/41		No operational flying.	
	28/7/41		No operational flying.	

OPERATIONS RECORD BOOK

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.*

Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Filton.	29/7/41	1015-2120	Thirteen patrols were carried out over a convoy in the Bristol Channel.	B. and C.
	30/7/41	0830-2135	Twelve patrols were carried out over a convoy in the Bristol Channel.	C.
	31/7/41		No operational flying.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron

For the month of July, 1941

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	<u>Whirlwind</u>						
2/7/41	P.6990	P/O Stein.	Interception	15:20	15:40	The section was on patrol in the vicinity of base but no enemy was	
	P.7003	Sgt King.	Patrol	15:20	15:40	sighted.	
4/7/41	P.7044	S/Ldr Donaldson	Convoy	14:20	15:55	Convoy Patrol off the Cornish coast from Portreath.	
	P.6986	Sgt Hunter.	Patrol	14:20	15:55		
	P.6987	F/Lt Hughes	Interception	15:00	15:35	The section was put on patrol from Portreath, There was an enemy	
	P.7003	P/O Stein.	Patrol	15:00	15:35	aircraft in the vicinity, and the section was sent 20 miles South	
	P.6974	Sgt Dimblebee	"	15:00	15:40	of the Lizard, but saw nothing.	
	P.7002	P/O Rudland.	Convoy	15:20	17:05	Convoy Patrol off the Cornish coast.	
	P.7051	Sgt King.	Patrol	15:20	17:05		
	P.7046	P/O Mason.	Convoy	15:30	16:55	Convoy Patrol off the Cornish coast.	
	P.7042	Sgt Buckwell	Patrol	15:30	16:55		
	P.6987	F/Lt Hughes.	Convoy	17:30	19:10	Convoy Patrol off the Cornish coast.	
	P.7013	Sgt Jowitt	Patrol	17:30	19:10		
	P.7003	P/O Stein.	Convoy Patrol	18:40	19:30	Convoy Patrol off the Cornish coast.	
5/7/41	P.7003	P/O Stein	Convoy	15:10	16:40	Convoy Patrol off the Cornish coast.	
	P.7007	Sgt King.	Patrol	15:10	16:40		
	P.7051	F/Sgt. Brackley	Convoy	16:30	17:55	Convoy Patrol off the Cornish coast.	
	P.7013	Sgt Jowitt.	Patrol	16:30	17:55		

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	<u>Whirlwind</u>						
6/7/41	P.7041	F/Lt Pugh.	Convoy	20:20	20:50	Convoy Patrol in the Bristol Channel.	
	P.7009	P/O Mason.	Patrol	20:20	20:50		
10/7/41	P.7001	S/Ldr Donaldson	Convoy	12:45	14:30	Convoy Patrol form Exeter.	
	P.7042	Sgt Buckwell.	Patrol	12:45	14:30		
	P.7003	P/O Stein	Convoy	13:50	15:30	Convoy Patrol from Exeter.	
	P.7013	Sgt King.	Patrol	13:50	15:30		
	P.7002	P/O Rudland.	Convoy	14:50	16:20	Convoy Patrol from Exeter.	
	P.6996	Sgt Walker.	Patrol	14:50	16:20		
	P.7051	F/Sgt Brackley	Convoy	16:00	17:30	Convoy Patrol from Exeter.	
	P.7039	Sgt Blackshaw	Patrol	16:00	17:30		
	P.7003	P/O Stein.	Convoy	17:00	18:10	Convoy Patrol from Exeter.	
	P.7013	Sgt King	Patrol	17:00	18:10		
	P.7002	P/O Rudland.	Convoy	19:00	19:25	Convoy Patrol from Exeter.	
	P.6996	Sgt Walker.	Patrol	19:00	19:25		
12/7/41	P.7009	P/O Mason.	Convoy	18:25		(Raid 96, an unidentified enemy aircraft, was plotted South of	
	P.6999	Sgt Hunter	Patrol	18:25		(Cardiff, Blue section was put on patrol over a Convoy in the	
	P.7046	Sgt Holmes.	Interception	18:25		(Barry Roads, while Green Section was ordered to intercept.	
		Sgt Dimplebee	Patrol	18:25		(Visibility was bad with thick layers of cloud up to 25,000 ft.	
						(The E/A dropped bombed near Cheltenham, but although green	
						(section was said to have been within 8 miles dead behind it,	
						(they saw nothing.	

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DETAIL OF WORK CARRIED OUT

By No.263 Squadron

For the month of July, 1941

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
14/7/41	<u>Whirlwind</u>						
	P.7046	Sgt Dimplebee	Convoy Patrol	06:00	06:35	Convoy Patrol from Exeter.	
	P.7039	F/Lt Hughes	Convoy Patrol	06:30	06:45	Convoy Patrol from Exeter.	
	P.7005	Sgt Holmes	Convoy	08:55	10:45	Convoy Patrol from Exeter.	
	P.6999	Sgt Albertini	Patrol	08:55	10:45		
	P.7041	F/Lt Pugh	Convoy	09:45	10:50	Convoy Patrol from Exeter.	
	P.7042	Sgt Buckwell	Patrol	09:45	10:50		
	P.7001	S/Ldr Donaldson	Interception	10:00	10:50	The section was detailed to intercept a raider who was in the vicinity of Lyme Bay. Nothing was seen.	
	P.7009	P/O Mason	Patrol	10:00	10:50		
	P.7001	S/Ldr Donaldson	Interception	12:50	14:00	The section was detailed to intercept a raider which went North into the Bristol Channel. The section landed at Fairwood Common.	
	P.7042	Sgt Buckwell	Patrol	12:50	14:00		
	P.7009	P/O Mason	Convoy Patrol	13:00	13:50	Convoy Patrol from Exeter.	
	P.7051	F/Sgt Brackley	Convoy Patrol	14:05	14:50	Convoy Patrol from Exeter.	
17/7/41	P.7005	Sgt Holmes	Convoy	08:50	09:20	Convoy Patrol in the Bristol Channel.	
	P.7042	Sgt Buckwell	Patrol	08:50	09:20		
24/7/41	P.7001	S/Ldr Donaldson.	Interception	13:40	14:20	The section took off from Ibsley and was ordered to patrol Portland Bill a 13,000 feet. They saw nothing, however.	
	P.6986	Sgt Hunter.	Patrol	13:40	14:20		

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
24/7/41	<u>Whirlwind</u>						
	P.7041	F/Lt Pugh.	Interception	18:55	19:35	The section patrolled Portland Bill at 5000 feet.	
	P.7044	F/O Coghlan.	Patrol	18:55	19:35		
29/7/41	P.6998	F/Lt Pugh.	Convoy	10:15	11:00	Convoy Patrol in the Bristol Channel.	
	P.7042	Sgt Buckwell	Patrol	10:15	11:00		
	P.7044	F/O Coghlan	Convoy	11:15	12:45	Convoy Patrol in the Bristol Channel.	
	P.6974	Sgt Albertini	Patrol	11:15	12:45		
	P.7009	P/O Mason	Convoy	12:10	13:25	Convoy Patrol in the Bristol Channel.	
	P.7005	Sgt Holmes.	Patrol	12:10	13:25		
	P.6970	F/Sgt Brackley	Convoy	12:55	14:20	Convoy Patrol in the Bristol Channel.	
	P.7013	Sgt Jowitt.	Patrol	12:55	14:20		
	P.7003	P/O Stein	Convoy	13:50	15:20	Convoy Patrol in the Bristol Channel.	
	P.7007	Sgt Blackshaw	Patrol	13:50	15:20		
	P.7002	P/O Rudland.	Convoy	14:50	16:15	Convoy Patrol in the Bristol Channel.	
	P.7004	Sgt Albertini	Patrol	14:50	16:15		
	P.7051	F/Sgt Brackley	Convoy	15:45	17:20	Convoy Patrol in the Bristol Channel.	
	P.6970	Sgt Jowitt	Patrol	15:45	17:20		
	P.7007	F/Lt Hughes	Convoy	16:50	18:05	Convoy Patrol in the Bristol Channel.	
	P.7039	Sgt Blackshaw	Patrol	16:50	18:05		

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DETAIL OF WORK CARRIED OUT

By No. 263 Squadron

For the month of July, 1941

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
29/7/41	<u>Whirlwind</u>						
	P.7004	F/Lt Hughes.	Convoy Patrol	17:10	18:05	Convoy Patrol in the Bristol Channel.	
	P.7003	P/O Stein.	Convoy Patrol	17:40	18:55	Convoy Patrol in the Bristol Channel.	
	P.7002	P/O Rudland.		17:40	18:55		
	P.6970	F/Sgt Brackley	Convoy	18:25	19:15	Convoy Patrol in the Bristol Channel.	
	P.7051	Sgt Jowitt.	Patrol	18:25	19:15		
	P.7039	F/Lt Hughes	Convoy	19:15	19:25	Convoy Patrol in the Bristol Channel.	
	P.7004	Sgt Blackshaw.	Patrol	19:15	19:25		
	P.7009	P/O Mason	Convoy	20:50	21:20	Convoy Patrol in the Bristol Channel.	
	P.7042	Sgt Buckwell	Patrol	20:50	21:20		
30/7/41	P.7005	Sgt Holmes	Convoy	08:30	10:00	Convoy Patrol in the Bristol Channel.	
	P.6974	Sgt Albertini	Patrol	08:30	10:00		
	P.6986	F/Lt Pugh.	Convoy	09:30	11:05	Convoy Patrol in the Bristol Channel.	
	P.7046	Sgt Hunter.	Patrol	09:30	11:05		
	P.7009	P/O Mason	Convoy	10:35	12:10	Convoy Patrol in the Bristol Channel.	
	P.7042	Sgt Buckwell	Patrol	10:35	12:10		
	P.7001	S/Idr Donaldson	Convoy	11:40	13:30	Convoy Patrol in the Bristol Channel.	
	P.7044	Sgt Albertini	Patrol	11:40	13:30		

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
30/7/41	<u>Whirlwind</u>						
	P.7041	F/Lt Pugh	Convoy	19:10	20:40	Convoy Patrol in the Bristol Channel.	
	P.7005	Sgt Holmes.	Patrol	19:10	20:40		
	P.7009	P/O Mason	Convoy	20:05	21:35	Convoy Patrol in the Bristol Channel.	
	P.7042	Sgt Buckwell	Patrol	20:05	21:35		
	P.7001	S/Ldr Donaldson	Convoy	20:50	21:35	Convoy Patrol in the Bristol Channel.	
	P.6986	Sgt Hunter.	Patrol	20:50	21:35		
	P.7039	F/Lt Hughes.	Convoy	12:45	14:20	Convoy Patrol in the Bristol Channel.	
	P.7004	Sgt Blackshaw	Patrol	12:45	14:20		
	P.7003	P/O Stein.	Convoy	14:00	15:30	Convoy Patrol in the Bristol Channel.	
	P.7007	Sgt Holmes.	Patrol	14:00	15:30		
	P.7002	P/O Rudland.	Convoy	16:45	18:20	Convoy Patrol in the Bristol Channel.	
	P.7013	Sgt Jowitt	Patrol	16:45	18:20		
	P.6990	F/Sgt Brackley	Convoy	17:25	19:00	Convoy Patrol in the Bristol Channel.	
	P.7039	Sgt Albertini	Patrol	17:25	19:00		
	P.6970	Sgt Blackshaw	Convoy	18:20	19:50	Convoy Patrol in the Bristol Channel.	
	P.7007	Sgt Meredith.	Patrol	18:20	19:50		

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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) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Filton and Charmy Down.	August 1941.		August has been a "mensis memorabilis". The Whirlwind has at long last been completely vindicated and justified, having shown that it is an admirable machine	
			for "ground strafing", and also that it is a match for ME.109s. Many offensive sorties have been	
			made during the month, mainly directed against enemy aerodromes at Querqueville, Maupertus and	
			Lannion. As a result of these, three ME.109s have been destroyed in combat, and one damaged.	
			5 JU.88s, at least 7 JU.87s and some ME.109s have been destroyed on the ground, and others	
			damaged. One E Boat has been sunk and another damaged. In addition, two tankers at sea, gun	
			posts, lorries, wireless stations and enemy troops have been attacked and severe damage inflicted.	
			On the 12 close escort was provided as far as Antwerp for 54 Blenheims carrying out a daylight	
			raid on power stations at Cologne, and on other	

Place	Date	Time	Summary of Events	References to Appendices
			occasions cover has been provided for bombers returning from raids on occupied France. No	
			machine or pilot has been lost as a result of these operations.	
			On the 7 th the Squadron moved from Filton to Charmy Down - a station now in a very similar state	
			to that which we found Portreath. More need not be said.	
			His Majesty the King has been graciously pleased to confer the Distinguished Flying Cross upon	
			the Commanding Officer, Squadron Leader Donaldson, who has also been promoted to the rank of	
			Wing Commander and posted to Portreath.	
			Flight/Lt. Pugh has been promoted to the rank of Squadron Leader and is now commanding the	
			Squadron. P/O Rudland is in command of "B" Flight.	

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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) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Filton	1/8/41		No operational flying.	
Filton & Ibsley	2/8/41	1625	Warhead No. 2 Operation was carried out this afternoon from Ibsley. S/Ldr Donaldson and F/Lt.	A
		1720	Hughes went to Querqueville while F/Lt. Pugh and P/O. Mason set out for Maupertus. The former did a good beat up of the aerodrome. The latter did not get to their target as they found an "E" Boat on the way, and sank that instead.	
Filton	3/8/41		No operational flying.	
	4/8/41		No operational flying	
Filton & Ibsley	5/8/41	1650	Warhead No. 3 Operation was carried out this afternoon from Ibsley. S/Ldr Donaldson and Sgt.	
		1745	Holmes went to Maupertus. They found some JU 87s and ME.109s there. One JU 87 was destroyed and four more damaged, and several of the ME.109s were damaged. Two lorries were also "shot up", one of them contained soldiers.	A & B
			Meanwhile F/Lt Hughes and Sgt Jowitt searched for shipping off Cherbourg, but were unable to find any. Sgt Jowitt gave a short burst at a wireless station near Querqueville. All returned safely.	

Place	Date	Time	Summary of Events	References to Appendices
Filton & Ibsley	6/8/41	0846	Warhead No. 4 Operation was ordered first thing this morning. Four Whirlwinds set out for	
		0945	Maupertus. Their navigation seems to have left something to be desired and, not to put too fine a point on it, they don't know where they got to. However, an "E" Boat was attacked and damaged,	B
			as also was a lighthouse. All returned safely.	
		1221-	Warhead No.4 having failed to find its target, Warhead Operation No.5 was ordered to take off	
		1318	as soon as possible. This time the four Whirlwinds got to Maupertus and had the satisfaction of seeing the wreckage from yesterday's operations. Another burst or so was put into the JU.87s -	B & C.
			just to make sure, and the ME.109s parked along the Southern boundary werewell and truly shot up. Rudland found one ME.109 just taking off. He came down to 100 feet; gave it a 2 seconds burst, and it immediately caught fire. Two gun positions were also attacked. Going out North,	and K.
			S/Ldr Donaldson attacked two tankers: he smashed the bridge of one and saw smoke come from the other. All returned safely.	
		1538-	The presence of the tankers having been reported, four more Whirlwinds were sent as soon as	
		1640	possible to search for and attack them. This time the Hun was on his toes, and they were met by about 20 ME.109s, 5 miles from Cherbourg. A terrific dog-fight developed - the first in which	C.D & L.
			the Whirlwinds have been engaged, and although outnumbered by 5 to 1 they more than held their own. Rudland destroyed another ME.109. F/Sgt Brackley also destroyed one, While S/Ldr.	
			Donaldson damaged one. The CO's and Rudland's machines had many bullet holes in them, but were soon repaired. Brackley's machine developed an internal glycol leak in the starboard engine, and he had to come back 60 miles on on engine. He made it all right, but had to make a forced-landing at Hurn, damaging his machine.	

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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Filton	6/8/41	1405-1515	One interception patrol. was flown, but saw nothing.	D
Charmy Down	7/8/41		The Squadron moved from Filton to Charmy Down.	
			One convoy patrol and one interception patrol were flown.	D
	8/8/41		No operational flying.	
	9/8/41		No operational flying.	
	10/8/41		No operational flying.	
Charmy Down & Wattisham,	11/8/41	1340-1705	Four convoy patrols were flown for the protection of shipping in the Bristol Channel.	D
		1900	Twelve Whirlwinds moved to Wattisham aerodrome.	
Martlesham Heath	12/8/41	0700	Twelve Whirlwinds move to Marylesham Heath.	
		1002-1135	Twelve Whirlwinds provided close escort for 54 Blenheims as far as Antwerp. On the return they	E
			attacked six Flak barges in the mouth of the Scheldt, sinking one and damaging three more.	
			The Blenheims proceeded to Cologne, and carried out an extremely successful attack on three	
			power stations there.	

Place	Date	Time	Summary of Events	References to Appendices
Charmy Down	13/8/41		No operational flying.	
	14/8/41		No operational flying.	
	15/8/41		No operational flying.	
	16/8/41		No operational flying.	
Charmy Down	17/8/41	1334-	Four Whirlwinds, taking off from Ibsley, were sent over Maupertus at 15000 feet to act as bait,	F
Iblsey & Warmwell		1430	in the hope of drawing up the enemy fighters who would be dealt with by six squadrons of	
			following Spitfires. Nothing at all was seen, and F/Lt Pugh was the only man who fired his	
			guns - at an offensive trawler coming out of Cherbourg. The four Whirlwinds landed at Warmwell.	
Charmy Down	18/8/41	1620-1645	One inetrcception patrol was flown. <i>x KNAPSACK</i>	F
	19/8/41		Five convoy patrols were flown during the day.	F
	20/8/41		Two convoy patrols were flown in the early morning.	F

OPERATIONS RECORD BOOK

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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Charmy Down	21/8/41		No operational flying.	
			S/Ldr Donaldson AFC. was today awarded the D.F.C. and was also promoted to the rank of Wing Commander and posted to Portreath.	
	22/8/41	1655-1810	One interception patrol was flown.	G
			F/Lt. Pugh was reposted from Flight Commander to command No. 263 Squadron.	
	23/8/41		No operational flying.	
Predannack	24/8/41	1525-1645	Four Whirlwinds took off from Predannack to attack Lannion aerodrome. Owing to faulty maps they failed to find it. In the vicinity of the Grande 6 M/.109s appeared, but failed to press home any attack, either because they saw the escorting Spotfires, or because of the speed of the Whirlwinds. They fired a burst at 800 yards, presumably as a gesture, and followed the Whirlwinds about 50 miles out to sea, keeping a respectful distance.	G
Charmy Down	25/8/41		Three convoy patrols were flown during the day.	G
	26/8/41	1550-1650	One interception patrol was flown.	G.

Place	Date	Time	Summary of Events	References to Appendices
Predannack	26/8/41	1132-	An attack was made by three Whirlwinds on Lannion aerodrome. This time the target was approached	
		1258	from the West up the rive Le Legner. A lot of JU 88s were found there; of these 5 were destroyed	G & H.
			by 263, and four more damaged by the accompanying Spitfires of 66 Squadron.	
Warmwell			Meanwhile another four Whirlwinds had gone to Maupertus. Here they found 12 Ju.87s and 1 JU.88.	H & I.
			Five JU87s were destroyed by 263 Squadron while the accompanying Spitfires of 234 Squadron	
			destroyed 2 more, and also the JU.88.	
Charmy Down.	27/8/41		No operational flying.	
	28/8/41		No operational flying.	
Predannack	29/8/41	1700-	F/Lt. Hughes and Sgt Holmes set out to make an attack on Lannion. They did not locate their	I
		1835	target, but attacked secondary targets on the de Batg.	
Charmy Down.	30/8/41		No operational flying.	
Predannack	31/8/41	1405-	Twelve Whirlwinds operated as part of a Wing Providing cover for bombers returning from an	I
		1530	attack on Lannion.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of August, 1941

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
2/8/41	P.7001	S/Ldr. Donaldson.)	A.F.C.	16:20	17:20	The primary object of this operation was to deliver simultaneous	
	P.7039	F/Lt. Hughes.)		16:20	17:20	attacks on Querqueville and Maupertus aerodromes on the same lines	
		)	Warhead			as in Warhead operation No.1. carried out on the 14 th June. The	
	P.7003	F/Lt. Pugh.)	Operation	16:25	17:20	aircraft again took off from Ibsley. S/Ldr Donaldson and F/Lt.	
	P.7049	P/O. Mason.)	No. 2.	16:25	17:20	Hughes crossed the French Coast six miles East of Cap de la Hague	
						at 200 feet. Coming over the aerodrome they saw an aircraft being	
						refuelled over by the hangers. S/Ldr Donaldson attacked the group	
						and saw several men to be hit and to fall. He then fired a burst	
						into the oil tanks, but no fires or explosions resulted. Turning	
						right he saw men running between some huts. He fired at them and	
						again saw several fall. Going out over the Baie de Nacquerville	
						a dinghy fired at him. He returned the fire and left the dinghy	
						sinking. F/Lt. Hughes attacked the barrack blocks. Making a right	
						handed turn he saw two camouflaged oil tanks in the woods. He fired	
						at them but with no results. He also exchanged shots with the	
						dinghy.	
						F/Lt. Pugh and P/O. Mason hit the French coast just East of	
						Cherbourg Harbour. Turning East they saw an E Boat about ½ mile	
						away to the East moving slowly out to sea. They climbed to 1500	
						feet and attacked it, F/Lt. Pugh delivering two, and P/O. Mason	
						three attacks. The E Boat was left smoking	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
						fiercely amidships and forward, and low in the water.	
						The two sections fell in with each other over the Channel, and	
						landed at Ibsley at 1720,	
						118 Squadron covered the withdrawal, but saw nothing.	
	<u>Whirlwind.</u>						
5/8/41	P.7001	S/Ldr. Donaldson.)	A.F.C.	16:50	17:45	The intention of this operation was that red section (S/Ldr.	
		Sgt Holmes.)		16:50	17:45	Donaldson and SGT. Holmes) should attack Maupertus aerodrome, while	
		)	Warhead			Yellow section (F/Lt. Hughes and Sgt. Jowitt) searched for shipping	
	P.7039	F/Lt. Hughes.)	No. 3.	16:51	17:50	off Cherbourg. Red section was in luck. Coming over the aerodrome	
	P.7013	Sgt Jowitt.)		16:51	17:50	at about 100 feet they saw 5 Ju.87's in the South East corner.	
						Red 1 fired at the first one and hit it. It became a total loss,	
						being burnt out. He then observed some ME.109s along the Southern	
						boundary and in the S.W. corner. He fired at them and hit two or	
						three. He did a quick right handed turn, came back and flew down	
						the line from West to East spraying the machines. Several were hit.	
						He then did a left handed turn and went out North. He saw a lorry	
						on the coast road, and gave it a short burst which set the canopy	
						on fire.	

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						Red 2 followed Red 1 in over the aerodrome. He fired a 3½ seconds burst at the JU.87s and damaged them. He then did a left handed turn down the road and saw a lorry full of soldiers. He came down to 30 feet and gave it a burst. He saw his shells entering the lorry, and it is assumed that he must have killed a number of the soldiers.	
						Yellow section reported no shipping to be seen at all. Sgt. Jowitt fired a short burst at a wireless station near Querqueville. A certain amount of light Flak was experienced from the mole and the forts at Cherbourg, but otherwise the trip was uneventful.	
6/8/41	WHIRLWIND						
	P.7009	P/O Mason	)	08:46	09:45	On this expedition four Whirlwinds were detailed to attack	
	P.7044	F/O. Coghlan.	) Warhead	08:46	10:00	Maupertus aerodrome. Their navigation, however, appears to have	
	P.7002	P/O. Rudland.	) No. 4.	08:46	10:00	been a little at fault. They flew on a course of 184° M but there	
	P.6983	F/sgt Brackley.	)	08:46	10:00	is considerable disagreement as to which part of the French coast	
						they struck: some say Cap de la Hague while others say the Pointe	
						de Barfleur. At any rate, they did not find the aerodrome and after	
						orbiting for a short time in search of a target P/O. Mason gave the	
						order to return. About 5 miles East of Cap de la Hague P/O. Mason	
						saw an "E" Boat 1½ miles out to sea. He delivered three attacks from	
						the broadside, and certainly caused considerable damage, but is	
						unable to say	

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				Up	Down		
						whether or not he sank it. The other three got separated from	
						P/O Mason, and for want of a better target delivered an attack in	
						line astern on 1 lighthouse causing considerable damage. Great	
						chunks of masonry flew off it.	
						They returned on a course of 257° M and made landfall at Portland,	
						which suggests that they had been in the vicinity of the Pointe	
						de Barfleur and not the Cap de la Hague.	
6/8/41	Whirlwind						
	P7001	S/Ldr. Donaldson	)	12:21	13:18	Warhead No.4 having failed to find Maupertus a further attack was	
	P7002	P/O. Rudland	) Warhead	12:21	13:18	ordered as soon as possible. This time they were almost dead on	
	P7044	F/O. Coghlan	) No. 5.	12:21	13:18	their course. Coming over the aerodrome they saw 1 JU.87 burnt out,	
	P6999	Sgt Albertini	)	12:21	13:18	and three or four more badly damaged. The ME.109s were still	
						parked along the Southern boundary. S/Ldr Donaldson flew down the	
						line from West to East with his guns blazing. He certainly hit the	
						first machine, and probably several more. He then fired a burst	
						at the JU.87s and fit four of them. Three minutes after leaving	
						the aerodrome he looked back and saw smoke rising from it. About 5	
						miles to the North West of Cherbourg he observed two tankers,	
						provisionally estimated at 3000 tons. He attacked both of them	

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						from the Broadside scoring hits. He then attacked one of them	
						head on: smashed the bridge and almost certainly killed the	
						captain. After this attack he saw smoke rising from amidships. The	
						tankers returned cannon and machine gun fire.	
						P/O Rudland saw one ME.109 just taking off. It had not left the	
						ground, but had got its tail up. He gave it a 2 seconds burst from	
						50 yards and it immediately burst into flames. He reported that	
						heavy Flak from Cherbourg following him and the others out to sea.	
						He had also given a burst into the JU187s. He reported that	
						Maupertus had all the appearance of a very well "pranged" aerodrome.	
						F/O Coghlan went down the line of ME.109s giving them two good	
						bursts.	
						Sgt Albertini also went down the line and certainly hit one in the	
						starboard wing, and probably several more. He then observed a	
						machine gun post on the East side of the Aerodrome firing at	
						F/O. Coghlan: he attacked and silenced it. Going out he observed	
						three Bofors gun position to the North of the hill to the North of	
						the aerodrome. One of these was firing at F/O Coghlan. He attacked	
						and silenced it. Some of the crew he observed to fall, while others	
						leapt over the side of the emplacement and ran for dear life.	

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				Up	Down		
6/8/41	Whirlwind						
	P.7001	S/Ldr Donaldson AFC)		15:38	16:40	The presence of the two tankers off Cherbourg having been reported	
	P.7002	P/O. Rudland) Warhead		15:38	16:44	as a result of Warhead No.5 four Whirlwinds were sent to endeavor	
	P.7009	P/O. Mason.) No. 6.		15:38	16:45	to intercept and attack them as soon as they could be re-armed.	
	P.6983	F/Sgt.Brackley.)		15:38	16:40	This time the Hun was on his toes, and about 5 miles off the	
						French coast between Quarqueville and Cap de la Hague the	
						Whirlwinds were met by 3 ME.109s followed by 12 to 20 more. A	
						terrific dog-fight took place between 1500 feet and sea level. The	
						Whirlwinds were outnumbered by 5 to 1 but never the less they more	
						than held their own.	
						S/Ldr Donaldson saw P/O Mason being chased by two Huns. He got on	
						the tail of one of them and fired a ½ second burst at 200 yards.	
						The 109 did a turn, then a half-roll and a dive. On the dive	
						Donaldson fired a further ½ second burst. He saw a panel fly off	
						the wing and also a puff of white smoke. Probably the machine was	
						hit in the radiator. At any rate, it showed no more stomach for the	
						fight and made off in the direction of Querqueville aerodrome.	
						Brackley heard Rudland call out on the R/T: "there are 2 109s on my	
						tail". Immediately he saw a Whirlwind to starboard with 2 109s	
						on its tail. The first broke away across his sights, but too	
						quickly for him to fire. As the second broke away he fired	

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						a 2 ½ seconds barrage. The 109 flew right into it, and dropped like a stone into the sea.	
						At the same time a 109 had got on Brackleys tail. Rudland delivered a head on attack closing from 300 yards and breaking away 5 feet above the 109. He saw his shells strike just behind the cockpit. He then did a steep turn tp Port: saw Brackley but no 109. S/Ldr Howell of 118 Squadron which was by now arriving on the scene, saw a 109 go straight into the water, and it was agreed that this must have been Rudland's victim - his second that day.	
						The Whirlwinds gradually disengaged themselves and returned to the English coast. Brackley's machine developed an internal glycol leak in the starboard engine and he had to return across 60 miles of water on one engine. As his petrol was running low he made a forced landing at Hurn damaging his machine.	
						The total bad for the five sweeps was as follows:-	
						3 ME.109s destroyed and one damaged in the air.	
						1 JU.87 destroyed. 4 JU.87s and many ME.109s damaged or probably destroyed on the ground.	
						1 E Bpoat was sunk and 1 E Boat damaged.	
						2 Tankers damaged. 1 dinghy sunk.	
						1 wireless station and one lighthouse well beaten up.	
						2 gun posts silenced. 2 lorries probably destroyed.	
						Many soldiers killed or wounded.	

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						And last, but by no means least, one fallacy exploded, namely that the Whirlwind is no match for an ME.109.	
6/8/41	Whirlwind						
	P.7013	Sgt. Jowitt	Interception	14:05	15:15	The section was on patrol but saw nothing.	
	P.7007	Sgt. Meredith	Patrol	14:05	15:15		
7/8/41	P.6999	Sgt. Albertini	Convoy	19:35	21:00	Convoy Patrol in the Bristol Channel.	
	P.7041	Sgt. Dimblebee	Patrol	19:35	21:00		
	P.7044	F/O. Coghlan	Interception	16:30	17:30	The section was on patrol, but saw nothing.	
	P.6998	Sgt. Hunter	Patrol	16:30	17:30		
11/8/41	P.6991	F/Sgt, Brackley	Convoy patrol	13:40	15:15	Convoy patrol off Porthcawl.	
	P.7007	Sgt. Meredith		13:40	15:15		
	P.7001	S/Lr. Donaldson AFC.		14:30	15:55	Convoy patrol off Porthcawl.	
	P.7041	F/Lt. Pugh.	Convoy	14:30	15:55		
	P.7013	Sgt. Jowitt	Patrol	14:30	15:55		
	P.7039	F/Lt. Hughes	Convoy	15:25	16:45	Convoy patrol off Porthcawl.	
	P.6996	Sgt. Blackshaw	Patrol	15:25	16:45		
	P.7003	P/O. Rudland	Convoy	16:10	17:05	Convoy patrol off Porthcawl.	
	P.7004	Sgt. King	Patrol	16:10	17:05		

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12/8/41	Whirlwind						
	P.7001	S/Ldr. Donaldson AFC.		10:02	11:35	This was the occasion of the bg daylight raid on the two power	
	P.7041	F/Lt. Pugh		10:02	11:35	stations at Cologne. 54 Blenheims of No.2 Group were in operation,	
	P.7039	F/Lt Hughes		10:02	11:35	and 263 Squadron escorted them on the outward journey as far as	
	P.7003	F/O Stein		10:02	11:35	Antwerp. Fourteen aircraft flew to Wattisham on the evening of the	
	P.7044	F/O Coghlan		10:02	11:35	11th, and moved over to Martlesham Heath at 0700 hours the next	
	P.7002	P/O Rudland	Operation	10:02	11:35	morning.	
	P.7009	P/O Mason		10:02	11:35	Twelve aircraft took off from Martlesham at 1002. Rendezvous was	
	P.6991	Sgt. Blackshaw	No. 77	10:02	11:35	made with the Blenheims over Orford Ness and the formation moved	
	P.7013	Sgt. Albertini		10:02	11:35	off at 1008. The Blenheims flew at 50 feet in two sets of boxes.	
	P.6999	Sgt. Jowitt		10:02	11:35	The Whirlwinds flew at the same height, six between the two sets of	
	P.7042	Sgt. Buckwell		10:02	11:35	boxes and six up sun of them. The Dutch coast was crossed at 1043	
	P.7004	Sgt. King		10:02	11:35	where the Whirlwinds climbed to 1000 feet and weaved above the	
						bombers. At about 1052 the Whirlwinds turned for home some four	
						miles North West of Antwerp. They followed the course of the	
						Scheldt, six aircraft flying at 50/100 feet while the other six	
						weaved above them at 500 feet. Near Walcheren they saw 6 barges.	
						Fire was observed from them, and they were almost certainly Flak	
						barges. These were attacked with cannon fire, the Whirlwinds diving	
						from 500 feet to water level. One barge was sunk and two more	
						damaged. F/Lt. Pugh also attacked another barge about 2 miles	
						North West of Walcheren and damaged it.	
						During the whole flight no enemy fighters were seen at	

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						all. Flak, however, was experienced between Vlissingen and Neuzen.	
						On the outward journey F/O Stein observed some soldiers run out of	
						a house and shoot at him with rifles. He marked the position on	
						his map, saying:- "I'll deal with you later, when I have more time".	
						On the return journey he and Sgt. King searched diligently for the	
						spot, but were unable to find it.	
						On landing Sgt Jowitt's machine was found to have been hit towards	
						the tail by an explosive shell. Two other machines had bullet	
						holes in them.	
						The following message was received by the Squadron the next day	
						from Air Vice Marshall Orlebar, A.O.C. NO. 10 Group:	
						"The following personal message has been received from A.O.C. No.2	
						Group. Begins; Very manythanks for your courageous support to-day.	
						You will be glad to head that the two greatest power stations of	
						the Ruhr, Knapsack and Quadrath with an output totalling nearly a	
						million Kilowatts were completely destroyed and described by one	
						of the bomber leaders as "----- up" for the rest of the war.	
						Would be glad if you would convey the thanks of the leaders and	
						crews of No.2 Group to S/Ldr Donaldson and 263, Wing Commander	
						Heber Percy, S/Ldr Forbes and 66 Squadron, S/Ldr Darwin and 152	
						Squadron and S/Ldr Stevens and 234 Squadron. Ends. Well done -	
						Orlebar.	

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17/8/41	Whirlwind						
	P.7001	S/Ldr. Donaldson AFC.		13:34	14:30	The intention of this operation was that 4 Whirlwinds show fly from	
	P.6996	Sgt. Blackshaw	Offensive	13:34	14:30	Ibsley to Maupertus at 15000 feet to draw the German fighters into	
	P.7041	F/Lt. Pugh.	Operation	13:34	14:30	the air, and that Spitfires and Hurricanes should follow and deal	
	P.7044	F/O. Coghlan.		13:34	14:30	with them. The Hun, however, was not "playing". The Whirlwinds took	
						off from Ibsley and were over Maupertus at 15000 feet at 1400	
						hours - Zero hour. The was 1 and 7/10ths cumulas from 2500 to 6000	
						feet, but thw wood just North of the aerodrome was seen by	
						Squadron Leader Donaldson through a break in the clouds. No enemy	
						fighters at all were seen.	
						On his way back F/Lt. Pugh saw a trawler (about twice the size of	
						an E Boat) coming out of Cherbourg Harbour. He came down to	
						investigate and when he was at about 2000 feet the trawler opened	
						machine gun fire on him. Accordingly, he attacked the ship from	
						low level, seeing his shells exploding all over it. Out of six	
						Squadrons employed he was the only man who fired his guns.	
						The Whirlwinds landed at Warmwell according to instructions.	

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				Up	Down		
18/8/41	Whirlwind						
	P.6990	Sgt. Jowitt	Interception	16:20	16:45	The section was on patrol in connection with a raider plotted in the vicinity, but saw nothing.	
	P.7039	Sgt. King	Patrol	16:20	16:45		
19/8/41	P.6991	Sgt. Walker	Convoy	08:50	10:10)	
	P.6971	Sgt. Jowitt	Patrol	08:50	10:10)	
)	
	P.7005	Sgt. Holmes	Convoy patrol	09:30	10:50)	
	P.6998	Sgt. Hunter		09:30	10:50)	
						) Convoy Patrol in the Bristol Channel	
	P.7041	F/Lt. Pugh	Convoy	10:15	11:55)	
	P.7042	Sgt. Dimblebee	Patrol	10:15	11:55)	
)	
	P.6990	F/Sgt. Brackley	Convoy	16:55	18:20)	
	P.6970	Sgt. Jowitt	Patrol	16:55	18:20)	
)	
	P.7009	P/O. Mason	Convoy	17:50	18:50)	
	P.7044	F/O. Coghlan.	Patrol	17:50	18:50)	
20/8/41	P.7011	Sgt. Holmes	Convoy	05:20	05:45)	
	P.6998	Sgt. Hunter	Patrol	05:20	05:45)	
) Convoy Patrol in the Bristol Channel	
	P.7044	F/O. Coghlan	Convoy	07:30	08:05)	
	P.7046	Sgt. Dimblebee	Patrol	07:30	08:05)	

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						was just about to deliver the projected attack on Lannion when someone gave the warning "ME.109s Beat it".	
						About 6 ME.109s were seen in all: 5 definitely F, and one definitely E. Three were at 1000 feet and 2 were at sea level coming towards the Whirlwinds. They made as if to attack, but then refused combat, either because they saw the Spitfires, or because the Whirlwinds were too fast for them. They did, however, fire a burst from about 800 yards range, and apparently it took the form of a long line of black puffs, very like a barrage. Possibly, they were using shells with a time fuse. They followed the Whirlwinds about 50 miles out to sea.	
						An R.D.F. station on the Grande was attacked and damaged on the way out.	
26/8/41	P.7005	Sgt. Holmes	Interception	15:50	16:50	The section was on patrol in the Bristol Channel area, but saw nothing.	
	P.6986	Sgt. Walker	Patrol	15:50	16:50		
	P.7004	F/Lt. Pugh	-	11:32	12:58	The target not having been located on the 24th, another sweep was ordered on the 26 th against Lannion, while another four Whirlwinds made a simultaneous attack on Maupertus. It was intended to send 4 Whirlwinds against Lannion, but only three could be got ready in time owing to some confusion about reurning	
	P.7039	F/Lt. Hughes	Offensive	11:32	12:58		
	P.7044	F/O. Coghlan.	Action	11:32	12:58		

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						the wireless sets. Escort was provided by 66 Squadron. Crossing the Channel at zero feet, landfall was made at Sept Isles at 1210.	
						Flying West, they skirted the coast, passing outside the Grande where a dummy aerodrome was observed, until they reached Pointe de Sehar. From there they turned up the river Le Ligner, flying in line astern below the level of the banks. F/Lt. Pugh, leading the formation, sighted Lannion Church at 1220, and at the same moment he saw 2 blister handers on the North bank of the river, apparently at Meslar. He did a turn tp Port, and saw two JU.88s parked closely in line astern between the hangers. Opening fire at 300' he gave a 3 seconds burst, and saw explosions in both aircraft, approximately in the centre sections. Both machines immediately caught fire with large dark red flames.	
						F/O Coghlan followed on, noticed Pugh's machines in flames, and attacked 2 JU.88s parked nearer to the aerodrome, opening fire at about 200 feet. His complete burst straddled both aircraft, and there were many explosions in the fuselage of both machines from the H.E. Incendiary ammunition. Smoke and some flame were also seen to come from them. Making a left handed turn, he did a flat dive on a JU,88 parked in a field still South of the aerodrome. The machine was straddled but the results were not observed.	

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						on the top of the hill about 1 miles North of the aerodrome. Sgt Meredith also attacked a gun position to the North of the aerodrome.	
						As the formation was approaching the coast a red rocket was fired, and the pilots could see the gun crews running to their posts as they sighted the aerodrome. Intense and accurate flak was experienced, and P/O. Rudland's machine had a cannon shell through its starboard aileron.	
						234 provided cover at 500 feet, and also destroyed 2 JU.87s and 1 JU.88. They lost one Spitfire.	
	Whirlwind						
29/8/41	P.7039	F/Lt. Hughes	Offensive	17:00	18:33	The two Whirlwinds were detailed to attack Lannion aerodrome. Owing to an exaggerated forecast of the surface winds landfall was made	
	P.6991	Sgt. Holmes	Operation	17:00	18:33	7 miles South East of the de Bats which were mistaken for Les Sept Isles. On reaching the coast they realised their mistake, but as cloud cover was very sparse (cloud was 3/10 at 400 feet) they decided that it was inadvisable to go for the primary objective.	
			Mandolin No.3.			A secondary target was found in an R.D.F. station on the Western extremity of the de Bats. Both aircraft attacked this from 400 feet. F/Lt. Hughes also attacked a blockhouse on the North coast of the de Bats where four men in white were seen to fire at him.	
						The aircraft had taken off from Predannack in	

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				Up	Down		
						conditions of good visibility, but in the meantime the weather	
						had "closed down" completely with a sea mist right down onto the	
						landing ground, and it was only with the greatest skill and good	
						fortune that they were able to get down safely.	
	Whirlwind						
31/8/41	P.7041	S/Ldr. Pugh	Cover for	14:05	15:25	The object of this operation was to provide cover for Blenheims	
	P.7039	F/Lt. Hughes	returning	14:06	15:26	returning from an attack on Lannion aerodrome. 263 Squadron was	
	P.7002	P/O. Rudland	bombers	14:05	15:26	leading a Wing which comprised 130 and 313 Squadrons. The Wing took	
	P.7044	F/O. Coghlan	Gudgeon No.4.	14:05	15:27	off from Predannack. Twelve Whirlwinds took off, but one had to	
	P.7003	F/O. Stein.		14:07	15:30	turn back owing to its constant-speed gear being unserviceable.	
	P.7009	P/O. Mason		14:06	15:28	263 climbed to 11000 feet, with 130 at 14000 and 313 at 25000. A	
	P.6991	F/Sgt. Brackley		14:06	15:28	course of 151° M. was set at 1427 over Predannack aerodrome. The	
	P.6996	Sgt. Jowitt		14:07	15:30	formation flew for 23 minutes on this course: then orbited for	
	P.6990	Sgt. King		14:06	15:29	15 minutes, and then returned. The bombers were seen to return	
	P.7011	Sgt. Meredith		14:05	15:25	safely below the formation having successfully bombed the	
	P.6999	Sgt. Hunter		14:07	14:35	aerodrome. No enemy fighters were seen.	
	P.7042	Sgt. Buckwell		14:07	15:30		

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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. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
		SEPTEMBER	1941	
Charmy Down.			First of all, let it be recorded that it has been reported by Prisoners of War of the G.A.F. that 263 Squadron's claim for the attack on Lannion aerodrome on August 26 th - five JU.88s destroyed and four damaged - was substantially accurate.	
			The month of September has been one of considerable offensive activity. The Squadron has again been used mainly for ground attack. Apart from eight convoy or defensive patrols and a successfully accomplished close escort of six Blenheims, and an escort attack sortie against a convoy, there have been three attacks upon targets in occupied France. These were marred by poor visibility in the first case and by extremely barrenness of Morlaix and Lannion aerodromes in the other two. Moreover these last two attacks were made through barrages of the most intense and accurate flak. It may be that the enemy has very few aircraft in North Western France, or that those he has are subject to frequent moves, or even that he has received intelligence of our proposed attacks.	
			PERSONNEL. His Majesty the King has been graciously pleased to confer the Distinguished Flying Cross upon Flight Lieutenant C.P.Rudland, in recognition of his many and varied exploits against the enemy. Flight Lieutenant Rudland has been a member of 263 Squadron since June 1940, and he has the longest a long record of flying service with the Squadron. He is st present Flight Commander of "A" Flight.	
			It is with deep regret that we record that P/O. Mason was missing beleived killed after an offensive operation on September 10th, and that Sergeant Pilot Hunter was missing after a similar operation on September 29th. Sergeant Pilot Buckwell was also missing on September 4th, but there are reasons for hoping that he is now a prisoner of war.	

Place	Date	Time	Summary of Events	References to Appendices
Charmy Down			During this month the personnel of the Squadron has been unusually fluid. This has been mainly due to the fact that 263 Squadron is being used as a "feeder" to the newly established Whirlwind 137 Squadron. C.P.Rudland D.F.C., was promoted Flight Lieutenant on 9/9/41.	
			Pilot Officers G.W.Martin, P.Harvey, J.M.Bryan, J.C.Lawton, J.H.Hoskins and Flying Officer C.A.G.Clark have been posted to the Squadron. Flight Lieutenant Hughes has been posted to 137 Squadron. F/O. Ormerod has been posted to Sector Intelligence, Colerne, and P/O Wordsworth has been posted as Squadron Intelligence Officer.	
			Sergeant Pilots Peskett, Sandy Prior, Robinson, O'Neill, Ridley, Robertson, Small and Haggberg have been posted to the Squadron, and Sergeant Pilot Jowitt has been posted to 137 Squadron.	
	3/9/41		Four convoy patrols over Bristol Channel.	
			One interception patrol: nothing sighted.	
	4/9/41		Gudgeon VI. Full Squadron close escort provided for 6 Blenheims in an attack upon an oilship in Cherbourg Harbour.	
	8/9/41		Eleven Whirlwinds accompanied twelve Blenheims in an attack upon convoys in the Race of Alderney.	
	10/9/41		Mandolin Operation. Two Whirlwinds set out to attack Gestapo Headquarters near Quineville.	
	12/9/41		One convoy patrol.	

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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) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Charmy Down	13/9/41		One interception patrol: nothing sighted.	
	18/9/41		One convoy patrol.	
	28/9/41		Mandolin Operation. Four Whirlwinds attacked Morlaix Aerodrome.	
	29/9/41		Mandolin Operation Four Whirlwinds attacked Lannion Aerodrome.	

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DETAIL OF WORK CARRIED OUT

By No. 263 Squadron

For the month of September, 1941

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
3/9/41	P.7011	F/O. Coghlan	Convoy	12:40	13:25	Convoy patrol in the Bristol Channel.	
	P.6971	Sgt. Meredith	Patrol	12:40	13:25		
	P.7044	Sgt. Dimblebee	Convoy	13:25	14:45	Convoy patrol in the Bristol Channel.	
	P.7001	Sgt. Hunter	Patrol	13:25	14:45		
	P.6991	F/Sgt.Brackley	Convoy	15:05	16:40	Convoy patrol in the Bristol Channel.	
	P.6996	Sgt. Walker	Patrol	15:05	16:40		
	P.7005	Sgt. Holmes	Convoy	16:00	16:55	Convoy patrol in the Bristol Channel.	
	P.7042	Sgt. Buckwell	Patrol	16:00	16:55		
	P.6970	Sgt. Jowitt	Interception	15:20	15:50	The section was on patrol but saw nothing.	
	P.6990	Sgt. King	Patrol	15:20	15:50		
12/9/41	P.7039	F/Lt. Hughes.	Interception	12:55	13:10	The section was on patrol.	
	P.6983	F/Sgt.Brackley	Patrol	12:55	13:10		
13/9/41	P.7003	F/O. Stein.	Interception	18:30	18:50	The four aircraft were on patrol.	
	P.7009	Sgt. Meredith	Patrol	18:30	18:50		
	P.6990	Sgt. Blackshaw		18:30	18:50		
	P.6996	Sgt. Jowitt.		18:30	18:50		
18/9/41	P.7044	F/O. Coghlan.	Interception	16:05	16:55	The section was on patrol.	
	P.7041	Sgt. Maddocks.	Patrol	16:05	16:55		

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By 263 Squadron

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				Up	Down		
	<u>Whirlwind</u>						
4/9/41	P.7041	S/Ldr. Pugh		14:12	15:30	Twelve Whirlwinds took off from Warmwell to act as close escort to	
	P.7039	F/Lt. Hughes		14:12	14:35	6 Blenheims detailed to bomb an oil ship n Cherbourg Harbour. F/Lt.	
	P.7002	P/O. Rudland		14:12	15:30	Hughes had to turn back shortly after leaving the English Coast	
	P.7044	F/O. Coghlan.	Escort of	14:12	15:40	owing to one engine overheating. Rendezvous was made at 1420 at	
	P.6990	F/O. Stein	six Blenheims	14:12	15:35	8000 Feet over Warmwell. The bombers climbed to 10000 feet and the	
	P.7011	P/O. Mason	to Cherbourg	14:12	15:20	Whirlwinds took up position with four aircraft in line astern 250	
	P.7005	Sgt. Holmes		14:12	15:40	yards on either side of the bombers and 500 feet above: two	
	P.7004	Sgt. King	Operation	14:12	15:25	aircraft to the rear of the bombers and 500 feet above, and two	
	P.6991	Sgt. Blackshaw	Gudgeon No.6.	14:12	15:35	aircraft weaving 500 feet above the whole formation. Landfall was	
	P.6996	Sgt. Walker		14:12	15:40	made at 1505 and the bombers made one run over the target. The	
	P.7042	Sgt. Buckwell		14:12	-	ship was seen to be ablaze.	
	P.6986	Sgt. Hunter		14:12	15:40	While the bombers were dropping their bombs F/O Stein saw 1	
						ME.109.F. diving on the formation. He turned towards it and it	
						slewed round: gave him a short burst from 6/700 yards and dived	
						away.	
						When South of the harbour Sgt. Holmes, one of the weavers, saw 3	
						ME.109s behind him. They fired four bursts at him, but he took	
						evasive action, doing a barrel roll and managed to shake them off.	
						Two 109.f. then approached the bombers. S/Ldr Pugh and P/O Rudland	
						turned towards them and they made off. Almost immediately	
						afterwards P/O Mason, also one of the weavers, was attacked by 3	
						ME.109s diving out of the sun. Two of them attacked on the	
						starboard quarter and one from astern. He fired a ½ second burst	
						at one	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
						and it made off. He then took violent evasive action, doing tight turns and then a very steep dive: A.S.I.480. He pulled out at sea level and made for home. The 109 followed him 30 miles towards the English coast firing several bursts. On landing his machine was found to have many bullet holes in it.	
						Two 109s were seen to attack Sgt. Buckwell just leaving the harbour. It is thought that he did not see them. His starboard engine was set on fire and he was seen to bale out of his machine crashing into the sea 5 miles off Cherbourg. 302 Squadron immediately attacked these two 109s and destroyed one, and probably destroyed the other. A launch was seen putting out from Cherbourg Harbour, and it is almost certain that Sgt. Buckwell was picked up. The Whirlwinds escorted the bombers back to Warmwell.	
	Whirlwind						
8/9/41	P.7041	S/Ldr. Pugh		16:35	17:55	Eleven Whirlwinds took off from Ibsley to accompany 12 Blenheims	
	P.7039	F/Lt. Hughes		16:35	17:55	in an attack on a Convoy which had been reported to be North West	
	P.7002	P/O. Rudland	Attack on	16:35	16:55	of Jersey. 234, 118 and 501 Squadrons also provided escort and	
	P.7044	F/O. Coghlan	Convoy off	16:36	17:55	support. P/O Rudland turned back before crossing the English coast	
	P.7009	P/O. Mason	Guernsey	16:36	17:55	owing to engine trouble, and owing to a misunderstanding Sgt.	
	P.6990	F/Sgt. Brackley		16:35	17:55	Holmes and Sgt. Hunter followed him.	
	P.7004	Sgt. King		16:36	17:55	The role of the Whirlwinds was to attack any Flak	
				16:37	17:55		

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By 263 Squadron

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Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
8/9/41	P.7011	Sgt. Walker		16:37	17:55	ships which might be protecting the Convoy. Rendezvous was made	
	P.6999	Sgt. Holmes		16:37	16:55	with the bombers at 1645 over base and a course of 205° M was set	
	P.7001	Sgt. Hunter		16:37	16:55	at 1650. The Channel was crossed at zero feet, the Whirlwinds	
						flying in echelon to starboard on the starboard side of the bombers.	
						Two small convoys were sighted both heading North: one just South	
						of Guernsey comprising a tug and approximately four barges (herein	
						after called convoy No.1) the other further South comprising eight	
						tugs and some small vessels (herein after called Convoy No.2) The	
						Whirlwinds climbed to 5/600 feet, and the bombers turned sharply to	
						port to attack the Convoy No.2. The Whirlwinds also attacked.	
						S/Ldr Pugh and F/O Coghlan attacked from North to South along the	
						line of ships in Convoy No.2, selecting as target the largest of	
						the ships, a vessel of about 400 tons. Hits and explosions from the	
						H.E./Incendiary ammunition were observed along the whole length of	
						the vessel. Towards the end of S/Ldr Pugh's dive m/g fire was	
						experienced from the stern of the vessel.	
						The bombers then attacked crossing the Convoy from the beam. After	
						this the Whirlwinds renewed their attacks. F/Lt Hughes and P/O	
						Mason attacked a tug in Convoy No.1. As a result the boiler was	
						burst, and it was left enveloped in steam and smoking. They then	
						attacked a ship in front of the tug and ledt it smoking. P/O Mason	
						then attacked the ship already attacked by S/Ldr Pugh. He saw that	
						it was smoking and burning along	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
						the whole length of the deck.	
						Sgt. King attacked 2 tugs in Convoy No.2. He reports that the	
						second one was sinking.	
						F/Sgt Brackley, Sgt. Blackshaw and Sgt. Walker attacked Convoy	
						No.1. doing considerable damage.	
						The Whirlwinds then returned to base, S/Ldr Pugh and F/O. Coghlan	
						in company with the bombers: the remainder single and in pairs.	
						About 25 miles North of Guernsey F/Sgt. Brackley returning at sea	
						level suddenly came on an E boat. It did not appear to be moving	
						and he did not see it until it rose on the swell. He gave it a	
						burst but had no time to see the results.	
						Some miles North of Alderney Sgt King saw tracer passing his	
						machine. He took evasive action and saw an ME.109 about 500 yards	
						behind. He managed to shake it off. On landing several bullet holes	
						were found in his machine.	
						About 40 miles from Cap de la Hague F/Lt. Hughes saw cannon fire	
						passing his machine. He could see no enemy aircraft, and no marks	
						were found on his machine on landing.	
9/9/41	P.7003	F/O. Stein	Convoy	17:35	19:00)	
	P.6996	Sgt. Blackshaw	Patrol	17:35	19:00)	
) Convoy Patrol in the Bristol Channel.	
	P.7039	F/Lt. Hughes	Convoy	18:30	19:40)	
	P.6999	Sgt. King.	Patrol	18:30	19:40)	

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				Up	Down		
	Whirlwind						
10/9/41	P.7001	P/O. Mason	Mandolin	13:15	-	The primary objective of this sortie was to attack the Gestapo	
	P.7003	F/O. Stein	Operation	13:15	14:30	Headquarters near Quineville. They took off from Warmwell and	
						crossed the Channel at 20 feet. Landfall was made at 1343 hours	
						10 miles West of Pointe de Barfleur. They flew down the coast 5	
						miles off shore to the Iles St Marcouf, and here turned in over the	
						land. There was 10/10 cloud at 1200 ft over the sea. Over the land	
						there was a considerable amount of for on the higher ground, and	
						visibility was about 1000 yards. They searched for about 20 minutes	
						in the vicinity of Lestre and Montebourg at very low level, but	
						although several houses were seen which might have been their	
						target there was nothing to identify any one of them positively.	
						Accordingly, they made for St Vaast-de-la-Mongue in the hope of	
						finding an E boat. Due East of Lestre a Bofors gun position and	
						a battery of four machines guns was seen on the coast. P/O Mason	
						climbed in a left handed turn to 1200 feet, which was just in cloud;	
						did a stall turn, and attacked the machine gun post in a dive of an	
						angle of about 60°. F/O Stein was following him on the dive waiting	
						for him to pull out to open fire. He saw P/O Mason dive straight	
						into the ground. The aircraft did not catch fire: the tail section	
						came off, and the machine turned on its back ending in a foot of	
						water and sand.	
						F/O. Stein pulled away to the right and the Bofors	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
						gun started to fire at him. He delivered three attacks on it diving from 1000 feet from sea to land. After the third attack there was no return fire. He then attacked the machine gun battery exhausting his ammunition. He then made four circuits of the crashed aircraft, during which time there was no fire from either position.	
	Whirlwind						
19/9/41	P.7003	F/Lt. Hughes		14:30	16:00	The object of this expedition was to attack Morlaix aerodrome. The aircraft took off from Predannack but owing to the wind having been incorrectly given landfall was made a considerable way to the West.	
	P.7007	P/O. Warnes	Mandolin	14:30	16:00		
	P.7051	F/Sgt. Brackley	Operation	14:30	16:00		
	P.6986	Sgt. Hunter		14:30	16:00	The aerodrome was not located: instead, inconclusive attacks were made on a pill box.	
						313 Squadron (Spitfires) provided escort but showed no very marked inclination to stick close to the Whirlwinds.	
	Whirlwind						
28/9/41	P.7044	W/Cdr. Donaldson DFC.		14:20	15:45	The object of this operation was to attack JU.88s which were said to be dispersed on Morlaix aerodrome. The Whirlwinds took off from Predannack, escorted by eleven Spitfires of 313 Squadron.	
	P.7041	S/Ldr. Pugh	Mandolin				
	P.7011	Sgt. Dimblebee	Operation			Landfall was made at Plouescat at 1500 hours. From there they flew to Taule, from which the town of Morlaix was visible. Climbing to 500 feet they saw the aerodrome. S/Ldr. Pugh studied the	
		Sgt. King					

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				Up	Down		
						dispersal area but no JU.88s were to be seen. In fact, just one	
						ME.109 was visible near a blister hander, on the South side. S/Ldr.	
						Pugh fired a two second burst at the aircraft and saw hits on the	
						wings and fuselage. Then he crossed the aerodrome at 20 feet. Half	
						way across, he was caught in a tremendous and sudden barrage of	
						20mm fire. His machine was hit in the rear of the fuselage by a	
						20mm shell. The shock was not pleasant. Actually gear and rudder	
						bar were rendered useless. Nevertheless S/Ldr Pugh went on to	
						attack a petrol bowser, observing hits before he flew out North	
						with violent evasive action. Though he was at zero feet he was	
						still followed by Flak, which must have been fired from raised	
						platforms.	
						Sgt Dimblebee also attacked the ME.109, observing hits; then he	
						then he attacked a gun post on the North side of the aerodrome.	
						W/Cdr. Donaldson attacked the same ME. Then his Whirlwind was hit	
						in three places by flak. The coupe was shattered and the pilots	
						helmet wrenched off, he was slightly wounded in both arms. However	
						he managed to retain control and he landed at Predannack where he	
						was detailed in sick quarters with slight concussion.	
						Sgt. King also attacked the ME. Like Sgt. Dimblebee he experienced	
						much less flak than the leaders had, however a m.g. bullet hole was	
						found in his aircraft after he had landed.	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
						It seems just possible that the preparations which had been made for some days before this operation, may have led to some breach of security resulting in the barren target which has been described.	
						However that may be, orders for the <u>next</u> operation was so late that it was conducted in semi-darkness.	
	Whirlwind						
29/9/41	P.6998	F/O. Coghlan	Mandolin	18:33	20:20	This operation was first heard of at Charmy Down at sometime after 1600 hours. The object was to attack JU.88s on Lannion aerodrome.	
	P.7061	P/O. Warnes	Operation	18:33	20:15		
	P.6987	Sgt. Maddocks.	No. 7.	18:33	20:05	It was not possible to leave Predannack until 1833 and after crossing the Channel at the usual "zero feet", F/O Coghlan led the	
	P.7009	Sgt. Hunter		18:33	---	Whirlwinds into attack at 1910.	
						The enemy was unusually dark and gloomy, and even if the aerodrome had contained dozens of JU.88s it would have been hard to find them. But, despite the rapidity with which the operation had been ordered and executed, it seems that this aerodrome was again	
						virtually barren. F/O. Coghlan dived in from 500 feet at the North of the aerodrome, noticed one JU.88 near a hanger at the South side and claims to have destroyed it with a nine seconds burst. Then he flew back through the intense barrage which was coming from all around him and attacked the hangers	

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Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
						on the Northern boundary. He looked for the other Whirlwinds but	
						could see nothing of them in the murk. His gyro was u/s, thoroughly	
						disturbed by the jinking. And the compass, too, must have been	
						inaccurate, for landfall was made at the Scilly Islands at 1955.	
						It was now full night, illuminated by a moon in the first quarter.	
						F/O Coghlan climbed to 4000 feet and called up Elver - the homing	
						station for Portreath Sector. There was no reply. He flew East and,	
						shortly afterwards picked up Elver control and received vectors from	
						them. Then his port engine failed. His petrol gauges were showing	
						zero and F/O Coghlan told Elver that he proposed to bale out.	
						However, the engine picked up again after some Exactor adjustments.	
						And then, as he was coming in to land at 400 feet, both engines did	
						fail, within three seconds of each other. F/O Coghlan made a	
						forced landing by moonlight in the fields; his aircraft touched	
						down on one side of a hedge and came to rest on the other, only	
						200 yards from the end of the runway. It was a complete wreck	
						(Cat 3) but F/O Coghlan escaped with a few bruises.	
						P/O Warnes followed F/O Coghlan in to attack. Darkness and tracer	
						made it difficult to see anything, however he was able to get in	
						two bursts of two seconds on dispersal pens. Then he made a right	
						hand climbing turn and dived to attack a gun post. Having	
						exhausted his ammunition, he	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
						returned at zero feet, experiencing some light flak all the way to	
						the coast. He could see nothing of Sgt. Hunter and so he returned	
						on course, making landfall at Predannack at 1950. There were no	
						lights, other than the flashing beacon and he was forced to cruise	
						around for twelve minutes. His petrol was extremely low and he had	
						just told Elver that he was baling out, when the chance light came	
						on. He landed at Predannack at 2015. There were three gallons of	
						petrol left.	
						Sgt. Hunter called up Elver at 1957. He said he was five miles from	
						the coast and that he was going to bale out as his engines were	
						failing. One minute later he said he would not bale out till he was	
						over the coast, immediatley afterwards that he was baleing out	
						over the coast. A message passed through Exeter Observer Corps said	
						that a pilot had been seen baling out five miles S.W. of Eddystone	
						Lighthouse at 2005. Air Sea Rescue search was maintained for 48	
						hours and Home Guards searched Dartmoor, but no trace of Sgt.	
						Hunter has been found. Itis worth noting that of the four pilots	
						taking part in this operation; three informed Elver that they	
						proposed to bale out, and one was forced to do so, with fatal	
						results.	
						IT was reported on heresay that a large number	

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				Up	Down		
						of JU.88s left Lannion half an hour before 263 Squadron visited it.	
						Had they been half an hour later. The very considerable risks of	
						this dusk operation would have been more fully justified.	
						Escort was provided by Spitfires of 313 Squadron. This Squadron	
						refused to cross the coast with the Whirlwinds, alleging an	
						operational order to that effect.	

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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.263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Charmy Down	Oct.41.		The formation of a new Whirlwind squadron at Charmy Down, No.137, has meant that many of the more experienced pilots of 263 Squadron were posted away and that many new pilots came into the Squadron from O.T.Us. In consequence the month of October has been exceptionally quiet from an operational point of view. There were two scrambles and two convoy patrols, and at the end of the month two Rhubarb operations against Morlaix aerodrome. It should be noted that the code word "Mandolin" to indicate a small scale unescorted fighter attack upon enemy territory or shipping has been superseded by "Rhubarb".	
			<u>PERSONNEL.</u>	
			It is recorded with great regret that P/O O.J.H.Hoskins was killed in a flying accident on October 9th. During a formation practice P/O. Hoskins' aircraft collided with that of F/Lt. H.J.Coghlan. The latter baled out successfully, but P/O Hoskins seems to have attempted to regain control of his machine. After circling down from 7,000, he spun in and was killed instantly. P/O Hoskins had been with the Squadron only for a few weeks but he was already well liked for his good humour and cheerful personality.	
			P/O "Davey" Stein was missing after the Rhubarb operation of October 30th; Sergt. Ridley, his No.2. saw him climbing away from Morlaix aerodrome with one engine on fire: thus there is a good hope that P/O. Stein is now a prisoner of war. His loss to the Squadron is inestimably great, whether as pilot, humourist or friend.	
			H.M. The King has been graciously pleased to honour S/Ldr. T.P. Pugh and F/Lt. H.J. Coghlan with the Distinguished Flying Cross for their many and varied exploits against the enemy but especially for their aggressive and daring leadership in low flying attacks against highly defended targets in occupied France and Holland. The honour was promulgated on October 8th.	
	8/10		S/Ldr. T.P.Pugh and F/Lt. H.J. Coghlan awarded D.F.C.	
	8/10		F/O C.A.G. Clark posted to 137 Squadron (killed 30/10/41 in a Rhubarb operation)	

Place	Date	Time	Summary of Events	References to Appendices
	8/10		P/O.s H.H. Bryan, G.W. Martin and J.C. Lawton posted to 137 Squadron.	
	8/10		Sergt. Pilots J. Maddocks, J.Sandy, M.Peskett, B.Robertson, R.Haggberg, J.Luing, D.Small, and H.O'Neill posted to 137 Squadron	
	9/10		P/O O.J.M. Hoskins killed in flying accident collision with F/Lt. Coghlan.	
	9/10		Sgt. Pilots J.Brannan, E. Brearly, W.Lovell, J.McClure, J.Mitchener, J.Kennedy. J.Coyne, D.Gill, H.Muirhead, R.Reed, posted from 55 O.T.U.	
	26/10		Sgt. Pilots J.Brannan and J.McClure posted to 137 Squadron.	
	30/10		S/Ldr. J.Donaldson, DSO, AFC, F/O's H.F.G.Ede, H.B.Vickery, A.T.Williams, P/Os. J.Falkson P.H.Purdy, DFC, L.R.Jacobsen, S.R.McNamara DFC, M.A.Bentley, now officially presumed to have been killed on date of sinking of H.M.S."Glorious".	
	29/10		Rhubarb No.33 against Morlaix Aerodrome.	
	30/10		Rhubarb No.35 against Morlaix Aerodrome.	

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From hrs / / to hrs / /

By 263 (whirlwinds) Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
2/10/41 Whirlwinds I						
P.7003	Sgt. Blackshaw.	Scramble)	12:30	13:15	Four Whirlwinds were ordered out to patrol base at 10,000 feet.	
6990	Sgt. Robinson	)			There was a hostile raid in the vicinity but it faded before	
7002	Sgt. Meredith.	)			anything was seen of it.	
7007	Sgt. King.)				
15/10/41						
P.6986	Sgt. Walker	Scramble)	12:40	14:05	Order to patrol base at 15,000 feet. Nothing seen.	
6995	Sgt. Prior)	"	"		
7001	Sgt. Dimblebee	)	12:45	14:05	Order to patrol Newport at 15,000 feet. Nothing seen.	
7039	Sgt. Albertini)	"	"		
25/10/41						
P.7112	F/Lt. Rudland.	Convoy patrol	07:35	08:50		
6970	Sgt. Ridley	"	"	"	No incident	
7051	F/Sgt. Brackley	Bristol Chnl.	08:40	10:00		
7003	Sgt. Robinson	"	"	"		
29/10/41						
P.7651	F/Sgt. Brackley	Rhubarb	14:46	16:14	Two Whirlwinds (F/Sgt.Brackley, Red.1, Sgt.King Red.2) took off	
P.7007	Sgt. King.	No.35.			from Predannack at 1446 to attack Morlaix aerodrome. They were not	
					escorted. Crossed the Channel at 100 feet and made landfall Ille	
					Verte 1516. Target was approached from south and in flying over	
					Morlaix town Red 1 saw 3 good trains in a station. Approaching the	
					target from 300 feet Red 1 looked carefully at the aerodrome but it	
					seemed devoid of aircraft. However, there were six to eight JU. 88s	
					parked in the Western dispersal area between the aerodrome and the	
					river; they were camouflaged in a dull black. Red One dived to	
					attack a JU. 88 observing hits on the tail and read of the fuselage;	
					pieces of the aircraft were seen falling off. He fired a second	
					short burst at a small hanger - one of many in the dispersal area.	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From hrs / / to hrs / /

By 263 (whirlwinds) Squadron

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
29/10/41					whose doors were open, but he could not observe any results. Then he flew North along the right bank of the river and set course for home, crossing the Channel at 50 ft. after weaving and taking cover in two rainclouds, awaiting Red.2. Red.2. followed 200 yards behind Red.1. He could not confirm the number of aircraft on the ground. He fired a burst at a hanger in the western dispersal area, observing hits and directed a second burst at a Ju.88 on the ground but could not see any results. During this second attack he caught his port wing coolant tank on a high white mast which is, or was, in the centre of this dispersal area. He fired a third short burst at a built up gun post near the woods north of the dispersal area. On leaving the aerodrome he noticed that his port engine gave sign of glycol leak and he re-crossed the channel on one engine. The 2 Whirlwinds landed at Preddannack at 1614. Little activity seen on or near Morlaix aerodrome; very little flak, that there was came from the East side of the dispersal area. This element of surprise in the attack was markedly absent in a similar operation by two other Whirlwinds of 263 Squadron the next day. No E/A seen in the air and no shipping observed. Weather bright except in rainstorms. Visibility 20 miles; 5/6 tenths stratocumulus cloud at 1500 feet. Our casualties: personnel Nil, one Whirlwind damaged. cat "2". Enemy casualties: one JU.88 claimed damaged on the ground.	
30/10/41 Whirlwind P.7651 P.6994	F/O D. Stein Sgt. K.Ridley	Rhubarb No.35	09:43 09:43	missing 11:05	Two Whirlwinds of 263 Squadron (F/O Stein Red.1 Sgt. Ridley Red.2) took off from Predannack at 0943 to attack Morlaix aerodrome where J.U.88s had been seen by Whirlwinds of the same Squadron on the previous day. Crossed the Channel at 100 feet made landfall at Pte de Roscoff at 1005; then flew South down river Dessen but, failing to locate the target made two circuits to far South over town of Morlaix. This town appears to be defended by heavy flak, bursts of which were seen at perhaps 2000 feet above them. Thus the element of surprise which would in any case have been harder to achieve after the previous day's activity was totally lost. Red.1. saw the aerodrome to	

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DETAIL OF WORK CARRIED OUT

From hrs / / to hrs / /

By

Aircraft Type & Number	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
30/10/41					<p>to the North and dived to attack from 50 feet. A concentration of flak from all round the aerodrome met both aircraft. Red.1 was seen to fire by Red.2, but results not observed. Red.2 saw no aircraft on the aerodrome or in the Western dispersal area but describes the area as so well camouflaged that it would have been easy to miss them. He did see one unidentified aircraft in a Besssoneau type hanger North - West of the aerodrome. He fired two 1½ second bursts through the hanger doors and saw hits on the hanger which was left smoking. While firing at the hanger he heard and felt a "woof" and something struck his starboard main plane. He pulled up and saw Red 1 with his starboard engine smoking but not much flame coming from it; red 1 was going North East and climbing as if preparing to bale out. This is the last information we have of F/O Stein; hear say reports from German wireless news in English are conflicting and it would be interesting to obtain a correct transcript from the Monitor service.</p> <p>Red 2 left the French coast at 1015 at 50 ft; about 7 minutes later he noticed oil and glycol streaming from his starboard engine. He was able to climb the 400 ft into cloud before glycol temperature reached 1500 and oil pressure zero. He then flew on one engine at plus two boost, 2400 revs at 150/160 mph, maintaining height, he transmitted May Day on all buttons but received no reply for about ten minutes; then he contacted River and made landfall at Predannack at 1105. He landed without circling overshooting slightly, so that his brakes failed to stop him on the runway and he over-ran the perimeter track and stopped in the barbed wire defence beyond it; this, however, did very little further damage to his aircraft. No E/A seen in the air and no shipping. Weather over target, 4/10 scattered cumulus cloud at 4000 feet, visibility very good, camera gun carried. Our casualties: F/O Stein missing, one Whirlwind missing, one Whirlwind damaged, cat "E".</p> <p>-----</p>	

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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 notes in R.A.F. Pocket Book.

Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Charmy Down	November 1941		NOVEMBER.	
			After the comparative quiet of October the month of November saw a revival of offensive	
	Nov 6 th		operations. November the sixth was, it is hoped, the culmination of a run of bad luck. On that	
			day the Squadron Adjutant F/Lt. Fleet injured his leg in falling from a bus. Sergeant Albertini	
			was shot through the eye by a stray pellet discharged during clay-pigeon shooting, and it is	
			feared that he will lose the sight of his right eye and in any case the services of an able and	
			aggressive pilot are lost to the squadron for several months. Finally Sgt. J. J. Robinson, who	
			had been detailed to his first war flight with Sgt. (now Pilot Officer) Blackshaw acting as	
			Section leader for the first time, was missing after the operation in circumstances which, as	
			related on another page, offer very little hope for his survival. Sgt Robinson had been with the	
			Squadron since the 15 th September, 1941. He was quiet unassuming and efficient person and his	
			loss is recorded with very great regret.	
	Nov 7 th		On November the seventh the Squadron was occupied in a reconnaissance of distillery targets	
			in or near the Cherbourg Peninsula. This operation was notable for the destruction by Sgt. King	
			of an ME.109 E, one of four which attacked XXXX him and for the successful evasive tactics of	
			P/O (now F/Lt.) Warnes who was also attacked by a pair of ME.109s. Also for the haste in which	
			the operation was prepared.	
	Nov 8 th		On November the eighth the Squadron cooperated in a Fighter Rodeo over the Channel Island area.	
	Nov 15 th		On November the fifteenth four sections were sent to the four distillery targets which had been	
			reconnoitred on the previous occasion. One of the targets	

Place	Date	Time	Summary of Events	References to Appendices
	<i>Nov 17th</i>		was probably destroyed, another was damaged. A repetition of this set of operations was planned for the next day but unsuitable weather caused it to be abandoned before the target area was reached.	
			In order that fuller information may be available before Offensive operations and to facilitate and enhance the display of other Intelligence information, a Briefing Room has been established next to Station Headquarters at Charmy Down.	
			The two Whirlwind Squadrons are now separated. 137 Squadron was transferred to Coltishall on November 7th, 1941.	
			No. 417 Squadron (Spitfires) is now forming at Charmy Down.	
			<u>PERSONNEL.</u>	
Charmy Down	2/11/41		F/Lt. H.J.Coghlan posted as Squadron Leader Officer Commanding 137 Squadron. He Leaves many friends in 263 Squadron and takes with him the good wishes of all.	
			P/O N.V.Crabtree (U.S.A. R.C.A.F.) Was posted to 263 Squadron.	
			P/O. V.L.Currie (106156) Was posted to 263 Squadron.	
	(25/10/41)		(Addition) Sgt. J.W.E.Holmes was commissioned as Pilot Officer.	
	8/11/41		Sgt. J.H.Robinson missing after offensive operations.	
	9/11/41		P/O Warnes was appointed F/Lt and Flight Commander of "B" Flight.	
	11/11/41		Sgt. B.C.Abrams was posted to 263 Squadron.	
	15/11/41		Sgt. H.J.Blackshaw was commissioned as a Pilot Officer.	
	26/11/41		F/Lt. Fleet was posted to 600 Squadron after 8 months service as adjutant with 263 Squadron.	

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DETAIL OF WORK CARRIED OUT

By No. 263~~4~~Squadron

For the month of November, 1941

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	<u>Whirlwind</u>						
1/11/41	P.7112	F/Lt. Rudland	Scramble	10:25	10:55	No incident	
	P.7051	F/Sgt. Brackley	"	10:25	10:55		
2/11/41	P.7061	F/Sgt. Albertini	Scramble	11:40	12:10	No incident	
	P.7041	Sgt. Dimblebee	"	-	-		
	P.7060	Sgt. Walker	"	11:40	12:25		
	P.6987	Sgt. Prior	"	11:40	12:10		
6/11/41	P.7089	Sgt. Blackshaw	Rhubarb 56	10:40	11:53	Two Whirlwinds (Sgt H. Blackshaw, White One, P.7089, Sgt. J.	
	P.6970	Sgt. Robinson.	" "	10:40	-	Robinson, White two, P.6970) took off from Warmwell at 1040 to	
						attack the road and railway West of Maupertus. They crossed the	
						English coast at 1043 and made landfall at zero feet two miles	
						East of Cap Levy. They flew South-East at zero feet and picked up	
						the main road at the Eastern outskirts of St. Pierre-Eglise. Then	
						they flew Eastwards along this road and pulled up tomtwo hundred	
						feet in order to get a long view of it. This disclosed that there	
						was nothing on the road except two farm carts and two groups of	
						soldiers, who scattered. After flying to within half a mile of	
						Barfleur theyturned South East and made the road and railway	
						running South from Barfleur. There was no traffic on either. They	
						made a circuit and flew North towards Barfleur. Near the town they	
						turned East to the coast, near which one M.G. opened fire; neither	
						aircraft appeared to be hit.	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
						They then flew on a North-Easterly course; as he did so White One saw two presumed ME.109s, orbitting about a mile inland, but these did not seem to have observed the Whirlwinds. White One called up White Two "Rats to Port" and at the same time confirmed that White Two was in no trouble and that he had forty gallons of petrol for each engine. White Two began weaving slightly behind and above White One.	
						After White One had called "Rats", White Two began weaving more vigorously He appeared on both sides of White One but on crossing from port to starboard for the second time he failed to re-appear from behind White One. White One turned slightly to starboard and as he did not see White Two he pulled round into a turn, and at the same time calling up White Two. Absolutely no trace of White Two could be seen although White One completed two turns over the area in which White Two had last been seen - that is, about 10 miles North East of Barfleur. It is to be stressed that the two ME.109s had NOT followed the Whirlwinds and it seems certain that enemy action was not responsible for the disappearance of White/Two	
						<i>Sgt. Robinson.</i>	
						White One flew to base making landfall in Bournemouth Bay and landed at Warmwell at 1153	
						As no military targets had been seen neither	

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Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	<u>Whirlwind</u>						
						of the Whirlwinds fired their guns. No shipping was seen.	
						Weather over target, 4/10 cloud at 5,000; visibility very good.	
						Air/Sea Rescue was maintained in the English South Coast area and	
						<i>in the person of P/O Tooth late of this Squadron, now with A/S/R Warmwell,</i>	
						as far as Cherbourg but no trace has been found of Sergeant	
						Robinson. it seems likely that, while weaving he dipped his port	
						wing into the sea and went into it at a very high speed.	
						Enemy casualties - Nil.	
						Our casualties - Sergt. Robinson, missing.	
						One Whirlwind, Cat "3"	
7/11/41	P.7110	P/O. Warnes.	Rhubarb	13:30	14:50	Five Whirlwinds of 263 Squadron, (P/O. Warnes, Red 1, Sgt.	
	P.7084	Sgt. Blackshaw	Reconnai-	13:30	15:00	Blackshaw, Red 2, Sgt. King, Red 3, F/Sgt. Brackley, Yellow 1, Sgt.	
	P.7112	Sgt. King.	ssance	13:30	14:45	Walker, Yellow 2.) took off from Warmwell at 1330 hours to	
	P.7003	F/Sgt. Brackley	"	13:30	13:50	reconnoitre distillery targets in or near the Cherbourg Peninsula	
	P.7006	Sgt. Walker	"	13:30	14:45	and to attack any other targets seen. Yellow 1 and Yellow 2 were	
						ordered to reconnoitre Target 216 Corseulles. After flying for ten	
						minutes Yellow 1 noticed his starboard engine at 110 degrees and	
						returned to Warmwell, landing at 1350. Yellow 2 flew on at zero	
						feet. After sighting the point of Barfleur he turned South East as	
						far as two tidal rocks North of St. Come and made landfall near	
						Ouistreham.	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
						He turned West along the railway which seemed further inland than it is marked on France 250,000, Sheet 8. Corseulles was observed to have a very small station with a passenger train in it. He circled looking for the distillery but could not find it, then followed the railway on to Ryes and to Bayeux and turned North leaving the French coast at 1415. He landed at Warmwell at 1445 with 11 and 22 gallons of petrol for port and starboard engines respectively. No targets, no flak, no E/A seen, guns not fired. Red 1 was ordered to reconnoitre Target 207 Brethal. He flew at zero feet leading Red 2 and 3 and passing three miles West of Cap de la Hague at 1350, and continuing at zero feet to a point three miles West of Grimonville where Red 3 turned towards his own target. Red 1 and 2 continued to a point three miles West of Domville, where Red 2 turned North-East to his own target. Red 1 flew to Brehal. The town was easily identified by its five roads but the target could not be seen. Then he flew along the road to Coutances and at Hyenville he saw a tall wooden building with flanking warehouses, by a railway yard, which he circled. Subsequently it has been decided that this was the target correctly identified by Red 3. Red 1 then	

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Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	<u>Whirlwind</u>						
						fired at and hit a camouflaged military post near St. Male de la	
						Lande but could not see results. Then he reconnoitred the Western	
						coast of the Cherbourg Peninsula but only saw wireless stations.	
						After setting course for Warmwell at zero feet South of Cap de la	
						Hague, a conical cloud of black smoke was seen low on the water	
						about three miles West of the Cape. He went to look at it expecting	
						to see a ship but there was nothing except the smoke. He immediately	
						formed the opinion that an aircraft had just gone in there;	
						immediately after this he saw two M.109s about 1000 feet ABOVE at	
						4 o'clock. He was flying at plus 6 boost, 2750 revs, and held a	
						straight course until one ME dived to attack. He waited until just	
						before the E/A was in range and turned violently to port at sea	
						level. All the E/A fire was observed to go into the sea on his	
						right. Then the other E/A attacked and both E/A repeated the	
						attacks. However, Red 1 shook them off and landed at Warmwell at	
						1450 with 3 M.G. bullet holes in his tail. Red 1 noticed civilians	
						waving to him at several points while flying low over Normandy.	
						There were 15 and 23 gallons left for the port and starboard	
						engines respectively.	
						After Red 2 had turned North towards his target No. 206, at Cerence,	
						he flew at 100 feet along the main road between Gromville and	
						Brehal, turning	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
						East at Brehal along the road and railway towards Cerence. But the target was not identified. He then flew South as far as Avranches looking for targets but he saw none; then he swept back over the same area, again unsuccessfully. He turned West out to sea near Mont Martin and landed at Warmwell at 1500. No flak, no E/A and no guns fired. There were 22 gallons of petrol left for each engine. (22 and 22) This is remarkable as this aircraft had been air-born for 90 minutes.	
						After Red 3 had turned East towards his target he followed the river from Heugueville to target 305, at Hyenville. He observed two goods trains on the main railway lines at Orval and located the target West off and fronting the line very close to the little village of Hyenville. Then he flew at zero feet to attack the goods trains but at this moment he observed two ME.109Es on his starboard beam at the same height; he flew North-West, jinking, and climbed for cloud cover, outclimbing the E/A. After flying in cloud at 5000 feet for ten minutes, cloud cover diminished and about three miles West of Cap de la Hague he saw two ME.109Es on his starboard beam about 500 feet above him. He was now at 3000 feet; both E/A turned in for a starboard beam attack, Red 3 turned to starboard	

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				Up	Down		
	<u>Whirlwind</u>					beneath them, pulled up and fired a burst at 150-200 yards at one of the E/A asit turned to starboard again. He expended 14 rounds from each cannon. There was an explosion like a ball of fire at the back of the cockpit of the E/A and it went into a very steep dive towards the sea, with flames and black smoke pouring from it; further results were not observed but this E/A is claimed as destroyed and confirmation is indicated by the cloud of smoke already described as seen by Red 1 in the same area about four minutes later. The other E/A turned away towards Cap de la Hague, breaking off the combat. Red 3 continued at 3000 feet and landed at Warmwell at 1445. There were 16 and 22 gallons left for port and starboard engines respectively.	
						Weather over the South of the Cherbourg Peninsula, cloud 6/10 th at 3000 feet, diminishing to 3/10ths at 3000 feet off Cap de la Hague, visibility good.	
						Casualties - Our casualties, Nil.	
						Enemy " One ME.109E	
						claimed destroyed by Sergt. King.	
8/11/41	P.7061	P/O. Warnes	10 Group	13:45	14:55	Pilots had been fully briefed for Rhubarb operations against the distillery targets, reconnoitred on the previous day. However, a weather test flight by W/Cdr. Boyd of the Middle Wallop Wing showed unsuitable weather,	
	P.7003	Sgt. Blackshaw	Rodeo 5	13:45	14:20		
	P.7112	Sgt. King.		13:45	14:55		
	P.7060	Sgt. Walker		13:45	14:55		
		Continued overleaf					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
8/11/41	P.6991	P/O. Harvey	10 Group	13:45	14:55	and a Rodeo fighter sweep of the type indulged in over England by the	
	P.6987	Sgt. Prior	Rodeo 5	13:45	14:55	Enemy a year ago, was put on instead.	
	P.7004	Sgt. Ridley		13:45	14:55	P/O Warnes, the Flight Commander of "B" Flight led this four	
	P.7056	Sgt. Holmes		13:45	14:55	squadron sweep over the Channel Island area. Eight Whirlwinds of	
						263 Squadron took off from Warmwell at 1345. They met Spitfire	
						Squadrons 501, 234 and 118 at 5000 feet over Studland at 1405 and set	
						course, climbing to 15000 feet. The Whirlwinds flew in two boxes of	
						four aircraft, escorted by a flight on either side of 234 squadron.	
						501 and 118 Squadrons provided high and low cover, respectively. The	
						sweep passed between Alderney and Cap de la Hague at 1425 and flew	
						towards Jersey, turning West to the North of the island and North	
						East to the East of Guernsey, so that they passed directly over	
						Alderney.	
						Flak accurate for range and height was met with over Alderney and two	
						Whirlwinds were damaged by it. But formation was steadily maintained.	
						They re-crossed the English coast at Portland and seven Whirlwinds	
						landed at Warmwell at 1455 hours. Yellow 1, Sgt. Blackshaw,	
						had turned back with petrol feed trouble and had landed at 1420. Two	
						E/A were sighted in the distance over Cherbourg on the return flight.	
						501 Squadron was involved in several combats,	

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				Up	Down		
	<u>Whirlwind</u>						
						in which 1 ME.109E was claimed destroyed, and, unfortunately, P/O Greenaway was missing, but in circumstances which should lead to his life being saved.	
						Enemy casualties, Nil.	
						263 casualties. 2 Whirlwinds Cat 1.	
						Cloud 10/10 at 10,000 feet over Cherbourg Peninsula. No cloud over Channel Islands, visibility 45 miles.	
15/11/41	P.7041	S/Ldr. Pugh, <i>DFC</i>		12:40		Eight Whirlwinds of 263 Squadron took off from Warmwell at 1240 hours	
	P.7061	P/O. Warnes		12:40		to attack distillery targets in N.W. France.	
	P.7056	P/O. Holmes		12:40		Blue Section (S/Ldr. Pugh and Sgt. Blackshaw) Target 206 Cerences.	
	P.6991	P/O Harvey	Rhubarb	12:40		Red Section (P/O Warnes and P/O Harvey) Target 207 Brehal.	
	P.7112	Sgt. King	61	12:40		Yellow Section (Sgt. King and Sgt Ridley) target 205 Hyenville.	
	P.7003	Sgt. Blackshaw		12:40		Green Section (P/O Holmes and Sgt. Prior) Target 216. Corseulles.	
	P.7089	Sgt. Prior		12:40		1. Blue Section made landfall at zero feet at 13.04 hours at Cap de	
	P.6990	Sgt. Ridley		12:40		la Hague. Cloud cover lifted to 1000 feet so they climbed to cloud	
						base and hugged the coast increasing height to 1500 feet. Very	
						accurate flak was encountered and Lescay probably from a single	
						Bofors but no hits were registered. Brehal was reached by 1322 hours	
						and they turned	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
						East to Cerences, where the target was identified as a tall red brick building with two rows of windows and a Chimney adjoining. It is situated on the northern edge of the town along side the North and South railway. There was a large goods train waiting outside the distillery. Blue one dived to attack from 1000 feet directing a two second burst to the top row of windows of the distillery tower. Blue two saw an orange pink flash on the opposite side of the building from Blue one's attack. Blue two then made a similar attack observing hits on the upper part of the building. Blue one then turned and fired at the engine of the goods train mentioned, observing hits on the fire box and boiler, which seemed to explode with a red flash followed by smoke and steam. Blue two carried out a similar attack and saw hits on the boiler and clouds of steam. Blue Section then turned West to the coast, then N.W. and N, passing East of Alderney at 1340 hours. The weather closed down near Warmwell so they turned West and landed at Exeter at 14.30 hours, with approximately 10 gallons of petrol for each engine.	
						On return to the English coast no contact could be made by either aircraft with any ground station on Button B or C. (Group Gaurds 2 and 1) until	

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Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	<u>Whirlwind</u>					Crocodile was contacted in circling Exeter.	
						Cloud over target 10/10ths at 1000 feet, Visibility 4 miles.	
						Casualties, nil, but target 206 severely damaged, exactly as ordered.	
						Blue one's fire was seen to sweep right through the building. Blue	
						two carried and used a camera gun.	
						(2) (a) Red section left formation 3 miles East of Coutances and	
						followed the coast. N.W. of Brehal they turned S.E. and Red two then	
						lost contact with each other. After calling up Red two and receiving	
						no answer Red one flew to Hyenville. He circled the railway station	
						three times, hoping to induce the inhabitants to take cover, then	
						made two attacks on a stationary goods train of twenty covered	
						wagons. Hits were observed on the wagons and a thick cloud of steam	
						from the engine. A third attack was made on a tall square building	
						with many windows standing over the little river to the East of and	
						adjoining the railway line. Red 1 considered this more like a	
						watermill than a distillery. Red one orbitted again and observed the	
						railway engine still belching steam and that the tall building was	
						smoking. He then set course for Guernsey at 1500 feet believing that	
						the Cap de la Hague course had been overdone. 5 miles West of Guernsey	
						he broke into clear sky and saw nine "E" boats travelling at speed in	
						three lines	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
						of three towards Alderney. Unfortunately he had no ammunition and	
						after flying a semi circle around them he set course for England	
						making landfall at Exmouth and landed at Exeter at 1435 hours with	
						only 5 gallons of petrol, for each engine.	
						Red 1 has independently made exactly the same observations about	
						Button "B" and "C" inefficiency as reported from Blue one above.	
						No flak, no casualties, but target 205 may have been damaged.	
						(2) (b) Red two continued searching over Brehal then flew to Cerences,	
						but failing to contact Red one he followed the railway to 5 miles	
						South of Coutantces, turned N.W. and recrossed the coast West of	
						St. Malo de la Lande. He followed the coast for a distance of three	
						miles and landed at Warmwell at 1420 hours.	
						No casualties, no flak. Guns not fired.	
						An E/A, a JU.88 <i>was</i> sighted on outward journey South of Cap de la	
						Hague flying East to West just below cloud base. <i>It was not attacked</i>	
						<i>through a misapprehension about the priority of the targets.</i> 15 to 20 soldiers <i>were</i> seen	
						playing on the sand west of St. Malo de la Lande.	
						Weather - as for Blue section.	
						3. Yellow section followed Blue and Red sections making landfall off	
						Cap de la Hague at 130 hours. From there they flew along the coast to	
						Heugeuville. They	

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By No. 263 Squadron

For the month of November, 1941

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	<u>Whirlwind</u>						
						followed the river towards the target, but could not locate it, then	
						they followed the railway South to Cerences and turned West to	
						Salines and then flew North and made the same circuit again, but	
						still could not see the target.	
						M/G fire was experienced on both circuits near Tourville.	
						Thy set course for base and landed at Warmwell at 1355 hours.	
						Yellow one had a M/G hole on the starboard wing. Guns not fired.	
						One Whirlwind Cat 1.	
						Weather - As for Blue section.	
						4. Green section set course from St. Catherines Point at 1255 hours.	
						When about 15 miles from the French coast on correct course at zero	
						feet they saw an ME.109E on the starboard front quarter below cloud	
						base diving in attack. Green one turned to starboard and above Green	
						two to attack the E/A, Green two following into line astern. The E/A	
						broke off the attack, climbed like a rocket with thick black exhaust	
						and disappeared into cloud. Green section orbitted and set course	
						again. Landfall was made at 1327 hours at the large island N.W. of	
						Corseulles. They went in on the East of the island and met M/G fire	
						from it, they crossed the coast on which 80 - 100 people who were	
						gathering something from the beach, stood up and waved. They then	
						found	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
						the small railway and followed it West to Corseulles, searching	
						diligently. Over Corseulles M/G fire from a tri-pod was met. The	
						target area was then orbitted again and the road searched further	
						West, without success. They then turned N.E. to attack the flak	
						positions on the island N.E. of Corseulles. Heavier flak came up	
						from the Western side of the island. Green one attacked twp flak	
						positions N.W. and South on the island and saw a white explosion	
						following hits on the southernly post. He then set course for England.	
						Green two lost contact near the island and did not fire his guns.	
						The section re-united North of the island and after landfall at	
						Bournemouth landed at Ibsley at 1410 hours, both with about 10	
						gallons for each engine.	
						These pilots again report that the Ouistreham - Corseulles railway	
						appears further inland than it is marked on the lin. 250-000 and	
						1 in. 50,000 maps, and they have grave doubts about the markings of	
						the islands on them. They suggest that the coast N. or Corseulles has	
						been reclaimed. But they are absolutley certain that theymorbitted	
						the target area.	
						Fighter Command Intelligence Summary devoted a few lines to the	
						pilots note about the position of Corseulles. It was remarked that	
						the tide was at full ebb at at time of the attack. It is here	

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				Up	Down		
	<u>Whirlwind</u>						
						noted that this second failure to locate the target at Corseulles had	
						the effect of procuring from some source beyond the Section	
						Intelligence Officer a photograph of the target dated September 4 th	
						1941	
17/11/41	P.7061	P/O. Warnes		09:15	09:40	On this day it was hoped that the Squadron could finally destroy the	
	P.6991	P/O. Harvey		09:15	09:40	distillery targets allotted to them. Despite the storm of wind and	
	P.7041	S/Ldr. Pugh, <i>DFC</i>		09:38	10:40	rain and the poor visibility at Warmwell, three sections took off	
	P.7089	Sgt. Prior	Rhubarb 64	09:38	10:40	at varying intervals during the morning, only to find a most	
	P.7056	P/O. Holmes.		09:46	10:25	unsuitable lack of cloud cover over the Cherbourg Peninsula, or to be	
	P.6990	Sgt. Dimblebee.		09:46	10:25	recalled by R/T.	
						Red section (P/O. Warnes, P/O. Harvey) took off at 0915 for the	
						Hyenville target but returned and landed at 0940.	
						Yellow section (S/Ldr. Pugh, Sgt. Prior) took off at 0938 for the	
						Corseulles target but returned and landed at 1040.	
						Blue section (P/O. Holmes, Sgt. Dimblebee) took off at 0946 for the	
						Brehal target but returned and landed at 1025.	
						In the storm of wind and rain Sgt. Dimblebee after landing at	
						Warmwell unfortunately came into collision with a Spitfire of 118	
						Squadron, and seriously damaged both the Spitfire and his own	
						Whirlwind.	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	<u>Whirlwind</u>						
18/11/41	P.7003	Sgt. King	Scramble	12:25	12:50	No incident.	
	P.6990	Sgt. Ridley.	"	12:25	12:50		
	<u>TACTICAL EXERCISES FOR NOVEMBER.</u>						
2/11/41	P.7110	F/Lt. Coghlan.		08:00	08:25	Ten Whirlwinds co-operated in this large scale Home Guard Tactical	
	P.7060	Sgt. Walker.		08:00	08:25	Exercise. In the first phase Whitchurch aerodrome and the three	
	P.7061	F/Sgt. Albertini		08:00	08:25	Avon bridges on the South side of Bristol were beaten-up in low level	
	P.7056	Sgt. Dimblebee.	Attack on	08:00	08:25	attacks by four sections of aircraft. In the second phase the	
	P.7061	F/Sgt. Albertini	Whitchurch	09:10	09:45	Southern approaches of Bristol were again attacked by three sections	
	P.7060	Sgt. Walker	Aerodrome	09:10	09:45	of aircraft.	
	P.7112	F/Lt. Rudland.		07:55	08:20	Congratulations upon the realistic display of low flying attacks	
	P.7003	Sgt. Blackshaw		07:55	08:20	were afterwards received by the Squadron from the Military authority.	
	P.7051	F/Sgt. Brackley		07:55	08:20		
	P.7004	Sgt. King.		07:55	08:20		
		ALSO					
	P.7112	F/Lt. Rudland		09:00	09:35		
	P.7003	Sgt. Blackshaw		09:00	09:35		
	PP7051	F/Sgt. Brackley		09:00	09:35		
	P.7004	Sgt. King		09:00	09:35		

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				Up	Down		
	<u>Whirlwind</u>						
23/11/41	P.7116	S/Ldr. Pugh, <i>DFC</i>		10:25	10:55	Three sections of aircraft co-operated in this Home Guard Exercise.	
	P.7089	Sgt. Walker	Beat up	10:25	10:55	The village of Charlton immediately to the West of Filton Aerodrome	
	P.7116	S/Ldr. Pugh, <i>DFC</i>	of	12:00	12:30	was repeatedly attacked from a low level. It is worth noting that on	
	P.7114	Sgt. Walker	Home Guard	12:00	12:30	approaching for the first attack S/Ldr Pugh found that, despite the	
	P.7003	F/Lt. Rudland		11:45	12:20	arrangements which were said by Operations to have been made,	
	P.7039	Sgt. Blackshaw		11:45	12:20	balloons were flying very near to the target. S/Ldr Pugh just avoided	
						impacting a cable and returned immediately without attacking. The	
						exercise was successfully carried out an hour later.	

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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
CHARMY DOWN	DECEMBER	1941	<u>December.</u> This was the first month in 1941 in which the Squadron made no contact with the enemy. A Rhubarb operation against transport in the Cherbourg Peninsula was planned for December 8 th but permission for it could not be obtained from Group. It is apparent that Fighter command is, for the moment, conserving its resources on the Western European Front. There were three scrambles, wholly without incident, and these comprise the operational record for the month. A number of hours have been flown by day in co-operation with the military authorities. It is understood that these are in connection with a new type of predicted searchlight.	
Filton-Colerne	Dec.6		The Servicing Echelon of the Squadron moved from Filton to Colerne. This move brought to an end the squadron's connection with Filton which has existed on and off always in a most friendly fashion, since the Squadron's first formation at Filton on October 2nd, 1939.	
Warmwell	Dec.19-20		The squadron was detached for five days at Warmwell for Air Firing Practice. The weather was not very favourable; however, some useful work was done.	
Exeter.	Dec.30		Twelve Whirlwinds and pilots moved to Exeter to stand in for Squadrons covering a bombing operation on Brest. Owing to foggy weather 263 Squadron had not returned to Charmy Down on Jan. 1st. <u>PERSONNEL.</u>	
	Dec.14		It is with deep regret that we record the death of Sgt. Pilot D.E.Prior on Dec. 14th. He was engaged on a Searchlight Co-operation flight, flying at 8-10,000 feet. At about 1030 hours he was seen to crash near Coleford in Gloucestershire after a vertical dive; he was killed instantly. It cannot be know whether he lost control in cloud or whether he was the victim of ice-formation. Sgt. Prior had been with the squadron since Sept. 12th, 1941, and was popular for his sense of humour and excellent spirits.	

Place	Date	Time	Summary of Events	References to Appendices
Charmy Down.	DECEMBER	1941		
	Dec.1		F/Sgt. R.A.Brackley was posted to No. 2 Delivery Flight, Colerne.	
	Dec.3		Sgt. Pilot F.O.Dimblebee was posted to Target Towing Flight, Warmwell.	
	Dec.5		F/Lt. E.C.Owens arrived from Predannack to be adjutant of the squadron.	
	Dec.17		Sgt. Pilot W.R.Wright was posted from 57 O.T.U.	
	Dec.28		Sgt. Pilot R.A.McFadgen (RCAF) was posted from 51 O.T.U.	
			<u>OPERATIONAL STATISTICS FOR 1941.</u>	
			The period of operational quiet has been used by the Intelligence Officer for writing a summary of the history of the squadron and for preparing charts and summaries of the squadron's exploits against the enemy. A copy of operational statistics for 1941 is appended below:-	
			<u>263 Squadron (Whirlwinds)</u>	
			<u>Operational Statistics for 1941.</u>	
			Air Combats.....12	
			Offensive Patrols.....29	
			Enemy Aircraft destroyed in air combat..... 6	
			Enemy aircraft damaged in air combat..... 7 5	
			Enemy aircraft destroyed or damaged on ground.....24	
			(This is a conservative estimate. A "Probably Damaged" category would include about 12 more enemy aircraft)	
			Total Number of enemy aircraft destroyed or damaged.....27. 35	
			<u>Shipping Sunk.</u>	
			"E" boat, Flak barge, one tug, Armed motor boat..... 4 vessels.	
			Shipping Severely Damaged (including 2 tankers).....13 "	
			Total shipping sunk or damaged.....17 "	
			<u>Other Targets.</u>	
			Factories, Gunposts, Lorries, Troops, Goods waggons and Engines, Hangers, Dispersal pens, Wireless stations, Military posts etc.	
			Total.....32 destroyed or damaged.	
			Thus Whirlwinds of 263 have certainly inflicted damaged on the enemy 84 times during 1941.	
			Distinguished Flying Crosses have en awarded to FOUR members of the squadron during 1941.	
			<u>Operational Casualties</u>	
			Whirlwinds shot down in air combat..... 3.	
			Whirlwinds shot down by flak..... 2.	
			Whirlwinds missing after operations against the enemy..... 2.	
			Whirlwinds damaged in air combat..... 5.	
			Whirlwinds damaged by flak.....15.	

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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
CHARMY DOWN	DECEMBER	1941	<u>OPERATIONAL STATISTICS FOR 1941 (cont.)</u>	
			Pilots killed in action..... 3.	
			Pilots killed (missing after operations against the enemy)..... 2.	
			Pilot missing..... 1.	
			Pilot prisoner-of-war..... 1.	
			Pilot wounded by flak..... 1.	
			Pilot injured in crash due to air combat..... 1.	
			Total number of enemy aircraft destroyed or damaged on the ground or in the air by 263 Squadron since its formation in October, 1939, (including the fifty victories of the First and Second Norway Expedition).....85.	
			Total number of enemy aircraft destroyed or damaged in air combat since October 1st, 1939.....61.	

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For the month of December, 1941

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				Up	Down		
	Whirlwind						
15/12/41	P.7110	P/O. J.Holmes	Scramble	12:00	13:20) Ordered to patrol base at 10,000 feet, then vectored after bogey	
	P.7056	Sgt. I.Kennedy	"	12:00	13:20	) at 21,000 ft as far as South Coast. Nothing seen.	
26/12/41	P.7108	Sgt. C.P.King	Scramble	15:55	16:35	) Ordered to patrol base at 10,000 ft. No incident	NIL
	P.6990	Sgt. H.Muirhead	"	15:55	16:35)	
30/12/41	P.7112	F/Lt.C.P.Rudland DFC	Scramble	14:05	14:50	At Exeter. Patrol was maintained over sea South of Exmouth to	
	P.7114	P/O N.Crabtree	"	14:05	14:50	protect Halifax bombers returning from their successful operation	
						against Brest. No incident. This was P/O. Crabtree's first	
						operational flight.	