

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

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

By No. 263 Squadron

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

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

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

By No. 263 Squadron

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

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

By No. 263 Squadron

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

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

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

By No. 263 Squadron

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

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

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

By No. 263 Squadron

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

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

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

By No. 263 Squadron

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

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

By No. 263 Squadron

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

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From hrs / / 1 to hrs / /

By No. 263 Squadron

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

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

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

By 263 Squadron

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

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

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

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

By 263 Squadron

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

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

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

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

By 263 Squadron

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

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

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

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

By 263 Squadron

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

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

By 263 Squadron

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

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

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

By 263 Squadron

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

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From hrs / / to hrs / /

By 263 Squadron

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

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

By 263 Squadron

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

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

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

By No.263 Squadron

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

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

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

By No. 263 Squadron

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

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

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

By No. 263 Squadron

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

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

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

By No. 263 Squadron

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

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From hrs 27 / 4 / 41 to hrs / /

By No. 263 Squadron

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of May, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of May, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of May, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of May, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron
For the month of May, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of May, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of June, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of June, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of June, 1941

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
12/6/41	P.7002	P/O. Rudland		11:35	12:05	Convoy patrol	
	P.6990	Sgt. King.		11:35	12:05		
	P.7007	F/Lt. Hughes		12:20	13:25	Convoy patrol	
	P.6987	Sht. Walker		12:20	13:25		
	P.7002	P/O. Rudland		14:00	15:25	Convoy patrol	
	P.6990	Sgt. King		14:00	15:25		
	P.7045	P/O. Coghlan		12:00	13:50	Convoy patrol	
	P.7005	Sgt. Holmes		12:00	13:50		
	P.7041	F/Lt Pugh		12:50	14:30	Convoy patrol	
	P.6974	Sgt. Garthwaite		12:50	14:30		
	P.7000	P/O. Ferdinand		13:05	14:45	Convoy patrol	
	P.7009	P/O. Mason		13:05	14:45		
13/6/41	P.7007	F/Lt. Hughes		08:55	10:15	Convoy patrol	
	P.6987	Sgt. Tebbitt		08:55	10:15		
	P.7003	P/O. Stein		09:45	11:05	Convoy patrol	
	P.7013	Sgt. Jowitt		09:45	11:05		
	P.7002	Sgt. Blackshaw		10:35	12:05	Convoy patrol	
	P.7000	Sgt. King		10:35	12:05		

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of June, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of June, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of June, 1941

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron

For the month of July, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No.263 Squadron

For the month of July, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron

For the month of July, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of August, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of August, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of August, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of August, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of August, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of August, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of August, 1941

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
22/8/41	Whirlwind						
	P.6970	Sgt. Jowitt	Interception	16:55	18:10	The section was put on patrol in connection with a raider in the vicinity, but saw nothing.	
	P.7004	Sgt. Meredith	Patrol	16:55	18:10		
25/8/41	P.7011	P/O. Mason	Convoy	15:45	17:15)	
	P.6970	Sgt. Meredith	Patrol	15:45	17:15)	
)	
	P.6991	Sgt. Holmes	Convoy	16:40	18:15	) Convoy Patrol in the Bristol Channel.	
	P.7042	Sgt. Buckwell	Patrol	16:40	18:15)	
)	
	P.7007	F/Sgt. Brackley	Convoy	17:55	18:45)	
	P.6996	Sgt. Walker	Patrol	17:55	18:45)	
24/8/41	P.7001	W/C. Donaldson		15:25	16:45	The object of this operation was to deliver a low level attack on Lannion aerodrome. The four Whirlwinds took off from Predannack	
	P.7044	P/O. Rudland	Offensive	15:25	16:45		
	P.7009	F/Lt. Pugh	Operation	15:25	16:45	accompanied by seven long range Spitfires of 66 Squadron. After	
	P.6999	Sht. Alnertini		15:25	16:45	crossing the Channel at zero feet they made landfall at 1600 hours,	
						apparently at the Grande. W/C Donaldson saw a lighthouse which he	
						took to be the Plowmenach lighthouse, and accordingly turned West	
						crossing the coast near Pointe de Plestin.	
						About Lanmeur P/O Rudland saw a JU.88 flying West to East about 1½	
						to the South. He was unable, however, to attract anybody's	
						attention. About this moment W/C Donaldson realized that he was too	
						far to the West: turning North and went back to the Grande. From	
						there he	

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of August, 1941

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of August, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron

For the month of September, 1941

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of September, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of September, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of September, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of September, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of September, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron

For the month of September, 1941

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From hrs / / to hrs / /

By 263 (whirlwinds) Squadron

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From hrs / / to hrs / /

By 263 (whirlwinds) Squadron

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

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

From hrs / / to hrs / /

By

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263~~4~~Squadron

For the month of November, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron

For the month of November, 1941

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

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

DETAIL OF WORK CARRIED OUT

For the month of November, 1941

R.A.F.
Form 541

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron

For the month of November, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron

For the month of November, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron

For the month of November, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron

For the month of November, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron

For the month of November, 1941

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

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

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron

For the month of November, 1941

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

R.A.F.
Form 541

By 263 Squadron

For the month of December, 1941

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