

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. Liasion 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., 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
			<p>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.</p>	

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 Marshal 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>	

Place	Date	Time	Summary of Events	References to Appendices
			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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Place	Date	Time	Summary of Events	References to Appendices
			<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 today's 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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Place	Date	Time	Summary of Events	References to Appendices
	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
			<p>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.</p>	
	15 th Jan.		<p>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.</p>	
	16 th Jan.		<p>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.</p>	
	17 th Jan.		<p>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</p>	

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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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			accomplished. Night flying was again cancelled owing to rain.	
	27 th Jan.		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 $\frac{1}{2}$ 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 $\frac{1}{4}$ 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 26th. 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 28th. 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 Harstadt 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 Harstadt, 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 Harstadt-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 Alpains.	
	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 Finnøen 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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	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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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			
Norway	29/5		to have been sustained. This pilot also attacked German troops embarking from a lorry into a	
(Contd.)			fishing ketch on Beis Fiord. F/O Vickery, P/O McDermott, F/Lt. Williams and F/O Ede between	
			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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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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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'a 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 of 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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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
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.

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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.	

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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 23 rd . 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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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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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.	

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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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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	A
			come up from Cherbourg and lie about 10 miles off the coast in the hopes of picking up the	
			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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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.	

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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		

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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.	

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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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.

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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.	

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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.	

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para. 2349, and War Manual, Pt. II., chapter XX., and
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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.	

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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. XXXXXXXXXX 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 an 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.	

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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.	

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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.	

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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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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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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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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.	

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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.	

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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.

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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 were well 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 one engine. He made it all right, but had to make a forced-landing at Hurn, damaging his machine.	

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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

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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 secondry 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.	

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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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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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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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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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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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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.	
