

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) 263

Place	Date	Time	Summary of Events	References to Appendices
Charmy Down	January, 1942		For the second month in succession there has been, with the exception of two abortive scrambles, no operational flying.	
and			Training in air firing and practice attacks both with and without camera guns has been methodically carried out and so far as the	
Colerne			weather has allowed, but snow and fog have been frequent. It is not surprising that all pilots and so far as the weather has allowed,	
			but snow and fog have been frequent. It is not surprising that all pilots find this operational inactivity extremely tedious, especially in	
			a squadron which has no mean record in the offensive operations of 1941.	
	5/1/42		It has been ordered that all Fighter Squadrons should become operational at night. 263 Squadron had done no night flying with	
			Whirlwinds other than on operations on June 14 th and September 29 th 1941, which respectively started before dawn and ended after	
			dusk. It was planned that the most experienced pilots should start night flying training from Colerne during the moon period at the	
			end of January, but owing to unsuitable weather, only one dusk flight was made by S/Ldr Pugh on January 25 th .	
			A perusal of the earlier pages of this book revealed that no records of squadron activities earlier than April	
			1940 were to be found and that several documents of the Norway expeditions were missing although	
			reference was made to them on existing forms 540 and 541. Accordingly a visit was made to Air Ministry Records on January 5 th by	
			the Intelligence Officer and clerk, and a summary of the history of the Squadron from its formation at Filton in October 2 nd , 1939 to	
			the end of March 1940 was made and placed in this book. The missing documents were found and photostats were made of them and	
			all the documents of the Norway Expeditions were re-ordered and indexed and placed in this book in their correct sequence.	

Place	Date	Time	Summary of Events	References to Appendices
	2/1/42		The twelve pilots with Whirlwinds which had been fog-bound at Exeter returned to Charmy Down.	
	8/1/42		F/Lt Warnes in an endurance test was airborne for two hours and thirty-five minutes, and had thirty-two gallons of petrol left (17 and 15 for each engine).	
	9/1/42		F/Lt Durnford of M.I.9 gave a lecture on "Escape" to all pilots.	
	9/1/42		W/Cdr A.H. Donaldson D.F.C. (W/Cdr. Flying) gave a lecture to all pilots on offensive operations.	
	28/1/42		The squadron moved to R.A.F. Station, Colerne. The maintenance echelon was already at Colerne and there will undoubtedly be a gain in efficiency in rejoining it. All the officers of the squadron find themselves comfortably billeted in Ashwick Park.	
			The relevant Order is appended as Appendix A.	Appendix A
			<u>Personnel.</u>	
			His Majesty the King was graciously pleased to confer the British Empire Medal on F/Sgt Samson. F/Sgt Samson had been posted from 263 Squadron on June 9th, but the decoration was conferred for F/Sgt Samson's work with the squadron in Norway and subsequently.	
			F/Sgt R.C. Mitchell of Signals and Sgt Turner, N.J. of the 263 H.Q., both of whom had been with the squadron during the Norwegian expeditions, were honoured by being mentioned in dispatches.	
	3/1/42		Sgt. Pilot D. Gill (R.C.A.F.) commissioned as a Pilot Officer.	
	7/1/42		Sgt. Pilot J. Meredith to Crenage on Navigation Course.	

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Of (Unit or Formation)

Place	Date	Time	Summary of Events	References to Appendices
	16/1/42		Sgt. Pilot C. King promoted Tempy. Flight Sergeant.	
	20/1/42		P/O S.G. Brannigan posted from 61 O.T.U.	
	28/1/42		Sgt. Pilots P. Jardine, C. Bell, P. Ewing posted from O.T.U.	
	26/1/42		F/O W.P. Weir Squadron Medical Officer posted to Goxhill as Flight Lieutenant. F/O C.W.D. Cole posted as Medical Officer to 263 Squadron.	
	27/1/42		Sgt. Pilot E. Brearley attached to A.F.D.U. Duxford.	
			<u>Addenda to Previous Months.</u>	
	30/10/41		F/O D. Stein, about whom no news has been received since his disappearance near Morlaix on 30/10/41 was posted to No. 1 R.A.F. Depot.	
	16/12/41		P/O S.J. Lovell posted from 55 O.T.U.	
			A Wordsworth F/O Intelligence Officer, 263 Squadron	

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DETAIL OF WORK CARRIED OUT
By No. 263 Squadron
For the month of January, 1942

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
7/1/42	P.7011	P/O Blackshaw	Scramble	10:55	11:30	Scramble, patrol base 15000.	
	P.7003	Sgt Lovell		10:55	11:30	Two photographic ME.109.Fs were patrolling between Plymouth and	
						Ibsley. One of these crashed through engine failure. The pilot	
						bailed out successfully and was captured near Bovey Tracey.	
11/1/42	P.7056	P/O Holmes	Scramble	11:05	11:50	Pilots were vectored to the Isle of Wight chasing a bogey and	
	P.7061	F/Lt Warnes		11:05	11:50	from Wight due south into the sun when they were shown in behind	
	P.7114	P/O Gill		11:05	11:50	the bogey. The bogey was then identified as a Grumman Martlet by	
						pilots of squadron.	
		<u>Tactical Exercise</u>					
20/1/42	P.7112	F/Lt Rudland DFC		10:50	11:45	An exercise in co-operation with the Army. Dummy Attacks were made	
	P.7108	PO Harvey		10:50	11:45	on troop concentrations and supply columns in the Marlborough	
	P.7052	F/Sgt King		11:15	11:45	Yatesbury area.	
	P.6990	Sgt Lovell		11:15	11:45		
	P.7116	S/Ldr Pugh, DFC		11:15	11:45		
	P.7114	P/O Crabtree		11:15	11:45		
	P.7061	F/Lt Warnes		12:25	12:55		
	P.7116	S/Ldr Pugh, DFC		12:25	12:55		
						<i>A Wordsworth, P/O</i>	
						<i>Intelligence Officer 263 Squadron</i>	

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para. 2349, and War Manual, Pt. II., chapter XX., and
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Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
	February			
Colerne	1 st - 9 th		Time spent quietly at Colerne; mist and snow restricted flying to a minimum.	
			Nothing special to report.	
	1/2/42		Sergeant Pilots Coyne, Lovell, Brearley and Kennedy promoted to Flight Sergeants.	
	5/2/42		F/Sgt Pilot E. Brearley commissioned as Pilot Officer.	
	10/2/42		Moved by air, train and motor transport to Fairwood Common; the squadron took the air in sixteen Whirlwinds, the Hurricane, Magister and Oxford. This is believed to have been the largest number of Whirlwinds of one squadron airborne at any one time. Fairwood Common is under the command of Group Captain R.L.R. Atcherley, OBE, AFC, who commanded the wing in which 263 Squadron operated at Bardufoss in the Second Norwegian Expedition. The squadron was welcomed by a special broadcast during the evening, of the squadron's achievements.	
	11/2/42		Intensive instruction in the principles of convoy patrol and in the peculiarities of the Fairwood runways and control system.	
	12/2/42		Six convoy patrols completed without incident. Port engine of Whirlwind P.7017 cut at 2000 feet, but the pilot, F/Sgt Lovell, returned to base and landed safely.	
			Squadron Leader T.P. Pugh, DFC, posted as Squadron Leader Tactics to Headquarters, No. 82 Group.	
			S/Ldr Pugh came to 263 Squadron as a Flying Officer in June, 1940; he was promoted Flight Lieutenant of "B" Flight in the following November, and in August, 1941, became Squadron Leader commanding the unit. He led the squadron in many operational sorties and was a noted protagonist of the Whirlwind low level attack. In September, 191, he was awarded the D.F.C. for his exploits with the squadron. He takes he best wishes of the officers and men with him on his new appointment.	

Place	Date	Time	Summary of Events	References to Appendices
	12/2/42		Squadron Leader R.S. Woodward, DFC, posted from No. 137 Squadron to command, vice S/Ldr Pugh.	
			S/Ldr Woodward was originally a member of the Oxford University Air Squadron and later transferred	
			to the R.A.F.V.R. Whilst serving with No. 600 (Beaufighter) Squadron he shot down three enemy	
			aircraft by night in the Colerne Section and received the DFC in July, 1941.	
	13/2/42		Four convoy patrols and three dusk patrols carried out. On returning from last convoy patrol at	
			dusk, F/Sgt½ Coyne swung off the runway on landing; the aircraft turned on its back and is	
			Category "B", F/Sgt Coyne was uninjured.	
	14/2/42		One convoy patrol, no incident.	
	15/2/42		Four convoy patrols without incident.	
	16/2/42		Sector carried out enemy patrol over Angle at 15,000 feet. Several short vectors given by	
			Fairwood Humby but nothing seen.	
	18/2/42		Two convoy patrols, nothing to report.	
	19/2/42		During convoy patrol, the starboard engine of P.7110, piloted by P/O J. Holmes, disintegrated and	
			caught fire 25 miles south of St. Gowans Head. By using full flap the pilot managed to gain	
			sufficient height to reach the coast and landed safely	
	22/2/42		Three convoy patrols carried out without incident.	
			Between 19 th and 21 st of the month six Whirlwinds developed serious engine trouble and the	
			squadron became virtually grounded and are only to fly on operational scrambles until the fault	
			has been remedied. The defect was traced, in five cases, to the three way union which supplies	
			oil to the camshaft and supercgarger bearings, and the Manufacturers are constructing a series	
			of stronger unions.	
	22 nd - 28 th Feb		Squadron grounded for above reasons.	
			<u>Flying times for February, 1942.</u>	
			Operational.....86 hours.	
			Non-Operational.....154 "	

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For the month of February, 1942

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	"A" Flight						
12/2/42	P.7061	P/O Blackshaw	Convoy Patrol	08:20	09:10	No Incident.	
	P.7004	P/O Harvey	" "	"	"	" "	
	P.7011	P/O Blackshaw	" Recco.	10:40	11:00	" "	
	P.7052	F/Sgt King	" "	"	"	" "	
	P.7018	F/Sgt Coyne	"	11:10	12:35	" "	
	P.7011	P/O Blackshaw	"	"	"	" "	
	P.7007	P/O Harvey	"	12:40	13:25	" "	
	P.6990	Sgt. Ridley	"	15:25	16:35	" "	
	P.7017	F/Sgt Lovell	"	"	"	Port Engine cut at 2000 over convoy, Sgt Lovell returned to base at 1500 & made a good landing. Three way oil union was u/s & broken off.	
	P.7052	P/O Harvey	"	16:50	18:13	No Incident.	
	P.7004	P/O Currie	"	"	"	" "	
	"B Flight						
12/2/42	P.7100	P/O Holmes	Convoy	10:40	12:00	No Incident.	
	P.7089	P/O Brearley	"	11:00	13:40	" "	
13/2/42	P.7100	P/O Holmes	Dusk Patrol	17:30	18:05	Nothing seen) These flights are regularly made	
	P.7089	P/O Brearley	" "	"	"	" ") from FairwooddCommon to intercept	
	P.7061	F/Sgt Walker	" "	17:50	18:35	" ") bandits which tend to appear off	
	P.6991	Sgt Abrams	" "	"	"	" ") Linney Head at dusk.	
	P.7116	F/Sgt Lovell	Dusk Patrol	17:00	18:30	" "	
	P.7060	Sgt Small	" "	18:15	18:30	" "	
	P.7114	F/Sgt Kennedy	" "	"	"	" "	
14/2/42	P.7110	F/Sgt Walker	Convoy	14:10	15:35	No incident.	
	P.7099	F/Sgt Kennedy	"	"	"	" "	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	<u>"A" Flight</u>						
13/2/42	P.6990	Sgt Ridley	Convoy Patrol	13:16	14:10	No Incident.	
	P.7051	F/Sgt Coyne	" "	"	"	"	
	P.7008	F/Lt Rudland, DFC	" "	15:45	17:25	"	
	P.7061	Sgt Muirhead	" "	"	"	"	
	P.7052	F/Sgt King	" "	16:50	18:20	"	
	P.7051	P/O Currie	" "	"	"	"	
	P.6990	P/O Blackshaw	Dusk "	17:05	18:25	Ordered to patrol Linney Head - Sincalls.	
	P.7016	F/Sgt Lovell	" "	"	"	" " " " "	
	P.7011	Sgt Ridley	Convoy Patrol	18:25	18:55	Last convoy patrol. Sgt Coyne after landing in the half dusk swung	
	P.7018	F/Sgt Coyne	" "	"	"	off the runway on to one of the many soft patches. His Whirlwind	
						turned on its back and is Cat "B", but Sgt Coyne walked out with	
						minor head injuries. He flew again on the next day.	
	<u>"B" Flight</u>						
15/2/42	P.7110	S/L Woodward, DFC	Convoy	08:20	09:10	No Incident.	
	P.7114	P/O Crabtree	"	"	"	" "	
	P.6991	F/Sgt Walker	"	08:35	09:00	" "	
	P.7041	Sgt Abrams	"	"	"	" "	
	P.6991	F/Sgt Walker	"	10:05	11:20	" "	
	P.7041	Sgt Abrams	"	"	"	" "	
	P.7116	P/O Holmes	"	12:50	13:35	" "	
16/2/42	P.7114	P/O Crabtree	) Scramble	14:35	15:30	Section patrolled Angle at 15000. Several short vectors given by	
	P.7007	Sgt Wright)			F'Wood Humbug. Nothing seen.	
	P.7100	P/O Holmes	Enemy patrol	15:35	17:15	Nothing seen.	
	P.7069	Sgt Small	" "	"	"	" "	

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				Up	Down		
	<u>"A" Flight</u>						
16/2/42	P.7004	P/O Blackshaw	Convoy	13:35	14:55	No incident.	
	P.7051	Sgt Meredith	"	"	15:00	"	
	P.7039	F/Lt Rudland, DFC	"	14:35	15:55	"	
	P.7011	Sgt Muirhead	"	"	"	"	
	P.7004	F/Sgt King	"	15:40	17:15	"	
	P.7056	Sgt Meredith	"	"	"	"	
	P.7039	P/O Blackshaw	"	16:40	17:55	"	
	P.7011	F/Sgt Dovell	"	"	"	"	
18/2/42	P.7052	F/Lt Rudland, DFC	"	10:20	10:50	"	
	P.7004	Sgt Meredith	"	"	"	"	
22/2/42	P.7110	F/Lt Rudland, DFC	"	14:00	15:25	"	
	P.7004	P/O Currie	"	"	"	"	
	P.7011	P/O Blackshaw	"	14:55	16:05	"	
	P.7051	Sgt Meredith	"	"	"	"	
	P.7052	F/Sgt King	"	16:45	17:20	"	
	P.7004	Sgt Muirhead	"	"	"	"	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	<u>"B" Flight</u>						
18/2/42	P.7116	S/Lr Woodward DFC	Convoy	10:20	11:05	No incident.	
	P.7060	Sgt Small	"	"	"	"	
19/2/42	P.7116	S/Lr Woodward DFC	Convoy	13:05	14:35	Very bad visibility, but convoy found & patrolled.	
	P.7007	Sgt Abrams	"	13:30	14:35	Sgt. Abrams failed to contact No.1 in poor visibility.	
	P.7110	P/O Holmes	"	14:55	15:25	P/O Holmes was flying at 100 feet near convoy 25 miles south of	
	P.7060	P/O Brearley	"	14:55	16:20	St Gowan's Head. Without any warning from instruments, his starboard	
						engine exploded, caught fire and disintergrated. He lost height to	
						within inches of the sea but then managed to climb to 400 feet,	
						pulling the fire-extinguisher knob, which had a good effect on the	
						flaming engine. He was unable to gain more height to bale out and	
						indeed fell to 50 feet. Surmounting the cliffs by using full flaps,	
						then finding Carew Chenton at 50 feet, he gained 400 feet by using	
						full flap again, and after pulling emergency knob for landing-gear	
						he made a successful landing at Carew Chenton. Two buckets-full of	
						engine parts, still smoking, fell out then the cowlings were taken	
						off. Most of the rest of the engine had disappeared. The Peregrine	
						engine had scored again by being twins.	

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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Fairwood	March 1942		His Majesty the King has graciously approve the granting of a crest and motto to 263 Squadron.	
Common	1 st		The crest, duly devised by the Chester Herald, consists of the Lion of Scotland rampant holding	
			in his forepaws the Blue Cross of Norway, commemorating thereby the Squadron's exploits in the	
			first and second North Western (Norway) Expeditions of 1940 and the period of refitting with	
			Whirlwinds which was spent in Scotland. The motto is EX UNGUE LEONEM, THE LION IS KNOWN BY HIS	
			CLAW.	
			Air Vice Marshall A.H. Orlebar, CBE, AFC, visited Fairwood Common on April 1 st to present this	
			crest and motto to the squadron.	
			At 1415 the Squadron paraded by Flights outside Watch Office and at 1430 hours Air Vice Marshall	
			Orlebar inspected the Squadron.	
			He spoke to F/Sgt Goss B.E.M., who is one of the several veterans of the Norway expedition still	
			serving with the Squadron. The A.O.C. then made a brief speech in which he commemorated the major	
			events in the Squadron's history. He remarked that WHEN the Squadron was chosen to be re-equipped	
			with Whirlwinds, because it was XXXXXXXX at that time the crack squadron of Fighter Command; but	
			events shows that height had become a major factor and this the Whirlwinds lacked.	
			Nevertheless Whirlwinds of 263 Squadron had been markedly successful in the offensive operations	
			of 1941. The A.O.C. then presented the crest and motto to S/Ldr R.S. Woodward DFC. The Squadron	
			then marched past the A.O.C. and was dismissed at 15.15. hours.	
			Group Captain R.L.R. Atcherley OBE, AFC and Wing Commander A.H. Donaldson, AFC, DFC, were both	
			present at the ceremony. The former was the Air Attaché in Norway at the time of the second	
			Norway Expedition and acted as Wing Commander of the Wing; he is at present the Station Commander	
			of Fairwood Common.	

Place	Date	Time	Summary of Events	References to Appendices
			Wing Commander Donaldson's connections with the Squadron are well known.	
F/Common	3/3/42		Several new three-way unions arrived and six Whirlwinds were rendered serviceable.	
	4/3/42		Seventeen Whirlwinds were serviceable.	
	8/3/42		Co-operation in General Invasion Manoeuvres. Beat-up of approaches to Oxwich Bay, Railway lines, Swansea Station and Fairwood Aerodrome.	
	9/3/42		Extensive air-firing. F/Lt Warnes and P/O's Currie and Holmes all shot away their drogues.	
	11-13 th		Wet, with low cloud. No flying.	
	14 th		Much practice flying. Extensive camera-gun and air-to-ground firing.	
	15-16 th		Some operational flying in thick weather. Congratulations received from Group on being the only squadron able to take off.	
	20 th		Fine weather. 48 hours flying. A team of photographers arrived to photograph the aircraft and personnel of the Squadron, both on the ground and in the air, and all possible facilities were afforded them.	
	22 nd		Fine weather. Eleven patrols over the Saltee Island area.	
	23 rd		Five patrols in the Saltee area.	
	25 th		To-day the photographs of the Squadron first appeared in the newspapers, together with extensive accounts of the offensive operations of 1941. Cuttings of these were obtained from Durrant's Agency and will be found in the Squadron Scrap-book, together with a Brief History of the squadron which was prepared for the A.O.C. before his visit on March 1st.	
	26 th		10 Group Tactical Exercise 28. Six Whirlwinds led by S/Ldr Woodward DFC beat up eight lorries on Dartmoor. Two other squadrons had previously attacked and left one lorry blazing After the Whirlwind attack there were three more ablaze. Group Captain Edwardes Jones of Exeter congratulated the squadron on very good shooting and well planned attacks.	

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Place	Date	Time	Summary of Events	References to Appendices
	March			
Fairwood Common	26		A general message of congratulations was also received from A.O.C. 10 Group.	
			On the same day S/Ldr Jackson, Maintenance Officer of Fighter Command visited Fairwood Common	
			and congratulated the Engineer Officer Pilot Officer A.A. Hay B.E.M. o the high standard of	
			maintenance and serviceability which was evident during the whole of the month, after the	
			three-way union trouble had been cured.	
	1 st Mar.		P/O S.J. Lovell attached to 2 D.F. Colerne.	
			P/O S.G. Brannigan attached to 2 D.F. R.A.F. Colerne. on 11 th March.	
			P/O S.J. Lovell transferred from 2 D.F. to 51 O.T.U. on the 22 nd March.	
			Strength of Flying Personnel:- Officers 14, Airmen pilots 13.	
	<u>SUMMARY</u>		During the month 256 operational and 284 non-operational hours were flown.	
			Total 540 hours. There were twenty flying days.	
			There were 152 cine-camera exercises in which 2201 feet of film were exposed.	
			There were 58 air-firing exercises; fourteen air-to-ground, thirty one air-to-sea, and thirteen	
			air-to-air.	
			If the very large operational commitment of the squadron is born in mind, these figures become	
			comparable with the work done by the squadron as a unit under training with Gladiators in the	
			spring of 1940	
			The Squadron would like to comment on the unusually extensive co-operation between Fairwood	
			Common Station Officers and the squadron. This co-operation takes many forms, official and	
			unofficial, but is most evident in all flying matters. The Fairwood runways with their	
			multifarious slopes and borders of treacherous ground necessitate a complex system of Flying	
			Control, a system which is not always	

Place	Date	Time	Summary of Events	References to Appendices
Fairwood Common			without friction. But in this, too, as well as in other spheres Fairwood Common has been found	
			to be a Station in which keenness on every branch of Flying develops properly to its full extent.	
			<i>A Wordsworth F/O</i>	
			<i>Intelligence Officer</i>	
			<i>for O.C. 263 Squadron</i>	

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Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
7 th	P.7003	F/Lt Rudland, DFC	Scramble	09:30	10:25	) Nothing seen. Both aircraft were plotted within 4 miles of	
	P.7052	F/Sgt King		09:30	10:25	) bogies off Lundy Island.	
	P.7117	P/O Harvey	Convoy	12:50	14:05)	
	P.6990	Sgt Ridley	patrol	12:50	14:05)	
	P.7116	S/Lr Woodward	"	13:20	15:00	) Nothing seen.	
	P.7089	Sgt Reed	"	13:20	15:00) " "	
	P.7117	P/O Gill	"	13:45	14:25	) do	
	P.7114	P/O Crabtree	"	13:45	14:25)	
	P.7061	F/St Kennedy	do	15:05	16:40	) do	
	P.7041	Sgt Wright	do	"	")	
	P.7116	F/Sgt Walker		16:10	17:35	) do	
	P.7089	P/O Brearley	do	"	")	
	P.7061	F/Lt Warnes		17:00	18:05	) do	
	P.7114	P/O Crabtree	do	"	")	
8 th	P.7051	P/O Harvey		13:00	14:15	) do	
	P.7117	Sgt Meredith	do	"	")	
	P.7003	F/Lt Rudland, DFC	Scramble	13:20	14:05	) do	
	P.7100	P/O Currie	"	13:20	14:05)	
	P.7011	F/Sgt King	Convoy	14:00	15:15	) d0	
	P.6990	Sgt Ridley	patrol	"	")	
	P.7003	F/Lt Rudland, DFC		15:00	16:20	) do	
	P.7100	P/O Currie	do	"	")	
	P.7051	P/O Harvey		15:40	17:15	) do	
	P.7116	Sgt Meredith	do	"	")	
	P.7052	F/Sgt King		16:45	18:10	) do	
	P.7011	Sgt Ridley	do	"	")	
	P.7120	F/Lt Rudland, DFC		17:40	18:50	) do	
	P.7100	P/O Currie	do	"	")	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
8 th	P.7061	F/Lt Warnes	Scramble	07:20	07:55	) Nothing seen.	
	P.7114	P/O Crabtree		"	"	) do	
	P.7116	P/O Gill	Convoy	07:45	09:35)	
	P.7089	Sgt Wright	patrol	07:45	09:35	) do	
	P.7061	P/O Braerley		09:10	10:40)	
	P.7117	Sgt Reed	do	"	"	) do	
	P.7114	P/O Crabtree		10:20	11:45)	
	P.7116	Sgt Small	do	"	"	) do	
	P.7061	F/Lt Warnes		11:30	13:00)	
	P.7089	P/O Brearley	do	"	"	) do	
9 th	P.7011	Sgt Ridley		07:35	08:55)	
	P.7004	F/Sgt Coyne	do	"	"	) do	
	P.7089	P/O Brearley		15:30	17:00)	
	P.6991	Sgt Abrams	do	"	"	) do	
	P.7061	F/Lt Warnes		16:30	18:30)	
	P.7116	P/O Crabtree	do	"	"	) do	
10 th	P.7100	P/O Harvey		13:15	14:35)	
	P.7003	F/Sgt Lovell	do	"	"	) do	
	P.6990	Sgt Ridley		14:15	15:40)	
	P.7117	F/Sgt Coyne	do	"	"	) do	
	P.7052	F/Sgt King		15:10	16:40)	
	P.7004	P/O Currie	do	"	"	) do	
	P.7100	P/O Harvey		16:15	17:35)	
	P.7003	F/Sgt Lovell	do	"	") do	
	P.6990	Sgt Ridley		17:15	17:40	Recalled	
	P.7117	F/Sgt Coyne	do	"	"	"	

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				Up	Down		
March	Whirlwind						
10	P.7060	F/Lt Warnes	Convoy	12:15	13:45) Nothing seen.	
	P.7007	P/O Crabtree	patrol	"	"	) do	
14	P.7120	F/Lt Rudland, DFC		13:10	14:30)	
	P.7100	P/O Currie	do	"	"	) do	
	P.7003	P/O Harvey		14:10	15:30)	
	P.6990	Sgt Ridley	do	"	"	) do	
	P.7051	P/O Blackshaw		15:10	16:30)	
	P.7052	Sgt Muirhead	do	"	"	) do	
	P.7120	F/Lt Rudland, DFC	Scramble	15:15	16:15)	
	P.7004	P/O Currie		"	"	) d0	
	P.7100	P/O Harvey	Evening	18:30	19:20)	
	P.7117	Sgt Ridley	Sweep	"	"	) do	
	P.7120	F/Lt Rudland, DFC	Convoy	18:45	19:20)	
	P.7052	Sgt Muirhead	patrol	"	"	) do	
	P.7051	P/O Blackshaw	Evening sweep	18:35	18:50	) do	
	P.7061	F/Lt Warnes	Scramble	11:45	12:50)	
	P.7089	P/O Brearley		"	"	) do	
	P.6991	P/O Holmes	"	11:45	12:25	) Nothing seen.	
	P.7007	Sgt Abrams		"	")	
15	P.7100	P/O Harvey	Convoy	11:50	13:25)	
	P.7117	Sgt Ridley	patrol	"	"	) do	
						) Cloud spoilt interception. Squadron congratulated by Group on being the only a/c in Group able to take off in thick weather.	
	P.7011	P/O Blackshaw	Scramble	10:40	11:55	) Landed at Pembrey Fuel shortage.	
	P.7051	Sgt Muirhead		10:40	11:55)	
	P.7120	F/Lt Rudland, DFC	Convoy	11:25	12:05)	
	P.7052	P/O Currie	patrol	"	"	) Nothing seen.	
	P.7116	S/Ldr Woodward	Scramble	13:20	14:00)	
	P.7110	P/O Holmes		"	"	) do	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
March	Whirlwind						
15	P.7060	F/Sgt Walker	Scramble	14:15	15:00	) Nothing seen.	
	P.7041	Sgt Abrams		"	")	
	P.7114	P/O Crabtree	Convoy	14:55	16:05)	
	P.7007	Sgt Reed	patrol	"	"	) do	
	P.7116	S/Ildr Woodward	"	15:55	17:10)	
	P.7089	P/O Brearley		"	"	) do	
	P.7110	P/O Holmes	Scramble	17:50	19:00)	
	P.7060	F/Sgt Walker		"	"	) do	
16	P.7116	F/Lt Warnes	Scramble	09:15	09:50)	
	P.7110	P/O Holmes		"	"	) do	
18	P.7011	P/O Blackshaw	Convoy	16:50	17:30)	
	P.7051	Sgt Muirhead	patrol	"	"	) do	
19	P.7056	P/O Gill	"	13:35	14:55)	
	P.7007	Sgt Wright		"	"	) do	
	P.7060	F/Sgt Walker	"	14:30	16:00)	
	P.7110	Sgt Reed		"	"	) do	
	P.7061	F/Lt Warnes	"	15:35	17:15)	
	P.7116	P/O Brearley		"	"	) do	
20	P.7120	F/Lt Rudland, DFC	Sweep	17:20	18:50)	
	P.7117	P/O Blackshaw	to sea	"	"	) do	
	P.6990	Sgt Meredith	Evening patrol	19:05	19:50)	
	P.7003	P/O Currie	" "	"	19:55	) do	
21	P.7052	Sgt Meredith	Convoy	08:45	09:35)	
	P.7003	Sgt Muirhead		"	") do	
	P.7120	F/Lt Rudland, DFC	Sweep of	10:35	12:00		
	P.7100	P/O Harvey	Irish Sea	"	"		

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				Up	Down		
March	Whirlwind						
21	P.7089	P/O Brearley	Convoy	13:25	14:55) Nothing seen.	
	P.7001	Sgt Abrams		"	")	
	P.7114	P/O Crabtree	"	14:30	16:00	) do	
	P.6991	F/Sgt Walker		"	")	
22	P.7051	P/O Blackshaw	Sweep of	11:00	12:20	) do	
	P.7052	P/O Currie	Irish Sea	"	")	
	P.7112	F/Lt Rudland, DFC	do	11:30	12:45	) do	
	P.7100	P/O Harvey		"	")	
	P.7100	F/Sgt King	do	14:35	15:55	) do	
	P.7120	Sgt Muirhead		"	")	
	P.7051	P/O Currie	Convoy	15:40	16:40	) do	
	P.6990	Sgt Ridley	patrol	"	")	
	P.7061	F/Lt Warnes	Irish Sea	10:05	11:45	) do	
	P.7114	Sgt Abrams	Sweep	"	")	
	P.7110	Sgt Reed	do	10:30	12:10	) d0	
	P.7007	Sgt Wright		"	")	
	P.7116	P/O Holmes	do	12:05	13:50	) do	
	P.7060	F/Sgt Walker		"	")	
	P.7110	S/Ldr Woodward	do	13:10	14:10	) do	
	P.7089	P/O Brearley		"	")	
	P.7061	F/Lt Warnes	do	13:35	15:00	) do	
	P.7114	P/O Crabtree		"	")	
	P.7041	Sgt Abrams	do	14:00	14:30	) do	
	P.7007	Sgt Wright		"	")	
	P.7110	S/Ldr Woodward	do	15:15	16:50	) do	
	P.6991	Sgt Reed		"	")	
	P.7089	P/O Brearley	do	16:10	17:30	) do	
	P.7007	Sgt Wright		"	")	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
March	Whirlwind						
22	P.7061	F/Lt Warnes	Sweep over	16:55	18:15	) Nothing seen.	
	P.7114	P/O Crabtree	Irish Sea	"	")	
23	P.7061	F/Lt Warnes	Convoy	14:35	15:55)	
	P.7114	P/O Crabtree	patrol	"	")	
	P.7089	P/O Brearley	do	15:05	16:15)	
	P.7007	Sgt Wright		"	")	
	P.6991	F/Sgt Walker	do	16:00	17:30	) On the way back from patrol Sgt Abrams' port engine cut five	
	P.7041	Sgt Abrams		"	"	) miles from base. He made a good landing.	
	P.7116	S/Idr Woodward	do	16:35	18:00)	
	P.7060	P/O Holmes		"	")	
	P.7061	F/Lt Warnes	do	17:05	18:35)	
	P.7114	P/O Crabtree		"	")	
	P.7089	P/O Brearley	do	17:40	19:00)	
	P.7007	Sgt Wright		"	")	
24	P.7100	Sgt Ridley	do	16:40	18:00	) Nothing seen.	
	P.6990	F/Sgt Coyne		"	")	
	P.7052	F/Sgt King	do	17:00	18:20	) do	
	P.7051	Sgt Muirhead		"	")	
	P.7100	P/O Harvey	Sweep of	18:45	19:40)	
	P.7117	Sgt Meredith	Irish Sea	"	")	
	P.7061	F/Lt Warnes	patrol	14:25	15:45	) do	
	P.7114	P/O Crabtree		"	")	
	P.7160	F/Sgt Walker	do	15:00	16:45	) do	
	P.7110	Sgt Abrams		"	")	
	P.7089	P/O Brearley	do	15:15	16:55) do	
	P.7007	Sgt Small		15:15	16:55)	

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				Up	Down		
March	Whirlwind						
24	P.7000	P/O Holmes	Patrol	15:15	16:50) Nothing seen.	
	P.6991	Sgt Wright		"	")	
25	P.7011	F/Sgt King	Convoy	08:55	10:15	) do) Landed at Angle.	
	P.7117	Sgt Meredith	patrol	"	"))	
	P.7061	F/Lt Warnes	Scramble	18:30	18:35	) do	
	P.7000	P/O Holmes		"	")	
26	P.7011	F/Sgt Lovell	Sweep of	15:10	16:20	) do	
	P.7120	P/O Coyne	Irish Sea	"	")	
	P.7061	F/Lt Warnes	Convoy	10:35	11:20	) Blue section was ordred to escort convoys Steward & Sapper II which were found 15 miles 200 degrees from base. No cloud but	
	P.7000	P/O Holmes		"	"	) thick haze up to 5000'. Visibility ½ mile. Balloons were flying from these convoys at 2000 feet, in accordance no doubt with	
	P.7061	F/Lt Warnes	do	14:15	15:45	) SD.158 but nevertheless affording great danger to fighter escort,	
	P.7000	P/O Holmes		"	"	) which therefore returned to base.	
	P.7114	P/O Crabtree	do	13:50	15:45	Nothing seen.	
27	P.7120	F/Lt Rudland, DFC	Sweep of	15:10	16:40	) do	
	P.7117	Sgt Meredith	Irish Sea	"	")	
	P.7061	F/Lt Warnes	Convoy	13:50	15:00	) do	
	P.7000	P/O Holmes		"	")	
	P.7110	P/O Crabtree	Patrol	14:35	15:55	) do	
	P.7056	Sgt Small		"	")	
	P.7061	F/Lt Warnes	do	17:40	19:00	) This patrol was carried out in very wide echelon, two miles between the sections, of which the aircraft were half a mile	
	P.7110	P/O Crabtree		"	"	) apart. The Linney-Head, Smalls, Carnsors, Saltee area was thoroughly	swept.
	P.7000	P/O Holmes	do	17:40	19:10)	
	P.7056	Sgt Small		"	")	
28	P.6990	F/Sgt Lovell	Convoy	14:00	15:35	) Nothing seen.	
	P.7051	P/O Coyne	patrol	"	")	
	P.7112	P/O Blackshaw	do	15:00	16:35) do	
	P.7117	Sgt Meredith		"	")	

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R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
	April			
	1942			
Fairwood	1 st		The month started badly with two accidents in a 50 m.p.h. cross-wind.	
Common			P/O Holmes broke only a wing tip. P/O Harvey swung off the runway, bounced and turned over, and walked out of a sheer disintergration Cat.E. with a bruised arm. It was a spectacular esacpe.	
	2 nd		Another accident. The hydraulic system failed through the slow running (in extended taxying) of the starboard engine which operates the hydraulic pump, so that Sgt Small Sgt Small in going down one of the Fairwood Hills, contacted a bowser.	
	3 rd		Several good-average air-ground targets. More dusk landings.	
	8 th		Sixty-six hours twenty minutes flying, a record for the squadron with Gladiators or Whirlwinds. 3285 rounds, the contents of 55 boxes of ammo, were fired.	
	10 th		P/O Coyne made a good single-engine landing after his starboard engine had cut in the circuit.	
	15 th		Eight Smalls-Saltee patrols	
	18 th		The squadron moved by air and rail to Angle, the forward aerodrome in Fairwood Common sector. When the train was passing through Llanelly, the wooden truck next to the engine was found to be burning fiercely. It contained the whole contents of "A" Flight armoury. The truck was moved on to a siding where the Verey lights caused an excellent display, but the fire was extinguished by the fire-brigade before any ammunition, which was packed in drums, had exploded. The train went on its way after half an hour.	
	24 th		10 aircraft moved to Portreath and Predannack for a Ramrod operation which was cancelled. They returned the next day.	
	27 th		F/Lt Rudland, DFC, was ordered to shoot down an escaped balloon which he did. It burst into flames although only ball ammo. was used.	

Place	Date	Time	Summary of Events	References to Appendices
	April			
	30 th		10 Group Fighter Ramrod 18 from Predannack.	
			The Squadron in flying 382 hours 5 minutes operational and 276 hours 50 minutes non-operational,	
			total 658 hours 55 minutes, set up a record for any month since its first formation.	
			10,536 rounds of ball ammunition were fired.	
	26/4		F/Sgt J. Walker appointed Pilot Officer with effect from 20 March, 1942.	
			F/Sgt's Lovell and Kennedy appointed Pilot Officers with effect from 23 rd March, 1942.	

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"B" FLIGHT

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
Apl. 2 nd	P.7060	P/O Walker	Patrol	07:40	09:05	) Patrol of Irish Sea	
	P.7041	Sgt Abrams		"	"		
	P.7056	F/Sgt Kennedy		08:05	09:35		
	P.7116	Sgt Reed		"	"		
5 th	P.7056	F/Sgt Kennedy	Convoy	09:30	10:50	) -do-	
	P.7110	Sgt Reed		"	"		
	P.7060	P/O Walker		09:55	11:20		
	P.7114	P/O Gill		"	"		
	P.7116	Sgt Wright		11:30	12:30	) -d0-	
	P.7056	Sgt Small		"	"		
	P.7060	P/O Walker		09:05	10:55		
	P.7089	P/O Brearley		"	"		
	P.7056	P/O Kennedy		10:35	11:50	) Patrol Steward	
	P.7110	Sgt Reed		"	"		
	P.7114	F/Lt Warnes		10:20	11:55		
	P.7116	Sgt Wright		"	"		
	P.7060	P/O Gill		11:25	13:10	) " " " " Very wide echelon	
	P.7089	Sgt Small		"	"		
	P.7110	P/O Crabtree		12:45	13:45		
	P.7056	P/O Kennedy		"	"		
10 th	P.7061	P/O Gill	Patrol	14:00	15:25	) Patrol of Irish Sea 10 Saltees	
	P.7116	Sgt Wright		"	"		
	P.7089	P/O Brearley		14:30	15:50		
	P.7056	Sgt Abrams		"	"		
	P.7114	P/O Crabtree		14:30	15:50		
	P.7110	Sgt Reed		"	"		
	P.7090	S/Lr Woodward, DFC		17:45	18:50		
	P.7061	P/O Gill		"	"		

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
10 th	P.7089	P/O Brearley	Convoy	19:10	20:50)	
	P.7056	Sgt Small		"	")	
	P.7116	S/Lr Woodward, DFC		20:05	21:20)	
	P.7061	P/O Gill		"	")	
11 th	P.7114	P/O Crabtree	Scramble	13:00	14:00)	
	P.7056	P/O Kennedy	"	"	"	) Three sections after raid 159. Although Blue section plots were	
	P.7110	P/O Walker	"	13:05	14:15	) coincident for 5 minutes, e/a escaped unseen in cloud	
	P.7061	P/O Gill	"	"	")	
12 th	P.7116	P/O Walker	Convoy	12:15	13:25)	
	P.7061	P/O Gill		"	")	
14 th	P.7056	P/O Crabtree		10:35	12:05)	
	P.7090	P/O Gill		"	")	
	P.7116	P/O Kennedy		11:40	13:10)	
	P.7110	Sgt Abrams		"	")	
	P.7060	P/O Holmes		12:50	14:00)	
	P.7056	Sgt Wright		"	")	
	P.7116	P/O Gill		17:00	18:15)	
	P.7060	Sgt Wright		17:00	18:15)	
15 th	P.7114	P/O Crabtree	Patrol	13:40	14:50	) Saltee Patrol	
	P.7110	Sgt Reed		"	")	
	P.7116	P/O Gill	Convoy	14:40	16:10)	
	P.7090	Sgt Wright		"	")	
	P.7000	S/Lr Woodward, DFC	Scramble	15:35	16:25)	
	P.7061	Sgt Small		"	")	

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"B" FLIGHT

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
Apl. 15 th	P.7114	P/O Crabtree	Convoy	17:10	18:30)	
	P.7110	F/Sgt Reed		"	")	
	P.7116	Sgt Wright	Patrol	18:25	19:50	) Saltee Patrol	
	P.7090	P/O Gill		"	")	
	P.7060	S/Lr Woodward, DFC		18:55	20:15) " "	
	P.7056	Sgt Small		"	")	
16 th							
	P.7116	P/O Gill	Scramble	08:20	09:35)	
	P.7060	Sgt Wright		"	")	
	P.7056	P/O Kennedy	Convoy	10:20	11:50)	
	P.7114	Sgt Small		"	")	
	P.7061	P/O Crabtree		11:10	12:30)	
	P.7089	F/Sgt Reed		"	")	
	P.7090	P/O Gill		11:50	13:20)	
	P.7060	Sgt Wright		"	")	
	P.7056	P/O Kennedy		12:55	14:05)	
	P.7114	Sgt Abrams		"	")	
	P.7000	P/O Holmes		14:40	16:00)	
	P.7089	F/Sgt Reed		"	")	
	P.7114	P/O Kennedy		17:10	18:45)	
	P.7061	Sgt Wright		"	")	
17 th							
	P.7056	P/O Kennedy		13:10	14:10)	
	P.7060	P/O Gill		"	")	
	P.7089	P/O Holmes		16:25	17:50)	
	P.7116	Sgt Wright		"	")	
	P.7056	P/O Kennedy		17:10	18:40)	
20 th							
	P.7060	P/O Gill		"	")	
20 th	P.7110	P/O Brearley		15:40	16:55)	
	P.7056	Sgt Small		"	")	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
21 st	P.7000	P/O Holmes	Scramble	11:10	12:00	) Bogey was identified as Liberator.	
	P.7089	P/O Brearley		"	")	
	P.7060	P/O Walker	Convoy	15:20	16:30)	
	P.7089	Sgt Abrams		"	")	
	P.7114	P/O Crabtree		16:10	17:35)	
	P.7056	Sgt Small		"	")	
	P.7000	P/O Gill		17:00	18:20)	
	P.7110	F/Sgt Reed		"	")	
	P.7060	P/O Walker		18:00	19:15)	
	P.7061	Sgt Abrams		"	")	
	P.7114	P/O Crabtree		18:50	20:05)	
	P.7056	Sgt Small		"	")	
	P.7000	P/O Gill		19:40	21:00)	
	P.7110	F/Sgt Reed		"	")	
	P.7089	P/O Walker		20:35	21:45)	
	P.7061	Sgt Abrams		"	")	
22 nd	P.7061	F/Lt Warnes		07:10	08:25)	
	P.7114	P/O Crabtree		"	")	
	P.7000	P/O Gill	Scramble	07:40	09:10)	
	P.7110	F/Sgt Reed		"	")	
	P.7060	P/O Walker	Convoy	08:10	09:10)	
	P.7089	Sgt Abrams		"	")	
	P.7061	F/Lt Warnes		09:40	10:55)	
	P.7114	P/O Crabtree		"	")	
	P.7000	P/O Gill		10:35	11:35)	
	P.7110	P/O Brearley		"	")	

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"B" FLIGHT

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
Apl. 22 nd	P.7060	P/O Walker	Convoy	18:50	20:05)	
	P.7000	P/O Brearley		"	")	
23 rd	P.7000	P/O Crabtree		11:50	13:10)	
	P.7060	P/O Brearley		"	")	
	P.7110	P/O Crabtree		13:40	14:45)	
	P.7056	Sgt Abrams		"	")	
	P.7061	F/Lt Warnes		14:30	15:40)	
	P.7089	Sgt Small		"	")	
24 th	P.7061	F/Lt Warnes		17:40	18:25	) Five aircraft from each Flight flew to Portreath	
	P.7114	P/O Crabtree		"	"	) for a Ramrod operation, but this was cancelled and	
		etc				they returned on April 25th.	
25 th	P.7110	P/O Walker	Scramble	10:25	11:15)	
	P.7056	P/O Brearley		"	")	
26 th	P.7056	P/O Kennedy	Convoy	13:05	14:15)	
	P.7090	Sgt Abrams		"	")	
	P.7089	P/O Brearley		14:05	15:15)	
	P.7110	Sgt Small		"	")	
	P.7061	F/Lt Warnes		16:40	16:50	) Recalled as convoy entered Haven.	
	P.7114	P/O Crabtree		"	")	
	P.7056	P/O Kennedy		17:30	18:55)	
	P.7110	Sgt Small		"	")	
	P.7061	F/Lt Warnes		18:25	18:50)	
	P.7114	P/O Crabtree		"	")	
27 th	P.7056	F/Sgt Muirhead		17:20	18:40)	
	P.7116	P/O Blackshaw		"	")	
	P.7090	Sgt Ridley		18:15	18:35)	
	P.7110	Sgt Small		"	")	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
27 th	P.7116	Sgt Small		19:40	20:55)	
	P.7056	F/Sgt Muirhead		"	")	
29 th	P.7110	P/O Lovell		17:20	18:35)	
	P.7114	P/O Currie		"	")	
	P.7114	P/O Currie		20:30	21:50)	
	P.7110	P/O Coyne		"	")	
30 th	P.7116	S/Lr Woodward, DFC		18:12		) 10 Group <i>Fighter</i> Ramrod 18. From Predannack.	
	P.7089	P/O Kennedy				) 4 aircraft Red Section of "A" Flight and 4 aircraft from <i>Blue Section of</i>	
	P.7000	P/O Holmes				) "B" Flight Blue Section led by F/Lt Rudland, DFC and S/Ldr.	
	P.7090	Sgt Abrams			19:30	) Woodward, DFC left Predannack at 18.12, escorted by Spitfires	
						of 310 Squadron, to attack Lannion and Morlaix aerodromes,	
						respectively. Both sections made landfall too far West	
						owing to incorrect wind forecast and neither section found	
						its target. Red Section observed a gun position West of	
						St. Pot de Leon and orbitted to attack it but were ordered	
						back to base by W/Cdr Blake ho accompanied the sweep.	
						Accordingly all eight aircraft landed at Predannack at 1930	
						hours. The moral seems to be, again, that more time must	
						be given for briefing and studying maps and photographs.	
						In this case half an hour was available at Predannack.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

"A" FLIGHT

DETAIL OF WORK CARRIED OUT
By No. 263 Squadron
For the month of April, 1942

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
Fairwood Common.							
Apl. 2 nd	P.7052	S/Ldr Woodward DFC	Convoy	15:40	16:55)	
	P.7117	P/O Coyne		15:45	17:15)	
	P.7056	F/Sgt Lovell	Convoy	15:00	15:20)	
	P.7120	P/O Currie		15:10	15:50)	
	P.7011	F/Sgt King	Convoy	16:35	17:55)	
	P.6990	Sgt Ridley		"	")	
	P.7120	F/Sgt Lovell	Convoy	17:20	18:40)	
	P.7117	P/O Coyne		"	")	
5 th	P.7011	P/O Blackshaw	Scramble	17:40	18:20	) 2 Spitfires from Llandow, misplotted owing to	
	P.7117	Sgt Muirhead DFC		"	"	) temporary absence of I.F.F. from all Spit. V's.	
	P.7052	S/Lr Woodward DFC	Convoy	18:50	20:10)	
	P.7051	P/O Lovell		"	")	
8 th	P.7035	S/Lr Woodward DFC	Convoy	13:15	14:40)	
	P.7003	P/O Lovell		"	")	
	P.7011	P/O Blackshaw	Convoy	14:20	15:40)	
	P.7051	Sgt Muirhead		"	")	
	P.7052	F/Sgt King	Convoy	15:30	17:00)	
	P.7100	P/O Coyne		"	")	
	P.7035	S/Lr Woodward DFC	Convoy	16:25	18:00)	
	P.7003	P/O Currie		"	")	
	P.7117	P/O Lovell	Convoy	17:30	18:50)	
	P.7051	Sgt Muirhead		"	")	
	P.7052	P/O Blackshaw	Convoy	18:30	19:55)	
	P.7110	Sgt Ridley		"	")	
	P.7035	F/Sgt King	Irish Sea	19:45	20:55)	
	P.7003	P/O Coyne	Sweep	"	")	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
Apl. 8 th	P.7117	P/O Lovell	Convoy	19:40	20:30)	
	P.7051	P/O Currie	"	"	")	
11 th	P.7035	F/Lt Rudland DFC	Scramble	16:20	17:20	) See "B" Flight for same date.	
	P.7117	Sgt Meredith	"	16:20	17:15)	
12 th	P.7120	P/O Coyne	Irish Sea	10:15	11:40	) This section was vectored towards "Milk Train" off	
	P.7117	Sgt Meredith	Sweep	10:15	11:40	) Carnsore, but plots were inadequate.	
	P.7035	F/Lt Rudland DFC	Irish Sea	11:10	12:30)	
	P.7011	P/O Lovell	Sweep	"	"	-)	
14 th	P.7035	S/Ldr Woodward DFC	Convoy	13:35	14:55)	
	P.6990	P/O Currie	"	"	")	
	P.7100	P/O Harvey	Convoy	14:35	15:55)	
	P.7120	F/Sgt Muirhead	"	"	")	
	P.7011	P/O Lovell	Convoy	15:35	16:45)	
	P.7051	P/O Coyne	"	"	")	
	P.7117	Sgt Meredith	Convoy	16:25	17:20)	
	P.7035	P/O Currie	"	"	")	
	P.7052	P/O Harvey	Convoy	16:35	17:40)	
	P.7120	F/Sgt Muirhead	"	"	")	
15 th	P.7011	P/O Blackshaw	Salter	09:25	10:40)	
	P.7052	F/Sgt Muirhead	sweep	"	")	
	P.7100	P/O Harvey	Salter	10:40	11:55	) P/O Harvey swung off runway on landing in a cross	
	P.6990	P/O Currie	sweep	"	"	) wind. Aircraft damaged Cat. B. starboard wing and engine.	
	P.7003	P/O Lovell	Salter	10:55	12:15)	
	P.7117	Sgt Meredith	sweep	"	")	
16 th	P.7003	P/O Lovell	Convoy	13:45	15:00)	
	P.7051	P/O Coyne	"	"	")	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

"A" FLIGHT

By No. 263 Squadron
For the month of April, 1942

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
Apl. 16 th	P.7052	F/Lt Rudland DFC	Convoy	14:40	16:10)	
	P.7117	Sgt Meredith	"	"	")	
	P.6990	P/O Blackshaw	"	15:40	17:15)	
	P.7120	Sgt Muirhead	"	"	")	
	P.7051	P/O Coyne	"	16:40	18:10)	
	P.7003	P/O Lovell	"	"	")	
	P.7052	P/O Currie	"	18:05	19:45)	
	P.7117	Sgt Meredith	"	"	19:35)	
	P.7000	P/O Blackshaw	"	18:45	20:05)	
	P.7120	F/Sgt Muirhead	"	"	")	
17 th	P.7011	P/O Blackshaw	Scramble	07:30	08:45)	
	P.7052	P/O Currie	"	"	")	
	P.7000	F/Lt Rudland DFC	Convoy	10:05	11:25)	
	P.7120	F/Sgt Muirhead	"	"	")	
	P.7052	P/O Currie	"	10:55	12:25)	
	P.7011	Sgt Meredith	"	"	")	
	P.7000	F/Lt Rudland DFC	"	12:10	13:15)	
	P.7120	F/Sgt Muirhead	"	"	")	
18 th	squadron to Angle						
20 th	P.7035	F/Sgt King	Convoy	13:45	15:40)	
	P.7003	Sgt Meredith	"	"	")	
	P.6990	Sgt Ridley	"	14:40	16:00)	
	P.7051	P/O Coyne	"	"	")	
	P.7011	P/O Blackshaw	"	15:40	16:20)	
	P.7120	F/Sgt Muirhead	"	"	")	
	P.7035	F/Sgt King	"	16:45	17:55)	
	P.7003	Sgt Meredith	"	"	")	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
Apr. 20 th	P.6990	P/O Lovell	Convoy	20:45	21:40)	
	P.7051	P/O Coyne	"	"	")	
21 st	8052	F/Sgt King	"	07:00	08:05)	
	P.7035	Sgt Meredith	"	"	")	
	P.6990	P/O Lovell	"	07:45	09:00)	
	P.7051	P/O Coyne	"	"	")	
	P.7052	F/Sgt King	"	08:35	09:55)	
	P.7035	Sgt Meredith	"	"	")	
	P.6990	P/O Lovell	"	09:40	11:10)	
	P.7051	P/O Coyne	"	"	")	
	P.7052	F/Sgt King	"	10:50	12:00)	
	P.7035	Sgt Meredith	"	"	")	
	P.6990	P/O Lovell	"	11:50	12:55)	
	P.7051	P/O Coyne	"	"	")	
22 nd	P.6990	P/O Lovell	"	08:50	09:55)	
	P.7035	P/O Coyne	"	"	")	
	P.7052	F/Sgt King	Scramble	16:45	18:00)	
	P.7051	P/O Coyne	"	"	")	
	P.6990	P/O Lovell	Convoy	19:15	20:40)	
	P.7011	F/Sgt Meredith	"	"	")	
	P.7011	F/Sgt King	Convoy	21:00	22:45)	
	P.7120	P/O Coyne	"	"	")	
22nd							
23 rd	P.7052	F/Sgt King	"	07:15	07:40)	
	P.7120	P/O Coyne	"	"	")	
	P.7052	F/Sgt King	"	20:10	20:40)	
	P.7011	P/O Coyne	"	"	")	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

"A" FLIGHT

By No. 263 Squadron
For the month of April, 1942

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
Apl. 23 rd	P.7011	P/O Coyne	Convoy	11:10	12:15)	
	P.7052	F/Sgt King	"	"	")	
	P.7035	P/O Lovell	Scramble	11:50	12:45)	
	P.7120	F/Sgt Muirhead	"	"	")	
	P.6990	F/Sgt King	Convoy	12:45	13:50)	
	P.7011	P/O Coyne	"	"	")	
	P.7013	Sgt Ridley	"	15:25	16:05)	
	P.6990	Sgt Meredith	"	"	")	
26 th	P.7013	F/Lt Rudland, DFC	"	11:45	13:00)	
	P.7051	Sgt Ridley	"	"	")	
27 th	P.7013	F/Sgt King	"	16:20	17:35)	
	P.7035	P/O Coyne	"	"	")	
	P.7016	P/O Blackshaw	"	17:20	18:40)	
	P.7056	F/Sgt Muirhead	"	"	")	
	P.7090	Sgt Ridley	"	18:15	18:35)	
	P.7110	Sgt Small	"	"	")	
	P.7013	F/Sgt King	"	18:40	19:45)	
	P.7035	P/O Coyne	"	"	")	
	P.6990	Sgt Ridley	"	19:40	20:55)	
	P.7116	Sgt Small	"	"	")	
	P.7011	P/O Blackshaw	"	20:30	21:35)	
	P.7056	F/Sgt Muirhead	"	"	")	
29 th	P.7013	F/Sgt King	"	15:00	15:45)	
	P.7051	P/O Coyne	"	"	")	
	P.7011	P/O Lovell	"	16:05	16:15)	
	P.6990	Sgt Ridley	"	"	")	
	P.7014	P/O Currie	"	16:25	17:40)	
	P.7035	P/O Harvey	"	"	")	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
29 th	P.7110	P/O Lovell	Convoy	17:20	18:35)	
	P.6990	Sgt Ridley	"	"	")	
	P.7013	F/Sgt King	"	18:20	19:30)	
	P.7051	P/O Coyne	"	"	")	
	P.7035	P/O Harvey	"	19:10	00:00)	
	P.7114	P/O Currie	"	"	")	
	P.7011	P/O Lovell	Scramble	20:10	21:05)	
	P.6990	Sgt Ridley	"	"	")	
	P.7010	P/O Coyne	Convoy	20:30	21:55)	
	P.7013	F/Sgt King	"	"	")	
30 th	P.7051	F/Sgt King	"	07:30	08:45)	
	P.6990	Sgt Ridley	"	"	")	
	P.7035	P/O Currie	"	08:30	09:40)	
	P.7011	Sgt Meredith	"	"	")	
	P.7013	F/Lt Rudland, DFC	"	10:30	11:45)	
	P.7114	P/O Harvey	"	"	")	
	P.7035	P/O Lovell	"	11:30	11:50)	
	P.7011	Sgt Meredith	"	"	")	
	P.7013	F/Lt Rudland, DFC	"	09:30	10:00)	
	P.7114	P/O Harvey	"	"	")	
	P.7013	F/Lt Rudland, DFC	Ramrod 18	18:05	19:25	) Report of this operation will be found on	
	P.7114	P/O Harvey	" "	"	"	) last page of "B Flight sorties.	
	P.7011	P/O Lovell	" "	"	")	
	P.7052	Sgt Ridley	" "	"	")	

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
R.A.F. Angle	MAY.	1942.	The month of May which was spent at Angle, was uneventful but meritorious. The Squadron flew a total of 818 hours 35 minutes, of which 535 hours 55 minutes were operational and 282 hours 40 minutes non-operational. These hours were divided almost equally between the two flights. THE MONTH WAS WHOLLY WITHOUT ACCIDENTS OF ANY KIND.	
			The number of hours flown was easily a record for this squadron and must be among the highest recorded without accidents in Fighter Command.	
			There were three days in which no flying was possible and several others in which high wind, low cloud and rain-storms reduced flying to a minimum.	
			In effect the squadron was responsible for the shipping protection and escort of Fairwood Common Sector, helped out on occasion by a section of 421 a new squadron under training at Fairwood	
			Some attempt were made to restart Rhubarb operations. Targets of considerable importance were selected in the Cherbourg area, but after full briefing, the destruction of them was postponed. This order came from a higher source than Group Headquarters.	
			Another section took off to attack targets in the Brest area on May 26th, but the weather proved unsuitable.	
			It is, in fact difficult to find, or forecast, days in which the weather is operational both here and at an advanced aerodrome a hundred and fifty miles away and which affords at the same time cloud cover over the target area.	
			Convoy commitments in this sector do not permit of aircraft being detached for more than 24 hours. It is to be understood that the Whirlwind aircraft have to be XXXXXXX serviced by Whirlwind trained crews, and that a daily inspection must be done once in every 24 hours. A detachment could not consist of less than three aircraft and it would be necessary to send forward at least ten ground staff over land distances of two or three hundred miles.	
			<u>SERVICEABILITY AVERAGE FOR THE MONTH.</u>	
			Maximum. Minimum. Daily Average.	
			On Charge.....20 18 19.3	
			Serviceable.....18 11 15.3	
			Serviceability percentage..... <u>79.2%</u>	
			It is to be understood that the Squadron Servicing Echelon 3055 is still at Fairwood Common, and that this makes the maintaining of high serviceability more difficult.	
			Besides flying a great many hours, which are summarised in a nominal roll attached as Appendix A, the pilots have occupied themselves in "binding", playing poker, shooting rooks and rabbits, dancing and sailing. The last two are recorded more fully below. (see over)	A

Place	Date	Time	Summary of Events	References to Appendices
<u>ANGLE</u>	<u>MAY.</u>	<u>1942.</u>		
	10 th		Sgt Pilot Mac Fadgen posted to No 1 R.A.F. Depot Uxbridge. F/O AA Squadron Engineer Officer posted to R.A.F. Zeals on the 13th. F/O Hay has been E.O. of the Squadron since October 1941. The Serviceability figures quoted over are some measure of the work he has done for the Squadron.	
	14 th		P/O Ash posted as Engineer Officer to the Squadron.	
	19 th		S/Ldr Woodward D.F.C., F/O Wordsworth, and P/O Van Zeller paid a visit to H.M. Naval Base, Milford Haven and discussed details of escort. On the same day F/O Wordsworth secured on charter two twelve foot sailing dinghies from N. Ward Esq., the Secretary of the Pembrokeshire Yacht Club. These were towed across to Angle by the barge Mary Jane on the next day, and were carpentered, painted, rigged and varnished by members of the squadron. They were both operational by May 27 th and thereafter were regularly sailed by twelve members of the squadron who formed a sailing club. S/Ldr Clover, Station Commander, became Commodore, and generously presented £2;0:0d to the Club. Photographs will be found in the Squadron Scrap-Book.	
	20 th		Practice Rhubarbs were flown on this and other days to Carnsore Point and Trevoise Head.	
	21 st		F/O E.C. Eadie posted to the squadron as Medical Officer.	
	22 nd		F/Lt C.W.D. Cole posted to R.A.F. Zeals. F/Lt Cole had been M E O to the squadron since January 1942. He showed a great interest in all flying matters and was a most popular member of the squadron. In the evening a dance was held in the Officers Mess, a rambling house in a woody garden by the sea known as the Hall. This was the first dance to be held there, and although the great distance from other human habitations prevented there being superfluity of young ladies a good time was had by all. An exciting operational flight is chronicled on Form 541.	
	25 th		F/Lt Rudland D.F.C. P/O Holmes, P/O Currie & P/O Crabtree U.S.A. were fetched by the Commander's Gig from the Hall jetty to dine in H.M Destroyer Brocklesby commanded by Lieutenant Commander Ash D.S.O. This officer was decorated for the work he did in leading M.T.B's to attack the Scharnhorst and Gneisenau in March 1942. The Squadron Officers returned very late in a thick mist.	
	30 th		P/O' S S.J. Lovell and Sgt Pilot Yates became operational on Whirlwinds. Two photographs, of the many taken by the various press agencies on March 12 th 1942, are attached to the Squadron copy of this form as Appendices B & C. B shows a group of pilots taking tea outside A Flight dispersal at Fairwood Common. C shows two Whirlwinds taking off behind a foreground of workmen. It is felt that these photographs may have some relevance should any future historian seek to elucidate the charge of idleness which is frequently brought by R.A.F. Personnel against workmen who work on airfields. Other photographs taken on the same day, will be found, with much other material in the Squadron Scrap-Book.	<i>B + C</i>

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron

For the month of May, 1942

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	As three hundred and twenty one		Convoy Patrols were	flown by the Squadron in the month; and as none of them were marked by any			
	incident of interest, these have		not been individually recorded here.	A nominal roll is attached as Appendix A, in which the			
	number of Operational and Non-Operational hours flown by each pilot if shown						
	<u>ANGLE</u>						
1 st	A.	P7013/7116	P/O's Currie/Harvey	Scramble	15:00	16:20	
		7060/7051	P/O Lovell, Sgt Ridley	"	21:10	21:30	
2 nd		7116/7013	P/O's Harvey/Currie	"	09:20	10:10	<i>Pilots were vectored to Hook Head, where plots faded.</i>
		7060/7120	P/O Lovell, Sgt Ridley	"	10:10	11:10	<i>These anti-shipping Recco aircraft, JU 88s of 1/123 and 3/123 are exceedingly tricky. There</i>
		7116/7013	P/O's Harvey/Currie	"	10:50	11:45	<i>seems little doubt that they listen into our R/T communications:</i>
3 rd		7116/7120	S/Lr Woodward/Sgt Ridley	"	17:00	17:35	<i>Their plots are often seen to diverge evasively from our vectors. And they fly at 300-500</i>
		7052/7051	P/O's Lovell/Coyne	"	19:40	20:30	<i>feet to evade detection.</i>
	B.	P7089	P/O S.J. Lovell	First Solo	18:00	18:30	<i>3rd Whilest on Convoy Sgt Pilot Meredith thought he saw a submarine crash-dive three miles</i>
		7089/7007	Sgt's Brearley/Wright	Scramble	12:50	13:15	<i>S.E. of Smalls. Depth charges were dropped all day, but ultimately naval opinion was that</i>
4 th	A.	7052/6990	P/O Lovell/Sgt Ridley	"	10:15	11:15	<i>only a tidal rock had been dislodged.</i>
		6991+7035	P/O's Harvey/Currie	"	11:30	11:50	
							<i>3rd P/Os W Lovell and Coyne followed a bogey from base area towards St Eval</i>
5 th		7052/7120	P/O Lovell/Sgt Ridley	"	16:15	17:25	<i>4th A Flight scrambles produced plots coincidental with e/a off Carnsore. Nothing seen.</i>
6 th		7013/7051	do do	"	10:05	11:10	
	B.	7011/7051	S/Lr Woodward.Sgt Ridley	"			
	B.	7061	F/Lt Warnes	) To			
		7114	Sgt Wright	) Portreath			
		7060	Sgt Kennedy	) and	08:00	20:20	<i>6th 6 B Flt a/c had the honour to patrol that part</i>
		7110	Sgt Reed	) Falmouth			<i>of Cornwall which was being visited by Their Majesties</i>
		7089	Sgt Brearley	)			<i>the King & Queen. It was a hot day & they were after</i>
		7090	P/O Gill	)			<i>flying for forty-hours the pilots returned exhausted.</i>
		7007	Sgt Small)			
8 th ,	A.	7013/7016	P/O's Lovell/Coyne	Scramble	08:35	09:50	<i>8th A Flt a/c scrambled base and were vectored</i>
		7052/6991	P/O's Currie/Harvey	"	08:45	09:55	<i>far out over the Irish Sea. Nothing Seen</i>
9 th		7013/7120	P/O Lovell. Sgt Muirhead	"	14:55	16:05	
		6990/7051	Sgt Ridley/P/O Coyne	"	15:25	16:00	
		6991/7116	P/O's Currie/Harvey	"	21:40	22:05	
	B.	7060/7007	P/O Gill/Sgt Small	"	07:15	08:30	
10 th	A.	7035/6991	P/O's Currie/Harvey	"	06:55	07:55	
13 th		7011/7013	P/O Blackshaw. Sgt Muirhead	)	15:15	16:10	
		7003/7051	S/Lr Woodward/P/O Coyne	)	15:50	16:50	
		7052/6991	F/St King/P/O Currie	)	16:30	17:40	
		6990/7003	Sgt Ridley/P/O Lovell	)	17:30	18:20	<i>Irish Sea Sweep. Another determined effort to</i>
		7011/7013	P/O Blackshaw/F/St Muirhead	)	18:05	19:05	<i>intercept the elusive 1/123</i>
		7052/6991	S/Lr Woodward/P/O Harvey	)	19:10	20:05	
		7035/7051	P/O Currie/F/Sgt King	)	19:30	20:30	
14 th	A.	7011/7003	P/O Blackshaw/Lovell	Scramble	09:55	10:45	
		6990/7051	P/O Coyne/Sgt Ridley	"	12:30	13:00	
	B.	7061/7110	P/O Crabtree/Sgt Reed	"	17:50	18:40	
15 th		7061/7110	P/O Crabtree/Sgt Reed	"	09:25	09:55	
		7060/7000	P/O Walker/Sgt Abrams.	"	09:40	10:20	

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
	June			
Angle, Pembs	1942		During this month of June the Squadron flew a total of 695 hours 05 minutes, of which 489 hours 10 minutes were operational, and 205 hours 55 minutes non-operational	
	1 st - 4 th		Ordinary Convoy Patrols	
	5 th		This day saw the recommencement of Rhubarb operations by the Squadron. Four Whirlwinds (Red section) led by S/Ldr Woodward, D.F.C., took off Predannack at 1513 hours, with the intent to attack Lannion aerodrome.	
			Wing Commander Blake, DFC., together with a flight of Spitfires from 234 Squdaron provided the escort. Squadron Leader Woodward flew over Lannion aerodrome Watch Tower and saw a line of what he took to be five JU.88's parked close together in line abreast. He dived to the attack from 400 feet and fires a two and a half seconds burst and hit them, but was pretty sure after he had passed over them that they were dummies. He was also able to get in a short burst and observed hits on a flak post between Northern and North Eastern dispersal area, he saw men running and falling, or lying down. The second Pilot P/O Coyne also fired at and hit the dummy aircraft, only recognising them as such when he had passed over them. Pilot Officer Blackshaw turned to Starboard, South of the Watch Office and scored hits on three of the four blister hangers which he saw in the South Eastern dispersal area. He then saw and recognised the dummies, and flew across South Eastern extension of airfield to see a JU.88 being serviced in a hanger. This aircraft was held by the nose and exposed its dark sea blue underside camouflage. Hits were scored and strikes seen. This suggests that the Squadron has at least seen and partially damaged one of the aircraft of 3/123 which it has lately so often chased.	

Place	Date	Time	Summary of Events	References to Appendices
Angle. Pembs.	June	-	Pilot Officer Blackshaw also fired a short accurate burst at the flak post East by South of the one fired at by Squadron Leader Woodward. Flight Sergeant Pilot Muirhead who was number four in the attack flew on to the unvisited Northern dispersal area and scored hits on two blister hangers.	
			On the same day four Whirlwinds (Blue section) led by Flight Lieutenant Warnes took off from Predannack at 1515 hours escorted by a flight of 130 Squadron to attack Morlaix aerodrome. They flew precisely on a course given by operations at the last moment. Landfall was made some 12 miles too far West, and after investigating three inlets in their coast Flight Lieutenant Warnes decided that the element of surprise had been lost and accordingly all four Whirlwinds returned to base.	
	6 th		Ordinary Convoy Patrol.	
	7 th		Ordinary Convoy Patrol. Sergeant Pilot Meredith posted to 175 Squadron.	
	8 th - 14 th		Ordinary Convoy Patrols. Pilot Officer Kennedy posted to 421 Squadron.	
	15 th		Pilot Officer Walker of "B" Flight whilst flying the Group Captain's "Master" was given a green landing safety light at Fairwood Common. He landed to find that his undercarriage was retracted.	
	16 th - 17 th		Ordinary Convoy Patrols.	
	18 th		Flight Lieutenant Pierard who is Port LiaiSON Officer at Milford Haven paid the Squadron a visit today, his object being to promote more fully the mutual understanding between pilots and merchantmen of their respective tasks.	
	19 th		A day of Scrambles. The first gave chase to a Bandit who eventually was found to be out of range to far West. The second developed into a Liberator whilst the plots of a third chase faded. The fourth scramble was eventually chased by aircraft from R.A.F. Station, Valley. Again the fifth scramble reiterated the experience of the first for the bandit was out of range.	

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
	June			
Angle, Pembs.	20 th		The Squadron was honoured by the courtesy visit of the Commander in Chief, Naval Base, Milford Haven. Rear Admiral Fairbairn.	
	21 st		This day saw the tactical exercise by "B" Flight in which Carmarthen was "beaten up". Carried out in liaison with the area Home Guard, the Squadron received a congratulatory message from the Officer Commanding, Home Guard, Carmarthen Area.	
	22 nd		Ordinary Convoy Patrols.	
	23 rd		Flight Lieutenant Warnes had the misfortune to damage the tail wheel of his Whirlwind on landing. The accident was traced to Hydraulic failure. Thus the longest accident free period in the history of the Whirlwinds of 263 Squadron came to an end. From 30 th April until 23 rd June Whirlwinds of 263 Squadron had flown 1263 hours 50 minutes without accident, a record which will probably prove difficult of emulation.	
	24 th		Ordinary Convoy Patrols. Pilot Officer Latham posted to 263 Squadron from 59 O.T.U. Sergeant Pilot Curtis posted to 263 Squadron from 59 O.T.U.	
	25 th		A further visit from Flight Lieutenant Pierard.	
	26 th		Two scrambles on this day developed into:- (i) a Beaufighter from R.A.F., Valley. and (ii) a Wellington of Coastal Command.	
			The Squadron was visited by Commander Hughes White who came to arrange for the passage of Squadron Leader Woodward, DFC, in H.M.S. Destroyer "TYNWALD". Squadron Leader Woodward, DFC, undertook this three day trip from Milford Haven to Belfast and back in order to report on the present system of plotting and vectoring to enable our aircraft to intercept enemy aircraft attacking or threatening convoys. A "Shadow" exercise took place during the voyage, in which	

Place	Date	Time	Summary of Events	References to Appendices
	June			
Angle, Pembs.			a Beaufighter provided the "Shadow" and two Whirlwinds of 263 Squadron provided the interception	
			Much valuable data was gained and transmitted by Squadron Leader Woodward, DFC, in his official	
			report.	
	27 th		Ordinary Convoy Patrols.	
	28 th		At 05.30 hours this morning Whirlwinds as a tactical (Army Co-operation) exercise attacked and	
			"beat-up" R.A.F. Station, Manorbier.	
	29 th - 30 th		Ordinary Convoy Patrols.	
			DAILY AVERAGE	
			Aircraft on Charge - 19. 77%	
			Aircraft Serviceable - 15. 73%	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron
For the month of June, 1942

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
June 4 th	P.7052	P/O Currie	Scramble	20:40	21:05	) No incident	
	P.7120	P/O Van Zeller		20:40	21:05)	
B.	P.7089	F/Lt Warnes	Patrol	05:55	06:55	) Early patrol of Smalls-Carmsore area.	
	P.7007	Sgt Yates		05:55	06:55)	
5 th A.	P.7052	S/Lr Woodward, DFC	10 Group	15:20	16:40	) This operation has been fully recorded	
	P.7011	P/O Blackshaw	Ramrod	15:20	16:40)	
	P.7013	P/O Coyne	19	15:20	16:40	) on Form 540, page 1 for June.	
	P.7120	F/Sgt King		15:20	16:40)	
B.	P.7089	F/Lt Warnes	Offensive	15:10	16:30	) 10 Group Ramrod 19	
	P.7114	P/O Crabtree	Operation	15:10	16:30	) This operation has been fully recorded	
	P.7000	P/O Holmes	"	15:10	16:30	) on Page 1 of Form 540	
	P.7090	P/O Kennedy	"	15:10	16:30)	
	P.7043	P/O Gill	Scramble	20:40	21:20	) This scramble south of base and towards Lundy	
	P.7007	P/O Lovell		20:40	21:20	) originated in the misplotting of the	
						Squadron Oxford, returning from Portreath.	
6 th A.	P.6990	Sgt Ridley	Scramble	16:15	16:35	) No incident	
	P.7013	P/O Van Zeller		16:15	16:35)	
8 th B.	P.7060	P/O Gill	Scramble	09:45	10:00	) Abortive Scramble.	
	P.7090	Sgt Wright		09:45	10:00)	
10 th	P.7114	P/O Holmes	Scramble	08:50	09:35)	
	P.7117	P/O Lovell		08:50	09:35)	
13 th	P.7043	P/O Gill	Scramble	06:05	06:40	) Bogey identified as Liberator, South of Smalls	
	P.7007	P/O Lovell		06:05	06:40)	
15 th A.	P.6990	Sgt Ridley	Scramble	17:55	18:50	) No incident	
	P.6987	P/O Coyne		17:55	18:50)	
B.	P.7090	Sgt Wright	Scramble	-	-	) Cancelled	
	P.7043	Sgt Small		-	-)	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
19 th A.	P.7120	P/O Harvey	Scramble	19:20	20:30	) Enemy aircraft out of range off Irish	
	P.6987	P/O Coyne		19:20	20:30)	
	P.7014	F/Lt Rudland, DFC	Scramble	20:15	21:05	) South coast.	
	P.7035	P/O Van Zeller		20:15	21:05)	
	P.7052	F/Sgt King	Scramble	20:35	21:35) " " " " " " "	
19 th B.	P.6990	Sgt Ridley		20:35	21:35)	
	P.7000	P/O Holmes	Scramble	08:15	08:50	) Nothing seen.	
	P.7089	Sgt Abrams		08:15	08:50)	
	P.7056	P/O Holmes	Scramble	11:00	12:15	) Scramble Smalls 8000. Plots faded and Sector was	
	P.7089	Sgt Abrams		11:00	12:15	) ordered to convoy Peroration.	
20 th A.	P.7014	P/O Currie	Scramble	08:05	09:00	) No incident.	
	P.7052	P/O Van Zeller		08:05	09:00)	
	P.7089	F/Sgt Reed	Scramble	13:15	13:40	) Plots were off Salters but faded before	
	P.7060	P/O Walker				) contact could be made.	
	P.7056	Sgt Yates		13:40	14:30) " " " " " " "	
B.	P.7056	P/O Brearley		13:40	14:20	) Nothing seen.	
	P.7110	Sgt Yates	Scramble	13:40	14:20)	
	P.7000	F/Lt Warnes		14:30	14:55	) Nothing seen.	
	P.7007	Sgt Small		14:30	14:55		
21 st A.	P.7014	F/Lt Rudland, DFC	Scramble	11:05	12:05	) No incident	
	P.7120	P/O Coyne		11:05	12:05)	
	P.7035	P/O Currie	Scramble	13:30	14:30	) No incident	
	P.7120	F/Sgt Muirhead		13:30	14:30)	
22 nd	P.6991	P/O Harvey	Escort	05:30	06:35	) No incident	
	P.7003	P/O Lovell		05:30	06:35)	
	P.7116	S/Lr Woodward, DFC	Scramble	10:40	11:15	) No incident	
	P.6987	P/O Van Zeller		10:40	11:15)	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron
For the month of June, 1942

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
22 nd A.	P.7003	F/Sgt King	Scramble	10:50	11:10	) No incident	
	P.7120	F/Sgt Muirhead		10:50	11:10)	
24 th	P.7014	P/O Lovell	Scramble	09:35	10:15	) No incident	
	P.6991	F/Sgt King		09:35	10:15)	
25 th	P.7035	P/O Lovell	Irish Patrol	09:00	09:50	) Patrol of Irish Sea. No incident.	
	P.6990	P/O Coyne		09:00	09:50)	
	P.6990	Sgt Ridley	Scramble	20:10	21:05	) No incident	
	P.7052	F/Sgt Muirhead		20:10	21:05)	
	P.7014	P/O Lovell	Scramble	20:25	21:05	) No incident	
	P.7013	P/O Coyne		20:25	21:05)	
26 th	P.6990	Sgt Ridley	Scramble	12:35	13:40	) Enemy aircraft between Anglesea and Ireland.	
	P.7052	F/Sgt Muirhead		12:35	13:40	) A Valley aircraft engaged it, a JU.88 but we obtained	
	P.7003	P/O Lovell	Scramble	12:35	13:40	) no result	
	P.7013	P/O Coyne		12:35	13:40)	
27 th A.	P.7003	P/O Lovell	Irish Sea	09:15	10:10	) No incident	
	P.7013	P/O Coyne		09:15	10:10)	
	P.6991	P/O Blackshaw	Scramble	13:45	14:40	) No incident	
	P.7035	P/O Van Zeller		13:45	14:40)	
	P.7003	P/O Lovell	Scramble	21:50	23:00	) No incident	
	P.7035	P/O Van Zeller		21:50	23:00)	
	P.7120	P/O Blackshaw	Scramble	21:55	22:45	) No incident	
	P.7013	P/O Coyne		21:55	22:45)	
28 th A.	P.7060	P/O Holmes		18:50	19:50	) Black Blue and Green Sections were vectored	
	P.7000	P/O Lovell		"	"	) hard after plots 20-60 miles S.W. of Base.	
	P.7089	P/O Brearley	Scramble	19:05	19:55	) The were also vectored on to each other and	
	P.7090	Sgt Abrams		"	"	) intercepted successfully but fortunately did	
	P.7007	Sgt Small		19:15	19:45	) not engage	
	P.7110	F/Sgt Reed		"	")	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
28 th B.	P.7089	P/O Brearley	Patrol	21:20	22:05	) Enemy patrol to salter area.	
	P.7090	Sgt Abrams		21:20	22:05)	
29 th A.	P.7052	P/O Lovell	Scramble	18:35	19:30	) Bogey identified as Liberator.	
	P.7013	P/O Coyne		18:35	19:30)	
	P.7014	Sgt Ridley	Scramble	19:40	20:30) " " " "	
	P.7016	P/O Van Zeller		19:40	20:30)	
30 th	P.7052	P/O Lovell	Scramble	19:50	20:15) " " " "	
	P.7013	P/O Coyne		19:50	20:15)	
	P.7035	P/O Harvey	Scramble	22:40	23:15	) F/Sgt Muirhead saw low-flying aircraft 10 miles North	
	P.7120	F/Sgt Muirhead		22:40	23:15	) of St. Davids Head. But it disappeared in fading light.	
	P.7089	P/O Crabtree	Scramble	22:50	23:10	Nothing seen.	
	P.7110	F/Sgt Reed		22:50	23:10		
				see add		NOTE:- The remaining operational hours, which were again the	
				f. 541		highest in 10 Group, were devoted to Convoy patrols. As these	
				p5		were wholly without incident, they have not been recorded.	
						The largest number of scrambles may be accounted for partly	
						by misplotted friendly aircraft and partly by the renewed	
						interest shewn by the Hun in shipping in the Western approaches.	
						But German pilots are very well aware of our interception tactics	
						and one dubious visual has been the only defensive contact made	
						by this Squadron. Methods of interception without the use, or	
						with the minimal use of R/T have been and will increasingly be	
						tried out.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 SQUADRON
For the month of JUNE, 1942

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight				References
				Up	Down					
			ANALYSIS OF FLYING TIMES							
				SCRAMBLES		PATROLS Opps				
				No	Times	No	Times.	No	Times	
	F/Lt C.P. Rudland. D.F.C.			2	1.50	5	5.30	-	-	
	P/O H.J Blackshaw			2	1.45	8	9.35	1.	1.20	
	P/O P. Harvey			2	1.45	16	19.25	-	-	
	P/O J.P. Coyne			7	7.00	23	25.15	1.	1.20	
	P/O V.L. Currie			1	1.00	15	15.25	-	-	
	P/O W.A. Lovell			6	4.35	22	26.50	-	-	
	P/O C.P. Van Zeller			8	6.00	23	25.55	-	-	
	F/Sgt C.P. King			2	2.05	12	13.15	-	-	
	F/Sgt H.D. Muirhead			5	4.00	19	21.35	1.4	1.20	
	Sgt K.C. Ridley			6	5.00	23	26.15	-	-	
	F/Lt G.B. Warnes			1	.25	3	4.20	1.	1.20	
	P/O J.W.H. Holmes			4	4.30	18	20.20	1.	1.20	
	P/O H.V. Crabtree			1	.25	4	4.20	1.	1.20	
	P/O J.J. Walker			1	.50	23	25.55	-	-	
	P/O S.J. Lovell			4	3.00	26	29.55	-	-	
	P/O D.R. Gill			3	1.30	15	19.05	-	-	
	P/O N. Brearley			2	1.30	6	6.40	-	-	
	P/O I.F. Kennedy			1	.55	3	2.55	1	1.20	
	F/Sgt R.I. Reed			3	1.15	11	12.40	-	-	
	Sgt W.R. Wright			-	-	12	15.00	-	-	
	Sgt S.C. Abrams			3	1.50	20	24.00	-	-	
	Sgt D.F. Small			3	1.35	16	17.55	-	-	
	Sgt J.I Yates			2	1.50	20	22.50	-	-	
			TOTALS.....	61	54.35	343	394.55	7	8.20	

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Angle, Pembs.	JULY	1942	This month was marked by a double tragedy. On the twenty-third Pilot Officers Currie and Walker whilst engaged in a combined Rhubarb operation against North-West France were shot down by enemy aircraft and must be presumed dead. Both were keen skilled pilots and were held in general high regard.	
			These were the first losses suffered by the squadron since Sgt. Pilot Prior was killed whilst on a Searchlight Co-operation flight on 21 st December, 1941.	
	1 st		Although the squadron is still at Angle, "A" Flight was detailed from the 1 st to the 8 th to Portreath. "A" and "B" Flights together held down the whole of the operational commitment of both Fairwood Common and Portreath sectors during this week. There were many convoy patrols and scrambles at both stations. Unfortunately these were quite uneventful, although enemy aircraft were plotted with regularity.	
	3 rd		Sergeant Pilot Muirhead, while taxiing near dispersal at Portreath was violently wind-swung and smashed into another unoccupied Whirlwind. Both were damaged Cat "AC".	
	1 st - 8 th		Convoy patrols only represent the Squadrons activities at both Angle and Portreath.	
	13 th		H.R.H. the Duke of Kent was to visit the station on this date. Unfortunately the weather proved unsuitable and the visit was cancelled. An escort from "B" Flight, however, took the air in preparation for His Highnesses arrival.	
	13 th - 20 th		The usual round of convoy patrols seasoned with a dash of unfruitful scrambles.	
	20 th		A lecture on Escape by Flight Sergeant McCairns was unanimously voted excellent by all pilots.	
	23 rd		Combined Rhubarb Operation against N.W. France. Full details are contained in current 541.	

Place	Date	Time	Summary of Events	References to Appendices
Angle	26 th		Air Commodore Gallehawk, A.L.O. to the Welsh Regional Commissioner paid a courtesy visit to the Squadron.	
			In the afternoon a lecture on flak was given by Major King.	
			In the evening the considerable hospitality which the squadron has received from H.M. ships was somewhat repaid when Lt Commander Bumphrey, DSO, DSC. and other officers of H.M. Destroyers Brocklebank were entertained in the Mess. The Squadron Intelligence Officer was absent for three weeks attached to the Intelligence Course A at Harrow. Flying Officer Yorath of Secotr Intelligence, Fairwood Common "stood in" for part of that time.	
	28 th - 31 st		Captain Cunningham of the Royal Marines liaised with the squadron during these three days.	
			ATTACHMENT. 7 th /14 th July. Flight Lieutenant Davie of R.A.E. was attached to the Squadron for experimental purposes, and duly reported to Group and Fighter Command on the result of his experiences with Whirlwind aircraft.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron, R.A.f.
For the month of July, 1942

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
1 st A.	P.7052	P/O Lovell	Scramble	20:10	20:55)	
	P.7013	P/O Coyne)	
	P.7020	P/O Blackshw	Scramble	18:35	19:40)	
	P.7007	P/O Harvey)	
B.	P.7000	P/O Holmes	Scramble	08:55	09:55	) Scramble diverted to convoy staysail.	
	P.7087	P/O Brearley)	
	P.7060	P/O Walker	Scramble	20:20	21:20	) Scramble no incident.	
	P.7090	Sgt Abrams)	
4 th A.	P.7052	Sgt Ridley	Scramble	17:20	17:40)	
	P.7120	P/O Currie)	
	P.7089	P/O Crabtree	Patrol	18:15	19:40	) Patrol to S. of Eire.	
	P.7000	F/Sgt Reid)	
5 th A.	P.7014	P/O Currie	Scramble	12:15	13:20	) This attempted interception was watched in Ops room by I.O.	
	P.6991	F/Sgt Muirhead				) Enemy aircraft plots came up regularly and rapidly S.E. of	
						Lizard 8/10000 ft. The Red Section carried out normal	
						instructions instating that they were airborne and immediately	
						received vectors from controllers. Within 3 minutes E/A plots	
						faded and did not reappear.	
	P.7014	F/Lt Rudland	Scramble	21:40	23:00)	
	P.7052	P/O Lovell)	
6 th	P.7014	F/Lt Rudland	Scramble	11:05	12:05)	
	P.7003	P/O Lovell)	
	P.7114	P/O Crabtree	Scramble	19:50	20:50	) No incident.	
	P.7110	F/Sgt Reed)	
	P.6979	P/O Blackshaw	Scramble	13:20	14:00)	
	P.7052	P/O Harvey)	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
7 th B.	P.7000	P/O Holmes	Patrol	21:00	22:05	) Patrol Smalls area	
	P.7100	Sgt Small)	
	P.7089	P/O Walker	Scramble	22:10	22:55	) No incident.	
	P.7056	Sgt Abrams)	
8 th A. B.	P.7007	P/O Blackshaw	Scramble	07:50	08:55)	
	P.7052	P/O Harvey)	
	P.7090	P/O Walker	Scramble	07:55	08:55	) No incident.	
	P.7056	Sgt Abrams)	
	P.7114	P/O Crabtree	Patrol	09:55	11:15	) Patrol to Carnsore and South	
	P.7110	F/Sgt Reed)	
	P.7060	P/O Crabtree	Scramble	19:45	20:50)	
	P.7000	F/Sgt Reed)	
10 th B.	P.7060	P/O Walker	Patrol	13:35	14:25	) Patrol Irish Sea.	
	P.7090	Sgt Abrams)	
	P.7117	F/Lt Warnes)	
12 th A.	P.6979	P/O Blackshaw	Scramble	14:00	14:10)	
	P.7014	F/Lt Davie)	
14 th B.	P.7114	P/O Lovell	Patrol	20:35	21:55	Patrol South of Eire.	
14 th B.	P.7114	P/O Crabtree		20:10	21:05	) This was a modified form of operation "pigstick"	
	P.7110	Sgt Reed				) designed to catch unplotted low-flying aircraft	
	P.6995	P/O Brearley		20:35	21:35	) of 1/123 and 3/123	
	P.7056	Sgt Wright	Patrols			) The whole area between Angle and Eire and	
	P.7117	F/Lt Warnes		21:10	22:10	) Lundy was swept, but unsuccessfully.	
	P.7060	P/O Lovell)	
16 th a.	P.7003	P/O Lovell	Scramble	21:20	22:00)	
	P.7057	P/O Coyne)	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron, R.A.F.

For the month of July, 1942

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
July	Whirlwind						
18 th B.	P.7060	P/O Holmes	Patrol	19:15	20:05	) Small Patrol.	
	P.7007	Sgt Small)	
	P.7056	P/O Brearley	Patrol	20:15	21:20	) Smalls Patrol.	
	P.7000	F/Sgt Reed)	
	P.6995	F/Lt Warnes	Scramble	19:40	20:20	) No incident.	
	P.7090	P/O Lovell)	
	P.7060	P/O Holmes	)	20:50	21:50	This was a similar operation no that of the	
	P.7007	Sgt Small	)			fourteenth. A feature of both operations was that	
	P.7117	F/Lt Warnes	)	21:20	22:20	R/T silence was maintained. Again no <i>enemy</i> aircraft	
	P.6995	P/O Lovell	) Patrol			were seen.	
	P.7060	P/O Holmes	)	22:26	22:55		
	P.7110	F/Sgt Reed)				
20 th A.	P.7116	F/Lt Rudland	Scramble	22:15	22:45)	
	P.7003	P/O Lovell)	
21 st A.	P.7057	P/O Lovell	Scramble	13:55	15:10)	
	P.7035	P/O Currie)	
23 rd	P.6990	S/Lr Woodward, DFC	)	15:30	16:45	12 Whirlwinds led by S/Leader Woodwrad, DFC left their advance base	
	P.7062	P/O Coyne	)			at Predannack at 15.34 hours, rendezvousing with Spitfires of 234	
	P.7057	F/Sgt King	) Combined	15:30	16:45	Squadron at the Lizard. 300 feet. Dropping tp sea level, course was	
	P.7035	P/O Currie	)			set and the French coast was crossed West at Plouescat at 0 feet.	
	P.7060	P/O Walker	) Rhubarb	15:28	16:30	They then turned S.S.E. to Llanderveau.	
	P.7120	Sgt Abrams	)			<u>Red Section</u> 1. Sqdn/Leader Woodward, DFC, 2. Pilot Officer Coyne	
	P.7117	F/Lt Warnes	) Operation	15:28	16L43	flew to Leaneveu and South to the railway, branching left along the	
	P.7007	P/O Lovell	)			track. At Landivisiau they both fired at the station and on trucks.	
	P.7056	P/O Holmes	)	15:28	16:43	Pilot Officer Coyne reports he saw smoke and people running. They	
	P.7090	Sgt Wright	)			then flew on to Morlax. Squadton Leader Woodward firing at more	
	P.7014	F/Lt Rudland, DFC	)	15:30	16:45	trucks	
	P.6979	P/O Harvey	)				P.T.O.

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
23 rd		See over	Combined			Next they tuned to port and set course for Predannack via Taule.	
			Rhubarb			Pilot Officer Coyne attacked two vessels thought to be lightship-	
			Operation			tender, and abtrawler and saw hits. The section joined four other	
			(cont).			aircraft and on the way back saw a Whirlwind followed by two ME.109.	
						They turned in this direction and saw two more lo9's. By now the	
						Whirlwind had hit the sea. Later at about ten minutes from the	
						English coast another Whirlwind was seen with 3 109's on its tail.	
						Again S/Ldr Woodward turned back but cpuld not see owing to dirty	
						windscreen. They were unable to contact any other section as their	
						R/T was unintelligible. Pilot Officer Coyne saw 5 unidentified	
						aircraft, one of which went into the sea about mid channel.	
						<u>Blue Section</u> (1) Flight Sergeant King (2) Pilot Officer Currie.	
						Blue 1 turned left at Landivisiau and fired at a lorry on the Morlaix	
						road, seeing hits on its Radiator. Blue 2 was last seen with four	
						other aircraft near the French coast. (Blue 2 Pilot Officer Currie,	
						is missing and believed to be killed in action).	
						<u>Yellow Section.</u> (1) Pilot Officer Walker (a) Sergeant Pilot Abrams.	
						Yellow 2 flew South to Landivisiau, turning left along the railway	
						to St. Tregonnec. He fired at a lorry and saw hits, also at a signal	
						box on the line south of Morlaix. The next target he "shot up" was	
						a train in Belair Station. Hits were seen but no smoke. There was	
						however smoke over Morlaix. No enemy aircraft were seen but a	
						convoy was spotted 8 miles N.E. of Chaises de Primal (12 ships	
						NE/SW, course not known	

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By No. 263 Squadron, R.A.F.
For the month of July, 1942

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
	continued from previous page.		Combined	-		and no other details). Yellow 1, Pilot Officer J. Walker, did not	
			Rhubarb			return and is presumed killed in action.	
			Operation			<u>Green Section.</u> Flight Lieutenant Warnes (2) Pilot Officer S. Lovell.	
						This section attacked two huts near some tall wireless masts, North	
						of railway between Landivisiau and Landerneau. Flight Lieutenant	
						Warnes also attacked two huts by a gun-post North of Landivisiau.	
						Pilot Officer Lovell attacked a large camouflaged transport on the	
						road South of the railway.	
						<u>Black Section.</u> (1) Pilot Officer J. Holmes (2) Sergeant Pilot	
						Wright, also attacked the same huts as Green section. At the time of	
						Blacks attack the huts were glowing and three men ran out. Pilot	
						Officer Holmes fired at them and they (ie. the men) collapsed.	
						Black section then attacked a distillery one mile North of	
						Landivisiau (see White section. This was burning when they attacked.	
						<u>White Section.</u> (1) Flight Lieutenant R.P. Rudland, DFC (2) Pilot	
						Officer P. Harvey. This section first attacked 3 tall black	
						covered railway trucks coming out of the St Pol de Leon. The first	
						truck was left glowing red. Then they attacked the distillery one	
						mile north of Landivisiau which was left on fire, referred to under	
						Black Section.	
25 th B.	P.7056	Sgt Abrams	Scramble	09:25	10:15	) No incident.	
	P.7110	Sgt Wright)	
26 th A.	P.7120	P/O Brearley	Scramble	20:10	20:20		
26 th B.	P.7110	Sgt Abrams	Scramble	19:05	19:20	) Plots identified as friendly.	
	P.7117	Sgt Wright)	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
26 th B.	P.6995	P/O Brearley	Scramble	19:45	20:00	) Plots in Smalls area intermittent and doubtful.	
	P.7056	Sgt Yates				) Nothing seen	
	P.7000	Sgt Abrams	"	20:00	20:45)	
	P.7110	Sgt Wright)	
	P.7007	P/O Holmes	"	20:10	20:25)	
	P.7120	P/O Brearley)	
27 th B.	P.7000	P/O Holmes	A/S/R. search	20:00	21:00)	
	P.7007	Sgt Small)	
	P.7090	Sgt Abrams	Patrol	20:20	21:15	) Patrol of Small area.	
	P.7110	P/O Lovell)	
	P.7117	P/O Brearley	Patrol	21:00	21:55	) Conninnation of Smalls patrol	
	P.6995	Sgt Yates)	
28 th A.	P.7057	F/Sgt King	Scramble	16:05	17:10)	
	P.6990	Sgt Ridley)	
	P.7014	F/Lt Rudland, DFC	Scramble	17:00	18:20)	
	P.7120	P/O Harvey)	
	P.7062	P/O Lovell	Scramble	17:25	18:30)	
	P.6990	P/O Van Zeller)	
	P.7052	F/Sgt King	Scramble	19:50	20:15)	
	P.6990	Sgt Ridley)	
	P.7090	Sgt Abrams	Scramble	12:35	13:05	) No incident.	
	P.7007	Sgt Small)	
	P.7110	S/Lr Woodward, DFC	Patrol	18:10	18:40	) Small patrol	
	P.7007	P/O Brearley)	
30 th A.	P.6990	P/O Harvey	Scramble	08:10	08:40)	
	P.7014	P/O Van Zeller)	

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DETAIL OF WORK CARRIED OUT

By No. 263 Squadron.
For the month of July, 1942

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight					References
				Up	Down						
						<u>Scramble</u>	<u>Convoy</u>	<u>Opps</u>			
						<u>No.</u>	<u>Time.</u>	<u>No.</u>	<u>Time.</u>	<u>No.</u>	<u>Time.</u>
		F/Lt C.P. Rudland			4	4.00	5	6.30	1	1.15	
		P/O H.J Blackshaw			4	3.45	17	21.00	-	-	
		P/O P. Harvey			6	4.30	24	30.20	1	1.15	
		P/O J.P. Coyne			2	11.25	16	16.45	1	1.15	
		P/O C.P. Van Zeller			2	1.35	15	15.10	-	-	
		P/O W.A. Lovell			7	6.45	23	27.05	-	-	
		F/Sgt C.P. King			3	2.15	10	11.05	1	1.15	
		F/Sgt H.D. Muirhead			2	1.25	11	12.40	-	-	
		Sgt K.C. Ridley			3	1.50	17	21.00			
		F/Lt G.B. Warnes			2	1.50	11	14.30	1	1.15	
		P/O J. Holmes			2	1.30	19	17.55	1	1.15	
		P/O Crabtree			2	2.05	15	18.25	-	-	
		P/O E. Brearley			2	1.55	14	17.10	-	-	
		P/O S.J. Lovell			1	00.40	16	18.55	1	1.15	
		Sgt B.C. Abrams			7	4.30	17	18.10	1	1.15	
		F/Sgt R.I. Reed			2	2.05	13	15.00	-	-	
		Sgt J.I. Yates			1	00.15	12	13.05	-	-	
				Totals	52	52.20	255	294.45	8	10.00	
			<u>DAILY AVERAGE.</u>								
			Available aircraft	17. 08%							
			Serviceable "	14. 94%							
		In addition to the above analysis the following Pilot's time are hereby noted. At the time of computation these									
		were not available:									
		P/O J.J. Walker			1	1.00	14	13.30	-	-	
		P/O V.L. Currie			1	1.00	13	14.55	-	-	
		Sgt W.R. Wright			2	1.45	12	12.50	1	1.15	
		Sgt D.F. Small			3	1.50	17	20.00	-	-	
			Totals.....	7	5.35	56	61.15	1	1.15		
			Total from above.....	52	52.20	255	294.45	8	10.00		
			Gross Total.....	59	57.55	311	356.00	9	11.15		

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R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Angle - Colerne	August, 1942		In the month of August the squadron moved from Angle to Colerne and at Colerne bomb-racks were fitted to the Whirlwinds. The squadron had been at Angle since April 1 st and in the Fairwood Common Sector since February 10th. In that time the number of convoy patrols was very great and the operational hours flown by the squadron were consistently the highest in the Group. But, except on three offensive operations conducted from Predannack, there was no visual contact with the enemy, and, though there were compensations in the country sports of shooting, sailing and bathing, which could be found at Angle, the place was altogether too remote for a stay as long as ours to be continuously enjoyable.	
			The fitting of bombs to Whirlwind aircraft was first suggested by S/Ldr T. Pugh, DFC. in September 1941 and the suggestion was formally rejected later on in that year. However, on 21 st July 1942 a letter was received from Headquarters, No. 10 Group stating that the Squadron's Whirlwinds were to be modified to take two 250lb bombs; later it was found that two 500lb bombs were practicable. Accordingly on August 15 th the squadron returned to Colerne on order to fit bomb-racks. By the end of the month eight aircraft were so fitted and the completion of the job is expected shortly.	
Angle	7 th - 11 th		Frontal weather with high winds during low cloud and rain; Intermittent flying.	
	11 th		Sergeant Pilot Small attached to No. 2 Delivery Flight, Colerne.	
	9 th		PIlot Officer D. Gill demonstrated a Whirlwind at St Andries Camp.	
	14 th		Sergeant Pilot P.A. Jardine ppsted back after refresher course at 54 O.T.U.	
	15 th		Sergeant Pilot F.R. Hicks attached to A/A.E.E. at Boscombe Down.	
			The Squadron moved by air, train and motor transport to R.A.F. Station, Colerne. at which a fortnight had been spent in January-February 1942.	

Place	Date	Time	Summary of Events	References to Appendices
	16-31 st		During this period the squadron echelon was kept busy fitting bomb-racks. Only one section was kept at readiness. Accordingly nearly all the members first of "B" and then of "A" Flight were able to take a weeks leave	
	21 st		Sergeant Pilot D.J. Williams posted to 263 Squadron from 56 O.T.U.	
	30 th		Pilot Officer P. Harvey posted to Headquarters, Fighter Command for Liaison duties.	
	23 rd		Flight Lieutenant C.P. Rudland DFC flew the first Whirlwind to be fitted with two 500lb practice bombs. Flight Lieutenant Rudland's report is reproduced below as Appendix "A".	
			24 th August, 1942.	
			<u>FITTING OF BOMBS TO WHIRLWIND AIRCRAFT.</u>	
			The following report is submitted:-	
			<u>Normal.</u> <u>With racks only</u> <u>With two 500lb bombs.</u>	
			Maximum speed indicated, 304 mph. 278 mph. 270 mph. (Zero feet).	
			Minus 1 boost, 2150 revs. 219 mph 212 mph. 199 mph.	
			Minus 3 boost, 2150 revs. 200 mph. 196 mph. 179 mph.	
			Climbing, plus 2 boost, 2400 revs, 180 mph., 1550 feet 1300 feet per 1050 feet per under 5,000 feet. per min. minute. minute.	
			<u>General Remarks.</u>	
			Generally speaking I found the performance of the Whirlwind not greatly impaired by the addition of bombs or racks, with the exception of the maximum speed.	
			With two 500lb bombs from take-off the aircraft climbed to 15,000 feet at plus 2 boost, 2400 revs., in 16.5 minutes.	
			When diving at 310 miles per hour indicated, at 15,000 feet there is a rather disconcerting aileron flutter. This also became apparent at slower speeds nearer the ground on occasions.	
			With two 500lb bombs loaded the take-off appears to be approximately 125 yards greater, and landing 100 yards greater.	
			(Sgd) C.P. RUDLAND, F/Lt. <u>No. 263 Squadron, R.A.F.</u>	

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By No. 263 Squadron.
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Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
1 st A.	P.6990	Sgt K. Ridley	Convoy	13:40	14:05)	
	P.7003	P/O C. Van Zeller)	
	P.6979	P/O H. Blackshaw	Scramble	14:05	15:10	) Plots 40 miles West of Lundy, infrequent and fading.	
	P.7014	P/O J. Coyne)	
	P.7057	F/St H. Muirhead	Convoy	14:25	15:15)	
	P.7120	F/St C. King)	
	P.6990	Sgt K. Ridley	Scramble	15:20	16:25	) Plots in Salter area. No interception	
	P.7003	P/O C. Van Zeller)	
4 th A.	P.7014	P/O P. Harvey	Convoy	10:05	11:20)	
	P.7062	P/O W. Lovell)	
	P.6979	P/O H. Blackshaw	Convoy	12:10	13:15)	
	P.7003	P/O C. Van Zeller)	
4 th B.	P.7000	P/O J. Holmes	Patrol	21:45	22:40	) Patrol of Smalls area and South. No incident	
	P.6995	P/O D. Gill)	
5 th A.	P.7014	F.St C. King	Convoy	13:15	14:25)	
	P.7013	P/O J. Coyne)	
	P.7062	P/O W. Lovell	Convoy	18:30	19:30)	
	P.7092	P/O J. Coyne)	
	P.7014	P/O H. Blackshaw	Convoy	17:35	19:00)	
	P.7013	F/St H. Muirhead)	
	P.7014	F/St C. King	Scramble	22:25	22:40	) Doubtful plots identified as friendly½	
	P.7013	F.St H. Muirhead					
5 th B.	P.7000	P/O J. Holmes	Patrol	08:50	09:50	) Salter Patrol	
	P.6995	P/O D. Gill)	
	P.7099	P/O N. Crabtree	Convoy	10:00	11:05)	
	P.7110	F/St R. Reed)	
	P.7090	Sgt B. Abrams	Convoy	10:50	12:50)	
	P.7056	Sgt J. Yates)	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
5 th B.	P.7000	P/O J. Holmes	Convoy	11:45	13:00)	
	P.6995	P/O D. Gill)	
	P.7099	P/O N. Crabtree	A/S Rescue	12:25	13:15	) Search for Blenheim believed ditched off St. Davids Head. No	
	P.7110	F/St R. Reed	Search			) trace seen. It was later reported that the original information was doubtful.	
	P.7090	Sgt B. Abrams	Convoy	12:45	13:45)	
	P.7056	Sgt J. Yates)	
6 th B.							
	P.7099	P/O N. Crabtree	Convoy	11:05	12:05)	
	P.6995	P/O D. Gill)	
9 th A.	P.6990	Sgt K. Ridley	Convoy	20:30	21:15)	
	P.7120	F/St H. Muirhead)	
9 th B.	P.6995	P/O D. Gill	Convoy	05:45	06:55	) Convoy "YOUNG"	
	P.7056	Sgt J. Yates)	
	P.7000	P/O J. Holmes	Convoy	06:30	07:55)	
	P.7099	Sgt W. Wright)	
	P.7090	Sgt B. Abrams	Convoy	07:30	07:40	) Sgt R. Reed on take off struck lorry stationary near runway. He	
	P.7117	Sgt R. Reed				) was uninjured by aircraft Cat "AC".	
10 th A.							
	P.6990	Sgt K. Ridley	Convoy	12:20	13:20)	
	P.7013	F/St H. Muirhead)	
	P.7014	P/O H. Blackshaw	Scramble	12:45	13:10	) No incident.	
	P.6991	P/O J. Coyne)	
11 th B.							
	P.7059	P/O D. Gill	Convoy	13:30	14:45)	
	P.7056	P/O W. Lovell)	
	P.7059	P/O E. Brearley	Convoy	17:10	18:15) Convoy "POKER"	
	P.7056	P/O W. Lovell)	
	P.7099	Sgt B. Abrams	Convoy	18:00	19:00)	
	P.7000	Sgt W. Wright)	

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By No. 263 Squadron.
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Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
11 th B.	P.6995	P/O D. Gill	Convoy	18:55	19:05	) Recalled as ships were in Milford Haven.	
	P.7110	F/St R. Reed)	
12 A.	P.7120	P/O J. Coyne	Convoy	09:30	10:50)	
	P.7003	P/O C. Van Zeller)	
	P.7014	Sgt K. Ridley	Convoy	11:20	12:30)	
	P.7062	F/St H. Muirhead)	
12 B.	P.7059	P/O E. Brearley	Convoy	13:15	14:20	) Convoy "STEWARD"	
	P.7000	P/O Lovell)	
	P.7059	P/O E. Brearley	Scramble	15:15	16:30	) Infrequent plots in Carnsore area faded when our aircraft	
	P.7000	P/O Lovell				) approached.	
13 th A.	P.7003	P/O J. Coyne	Convoy	13:40	14:55)	
	P.7120	F/St H. Muirhead)	
	P.6079	P/O H. Blackshaw	Convoy	14:25	15:50)	
	P.6990	Sgt K. Ridley)	
	P.7120	F/St H. Muirhead	Convoy	15:50	17:05)	
	P.7003	P/O C. Van Zeller)	
13 th B.	P.7059	P/O E. Brearley	Scramble	08:40	08:50	) Doubtful plots identified as friendly½	
	P.7000	P/O Lovell				) Aircraft Backing-up at Exeter.	
17 th	P.6979	P/O H. Blackshaw	Convoy	12:35	14:05)	
	P.7003	P/O J. Coyne)	
	P.7052	Sgt K. Ridley	Convoy	13:35	15:05)	
	P.7120	F/St H. Muirhead)	
	P.7014	F/Lt C. Rudland, DFC.	Convoy	14:40	14:50)	
	P.7003	P/O C. Van Zeller)	
	P.6979	P/O H. Blackshaw	Scramble	15:10	15:45)	
	P.7013	P/O J. Coyne)	
	P.7014	F/Lt C. Rudland, DFC.	Anti½Rhubarb	16:10	17:25	) From Exeter. Patrol Bolt Head at 1000 feet.	
	P.7062	P/O C. Van Zeller)	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
17 th A.	P.7052	Sgt K. Ridley	Scramble	17:55	18:25)	
	P.7090	F/St H. Muirhead)	
17 th B.	P.7090	P/O N. Crabtree	Patrol	17:00	17:30	) Anti-Enemy Rhubarb Patrol off Bolt Head.	
	P.7056	F/St R. Reed)	
18 th B.	P.7099	P/O N. Crabtree	Scramble	09:15	10:00	) Patrol base at 20,000 or enemy aircraft, which turned back	
	P.7090	Sgt J. Yates)	
22 nd A.	P.7014	P/O P. Harvey	Scramble	06:05	06:25)	
	P.7062	P/O W. Lovell)	
24 th B.	P.7057	P/O H. Blackshaw	Scramble	17:20	18:15)	
	P.6991	P/O S. Lovell)	
28 th B.	P.6991	P/O E. Brearley	Scramble	09:25	10:05	) In the morning two enemy aircraft believed HE.177 dropped bomb	
	P.7059	F/Sr R. Reed				) in Bristol which caused many casualties in crowded buses. Plots	
	P.7099	P/O D. Gill	Scramble	14:20	15:30	) were good from Cherbourg at 20,000-30,000 but in fact aircraft	
	P.7057	Sgt J. Yates				) saw smoke trails 3000 feet above them at 35,000 feet. Cardiff was	
	P.7000	P/O P. Harvey	Scramble	19:25	19:45	) bombed in the afternoon from a similar height; the Observer	
	P.7043	P/O S. Lovell				) Corps made an unlikely identification of one of the enemy	
						aircraft as a F.W.200. The Whirlwinds which were scrambled	
						struggles to 24,000 but saw nothing.	

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R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
SEPTEMBER, 1942.			This was an eventful month for the squadron. First bombing operations, one of which was extremely successful, followed hard upon the first dropping of practice bombs:-	
Colerne	4 th		S/Ldr R.S. Woodward, DFC, and two other pilots flew to Warmwell and dropped practice bombs (8 x 11 ½ lbs) for the first time, on the Chesil Bank Range.	
Warmwell	7 th	(Morning)	The pilots and about ninety of the ground staff moved from Colerne by air and railway, on attachment to Group Practice Camp, Warmwell. Pilot's Dispersals was a tent on the South side of the aerodrome. Fortunately the weather was fine and warm during the first ten days	
		(Afternoon)	As Nos. 174 and 175 Hurri-bomber squadrons had been released from operations, 263 Squadron at Group Practice Camp was found to be the only fighter-bomber squadron in 10 Group which could be brought to readiness. And so, when enemy shipping was reported in the Channel Island area during this first afternoon at the Practice Camp, S/Ldr. R.S. Woodward, DFC was asked if he could possibly bring four Whirli-bombers to readiness. The request was complied with and at 1700 hours the C.O. and three other pilots moved to Bolt Head. After a great deal of telephoning 250lb three-second delay bombs were brought from Exeter to Bolt Head and the Whirlwinds were bombed up	
	8 th		Roadstead Operation (See Form 541). On this day and on every other fine day during the month practice bombing was carried out regularly and continually on the Chesil Bank Range. A summary of pilots' scores is given as Appendix "A".	
	9 th		Roadstead Operation (See Form 541).	

Place	Date	Time	Summary of Events	References to Appendices
	Sept. 10 th		Roadstead Operation (See Form 541)	
			F/Sgt C.P. King was commissioned as Pilot Officer	
	11 th		Telegrams of congratulation upon the successful operation of Sept. 10 th which was fully reported	
			in the newspapers (see squadron scrap-book) were received from F/Lt E.C. Owens, the squadron's	
			adjutant at Colerne, and from HUMBUG, the call sign of Fairwood Common Sector Ops. 1, and from	
			S/Ldr. H.J. Coghlan, DFC, officer commanding the daughter Whirlwind squadron, No. 137. Letters	
			were also received from the Manager of Westland Aircraft Ltd and from Mr. H. Penrose, the test pilot.	
			His Majesty the King was graciously pleased to honour F/Sgt, (now Pilot Officer) C.P. King	
			by conferring upon him the Distinguished Flying Medal, in recognition of his many and varied	
			exploits against the enemy and of the steady example he had given to the other pilots of the	
			squadron.	
	13 th		The squadron moved formally from Colerne to Warmwell. The orderly room staff and the remainder	
			of the ground crews and No.3055, the squadron servicing echelon, made the journey to Warmwell in	
			train and transport.	
	13/14 th		Little flying in hazy weather with low cloud.	
	15/16 th		More fine weather. Air/Sea Rescue patrols near French coast (See Form 541).	
	17/20 th		Broken weather with equinoctial gales. On 17 th "B" Flight moved to a dispersal vacated by	
			175 Squadron in the wood at the West of the aerodrome. "A" Flight remained in the tent until	
			the 20 th when it blew down. Then they moved into a neighbouring Nissen hut.	
	20/21 st		Fighter readiness, or rather advanced readiness in cockpits.	
	23/24 th		Night flying practice. It is hoped to get as many pilots as possible operational at night, so	
			that night bombing attacks can be carried out.	
	21 st		Sergeant Pilot P.A. Jardine crashed fatally from cloud during the afternoon. After about forty	
			minutes of Sector Recco, P/O. King, who was leading Sgt. Jardine, turned to avoid a rain cloud	
			and thereafter saw and heard nothing more of him. He	

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) 263 SQUADRON

Place	Date	Time	Summary of Events	References to Appendices
	Sept.			
Warmwell	21 st		was seen by the occupants of an army lorry to dive out of cloud between Wool and Wareham. He was killed instantly. Sergeant Jardine, a South African by birth, had been with the squadron since January 20th, 1942. Of quiet but good humoured disposition, he was very well liked.	
	26 th		S/Ldr R.S. Woodward, DFC, led three other pilots in a bombing display (2 x 250lb lbs bombs, 11 seconds delay) at West Lulworth A.F.V. Camp.	
			Sergeant Jardine was buried at Warmwell Village Church with full Royal Air Force honours.	
	29 th		Abortive shipping recco. (See Form 541).	
			<u>PERSONNEL.</u>	
	1 st		F/Lt C.P. Rudland, DFC, posted to No. 19 Squadron. F/Lt Rudland had been with the squadron since July 31st, 1940. Commissioned ten months later, he took over the command of "A" Flight in September 1941. He was the second pilot to be awarded a Distinguished Flying Cross for work done with Whirlwind aircraft.	
			Pilot Officer H.J. Blackshaw was promoted Flight Lieutenant and took over the command of "A" Flight.	
	3 rd		F/t A.N.W. Johnstone, DFC posted supernumerary to the squadron, attached to "A" Flight.	
	19 th		Sergeant Pilot D.F. Small posted to No. 2 Delivery Flight, Colerne.	
	28 th		F/Sgt Pilot H.D. Muirhead posted to 286 Squadron, Colerne.	
	29 th		P/O N. Crabtree, P/O W.A. Lovell and F/Sgt Pilot R.I. Reed, all of them citizens of the U.S.A. who joined the Royal Air Force about two years ago and who were posted to this squadron in October, 1941, were honourably discharged from the R.A.F. on taking up appointments in the U.S.A. Army Air Force.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 "A" Flight (and Offensive Ops "B" Flight.)

For the month of September, 1942

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
8 th	P.7062	S/Ldr. Woodward, DFC	Roadsted	07:45	09:20	This Roadsted operation conducted from Bolt Head, to which the	
	P.7014	F/Lt Blackshaw	Operation			Whirlwinds had been flown on the previous evening, was the first in	
		F/Lt Warnes	}			which Whirlwinds were fitted with bombs (2 x 250 lb, 3 secs).	
		P/O Brearley	} "B" Flt			Escorted by two Spitfire squadrons of the Exeter Wing. The shipping	
						lanes of the Channel Islands were searched for a tanker which had	
						been reported there. However nothing was seen of it and the Whirlwinds	
						landed back at Bolt Head, three of them safely with bombs on. Bolt	
						Head is a small landing ground, and so F/Lt. G.B. Warnes dropped his	
						bombs into the sea.	
9 th	P.7105	S/Ldr. Woodward, DFC	Roadsted	14:35	15:20	A large ship was reported by a shipping recco near Cap de la Hague.	
	P.7014	F/Lt Blackshaw	Operation			Accordingly 4 Whirlwinds were bombed up with 2 x 250lb. 3 sec. bombs	
	P.6979	F/Lt Warnes	}			and escorted by Spitfires of No. 118 and 66 Squadrons, took off from	
		P/O Brearley	} "B" Flt			Warmwell. Four ships of the large armed trawler type (1000 - 1200	
						tons) were seen steaming West between Cap de la Hague and Alderney.	
						Following the anti-flak Spitfire escort (No. 118 squadron). Squadron	
						Leader R.S. Woodward, DFC and Flight Lieutenant G.B. Warnes attacked	
						the second of the ships which were in line astern S/Ldr Woodward	
						fired all his ammunition from extreme to very short range and his	
						bombs were observed to explode on the waterline against the side of	
						the ship. Flight Lieutenant Warnes could not fire during the C.O's	
						attack and his bombs were not observed, but he believed them to be	
						accurate.	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
						Flight Lieutenant H.J. Blackshaw and Pilot Officer E. Brearley attacked the first ship with cannon-fire and bombs. Flight Lieutenant Blackshaw's bombs were observed to be near misses, Pilot Officer Brearley's were unobserved. But, in fact, both these ships were sunk. When S/Leader Wootton accompanied by the Warmwell Station Commander Wing Commander Boyd, DSO, DFC arrived with the rear support Spitfires six minutes later, only two ships were left floating. This was the first operation in which 25o lb bombs were dropped by Whirlwinds "in anger", and, in fact, the first in which anything but practice bombs were dropped. Oddly enough, it was also the first operation whose take-off and landing was witnessed by the squadron personnel as a whole, because this was the first week in which the squadron, albeit on Group Practice Camp, was situated at a forward aerodrome. Several newspaper cuttings describing the operation will be found in the Squadron Scrap Book.	
10 th	P.7605	S/Ldr. Woodward, DFC	Roadsted	18:25	20:05	The Whirlwinds, up from Bolt Head and escorted by 310 and 312 squadrons searched the Sept Islands - Brehat Shipping lane. Target not found. They returned to find 100 feet low cloud a Bolt Head, and so flew to Warmwell and landed in the dusk, very short of petrol.	
	P.7062	P/O Lovell, W.A.	operation				
	P.7014	F/Lt Blackshaw					
	P.7057	P/O Coyne					

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron "A" Flight
For the month of September, 1942

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
15 th	P.7014	F/Lt Blackshaw	Escort A/S/R	18:55	19:25	H.S. Launch escorted to 20 miles South of Warmwell	
	P.7052	F/Sgt Muirhead	launch				
16 th	P.7105	S/Ldr. Woodward, DFC	A/S/R	07:20	08:15	Search for Typhoon pilot who bailed out about 20 miles North of Cherbourg after engine failure on the previous day's operation.	
	P.7014	F/Lt Blackshaw	search			Nothing seen.	
	P.7062	F/Lt Johnstone					
	P.7057	P/O Coyne					
19 th	P.7014	F/Lt Johnstone	Anti-	18:15	18:55	Sections patrolled between Swanage and Needles. Nothing seen	
	P.7057	F/Sgt Muirhead	Rhubarb				
	P.7052	P/O King	Patrols	18:45	19:25		
	P.6991	Sgt. Ridley					
						"B" FLIGHT	
3 rd	P.7090	P/O. Brearley	Scramble	09:15	10:00	Up from Colerne they were vectored South at 15,000 feet, and	
	P.7057	Sgt. Macauley				finding low cloud at base landed at Middle Wallop. No incident in	
	P.7099	P/O. Crabtree	Scramble	11:05	11:45	either patrol	
	P.6995	F/Sgt. Reed					
8 th	P.7043	F/Lt Warnes	Roadsted	--	--	Fully reported on "A" Flight sheet	
	P.6979	P/O Brearley	operation				
9 th	P.7043	F/Lt Warnes	Roadsted	--	--	Highly successful Roadstead operation. Fully reported on "A" Flight	
	P.6979	P/O Brearley	operation			sheet.	
16 th	P.7043	F/Lt Warnes	A/S/R	10:15	11:10	Search was carried out in area 15-25 miles North of Cherbourg,	
	P.7099	P/O. Crabtree	search			often within sight of French coast. Nothing seen.	
	P.7000	P/O Brearley					
	P.6995	P/O. Gill					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
21 st	P.7099	P/O. Crabtree	Scramble	10:15	11:15	Vectored towards two enemy aircraft at 1000 feet 20 miles South	
	P.7110	Sgt. MacAuley				of St. Aldhelms Head. Nothing seen	
	P.6987	P/O. Lovell	Scramble	11:20	11:30	Section recalled to base	
	P.7000	Sgt. Simpson					
	P.7099	Sgt. Abrams	Scramble	13:05	14:05	Patrol off Portland. Nothing seen	
	P.7110	Sgt. Yates					
29 th	P.7043	F/Lt Warnes	Shipping			This section took off intending to make use of cloud cover in	
	P.6995	P/O. Gill	recco			reconnoitring the Channel Island Shipping Lanes. But finding heavy	
						rain squalls in which visibility was reduced to zero, 45 miles	
						South of Warmwell, returned to base.	

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) 263 Squadron (WHIRLIBOMBERS)

Place	Date	Time	Summary of Events	References to Appendices
Warmwell/Bolt Head	Oct. 42			
	1 st		Unsuccessful Roadstead Operation from Bolt Head	
	1-3 rd		Fine, warm days. Much practice flying	
	3 rd		Roadstead operation to attack 3,000 ton ship in Alderney Harbour. All four Whirlwinds returned safely after meting extremely intense flak.	
	4-7 th		Rain, low cloud and mist. A shipping recco on the 6 th was forced to return by bad weather	
	8 th		Shipping recco abandoned through lack of cloud cover.	
	9 th		Shipping recco, no incident. The Commanding Officer with F/Lt Warnes, P/O S.J. Lovell, P/O P. Harvey, P/O D.R.Gill, P/O C.P. King and F/O Wordsworth attended a dance given by Mssrs. Westlands - makers of the Whirlwind - at the Boden Street Social Club, Chard. There was first class organization, plenty to eat and drink and lovely partners. The party was very greatly enjoyed.	
	10 th		More foul weather. All pilots completed an aircraft recognition test with generally good results	
			Afternoon: two shipping reccos.	
	11 th .		Bright day. Much formation flying.	
	12 th		Shipping recco heavily engaged by flak from Alderney.	
	13 th		Shipping recco returned through lack of cloud cover.	
	14 th		Shipping Recco.	
	15 th		Fine blue morning, and all day	
		1040 - 1150	P/O J.P. Coyne led a section in 10 Group Exercise 108 to attack a landing party in a launch and jolly boat off Lulworth Cove. At zero hour, 1050, nothing was found in the indicated position	
			The section then orbitted between St Aldhelin's Head and Weymouth and then found the naval unit off Ringstead, where dummy attacks were	

Place	Date	Time	Summary of Events	References to Appendices
Warmwell	Oct. 1942		carried out.	
	16 th		Overcast again. Much formation flying.	
	17 th		The squadron again flew convoy patrols.	
	18 th		Thick weather. Zeals non-operational so that cockpit readiness was maintained by the squadron at Warmwell.	
	19 th		More thick weather. First night of moon period but mist prevented flying.	
	20 th		Overcast, rain. No night flying.	
	21 st		More convoy patrols. Weather became worse in evening - no night flying.	
	22-23 rd		Night flying cancelled again through mist, rain and strong wind.	
	24 th		Fine day but windy. Much "Formers". Night operations - armed reccos of Channel Island and Barfleur areas - were laid on but cancelled owing to the imposition of a restriction upon attacks on surface vessels. Night flying practice was cancelled after a weather test at 1930 hours	
	25 th		Fair morning turned to wet afternoon and evening. To-day the squadron learned with much pleasure that the BELLOWS CLUB has added to its gift of eight Whirlwinds to the squadron, another most generous gift to the whole personnel of the squadron. It appears that this gift reciprocated the autographed greeting-card which was sent to the Bellows Club, together with photographs of the squadron's aircraft and pilots.	
	26 th		Wet day. No night flying.	
	27 th		Fine cold, blue morning. Ratification was received from Headquarters, Fighter Command of the claim that two ships were sunk on 9/9/42. The tonnage was, however, reduced from 1000 tons to 500. Ten pilots stood by for night flying practice and for armed recco operations. But at 2245 a weather test by the C.O showed fog bands piling up	
	28 th		Fine day. Night operations were cancelled owing to another S.V. restriction and the weather was not good enough for night flying practice. Thus the moon period came to an end. It coincided with much frontal thick weather, or if the night were fine,	

OPERATIONS RECORD BOOK

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

Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
	1942			
Warmwell	Oct. 28 th		with local ground fog. On two or three nights it became fine after it was too late for night flying tests.	
	29-30 th		Foul weather.	
	31 st		Successful Rhubarb Operation by four aircraft. The railway junction N.W. of La Hague du Puits was attacked and the track was probably destroyed in two or three places. In the afternoon the Secretary of State for Air, the Rt. Hon. Sir Archibald Sinclair visited Warmwell. He spent a few minutes in "A" Flight Dispersal Hut and spoke to S/Ldr R.S. Woodward, DFC., F/Lt A.N.W Johnstone, DFC., F/Lt. H.J. Blackshaw, F/O P. Harvey, P/O J.P. Coyne and P/O C.P. King, DFM. He congratulated the squadron on the operation of September 9th, and on the present day's work. Sir Archibald Sinclair, flying in a Flamingoe, was escorted back from Warmwell to Andover by /P. J.P. Coyne and P/O C.P. King, DFM, flying Whirlwinds.	
			<u>PERSONNEL</u>	
Addendum for Sept. 18th, 1942			P/O. J.W.E Holmes was posted as a Flight Lieutenant to our daughter Whirlwind squadron, No. 137. P/O Holmes had been in this squadron since March, 1941. Commissioned a year ago, he became deputy flight commander of "B" Flight. Of steady good temper, a fine athlete and a good companion, Joe Holmes will be missed in this squadron. He took part in nine offensive operations.	
	Oct 7		F/Sgt D.F. Tebbit reposted to the squadron after a sojourn of fifteen months with 10 Group Flight and 286 Squadron.	
	9-10 th		P/O D.A. Samant and W/O D.B. McPhail and Sgt. J.M. Barclay were posted from No. 137 squadron.	
	13 th		P/O A. Lee-White was posted from No. 59 O.T.U.	

Place	Date	Time	Summary of Events	References to Appendices
Warmwell	Oct. 42			
	14 th		P/O. C.P. van Zeller was posted to No. 1 RAF Depot, Uxbridge.	
	20 th		Sgt. Pilot S.D. Thyagarajan was posted from No. 56 O.T.U.	
	31 st		F/Sgt E. Matthews, Elect.I, who had been with the squadron since 21/2/41 and i/c the Electrical Section for the past year was posted to RAF Station, Valley.	
			Sergeant Pilot F.L. Hicks reported to the squadron from A. & A.E.E., Boscombe Down, where he had been on attachment	
			<u>FLYING TIMES</u>	
			During the month of October, 1942 the squadron flew 391 hours of which 46 were operational and 345 were non-operational. Upon average, the weather was overcast, wet and misty.	
			<u>APPENDIX "A"</u>	
			The Commanding Officer's report on Bombing Activities by No.263 Squadron is included as Appendix "A".	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 SQUADRON

For the month of October, 1942

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind I						
3 rd	P.7105	S/Ldr. Woodward, DFC	10 Group	18:15	19:00	Following a P.R.U report and a further recco by 501 Squadron,	
	P.7062	F/Lt H. Blackshaw	Roadstead			this Roadstead Operation was laid on to attack a 3000 ton M/V	
	P.7052	P/O C. King	Operation			in Alderney Harbour. The Whirlwind bombers took off from Warmwell	
	P.7013	F/Sgt K. Ridley				together with five Spitfires of 501 Squadron, antiflak, and	
						rendezvoused over the base with 118 Squadron, rear support. The	
		("A" Flight)				antiflak aircraft did not catch up the Whirlibombers and only	
						one of them crossed the target area. In order to attack out of	
						sun, landfall was made at Casquets where the Whirlibombers turned	
						East. When they were still more than two miles from Alderney there	
						were engaged by flak from a hill top position and thereafter flak	
						of all calibres was accurate and very intense; indeed it is	
						reckoned that by reason of its concentration round the target area	
						this was the most intense barrage through which Whirlwinds of the	
						squadron have flown. Three pilots attacked the large ship which was	
						lying 40 yards off the mole. Results were not observed and the ship	
						was only claimed Cat IV "Believed hit and Damaged". No further	
						information has been received by the squadron about the success or	
						failure of the attack. The C.O.'s aircraft was hit by flak just as	
						he bombed. He returned to base on one engine, very closely escorted	
						by 118 Squadron. P/O King attacked a smaller ship alongside the	
						mole. Results not seen. His aircraft was holed in the tailplane. A	
						chunk was torn from F/Sgt Ridley's propeller. F/Lt Blackshaw led	
						the other two Whirlwinds back to base. All had landed safely by	
						1900 hours.	
	<u>"B" FLIGHT</u>						
1 st	P.7043	F/Lt G. Warnes	Roadstead	17:00	18:15	During the morning enemy minesweepers had been found and attacked	
	P.7059	P/O D.R. Gill	Operaton			by Typhoons in the Trieux estuary. This operation was planned to	
	P.7089	P/O E. Brearley				bomb them. The Whirlwind bombers flew at zero feet on 178 degrees,	
	P.7099	Sgt. B. Abrams				escorted by 312 Squadron. Landfall was made between some islands	
						but F/Lt Warnes could not pinpoint his position. He flew East for	
		("B" Flight)				fifteen miles, twice pulling up to 1000 feet in unsuccessful efforts	
						to discover his position. Our aircraft then returned on 352 degrees	
						which bought them to Eddystone Lighthouse, , and thence to Bolt Head	
						from which they had taken off.	
6 th	P.7043	F/Lt G. Warnes	Armed Recco	09:05	09:50	This operation was intended to reconnoitre the Guernsey-Sark area	
	P.6995	P/O D.R. Gill				where, doubtless because of the Sark Commando raid, a small ship	
						was expected to be at that time. F/Lt Warnes set course on 190 deg.	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind I						
						at zero feet. Over South Coast cloud was at 200 ft. Further South,	
						the cloud base lowered to 50 feet and visibility fell to zero	
						in heavy rain. Believing this to be an important mission the	
						Whirlibombers penetrated to Casquets area, but finding less than	
						50 yards visibility, returned to base, flying on instruments.	
10 th	P.7043	F/Lt G. Warnes	Armed Recco	12:00	13:10	This recco was carried out in the Alderney area and three miles	
	P.7099	Sgt. B. Abrams				off the coast of the Contentin as far as Cap Barfleur. Cloud 10/10	
						at 2/300 feet, visibility 1600 yards, less in showers. Nothing seen	
12 th	P.6995	P/O D.R. Gill	Armed Recco	09:55	10:55	Armed low recco of Alderney, Cap de la Hague, Guernsey area.	
	P.7059	F/O S.J. Lovell				Flying at 30 feet they were engaged at 3-5 miles range by heavy	
						accurate flak from Alderney. Bursts behind, underneath and between	
						them. Bursts seemed in groups at about seven secs intervals. Pilots	
						jinked and skidded. No casualties. Weather off Alderney, scattered	
						low cloud brightening and thinning towards East.	
13 th	P.7105	S/Ldr R. Woodward	Armed Recco	07:05	07:42	Intended armed low recco of Barfleur-Cherbourg area but found	
	P.7009	P/O E. Brearley				too little cloud cover; it consisted of scattered cumulus and	
						nimbus cloud at 2500 feet, with large patches of blue sky. They	
						therefore returned before sighting Cap Barfleur. Two sections of	
						266 Squadron, Typhoons, provided rear cover for returning	
						Whirlwind bombers.	
21 st	P.6995	P/O E. Brearley	Convoy	10:40	11:55	Convoy escort between Needles and Portland.	
	P.7000	Sgt W. Wright					
31 st	P.7043	P/O E. Brearley	Rhubarb	10:40	12:20	Successful Rhubarb Operation reported under "A" Flight. Press	
	P.7099	Sgt W. Wright	Operation			cutting in Squadron Scrap Book.	
	<u>"A" FLIGHT</u>						
8 th	P.7105	S/Ldr R. Woodward	Bomb Dropping	16:00	16:30	See Appendix "A"	
			Test				

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron
For the month of October, 1942

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
1942	Whirlwind I	"A" FLIGHT, (Continued)					
Oct. 8th.	P.7014	F/Lt A.N.W. Johnstone,	DFC Shipping Recco	10:25	--	This was an abortive sortie. F/Lt Johnston unfortunately	
	P.7057	F/O P. Harvey	(Armed 2 x 250)	10:25	10:40	attempted to take off in coarse pitch, failed to do so, throttled	
	P.7105	S/Ldr R.S. Woodward, DFC		"	"	back, avoided dispersed aircraft and piled up his aircraft Cat "AC"	
						in the trees of Knighton Woods. He was only bruised and shaken.	
						S/Ldr Woodward orbitted over the coast and found no cloud cover,	
						and the recco was abandonded.	
9 th	P.7013	F/O P. Harvey	Shipping Recco	14:10	15:20	Armed recco of Alderney - Barfleur area. Courses given by Ops	
	P.6979	P/O C. King, DFM	(Armed 2 x 250)	"	"	proved satisfactory. Nothing seen. Weather: cloud 10/10 at 800	
						feet, visibility 8-10 miles, less in showers.	
10 th	P.7057	P/O J. Coyne	Shipping Recco	14:10	15:20	Armed recco, Alderney - Cherbourg area, nothing seen. Pilots were	
	P.7062	Sgt M. Cotton	(Armed 2 x 250)	"	"	twice held, though at sea level, by enemy RDF which can be heard as	
						a "buzz" on VHF R/T. Weather thick, poor visibility.	
12 th	P.7105	S/Ldr R. Woodward	Bomb Test			See Appendix "A"	
14 th	P7.913	F/Lt A. Johnstone	Shipping Recco	14:15	15:25	This armed low recco was intended to search Guernsey - Alderney -	
	P.7062	Sgt M. Cotton	(Armed 2 x 250)			Barfleur but after 25 mins flying to a point S.W. of Guernsey cloud	
						cover failed altogether and the section returned.	
17 th	P.7052, 7062	P/O J. Coyne Sgt M. Cotton	Convoy Patrol	08:45	10:25	Convoy escorted without incident from Needles to Portland.	
	P.7013, 6979	Sgt J. Barclay Sgt D. Williams	"	10:05	11:30		
	P.7052, 7120	F/Lt A. Johnstone P/O D. Samant	"	11:00	12:35		
	P.7057, 7094	P/O J. Coyne Sgt M. Cotton	"	12:05	13:20		
21 st	P.6979, 7062	Sgt K. Ridley Sgt M. Cotton	Convoy Patrol	12:50	13:15	This convoy was found to be tucked up in Portland.	
	P.6979, 7062	Sgt K. Ridley Sgt M. Cotton	Convoy Patrol	13:45	14:45	Another convoy escorted from Portland towards St Aldhelm's Head.	
31 st	P.7094	F/O P. Harvey	Rhubarb	10:40	12:00	It was intended that the "B" Flight section should attack the main	
	P.7057	F/Sgt K. Ridley	Operation	10:40	12:00	railway line in the Cherbourg peninsula, south of Valogues.	
						However, Met decided (and their opinion was ratified) that cloud	
						cover would be insufficient there. Accordingly both sections were	
						led by F/O Harvey to attack the railway triangle N.W. of the La	
						Haye du Puits. The courses given by Ops took them West of the	
						Casquets and thence to a correct landfall at Barneville.	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
						While flying down the line towards the target area, a small goods train was found and orbitted but not attacked as it was in a little station. All pilots dropped their bombs on or near the track in the target area. F/Sgt Ridley's bombs were observed to explode in a cutting. No flak was seen and no E/A. Cloud was 10/10 at 500 feet with good visibility. As Met anticipated the weather looked brighter and clearer towards the East. This operation seemed well planned and successfully executed. The squadron composite report claimed that "The railway line in the target area was probably destroyed in two or three places". According to the BBC News Service 1/11/42..	
						"Whirlwinds, without seeing any enemy fighters, penetrated the Cherbourg peninsula and bombed an important railway junction, scoring hits on the tracks and in a cutting, and destroying a goods engine"	
			-----	-----	-----		

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Warmwell	Nov: 1942			
	1 st - 5 th		Frontal weather with low cloud, rain and mist. Occasional flying only. No first solos or operations.	
	4 th		Two British Movietone News camera-men arrived to photograph the Squadron's activities, ostensibly for South American ("Bellows Club") consumption. Their Beaufort photographic aircraft did not arrive so they had to be content with photographing the line of Whirlwinds and Squadron personnel, shot from the back of "A" Flight van. It was a murky, cold afternoon.	
			S/Idr Alcott of 10 Group acted as liaison officer, the arrangement for the photographing of the Squadron having been made by the Air Ministry.	
	5 th		Pouring wet day.	
	6 th		Aerodrome u/s for practice flying.	
	7 th		Grey, becoming suddenly fine as back of front passed overhead at 1040.	
			The operation, in which Pilot Officer D. Gill, RCAF, is missing under mysterious circumstances, is recorded on Form 541. Pilot Officer Gill joined the Squadron in October 1941. Efficient, hard working, and of great integrity, he will be greatly missed in the Squadron.	
	8 th - 11 th		Very fine mild blue days, with some haze. Convoy patrols which comprised the escort of some important units were extensively flown on the 8 th and 10th.	
	11 th		Flawless blue day. Some excellent-looking low attacks and formation were flown in the morning by F/Lt Warnes, F/O Lovell, F/Sgt Abrams and Sgt Wright, for Movietone News. However, even after the weeks postponement the camera Beaufort had not yet arrived.	
			A security lecture by Squadron Leader Wallich of Fighter Command was attended by 25% of the Squadron's personnel.	

Place	Date	Time	Summary of Events	References to Appendices
			In the afternoon A.V.M., W.F. Dickson, CB, DSO, OBE, AFC, who has recently been appointed Air Officer Commanding No. 10 Group, paid his first official visit to R.A.F. Warmwell. The A.O.C. honoured "A" and "B" Flights of this Squadron by a visit to their dispersals.	
	12 th		A cold front covered up the morning mist and produced some non-operational weather.	
	13 th - 14 th		Mild misty days. Little flying.	
	14 th		Four Whirlibombers went to Harrowbeer in order to release 175 Squadron. To-day the camera-Beaufort did arrive but permission to use it had now been withdrawn by Air Ministry. It is regretted by the Squadron that the cinema-film programme could not be completed by the making of air-to-air photographs.	
	15 th		Calm day with very low cloud. Squadron released at 1500 hours.	
	16 th		Fair day, much flying. "A" Flight did extensive formation flying and "B" Flight got in much practice bombing.	
			In the evening Pilot Officer Brearley and Sergeant Yates (this was his first offensive operation) flew a most successful Rhubarb Operation, recorded on Form 541.	
	17 th		Fine day, much flying. On this and on several other days during the month, extensive endurance tests were carried out. The results, in the present state of Whirlwind experience, were evidently confirmatory rather than surprising. The rates for most economical cruising may be summarised in the following table:-	
			Weak Mixture	
			R.P.M. - 1800 ---- 2000	
			Boost - -2 0 +2	
			M.P.H. - 200 ---- 230	
	19 th		At mid-day Squadron Leader R.S. Woodward, DFC, led four Whirlwinds antiflak and four Whirlibombers (F/Lt Warnes) in the first all-Whirlwind Roadstead Operation. An extensive patrol off the Contentin was, however, fruitless.	

OPERATIONS RECORD BOOK

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para. 2349, and War Manual, Pt. II., chapter XX., and
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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
	November 1942			
Warmwell	20 th		The operation of the previous day was repeated at first light with the same results. This time "B" Flight were antifiak and "A" Flight bombers.	
	26 th		Pilot Officers Coyne and Samant (the latter's first offensive operation) were prevented by lack of cloud from penetrating to their Rhubarb target area, but found useful alternative targets. In the evening Flying Officer Harvey's two section Rhubarb was unable to cross the French coast for the same reason.	
	29 th		Advanced (Cockpit) Fighter Readiness while 266 Squadron were released for an Exercise. An enemy scramble provided an exciting but abortive chase, probably of a JU.88.	
	30 th		An "A" Flight section airborne on CCG dog-fighting practice was vectored after a Bandit. No luck.	
			<u>PERSONNEL</u>	
	4 th		Sgt Pilot W. Wright promoted T/Flight Sergeant w.e.f. 1/8/42	
			Sgt Pilot J. Barclay awarded 1 st G.C. Badge w.e.f. 19/10/42	
	7 th		Pilot Officer D.R. Gill, RCAF. Reported missing from active operations against the enemy.	
	20 th		F/Sergeant Pilot Abrams commissioned A/Pilot Officer, RAFVR, w.e.f. 27/9/42	
	24 th		Pilot Officer E. Brearley, RCAF, Promoted T/Flying Officer w.e.f. 27/9/42.	
			Pilot Officer J. Coyne, " " " " w.e.f. 27/9/42.	
			Pilot Officer D. Gill " (missing) " " " w.e.f. 27/9/42.	
			Pilot Officer P. Harvey, Promoted War Subs Flying Officer w.e.f. 28/6/42.	
	26 th		T/Flight Sergeant D. Tebbitt promoted T/Warrant Officer w.e.f. 1/8/42.	
			T/Sergeant J. Yates promoted T/Flight Sergeant w.e.f. 1/8/42.	
	29 th		Flight Lieutenant A. Johnstone awarded Czechoslovak Air Force Pilot's Badge as a mark of gratitude and appreciation. Air Ministry letter 12/10/42.	

Place	Date	Time	Summary of Events	References to Appendices
			The Squadron has noted with admiration and affection the awards of D.S.O and Bar to D.F.C which	
			have been gained recently in Malta by Wing Commander A.H. Donaldson, D.S.O, D.F.C, A.F.C.	
			Wing Commander Donaldson was of course, the brother of this squadron's first Commanding Officer,	
			Squadron Leader "Baldy" Donaldson of Norway fame. And he was himself Commanding Officer of the	
			Squadron in the summer of 1941 and continued to be closely associated with the Squadron as Wing	
			Commander Flying, Colerne Section.	
			<u>Flying Times Summary for November 1942</u>	
			Operational 92 hours 15 minutes	
			Non-Operational 319 " 40 "	
			Total 411 hours 55 minutes	
			A. Wordsworth F/O	
			263 Squadron I.O.	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron
For the month of November, 1942

R.A.F.
Form 541

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
"A" FLIGHT	Whirlwind I						
Nov. 7th.	P.7057	P/O J.P. Coyne	Rhubarb	10:30	11:40	This operation, led by P/O D.R. Gill, had as its target the	
	P.7062	Sgt M. Cotton				Valognes - Carentan railway. Good Rhubarb weather prevailed	
						off the French coast but overland it deteriorated to 10/10ths at	
						250 ft with very poor visibility in heavy rain; indeed pilots could	
						only see properly through their side panels. They were just turning	
						for home when targets were seen in the Valognes - Montebourg	
						triangle. P/O Coyne scored cannon strikes on a detached locomotive.	
						Sgt Cotton thinks his bombs hit the track.	
						P/O Gill's bombs were seen to explode on or near the track by	
						Sgt Abrams who then lost all contact with P/O Gill. This was the	
						last that was seen of P/O Gill. He is missing in circumstances	
						in which, at present, only guesswork can provide any clue.	
8 th	P.7105	S/Ldr R. Woodward	Convoy	13:30	15:00	Large convoy escorted without incident from Isle of Wight towards	
	P.6979	F/Sgt K. Ridley	"	13:30	15:00	Portland.	
	P.7094	F/Lt H. Blackshaw	"	14:30	15:55		
	P.7062	Sgt M. Cotton	"	14:30	15:55		
10 th	P.7094	F/Lt H. Blackshaw	Convoy	13:00	14:25		
	P.7057	F/Sgt K. Ridley	"	13:00	14:25		
	P.7057	P/O J. Coyne	"	14:30	15:00	Convoy of Floating Dock from Needles, Westward.	
	P.7062	Sgt D. Williams	"	14:30	15:00		
	P.7052	P/O C.P. King	"	15:05	16:40		
	P.7013	F/Sgt K. Ridley	"	15:05	16:40		
	P.7105	S/Ldr R. Woodward	"	15:05	16:40		
	P.7094	Sgt J.M. Barclay	"	15:05	16:40		
	P.7057	P/O J.P. Coyne	"	16:05	17:30		
	P.7062	Sgt D. Williams	"	16:05	17:30		
"B" FLIGHT							
Nov. 7th.	P.7043	P/O D. Gill (RCAF)	Rhubarb	10:30	--	Details of this operation are recorded above.	
	P.7099	F/Sgt Abrams		10:30	11:45		
	P.7089	W/O D. McPhail	Convoy	16:00	17:20	Convoy off Portland. A Hudson was chased and identified.	
	P.7059	Sgt J. Simpson	"	16:00	17:20		
8 th	P.6986	W/O D. McPhail	Convoy	10:20	11:40	No incident. Large convoy from Isle of Wight towards Portland.	
	P.6987	Sgt J. Simpson	"	10:20	11:40	Convoy of important Floating Dock from Needles area towards	
	P.7089	F/O E. Brearley	"	11:20	13:00	Portland. Two sections were continuously occupied.	
	P.7059	Sgt J.I. Yates	"	11:20	13:00		
	P.7007	F/Sgt Abrams	"	12:30	13:55		
	P.7000	F/Sgt W. Wright	"	12:30	13:55		
10 th	P.7099	F/Sgt Abrams	"	14:00	15:15		
	P.7007	W/O D. Tebbitt	"	14:00	15:15		

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
Nov. 10th.	P.7089	W/O D. McPhail	Convoy	14:10	15:20		
	P.6995	P/O A. Lee-White	"	14:10	15:20		
	P.6987	F/Sgt W. Wright	"	15:00	16:35		
	P.7059	Sgt J.I. Yates	"	15:00	16:35		
	P.7089	F/Lt G.B. Warnes	"	16:00	17:30		
	P.6995	P/O A. Lee-White	"	16:00	17:30		
	P.7099	F/Sgt B. Abrams	"	17:00	--	cancelled	
	P.7007	W/O D. Tebbitt	"	17:00	--		
18 th	P.7059	F/O E. Brearley	Convoy	16:55	17:55	Convoy off Portland (going West)	
	P.7007	F/Lt G. Warnes	"	16:55	17:55		
19 th	P.7113	F/Lt G. Warnes	10 Group	11:20	12:15	F/Lt Warnes led the 4 Whirlibombers on this first all-263 Roadstead	
	P.7059	F/Sgt W.R. Wright	Roadstead 40	"	"	Operation. No incident (see p.2)	
	P.6995	F/O E. Brearley		"	"		
	P.6987	W/O McPhail		"	"		
<u>"A" FLIGHT</u>							
14 th	P.7105	F/Sgt K. Ridley	Convoy	11:40	11:55		
	P.7117	Sgt J.M. Barclay	"	11:40	11:55		
16 th	P.7094	F/O E. Brearley	Rhubarb	16:05	17:30	This Rhubarb operation was, perhaps, the most successful carried out yet by the squadron. It was Sgt. Yates' first Offensive Operation. The target was the Valognes - Carentan railway. Good Rhubarb weather conditions prevailed over the Cotentin. The pilots flew down the line from Ecausseville but reserved their bombs for the much bridged watery area North of Carentan. F/O Brearley's bombs were observed to disintegrate the wood and metal of both railway tracks and Sgt. Yates considers that his bombs may have hit the bridge over the River Madeleine and that they probably hit the track. F/O Brearley then scored cannon strikes upon a line of goods wagons. Sgt. Yates then saw tracer coming from an E Boat off Village du Nord and was able to fire a two-second burst at it, observing strikes. It is only claimed Cat VI - (believed damaged).	
	P.7013	Sgt J.I. Yates	"	16:05	17:30		
18 th	P.7094	F/O P. Harvey	Convoy	12:15	13:50	This convoy of 16-18 ships was escorted without incident from Needles area to Portland.	
	P.7105	Sgt D. Williams	"	12:15	13:50		
	P.7057	F/Sgt K. Ridley	"	13:20	14:40		
	P.7117	Sgt M. Cotton	"	13:20	14:40		
	P.7013	F/O J. Coyne	"	14:25	15:45		
	P.6979	P/O D. Samant	"	14:25	15:45		
	P.7117	P/O C.P. King	"	15:25	16:35		
	P.7062	F/O P. Harvey	"	15:25	16:35		
	P.7105	F/Sgt K. Ridley	"	16:15	17:30		
	P.7013	Sgt M. Cotton	"	16:15	17:30		

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron
For the month of November, 1942

R.A.F.
Form 541

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind I						
	"B" FLIGHT						
20 th	P.7113	F/Lt Warnes	Roadsted	08:45	09:50	F/Lt Warnes led the 4 Whirlwinds antifiak on this second all-263	
	P.6987	Sgt Simpson	Operation	"	"	Roadsted Operation. It was, unfortunately, again quite without	
	P.7099	F/Lt Johnstone		"	"	incident.	
	P.7059	Sgt Yates		"	"		
	P.7007	W/O McPhail	Convoy	15:20	15:45	Finding cloud at 100 feet the section returned to base.	
	P.6987	Sgt Simpson		"	"		
26 th	P.7113	P/O Abrams	Rhubarb	16:05	17:05		
	P.6987	Sgt Simpson		"	"		
29 th	P.7113	P/O Abrams	Scramble	16:50	17:40	The section was vectored very fast after a JU. 88 and, accirding	
	P.7000	F/Sgt Tebbitt				to Ops, were "right on top of it" at 10,000 feet about 16 miles	
						North of Cherbourg. The bandit was, however, concealed in 10/10	
						cloud.	
"A" FLIGHT	continued						
19 th	P.7105	S/Lr Woodward, DFC	Roadstead	11:20	12:15	This was the first all-Whirlwind Roadstead Operation. 4 "B" Flight	
	P.7013	Sgt Cotton	40	"	"	Whirli-bombers were escorted by 4 "A" Flight Whirlwinds antifiak.	
	P.6094	F/O Coyne	Whirlwinds	"	"	Although two enemy torpedo boats had been reported between Havre	
	P.6979	F/O Harvey	Antifiak	"	"	and Cherbourg, the area between Alderney and 5 miles East of	
						Barfleur was xxx swept, without incident. The squadron therefore	
						returned in formation.	
23 rd	P.7105	F/Sgt Ridley	Convoy	09:40	10:45	Convoy escorted Eastwards from Portland.	
	P.7094	Sgt Cotton		"	"		
						P.T.O.	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
26 th	P.7105	F/O Harvey	Rhubarb	16:10	17:00	F/O Harvey led this operation, which included a section from	
	P.7052	Sgt MacAuley				"B" Flight, intending to attack railway objectives S.W. of Isigny,	
						but finding inadequate cloud cover 10 miles S.E. of Barfleur.	
						The Whirlibombers returned to base without incident.	
	P.7052	F/O Coyne	Rhubarb	10:25	11:35	Pilots did not reach their objective, the railway N. of La Haye du	
	P.7013	P/O Samant				Puits, owing to lack of cloud cover. F/O Coyne shot up a pill-box	
						and bombed the harbour installations at Diellette. P/O Samant	
						bombed camouflaged huts 7 miles S.E. of Piereville. Bombing results	
						not seen.	
20 th	P.7105	S/Lr Woodward, DFC	Roadstead	08:45	09:50	This second all-Whirlwind Roadstead Operation was as blank as that	
	P.6079	Sgt Ridley	Operation	"	"	of the previous day. The roles of the flights were reserved,	
	P.7094	F/Lt Blackshaw	Whirlibombers	"	"	"B" Flight being anti-flak & "A" flight whirlibombers.	
	P.7013	F/O Harvey		"	"		
30 th	P.7105	P/O Coyne	Diversion	14:30	15:30	This section airborne North of base on cine camera gun dogfighting	
	P.7094	Sgt Williams	from Practice	"	"	was diverted to chase a bandit. They were recalled from 20 miles	
						South of Swanage.	

OPERATIONS RECORD BOOK

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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Warmwell	December 1942		<u>ADDENDUM FOR NOVEMBER 1942</u>	
			The month of November was the second during 1942 in the Squadron was totally free from accidents of any kind.	
			<u>DECEMBER 1942</u>	
	1 st		Large scale Shipping Recco. No incident to this Squadron but see Form 541.	
	3 rd		Zeals was non-op so that "A" Flight flew a hungry breakfast-time Convoy Patrol, mainly without incident.	
	5/6		Crimson Sunset and Scarlet Dawn led to a fortnight's frontal weather in which a mild Southerly wind blew at a strong or half-gale force. Actually Nov. 12 th to December 6 th were an astonishing succession of mild, sunny, grey-blue days. The weather which followed was windy and wet and either non-op for flying or rendered the aerodrome waterlogged and so u/s.	
	7 th		Grey day of wind and low cloud. A day of triumph and tragedy for the Squadron. In Roadstead 45, one ship was probably sunk, two seriously damaged and one probably damaged. But Warrant Officer D. MacPhail (R.C.A.F.) is missing presumed killed in action, and Squadron Leader R.S. Woodward, DFC. is missing, in circumstances which lead to the hope that he may be a prisoner-of-war. Squadron Leader Woodward was awarded his DFC for his night-fighting exploits with 600 Squadron. He commanded this Squadron since February 10th, 1942. Something of his record may be gleaned from the foregoing pages in this book - The months of May and November without accidents. The full and effective programme of operational training set alongside the intense Convoy activity of the Spring of this year. The development of the Whirlibomber, and finally the offensive activity of the past three months. In operations, Squadron Leader Woodward showed his keen-ness both in persuading	

Place	Date	Time	Summary of Events	References to Appendices
			Group to lay them on, and in his own leadership. He personally led the Squadron in eleven	
			offensive operations. And his own exploits were both gallant and successful. Warrant Officer	
			D.B. MacPhail (RCAF) came to us two months ago from 137 Squadron. Of sober habits, he was very	
			well liked. An excellent amateur photographer, his productions were in great demand and as	
			Warrant Officer i/c Squadron Photographic Records he greatly enriched the Squadron scrap-book. (q.v.)	
			A point about to-day's operation which may be of future interest. 66 Squadron led in the line	
			abreast formation which has recently been developed in the defence of Malta. It was probably	
			to-day used probably for the first time by 10 Group aircraft.	
	8 th		Telegrams of congratulations and regret were received from the A.O.C. 10 Group and 118 and	
			66 Squadrons.	
	9 th		Flight Lieutenant G.B. Warnes posted to command the Squadron and promoted to Squadron Leader.	
			Flight Lieutenant Warnes learnt to fly with the Yorkshire Aero-plane Club, but was rejected by	
			the Air Crew Selection Board for defective eye-sight. Commissioned in the R.A.F.V.R. in April	
			1940 he served as an Equipment Officer in France. He then managed to make his way into a Flying	
			Refresher Course and so to become a Flying Instructor in Training Command. After serving in	
			Training Command for several months there came a shaky time when the local M.O. observed that he	
			always wore glasses. During a fortnights leave he got himself fitted with contact lenses and at	
			a subsequent medical board he came before Group Captain (now Air Commodore) Livingstone. With his	
			help, a conversion course at Upavon was arranged, and so to O.T.U. and to 263 Squadron in	
			September 1941. He was promoted to Flight Lieutenant in command of "B" Flight in November 1941.	
			On this day (December 9 th , 1942) the officers of the Squadron celebrated in a memorable party at	
			Stafford House the double event of his promotion to Command the Squadron and of his forthcoming	
			marriage.	

OPERATIONS RECORD BOOK

R.A.F. Form 540
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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
	December 1942			
Warmwell	10 th		Stormy Day. Rhubarb section recalled from S. of St Aldhelms Head.	
			Flight Lieutenant D.B. Ogilvie posted to command "B" Flight. This is Flight Lieutenant Ogilvie's	
			second tour of operations. He fought in the Battle of Britain with 601 Squadron, and has taken	
			part in a great many offensive operations.	
	11-13 th		Aerodrome u/s for practice flying. No operations.	
	14 th		The Squadron stood in for Fighter Readiness while 266 Squadron were released. This led to the	
			first 263 Squadron combat, or even visual, from a defensive patrol since March 1941, the first	
			Whirlwind combat with a F.W.190 of this war, and the first enemy aircraft to be damaged in air	
			combat since Pilot Officer King shot down an Me.109 just over a year ago.	
	15 th		Aerodrome u/s for practice flying. Fighter Readiness and routine patrols.	
			To-day the range of Whirlibombers on offensive operations was reduced to 135 miles from 165	
			miles, at which figure it had stood for the past four weeks only. The reason for the temporary	
			increase, which was wholly impracticable, has not been disclosed.	
	16-21		Southerly gales and rain. Aerodrome u/s for practice flying. No operations.	
	18 th		Flight Lieutenant Blackshaw gave and hour's lecture, with epidiascope pictures, on the tactics	
			of Army Co-operation.	
	23-24		Very fine mild blue days. Much practice flying.	
	25 th		Christmas day. Morning Good-Will Flight by four Whirlwinds to Middle Wallop, (Sector H.Q. and	
			Facta Control) and to Bath. Thereafter the day was celebrated by all ranks together in	
			traditional unstinted R.A.F. fashion.	
	26-28		Overcast and poor visibility. No flying of any xxxxxx sort.	
	29 th		Fine, sunny day. Practice flying.	

Place	Date	Time	Summary of Events	References to Appendices
	December 1942			
	30 th		Cold, sunny day. The North wind lowing across the narrowest part of the aerodrome stopped practice flying for two hours a mid-day but it was restarted.	
	31 st		Mild, bright day. Much Much Air-to-air practice and dropping of practice bombs at the Chesil Bank range. Also a beat-up by two sections, of Bofors Gun positions on the common West of Sturminster Newton. This was the last of about a dozen similar exercises in co-operation with the Army and/or Navy, which were flown during the month.	
			December was the second month in succession, and the third in the year to be FREE FROM ACCIDENTS - that is, excepting the operational casualties of December 7th.	
			A Statistical Summary for 1942 is given as Appendix A	
			<i>Also, with this copy, Squadron History Summary Dec 1st 1941 – Dec 31st 1942</i>	<i>Appendix A</i>
			<i>Flying Hours December 1942</i>	
			<i>Nineteen days were wholly or mainly Non-Operational (or Aerodrome U/S)</i>	
			<i>Operational Flying Hours 27 25 mins</i>	
			<i>Non-Operational “ “ 220 40 mins</i>	
			<i>Total “ “ 248 05 mins</i>	
				<i>A. Wordsworth F/O</i>
				<i>Intelligence Officer, No. 263 Squadron</i>

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron, R.A.F.

For the month of December, 1942

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind						
Dec. 1st.	P.7013	F/O Brearley		16:30	17:35	Together with 4 Mustangs of 400 Squadron and 4 Spitfires of 118,	
"B" Flt	P.7000	W/O Tebbitt	Armed			these Whirlibombers patrolled Cap Levy, Casquettes, Jersey area.	
	P.6995	F/O Lovell	Recco			Returning they met 3 Me.109Fs. The Whirlwinds and Mustangs were	
	P.7059	Sgt Barclay				ordered home, while W/C Morgan stayed to damage one of the enemy	
						aircraft.	
Dec. 3rd.	P.6991	F/O Harvey	Convoy	08:40	09:55	Convoy approaching Solent from Needles. Pilots saw 8 invasion	
"A" Flt	P.7094	P/O Samant				barges which the Navy couldn't place, but identified later. Pilots	
						returned very hungry for breakfast.	
Dec. 7th.	P.7105	S/Lr Woodward, DFC	}	13:10	--	Rendezvous over Warmwell with 66 Squadron Anti-flak and 118	
	P.7117	Sgt Williams	} Red	13:10	14:40	Squadron with Wing Commander Morgan close escort. After skirting	
	P.7094	F/O Harvey	}			West of Guernsey, Enemy convoy was sighted lying off Baie de St.	
	P.7057	P/O King	} 10 Group			Brelade, South West of Jersey. Antiflak went in, closely followed	
	P.7113	F/O Lovell	} Roadstead 45	13:10	14:40	by the Whirlwinds. Red sections divided left and right to attack an	
	P.6986	Sgt Yates	}			right to attack an 800 and a 500 ton M/V respectively. Red 1's	
	P.6987	W/O McPhail	} Blue	13:10	--	bombs overshot but Red 2s scored direct hits on the stern and set	
	P.6995	F/St Wright	}	13:10	14:40	it well on fire, claimed Cat. 2, probably sunk. Squadron Leader	
	Woodward's aircraft was hit by flak and was seen to make what looked like a prepared ditching about 400 yards from the ships.						
	Red 3's bombs scored a very near straddle of the bows, claimed Cat.3, seriously damaged. Blue sections attacked a Seiner type vessel.						
	Blue 1s bombs were very near misses, or one was a direct hit, claimed Cat. 3. Warrant Officer McPhail was seen to fly through a						
	heavy flak burst (Probably from Jersey) while making his run-up. His aircraft disappeared straight into the sea. He is therefore						
	missing, presumed killed in action. Blue 4 had to skid away from the Seiner to avoid his leader's bomb bursts. He attacked a barge,						
	well and truly he thinks, but results were not seen, claimed Cat. 4. Both Red 4's and Blue 2's bombs hung up: neither was flying						
	his own aircraft, and the hang-up was due to a differently placed bomb-release button and to an unusually stiff one, respectively.						
	Other than those of our two casualties, no other Whirlwinds were hit						

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
						by flak. It is hoped that Squadron Leader Woodward may be a prisoner-of-war.	
Dec. 9th.	P.6991	F/St Ridley	Rhubarb	11:25	12:15	Intending to attack Railway triangle North of La Haye du Puits.	
"A" Flt	P.7117	Sgt MacAuley				Flight Sergeant Ridley led to good landfall West of Casquets.	
	But finding	only 6/10 thin cloud,	they reccoed N. of Cap de la Hague			and returned.	
Dec. 10th.	P.7099	P/O Abrams		11:50	12:15	Intending to bomb the Valognes - Carentan main line, they were	
"B" Flt	P.6995	W/O Tebbitt				recalled by Facta from 15 miles S. of St Aldhelms Head, because	
						"the sea was too rough for Air Sea Rescue."	
Dec. 14 th	P.7057	F/O Coyne	Anti-Rhubarb	15:00	16:25	Pilots flew, or were vectored, five or six times between Portland	
"A" Flt	P.7052	Sgt Cotton	Patrol			and St. Aldhelms Head. Finally vectored to 20 miles North of	
						Barfleur. Returning from there, they met 2 F.W.190s and had a	
						dogfight from zero to 4000 feet, following upwards after enemy	
						aircraft, and F/O Coyne twice getting on their tails and firing	
						good bursts but at extreme range. Sgt. Cotton also got in two	
						bursts, one head on, the other a beam attack. 1 F.W.190 claimed	
						damaged by F/O Coyne in their this first Whirlwind-190 combat. Both	
						Whirlwinds were undamaged. They broke off combat at cloud base and	
						returned to Hurn, very short of petrol.	
	P.7094	F/St Ridley	Scramble	16:40	17:00		
	P.6991	Sgt Williams	(Recalled)				
Dec. 14 th	P.7099	P/O Abrams	Anti-Rhubarb	11:50	13:00	Routine Anti-Rhubarb Patrol. No incident, although Pilots were	
"B" Flt	P.7059	F/St Wright	Patrol			vectored about 40 miles South of Portland.	
Dec. 15 th	P.6991	P/O King	Anti-Rhubarb	12:00	13:10	No incident, in this Needles-Portland routine patrol.	
"A" Flt	P.7057	F/St Ridley					

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para. 2349, and War Manual, Pt. II., chapter XX., and
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Of (Unit or Formation) No. 263 Squadron, R.A.F.

Place	Date	Time	Summary of Events	References to Appendices
	January, 1943			
Warmwell	1 st		Frontal day of rain and low cloud. No flying although Rhubarb Operations were laid on and cancelled. A telegram was received from 23 rd Light A.A. thanking the Squadron for "Superb co-operation on December 31st."	
	2 nd		Fine, mild day. Flying Officer E. Brearley, Flight Sergeant K. Ridley, Pilot Officer A. Lee-White and Sergeant M. Cotton were detached to Predannack to harass enemy mine-sweepers expected off Ile Vierge.	
	3 rd		Fine day. Much practice flying..	
	5 th		Warm front occluding with heavy rain. Aerodrome u/s.	
Predannack	6 th		Eleven airmen detached to Predannack to maintain the Whirlwinds detached there. The hard and efficient work of these airmen, under Sergeant Taylor, was commended both by the authorities at Predannack and by the two Squadron officers who were successively in command of the detachment.	
	7 th		Uneventful Roadstead Operation from Predannack.	
Warmwell	8 th		Aerodrome u/s except for emergency flying. One convoy patrol.	
	9 th		Strong cross-wind from the South. No flying.	
	10 th		Uneventful Roadstead Operation from Predannack. Warmwell aerodrome u/s.	
	11-13 th		Warmwell aerodrome u/s.	
	14 th		Flying Officer S. Lovell, Pilot Officer C. King, Flight Sergeant P. Yates and Sergeant D. Williams replaced the four pilots who were previously at Predannack.	
			Squadron Leader G.B. Warnes experimented with the dropping of two parachute containers, such as might contain food-supply or arms. His report is attached as Appendix "A".	
	15 th		A day of Air Sea Rescue sorties, unfortunately unsuccessful.	
			First 263 Night Operations: Flying Officer E. Brearley bombed a train.	

Place	Date	Time	Summary of Events	References to Appendices
	17-26 th		Warmwell aerodrome u/s. It should be understood that on most of these, and nearly all the other similar days during the month, the aerodrome was counted as serviceable for emergency flying, and the squadron maintained its normal state of thirty minutes available. On the 17 th a Roadstead eight Whirlibombers was only cancelled when the Ibsley wing had become airborne. The large ships reported by the Tangmere Recco off Cap Levy were recognised by a 10 Group recco as rocks. Night Operations were fully laid on for three or four nights but weather caused them to be cancelled. There were several excellent flying days during the month in which the waterlogged aerodrome caused the squadron to be grounded while the air hummed with aircraft from more fortunate bases.	
	17 th		Roadstead Operation from Predannack. Formation attacked by F.W.190s. No Whirlwind combats or casualties.	
	21 st		Roadstead from Predannack recalled after seven minutes.	
	24 th		Pilots and ground crews returned to Warmwell from Predannack.	
	27 th		Practice flying was possible from 1400 till 1700 hours, and this xxx concluded flying for the month.	
	27-31		Aerodrome u/s with further very heavy gales and rains.	
			During the month of January only 123 hours 10 minutes were flown by the Squadron, of which 41 hours were operational. It was the third month in succession to be entirely free from accidents.	
			The lack of flying gave time for a good deal of ground training, much of which was in hopeful anticipation of operations upon another front. Squadron Leader G.B. Warnes attended an Army Co-operation course at Old Sarum from January 17 th till January 21 st and was in a position to pass on something of what he learnt there to the rest of the squadron. All pilots practised Morse intensively and learnt or	

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Place	Date	Time	Summary of Events	References to Appendices
			brushed up the elements of Daily Inspection, and rearming, both cannon and bombs, of Whirlwinds.	
			Besides the more informal talks of the Flight Commanders and the Squadron Intelligence Officer,	
			there were lectures on Interrogation and Evasion by Flight Lieutenant Ricketts and Flight	
			Lieutenant Frost, both of Middle Wallop; also a number of film shows dealing with tactics, ship	
			recognition, etc. Full use was made of the Link trainer.	
			<u>PERSONNEL</u>	
	17-21		Squadron Leader G.B. Warnes attached R.A.F. Old Sarum for No.12 Senior Officers Course.	
	18 th		Pilot Officer D. Samant posted to No. 116 Squadron.	
	19 th		Flying Officer C. Thornton posted from 535 Squadron.	
	25 th		Flight Sergeant J. Yates commissioned as a Pilot Officer on probation.	

Place	Date	Time	Summary of Events	References to Appendices
			<u>APPENDIX "A"</u>	
			From:- Officer Commanding, No. 263 Squadron, R.A.F.	
			To:_ Headquarters, No. 10 Group.	
			Date:- 15th. January 1943.	
			Ref:-263S/S.46/Air	
			<u>PARACHUTE CONTAINERS</u>	
			Two of the containers sent to us were loaded up to 120 lbs with sandbags. No difficulty was	
			found in attaching them to the bomb racks and the container did not interfere with the flap. A	
			rather long run than usual was necessary for take-off, but the machine handled as usual in	
			the air and the stalling speed was the same as when carrying two 250-lb bombs. The containers	
			were dropped from a height of five hundred feet, the parachute opening practically	
			instantaneously and there will be no difficulty in dropping these containers in a very small	
			space.	
			(Sgd) G.B. Warnes	
			Squadron Leader, Commanding	
			No. 263 Squadron, R.A.F.	

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By No. 263 Squadron, R.A.F.

For the month of January, 1943

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
January	Whirlwind						
8 th	P.6971	F/Sgt W. Wright	Convoy	13:25	14:10	Convoy South of St. Aldhelms Head, going West.	
	P.7007	Sgt J. Simpson					
7 th	P.7099	F/O E. Brearley	Roadstead	16:00	17:40	Escorted by 130 and 234 Squadrons the channel was swept for	
	P.7013	P/O A. Lee-White	Operation			minesweepers reported off Ile Vierge. The only thing of any	
	P.7057	F/Sgt K. Ridley	from Predannack			interest seen was a floating mine.	
10 th	P.7013	F/O E. Brearley	Roadstead	09:22	11:05	Escorted by 19 and 130 Squadrons the Ile Vierge minesweepers were	
	P.7057	F/Sgt K. Ridley	Operation			again searched for. Six fishing vessels were found by not molested	
	P.7099	Sgt M. Cotton	from Predannack			and a report on enemy R.D.F. was forwarded.	
15 th	P.7094	F/Lt H. Blackshaw	Air	12:20	13:10	Flight Lieutenant H.J. Blackshaw and Sergeant J. MacAulay together	
	P.6991	Sgt J. MacAulay	Sea			with a Defiant of 276 Squadron actually sighted the missing pilot	
	P.7007	P/O B. Abrams	Rescue			in his dinghy about 20 miles South of Portland. Owing to the	
	P.7059	F/Sgt W. Wright				failure of R/T communication, which is normal and well known in	
	P.7094	F/Lt H. Blackshaw				this area, this pilot was not picked up. The second sweep was	
	P.699b	Sgt J. MacAulay				entirely unsuccessful.	
	P.6986	F/O P. Harvey	Air	16:10	17:40		
	P.6979	F/Sgt K. Ridley	Sea				
	P.7054	F/O E. Brearley	Rescue				
	P.7007	Sgt J. Simpson					
	P.7089	W/O D. Tebbitt					
	P.6971	P/O A. Lee-White					
	P.7094	F/Lt H. Blackshaw	Night Recco	22:15	23:35	First 263 Night Operations. These extensive shipping reccos of	
	P.7113	S/Ldr G. Warnes	" "	22:20	23:38	the Channel Island area were uneventful.	
	P.7059	F/O E. Brearley	" Rhubarb	22:15	23:37	Flying Officer E. Brearley penetrated the Cotentin as far as Baupte.	
						Near there he descried a train upon which he released his starboard	
						bomb, reserving his port bomb for the track a mile ahead.	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
						After orbitting he found the train stopped and obscured by bomb-smoke.	
18 th	P.6995	F/O S. Lovell	Roadstead	14:03	15:29	This time the Ile de Batz area was searched for the promised but elusive, if not illusory, minesweepers. Returning from Ushant the formation was attacked by 4 F.W. 190s. There were no Whirlibomber combats or casualties, but one enemy aircraft was damaged by Flight Lieutenant Bell of 19 Squadron. Unfortunately Sergeant Sloan of the same Squadron is missing and Sgt. Glover was seriously wounded.	
	P.7099	P/O C. King	Operation				
	P.7097	F/Sgt J. Yates	from Predannack				
21 st	P.6995	F/O S. Lovell	Roadstead	16:40	17:15	Escorted by 19 Squadron. Formation recalled when a few minutes out from English coast.	
	P.7099	P/O C. King	Operation				
	P.7097	Sgt D. Williams	from Predannack				
						A. Wordsworth F/O	
						<u>I.O. 263 Sqdn</u>	

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Of (Unit or Formation) 263 Squadron.

Place	Date	Time	Summary of Events	References to Appendices
	<u>February 1943</u>		<i>The month of February proved to be the most eventful in the Squadron's history. The Distinguished Flying Cross was conferred upon S/Ldr Warnes and F/Lt Blackshaw on February 17th.</i>	
			<i>Operationally, the month included five Rhubarb Operations, six Night Offensive Operations and four dive-bombing attacks by Flights on MAUPERTUS aerodrome. Geographically, "B" Flight moved to Fairwood Common on Feb 10th and there acted as defensive fighter aircraft, while "A" Flight and the Squadron Orderly Room and Intelligence section moved to Harrowbeer on Feb 20th, from which aerodrome no operational flying took place. No. 3055 Echelon remained at Warmwell. Both flights moved forward to Ibsley and Warmwell respectively to take part in the attacks on Maupertus. Sadly, the fatal crash of F/Sgt Hicks during an exercise, and the fact that Sgt Williams did not return from a Rhubarb Operations, are recorded in due place below. There were notable changes in personnel: F/Lt Joe Holmes, a squadron veteran who had been temporarily exiled to 137 Squadron, returned to command "B" Flight, vice F/Lt Ogivie. And no less than 8 new pilots were posted to the squadron.</i>	
			<i>Total Flying Time: 352 hours, 25 minutes, of which 107 hrs 05 and 8 hrs 45 were operational and 223 hrs 40 and 12 hrs 55 non-operational, by day and night respectively.</i>	

Place	Date	Time	Summary of Events	References to Appendices
Warmwell	Feb 1 st to	1943	Despite four days of fine spring weather the aerodrome remained waterlogged until Feb 5th.	
	Feb 4 th			
	5 th		Overcast and showery but practice flying resumed after seven days grounding. A Rhubarb Operation returned from Ile Marcouf owing to lack of cloud cover. A Squadron Dance, held in the N.A.A.F.I. was greatly enjoyed by all ranks.	
	6 th		Aerodrome U/S after wet night	
	7 th		Aerodrome S. at 1800. Much practice flying, including squadron formation followed by practice dive-bombing attacks from 15000 to 9000 feet.	
	8 th		Overcast and unusually cold. Beat-Up Exercise with a Sunderland off Bournemouth. 1600, the C.O. and two others dropped timing and parachute containers in a demonstration at Netheravon. Good accurate flying were warmly commended.	
	9 th		Morning, Aerodrome U/S after wet night. Afternoon, practice flying, Sgt MacAulay's port engine cut in take off. He managed to maintain a few feet of height for nearly two miles, just avoiding H.T. cables, and made a good crash landing in a field West of the aerodrome. The accident was categorised as a technical failure. A letter on the subject from A.V.M W.F. Dickson CB DSO DFC AFC A.O.C. 10 Group reads: "The A.O.C. directs that the above-named pilot be commended for putting up a creditable performance when his starboard engine cut when taking off"	
	10 th		Departure of "B" Flight by Rail and Air to Fairwood Common	
		1000	Arrival of Movietone News Photographers escorted by S.Ldr Allcoft, P.A.O. 10 Group, also A.M. Photographic Beaufort from PRU Benson.	

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Of (Unit or Formation) 263 Squadron.

Place	Date	Time	Summary of Events	References to Appendices
Warmwell	Feb 10 th	(Continued)	However cloud was too low for filming on this day.	
			Security talks in connection with squadron movements given to all available personnel, on this and the previous day.	
	11 th		Overcast morning, too dark for air-to-air filming. But more ground-to-air film was turned. In this afternoon these extensive	
			photographic efforts at last came to a successful culmination. Air-to-air film was turned over Lyme Bay and of formation, bomb-dropping	
			and fighter attacks. We have heard since that the filming was altogether successful.	
	12 th	0830-09530	F/O Harvey and Sgt Dai Williams carried out a successful attack on the La Haye du Puits railway triangle. Unfortunately Sgt	
			Williams did not return (See 541). F/O Harvey followed up in a gallant attempt to rescue Sgt Williams from the sea off Cap de	
			Carteret by acting as navigator for the A.S.R. Walrus.	
	13 th		Fine mild sunny day. Much air-to-air firing. The new Martinet T.T. a/c is found to have a useful turn of speed which improves the	
			semblance of operational conditions. Two army officers from A.F.V. School Lufworth were given flights in the Magister in order to test	
			the possibilities of A.F.V. air-to-ground recognition. It is understood that they concurred with the squadron's views that this is	
			extremely difficult. Fighter readiness during the period of 10 G Ramrod.	
	14 th		Rhubarb operation abandoned N of Cherbourg. No cloud cover.	
	15 th		" " " " " " " "	
			Sgt Max Cotton flew as hostile bomber in an interception exercise.	

OPERATIONS RECORD BOOK

R.A.F. Form 540

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Of (Unit or Formation) 263 Squadron.

Place	Date	Time	Summary of Events	References to Appendices
Harrowbeer	21 st		Settling in at Harrowbeer in conditions which, while no doubt not unreasonable as "on Active Service", are very much less comfortable than the particularly good facilities of dispersal and messing which the Squadron enjoyed at Warmwell.	
			Some local flying. Night flying tests were carried out with the hope of attacking an important target. But the weather after dark was too hazy.	
	22 nd - 23 rd		Foggy, Cold and Duff. No flying.	
	24 th		Some local flying. N.F. Tests. Night weather spoilt by low cloud.	
	26 th - 27 th - 28 th		On these three days, "A" & "B" Flights were employed three times & once, respectively, in a form of bombing-tactics which this squadron, at any rate, had not used before. Soon after he took command of the squadron, S/Ldr Warnes suggested to Group authorities that the squadron might practice and use a form of dive-bombing and that, so, it might take part in Circus Operations.	
			Practices were carried out, and the operations of these three days were laid on. Judgement about their absolute success, whether in the form of damage to aerodrome installations and/or morale at MAUPERTUS, on in the bringing to battle of enemy fighters, must evidently be the concern of higher authorities and of more complete information. However, let it be recorded here that these operations were intensely enjoyed by all who took part in them	
			OVER	

Place	Date	Time	Summary of Events	References to Appendices
			<i>A detailed report on the operations will be found in the Intelligence Final Report – Form F - which is included as Appendix A.</i>	<i>Appendix "A"</i>
1943			<u>PERSONNEL</u>	
Feb. 2nd.	F/O J.P. SLATTER		Posted to No. 2 Delivery Flight	
9 th	P/O A. LEE-WHITE		Posted to H.Q.F.C. for liaison duties with U.S.A.A.F. at Coxhill	
17 th	F/Lt D.B. OGILVIE		Posted to RAF Station, Millfield.	
17 th	F/Lt J.T.R. HOLMES		Posted from 137 Squadron to command "B" Flight.	
22 nd	F/O C.B. THORNTON		Posted to No.141 Squadron	
24 th	Sgt Pilot G. WOOD		Posted from No. 61 O.T.U. for flying duties.	
	Sgt Pilot J. THOULD			
	Sgt Pilot W. WATKINS			
25 th	P/O P.T.R. MERCER		Posted from No. 56 O.T.U. for flying duties.	
	Sgt Pilot PROCTOR			
	Sgt Pilot N. BLACKLOCK			
	Sgt Pilot PURKIS			

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				Up	Down		
	Whirlwind						
7.2.43	P.7094	S/Ldr G. Warnes, DFC.	Army	15:40	16:35	Equipment containers dropped on Netheravon aerodrome at 1600 hours.	
	P.7095	F/O E. Brearley	Co-op	15:40	16:35	F/O E. Brearley's containers hung up.	
	P.7052	F/O C. King, DFM		15:45	16:25		
12.2.43	P.7094	F/O P. Harvey	Rhubarb	08:30	10:00	Attack on La Haye du Puits. 2 trains attacked with cannon and a	
	P.7052	Sgt D. Williams		08:30	--	siding at Port Bail bombed. Sgt. D. Williams hit by flak from train	
						and ditched 4 miles off Cap de Carteret. Last seen organising dinghy.	
						Subsequent attempted rescue by Walrus navigated by F/O Harvey had	
						to be abandoned owing to roughness of the sea.	
14.2.43	P.7117	F/Lt H. Blackshaw, DFC	Rhubarb	08:00	08:45	Attack on Carentan-Valognes Railway abandoned owing to lack of	
	P.7013	Sgt J. MacAulay		08:00	08:45	cloud cover.	
15.2.43	P.7057	F/O C. King, DFM	Rhubarb	08:25	09:25	Attack on Carentan-Valognes Railway abandoned because of no cloud	
	P.7117	Sgt M. Cotton		08:25	09:25	cover.	
	P.7113	S/Lr G. Warnes, DFC	Night Off.	20:30	22:05	Railway line S.E. of Carentan bombed.	
	P.7057	F/Lt H. Blackshaw, DFC	Ops.	20:30	22:10	Abortive Shipping Recco round Channel Islands.	
16.2.43	P.7113	S/Lr G. Warnes, DFC	Night Off.	20:00	21:30	Train bombed N of Carentan - train stopped in clouds of steam.	
	P.7094	F/Lt H. Blackshaw, DFC	Ops.	20:05	21:40	F/Lt Blackshaw, DFC, bombed a bridge S.E. of Carentan.	
"	P.7113	S/Lr G. Warnes, DFC	Night Off.	22:55	00:25	Returned to above locality but too dark for accurate observations	
	P.7094	F/Lt H. Blackshaw, DFC	Ops.	22:45	23:45		
18.2.43	P.7094	F/Sgt K. Ridley	Rhubarb	08:25	09:35	Bombed railway junction at La Haye du Puits Triangle.	
	P.7013	Sgt M. Cotton		08:25	09:35		
	P.7094	F/O C. King, DFM	Rhubarb	11:25	12:50	Lock gates at Ouistreham bombed.	
	P.7013	Sgt J. MacAulay		11:25	12:50		

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
19.2.43	P.7094	F/O P. Harvey	Army	15:20	16:15	Army transports attacked North of Wroughton aerodrome on	
	P.7013	Sgt J. MacAulay	Co-op	15:20	16:15	Wroughton-Swindon Road. F/Sgt F. Hicks hit a tree and crashed	
	P.6971	F/O C. King, DFM	Exercise	15:20	16:15	in target area in a field. He was killed instantly.	
	P.7062	F/Sgt F. Hicks	"Longford"	15:20	--		
26.2.43	P.7113	S/Ldr G. Warnes, DFC.	Attack	16:00	17:00	Landfall made at Cherbourg but avoiding intense and accurate flak,	See
	P.7010	F/Sgt K. Ridley	Maupertus	16:00	17:00	the flight dived from 12,000 ft. to 7000 ft at an angle of 45°.	Appendix
	P.7117	F/O C. King, DFM		16:00	17:00	Hits were observed on aerodrome, dispersals and buildings.	A.
	P.7094	F/Lt H. Blackshaw, DFC	10 Group	16:00	17:00		
	P.6971	Sgt M. Cotton	Circus	16:00	17:00		
	P.7057	F/O J. Coyne	16	16:00	17:00		
27.2.43	P.7113	S/Ldr G. Warnes, DFC.	Attack	13:30	14:30	Landfall made at Pointe du Barfleur and flight dived vertically	See
	P.6971	Sgt M. Cotton	Maupertus	13:30	14:30	from 15000 to 5000 feet. Hits were again observed on aerodrome,	Appendix
	P.7117	F/O C. King, DFM	Diversion to	13:30	14:30	dispersals and buildings.	A.
	P.7094	F/Lt H. Blackshaw, DFC	10 Group	13:30	14:30		
	P.7057	F/O J. Coyne	Ramrod	13:30	14:30		
						Continued on page 2.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT
By No. 263 Squadron, R.A.F.
For the month of February, 1943

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
28.2.43	P.7113	S/Ldr G. Warnes, DFC.	10 Group	14:40	15:40	"B" Flight took off from Warmwell. This was their first	
	P.7110	F/Lt J. Holmes	Circus 17	14:40	15:40	dive-bombing attack. It was observed to have been successful.	
	P.7095	F/O E. Brearley		14:40	15:40	Buildings were seen "opened up like flowers".	
	P.7099	P/O B. Abrams	Attack	14:40	15:40		
	P.7086	W/O D. Tebbitt	Maupertus	14:40	15:40		
	P.7108	F/Sgt W. Wright	"B" Flight	14:40	15:40		
	P.7094	F/Lt H. Blackshaw, DFC	10 Group			The veteran dive-bombers of "A" Flight went in for the third time.	
	P.7057	F/O J. Coyne	Circus 17			A F.W.190 which was about to get a bead on Sergeant M.T. Cotton as	
	P.7117	F/O C. King, DFM				he began to dive, was shot down by Flying Officer Andrieux of 130	
	P.6971	Sgt M. Cotton	Attack			Squadron.	
	P.7010	F/Sgt K. Ridley	Maupertus				
	P.7115	Sgt J. Simpson	"A" Flight				

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
WARMWELL	March	1943	March opened with mild hazy weather and the Squadron divided, "A" Flight and S.H.Q. at	
HARROWBEER			Harrowbeer, "B" Flight at Fairwood Common and No. 3055 S. Echelon at Warmwell.	
and				
FAIRWOOD	1 st -13 th		A succession of fine, warm hazy days. "A" Flight put in some local flying and some occasional	
COMMON			mornings or afternoons of fighter or bomber readiness, but there was no operational flying at	
			Harrowbeer. "B" Flight flew some convoy patrols, and got in several hours of Light Series Bombing	
			Practice.	
WARMWELL	14 th		On this fine Sunday the Squadron's exile from Warmwell was precipitately ended by a Form	
			D. Both flights returned to Warmwell and divebombed MAUPERTUS aerodrome again, in two waves.	
	15 th		S.H.Q. moved back to Warmwell by train. 8 a/c moved from Warmwell to Bolt Head; they stayed	
BOLT HEAD			there for three days but the weather was consistently too hazy for the operation which was	
			planned. These 8 a/c were serviced by the four ground staff who were transported in the Oxford.	
			They worked manfully.	
	19 th		47 Ground crew moved from Warmwell to Predannack. 6 a/c flew to Bolt Head for a last bid for	
			10 Group Ramrod 59, but the weather was still too hazy. They returned to Warmwell. In the	
			evening 12 a/c took off to bomb a convoy South of Guernsey. But thick black haze forced them	
			back from the Channel Island area.	
	20 th		10 9 a/c moved to Predannack for the full moon period, and at midnight bombed Morlaix Viaduct,	
			successfully.	
PREDANNACK	21 st		Morlaix Viaduct bombed again, with even greater success.	
PREDANNACK	22 nd		To-nights target was PONTTHOU Viaduct but only three a/c located it in thick haze. A feature	
			of these three night operations was that the same nine pilots that took part in the same order	
			in each operation. A telegram of congratulations	

Place	Date	Time	Summary of Events	References to Appendices
			on these operations was received from A.O.C. 10 Group.	
	23 rd		All 10 9 aircraft returned safely (and fairly serviceable) to Warmwell.	
	24 th		The weather has broken. However, a Rhubarb operation found no cloud cover at the Casquets.	
	25 th		Duff day of low cloud, wind and rain. No flying.	
	26 th		Four Rhubarb operations, of which one found no cloud cover, one found no useful target, one was very successful and one brilliantly successful.	
	27-31 st		There were no more operations in the month. The twelve new pilots got in a good deal of flying experience in Whirlwinds, despite the broken weather.	
			There were no accidents of any kind during the month.	
			The mobility of the squadron during the past six weeks is accounted for by the fact that this has been the only fighter-bomber squadron in 10 Group.	
			A total of 313 hours was flown during the month, of which 53.20 were operational by day and 34.20 were operational by night. Practice flying hours were restricted by the necessity of conserving aircraft, during detachments.	
<u>PERSONALIA</u>		20 th	Flight Sergeant K. Ridley detached to No. 1 S.L.A.I.S., Millfield.	
		16 th	Sergeant Ramamoorthy posted from 58 O.T.U.	
		24 th	Corporal Loughlin posted from 537 Squadron as Orderly Room corporal.	
		31 st	Sergeant N. Turner posted to R.A.F. Colerne. Sergeant Turner was posted to the squadron on March 16th, 1940 and was thus one of its oldest members. As orderly room Sergeant he came as near to absolute perfection as is given to human beings in the Royal Air Force. He will be very greatly missed by all ranks as a friend and counsellor.	

OPERATIONS RECORD BOOK

R.A.F. Form 540
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para. 2349, and War Manual, Pt. II., chapter XX., and
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Of (Unit or Formation)				
Place	Date	Time	Summary of Events	References to Appendices
	Sub Form 540		SECRET	
			OPERATIONS RECORD	
			Of (Unit or Formation) Satellite Aerodrome, R.A.F. CHARNY DOWN	
	Date	Time	Summary of Events	
	11.3.43		Col. Hargreaves, Group Defence Officer, inspected R.A.F Regiment. Inspection closed with a march past.	
	17.3.43	11.15 hours	Brigd. Gen. Wyatt 3 rd Western Area Commander, visited station and was met by Col. Hargreaves, G.D.O., Col. Harris L.D.A. Colerne and Camp Commandant S/Ldr. John F. Mead. The new defence scheme was discussed.	
	23.3.43		No. 4. Fighter Leader Course completed training. Group Captain Hamilton and Group Captain Pearson H.Q.F.C. visited Officers' Mess.	
			Wing Commander Woodhouse promoted to the rank of Group Captain and posted to command R.A.F. Station Annan.	
	28.3.43		Combined Church Parade in Commemoration of the 25 th Anniversary of the R.A.F.	
			(signed)	
			Squadron Leader Commandant,	
			R.A.F. Station, Charny Down.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron, R.A.F.

For the month of March, 1943

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	<u>Whirlwind</u>						
1 st	P.7099	W/O D. Tebbitt	Convoy	08:00	09:20	Patrol off Angle	
	P.7110	F/Sgt W. Wright					
5 th	P.7099	P/O E. Brearley	Convoy	15:25	17:05	Patrol off St. Davids	
	P.7089	Sgt S. Thyagarajan					
	P.7110	F/Sgt W. Wright	Convoy	17:40	18:55	Patrol off St. Davids	
	P.7117	P/O J. Yates					
7 th	P.7089	F/O E. Brearley	Convoy	15:05	16:20	Patrol off St. Davids. Large Convoy.	
	P.7110	Sgt J. Simpson					
12 th	P.7089	P/O J. Yates	Convoy	18:10	19:40	Escort Convoy "Dinner".	
	P.6995	Sgt S. Thyagarajan					
	P.7099	F/Lt J. Holmes	Patrol	19:20	20:10	Dusk Patrol	
	P.7117	Sgt J. Simpson					
13 th	P.7099	W/O D. Tebbitt	Scramble	12:50	13:25	Scrambled over Cardiff at 25,000 feet. Recalled when they	
	P.7110	Sgt S. Thyagarajan				Reached 18,000	
14 th	P.6971	F/Lt J. Holmes	10 Group	15:55	17:00	Escorted by 312 squadron they made landfall at Barfleur at	
	P.7099	P/O B. Abrams	Circus 18	Warmwell		15000 ft. They dive-bombed Maupertus aerodrome from 15000 -	
	P.7117	P/O S. Lovell	(First Wave)			9000 ft. and saw 2 bursts in S.E. corner and other bursts in the	
	P.7059	P/O J. Yates				centre. Flak was slight and inaccurate.	
	P.7089	F/Sgt W. Wright					
	P.7094	F/O P. Harvey	Circus 18	16:15	17:15	Escorted by 616, 504 and 130 squadrons and led by Wing Commander	
	P.7013	Sgt J. MacAulay	(Second Wave)	"	"	O'Brien. They crossed French coast at Barfleur at 16000 ft. They	
	P.7057	F/O J. Coyne		16:22	17:30	dive-bombed 15000 - 8000 ft. and saw 8 bursts on centre of the	
	P.7113	F/O C. King, DFM		Ibsley		airfield, on the S.W. perimeter and in the S.E. dispersal area.	
	P.7108	P/O M. Cotton				Moderate flak. The success of these attacks is hard to estimate.	
	P.7010	F/Sgt K. Ridley				These seem to have been excellent.	
						P.T.O.	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
19 th	P.7113	S/Lr G. Warnes, DFC	10 Group	18:10	19:10	These twelve Whirlibombers were the greatest number ever to become	
	P.7040	F/Lt J. Holmes	Roadstead			airborne for an operation. It was a pity, therefore, that the large	
	P.7089	F/O E. Brearley	53			convoy which had been reported South of Guernsey could not be	
	P.6971	P/O B. Abrams				located in thick black haze in the Channel Island area.	
	P.7110	Sgt J. Simpson				The squadron was escorted by 504 and 616 squadrons, led by	
	P.7013	F/Sgt W. Wright				Wing Commander Morgan.	
	P.7094	F/Lt H. Blackshaw, DFC					
	P.7010	F/O P. Harvey					
	P.7117	F/O C. King, DFM					
	P.6974	W/O D. Tebbitt					
	P.7057	F/O J. Coyne					
	P.7108	P/O J. Yates					
20/21 st	P.7113	S/Ldr G. Warnes, DFC.	Bomb	24:00	01:20	Held by S/Ls and accurate flak 2000-200ft. Bombs jettisoned	
	P.7110	Sgt J. Simpson	Morlaix	00:05	01:30	Bombed from 1200 ft. through moderate flak.	
	P.7040	F/Lt J. Holmes	Viaduct	00:10	00:50	Gyro, Artificial Horizon etc; U/S. Returned to base.	
	P.7059	F/O E. Brearley	10 Group	00:15	01:45	Bombed 4000-1000 ft. After passing through heavy flak.	
	P.7057	P/O B. Abrams	Night	00:20	02:10	Bombed 3000-1500 ft. & scored direct hit on top of Viaduct.	
	P.7010	F/O P. Harvey	Rhubarb	00:25	01:50	Bombed 4000-1500 ft. No flak, no S/Ls. Saw P/O Abrams results.	
	P.7108	F/Lt H. Blackshaw, DFC	No. 23.	00:30	01:40	Target not found. Jettisoned bombs over sea.	
	P.7013	F/Sgt W. Wright		00:35	02:00	Target not found. Jettisoned bombs in sea.	
	P.7117	F/O C. King, DFM		00:40	02:05	Bombed 4000-2000 ft. No flak. Looked for results, saw none.	
21/22 nd	P.7113	S/Ldr G. Warnes, DFC.	10 Group	00:01	01:20	Bombed from 300 ft. after dummy run. Accurate flak all calibres.	
	P.7110	Sgt J. Simpson	Night Rhubarb	00:05	01:30	Bombed from 3000-1000ft. " " " "	
	P.7108	F/Lt J. Holmes	No. 24	00:10	01:25	Bombed from 1000 ft. and scored a direct hit.	
						The above operation continued on page 2.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT
By No. 263 Squadron, R.A.F.
For the month of March, 1943

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	continued from page 1						
21/22 nd	P.7059	F/O E. Brearley		00:15	01:55	Bombed from 3000 ft. after dummy run. Two direct hits.	
	P.7057	P/O B. Abrams		00:20	02:05	Landfall at Ile Vieuge. Therefore bombed Pense Bridge.	
	P.7010	F/O P. Harvey		00:30	01:55	Bombed from 3000-1200 ft. Accurate flak etc.	
	P.7108	F/Lt H. Blackshaw, DFC		00:35	01:50	Port engine u/s.	
	P.7013	F/Sgt W. Wright		00:40	02:05	Unable to evade S/Ls and flak, jettisoned bombs.	
	P.7117	F/O C. King		00:40	00:50	Flaps would not lift, therefore jettisoned bombs and landed.	
22/23 rd	P.7113	S/Ldr G. Warnes, DFC.	10 Group	01:00	02:30	Bombed target after 2 dummy runs in thick haze.	
	P.7110	Sgt J. Simpson	Night	01:05	02:20	Target not found. Bombs jettisoned in sea.	
	P.7108	F/Lt J. Holmes	Rhubarb	01:00	02:10	" " " Bombed unknown railway track	
	P.7059	F/O E. Brearley	No. 25	01:15	02:50	" " " Bombed main line cutting.	
	P.7099	P/O B. Abrams	Bomb	01:17	02:40	Found target but unfortunately misfused bombs.	
	P.7010	F/O P. Harvey	Ponthou	01:00	02:15	Target not found. Bombed main line cutting.	
	P.7094	F/Lt H. Blackshaw, DFC	Viaduct	01:00	02:15		
	P.7040	F/Sgt W. Wright		01:30	01:40	Artificial Horizon etc. u/s.	
	P.6974	F/O C. King, DFM		01:30	03:00	Bombed target after 2 dummy runs, then looked for damage but saw none.	
24 th	P.7099	P/O B. Abrams	Rhubarb	13:45	14:45	Ordered to attack railway objectives at La Haye du Puits, they	
	P.7089	F/O A. Lee-White	Operation			found no cloud cover in the Casquets area and returned to base	
						with their bombs	
26 th	P.7007	F/Sgt W. Wright	Rhubarb	10:45	11:55	Ordered to attack target as above but they mistook Cap Flamanville	
	P.6971	W/O D. Tebbitt	Operation			for Cap Carteret and so searched too far North. Finding no other	
						target, they bombed a road at La Mare du Pors.	
	P.7108	F/O J. Coyne	Rhubarb	10:45	12:10	Making landfall at LANGRUNE/S/M they scored cannon strikes on a	
	P.6974	P/O J. Yates	Operation			goods loco there (Cat II) then bombed Ouistreham lock gates through	
						moderate accurate light flak, which tore a large hole in P.7108.	
						Lock gates believed damaged.	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
26 th	P.7099	P/O B. Abrams	Rhubarb	12:45	14:20	They had carefully studied the position and appearance of the	
	P.7089	F/O A. Lee-White	Operation			Transformer Station at St. Lo , and the route to it. Making	
						landfall East of Isigny they flew through various patches of light	
						flak, located the target and both scored cannon strikes on it.	
						P/O Abrams bombs apparently disintegrated the whole transformer	
						unit. F/O A. Lee-Whites' exploded among the complex of huts. This	
						was perhaps the squadron's most successful Rhubarb operation.	
	P.7059	F/O E. Brearley	Rhubarb	15:05	15:50	Intending to attack targets in the Carentan area they found no	
	P.7110	Sgt J. Simpson	Operation	15:05	15:50	cloud cover whatever 20 miles North of Carentan and returned to	
						base.	

OPERATIONS RECORD BOOK

R.A.F. Form 540
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para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) No. 263 Squadron, R.A.F.

Place	Date	Time	Summary of Events	References to Appendices
Warmwell	April, 1943		April was to prove the most dramatic month in the history of the squadron since it's return from Norway nearly three years ago.	
	1-3 rd		The month opened quietly with three fine days in which there was a good deal of practice flying and firing. Influenza struck down five members of the squadron but most of them recovered fairly rapidly.	
	4 th		Uneventful Roadstead Operation.	
Tangmere	6 th		Ten aircraft went to TANGMERE and took off from there to bomb CAEN/CAIPIQET aerodrome. But the operation was abandoned in thick cloud.	
	7 th		Gale and low cloud. No flying.	
	8 th		Windy, some local flying.	
Harrowbeer	9 th		Seven aircraft flew an uneventful Roadstead from Harrowbeer. They then returned to Warmwell.	
	10 th		Squadron Readiness all day: it seems that considerable shipping movements have been observed off BREST and CHERBOURG.	
Exeter	11 th		Six aircraft taxied out to fly to Exeter but were recalled by Verey signals and told to Predannack. However, they were called down (in error) at Exeter and only got to Predannack in the evening when the weather cleared.	
Predannack				
Warmwell-Predannack	12 th		Hazy, little flying.	
	13th-19 th		April 13 th -19 th were all days of bright, hot sun, little wind and clear visibility. In these seven days the Squadron flew fourteen offensive operations which involved seventy offensive sorties. Considerable damage was inflicted on enemy targets by sea and land. Five pilots and three Whirlwinds are missing.	
Exeter	13 th		The rest of the Squadron's aircraft were summoned to PREDANNACK in quest of the Shipping reported off BREST. These were again called down at EXETER	

Place	Date	Time	Summary of Events	References to Appendices
Perranporth			and flew an uneventful Roadstead from there. Squadron Leader G.B. WARNES, DFC went on to	
Predannack			PERRANPORTH for briefing while the other aircraft joined those already at PREDANNACK. In the	
			evening, after a hasty but adequate briefing and a good deal of "rush" 10 aircraft took off on	
			Circus 22 to bomb BREST/GUIPAVAS aerodrome. This was the first time GUIPAVAS has been attacked	
			by the Squadron. It is clear that the bombing was carried out effectively and satisfactorily.	
			Five aircraft returned to Warmwell after the operation, leaving the original six at Predannack.	
			Cpl. MATTHEWS and twelve ground crew, who were also detached there worked extremely hard and	
			long and effectively to keep these aircraft serviceable.	
	14 th		Armed shipping reccos were flown at first light from both Warmwell and PREDANNACK to look for	
			"E" boats which had attacked a convoy off Falmouth. The WARMWELL recco found nothing, but from	
			Predannack they were successful in gaining the A.S./R. of the crew of seven of a Lancaster	
			which came down in the sea.	
Predannack	14 th		In the evening the third of the day and the most successful operation of the month was flown,	
			a Roadstead against ships in the BREST-USHANT area. Sergeant J. MACAULAY did not return, in	
			circumstances which give some hope that he may be alive. The aircraft then returned to WARMWELL	
			from PREDANNACK, F/O A. LEE-WHITE later than the others, in full darkness. The ground crews	
Warmwell	15 th		returned to WARMWELL. An uneventful Roadstead was flown in the CHANNEL ISLAND area.	
	16 th		The day was spent in quietly re-establishing aircraft serviceability, which had declined in the	
			peregrinations recorded above. 15 of 18 aircraft were serviceable by 1800 hours. At 2045 four	
			aircraft made a dusk recco of the CHANNEL ISLAND area but found no ships.	
	16/17 th		Eight aircraft went on night operations with CAEN/MONDEVILLE Industries as the primary target.	
			Flying Officer EDGAR BREARLEY did not return. A Vichy radio report which is still under	
			investigation makes it seem likely that he was shot down and killed while attacking a train at	
			ST. LO. EDGAR had been with the Squadron	

OPERATIONS RECORD BOOK

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Of (Unit or Formation) No. 263 Squadron, R.A.F.

Place	Date	Time	Summary of Events	References to Appendices
			for nineteen months and was so competent a pilot and so likeable a person that to write briefly of him here would scarcely do him justice.	
	17/18 th		At night, nine aircraft sought out targets in almost the whole seaward and landward occupied area which is within the Squadron's range from WARMWELL.	
			Flying Officer Philip HARVEY, Flying Officer Percy King, D.F.M, and Flying Officer Basil Courtney ABRAMS did not return. KING was very much the oldest member of the Squadron having been in it for twenty-five months (a rather long single tour of operations). ABRAMS and HARVEY had been, like BREARLEY, with us for nineteen months. These four seemed the backbone of the Squadron.	
			Flying Officer HARVEY and Flying BREARLEY were the Deputy Flight Commanders of "A" and "B" Flights respectively. Nothing more is known of the three beyond what is stated on Form 541.	
			Again it is not a all possible to set down here in brief what we felt about them. HARVEY, the son of the Bishop of Cashel, was a person of rare charm and goodness. He had been married for five weeks. KING and ABRAMS were close friends of each other, but they were equally the boon companions of the rest of the Squadron. The four were typical of the varied origins of our pilots. They came from CANADA, EIRE, BRITISH GUIANA and SOUTH AFRICA respectively.	
	18 th		Six aircraft flew an escorted last light Recco. of the CHANNEL ISLANDS area.	
	18/19 th		Night recco's of two aircraft to the CHANNEL ISLAND and ILE MARCOUF areas, followed by four aircraft on a Night Roadstead of the CHANNEL ISLANDS. Ships not found.	
	19/20 th		Flying Officer COYNE and Flying Officer LEE-WHITE both found ships in these night reccos and, at a guess quite probably sunk them. It is difficult to see damage at night and the ships could only be claimed Cat. 4 and Cat. 3. A Roadstead of four aircraft was laid on later in the night, but no more ships were found.	

Place	Date	Time	Summary of Events	References to Appendices
Warmwell	20 th		Fine day, local and practice flying. No night programmes.	
	21 st /25 th		The fine weather broke at last. Frontal days succeeded with continuous high wind or gales, and often with rain and low cloud. Some practice flying only.	
	27 th		Finer weather. Much bombing practice in the morning. In the afternoon six aircraft in Roadstead 59 successfully attacked five ships and probably sank three of them. This was no doubt the most successful of all the Squadron's operations to the present date.	
	28 th		The same six pilots as above flew to Exeter a 08:15 and from there in 10G Roadstead 60 they attacked the large convoy which had already been mauled (5 ships sunk) by H.M. Destroyers GOATHLAND and ALBRIGHTON, not without casualties to themselves. Our Whirlibombers found 8 ships and it is believed that (subject to further categorisation) they sank 2 M Class Minesweepers and an armed trawler. The serviceable aircraft returned to WARMWELL and in the afternoon the same six who were the only pilots operational for shipping attacks searched for the depleted convoy South of Jersey. It was not found there (10G Roadstead 62).	
	29 th		Morning spent in collecting aircraft from Exeter and Yeovilton. Perhaps this is the place to mention the frequent journeys taken by small parties of our ground crews in the Squadron Oxford. Whirlwinds can only be serviced by Whirlwind-trained crews. During this month our ground crews have serviced Whirlwinds at WARMWELL, EXETER, HARROWBEER, PREDANNACK, MIDDLE WALLOP and IBSLEY. At 13:10 six aircraft were got airborne in a great hurry and in Roadstead 63. They found the ships reported off ISIGNY. After successfully attacking a patrol boat the rest were recognised to be fishing vessels.	
	30 th		Seven bombed up aircraft took off for PREDANNACK. From there four of these took off escorted by the PORTREATH WING to attack shipping off USHANT. No shipping sighted. Later four aircraft stood by at EXETER, and three at our Parent Station, to be prepared to bomb shipping in the event of the "Recco" (which was out) finding any. Nothing found.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron
For the month of April, 1943

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind Mk 1						
4 th	P.7113	F/O Brearley	Roadstead	07:40	08:45	Rendezvous at 0758 with 129 Squadron Spitfires, and swept the	
	P.7040	F/O Lee-White	Operation			ALDERNEY - CAP de la HAGUE area at zero feet, in quest for E Boats	
	P.7007	Sgt Simpson				reported there, but none was found, despite the excellent visibility.	
	P.6995	P/O Abrams					
	P.6971	F/O Lovell					
	P.7108	P/O Cotton					
6 th	P.7059	F/Lt Holmes	10 Group	18:27	20:12	These Whirlibombers, escorted by 616 and 129 Squadrons, were	
	P.7113	F/O Brearley	Circus 20			intended to form a second bombing wave to the Typhoon bombers which	
	P.7040	F/O Lee-White				had bombed CAEN/CAUPIQUET aerodrome an hour before. However they	
	P.7007	F/Sgt Wright				found 9/10 cloud at OUISTREHAM at 8000 feet and the operation was	
	P.7090	F/O Coyne				abandoned. The Whirlibombers took off from TANGMERE and landed at	
	P.7108	P/O Cotton				WARMWELL. Normal heights were used, see other 263 Circus Operations.	
	P.6974	Sgt Macaulay					
	P.6971	F/O Lovell					
	P.6995	Sgt Simpson					
	P.7010	F/O King, DFM					
	P.7099	P/O Abrams					
9 th	P.7040	F/Lt Holmes	10 Group	12:50	14:30	Taking off from HARROWBEER they met 312 and 313 Spitfire Squadrons	
	P.7059	F/O Lee-White	Roadstead 55			at BOLT HEAD and flying at zero feet swept the SEPT ILES - ILE DE	
	P.7099	F/O Lovell				BATZ area for shipping reported there, as often, ship-like rocks	
	P.6979	Sgt Simpson				were found. A spitfire chased a JU.88 but it escaped into cloud.	
	P.7094	F/O Coyne				Visibility was good under 10/10 cloud except in patches of rain.	
	P.7108	P/O Cotton					
	P.7010	F/O King, DFM					
13 th	P.6974	S/L Warnes, DFC	Roadstead from	12:45	14:00	A 3,000 ton M/V escorted by "E" Boats had been reported off BREHAT,	
	P.6879	F/O Coyne	Exeter			but this sweeping operation failed to locate them.	
	P.7117	F/O King, DFM					
	P.7013	P/O Cotton					
	P.7099	F/Lt Holmes					
	P.7007	F/O Lovell					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind Mk 1						
13 th	P.6971	S/L Warnes, DFC	10 Group	17:30	19:00	On this bright blue April evening BREST/GUIPAVAS aerodrome was	
	P.7099	F/Lt Holmes	Circus 22			successfully divebombed with 20 x 250lb bombs. This was the first	
	P.7010	F/O Harvey				time the Squadron has attacked GUIPAVAS, though MORLAIX, LANNION,	
	P.7089	P/O Abrams				MAUPERTUS are ancient enemies. Taking off from PREDANNACK the	
	P.6979	F/O Coyne				Squadron made rendezvous with the Portreath Wing over PREDANNACK	
	P.7013	P/O Cotton				and flew at zero feet for twelve minutes, then climbed to cross the	
	P.7090	Sgt Thyagarajan	(first op)			French coast correctly at PONTUSVAL at 14000 feet. The target was	
	P.7059	F/O Lee-White				easily identified being indifferently camouflaged and outlined by a	
	P.7094	Sgt MacAuley				newly made perimeter track. Divebombing was in echelon port from	
	P.7007	F/O Lovell				15000 feet, pulling out at about 6000 feet. Bursts were seen in	
						dispersal areas E. & S. of the runway and apparent direct hits upon the watch-office and a hanger near it. Flak followed our	
						aircraft back to the coast. Fortunately no enemy aircraft were seen, since F/O LEE-WHITE only got his aircraft started 5 minutes	
						after the formation left; he joined up over GUIPAVAS; and F/O LOVELL got detached after bombing and returned alone from the USHANT area.	
14 th	P.7090	F/O Harvey	Armed	07:12	08:30	These two first light reccos from PREDANNACK and WARMWELL	
	P.7059	F/O Lee-White	Ship-Recco			respectively were to search for E Boats which, after mauling a	
	P.6971	S/Ld Warnes, DFC	Armed	07:20	08:40	convoy off FALMOUTH, were believed to be returning towards CHERBOURG.	
	P.7007	F/O Lovell	Shipping			The WARMWELL recco found nothing, but the PREDANNACK recco found a	
	P.7040	F/O King	Recco			Lancaster floating and its crew in a dinghy near it, 20 miles S of	
						Start Point (They had attacked SPEZIA). Their R/T had been u/s and	
						obtained fixes, waiting until A/SR Beaufighters appeared. The crew	
						of seven were rescued. But the attempt to tow in the Lancaster	
						was unsuccessful.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron
For the month of April, 1943

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind Mk 1						
14 th	P.7090	F/O Harvey	10 Group	15:30	17:05	Shipping was reported in the LANNIL IS estuaries and these	
	P.7094	Sgt Thyagarajan	Roadstead 57			Whirlibombers, escorted by 65 Squadron searched for it at zero feet.	
	P.7010	Sgt MacAuley			Missing	By chance, landfall was made too far South and F/O HARVEY	
	P.7089	P/O Abrams				inadvertently led into the area off RAIE de BREST and thereby found	
	P.7059	Sgt Simpson				three ships; one which was reported as an 800 ton dredger and	
	claimed Cat 2, ("Well on Fire")					to have been a large trawler-type with a heavy crane in the bows.	
	The cannon attacks were extremely good. The other two were also trawler-types. They were claimed Cat 4 but this claim is under					revision, since these cannon attacks were also clearly effective. Sgt MACAULAY alone attacked a small fourth ship. Nothing definate	
	was seen of him after his attack, but the C.O. of 65 Squadron heard him say "I am going down now, I am going to land", so that we					hope he may have force-landed safely in the BREST peninsula. F/O HARVEY fired without seeing results at a JU W/34, another of	
	which was destroyed by 65 Squadron.						
15 th	P.7113	S/Ld Warnes, DFC	10 Group	12:10	13:20	Rendezvous with 616 Squadron over WARMWELL and searched GUERNSEY -	
	P.7059	F/O Lee-White	Roadstead 58			JERSEY area at zero feet in good visibility. The ships which had	
	P.7007	F/O Lovell				been reported there seemed evarescent.	
	P.7110	F/O Brearley					
	P.7094	F/O King					
	P.6979	F/O Coyne					
16 th	P.7057	F/O Coyne	Escorted	20:40	22:10	It was believed that E Boats were leaving CHERBOURG at last light	
	P.6874	P/O Cotton	Armed			for their Channel Island bases, and thence towards the Cornish	
	P.7007	F/O Lovell	Dusk			Coast. However, this dusk escorted armed recco did not find them in	
	P.6979	Sgt Thyagarajan	Ship Recco			the Channel Island area. Our aircraft landed in the dark.	
16/17 th	P.7113	S/L Warnes	Bomb	22:33	00:01	Compass temporarily jammed u/s entailed a landfall at C. DE LA	
			MONDEVILLE			HAGUE. He therefore reccod for ships and trains, ISIGNY - CARELAN.	
			Industries				
			(night)				

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
16/17 th	P.6995	F/O Brearley	Bomb	22:35		Nothing was seen or heard of him after he left WARMWELL. A Vichy radio report of April 19th, suggests that his "Canadian aircraft" (he carried Maple leaves crest) may have crashed at ST. LO. The report states that the pilot was killed.	
			MONDEVILLE Industries (night)				
	P.7099	P/O Abrams		22:37	00:10	Mistaking ISIGNY for the CAEN canal, he pin-pointed too late. He then disintergrated the main line N. of CARENTAN.	
	P.7110	Sgt Simpson		22:41	00:14	Attacking the primary target from 2,000 feet in a 30° dive, he saw bursts in the target area. Mod. flak.	
	P.7059	F/O Lee-White		22:45	00:15	He made a dummy run through the flak and then attacked primary target from 800 feet, seeing bursts satisfactorily in the target area. Was shot up by ship on way out.	
	P.7094	F/L Blackshaw		22:49	00:25	Finding a (heavily) armed trawler N of OUISTREHAM, he bombed it but thinks that in evading flak, he missed.	
	P.7117	F/O King		22:52	00:31	He bombed the primary target from 100 feet but saw no results. He saw two ships N. of OUISTREHAM.	
	P.7090	F/O Harvey		22:57	00:25	Making landfall near COXSHULLES, he flew East but missed the CAEN canal and therefore returned to disintegrate the main line W of BAYEUX.	
						Weather for these operations was:- No cloud, bright moonlight, and good visibility. A rather strong easterly wind than that allowed for, caused pilots in general to make landfall too far West.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT
By No. 263 Squadron
For the month of April, 1943

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
17/18 th	P.7108	P/O Cotton	Night	22:44	23:30	Ordered to recco the CHANNEL ISLAND area, he returned from the CASQUET area with port engine trouble.	
			Armed Shipping				
	P.7099	P/O Abrams	Reccos and Rhubarbs in CHANNEL ISLANDS	22:48		Ordered to recco the HOULGATE - ST MARCOUF area, nothing was heard of him after he left WARMWELL. It is surmised that he may have found and attacked an armed trawler off OUISTREHAM.	
	P.7089	F/O Lee-White	-CHERBOURG -CAEN AREA	22:51	00:15	He reccod ALDERNEY - MARCOUF and finding no shipping, bombed Fort ST. MARCOUF. He landed at EXETER.	
	P.7057	F/O Coyne		22:56	00:25	He searched for trains BAYEUX - AIREL, meeting intense flak at AIREL, then disintergrated the line near CARENTAN.	
	P.7094	F/L Blackshaw		22:59	23:47	Intending to bomb GRANVILLE - FOLLIGNY he returned from the CASQUETS with exactor trouble.	
	P.7090	F/O Harvey		23:00		Ordered to look for trains between BAYEUX and CAEN nothing was heard of him after he left WARMWELL	
	P.7110	Sgt Simpson		23:04	00:15	He reccod the LA HAYE DU PUIITS area, but finding no target, returned with bombs.	
	P.7117	F/O King		23:08		Ordered to look for trains ISIGNY - ST LO, it is likely that he was shot down by the Airel flak at 2348, see below.	
	P.7113	S/Ldr Warnes		23:15	00:35	Finding no trains he bombed the Carentan Valogues line. He saw an intense barrage of flak at Airel at 2348. Weather: Good visibility, brilliant moonlight. Nothing definite is known about our three casualties. It is guessed that flak from land or sea was the cause of them.	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
18 th	P.7057	F/O Coyne	Escorted	20:20	21:25	Escorted by 616 Squadron, which was met over Warmwell, they	
	P.6974	Sgt Thyagarajan	Armed			reccod the Channel Islands area at zero feet in good visibility,	
	P.7113	S/Ldr Warnes	Dusk			but found no shipping there.	
	P.6971	F/O Lovell	Recco				
	P.7007	F/O Lee-White					
	P.7110	Sgt Simpson					
18/19 th	P.7094	F/Lt Blackshaw, DFC	Night	22:45	23:50	Night Recco of Channel Islands Barfleur area	
	P.7108	P/O Cotton	Reccos	22:45	00:05	" " " " Southern Channel Islands area	
18/19 th	P.7113	S/Ldr Warnes	Night	01:55	03:15	Shipping was reported between Jersey and Cap de la Hague.	
	P.7007	F/O Lee-White	Roadstead			It was searched for but cloud 9/10 at 500 feet made observation	
	P.7057	F/O Coyne				difficult and unfruitful	
	P.7110	Sgt Simpson					
20 th	P.7108	F/O Coyne	Night	23:05	00:25	He found a small convoy of 2 Dutch Coasters a small M/V and	
			Armed Recco			2 Motor barges, steaming N.E. from Guernsey. He bombed the small	
						M/V and doesn't think he missed. Light flak followed.	
	P.7007	F/O Lee-White	Night	23:20	00:50	He found two armed trawlers steaming South about 2 miles about S.E.	
			Armed Recco			of St Marcouf. He made a beam attack on the nearer of them and	
						doesn't think his bombs missed. Mod. Flak.	
						Both these attacks were carried out from below mast height.	
						Evidently it is very diffcicult for a pilot to observe his own results,	
						even by day.	
	P.7113	S/Ldr Warnes, DFC	Night	02:00	03:40	The Channel Islands convoy which F/O Coyne had attacked was sought	
	P.7094	F/Lt Blackshaw, DFC	Roadstead			for, but not found. It had probably berthed in Alderney.	
	P.7089	Sgt Simpson					
	P.7108	P/O Cotton					

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron
For the month of April, 1943

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
27 th	P.7113	S/Ldr Warnes				Making rendeyvous with the Ibsley Wing and W/Cdr Morgan at Anvil	
	P.7069	W/O Tebbit	10 Group			Point. They flew at just above sea level to s. of Jersey where they	
	P.7040	F/O Lee-White	Roadstead	16:35	17:50	found a convoy of nine ships. S/Ldr Warnes, F/Lt Blackshaw and P/O	
	P.6974	F/Lt Blackshaw	59			Cotton bobmed a 1500 ton M/V and left it flaming at smoking furiously	
	P.7007	Sgt Simpson				(Cat 2). F/O Lee-White bombed an armed trawler and seriously damaged	
	P.7108	P/O Cotton				it (Cat 3). Sgt Simpson bombed a 100 ton converted yatch and probably	
	sunk it (Cat 2) and then went on to damage an E Boat with cannon fire (Cat 3). W/O Tebbit bombed and probably sunk a motor-barge						
	(Cat 2). Flak was moderate. F/O Lee-White's tailplane was damaged probably by debris.						
28 th	P.7089	S/Ldr Warnes	10 Group	10:15	12:50	The same six were detailed for this operation but S/Ldr Warnes's	
	P.6974	F/Lt Blackshaw	Roadstead 60			a/c wouldn't start and he therefore got into W.O Tebbit's, and	
	P.7059	Sgt Simpson				F/O Lee Whites A/C had exactor trouble. Escorted by the Exeter Wing	
	P.6981	P/O Cotton				and W/Cdr Dolezal leading, they found a convoy (see 540) of 8 ships	
	N. of Sept Isles. After some good antiflak attacks (so too on the previous day) S/Ldr Warnes and F/Lt Blackshaw scored direct hits						
	on an M Class Minesweeper and probably sunk it. Sgt Simpson scored many cannon strikes and direct bomb hits on an armed trawler						
	(Only claimed Cat 3) and P/O Cotton scored many cannon strikes and direct bomb-hits on a second Minesweeper (Also claimed Cat3)						
	Flak was very intensive throughout, and accurate. P/O Cotton returned with an 18" hole in his stbd wing. One of the Spitfires was						
	shot down.						

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
28 th	P.7113	S/ltr Warnes				This operation with the Ibsley Wing, from Warmwell, did not find the depleted convoy in its exstimated position south of Jersey.	
	P.7089	W/O Tebbitt	10 Group				
	P.7059	F/O Lee-White	Roadstead	14:22	15:45		
	P.6974	F/Lt Blackshaw	62				
	P.7110	Sgt Simpson					
	P.7057	P/O Cotton					
29 th	P.7113	S/Ldr Warnes				F/Sgt Ridley had rejoined the squadron in the morning just in time to make the sixth pilot operational for shipping attacks, and to take the place of F/O Lee White who was collected a Whirlwind from Exeter. These six, escorted by the Ibsley Wing found the ships (reported as 1000 tonners) Isigny and S/Ldr Warnes, closely following the anti-flak Spitfires, exploded a patrol vessel with his bombs. Attacks were then called off as the remaining ships were identified as fishing vessels.	
	P.7089	W/O Tebbitt					
	P.6979	F/Sgt Ridley					
	P.6974	F/Lt Blackshaw					
	P.7110	Sgt Simpson					
	P.7057	P/O Cotton					
30 th	P.7040	S/Ldr Warnes				Proceeded from Predannack under escort of Portreath Wing to attack shipping off Ushant. No shipping sighted A/C returned to Predannack and eventually to parent station.	
	P.6974	F/Lt Blackshaw					
	P.7110	F/O Lee-White					
	P.7108	P/O Cotton					

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Warmwell	May,	1943	It had been evident since the middle of April that it was no longer possible to obtain from Westlands or from the M.U.s, replacement for more than one or two of the several Whirlwinds which were written off in operations or which were U/S during major inspections. Further, the number of pilots operational at night and by day for anti-shipping attacks had fallen rather low by the beginning of May. Accordingly the Commanding Officer obtained a directive from Group that the Squadron was to maintain at the normal "30 minutes available" by day (and by night in the moon period) as many pilots and aircraft as was possible in the circumstances.	
	May,	1 st	H.M. the King has been graciously pleased to confer the Distinguished Flying Cross upon F/O P. Harvey, who was missing from Night Intruder Operations on the night of 17 th /18 th April.	
		2 nd	Dull, cold E. wind. Uneventful Channel Islands Recco.	
		3 rd	Fine, strong E. wind. Recco from Exeter to I de Batz area. See form 541.	
		5 th	Fronts passed over and wind dropped. Local flying etc. Roadstead from Warmwell of 105 minutes, to Brehat - Sept Iles area. The French Fishing Fleet found again.	
		6 th	Rainy morning. Another uneventful evening Roadstead in the Channel Islands area.	
		7 th	Strong West wind, Cloudy. Sgt Thould coming in to land, held off at 30 feet and wrote off a Whirlwind near the Watch Office. This was the first accident to be ascribed to carelessness, for ten months. Sgt Thould was detached forthwith to the Air Crew Refresher Course at Brighton.	
		8 th - 9 th	Very little flying between S.W. gales.	
		10 th	No flying in gales and rainstorms. Mr S Rostron of Westlands and Mr T Penrose, the chief test pilot, came form Yeovil to present the Squadron a large and handsome silver cigarette box. This box is inscribed:-	

Place	Date	Time	Summary of Events	References to Appendices
		10 th	WHIRLWIND / NO. 263 (F) SQUADRON / FROM / WESTLAND AIRCRAFT / AS AN APPRECIATION OF /	
		(Cont)	GALLANT WORK DONE / 1943	
		11 th	Fine, but still unsettled. Mid-day uneventful Channel Islands Recco.	
		12 th -13 th	No flying in strong crosswinds	
		14 th	Extremely hot, close day. Roadstead 67, an attack on two Destroyers, or alternatively a 4000 ton M/V, probably the Squadron's old enemy the Solmglint, in Cherbourg Docks was laid on, and finally took place as a dive-bombing attack upon the latter.	
		15 th	Fine day. Little flying in expectation of another shipping attack in the evening (this didn't take place) and in preparation for the moon period. 1400Hrs, F/Lt Rickett of AI5 Middle Wallop gave an instructive, and amusing, talk to all pilots on "Enemy Interogation". 1800 hrs Air Marshall Lord Trenchard visited the Squadron and spoke to all pilots in "A" Flight dispersal. He stressed the importance of inter-command and inter-service cooperation and the ultimate mercifulness, because of the relatively few lives lost, of large-scale aerial bombardment.	
			<u>Night</u> . See 541. F/O Lee-White probably sunk a 2000 ton M/V in convoy of Barfleur. F/Lt Blackshaw D.F.C. who set out later to attack this convoy returned to crash fatally in mysterious circumstances, near Exeter. He had orbitted Exeter, Harrowbeer then Exeter again, without lights and without R/T, and finally seems to have left his A/C a few seconds before it crashed, after being airborne for 2 hrs 12 minutes - that is for 12 minutes longer than the accepted maximum operational flight of a Whirlwind. Without prejudice to the finding of the Court of Enquiry, it is most probable that F/Lt Blackshaw, who had somewhere dropped his bombs, had been concussed by flak from the convoy. The loss of "Blackie" as a friend leader and counsellor in every matter concerned with the Squadron's activities, was extremely severe. He came to the Squadron as a Sgt Pilot	

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
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Of (Unit or Formation)					
Place	Date	Time	Summary of Events	References to Appendices	
		15 th	in March 1941. Commissioned in November 1941 he took over the Command of "A" Flight in September		
		(Cont)	1942. He completed forty-three offensive operations in Whirlwinds and Whirlibombers. A careful		
			and clever pilot, he was shrewd, witty and gentle as a person.		
		16 th	In the second of two otherwise uneventful morning reccos F/Os Coyne and Lee White damaged 2		
			F W 190s which attacked our escorted formation.		
			<u>Night</u> Two uneventful reccos of Channel Island - Isigny Ship Lanes		
		17 th	<u>Night</u> " " " " " " " " " "		
		18 th	Uneventful Roadstead. Minesweepers not found S. of Jersey.		
			<u>Night</u> : A repetition of the previous reccos.		
		19 th	A repetition of the previous days Roadstead. Sgt Watkin's first operation.		
		20 th	F/O J.P. Coyne R.C.A.F. was promoted A/F/Lt. and posted to command "A" Flight.		
			In the afternoon the funeral of F/Lt H. Blackshaw D.F.C. took place at R.A.F. Warmwell and		
			Warmwell Village Church, with full Royal Air Force Honours.		
			In the evening it was learned that the body of F/O E. Brearly R.A.C.F. who had been missing		
			since the Night Intruder Operations of 16 th - 17 th April had been washed ashore near Swanage		
			The body was brought to Warmwell but gave no evidence of what had happened. It is likely that		
			he too was shot down by flak from a ship.		
		21 st	Warm front. In the evening an informal dinner in Mess was given by the officers of the squadron		
			to a number of officers of S.H.Q. Warmwell and of the R.N. Air Firing Unit.		
			<u>Night</u> . The most successful and spectacularly exciting of the squadron's night operations,		
			10 Group Night Roadstead 2, was flown. Two ships were sunk and a third probably damaged		
			Two of our pilots had remarkable escapes from disaster. A running commentary on this operation		
			was broadcast by S/Ldr Warnes, D.F.C. and relayed to the Squadron Intelligence Office by Middle		

Place	Date	Time	Summary of Events	References to Appendices
		21 st	Wallop Operations. See Forms 541, and Newspaper cuttings in the squadron scrap book.	
		(Cont)		
		22 nd	Today only five Whirlibombers in the squadron were serviceable. Four were being dismantled to be returned to Westlands (Cat B - Flak). Two were under repair for minor flak damage. Two were at normal inspections in 3055 Echelon.	
		23 rd	The four available Whirlibombers were enough for an effective Roadstead. One ship was sunk, another damaged. P/O Cotton for the third time brought back his aircraft Cat B - Flak. His starboard tank was holed by an unexploded 20mm shell. Thirty gallons flowed out, then the tank sealed itself, remarkably.	
			In the afternoon, Air Vice Marshall C.R. Steele, D.F.C. who has lately been appointed Air Officer Commanding No. 10 Group, visited the Squadron and was introduced to the Officer Commanding. He spoke a few words to the pilots assembled in "A" Flight Dispersal.	
		24 th	Congratulatory Signals on the last two operations were received from the A.O.C. 10 Group, the C. in C. Plymouth and the Group Captain Commanding Middle Wallop Sector. The congratulatory signal from A.O.C. 10 Group on Roadsteads 59 and 60, receive on 28 th April, was not recorded last month. It reads: "For S/Ldr Warnes from A.O.C. Hearty congratulations on your shows of yesterday and today. I realise full well your present difficulties over aircraft and pilots." These signals may be read in the Squadron Scrap-book.	
			The funeral of F/O E. Brearly R.C.A.F. took place in the afternoon with full R.A.F. Honours.	
		25 th - 26 th	Five Whirlwinds serviceable	
		26 th	Sgt Simpson was dangerously wounded by a revolved bullet discharged accidentally by Sgt Thould. F/Sgt Simpson was taken to Bovington hospital where he underwent a complex and successful operation.	

OPERATIONS RECORD BOOK

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Of (Unit or Formation)				
Place	Date	Time	Summary of Events	References to Appendices
		27 th	Some local flying. Sgt Thould posted to R.A.F. Station Warmwell.	
		28 th	Very fine sunny morning. Practice flying. A cypher message was received which ordered the immediate re-equipment of the squadron with an unexpected type of aircraft. It was received with more feigned than real enthusiasm.	
		29 th	Very fine hot day with mild E. wind. Six Whirlibombers got off in the afternoon (in the midst of very large preparations at Warmwell for the Dispatch of 36 Spit XIs as part of Ramod 67) to attack what was reported as a 15-ship convoy off Barfleur. There were 15 ships there, the French fishing fleet again. They were not attacked. In the evening three sections stood in at Standby at Fighter Readiness. Two sections were scrambled to patrol base in precautionary defence - the airfield was thought to have been photographed by an enemy aircraft at 13.00 hrs when it was abnormally crowded with aircraft, and these were now refuelling after concluding their operation.	
			The Cypher message of the previous day was cancelled by a teleprinted signal. Plans then emerged for obtaining the Whirlibombers - fourteen it is believed - now on charge to 137 Squadron, our daughter unit now to be re-equipped with another type of aircraft. Thus, to the great satisfaction of this unit, 263 Squadron which flew the first Whirlwind in July 1940, and first used the Whirlwinds in defensive and offensive operations in 1941, and flew the first Whirlibomber operations in September 1942, will also have the privilege of using, profitably as we may reasonably hope, the last two dozen Whirlwinds that remain.	
		30 th	An escorted armed shipping recco which had been laid on for first light and then 11.00 hrs, was flown uneventfully at 1845 hrs. This operation completed 400 offensive sorties with Whirlibombers.	
		31 st	Mixed day. Sunny with low cloud. Some local flying.	

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R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron
For the month of May, 1943

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind Mk1						
2 nd	P.6974	F/Lt H J BLACKSHAW	Roadstead	12:10	13:15	Roadstead escorted by the Ibsley Wing in the Channel Island area.	
	P.6979	F/O A LEE WHITE	64			It seems that the Casquets had been again reported as a tanker.	
	P.6989	F/S K C RIDLEY					
	P.7008	P/O M T COTTON					
	P.7013	W/O D TEBBIT					
	P.7113	Sgt S THYGARAJAN					
3 rd	P.7074	F/Lt H J BLACKSHAW	Armed			Up from Exeter and escorted by the Exeter Wing they swept Guernsey,	
	P.7079	F/O A LEE WHITE	Ship	14:25	16:15	Sept Iles, Ile de Batz, where W/Cdr Dolezal and 310 Squadron became	
	P.7113	S/Ldr G B WARNES	Recco			involved in combats with 6 F.W.190s. These resulted in the W/Cdr	
	P.7008	P/O M T COTTON				damaging an e/a and in one Czech pilot being killed and another	
	P.7013	F/Sgt K C RIDLEY				wounded. They effectively protected the Whirlibombers, which were	
	P.6989	W/O D TEBBITT				not engaged. The minesweepers which were being searched for were	
						not found.	
5 th	P.7113	S/Ldr G B WARNES				Escorted by the Ibsley Wing, they searched for a minelayer reported	
	P.6974	F/Lt H J BLACKSHAW	Roadstead	17:15	19:00	steaming East from Brehat. Between Sept Iles and Ile de Batz. They	
	P.6979	F/Sgt K C RIDLEY				found fishing vessels, probably misreported - and returned to	
	P.6989	W/O D TEBBITT				Warmwell via Bolt Head in case anyone was short of petrol. But our	
	P.7008	P/O M T COTTON				formation all got back to Warmwell, though Sgt Thygarajan had let	
	P.7074	Sgt S THYGARAJAN				one of his petrol tanks fall unreasonably low.	
6 th	P.7013	S/Ldr G B WARNES				These nine Whirlibombers escorted by the Ibsley Wing flew at zero	
	P.7048	F/Lt J W E HOLMES	Roadstead	17:15	18:10	feet (as in all these operations) to attack a tanker with 5 small	
	P.7007	P/O P T R MERCER	65			escort vessels reported to be steaming W. in position W.N.W. of	
	P.7069	Sgt S THYAGRAJAN				Alderney. The Casquets were indeed found in this position. There was	
	P.7059	F/Sgt K C RIDLEY					
	P.6994	F/Lt H J BLACKSHAW					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlwind Mk 1						
6 th (Cont)	P.7008	P/O M T COTTON				intense and rather accurate flak from Alderney.	
	P.7110	W/O D F J TEBBIT					
	P.7057	F/O J P COYNE					
11 th	P.7057	F/Lt J W E HOLMES	Ship Recco	13:00	14:20	Escorted by 16 Spitfires of 504 and 129 Sqdns: They reccod	
	7007	W/O D F J Tebbitt				uneventfully to the south of Jersey etc., Sgt Proctor just avoided	
	7110	Sgt J I Simpson				putting his starboard wing down in landing in a strong S crosswind.	
	6971	Sgt H M Proctor					
14 th	P.7113	S/L G B Warnes	Roadstead 67	21:00	21:45	This operation was laid on by a Form D. which designated the target	
	P.7089	P/O P T R Mercer				by secret reference - two destroyers alongside the Quai Maritime	
	P.7040	F/L J W E Holmes				alternatively a medium M/V probably our old enemy the "Solmglint"	
	P.7110	Sgt J I Simpson				in the Basin Napoleon in Cherbourg docks. The method of attack was	
	P.7094	F/L H J Blackshaw				left to the squadron, S/Ldr Warnes DFC decided upon a divebomb	
	P.6979	F/O J P Coyne				attack from 12000-5000 feet. Escorted by W/C Morgan and 504 Squadron	
	P.7059	F/O A Lee White				and 129 Squadron and 610 Squadron as cover and top (The Ibsley Wing)	
						They formed up below 200 feet at Warmwell, they flew just above sea	
						level for seven minutes. Then they climbed to 1200 ft and the	
						escorting Spitfires took appropriate positions. S/Ldr Warnes led the	
						Whirlibombers in over Queiqueville, gliding down to 11,000 feet,	
						and turning left in the base of a valuable cloudbank. Thus he was	
						able to position the Squadron for divebombing out of cloud and out	
						of the glaring yellow sun set. This manoeuvre seems to	

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By 263 Squadron
For the month of May, 1943

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
						surprised and abated the Cherbourg flak - the light flak merely attempted a curtain barrage over the M/V in Bassin Napoleon - for only three Whirlwinds were dented by it. The destroyers weren't there, but the medium M/V was, and the Whirlibombers secured a good pattern of bombing without seeing a direct hit. This it was felt would have been a remarkable lucky shot.	
15 th	P.7059	F/O A Lee White	Night Recco	23:50	01:30	He reccod from Alderney to Isigny and was returning from there when he saw an 8 ship convoy steaming east of Cape Barfleur. He kept out of sight and sound of it and bombed the rearmost ship a 200 M/V up moon from mast height. He heard, and saw something of a tremendous explosion as he passed over the ship. It is therefore claimed Cat "2". Flak was late and followed him.	
	P.7974	F/O J P Coyne	Night Recco	23:55	01:25	He reccod the Channel Is; area and had an irritating chase after E Boats which eluded his bombing run.	
	P.7113	S/L G B Warnes	Night	01:00	02:20	These four took off to attack the convoy off Barfleur. S/L Warnes and Sgt Simpson couldn't find it. F/L Holmes bombed one ship of it but did not see whether he hit it (Cat 4). F/L Blackshaw returned to orbit Exeter, Harrowbeer and Exeter again, without lights or R/T and then crashed fatally near Exeter. See Form 540.	
	P.7094	F/L H J Blackshaw	Roadstead 2	01:05	02:35		
	P.7040	F/L J W E Holmes		02:05	04:30		
	P.7110	Sgt J I Simpson					
16 th to 17 th	P.7113	S/L G B Warnes				Escorted armed recco recalled because of a failure of R/T reception at Middle Wallop.	
	P.7059	Sgt J I Simpson					
	P.7013	F/O J P Coyne					
	P.7069	F/O A Lee White					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
16 th	P.7040	S/L G B Warnes	Ship Recco			This armed recco escorted by 504 Squadron flew to search for two	
17 th	P.6979	F/S K C Ridley	"			destroyers and a medium M/V suspected in the Channel Islands area	
	P.7110	F/L J P Coyne	"			7 miles west of Casquets our formation which was in loose line	
	P.7059	F/O A Lee White	"			abreast at zero feet was attacked by two F.W.190's which fired	
	rather wildly from an 11 o'clock approach and then foolishly turned South back over the Whirlibombers. F/O Lee White and F/L						
	Coyne who had now turned to port to the East were able to get in bursts of 76 and 58 rounds respectively, using full deflection.						
	Both saw strikes and claimed these two e/a as damaged. Our formation and the e/a were now flying north and south respectively.						
	Spitfires of 504 Squadron detached to chase and made no further contact, while the Whirlibombers returned to base. This was the						
	second F.W.190 damaged by F/L Coyne, and the third damaged by our Whirlibombers. Bombs were not jettisoned.						
16 th	P.7040	Sgt J I Simpson	Night	23:20	00:25	Uneventful night recco of Channel Is: area	
to	P.6979	F/Sgt K C Ridley	Recco	23:35	00:40	" " " " Barfleur - Isigny	
17 th	P.7008	F/L J P Coyne		23:52	01:10	" " " " Channel Is: area	
	P.7040	F/O A Lee White		23:35	01:15	" " " " Alderney - Pt de la Perces	
18 th	P.7113	S/L G B Warnes	Roadstead	18:50	20:20	Escorted by 504 and 616. No minesweepers were found in their	
	P.7089	Sgt J I Simpson				suspected position between Jersey and Brehat.	
	P.7040	F/L J W E Holmes					
	P.6979	F/S K C Ridley					
18 th /19 th	P.7059	F/L J W E Holmes	Night Recco	00:50	01:15	Repitition of previous nights uneventful ship Reccos.	
	P.7108	F/O M T Cotton					
19 th	P7050	F/O A Lee White	Roadstead			Repetition of previous days uneventful search for minesweepers	
	P.7113	S/L G B Warnes				Channel Islands - Brehat	
	P.7089	Sgt Watkins					
	P.6974	F/L J P Coyne					
	P.6979	F/St Ridley					
21 st /22 nd	P.7113	S/L G B Warnes	Night Roadstead	00:25	01:50	A convoy was reported to be steaming from Cap de la Hague towards	
	P.7040	F/L J W E Holmes	2			Cherbourg. S/L Warnes briefed 4 pilots to follow him as soon as	
	P.7108	P/O M T Cotton				possible. He found the convoy about three miles W.N.W. of	
	P.7007	F/L J P Coyne					

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Form 541

DETAIL OF WORK CARRIED OUT

By No 263 Squadron
For the month of May, 1943

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
21/22 nd	P.7059	F/O A Lee White	Night Roadstead	00:50	02:05	Cherbourg and orbitted while he broadcast its position to the other who were now airbourne. Then he bombed the 3,500 ton M/V which was escorted by 4 armed trawlers. Then he patrolled 3 miles N of the convoy broadcasting directions and and commentary and observing the next three attacks. F/L Holmes and P/O Cotton finished off the M/V. F/L Coyne sank one of the armed trawlers. When F/O Lee White arrived there were only three trawlers left. His starboard engine was set on fire by flak 400 yards from the convoy but he went on to bomb one of the trawlers from mast height in a port beam up moon attack (this was used throughout). Then he called that he was bailing out over Queiqueville. However the slipstream somewhat abated the engine-fire, and he was able to struggle back to Warmwell and land, there the engine, now in full flame, was extinguished by the fire tender. P/O Cotton's a/c was also Cat B flak, with a fuselage like a pepper-box. He made a good landing after four attempts without A.S.I and with rudder partly jammed. Neither a/c had hydraulics; wheels and flaps answered to the emergency air-bottle. Thus this operation was the most successful, exciting, and spectacular of our night operations to date.	
23 rd	P.7040	F/L J W E Holmes	Roadstead 70	07:45	09:00	A convoy nearing Guernsey from C de la Hague had shot down one of the recco Spitfires which found it. Accordingly the Whirlibombers, escorted by the Ibsley Wing, flew in through the little Russell Strait (Guernsey - Heron) when "The sea seemed to boil with flak" and found a seven ship convoy in line astern E out of St Peter Port neatly disposed for immediate N-S beam attacks. F/L Holmes probably sunk a Dutch Coaster (its centre section was disintegrated on the water line) The other damaged an armed trawler (Cat 3) P/O Cotton's stbd petrol tank was holed by a 20mm shell 30 gallons ran out at once. Then the tank sealed itself and he got back to Warmwell with his third a/c Cat B for Westlands.	
29 th	P.7113	S/L G B Warnes	Roadstead 71	14:10	15:15	Escorted by the Ibsley Wing the 15 Ship Convoy reported off Barfleur was found without much enthusiasm to be the French Fishing Fleet.	
	P.7007	W/O D F J Tebbitt					
	P.6979	F/L J P Coyne					
	P.7000	P/O M T Cotton					
	P.7040	F/O A Lee White					
	P.7013	F/Sgt Ridley					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
29 th	P.7000	P/O M T Cotton	Scramble	17:15	18:45	Fighter readiness again. These sections patrolled base at 5,000	
	P.7013	Sgt W E Watkins				ft as a protection to the 36 Spitfire XI a/c of the Hornchurch Wing	
						which were refuelling after Ramrod 67.	
	P.6974	Sgt N P Blacklock	Scramble	18:10	19:40		
	P.7113	F/O A Lee White					
	P.7040	W/O D F J Tebbit		19:15	20:15		
	P.7007	P/O P T R Mercer					
30 th	P.7113	S/L G B Warnes	Ship Recco	18:35	19:50	Escorted by elements of 616 and 504 Squadrons they reccod the	
	P.7040	F/O A Lee White				Jersey area without anything more eventful than accurate by harmless	
	P.6974	F/L J P Coyne				bursts of flak from Guernsey.	
	P.7000	P/O M T Cotton					

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R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Warmwell	June	1943	June brought nineteen days of frontal weather. Rain, cloud, wind, low cloud & sea-fog followed each other with only a few bright and not very sunny intervals.	
			The same nineteen days brought high honours and far reaching changes to the Squadron.	
	1 st - 5 th		Rain, low cloud and cold southerly winds. Very little flying.	
	2 nd		His Majesty the King has been graciously pleased to confer the Distinguished Flying Cross on Flight Lieutenants J.W.E. Holmes and J.P. Coyne R.C.A.F.) in recognition of gallant and successful work accomplished with Whirlibombers.	
	6 th		Finer afternoon. Roadstead 72 abandoned in 10/10 cloud over Cherbourg.	
	7 th		Curious mixed morning of bright sun and patches of very low cloud. Ground vis: 20 miles in some directions, nil in others. Afternoon: some local flying and first solos.	
	8 th		Duff day. No flying.	
	9 th - 11 th		Some formation and practice bombing.	
	12 th		Some convoy patrols and fighter readiness followed by Bomber readiness but this too led to nothing.	
	13 th		His Majesty the King has been graciously pleased to confer the Distinguished Service Order on S/Ldr G.B. Warnes DFC and the Distinguished Flying Cross on Flying Officer A Lee White and Pilot Officer M.T. Cotton R.A.A.F. S/Ldr Warnes' D.S.O. is the second to be awarded for work accomplished entirely with 263 Squadron. The first was awarded posthumously to S/Ldr "Baldy" Donaldson in July 1940. These two D.F.C.'s bring the number awarded to members of this Squadron at Warmwell, during past nine months, to seven.	

Place	Date	Time	Summary of Events	References to Appendices
Warmwell	13 th		F/Sgt R.A. Hollamby who has been for nearly a year i/c "A" Flight ground-crews and F/Sgt H.O.J. Watts who is i/c the Armament Section, have been honoured, and the Squadron with them, by being mentioned in dispatches.	
			In the evening the Squadron Oxford T1064 an old and useful Chariot which has hitherto proved inviolable, was rendered Cat "B" at Ibsley by a Spitfire which taxied into it while it was stationary before take-off. The fuselage was severed behind the cockpit. The pilot Flying Officer A Lee-White and his pupil were uninjured. T.1064 was soon replaced by a newer and faster Oxford T.1058.	
			Later a Squadron party was held in the Golden Lion at Weymouth. It was given by the four Officers who have been recently decorated, to all Officers and aircrew of the Squadron and to three members of the Warmwell S.H.Q. who have been specially friendly and helpful to the Squadron, S/Ldr Marshal S.M.O. F/Lt Ken Baker Equipment Officer, and F/O Buchan Sports Officer. It was a magnificent party, magnificently enjoyed.	
	14 th		Duff day, no flying.	
	15 th		First light Shipping Recco found a convoy of four enemy Warships. P/O M.T. Cotton D.F.C. was shot down by flak and is believed to have been killed immediately. First Two minesweepers were probably seriously damaged (See F.541)	
			P/O "Max" Cotton came to the Squadron in July 1942. From the first he proved himself to have an extraordinary flare for accurate bombing. Both in practice and in action he rarely missed his direct hit. As a pilot and a leader his matter-of-fact calmness before, during, and after operations made him invaluable to the Squadron. As a person, his courtesy and frank and open nature and constant good-humour endeared him to all who knew him.	
			S/L G.B. Warnes D.S.O. D.F.C. was posted to 10 Group. S/Ldr E.R. Baker DFC was posted from 182 Squadron to Command 263 Squadron.	

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para. 2349, and War Manual, Pt. II., chapter XX., and
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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Warmwell	15 th	1943	S/Ldr G.B. Warnes DSO DFC had commanded the Squadron since September Dec 1942. During that time the work of the Squadron at Warmwell, which has been summarised in Appendix "A" was largely the personal creation of S/Ldr G.B. Warnes DSO DFC. Briefly he was a strict disciplinarian who combined a fierce and forthright matter with personal kindness; a Commander who never left the least doubt about what he wanted and who consistently obtained these qualities because he himself consistently displayed them: he himself did even more than he required of others. As a tactician S/Ldr Warnes may have some place in the history of the War, as the creator of medium-level divebombing by fighter-bombers (see previous forms 540(541)). His notes on shipping attacks, included herewith as Appendix "B" have been adopted as a Fighter Command Tactical Memorandum. S/Ldr E.R. Baker DFC comes to the Squadron in his third tour of operations. He has fought and flown in aircraft of many designations in almost every theatre of the war, other than the far East. It is felt that the Squadron has again been most fortunate in his appointment.	
		1000 hrs	Squadron parade. Address by S/Ldr G.B. Warnes DSO DFC	
		1015 hrs	Squadron photograph. A copy will be found in the Squadron Scrap-Book.	
		1045 hrs	Showing (at last) of the Movitone News Film of the Squadron's activities. This version lasted For 25 minutes and is unedited. It is clear that an interesting film can be made of this material	
	16 th		Much local flying. A move to Zeals has been arranged for 19 th June.	
	17 th		The British Women's Patriotic Committee in the Argentine Republic have sent a large consignment of Woolen Comforts for the Squadron - doubtless a Corollary of Bellows Affairs.	

Place	Date	Time	Summary of Events	References to Appendices
Warmwell	18 th		Pouring wet day. Preparations for move.	
	19 th		Fine day. Squadron move to Zeals very easily accomplished in 24 3 ton lorries brought by Zeals R.A.F. Commando Units. 10 Whirlwinds and the Majester by air. 1 Whirlwind left at Warmwell	
			u/s Spare Radiator.	
Zeals	20 th		Settling in at Zeals. A place in very beautiful country. A station which has been without a flying Squadron since 1942, on the whole determined now to be cooperative. It is understood that the Squadron will remain for three weeks and Zeals for intensive training. It will be non-operational. The Squadron now consists very largely of new pilots. F/Lt J.E. McClure was posted vice F/Lt J.W.E. Holmes DFC who is at the end of his tour of operations. It is understood that F/O A. Lee-White DFC and F/Sgt K. Ridley are in the same position. After making a successful landing on his first Whirlwind solo, Sgt R.J. Hughes selected wheels up instead of flaps up. This Whirlwind became Cat "B"	
	21 st		Visit of F/Lt Teeling of Air Ministry to discuss Bellows Affairs. It appears that political considerations make it necessary for the Squadron to continue and to increase the publicity given to the Bellows Club activities on behalf of the R.A.F. Much local flying etc., Afternoon in an Army Co-operation exercise near Stoney Cross. Sgt Watkins hit a tree. He managed to land his Whirlwind at Stoney Cross A/D, but it is Cat "B".	
	22 nd - 25 th		Very fine June days. Much practice flying. More army co-op. The eight Whirlwinds put up three hours or more, each! Collection of 5 Whirlwinds from No 137 Squadron which is now re-equipped with Hurricane IV's. Unfortunately these Whirlwinds are all overdue for inspection. 263 is thus again the only Whirlwind Squadron.	
	26 th		4 Whirlwinds, led by F/Lts J.P Coyne DFC and F/L J.E. McClure dropped live bombs 250lb at an Army demonstration at Lulworth.	

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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Zeals	27 th - 28 th		Very much practice flying.	
	28 th - 29 th		Very few a/c serviceable during intensive 40 hour inspections. Pilots attended Intelligence Lectures on Ship Recognition, S.D.158, offensive operations etc., and did dinghy drill in the lakes in Stourton Park.	
	29 th		Flying Officer A. Lee-White proceeded to the Air Ministry for an audition for Broadcast in Spanish to South America.	
			F/Lt J.W.E. Holmes DFC posted to No 29 Pilot Gunnery Instructors Course Sutton Bridge,	
			F/O A. Lee-White DFC ad F/Sgt K. Ridley posted to A.F.D.U. Wittering	
			A nominal roll of Officers and Air Crew is included as Appendix "C"	
	30 th		F/O A Wordsworth proceeded to A.F.V. School Lulworth for Recognition Instructors Course.	
			<i>E.R. Baker</i>	
			Squadron Leader, Commanding	
			<u>No 263 Squadron, R.A.F. Zeals.</u>	

R.A.F.
Form 541

By 263 Squadron

For the month of June, 1943

Squadron Leader, Commanding
No 263 Squadron, R.A.F. Zeals.

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R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
ZEALS	1 st	July	July opened with the Squadron non-operational at ZEALS, to which aerodrome it had moved in June in order to train some twenty new pilots in Whirlwind flying and in bombing practice and tactics.	
	1 st , 2 nd	"	Local flying including some formation flying, practice divebombing and dummy attacks on aerodrome gunposts.	
	3 rd , 4 th		Practice air-firing programmes completed at Warmwell.	
	5 th , 6 th		Local flying at ZEALS and practice bombing from WARMWELL.	
	6 th		H.M. The King has been graciously pleased to confer the Distinguished Flying Cross on F/Lt J.E. McCLURE R.C.A.F. in recognition of his gallant and successful offensive operations with 137 Squadron.	
	7 th , 8 th		Sgt G.A.WOOD successfully carried out Exercise Driver. He succeeded in making five dummy attacks on a destroyer off the Needles, without being intercepted by Spitfires.	
	7 th		More practice bombing at Warmwell. Night flying with dusk and dawn landings.	
	9 th		Dawn flying. Air firing at WARMWELL	
	10 th , 11 th		Rain and low cloud. No flying.	
	12 th		Squadron moved by lorry and air to Warmwell. The Squadron is again accomodated in the comfortable and convenient dispersal huts in KNIGHTON WOOD with 3055 Echelon alongside it. There are now for the first time three operational Squadrons at WARMWELL.	
WARMWELL	13 th		Fine day. Local flying etc. At 2010 hours SGT L.J. KNOTT in coming in to land on the N.E. - S.W. runway stalled from about eighty feet and crashed in the field North of the Watch Office. His aircraft disintegrated completely and caught fire over a wide area, but as had happened before the cockpit remained in one piece and was not telescoped. SGT L.J. KNOT was rather badly burned but now (at the end of the month) is well on the road to complete recovery. Uneventful armed shipping recco in the evening.	

Place	Date	Time	Summary of Events	References to Appendices
WARMWELL	14 th	July	H.M. The King has been graciously pleased to confer the Distinguished Flying Medal on F/SGT K.C. RIDLEY in recognition of his many gallant and successful offensive operations with this Squadron. F/SGT K.C. RIDLEY had been posted to A.F.D.U. last June.	
	15 th , 17 th		Cold grey weather. Some local flying.	
	18 th		Uneventful armed shipping recco in the evening.	
	19 th		Little flying in continued unserviceable weather.	
	20 th		1055-1210. Uneventful armed recco.	
	21 st , 22 nd		No flying in rain, low cloud and fog. These conditions lasted throughout the July moon period, during which no flying was possible at night.	
	23 rd		1230 - 1311 Uneventful recco.	
	24 th , 25 th		Duff weather: no flying.	
	26 th		The weather cleared at last about midday some formation flying, Practice bombing, same against a target towed by an M.T.B. through courtesy of N.A.L.O.	
	27 th - 31 st		Fine hot, hazy July days. Much formation flying, practice bombing, some against a target towed by an M.T.B. through courtesy of N.A.L.O.	
	30 th		Squadron Balbo of 12 a/c. Squadron Dance in the N.A.A.F.I.	
WARMWELL	July	1943	Thus July ended without any contact with the enemy other than the four reviews of the Channel Islands and rocks and occasional and not inaccurate bursts of flak which are a commonplace of these reconnaissance operations.	
			It seems that the enemy now very seldom moves any shipping by day between Brest and Le Harve.	
			164 Squadron of Hurricanes IV have been at WARMWELL since the Squadron moved to ZEALS in June, and have not yet had even one strike. Moreover the presence of a new squadron of Typhoon bombers in the Portreath Sector removes the possibility of a good deal of offensive work in the far South-West which formally fell to detachments of this Squadron. The work of the Squadron has therefore tended to become a kind of anti-convoy patrol whose success is measurable by the absence of enemy shipping in the Channel Island area and	

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

Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
WARMWELL	July	1943	off the coasts of the COTENTIN. It is possible that the historian of the future will observe that the air mastery together with a negative control of shipping movements by day over those areas of enemy occupied waters which are, so to say, in the MIDDLE WALLOP SECTOR was established and strengthened during 1942 & 1943 by the Spitfires of the Ibsley Wing with the cooperation successively of the Hurribombers and Whirlibombers of 175 and 263 Squadrons.	
			F/O A. LEE WHITE D.F.C. until recently a member of this Squadron broadcast to the South American States in Spanish, on the recent exploits of the Squadron and in particular the Squadron's attacks on Enemy Shipping.	
			F/O A. WORDSWORTH attended a course on Tank Recognition at Lulworth School (A.F.V.U.) and successfully passed the necessary tests in Tank Recognition.	
			F/O P.R. GREEN was posted to the Squadron as Squadron M.O.	
			<u>POSTINGS DURING THE MONTH FROM AND TO THE SQUADRON:-</u> The following officers were posted to the Squadron, F/O R.B. TUFF from 59 O.T.U. F/O L.M. PARSONS, Canadian, from 3 P.R.C., F/O V.K. MOODY (R.C.A.F.) and F/O S.J. SHEWELL (R.C.A.F.) from 610 Squadron A.F.D.U., F/Lt D.G. ROSS from 55 O.T.U. P/O's D.W. STURGEON, R.C. HUNTER, and K.F.J. FUNNELL from 55 O.T.U., P/O D.E.G. MOGG from 53 O.T.U., all for flying duties.	
			The following Officers have been posted away from the Squadron:- F/O V.K. MOODY (R.C.A.F.) and F/O S.J. SHEWELL to 610 Squadron, SGT C. FOES posted to 66 Squadron.	
			SGT H.P. BLACKLOCK was appointed to a commissioned rank.	
			<i>E.R. Baker</i>	
			Squadron Leader, Commanding	
			No 263 Squadron, R.A.F. WARMWELL	

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R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron
For the month of July, 1943

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	Whirlibomber						
13 th	P.7113	S/Ldr E.R. BAKER DFC	Shipping	16:00	17:15	Rendezvous made over base with 12 Spitfires of a Squadron of the	
	P.6974	F/Lt J.P. COYNE DFC	Recco			Ibsley Wing and the Recco was carried out as usual, with all	
	P.7111	SGT H.M. PROCTOR				aircraft flying at heights below seventy feet above sea level.	
	P.7097	SGT W.E. WATKINS				The area searched comprised the Channel Island area and as far as	
						the Ile Brehat. Some fairly accurate bursts of flak was met with two miles from the coast of Guernsey.	
18 th	P.7113	S/Ldr E.R. BAKER DFC	Shipping	18:57	20:15	Armed escorted shipping recco of the same area as above and with	
	P.7047	F/Lt J.E. McCLURE DFC	Recco			the same negative results. Flak this time came from Alderney.	
	P.7097	SGT G.A. WOOD					
	P.6990	F/SGT G.H. SMITH					
20 th	P.7113	S/Ldr E.R. BAKER DFC	Shipping	10:55	12:10	See above. Flak from Guernsey, one burst shook SGT R.C. BEAUMONT's	
	P.7111	F/Lt J.P. COYNE DFC	Recco			a/c	
	P.7056	SGT R.C. BEAUMONT					
	P.7055	D.R. GRAY (SGT)					
23 rd	P.6986	S/Ldr E.R. BAKER DFC	Shipping	12:30	13:16	This armed escorted shipping recco was abandoned near the CASQUETS	
	P.7047	F/Lt J.E. McCLURE DFC	Recco			in thick sea haze which reduced visibility to 800 yards and made	
	P.6990	SGT W.W. HEATON				low flying dangerous.	
	P.6997	SGT F. GREEN					
						<i>E.R. Baker</i>	
						Squadron Leader, Commanding	
						No 263 Squadron R.A.F. WARMWELL	

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

Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Warmwell	August	1943	The month of August proved that the "New Squadron" led by S/Ldr E.R. BAKER DFC is in no way less in stature that the squadron was under S/Ldr G.B. WARNES D.S.O D.F.C. before the period of retraining at Zeals.	
	1 st		A fine sunny day but a strong Southerly crosswind. Sgt Cooper bounced on landing, dipped a wing, cartwheeled twice on the wings, shedding both engines, and finally stopped upright and on fire. Sgt Cooper got out unbruised and the remains of the aircraft were foam-extinguished.	
	2 nd		Local flying and bombing practice at Chesil Ranges.	
	3 rd		Uneventful Channel, Island recco. 12 a/c flew to Predannack, from there 8 a/c struck the "new squadron's" first blow at the enemy by successfully dive-bombing Brest-Guipavas.	
	4 th		The Squadron returned from Predannack through low cloud over the sea after 8 a/c had made a long but uneventful recco beyond Brest.	
	5 th		It was reported that the "Solmglint" was about to quit Cherbourg. S/Ldr E.R. BAKER DFC obtained leave to bomb it in the harbour from low level. The whole squadron volunteered to accompany him. He briefed three pilots but the operation was cancelled at the last minute, by the Air Ministry	
	5-10 th		Mild, moist weather much cloud, caused by a succession of small fronts. Local flying, much formation flying including four squadron Balbos, and bombing practice.	
	11 th		10 a/c flew to Predannack and from there in the afternoon 8 a/c accomplished the Squadron's most uniformly sucessful operation, "The Massacre at the Aber Vrach River". All the six ships which were attacked received direct hits - an armed trawler and four E Boats were sunk and one E Boat left on fire.	
	12 th		The Squadron again flew to Predannack. But the dive-bombing of Brest/Guipavas was impossible in 10/10 cloud. Congratulatory signals on the Aber Vrach operation were received from the C. in C., Sir Trafford Leigh Mallory, from the Secretary	

Place	Date	Time	Summary of Events	References to Appendices
WARMWELL	12 th	(continued)	of state for Air, Sir Archibald Sinclair and from the Board of Admiralty.	
			The moon period started with two uneventful night shipping reccos; and eight pilots on local flying.	
	13 th		First light uneventful shipping recco. The eight pilots who took part in the Aber Vrach operation, together with the Adjutant and the Intelligence Officer were filmed by British Movietone News S/Ldr E.R. BAKER DFC described the operation for sound-recording.	
			Night flying cancelled because of low cloud	
	14 th		No day flying in frontal weather. In the afternoon an evasion exercise was held. Pilots in mufti were dropped from M.T. five miles from the aerodrome and had to make their way into it without being captured by Police, Home Guard, or R.A.F Regiment. This was very successful as twelve of the twenty pilots returned without being apprehended.	
	14 th - 15 th		An extensive programme of night flying practice was carried out and the routine operational reccos were flown. S/Ldr E.R. BAKER DFC returned from one of these having sunk an E. Boat and destroyed an H.E. 111. This was, quite simply, the most remarkable individual achievement up to the present time, of any member of the Squadron since the return from Norway in 1940.	
	15 th		Fighter readiness all day. Bomb racks were removed from six Whirlwinds in order to cope.	
	15 th - 16 th	Night	Two night reccos. SGT R.C. BEAUMONT bombed ship (cat 4) in the entrance to Cherbourg Harbour. This was the first time that a Whirlwind has bearded the Cherbourg flak at low level.	
	16 th		Fighter readiness again	
	16 th - 17 th	Night	An extensive practice flying and operational night programme was severely cut in order to obtain 14 a/c to fly to Predannack at first light. The ground crews worked all night; the complete repainting at night of a Whirlwind is worth a special mention. The 2 night reccos were mainly uneventful.	
	17 th		First light 12 A/C flew to predannack. They were a fine sight in	

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Place	Date	Time	Summary of Events	References to Appendices
WARMWELL	formation		formation with their Nav:lights burning in the still clear twilight before dawn. From Predannack	
			the Squadron provided the bombing element of the five Squadron operation, 10 Group Ramrod 74.	
			The target was again Guipavas aerodrome. For the second time in sucession the target was covered	
			with 10/10 cloud, and on this occasion it was evident from five miles from the French coast that	
			no part of the operation could be successful. 11 a/c then returned to Warmwell. The Oxford	
			carried a spare wheel to Predannack and the 12 th a/c came back later. There are now twenty pilots	
			in the Squadron operational both by day and by night	
	17-18 th	Night	Four night shipping reccos were mainly uneventful	
	18 th		Some practice flying. Night flying cancelled in low cloud.	
	19 th		4 a/c beat up 20 MTB's in Weymouth Bay. The Navy expressed themselves as "alarmed and satisfied"	
	20 th - 21 st		No flying in frontal weather.	
	21 st		F/Lt "Jimmy" Coyne DFC who had recently concluded his tour of operations with the Squadron - he	
			came to the Squadron as a Sergeant Pilot in Sept 1941 - left Warmwell for Warrington en route	
			for some leave in Canada. A form D was received ordering Whirlwinds to be prepared for convoy	
			duties in 10 Group, in lieu of Spitfires.	
	21 st - 22 nd		S/Ldr E.R. BAKER DFC having obtained a three day extension of the moon period bombed and probably	
			sunk a trawler off Cherbourg.	
	24 th		Captain Meade of the Royal Irish Fusiliers was attached to the Squadron for two days as	
			instructor in combined Operations. His lectures and informal conversations were interesting	
			and informative.	
	25 th		Convoy patrols. Squadron Balbo.	
	26 th		Squadron Balbo. It should be noted that correct formation flying is of absolute importance in	
			divebombing operations, and that rapid and precise changes of formation are an important	
			factor in low level bombing of ships.	

Place	Date	Time	Summary of Events	References to Appendices
WARMWELL	29 th		Convoy patrols in unpleasant flying weather	
	30 th		Little flying in low cloud and cross-wind	
	31 st		Convoy patrols	
			During the month the Squadron has twice been honoured by a visit from the A.O.C 10 Group	
			A.V.M. STEELE DFC	
			It was a curious error of judgement which caused the statement in the July record that Typhoon	
			Bombers in the Portreath Sector "removed the possibility of offensive work in the	
			far South-West". During August the Squadron operated five times from Predannack and it was from	
			these that the extremely successful battle at Aber Vrack took place and that Guipavas was divebombed.	
			The moon period from Warmwell was distinguished by the remarkable personal success of	
			S/Ldr E.R. BAKER DFC who destroyed an E. Boat and an H.E. 111 in one sortie and probably sunk	
			an armed trawler in another. Both S/Ldr BAKER and SGT. R.C. BEAUMONT penetrated the outer ring	
			of the Cherbourg defences in their pursuit of the enemy. F/Lt D.G. ROSS supernumerary to the	
			Squadron was reposted to Flight Commander post on the 11 th August 1943.	
			F/Lt J.P. COYNE DFC who joined the Squadron as Sergeant and rose to the rank of Flight	
			Lieutenant and became Flight Commander left the Squadron for a well earned rest. He took part in	
			nearly all the Squadron's operational work and by his gallantry and leadership earned the award	
			of the D.F.C. on the 2 nd June 1943.	
			<i>E.R. Baker</i>	
			Squadron Leader, Commanding	
			<u>No 263 Squadron R.A.F. WARMWELL</u>	

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Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron R.A.F.

For the month of August, 1943

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
3 rd	P.7055	S/Ldr E.R. BAKER DFC	Shipping	11:25	12:35	Escorted by the Ibsley Wing which now consists of two Squadrons	
	P.6974	F/Lt J.P. COYNE DFC	Recco			only, Nos 616 and 453, the Channel Islands shipping lanes were	
	P.6971	P/O N.P. BLACKLOCK				thoroughly searched from a height of 20-100 feet. Moderate, rather	
	P.6979	SGT J.B. PURKIS				accurate flak from Guernsey	
	P.7055	S/Ldr E.R. BAKER DFC	10 Group	19:57	21:15	Escorted again by the Ibsley Wing and accompanied by the Portreath	
	P.6979	SGT D.R. GRAY	Circus			Wing, these 8 Whirlibombers divebombed Brest Guipavas aerodrome in	
	P.7040	F/O P.T.R. MERCER				the classical manner - from 13,000 feet pulling out at 7,000 feet.	
	P.7111	SGT R.C. BEAUMONT				Six bursts were seen within the boundaries of the aerodrome and four	
	P.7047	F/Lt J.E. McCLURE DFC				of these were among buildings. A F.W.190 attacked, but missed our	
	P.6997	F/SGT G.H. SMITH				a/c during the dive. Flak was normal. Weather fine.	
	P.7012	F/SGT SIMPSON					
	P.6974	F/Lt J.P. COYNE DFC					
4 th	P.7055	S/Ldr E.R. BAKER DFC	Armed	11:38	13:05	Profiting from the presence of the Whirlibombers at Predannack and	
	P.6979	SGT J.B. PURKIS	Shipping			remembering perhaps the successful operation of the 14 th April 1943,	
	P.6974	F/Lt D.G. ROSS	Recco			10 Group laid on this long shipping recco W. of Ushant and as far as	
	P.6990	SGT W.W. HEATON				Cap Chevre, 10 10 miles south of Brest. This time, however, no ships	
	P.7047	F/Lt J.E. McCLURE DFC				were found.	
	P.7012	F/O P.T.R. MERCER					
	P.7098	W/O D.F.J. TEBBIT					
	P.7111	P/O N.P. BLACKLOCK					
11 th	P.7113	S/Ldr E.R. BAKER DFC	10 Group	14:34	16:05	It had been reported that 7 E. Boats were lying in the estuary	
	P.7111	SGT H.M. PROCTOR	ROADSTEAD			of Aber Vrack. The Squadron sent 10 a/c to Predannack and 8 were	
	P.6974	F/Lt D.G. ROSS	74			briefed for the operation, a low level attack accompanied by the	
	P.7092	P/O N.P. BLACKLOCK				Portreath Polish Wing. The formation took off and flew just above	
	P.7047	F/Lt J.E. McCLURE DFC				sea level. The level	
	P.7097	SGT G.A. WOOD					
	P.7098	W/O D.F.J. TEBBIT					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
11 th	P.6979	SGT J.B. PURKIS					
	The Battle of Aber Varch (continued). The Leader of the anti-flak Squadron, No 302 recognised the coast and, turning 10° to port enabled an attack to be made straight into the mouth of the estuary. Thus a notable surprise was effected on the enemy. Seven E. Boats and an armed trawler were lying off the pier at LANIERS. Anti-flak shied in from 800 feet, and the Whirlibombers followed as the last cannon shells exploded, and bombed 6 ships. An armed trawler and 4 E. Boats were blown to pieces by direct hits - it seems likely that H.E. Of German origin helped in the remarkable explosions which were seen - and one E. Boat was left in flames. Flak was very slight from the ships but fairly intense from the shore batteries. One M.G. Bullet pierced the nacelle of one Whirlibomber. The crews of the boats were seen trying to wrench the canvas covers from the guns, others diving overboard in panic, others rushing up and down the deck with doubtful purpose.						
12 th	P.7012	F/SGT J.I. SIMPSON	Night Shipping	23:10	00:25	These two night shipping reccos were standard types of the of	
	P.7096	F/SGT G.H. SMITH	Recco	23:15	00:30	the August moon period. Two pilots took off in quick succession.	
	One flew to Point Barfleur thence at 2-4 miles off the coast past MARCOUF, looked into ISIGNY BAY AND AS far as GRAND CAMP, returning past BARFLEUR to CAP-de-la-HAGUE with an extension to ALDERNEY or to C. FLAMANVILLE thrown in for good measure. The other reconnoitred all the Channel Island shipping lanes with a voluntary extension towards BREHAT. Thus the whole area within range from WARMWELL was covered, two or three times nightly. Heights were at pilot's discretion but they were briefed to cross the channel at 100-200 feet and to search at 200-1500 feet, changing height continuously. Flak from the islands, if the pilot approached within two miles, was a commonplace. So too were the lighthouses at each of the Channel Islands, CAP-de-la-HAGUE and POINT BARFLEUR						
13 th	P.7047	F/Lt J.E. McCLURE DFC	Armed	06:45	07:50	Escorted by a squadron of the Ibsley Wing the Whirlibombers swept	
	P.7056	SGT R.C. BEAUMONT	Shipping			swept the familiar Channel Island shipping lanes without success	
	P.6974	F/Lt D.G. ROSS	Recco				
	P.7111	SGT J.B. PURKIS					
14 th	P.7113	S/Ldr E.R. BAKER DFC	Night Recco	22:55	00:05	F/Lt McCLURE saw nothing on the BARFLEUR route. S/Ldr BAKER found	
	P.7047	F/Lt J.E. McCLURE DFC	Night Recco	23:05	00:15	an E. Boat running at high speed from Jersey towards St Peter Port.	
	He bombed it up moon and saw a double explosion, orbitted and saw two sailors swimming among debris. Then he continued towards Brehat, and was returning N. of Guernsey at 300 feet						

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				Up	Down		
14 th	when he saw	a H.E.111 1000 yards	ahead and 200 feet	above him,	flying on a parallel	course. He climbed and closed slowly from below	
continued	and 10° off	(to avoid being seen)	and then fired a short burst	from 200 yards	dead astern. The e/a's	port engine caught fire.	
	Another burst	sent the H.E.111	crashing into the sea.	S/Ldr	BAKER	DFC nearly followed, but instead pulled out and returned to base.	
15 th	P.7097	F/SGT J.I. SIMPSON	Scramble			The section was variously vectored at 10,000 to 15,000 feet	
	P.6990	F/SGT G.H. SMITH				seawards of SWANAGE and PORTLAND but did not see the enemy.	
	P.7111	S/Ldr E.R. BAKER DFC	10 Group	15:00	16:20	This operation was planned after the manner of that of the 3 rd	
	P.7047	F/Lt J.E. McCLURE DFC	Circus			August. S/Ldr E.R. BAKER DFC had exactor trouble and returned to	
	P.6997	SGT W.E. WATKINS				base. F/Lt J.E. McCLURE DFC led but found 10/10 cloud in the BREST	
	P.7098	SGT F. GREEN				area, and no attack could be made.	
	P.7012	SGT W.W. HEATON					
	P.7013	F/Lt D.G. ROSS					
	P.7092	P/O N.P. BLACKLOCK					
	P.6971	SGT H.M. PROCTOR					
15 th	P.7092	SGT R.C. BEAUMONT	Night Shipping	22:00	23:10	F/O R.B. TUFF's CHANNEL ISLAND recco was uneventful	
	P.7013	F/O R.B. TUFF	Recco	23:40	01:00	uneventful except for the occurrences of mysterious flares.	
	SGT R.C. BEAUMONT	mistook CHERBOURG FORTS	for ships. Investigating	them he did find	a Coaster and 3 Barges	in the entrance to the	
	harbour. He	bombed the coaster (cat 4)	but very properly did not	wait to see results,	as the harbour flak	opened up with full	
	intensity. Group	Captain Hardy sent a	message of congratulations				
16 th	P.6986	F/O P.T.R. MERCER	Night Recco	22:06	23:30	F/O P.T.R. MERCER found nothing remarkable in the Channel Islands	
	P.7047	SGT W.W. HEATON	Night Recco	22:12	23:35	area. SGT W.W. HEATON had a long chase of a doubtful a/c. Each a/c	
	attempted to	silhouette the other	against the moon and	each foiled	the other's attempt.	SGT W.W. HEATON thinks	
	been a	Wellington. He landed	back off course at Exeter,	refuelled	and returned to base	at Warmwell.	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
17 th	P.7113	S/Ldr E.R. BAKER DFC	10 Group	08:50	10:00	It was intended to divebomb Brest Guipavas. The operation with	
	P.6986	F/O P.T.R. MERCER	RAMROD			the usual escort and cover of the Ibsley Wing and Portreath Wing	
	P.7040	SGT F. GREEN				got under way. But the Brest Peninsula was found to be covered with	
	P.7098	W/O D.F.J. TEBBIT				10/10 low cloud and the Squadrons returned to their bases with some	
	P.7096	SGT W.E. WATKINS				irritation	
	P.7097	SGT G.A. WOOD					
	P.6974	F/Lt D.G. ROSS					
	P.6971	SGT J.B. PURKIS					
	P.7092	P/O N.P. BLACKLOCK					
	P.7046	SGT D.R. GRAY					
	P.7047	F/O R.B. TUFF					
	P.6990	F/O E.J. HOLMAN					
17 th	P.7113	F/SGT J.I. SIMPSON	Night Recco	22:00	23:05	The first three pilots found nothing remarkable other than more	
	P.7047	SGT W.W. HEATON		22:05	23:35	mysterious flares N. of BARFLEUR - these appear to come up	
	P.7098	F/SGT G.H. SMITH		23:10	00:15	from a totally empty sea. SGT R.C. BEAUMONT had an uneventful	
	P.7096	SGT R.C. BEAUMONT		23:05	00:35	patrol but a thrilling landing. His hydraulics system was partially	
	u/s. However the emergency bottle procured wheels and flaps down. Then his port engine cut out with a loud report. He dropped his						
	bombs "safe" in a field W. of Knighton Wood and made a very creditable S.E. landing.						
	P.7113	S/Ldr E.R. BAKER DFC	Night Recco	00:15	02:50	S/Ldr E.R. BAKER DFC was flying down moon along the North coast of	
	P.7096	F/Lt R.G. ROSS		02:58	03:05	the Cotentin when he saw flak coming from port and astern. He	
	turned to investigate and saw a trawler lying about a mile off Cherbourg and firing vigorously. He turned inside Cherbourg Harbour,						
	positioning for attack meeting 2 S/Ls and flak from shore batteries. Then he bombed the trawler up moon from 50 feet and saw a large						
	explosion on the stern of the ship. After orbiting he saw the ship well down by the stern and apparently sinking. Its guns were						
	silenced. F/Lt R.G. ROSS found no trace of the ship an hour later. This armed trawler is claimed Cat 2, probably sunk.						

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				Up	Down		
23 rd	P.7098	F/SGT I.J. SIMPSON	CONVOY	09:10	10:40	Escort of convoy Swanage to Needles	
	P.6990	SGT F. GREEN					
	P.7047	F/SGT G.H. SMITH		10:10	11:10		
	P.7040	SGT W.A. HANDLEY					
25 th	P.7047	F/O P.T.R. MERCER	CONVOY	07:50	09:05	Escort of convoy Swanage to Portland	
	7012	F/O D.W. STURGEON					
	P.7098	W/O D.F.J. TEBBIT		08:40	10:15		
	P.7040	SGT F. GREEN					
	P.7068	SGT G.A. WOOD		10:00	11:15		
	P.6997	SGT W.A. HANDLEY					
29 th	P.6974	SGT H.M. PROCTOR	CONVOY	08:30	09:50	Convoy from Needles to West of Portland. A curious convoy, it	
	P.SGT D.M. DUNLOP					consisted of two M/V's of 3,000 - 4,000 tons escorted by two	
	P.6986	W/O D.F.J. TEBBIT		09:30	10:15	destroyers and two Corvettes	
	P.7040	F/O D.W. STURGEON					
	P.6979	SGT D.R. GRAY		10:35	12:05		
	P.6971	SGT G. WILLIAMS					
	P.6977	F/SGT G.A. SMITH		11:45	13:10		
	P.7097	SGT W.W. HEATON					
	P.6979	P/O N.P. BLACKLOCK		12:55	14:05		
	P.6971	SGT D.M. DUNLOP					
31 st	P.6974	SGT H.M. PROCTOR	CONVOY	06:55	08:30	Convoy, West of Portland. F/O STURGEON and F/O HOLMAN received	
	P.6979	SGT G. WILLIAMS				warning from both operations and convoy that a bogy was approaching	
	P.6974	SGT PROCTOR		10:25	11:45	and indeed a visual was obtained on a distant a/c, probably a	
	P.6979	SGT J.B. PURKIS				J.U.88. It turned south again. Our pilots were not seduced from	
	P.6974	SGT PROCTOR		12:40	14:10	their task.	
	P.6979	SGT J.B. PURKIS					
	P.7119	F/O R.B. TUFF		14:45	16:05		
	P.7056	SGT P.S. COOPER					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
31 st Cont:	P.7012	F/O D.W. STURGEON	CONVOY	08:10	09:40		
	P.7098	F/O E.J. HOLMAN		"	"		
	P.6990	F/O P.T.R. MERCER		09:20	10:45		
	P.7047	SGT G.A. WOOD		"	"		
	P.6990	SGT G.A. WOOD		11:25	12:55		
	P.7047	SGT W.E. WATKINS		"	"		
	P.7047	SGT F. GREEN		13:45	15:15		
	P.6990	SGT W.W. HEATON		"	"		
						<i>E.R. Baker</i>	
						Squadron Leader, Commanding	
						<u>No 263 Squadron R.A.F. WARMWELL</u>	

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
WARMWELL	SEPTEMBER 1943		The month of September was remarkable for the variety of the operations conducted in it and for the peregrinations of the Squadron between Manston and Predannack, the most South-Easterly and the most South-Westerly aerodromes of England.	
		1 st	Frontal day of low cloud and rain. No flying.	
		2 nd	C.O. and F.C.O. Warmwell to Bolt Head to investigate possibilities of night operations based there.	
		3 rd	Much bombing practice at Chesil Bank Range	
		4 th	Not many a/c hours available for non-Op flying	
		5 th	Considerable activity to arrange Squadron detachment to Manston tomorrow. All pilots were recalled from leave.	
		6 th	44 Ground crew and F/O Mercer proceeded by train to Manston.	
		7 th	14 Whirlwinds and Oxford with I.O. to Manston by 1200. This is the Squadron's first detachment to 11 Group since the famous "escort of bombers to Doel" on the occasion of the Knapsack Raid of 12 August 1941. C.O. to Hornchurch for conference.	
MANSTON		8	Two more Whirlwinds arrived at Manston making 16 serviceable there. Fine bright day. Briefing for low level attack on Naval and heavy flak positions at HARDELOT. However, at the last minute tactics were changed by 11 Group to the standard dive-bombing attack. This attack was carried out in the evening by 7 a/c. Unfortunately 5 a/c returned early.	
		9 th	Briefing at 0500 hours for further dive-bombing of HARDELOT gun-positions. The operation was then successfully carried out and the a/c were quickly refuelled and re-armed for further sorties. But these were not called for. The Squadron was briefed for a dive-bombing of St OMER aerodrome and taxied out at 1710 to take off. But this operation was cancelled in thick and gathering haze.	

Place	Date	Time	Summary of Events	References to Appendices
			These three days at Manston under the auspices of operation "STARKEY" were very greatly enjoyed	
			by all who took part in the detachment. It may be that the results of the operation were not	
			those which were hoped for by higher commands. Nevertheless the sense of having an important	
			part to play in a very large operation lent a dramatic excitement to squadron sorties which were	
			in themselves less eventful than our normal dive-bombing operations in 10 Group. What is desired	
			to suggest here that, whatever the other results of the operation may have been, there should	
			also be added on the credit side the roaring good spirits ("excellent morale is the official	
			phrase") which were engendered in the pilots of this squadron by the privilege of playing a part	
			in the drama of the preparation and execution of this operation.	
		10 th	Squadron detachment returned to Warmwell by air and railway. Night operations cancelled in	
			electrical storm and rain.	
		11 th	Convoy patrols by "B" Flight. A shipping strike was laid on for 1200 hours but cancelled in	
			favour of naval operations.	
		12 th	First light to afternoon convoy patrols. Night operations cancelled in fog.	
		13 th	Misty morning. No flying. 1845 10 a/c moved to Predannack so that perfect moonlight night was	
			wasted.	
		14 th	Operation cancelled at Predannack. I.O, M.O, & F.C.O to Bolt Head by car. Extremely heavy	
			rainstorm.	
		15 th	25 ground crew arrived at Bolt Head at 0200 having travelled in a lorry which broke down near	
			Exeter. The air party returned from Predannack to Bolt Head but did not land there as they	
			received R/T instructions to fly on to Warmwell. I.O., M.O., & F.C.O. returned by car.	
			Detachment ground party remained. Night ops cancelled in 10/10 low cloud, rain, gale, etc.	
		16 th	Weather duff in morning. Afternoon, 13 Whirlwinds to Bolt Head but they were again ordered back	
			to Warmwell, without landing. M.O., F.C.O., and I.O. in Oxford landed at Bolt Head and returned.	
			Night reccos, and one in which F/Lt J.E. McCCLURE DFC R.C.A.F. attacked an E. Boat, and one in	
			which S/Ldr BAKER attacked an E. Boat.	

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Of (Unit or Formation) WARMWELL

Place	Date	Time	Summary of Events	References to Appendices
WARMWELL		17 th	After another duff morning 14 Whirlwinds moved to and landed at Bolt Head. M.O., F.C.O., & I.O. moved there in the Oxford. As Met had foretold this time correctly, the weather cleared in the morning and the extensive Ranger Operations which had been carefully planned and briefed for, were carried out. This was the largest night operation ever undertaken by the Squadron. 13 a/c took off from Bolt Head, twelve bombed their targets, and all 13 landed safely at Exeter, to which the I.O. had moved on by Oxford.	
		18 th	The Air party moved from Exeter to Bolt Head to take part in a circus operation but weather prevented this and the Squadron detachment returned from Bolt Head to Warmwell by air and lorry. Night; two reccos in rather bad weather.	
		19 th	News was received that the bombing of HARDELOT guns (shared with other squadrons) was remarkably successful.	
		21 st	9 a/c flew to Predannack and back for an operation which was cancelled in thick weather.	
		22 nd	Fighter readiness and stand-by at Warmwell. In the afternoon 9 a/c flew to Bolt Head for a shipping strike but it was too late and too dark to take off. They returned for a night landing at Warmwell.	
		23 rd	9 a/c to Bolt Head, from which eight dive-bombed MORLAIX aerodrome. Bombing results were good. An R/T message was intercepted warning German aircraft not to land back at MORLAIX. Unfortunately F/SGT G.A. WOOD was shot down by flak during the dive and was believed to have been killed instantly. F/SGT WOOD was posted to the Squadron on the 24 th February 1943. He was a skilful and gallant pilot who had taken part in seven offensive operations. He had recently been accepted for commissioned rank. Gay and light-hearted in his manner, handsome in appearance, he was very like the popular notion of typical pilot. His age was 21.	

Place	Date	Time	Summary of Events	References to Appendices
WARMWELL		24 th	The squadron was roused before dawn and preparations were made for a departure to the west at first light. But it then appeared that someone had blundered. Fighter readiness and a scramble in the morning. 9 a/c to Predannack Air firing practice in the afternoon.	
		25 th	This was the forth day of fine clear September weather. Bombing practice in the morning. 9 a/c to Predannack at 1330. They took off to attack LANNION but 10/10 cloud over the target prevented dive-bombing. Returned to a dusk lading at Warmwell.	
		26 th	Fine day. Air firing.	
		27 th	Air firing and bombing practice	
		28 th	Unfavourable weather.	
		29 th	9 a/c took of at 1st light for and landed at Predannack. Operation abandoned on account of weather. a/c returned to Warmwell.	
		30 th	Flying training. AIR/GROUND firing during the day.	
			<u>ESTABLISHMENT</u> : The squadron has been converted to the new establishment under Fighter Command reorganisation scheme. The total establishment being 32 which included 11 Officers and 7 Airmen pilots. All surplus airmen have been transferred to 3055 Echelon.	
			<u>PERSONNEL</u> : Officers; S/Dr E.R. BAKER awarded bar to D.F.C. and F/O J.I. SIMPSON awarded D.F.M. S/Ldr E.R. BAKER attended No 3 Intermediate Course Army Co-operation at Old Suram. F/SGT HUGHES posted to 616 Squadron. The following pilots were posted to the Squadron during the month F/Lt F.D. SNALAM Supernumerary from 616 Squadron and attached to "B" Flight. F/O L.A. UNWIN R.C.A.F., P/O A. BARR R.C.A.F. from 55 O.T.U., and SGT A.J. RYAN from 56 O.T.U. W/O D.F.J. TEBBIT and F/SGT W.W. HEATON granted commissions with the Squadron.	
			<i>E.R. Baker</i>	
			Squadron Leader, Commanding	
			<u>No 263 Squadron R.A.F. WARMWELL</u>	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 SQUADRON
For the month of SEPTEMBER, 1943

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	WHIRLWIND						
8 th	P.7096	S/Ldr E.R. BAKER DFC	OPERATION	17:07	17:42	This operation, the divebombing of Naval and Flak heavy guns	
	P.7056	F/SGT R.C. BEAUMONT	STARKEY	"	"	at HARDELOT was designed to safeguard the ships of the "Amphibious"	
	P.6983	F/SGT H.M. PROCTOR		17:07	18:05	Exercise" which were to make a feint at Boulogne on the next day.	
	P.6979	F/SGT J.B. PURKIS		"	17:42	Unfortunately 5 of our A/C returned early, 3 with technical trouble	
	P.6974	F/Lt D.G. ROSS		"	"	and two with finger trouble.	
	P.7055	SGT D.C. TODD		"	"	F/Lt J.E. McCLURE DFC led in the others to a classical d/b	
	P.7047	F/Lt J.E. McCLURE DFC		"	18:05	14,000 - 5,000 feet. 6 bursts in the target area. Escort, or rather	
	P.6997	F/SGT W.W. HEATON		"	"	"Target Cover" by Typhoon Squadron. Flak was light, inaccurate,	
	P.7040	F/SGT W.E. WATKINS		"	"	and late.	
	P.7013	SGT G. WILLIAMS		"	"		
	P.7097	F/SGT G.A. WOOD		"	"		
	P.7092	SGT P.F. COOPER		"	"		
9 th	P.7096	S/Ldr E.R. BAKER DFC	OPERATION	08:00	09:05	This operation was a repetition of the d/b of HARDELOT Gun Positions	
	P.7092	P/O N.P. BLACKLOCK	STARKEY			It went well from start to finish. Dives were from 14,000 to 3,500	
	P.6974	F/Lt D.G. ROSS				feet and bombing results were good - all bursts were in the target	
	P.7055	F/O R.B. TUFF				area, within a circle of 150 yards radius. In both operations the	
	P.6986	F/O P.T.R. MERCER				coast was crossed at Hastings at 4,000 feet after which the	
	P.6947	F/O J.E. HOLMAN				climbed to 14,000 feet, divebombing in echelon starboard and	
	P.7047	F/Lt J.E. McCLURE DFC				returned in formation at 1,000 feet. Target cover by Typhoon Squadron	
	P.7012	SGT W.A. HANDLEY					
	P.7097	F/SGT G.A. WOOD					
	P.7056	F/SGT R.C. BEAUMONT					
	P.6979	F/SGT J.B. PURKIS					
	P.7013	SGT R.C. TODD					
11 th	P.7047	W/O D.F.J. TEBBIT	CONVOY PATROLS	09:30	10:50	Convoy moving westward from Portland.	
	P.7040	F/SGT F. GREEN		"	"		
	P.7012	F/SGT G.H. SMITH		11:45	13:15		

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
	WHIRLWIND						
11 th	P.6986	W/O D.F.J. TEBBIT		14:10	14:40		
	P.7040	SGT F. GREEN		"	"		
	P.6979	F/SGT GRAY		10:35	12:15		
	P.6971	SGT D.M. DUNLOP		"	"		
	P.6999	F/SGT J.B. PURKIS		13:10	14:40		
	P.7056	SGT D.C. TODD		"	"		
12 th	P.7092	P/O N.P. BLACKLOCK	CONVOY	06:55	08:05	Large convoy forming off Needles and moving West.	
	P.7013	F/O J.E. HOLMAN					
	P.6986	F/SGT G.H. SMITH		07:55	09:05		
	P.7097	SGT W.A. HANDLEY		"	"		
16 th /17 th	P	S/Ldr E.R. BAKER DFC	NIGHT	22:10	23:20	Bombed E. Boat Cat 4 NNW MARCOUF and cannoned No 2 E. Boat Cat 4	
16 th /17 th	P.7098	F/SGT J.I. SIMPSON	ARMED	22:15	23:15	These pilots took off in pairs to recco the CAP DE LA HAGUE	
	P.7047	F/Lt J.E. McCLURE DFC		23:55	00:50	- ISIGNY AND CHANNEL ISLANDS shipping lanes. All reccos were	
	P.7046	F/O J.E. HOLMAN	SHIP	23:50	01:10	uneventful except that of F/Lt J.E. McCLURE DFC who found two E.	
	P.6983	F/Lt D.G. ROSS	RECCO	01:17	02:22	Boats a mile W.S.W. of Guernsey/PLEINMONT POINT. He bombed the	
	P.7092	P/O N.P. BLACKLOCK		01:20	02:47	rearward ship in an 800 - 200 feet up moon astern attack and saw	
						his bursts very close to the stern (Cat 4). Orbiting to see results	
						he was held by S/Ls from GUERNSEY. He then returned to base.	
	<u>"CHATERNOOGA CHOOCKOO"</u>						
	This operation of which details will be found overleaf, was devised by S/Ldr E.R. BAKER DFC in co-operation with 10 Group						
	Intelligence to sever the main RENNES - BREST railway line if possible in nine places between LAMBALLE AND MORLAIX, so that (a)						
	trains should be bottled up "ranging" on that night (b) trains should be diverted to the southern loop line single track and become						
	ranger targets for Mosquitos on the following night. Pilots were carefully and extensively briefed at Warmwell during the previous						
	days. They were to make landfall at 2,500 feet at the point nearest to their target where no flak was to be expected and to bomb						
	their allotted targets as an absolute priority. Eleven a/c were to be on target at approximately the same time. These orders were						
	nicely carried out. Our a/c saw neither S/Ls or flak, tho' these were seen out of range at MORLAIX. Bombing was carried out						
	between 0205 and 0215 from 2000 to 700 feet. No pilot "lost his way". All a/c took off from Bolt Head and after material						

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DETAIL OF WORK CARRIED OUT
By 263 SQUADRON
For the month of SEPTEMBER, 1943

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
		"CHATERNOOGA CHOOCHOO" CONTINUED					
		assistance from F/Lt CONNOLLY (F.C.O. WARMWELL) who had established night flying and Homing facilities at Bolt Head landed back at Exeter, most of them after a flight of two hours duration, one after a remarkable long flight of 2 hours 10 minutes.					
	P.7056	F/SGT R.C. BEAUMONT	NIGHT	01:23	03:00	Bursts in cutting near LAMBALLE	
	P.6983	F/Lt D.G. ROSS	RANGER	01:22	03:30	Bursts on or near bridge N. of LAMBALLE	
	P.7040	F/O P.T.R. MERCER	OPERATION	01:25	03:35	Bursts on or very close to line E. of HLOUVARA	
	P.7097	F/SGT W.W. HEATON		01:24	03:15	Bursts on or v. close to line in BOIS DE MANLANG. He then fired at and secured strikes on a locomotive (Cat B)	
	P.7047	F/Lt J.E. MCCLURE DFC		01:25	02:25	Returned with C/S U/S	
	P.7098	F/SGT N.P. SIMPSON		01:26	03:20	Bombed line W. of PLOUARET	
	P.71113	S/Ldr E.R. BAKER DFC		01:31	03:24	These four pilots were briefed to bomb PONTTHOU Viaduct	
	P.6990	F/SGT PURKIS		01:28	03:10	SGT PURKIS recognised his landfall as too far W. and bombed	
	P.6971	F/SGT H.M. PROCTOR		01:27	01:55	the line S.W. of MORLAIX (bursts on or near). The others	
	P.7092	P/O N.P. BLACKLOCK		01:30	02:25	attacked their objective but think they hit the cuttings to the S and N of the Viaduct.	
	P.7012	F/SGT G.H. SMITH		01:29	03:05	Bombs on or near the line E. of MORLAIX	
	P.6990	F/O E.J. HOLMAN		02:20	04:00	These two "Rangers" went out an hour later. The first	
	P.6997	F/SGT W.E. WATKINS		02:21	04:05	bombed a train (Cat C.) E. of PLOUAREL. The other secured bursts	
		on or v. close to the line W. of PLOUARET. Unfortunately, the weather was u/s on the following night so that Part II of this operation, ranging by Mosquitos, could not be carried out.					
18 th /19 th	P.7113	S/LRd E.R. BAKER DFC	NIGHT	23:59	00:50	Lightning vied with flak in 10/10 cloud over Cap-de-la-Hague.	
	P.7040	F/SGT F. GREEN	SHIPPING	00:10	01:40	The Channel Island recco, F/SGT GREEN's first night operation,	
			RECCO			was uneventful except for too much cloud	

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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
WARMWELL	October, 1943		The month opened with non-operational flying for the first three days until the:-	
	4 th		when an armed recco went to LEZARDRIEUX uneventfully.	
	5 th - 6 th		Weather raining and windy, no flying. The moon period approaching, briefing for "CHUPPER PRANG" took place.	
	7 th		Finer day. Armed recco round Channel Is. Uneventful. First light of moon period. Unsuccessful two reccos.	
	8 th		Fighter readiness. Nil.	
	9 th		Night. S/Ldr E.R. BAKER DFC & Bar attacked E. Boat, zero feet, Cat 4. P/O W.E. HEATON shot up off Cherbourg by M/V. Shipping strike laid on for this ship. Only S/Ldr BAKER attacked and ordered others to return to TANGMERE. Unfortunately, P/O J.I. SIMPSON had double engine failure in circuit and crashed fatally. P/O SIMPSON had been with the Squadron for 15 months and was an experienced Whirlwind pilot. He had recently been awarded the DFM. Simmy was well liked by all the squadron and is a great loss to the squadron as a pilot and a friend.	
	10 th		Fog cleared in the morning to a fine day but came in at night around dusk cancelling night flying	
	11 th		No night operations; similar weather to yesterday.	
	to 14 th		Night and day readiness and searched from Predannack for 6,000 ton M/V. All reccos proved uneventful.	
	15 th		Fine hazy day. Practice Practice flying and Air/Air Firing. Four A/C to Predannack to continue night special reccos. F/Lt D.G. ROSS managed to get off, but due to duff weather, ops were, after a succession of flaps, cancelled here.	
	16 th		Predannack ship search. 4 Whirlwinds searched unsuccessfully in bad weather	

Place	Date	Time	Summary of Events	References to Appendices
	17 th		Front passed. Night ops extremely successful. One train (Munition) Cat A, fell to S/Ldr	
			BAKER, two trains in AIREL Station to P/O N.P. BLACKLOCK, One locomotive Cat C to S/Ldr BAKER,	
			One locomotive Cat C to F/O P.T.R. MERCER, One launch Cat 4 to P/O BLACKLOCK, Rail Bridge	
			damaged by F/Lt ROSS, F/SGT TODD, F/SGT COOPER. Track damaged at various places by F/SGT	
			BEAUMONT, F/SGT PROCTOR, P/O BLACKLOCK	
	18 th		4 A/C to Predannack for yet more reccos for the M/V, afterwards identified as the blockade	
			runner Munster-land inward bound from Japan. The night was non-op, in a gale.	
	19 th		Rhubarb operations in thick weather and a strong crosswind, reaching 45 miles p.h. The night	
			operations of the 17 th produced an excellent concentration of rolling stock and in the four	
			following days 263 and our neighbours 257 (Typhoons) showed seventeen successful attacks on	
			locomotives and goods waggons in the Cherbourg Peninsula and on the main line between CAEN and	
			AIREL. Night ops cancelled in crosswind.	
	20 th		No operations in crosswind and rain.	
	21 st		Fronts reported by the Met from Iceland to VIRGINIA, and indeed they lasted for three days.	
			More successful Rhubarb operations.	
	22 nd		Aerodrome S.Op only, after heavy rain. More successful Rhubarbs	
	23 rd		Aerodrome S.Op only, after heavy rain. All Officers and Air Crew of the squadron have been made	
			(For mutual services to the Bellows Club) honorary members of the Argentine Club in London.	
			Night, despite moonless darkness the squadron were brought to readiness to attack the	
			Munsterland, which was being searched for by Albacores.	
	24 th		After a fine dawn we were informed by 10 Group that WARMWELL weather was non-op. After an hour	
			spent explaining that it wasn't, the squadron took off, 6	

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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
	24 th	continued	Whirlwinds and - for the first time - 6 Whirlwinds anti-flak, to recco the Cherbourg Shipping Lanes. Soon after this the Munsterland was photographed lying at the DIGUE DU HOMET in Cherbourg Inner Harbour and 10 Group Roadstead 77 was laid on. This was the first time that this squadron (and we think that any squadron) has made a low-level attack on Cherbourg Docks. The Munsterland was damaged by our attack and by that of the 183 Squadron Bompheons, and was shifted to No 5 dry dock. F/SGT GRAY is missing under circumstances which give hope that he may still be alive. F/O MERCER is believed to have been killed. Paul Mercer has been with the squadron for eight months and was a skilful and gallant pilot and very well liked as a person. He had recently married S/O ANDERSON of 10 Group. This operation reduced the number of immediately serviceable Whirlwinds to fourteen or fifteen. Thus the re-equipment of the squadron with some other type of a/c - which has been expected consistently to be more or less immediate during the past two, and perhaps three years - has become truly inevitable in the not distant future. It is felt that these two low level attack on shipping in the Cherbourg Inner Harbour by 263 and 183 squadrons deserve to be remembered among the exploits of true gallantry in this bloody war.	
	25 th		Our 4 a/c were brought to Fighter Readiness and stand-bye.	
	26 th		S/Ldr BAKER talked to all pilots on the tactical lessons of Roadstead 77	
	27 th		Some Air to Air practice firing	
	28 th		A forth mild autumn day. The Munsterland now in No 5 dry dock brought a third "first time" to the squadron - the use of 500lb bombs in divebombing. In fact the Munsterland brought four "first-times" if the ship reccos of the 13th - 20th October <u>without bombs</u> are added in. This time the Mitchells caught the flak and none of our a/c was touched. Bombing results were remarkably good.	

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R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron
For the month of OCTOBER, 1943

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
4 th	P.7102	S/Ldr E.R. BAKER DFC	ARMED	11:40	12:12	Eight Whirlwinds escorted by the Ibsley Wing Chicks, carried out an	
	P.7097	P/O W.W. HEATON	RECCO			abortive armed recco for two Hun destroyers reported lurking in	
	P.7098	F/Lt J.E. McCLURE DFC				LENARDRIEUX ESTUARY. Discontent felt as nothing was found here.	
	P.7012	F/O D.W. STURGEON				Aircraft returned to base.	
	PP6974	F/Lt D.G. ROSS					
	P.7111	F/SGT J.B. PURKIS					
	P.6983	P/O D.F.J. TEBBIT					
	P.7046	F/SGT D.R. GRAY					
7 th	P.7012	S/Ldr E.R. BAKER DFC	RECCO	11:40	12:50	Escorted by Ibsley Wing, uneventful, recco Channel Island area	
	P.6974	F/Lt D.G. ROSS					
	P.6983	F/SGT J. COOPER					
	P.7046	P/O D.F.J. TEBBIT					
	P.7102	S/Ldr E.R. BAKER DFC	NIGHT RECCO			Found thick haze to 1000 feet N. of CHERBOURG and abandoned recces.	
	P.7012	F/SGT F. GREEN					
8 th	P.7102	S/Ldr E.R. BAKER DFC	NIGHT	19:00	20:25	S/Ldr BAKER bombed an E. Boat Cat 4 off VARRIVILLE but was prevented	
	P.7055	F/O E.J. HOLMAN	RECCO			by S/Ls from investigating further. A special report has been sent	
		upon an odd system of winking white lights seen in the BARFLEUR area. The recco of the Channel Islands shipping lands was uneventful.					
	P.7092	F/O N.P. BLACKLOCK	Night Recco	21:00	22:15	Channel Islands again nil. But P/O HEATON was shot up by a	
	P.7097	P/O W.W. HEATON				2,500 ton Flak ship off Cap de la Hague before he could get his	
		nose down enough to attack it. A/C Cat AC with steering pivot damage					
	P.7102	S/Ldr E.R. BAKER DFC	NIGHT	22:20	23:35	S/Ldr BAKER found P/O HEATON's ship off Cap de la Hague and bombed	
	P.7111	F/SGT H.M. PROCTOR	SHIPPING			it from mast height without seeing more than indistinct explosions	
	P.7055	F/O R.B. TUFF	RECCO			(Cat 4). He was forced to orbit in accurate heavy flak from the	
	P.6983	F/SGT R.C. BEAUMONT				Alderney and Cap de la Hague, as well as much light flak from the	
	P.7047	P/O J.I. SIMPSON				ship which was judged to be a small Sperribrecher. As the visibility	
	P.7012	F/O P.T.R. MERCER				was very poor in	
	P.6974	F/Lt D.G. ROSS					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
						sea haze the C.O. decided that this ship should not be further attacked in this land defended area and ordered the 6 a/c which were following him to return to base. Meanwhile fog had come in rapidly at Warmwell and all a/c were ordered to return to Tangmere.	
						It seems that P/O SIMPSON who was, next to S/Ldr BAKER, the squadron's most experienced pilot, had engine failure not due to enemy action and that his other engine failed during his run in at Tangmere. He crashed into an anti-landing post a hundred yards from the runway and was killed instantly. This accident had many features in common with that in which F/Lt BLACKSHAW was killed	
9 th	P.6983	F/L D.G. ROSS	NIGHT RECCO	19:00	20:30	Uneventful except for the strange lights near Barfleur. Recalled to Middle Wallop as there was fog at Warmwell	
13 th	P.7111	F/SGT H.M. PROCTOR	SHIP RECCO			The first of many night searches (Without bombs so that the distance could be covered) for the Munsterland. These were - Warmwell - Sept Iles - Iles de Batz - Predannack.	
	P.6986	F/O P.T.R. MERCER					
14 th	P.7102	S/Ldr E.R. BAKER DFC		19:45	21:27	A repetition of the long searches of the previous night.	
	P.7092	P/O J.N. BLACKLOCK	Night	20:30	21:52		
	P.7012	P/O W.W. HEATON	RECCOS	21:20	22:34		
	P.6979	F/SGT J.B. PURKIS		21:29	23:03		
15 th	P.6974	F/L D.G. ROSS		21:30	22:25	Another search from Predannack. Poor visibility.	
17 th	P.6974	F/Lt D.G. ROSS		21:25	22:43	More searches Predannack - PORSPOIER - SEPT Iles - Predannack.	
	P.7111	F/O E.J. HOLMAN	NIGHT	21:59	23:08		
	P.6971	F/SGT R.C. BEAUMONT	RECCOS	22:31	23:51		
	P.7040	F/SGT F. GREEN		22:55	00:15		
17 th /18 th	P.6974	F/Lt D.G. ROSS	263	02:22	03:30	This operation locally devised planned and briefed as "CHUFFA PRANG" was designed to disorganise railway communications in and near Cherbourg Peninsula and thereafter to take advantage of the tactical situation. It was a great success. Each pilot arrived at his target after a route which had	
	P.6986	F/O P.T.R. MERCER	SPECIAL				
	P.7046	F/SGT D.C. TODD	NIGHT OPS				
	P.7102	S/Ldr E.R. BAKER DFC	"CHUFFA PRANG"				
	P.7012	F/SGT P.S. COOPER					
	P.6977	F/SGT G. WILLIAMS					

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Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
17 th /18 th	CONTINUED	correctly avoided the intense flak which is to be met with by the unwary and:- S/Ldr BAKER blew up an ammunition train S.E. of VALEGNES, then probably damaged a loco near BNCQUEBEC. P/O BLACKLOCK damaged two trains (With one bomb planted between them as they lurked along each other) in Airel station. F/O MERCER probably damaged a loco on the bridge over the river SUELLES near BAYEUX. Four pilots probably disintegrated the railway track at selected places and three pilots probably damaged the bridge over the river VIIE S. of ISIGNY (F/Lt ROSS certainly damaged it). On the way back P/O BLACKLOCK probably sunk a motor launch off the ST MARCOUF. However, as we reckon, the chief success of the operation was in the remarkable large number of trains which were attacked in the same area in day Rhubarbs of the next five days.					
19 th	P.6979	F/SGT H.M. PROCTOR	RHUBARB	12:20	13:35	Between them they badly damaged two locos with cannon and bombs in the junction and he got back with only 1/10 aileron movement to make a good landing in strong cross-wind A/C Cat AC.	
	P.7055	F/SGT N. DUNLOP	OP				
19 th	P.6971	P/O N.P. BLACKLOCK	RHUBARB	14:20	15:45	Flying through very heavy rain they arrived to find good Rhubarb conditions in their area. They repeatedly bombed and cannoned a goods train N. of Airel. Their attacks severely damaged the loco, disintegrated several trucks, set others on fire and tore up the track. Meanwhile the weather had deteriorated at Warmwell to 1000 yards vis in heavy rain with a 45 m.p.h wind blowing 90° across the runway. They were ordered to land into wind and did so from the Watch Office to Battle H.Q. - 500 yards. P/O BLACKLOCK overshot slightly and had not enough petrol for another circuit. He therefore stopped by pulling up his u/c. His a/c is Cat AC. F/SGT BEAUMONT struggled in safely. Watching this landing was vicariously the shakiest thing the writer has ever seen.	
	P.7046	F/SGT R.C. BEAUMONT					
21 st	P.6974	F/Lt D.G. ROSS	RHUBARB	17:20	18:50	Whirlwinds on Rhubarb operations are forbidden to carry bombs, and this order is now enforced. These two damaged a loco with cannon fire 3 miles S.E. BARNEVILLE Accurate return flak.	
	P.7092	F/O E.J. HOLMAN					
	P.7098	P/O D.F.J. TEBBIT	RHUBARB	17:20	18:30	Insufficient cloud cover off Barfleur	
	P.6979	F/SGTNG. GRAY					
22 nd	P.6974	F/Lt D.G. ROSS	RHUBARB	16:00	16:50	Insufficient cloud cover off Alderney.	
	P.7092	F/O E.J. HOLMAN					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
22 nd	continued						
	P.7098	P/O D.F.J. TEBBIT	RHUBARB	16:03	17:15	Having obtained special permission to carry bombs they bombed	
	P.6979	F/SGT F. GRAY				the large railway bridge over the R. VIRE S. of Isigny at 20 feet	
		from N.E and S.E. respectively.	One bomb burst in the concrete eastern end of the bridge one in the water under the bridge, one in				
		the railway embankment and one was observed, but seems to have dislodged a girder which was seen hanging down. Good bombing.					
23 rd	P.6974	F/Lt D.G. ROSS	SHIP RECCO	08:00	09:00	Because Ibsley was non-operational the squadron conducted its own	
	P.7108	P/O A. BARR				anti-flak as had often been mooted and suggested In the past. The	
	P.7046	F/O L.A. UNWIN	6 WHIRLWIND			Munsterland was not found between Casquets and Barfleur - indeed	
	P.7098	F/O E.J. HOLMAN	ANT FLAK			there was only one clinker-built sailing boat, power driven, with a	
	7040 P	F/O D.E.G. MOGG				single Marinst, off Querqueville. It is though that this will be	
	6990 P	F/O K.F.J. FUNNELL				found to be the last time in the history of the world in which	
	P.7102	S/Ldr E.R. BAKER DFC	6			twelve Whirlwinds were airborne together.	
	P.6979	F/SGT H.M. PROCTOR					
	P.6997	F/SGT J.B. PURKIS	WHIRLIBOMBERS				
	P.6998	F/SGT W.E. WATKINS					
	P.6986	F/SGT W.A. HANDLEY					
	P.7012	F/SGT J. GRAY					
	P.7102	S/Ldr E.R. BAKER DFC	10	15:00	16:10	This was the squadron's first (and perhaps the first of the war)	
			GROUP			low level attack upon shipping in Cherbourg Harbour. Our a/c flew	
			ROADSTEAD			at xxxx just above sea level (See the picture in the squadrons scrap	
						book) on a course which brought them between the outer moles and straight to the Munsterland xxx along side the the Digue du Homet.	
						4 a/c bombed the Munsterland and two of these attacked with cannons, leaving her on fire in two places - she was well ablaze 11	
						minutes later but the fire had been extinguished 90 minutes later. The other four a/c bombed two ships aft of the Munsterland and	
						saw cannon strikes on one of them. Two pilots then scored strikes on two of 6 M. Class minesweepers in the transatlantic dock.	
						Flak was fired at our a/c from more than a hundred guns within range from Harbour	

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				Up	Down		
						and ships: It was like a horizontal hail storm, painted red', (F/SGT BEAUMONT). All our a/c were hit more or less seriously. The formation broke half to port E.S.E. over the peninsula. F/SGT GRAY's starboard engine was smoking and he glided down to port from 150 feet, about three miles E.S.E. of CHERBOURG just in the manner of a controlled forced-landing. The country here is fairly open and it is hoped that he may still be alive. F/O MERCER's a/c was hit over the target and it may have been for this reason that he was flying considerably above the formation when they recrossed the coast 3 miles S. of St Vaast. Here his a/c received a direct hit from a coastal flak battery and dived into the sea, disintegrating on impact. It is not thought that he could have survived. F/Lt ROSS's a/c was severely hit in the starboard wing juddered and stalled at 180 m.p.h., as well as in the wing root. He made a perfect belly landing at Warmwell at this speed. A/C Cat E. F/SGT COOPER's undercarriage damaged by flak, collapsed on landing. a/c Cat AC. S/Ldr BAKER was bruised on the shoulder by perspex dislodged by 8mm bullets. Ninety minutes later 183 Squadron Typhoons attacked the Munsterland and lost S/Ldr GOWERS DFC a veteran of the "Battle of Britain" and two other pilots.	
28 th	P.7102	S/Ldr E.R. BAKER DFC	RAMROD	14:30	15:25	These eight a/c dive-bombed the Munsterland in No 5 dry dock	
	P.7037	F/O D.E.G. MOGG	OPERATION			Cherbourg, in classical formation from 12,000 feet to 7,000. All bombs fell within a 500 yard radius of the target. Warehouses were hit and what looked like an oil fire was started - possibly in our old antagonist the Solinglint. This time the Mitchells which were leaving the target area drew the flak (one was shot down) and none of our a/c were damaged.	
	P.6977	F/SGT W.E. WATKINS					
	P.7092	F/SGT W.A. HANDLEY					
	P.6983	F/Lt D.G. ROSS					
	P.7046	F/SGT R.C. BEAUMONT					
	P.7111	F/SGT J.B. PURKIS					
	P.7108	F/SGT H.M. PROCTOR					
30 th	P.7102	S/Ldr E.R. BAKER DFC	RAMROD 99	15:00	16:00	The seven Whirlwinds which were serviceable took off to divebomb the Munsterland again F/Lt SNALAM lost a bomb (500lb again) ten miles south of Lulworth and he was ordered back to base. The others attacked from S.W. to N.E. The C.O. started the dive rather too early and pulled back again to 12,000 feet, then almost	
	P.6997	P/O W.W. HEATON					
	P.7037	F/Lt F.D. SNALAM					
	P.7012	F/SGT F. GREEN					
	P.7111	F/SGT H.M. PROCTOR					
	P.7092	F/O E.J. HOLMAN					
	P.7108	F/SGT H.M. DUNLOP					

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

Of (Unit or Formation) 263 Sqn

Place	Date	Time	Summary of Events	References to Appendices
WARMWELL	NOVEMBER	1943	The month of November proved to be a fitting climax to the work of the squadron with Whirlibombers, in the sense that operations were intensive, successful, and entirely typical of what had gone before. The month was, in fact, an epitome of the squadron's history during the last fifteen months. Eighty-eight offensive sorties were flown in operations which included typical low level shipping attacks by day and by night. There were a number of shipping reccos uneventful except for the routine flak from the Channel Islands and Cap de la Hague. But the uneventful ship reccos must not be thought of as strategically abortive. The function of the squadron at Warmwell has been primarily that of a central Channel stop. Its work has been to prevent as far as possible the enemy from making use of the coastal waters from Ile Brehet to Isigny. Consequently it is arguable that the presence at varying hours of light and darkness of armed Whirlibombers and the absence of enemy shipping in these waters is as complete a strategical victory as it is a tactical blank. Furthermore, there were more squadron dive-bombing operations conducted in the now classical manner which was invented by this squadron early in the present year. The S.S. Munsterland, which has replaced the S.S. Solmglint as No 1 Static sea borne enemy, was twice divebombed in Cherbourg Docks, and a new secret target was also attacked. During the month weve flow 201 hours 35 minutes of which 61 hours 10 minutes were operational by day and 34 hours 10 minutes operational by night. There were no operational flying casualties to pilots during the month, but contrarily extremely good news about two pilots who had been missing:-	
	1 st	NOV:	Reported by telephone from 10 Group that F/SGT George Wood, who was reported missing believed killed when his a/c was disintegrated by flak during the dive on MORLAIX a/d on 23 September 1943, arrived in good health at Plymouth yesterday. F/SGT WOOD is the squadron's first evader.	

Place	Date	Time	Summary of Events	References to Appendices
	2 nd		Rainy day. Rhubarb operation, abortive through lack of cloud cover.	
	4 th		48 hours rain ended. Ramrod 101 was finally cancelled after many preparations and exercise	
			"Dicky" a beat up of Portland gun positions was laid on instead for the 8 aircraft. Despite the	
			black night there was night readiness for a shipping strike of a novel plan. This readiness was	
			repeated the next night but no a/c were called to operate.	
	5 th		Mild sunny day. D/B of Munsterland abortive in 10/10 cloud.	
	6 th		Night, first of moon period. Fine and cold. 4 reccos uneventful except for the sight of an a/c	
			caught in flak without jinking at 2500 feet over Maupertus and Cherbourg. It seems to have been	
			an O.T.U. a/c of B.C. off course.	
	7 th		Convoy patrols and A.S.R. uneventful and unsuccessful, night operations uneventful.	
	8 th		Little flying. Mist after 1030.	
	9 th		Uneventful night ops from Warmwell and Predannack	
	10 th	1035	4 a/c got three small ships Cat 3 off Guernsey.	
		Night	Night ops. 6 sorties, got a trawler Cat 3 and another Cat 4.	
	11 th	Night	4 sorties. 1 Tug Cat 4	
	12 th		No flying in thick weather.	
	13 th		Army co-op exercise, beat-up of tanks at Lulworth	
	14 th		No flying at Warmwell. 1 Night sortie from Predannack.	
	15 th		7 a/c moved for night ops from Ibsley, which weather prevented. 2 uneventful night sorties	
			from Predannack.	
	16 th		Back to Warmwell from Ibsley.	
	17 th - 22 nd		No flying in thick and rainy weather. Aerodrome Serviceable only for ops.	
	23 rd		Squadron Balbo	
	24 th		Channel Islands recco abortive in thick haze	
	25 th		Three day operations. Armed recco to the north of St Malo. D/B of Munsterland abortive	

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Of (Unit or Formation) 263 SQUADRON

Place	Date	Time	Summary of Events	References to Appendices
			in 10/10 cloud. D/B of Munsterland through gap in 9/10 cloud, good bombing.	
	26 th		Two more d/b operations. The bombing of the Munsterland was good, and of a secret target quite good. Intense flak damaged all a/c.	
	27 th /28 th		No flying in wet weather.	
	29 th		Operation "Hound" off Cherbourg was uneventful.	
	30 th		Cross wind. No flying. It is reported that F/SGT L.S. GRAY who was missing after the low level attack on the Munsterland in Cherbourg Docks, is a prisoner of war.	
	ADDENDUM		F/O HOLMAN took the M.O. F/O GREEN and CPL HAMER in the Oxford to Biggin Hill. The aircraft	
	19 th		swung violently at touch down in a cross-wind and F/O HOLMAN attempted to take off again.	
			Unfortunately the propeller of a Typhoon impacted the port flap and tore it off. The Oxford then	
			flew into the top of a building and crashed outside the M.I. Room, and burnt. The three	
			occupants were removed immediately, unburnt but severely injured. At the moment of writing 6 th	
			December, all three are recovering satisfactorily.	
			The A.O.C. Headquarters 10 Group visited this squadron twice during the month.	
			<i>G.B. Warnes</i>	
			Squadron Leader, Commanding	
			<u>No 263 Squadron R.A.F.</u>	

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				Up	Down		
2 nd	P.7037	P/O W.W. HEATON	RHUBARB	14:00	14:35	2 Whirlibombers took off on a Rhubarb to attack railway targets	
	P.7012	F/SGT W.E. WATKINS	"			N. and W. of CARENTAN. They found 4/10 cloud at 4000 feet 20 miles	
						N of Cherbourg and returned to base.	
5 th	P.7102	S/Ldr E.R. BAKER DFC	Ramrod 100	15:15	15:45	7 Whirlibombers took off to dive bomb M/V Munsterland lying in	
	P.7108	F/Lt D.G. ROSS	Part 3			No 5 dry dock Cherbourg. They met 10/10 cloud at 1,200 feet,	
	P.7046	F/O E.J. HOLMAN				jettisoned their bombs and returned to base.	
	P.7098	F/SGT R.C. BEAUMONT					
	P.7037	F/SGT W.E. WATKINS					
	P.7092	F/SGT P.S. COOPER					
	P.7111	F/SGT D.C. TODD					
6 th	P.7108	F/SGT R.C. BEAUMONT	Night	18:15	19:35	Beaumont and Todd to Channel Islands and Cap de la Hague - Marcouf.	
	P.7111	F/SGT R.C. TODD	shipping			Both reccos were uneventful.	
			Recco				
	P.7037	P/O W.W. HEATON	Night shipping	20:15	21:45	Green had uneventful recco to Channel Islands. Heaton also saw no	
	P.7102	F/SGT F. GREEN	Recco			shipping, although he flew at 50 feet alongside the mole in	
						Cherbourg Outer Harbour. He encountered no flak in doing this, as	
						at the time the Cherbourg defences were concentrating on an a/c	
						with Navigation lights at 2500 feet E. of Manpertuis.	
7 th	P.7037	S/Ldr E.R. BAKER DFC	Air Sea	14:34	15:56	7 Whirlwinds went on A/S/R Search for F/O Coombe of 257 Squadron.	
	P.7098	F/Lt R.G. ROSS	Rescue Search			They searched area radius 10 miles from reported position of dinghy	
	P.7012	F/Lt F.D. SNALAM				but saw nothing. 2 unidentified a/c seen 10 miles N of Cherbourg.	
	P.6990	F/SGT F. GREEN					
	P.7046	F/SGT H.M. PROCTOR					
	P.6979	F/SGT W.E. WATKINS					
	P.7100	F/SGT R.C. BEAUMONT					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
9 th	P.7098	F/SGY DUNLOP	Night Shipping	19:00	20:30	Dunlop had to abandon recco over base owing to exactor trouble.	
	P.7108	F/SGT PROCTOR	Recco			Proctor went to Channel Islands but saw no shipping.	
	P.						
	P.7037	S/LDR BAKER	Night Shipping			Both sorties abandoned owing to 10/10 cloud at 2,000 feet North	
	P.6783	F/Lt ROSS	recco			of Cap de la Hague and lowering to the South.	
9 th	P.7098	F/O R.B. TUFF	Night Shipping	20:03	21:35	Cap de la Hague - Marcouf recco abandoned owing to lack of	
	P.6997	F/SGT Handley	recco			moonlight as a result of 10/10 cloud at 2500 feet 2 miles North	
						of Cap de la Hague. The Channell Island sortie was uneventful.	
	P.7092	F/O E.J. HOLMAN	Night shipping	23:32	00:52	Both sorties from Predannack and both sorties uneventful.	
	P.7108	F/SGT J.B. PURKIS	Recco	21:07	22:32		
9 th /10 th	P.7012	F/O D.E.G. MOGG	Night shipping	00:01	01:20	Williams had uneventful recco Cap de la Hauge Marcouf. Mogg thought	
	P.7037	F/SGT G. WILLIAMS	recco			he saw six ships. approx length 200 feet, 3 miles W of Corbiere	
						Point, Jersey. Owing to intense heavy flak between himself and the	
						ships he did not attack, and not being quite sure they were ships	
						he returned to base without transmitting.	
10 th	P.7098	F/Lt ROSS	Roadstead 78	10:35	11:45	4 Whirlibombers escorted by Spitfires from 312 and 313 (Czech)	
	P.7037	F/Lt SNALAM				Squadrons attacked ships moving South 2 to 3 miles off N.W. Coast	
	P.7046	F/SGT PROCTOR				of Guernsey. Attack with cannon and bombs resulting in following	
	P.7097	F/SGT COOPER				claims: 2 armed tugs Cat 3 -; Merchant vessel 250 tons Cat 3	
10 th	P.7012	F/O STURGEON	Night Shipping	20:34	22:12	Watkins had uneventful sortie Cap de la Hague - Marcouf.	
	P.6997	F/SGT WATKINS	Recco			Sturgeon sighted 4 or possibly 5 ships, thought to be armed	
						trawlers, 4 miles S.E. of Sark and heading	

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				Up	Down		
10 th	continued	N.W. He climbed and asked for emergency homing and then	asked for emergency homing and then			attacked one of the ships from 300 feet with bombs. No results	
		were seen he then returned to base.					
	P.7102	S/Ldr BAKER	Night shipping	10:32	00:07	4 Whirlibombers took off to, attack shipping seen by F/O Sturgeon.	
	P.6997	F/SGT PURKIS	strike			The Convoy was located but S/Ldr Baker attacked small trawler 50-75	
	P.7037	F/SGT GREEN				tons SSE of Hurn. He saw his bombs burst alongside and claims one	
	P.7097	F/SGT COOPER				trawler Cat 3. He searched after attack but found no sign of the	
						trawler. The other a/c jettisoned their bombs. F/SGT Cooper landed	
						at Warmwell the other three at Hurn.	
11 th	P.7111	F/SGT PROCTOR	Night shipping	20:30	22:05	Both sorties uneventful	
	P.7097	F/SGT TODD	recco				
	P.6997	F/O TUFF	Night shipping	21:55	23:18	Holman reached W. of Guernsey without incident when he was called	
	P.7012	F/O HOLMAN	recco			to Cherbourg area by Tuff, who had sighted two tugs ½ mile from	
	Cherbourg about to enter the Harbour from the West. Tuff attacked					the Tugs farthest out with bombs from Mast height, scoring a	
	near miss with one bomb 1 tug Cat 4 claimed. Holman arrived after					the tugs had entered the Harbour and was unable to attack.	
	P.7100	F/Lt ROSS	Night shipping	22:47	00:17	Uneventful Channel Island sortie	
			recco				
15 th	P.7097	F/SGT GREEN	Night shipping	02:33	23:25	Sortie turned back 10 miles N.E of Ushant. Nothing seen. Flew from	
			recco			Predannack.	
16 th	P.6997	F/SGT WATKINS	Night shipping	02:40	04:10	Two uneventful sorties from Predannack.	
	P.7097	F/SGT GREEN	recco				
24 th	P.7102	S/LDR BAKER	armed shipping	14:59	16:06	Turned back owing to bad weather S.W. of Plienmount Point.	
	P.7100	F/Lt ROSS	recco				
	P.7108	F/O TUFF					
	P.7088	P/O TEBBIT					
	P.6983	F/SGT DUNLOP					
	P.7097	F/O MOGG					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
24 th	P.7012	F/SGT SMITH					
continued	P.6997	F/SGT WILLIAMS					
25 th	P.7102	S/LDR BAKER	Armed shipping	08:30	09:58	Recco 10 miles N of St Malo. Nothing seen.	
	P.6997	F/Lt SNALAM	recco				
	P.7108	F/O FUNNELL					
	P.7012	F/SGT SMITH					
	P.7102	S/LDR BAKER	Ramrod 106	12:00	12:32	10/10 Cloud with tops 6-7,000 over Cherbourg, so sorties turned	
	P.6997	F/O UNWIN	Part 1			back.	
	P.7097	F/O MOGG					
	P.6997	F/SGT WILLIAMS					
	P.7108	F/Lt ROSS					
	P.7111	F/O TUFF					
	P.7098	P/O TEBBIT					
	P.6971	F/SGT DUNLOP					
25 th	P.7102	S/LDR BAKER	Ramrod 106	15:57	16:45	8 Whirlibombers escorted by Ibsley Spitfire Wing dive-bombed	
	P.7012	F/SGT SMITH	Part 2			SS Munsterland again from 12500 feet to 7000 feet through gaps	
	P.7040	F/Lt SNALAN				in cloud, which was 9/10 over target area 4 bombs were seen close	
	P.7097	F/O MOGG				to target and 2 hits in dry docks at north end of the basin	
	P.7108	F/Lt ROSS				Napoleon. Flak, as usual, very heavy from Cherbourg but the	
	P.7111	P/O BARR				aircraft escaped with a few dents. Todd turned back mid-channel	
	P.7098	P/O TEBBIT				with one engine US	
	P.6983	F/SGT TODD					
26 th	P.7040	S/LDR BAKER	Ramrod 108	11:57	12:45	This operation was similar in every respect to that of the previous	
	P.7108	F/Lt ROSS				day. At least 8 bomb bursts were seen within 300 yards of the	
	P.7111	F/O UNWIN				target - some on warehouses. Flak was intense and accurate as usual	
	P.7100	P/O TEBBIT				even though the dive was continued to 4,000 feet by some a/c	
	P.6971	F/SGT TODD					

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By 263 SQUADRON
For the month of NOVEMBER, 1943

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
26 th continued	P.6983	S/Dr BAKER	RAMROD 109	15:40	16:50	This attack was on a secret target SW of Cherbourg. The target	
	P.7097	F/Lt SNALAN				was protected by at least 8 heavy flak positions which were seen,	
	P.6997	F/Lt ROSS				as well as by flak between the target and the coast. All our	
	P.7046	F/O MOGG				aircraft were hit by flak, but no serious damage was done, except	
	P.7012	F/SGT SMITH				to F/O MOGG's aircraft which flew back on one engine to a successful	
	P.7100	P/O TEBBIT				landing. Bombing results, so far as they were seen, were good.	
	P.6971	F/SGT DUNLOP					
	P.6983	F/O TUFF					
29 th	P.7040	S/Ldr BAKER	"Hanwich"	10:04	10:54	This operation was planned to intercept mine-sweepers or	
	P.7012	F/O MOGG	operation			mine-destroying JU52's thought likely to be operating off Cherbourg.	
	P.7046	F/Lt SNALAM				Violent rainstorms with 10/10 cloud from 1000 feet to 0 feet were	
	P.7012	P/O BLACKLOCK				met with and nothing was seen.	
						<i>G.B. Warnes</i>	
						Squadron leader, Commanding	
						<u>263 Squadron, R.A.F.</u>	

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
WARMWELL	1 st	December 1943		
			The month opened with the Squadron operational at Warmwell with Whirlibombers of which a dozen were now serviceable.	
	2 nd		6 Typhoons 1B were delivered. There was some local flying with Whirlwinds.	
	3 rd		Frosty bright morning, haze in the afternoon. In the evening Messrs Westlands gave a party to all members of the Squadron and a number of faithful adherents of 3055 Echelon. The party consisted of an excellent dinner at the Manor Hotel Yeovil, followed by a dance in the Assembly Rooms. Thus was marked the ending of the Squadrons association with Messrs Westlands of Yeovil, a liaison which has constantly been maintained with good will and personal friendship. In one of the speeches at the dinner S/Ldr Baker DFC paid tribute to the Whirlwind drawing on material which may be found in these pages.	
			The writer would like here to state plainly that all the pilots of 263 Squadron who flew Whirlwinds in operations against the enemy had absolute confidence in and affection for their aircraft. It is worth noting that all XXXXXX the 114 Whirlwind built were known to the squadron and the echelon by their individual numbers, and the particular idiosyncrasies and the excellences of each were noted and repeated respected.	
	4 th		Twelve Whirlwinds demonstrated in Squadron formation over Yeovil.	
	5 th		S/Ldr Baker DFC posted to W/Cdr Flying Colerne. S/Ldr Warnes DSO DFC attached as C.O. The Squadron. Squadron moved by road and air to Ibsley.	
			The Oxford took S/Ldr Baker to Fighter Leaders Course Ashton Down. Returning in haze and poor light to Ibsley, F/O Unwin lost his way near Poole and finally made a successful landing in gathering darkness near Worth Matravers.	
	6 th - 10 th		Swttling in at Ibsley. The weather was cold, overcast with low cloud, and foggy. The Typhoons were to be flown over by members of 257 Squadron from Warmwell. But the weather was entirely u/s during these five days.	

Place	Date	Time	Summary of Events	References to Appendices
	11 th		6 Typhoons arrived in a snow storm from Warmwell.	
	12 th		F/Lt Ross and others flew a first solo in a Typhoon but visibility was very poor and little flying was possible.	
	13 th		Cold and overcast with poor vis; Nevertheless there was much flying and nearly all first solos were completed.	
	14 th /15 th		Continuing poor weather but much flying. First formation flights. Living conditions at Ibsley for both Officers and Sergeants are very much less comfortable than at Warmwell. However it has been possible to get in a great many hours of flying here on days in which Warmwell has been suffering its winter waterlogged unserviceability. And liberty runs to Bournemouth and to the St Leonard's Hotel have compensated for the poor standard of the messes.	
	16 th		No flying in very poor visibility	
	17 th		The weather cleared to a fine and warmer afternoon. Much flying with some dusk landings.	
	18 th		West wind and rain. Only one flight - a weather test.	
	19 th		Overcast. Much flying all day in poor weather. In the afternoon 7 Typhoons were delivered by woman pilots of the ATA making 19 Typhoons on charge to the Squadron. The six Whirlwinds which were brought to Ibsley to maintain night readiness during the moon period (There were no operations however) were put up for disposal. The squadron is now entirely non-operational during training.	
	20 th		Fine mild sunny day. Flying all day with dusk landings.	
	21 st		Low cloud, gale and rain stopped flying after lunch	
	22 nd		Flying all day	
	23 rd		Misty-moisty. No flying till afternoon. Distribution of 113 10lb parcels and 55,000 cigarettes sent to the squadron and 3055 Echelon by the River Plate committee, sent as suggested no doubt, by the Bellows Club.	
	24 th		Very fine mild blue day. Much flying. Unfortunately F/O Funnell, while dogfighting at 12,000 feet went into a spiral dive, then into a spin and crashed fatally.	

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Of (Unit or Formation)

Place	Date	Time	Summary of Events	References to Appendices
24 th December continued			He baled out at about 100 feet and was killed instantly Smoke and flame came from the engine in the air, but it was not known what was the cause of them, or of the crash.	
	25 th		Overcast. No flying. A traditional R.A.F. Christmas day.	
	26 th		Overcast with poor visibility. The only flight was in the afternoon by four a/c on a formation practice. The sections split into two. Then F/SGT Handley led F/O Mogg who was following at about 400 yards, into conditions of low cloud and high ground. F/SGT Handley pulled up onto cloud and received vectors back to base. Nothing more was seen or heard of F/O Mogg until midday of the following day, when his body was found still in the cockpit of the crashed a/c near Melbray-Abbas south of Shaftesbury.	
	27 th			
	28 th		Overcast poor visibility. Some flying	
	29 th		Overcast poor visibility. No flying	
	30 th		Fine morning. Much flying	
	31 st		Fine day. Much flying. The funerals of F/O Mogg and FO Funnell were held at Parkstone and Ilford respectively and were attended by representatives of the Squadron. In the evening all Officers and Sergeant Pilots went to a New Year's Eve Party at the Officers and Sergeants Messes at Warmwell, where the hospitality was unstinted and very much enjoyed.	
			Despite the many days unsuitable for flying, flying times for the month were good: Typhoons 308 hours 50 minutes. Whirlwinds 21 hours 45 minutes. Hurricanes (Of which we now have two on charge) 19 hours 05 minutes. Oxford 4 hours 30 minutes Magister 1 hour 30 minutes. Total 355 hours 40 minutes. There was no operational flying.	
			A summary of offensive operations with Whirlwinds is included as an appendix.	
			<i>G.B. Warnes</i>	
			Squadron Leader, Commanding	
			<u>No 263 Squadron R.A.F.</u>	

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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Ibsley	January	1944	In the first month of 1944 the squadron remained non-operational and continued the re-training of pilots and ground crews on the Typhoon aircraft. It was a month of two moves and of wet weather with gales and low clouds and it is found more difficult to maintain serviceability in Typhoons than in Whirlwinds. However, 227 hours were flown, and with the help of the Armament Practice Camp at Fairwood Common, good use was made of them.	
	1 st		Much practice flying when weather cleared in the afternoon.	
	2 nd /3 rd		Overcast. Practice flying. Air to Sea firing in Christchurch Bay. F/SGT Wood, who has now returned to the Squadron after his remarkable evasion and escape from France after being shot down over Morlaix Airfield on 23 rd September 1943, tells us that he heard "from a reliable source" that as a result of the Squadrons attack on the night of 17 th 18 th Sept (and probably of the bombs dropped by P/O J.I. SIMPSON DFM) a goods locomotive and train fell into a hole made in the embankment W. of Lambelle, and that a reserve locomotive then followed down into the dive.	
	4 th		Overcast poor visibility. No flying	
Fairwood Common	5 th		The squadrons aircraft flew to Fairwood Common for a fortnight's Course at the Armament Practice Camp. The rest of the Squadron and eighty members of 3055 Servicing Echelon moved to Fairwood by train. The remainder of 3055 Echelon stayed at Ibsley	
	6 th		Settling in at Fairwood Common. The weather during the Practice Camp was unfavourable. As a complete record of the Squadron's activities at the Practice Camp can be included in Appendix "A" a day to day record of the stay at Fairwood, which was quite uneventful apart from the work which was accomplished there has not been made here.	

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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
BEAULIEU	1 st February 1944		On this day the Squadron first became operational with Typhoon a/c. Fighter readiness. But overcast with low cloud. No flying.	
	2 nd		Standby and readiness. Afternoon, first Typhoon operation, ship recco abortive in thick weather.	
	3 rd		Three dive-bombing operations were laid on to attack Military objectives, in the Cherbourg Peninsula. One was cancelled owing to the weather the other two did not reach their objective in cloudy conditions, but Maupertus Airfield was bombed as an alternative target.	
	4 th		An abortive d/b operation was followed by a weather recco to the Cherbourg area and further operations were cancelled.	
	5 th		Six operations involving 29 sorties were flown during the day. Noball targets were twice dive-bombed with fair results. At night F/O Blacklock is missing after an attack on shipping off Cap de la Hague. F/Sgt Cooper xx also attacked the ships.	
	6 th		A/S/R patrols were flown in the Cherbourg - Alderney area to search for F/O Blacklock. In the afternoon the C.O. and P/O Heaton in an Army Co-op exercise beat up gun posts and M.T. near Yaunbury Castle.	
	7 th		Overcast. Milder weather. Standby and readiness. Night 13 sorties as target in exercise Bulleye. Each a/c made two runs between 6000 and 10,000 from 20 north of Cherbourg to 30 miles north of Weymouth. They were constantly held by S/L's and intercepted by Mosquitoes and Beaufighters.	
	8 th		Standby etc., In the afternoon F/SGT Todd had his engine cut while on his down wind leg in the circuit and made a commendable crash landing near the perimeter track receiving only a slight cut on his nose. a/c Cat "B". Night repeat with 11	

Place	Date	Time	Summary of Events	References to Appendices
8 th continued			a/c of Exercise Bullseye.	
	9 th		Operations cancelled in duff weather in the afternoon. No night flying. F/Lt Ross is posted as S/Ldr O.C. 193 Squadron this Squadron has now provided all the C.O.'s of the Harrowbeer Wing, since W/Cdr E.R. Baker DFC and Bar is the W/Cdr Flying and S/Ldr J. Holmes DFC is the O.C. 266 Squadron.	
	10 th		Cloudless bright day with north wind. The C.O. led the Squadron on its first long range operation but no e/a were encountered.	
	11 th		Some local flying. Afternoon uneventful scramble south of Portland.	
	12 th		Fine bright day seven a/c in Rodeo 81. S/Ldr G.B. Warnes DSO DFC destroyed a D.o. 217 near Gael. This was the first e/a to be encountered by the Squadron flying Typhoon a/c it was the fortieth to be destroyed by the Squadron.	
	13 th		Overcast and cold. Afternoon, Rodeo 82. The C.O. destroyed an M.E. 109 F at Chartres and F/Lt G.G. Racine destroyed 3 more on the ground. Unfortunately F/Sgt G. Williams was shot down by flak at Etamps/Mondesir Airfield, he must have been killed instantly. P/O W.E. Watkins' a/c was also hit by flak he pulled up successfully to bale out at 1500 feet.	
	14 th		The Squadron was released in the afternoon and nearly all the pilots went to Bournemouth for Dinghy drill in the swimming bath before an evening of various pleasures.	
	15 th		Fine day. Local flying with readiness etc. An L.R. Operation was laid on and cancelled	
	16 th		Heavy rain cleared to an overcast afternoon. Standby etc.	
	17 th		L.R. Range Operation cancelled after 8 a/c had taken off for Exeter in increasing mist.	
	18 th - 21 st		Overcast with strong northerly wind bitterly cold operations were laid on but cancelled. Local flying with readiness, etc.	

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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
BEAULIEU	22 nd	February	Nine a/c flew to Harrowbeer at first light. From there they took off for a sweep but, owing to cloud made a brief shipping recco, west of the Channel Islands. This operation proved disastrous to the Squadron. S/Ldr G.B. Warnes DSO DFC ditched his a/c (not due to e/action) and was seen swimming towards what looked like an uninflated dinghy. F/O. R.B. Tuff R.A.A.F. then said that he would bale out to help the C.O. F/Lt G.G. Racine told him not to do this but it seems that he did bale out. F/O. R.C. Hunter was simply not seen or heard of after the C.O. went in. Extensive A/S/R searches, using every available resource, were laid on and continue, but nothing has been seen of these three officers who are missing in circumstances which give little hope. The weather was bitterly cold. S/Ldr Warnes came to the Squadron as a Pilot Officer in September 1941. He took command of "B" Flight in Oct 1941 and of the Squadron in December 1942. The development of divebombing and the success obtained by the Squadron as an anti shipping unit owe very much to the leadership and tactical brilliance of Squadron Leader Warnes. He obtained the D.F.C early in 1943 and the D.S.O at the conclusion of his first operation tour in June 1943, after five months "rest" as operations 2 at No 10 Group, he returned to the Squadron in December 1943, and supervised its re-equipment with Typhoons, and then the operations of the past three weeks. As a leader he was absolutely trusted - F/O Tuff's tribute to him leaves no more to be said. He was regarded, and admired, as a friend of all ranks throughout No 10 Group. In the hearts of many intimate friends he leaves a place which cannot possibly be filled.	
	23 rd		A/S/R searches W of Guernsey.	
	24 th		First sun for twelve days, but cold north east wing continues. Local flying	

Place	Date	Time	Summary of Events	References to Appendices
24 th continued			and readiness	
25 th			Fine cold readiness etc.	
26 th			Overcast misty, no flying	
27 th			Readiness, local flying.	
28 th			Morning patrols to protect Exercise Rush - Albermarles and gliders flying over the coast	
29 th			Frosty bright morning. Standby etc. It is to be noted that these days, and probably next week, are being used for the maximum of practice flying, in order to get all pilots of the Squadron operational on Typhoons. The Squadron is therefore not used for offensive operations.	
			<u>Personella</u>	
18 th			F/Lt L.W.F. Stark posted from 609 Squadron to command "A" Flight. F/Lt Stark is highly experienced in Long Range Typhoon operations he has destroyed 5 ½ e/a besides a commensurate score against ground targets	
27 th			S/Ldr H.A.C Gonay (Belgium) is posted to Command the Squadron. S/Ldr Gonay has a long and distinguished career of operational flying in both France and in this Country.	
28 th			His Majesty the King has been graciously pleased to confer the Distinguished Flying Cross on F/Lt Stark in recognition of gallant work accomplished with 609 Squadron.	
			<i>Gonay S/L</i>	
			Squadron Leader, Commanding	
			<u>No 263 Squadron R.A.F.</u>	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 263 Squadron
For the month of February, 1944

R.A.F.
Form 541

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
2 nd	J.R.440	S/Ldr G.B. Warnes DSO	DFC Ship recco	16:00	16:30	This recco of the Channel Island area had to be abandoned	
	J.R.531	P/O W.E. Heaton				N of Cherbourg in 10/10 cloud at 200 feet, with rain.	
	J.R.434	P/O N.P. Blacklock					
		F/Lt D.G. Ross					
3 rd	J.R.330	F/O R.B. Tuff	D/B of			The target area was covered by 7/10 cloud at 2000 feet. Bombs were	
	J.R.440	S/LDr. Warnes	Noball			jettisoned over the sea (except for one which "hung up" and fell	
	J.R.251	F/SGT G.N. Smith	Ramrod 128			off "safe" in a field near Christchurch) and aircraft returned to	
	J.R.434	F/O Blacklock				base.	
	J.R.531	P/O Heaton					
	J.R.382	F/Lt Ross					
	J.R.304	P/O R.C. Beaumont					
	J.R.196	P/O H.M. Proctor					
	J.R.253	P/O W.E. Watkins					
	J.R.440	S/Ldr Warnes	D/B of Noball	15:20	16:20	Again impossible to reach the target through the cloud. Maupertus	
	J.R.251	F/SGT Smith	Ramrod 128			Airfield was divebombed as an alternative target, and five bursts	
	J.R.434	F/O Blacklock				were seen in the S.E dispersal area. These were the first bombs	
	J.R.253	P/O F. Green				dropped "id auger" by Bombphoons of the Squadron.	
	J.R.382	F/Lt Ross					
	J.R.196	F/Lt Racine					
	J.R.129	P/O J.B. Purkis					
	J.R.330	F/O L.A. Unwin					
4 th	J.R.440	S/Ldr Warnes	Ramrod 124	09:03	10:03	Finding unsuitable weather our aircraft jettisoned bombs and flew	
	J.R.351	F/SGT Smith	D/B of Noball			an uneventful shipping recco to the Isle Marcouf area.	
	J.R.304	P/O Heaton					
	J.R.434	P/O Watkins					
	J.R.496	F/Lt Ross					
	J.R.330	F/Lt Racine					
	J.R.353	F/O Barr					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
4 th	J.R.440	S/Ldr Warnes	Weather recco	15:10	15:50	Weather recco 3 miles of Cherbourg 8/10 at 3,000' Further ops	
	J.R.304	F/SGT WILLIAMS				cancelled.	
5 th	J.R.440	S/Ldr Warnes	Ramrod 129	08:55	09:55	Repeat of previous days operations 7/10 cloud prevented d/b.	
	J.R.253	F/SGT W.A. Handley	Part 1				
	J.R.251	F/SGT P.S. Cooper					
	J.R.382	F/Lt Racine					
	J.R.330	F/O Tuff					
	J.R.304	P/O R.C. Beaumont					
	J.R.129	P/O Purkis					
	129	P/O Purkis	Weather test	11:00	11:50	Recco to 5 miles S. of Querqueville at 8,000 feet. some flak.	
	304	P/O Beaumont	recco			3 - 5/10 at 3000'	
	440	S/Ldr Warnes	Ramrod 129	12:30	13:40	D/B of alternative target, 9,000 to 5,000 feet. The attack was	
	330	F/O Proctor	Part 2			somewhat hampered by cloud and results were not well observed.	
	129	F/O Barr				Flak was slight but accurate in target area	
	434	F/O Blacklock					
	251	F/SGT Ryan					
	253	F/SGT Smith					
	304	F/SGT Williams					
	440	S/Ldr Warnes	Ramrod 129	16:35	17:40	D/B of Noball target. Bomb bursts straddled the target from N.	
	434	P/O Heaton	Part 3			to S. and it is likely that some damage was done.	
	253	P/O Watkins				Flak was accurate and holed F/O Tuff's a/c.	
	196	F/Lt Racine					
	441	F/SGT Dunlop					
	330	F/O Tuff					
	129	F/O Unwin					
	251	F/O Blacklock	Night Ship	21:00	Missing	F/O Blacklock was to recco the Alderney - Barfleur area. He	
	309	F/SGT Cooper	reccos	21:25	22:30	reported enemy shipping off Cap de la Hague	

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Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron
For the month of February, 1944

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
5 th	440	S/Ldr Warnes	Night ship			At 2124 and it was evident from his message "Apples are red" that	
continued	253	F/SGT Williams	strike	21:40	23:00	he was going into attack. Nothing more was heard of him other than	
	441	P/O Beaumont				an uncertain R/T message at 2125 "I am going into" F/SGT	
	330	P/O Purkis				Cooper was now airborne and was vectored to the Cap de la Hague	
						area. He found 6 E. Boats there and reported them to control, who	
						ordered him to 10,000 feet for a Fix and then to return to base.	
						Before returning to base he divebombed the E.Boats but thinks he missed. The next four a/c took off immediately for a strike, but	
						did not find the E. Boats, either because of sea haze below 1,000	
						feet or because the ships had reached Alderney Harbour.	
6 th	440	S/Ldr Warnes	A/S/R Search	08:40	10:10	Search of coastline area of Cherbourg - Casquests and return towards	
	129	F/O Tuff				Warmwell on a series of rectangular course. Nothing found.	
	253	P/O Smith					
10 th	389	S/Ldr Warnes	RODEO 79	13:00	14:55	Crossed channel at zero feet, climbed to 8000 to cross French	
	441	F/SGT Dunlop				Coast (too far W.) over 9/10 cloud at Isigny. Dived to zero feet to	
	196	P/O Purkis				find Carentan flak. Then swept Vire - Rennes - Gael area, dropping	
	330	F/SGT TODD				L.R tanks near Vire. No e/a were seen on the ground or airborne.	
	382	F/Lt Racine				Light flak at Gael holed F/Sgt Dunlop's a/c and he was escorted	
	253	P/O SMITH				safely to Warmwell (cat "A"). The others landed at Beaulieu.	
	309	P/O Watkins					
	215	F/SGT Handley					
11 th	938	F/SGT COOPER	Scramble			Vectored S of Portland to investigate a K. Plot. Nothing seen.	
	309	F/SGT HANDLEY					
12 th	440	S/Ldr Warnes	10 Group	14:00	16:30	Flew Beaulieu - Portland Sillon de Talbert in line abreast at zero	
	309	P/O Smith	Rodeo 81			feet. S. of Gael the C.O. saw a D.O.217 to port. He turned and	
	330	F/Sgt Todd	Force C			chased and fired while the e/a evaded among trees. Return fire	
	249	F/Lt Racine				damaged S/Ldr Warnes tail-plane (a/c Cat "A")	
	389	F/O Unwin					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
12 th	365	F/SGT Williams				soon the e/a caught fire and pulled up to 1,000 feet while the	
continued	253	F/SGT Ryan				crew of six baled out. Then it crashed with a remarkable explosion.	
						P/O Smith and F/SGT Ryan also got in bursts as the e/a pulled up	
						but considers it was then “finished” and make no claim. The sweep	
						continued uneventfully. Our a/c were homed to Tangmere and landed	
						at Morston.	
13 th	389	S/Ldr Warnes	Rodeo 82	15:30	17:30	This sweep of Chartres and Mondesir was carried as is normal,	
	196	P/O Purkis				at zero feet after crossing the coast at 8,000 feet. At Chartres	
	215	F/SGT Williams				A/F the C.O chased at, shot down a M.E 109 F while F/Lt Racine	
	249	F/Lt Racine				ground strafed 5 M.E 109 F's which were refuelling. He destroyed	
	309	P/O Watkins				three of them in a remarkable conflagration. P/O Purkis attacked	
	365	F/SGT Cooper				covered shelters. Flak here was surprised and late. But at Etampes/	
	Mondeair it	was intense and too	accurate. F/SGT Williams was seen			to go in from zero feet and is believed to have been killed.	
	P/O Watkins	a/c streamed glycol	and he baled out a few minutes later			. His parachute opened fully at 1500 feet.	
22 nd	MN249	S/Ldr Warnes	Rodeo 88	10:55	Missing	The Squadron took off from Harrowbeer to sweep Kerlin-Bastard	
	JR446	P/O Smith		”	13:10	- Vannes. Finding 10/10 snow cloud off the French Coast. S/Ldr	
	JR129	F/O Unwin		”	”	Warnes abandoned the primary task and began a ship recco to the	
	JR432	F/O Beaumont		”	”	Eastward. When at zero feet some ten miles W of Guernsey he said	
		F/Lt Racine GG		”	”	he was going to ditch and was seen to do so. Our other a/c orbitted	
	JR304	F/O R.C. Hunter		”	Missing	and obtained reasonably good fixer from Middle Wallop and Exeter.	
	MN129	P/O Green		”	13:10	Only F/Lt Racine and F/O Tuff saw the C.O apparently swimming	
	JR304 2	F/O Tuff		”	Missing	towards something that looked like a dinghy pack. F/O R. B. Tuff	
		said he thought the C.O was hurt	and was going to bale out.			F/Lt Racine told him	

R.A.F.
Form 541

By 263 Squadron

For the month of February, 1944

Gonay S/L

Squadron leader, Commanding

No 263 Squadron, R.A.F.

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Beaulieu	March 1944			
	1 st		Practice flying, readiness etc. S/Ldr Gonay spoke to the assembled squadron and 3055 Echelon. He promised very much operational work in the not distant future and stressed the security aspect of what would soon be seen and heard; but for the next few days the squadron would be mainly confined to a defensive role and would be busied with the training of the newer and non-operational pilots	
		2 nd	Fine bright blue day. Rodeo 95 and a defensive patrol.	
		3 rd	Much low level bombing practice on the A/F range.	
		4 th	Very fine day. Afternoon, C.O led 9 aircraft in Balbo, low beat up etc.	
		5 th	Showery, overcast. Packing for move to Warmwell. Arrival of 80 Thunderbolts at Beaulieu.	
WARMWELL	6 th / 8 th		Fine blue dusty days. The N.E wind has continued for a month. The squadron & Echelon moved by air, road and rail to Warmwell where it is a lodged unit upon the U.S.A.A.F. We have the commodious dispersals and billets which we occupied for 15 months. A rather heavier state of readiness is being maintained. One section at stand-bye, one section at readiness, and 2 sections at 30 mins. A number of defensive scrambles and patrols proved quite uneventful.	
		9 th	Overcast, continuing N.E wind.	
		10 th	Overcast, poor vis. No flying	
		11 th	Clear day, warmer with N.W wind. Four sections at standby and readiness for Exercise Fox. An amphibious show off Slapton sands	
		12 th	Very fine mild day with west wind, the 1 st day after 34 during which a northerly wind prevailed. 3 patrols and a scramble for Exercise Fox, but no contacts with the enemy. At 15.05 hours P/O Smith, R.A.A.F is beating up the aerodrome at Warmwell, attempting a slow upward roll at low height. His engine cut while he	

Place	Date	Time	Summary of Events	References to Appendices
			was inverted and he was unable to right his A/C before he crashed fatally, In the field S.W of	
			Knighton Wood. P/O Smith or "Smudger" was a person of quiet voice and genial ways. He was very	
			well liked by all who knew him.	
		13 th	Whistling S.W wind. Frontal day. Little flying.	
		14 th	Ten aircraft flew to Predanack at 1 st light; Taking off from there for Rodeo - They were recalled	
			to Warmwell where they landed in thick weather.	
		15 th	Fine day. Uneventful ship recco.	
		16 th	Overcast. Uneventful ship recco.	
		17 th	Very fine day. Rodeo 98.	
		18 th	Duff misty day. Packing for tomorrow's move to Harrowbeer.	
Harrowbeer		19 th	Fine bright Sunday. Squadron move by air, road and rail to RAF Harrowbeer. 16 Typhoons	
			(out of the 18 on charge) flew in four boxes of 4 aircraft, also the Hurricane.	
		20 th	Settling in at Harrowbeer where conditions xxx of every sort have remarkably improved since the	
			squadron were here a year ago.	
		21 st	Overcast N.W wind. Aircraft were brought to bomber available for ships found in Morlaix estuary	
			and Goulet de Brest but the weather was unsuitable for a strike. Evening recco off Cherbourg Harbour.	
		22 nd	Overcast, low cloud, no flying	
		23 rd	Mist	
		24 th	Fine bright mild day. Valley haze. Uneventful Rodeo to Kenlin Bastard etc.	
		25 th	Continued fine weather. A squadron Balbo in the evening.	
		26 th	Remarkably hot day. Early Rodeo to Rennes and Gael.	
		27 th	Still fine. Much practice flying.	
		28 th	Still fine. Much practice flying and firing.	
		29 th	Very hazy. Little flying.	
		30 th	East N.E wind, coldish. Some practice flying.	

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Of (Unit or Formation)				
Place	Date	Time	Summary of Events	References to Appendices
Harrowbeer	31 st		An evening Rodeo to Kerlin Bastard and Vannes was mainly uneventful but resulted in a crash landing at base for P/O Purkis. A last light Rodeo of the Ile de Groix found no enemy aircraft. Unfortunately it seems that F/Lt Racine, R.C.A.F was hit by Lorient flak. He is missing. Jerry Racine came to the squadron in October 1943 and took command of B Flight in February, 1944. We very much hope to hear that he is safe.	
			Flying times for March.	
			Operational hours - 82 hours 15 mins	
			Non-Operational " - 173 hours 55 mins	
			Gonay.....S/Ldr	
			Commanding, No. 263 Squadron.	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 263 Squadron
For the month of March, 1944

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Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
2 nd	MN136	P/O Proctor	Patrol	10:35	12:35	40 miles south of Ringstead to protect calibrating Blenheim	
	JR382	F/Sgt Thould					
	JR440	S/Ldr Gonay	RODEO 85	14:00	16:00	This sweep from Harrowbeer to Mont St. Michel Rennes, Gael, Cap de Erquy,	
	MN170	F/Lt Racine				West of Guernsey and back to Beaulieu was executed exactly as planned in	
	MN187	F/Lt Stark				the classical manner for such operations. It was remarkably uneventful,	
	JR531	F/O Heaton				no flak, no enemy aircraft, no ships were met. This was the first	
						operation with the squadron for both S/Ldr Gonay and F/Lt Stark.	
3 rd	JR432	F/O Purkis	Scramble	14:35	15:20	Identified a Wellington south of the I.O.W	
	JR382	F/Sgt Dunlop					
4 th	JR432	F/O Purkis	Scramble	12:00	12:25	Recalled, duff plot	
	MN196	F/O Barr					
	JR365	F/Sgt Thyagarajan	Scramble	17:40	18:15	Uneventful, south of Portland - Needles.	
	JR253	F/Sgt Thould					
5 th	JR365	P/O Green	Scramble	13:05	13:25	Recalled. Bogey became friendly.	
	MN129	F/Sgt Thould					
	JR389	F/O Unwin	Scramble	16:15	16:45	Enemy aircraft turned south after an apparent feint from	
	MN990	F/O Barr				Cherbourg area.	
	MN136	F/O Unwin	Scramble	17:20	18:03	Enemy aircraft turned south after an apparent feint from	
	JR382	F/O Barr				Cherbourg area.	
6 th	JR389	P/O Proctor	Scramble	12:15	12:50	Uneventful. Vectors to 20 miles North of Cherbourg.	
	JR441	F/O Unwin					
	JR365	P/O Green	Scramble	18:25	19:25	Patrol Needles - Portland, much shipping	
	MN139	F/O Heaton					
7 th	MN187	F/Lt Stark	Scramble	12:20	12:30	Recalled	
	MN196	F/Sgt Dunlop					
	MN170	P/O Green	Scramble	12:55	13:05	Recalled	
	MN129	P/O Smith					
8 th	MN250	F/Sgt Cooper	Scramble	13:10	14:20	Enemy activity was apparently expected & defensive patrols were	
	MN389	F/Sgt Ryan				flown in mid-channel, but there were no hostile plots at all.	
12 th	JR389	P/O Beaumont	Patrol	15:00	16:30	3 patrols and an abortive scramble, in connection with Exercise	
	JR382	F/Sgt Thould				Fox and an amphibious exercise on a large scale off Slapton Sands	
	JR389	P/O Purkis	Patrol	17:15	18:40	As above	
	JR382	P/O Proctor					
	MN170	F/Lt Racine	Patrol	16:15	17:15	As above	
	MN989	F/Sgt Cooper					
	MN989	F/Sgt Thyagarajan	Scramble	15:00	15:10	As above	
	MN139	P/O Green					
15 th	JR440	S/Ldr Gonay	Ship Recco	18:25	19:42	L R Recco off Lezardrieux and Treguieu estuaries. Only Fishing	
	MN139	F/O Heaton				vessels found.	
	JR389	P/O Proctor					
	MN250	F/Sgt Thyagarajan					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
16 th	JR440	S/Ldr Gonay	Ship Recco	11:40	13:00	Recco West of Guernsey, S of Jersey, St Malo & Lezardrieux.	
	JR253	F/Sgt Thould				No ships. No flak.	
	MN250	F/Sgt Ryan					
	MN139	F/Lt Stark					
17 th	JR440	S/Ldr Gonay	Rodeo 98	14:25	16:05	Sweep of Vire, Fougères, Rennes, St. Malo, Channel Islands.	
	MN990	F/O Unwin				CHANNEL ISLANDS. Some flak from St. Malo but no E/A and no ships.	
	MN120	F/Lt Racine					
	JR365						
21 st	MN170	F/Lt Racine	Ship Recco	17:55	19:00	Recco of Cherbourg Harbour. They climbed from zero feet West	
	JR389	P/O Green				to East to fly over the outer moles at 3000 feet but surprised	
	MN136	F/O Heaton				the flak out of the sun. It was late and inaccurate. No ships in	
	MN989	F/Sgt Thyagarajan				the harbour which was thoroughly inspected.	
24 th	JR440	S/Ldr Gonay	Rodeo 103	11:29	13:14	This sweep of Kerlin Bastard, Vannes, and Morlaix was carried out	
	JR441	F/Sgt Handley				exactly as planned (Crossing the French coast in and out at 10,000	
	JR389	F/Lt Stark				feet, otherwise at 0 feet) but no E/A were seen though the actual	
	MN136	P/O Beaumont				A/F at Morlaix was inspected.	
26 th	MN990	S/Ldr Gonay	Rodeo 104			This attempt to catch the Hun airborne early in the morning was	
	JR389	F/Sgt Dunlop				uneventful. The first section completed the course - Mont St. Michel	
	MN250	F/O Heaton				- Rennes - Gael - Pleubian. F/Sgt Ryan has slight engine trouble and	
	MN989	F/Sgt Ryan				P/O Heaton returned with him from East of Rennes.	
31 st	MN136	F/O Purkis	Rodeo 109	16:45	18:06	This sweep of Kerlin Bastard, Vannes, Plouha was mainly uneventful.	
	JR446	P/O Green				A JU52 was seen landing at Vannes from too far away for an attack.	
	MN449	F/Sgt Cooper				P/O Proctor and P/O Green fired at some soldiers and a barge near	
	MN990	P/O Proctor				Auray and Hennebont respectively but make no claims. claims.	
						Unfortunately F/O Purkis A/C hit a tree near Loudeac	

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DETAIL OF WORK CARRIED OUT

By 263 Squadron
For the month of March, 1944

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
31 st (Cont d)		see page 1.	see page 1.			His throttle jammed at +5 boost. The formation kept together. But in landing at Harrowbeer, F/O Purkis cut his switches too early and had to make a wheels up landing. His aircraft is Cat B	
31 st	MN170	F/Lt Racine	Rodeo 108	Missing		This operation was planned to catch JU 88s of Vannes and Kerlin	
	JR531	F/O Heaton		19:04	21:19	Bastard at last light as they approached of left their bases to and	
	JR432	P/O Beaumont				fro the Bay of Biscay. Accordingly, our aircraft came into Ile	
	JR389	F/Sgt Dunlop				Groix from seaward at 0 feet and patrolled between there and the	
		mainland from 2003 to 2014. But there was 10/10 cloud and poor vis				and the dusk was unexpectedly dark. Probably for those reasons,	
	F/Lt Racine	made the mistake of leading our aircraft back at 5000				feet to cross the coast in the Lorient flak area. They evaded to	
	seaward and	thereafter F/Lt Racine was last seen to go back in to				the same area and to be caught in a concentration of flak. The	
	others made	their way back in the night to Harrowbeer, Predannack				and Exeter respectively. There is evidence from RDF resources	
	that F/Lt Racine	straggled later after them, crossed out near Morlaix				and then turned back to the coast where his plot failed. And	
	there was some evidence that a	Beaufighter found a light and a 'blip' from the sea North of Morlaix which <u>might</u> have been connected					
	with F/Lt Racine. A search the	next morning found no trace of him.					
						<i>Gonay</i> S/Ldr	
						Commanding, No. 263 Squadron.	

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Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
	1944			
Harrowbeer	April		This month of April was one of the luckiest in the Squadron's history. We flew 21 offensive operations involving 117 offensive sorties and including the destruction of two enemy aircraft and the damaging of enemy shipping, as well as of many ground targets - without any serious casualties. But more that that, two missing pilots returned to us, one after only a fortnight's absence, the other on April the 30 th after more than 2 and a half months.	
	1 st April		Air Sea Rescue for Flight Lieutenant RACINE. Evidently unsuccessful	
	2 nd April		Evasion exercise across Tavy Valley profitably enjoyed.	
	3 rd and 4 th		Fog and low cloud.	
	5 th		Weather cleared for enemy ship recco.	
	6 th		Aircraft to Predannack. Op cancelled but Flight Sergeant Cooper collided with F/Lt Stark on runway in landing and wrote off two Typhoons. Squadron Leader Gonay to Milfield for Fighter Leader Course.	
	7 th to 10 th		Duff weather. Some practice flying and night flying from Exeter.	
	11 th		Flight Sergeant Todd returning from Exeter in bad weather lost his formation and landed at Roborough, overshoot and pulled up under carriage. Typhoon Cat C.	
	12 th		Fine. Much practice flying. Marshal of the R.A.F Sir Trafford Leigh Mallory, C in C A.E.A.F spoke to all office pilots at Harrowbeer. He spoke of his confidence in the plan and forces designed for the Invasion of Europe and recalled the splendid record of No. 263 Squadron which he thought would be well enhanced in the next 6 months.	
	13 th		Sunny and cloudy. Two Uneventful Channel Islands reccos.	
	14 th - 15 th		Little flying. Low cloud and rain.	
	16 th		Cleared for much practice flying. In the evening we heard that Flight Lieutenant "Gerry" Racine R.C.A.F had returned to London after being shot down near Morlaix on the night of 31 st March. Later, we learnt from him that he had been attacked by a M.E.410, had then got on its tail and destroyed it with one long true burst, then had found his controls jammed and had to bale out.	

OPERATIONS RECORD BOOK

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DETAIL OF WORK CARRIED OUT

By 263 Squadron
For the month of APRIL, 1944

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
1 st	Typhoon 1B	P/O Proctor F/SGT Thould	A/S/R	06:45	08:38	Search for F/Lt Racine off BATZ - but in fact he was footing it ashore.	
	"	F/SGT Handley F/SGT Thyagarajan					
5 th	"	F/O Heaton F/O Unwin	Shipping recco	19:44	21:14	Uneventful ABERVARCH - LEZARDRIEUX.	
	"	F/SGT Cooper F/SGT Todd					
13 th	"	F/L Stark DFC F/O Parent	Ship	12:33	13:45	Uneventful Channel Islands.	
	"	F/O Heaton F/O Proctor	Recco				
	"	P/O Beaumont F/SGT Thyagarajan					
	"	F/Lt Rutter F/Lt Bell	Ship	19:03	20:23	Uneventful Channel Islands. Flak from Guernsey and LITTLE RUSSELL STRAIT.	
	"	F/O Unwin F/O Purkis	recco				
	"	P/O Green P/O Wood					
	"	F/SGT Thould F/SGT Morgan					
17 th	"	F/Lt Stark F/O Unwin	Rodeo 113	11:00	13:13	Crossed in St Malo 8000 feet but 0 zero feet sweep of BICTON a/fs was impossible owing to 10/10 cloud 2000 feet.	
	"	F/SGT Ryan F/Lt Rutter					
	"	F/Lt Stark F/L Rutter	Rodeo 115	18:33	20:30	Swept St. Malo, GAEL, RENNES uneventfully. Heights as usual, at 0 feet climbing in and out to cross French Coast at 10,000 feet.	
	"	F/L Bell F/Lt Evans					
	"	P/O Proctor F/O Purkis					
	"	F/SGT Cooper F/SGT Charlton					
18 th	"	F/Lt Stark F/O Purkis	Rodeo 117	15:15	17:15	This successful sweep round Paris (Heights as above) was flown from Tangmere. Thould destroyed a M.E.410 at 5,000 feet near BRETIGNY.	
	"	F/L Rutter F/SGT Handley				F/Lt Rutter, F/O Purkis, F/SGT Handley and P/O Green shared in the	
	"	F/SGT Thould P/O Green				destruction of a D.O.217 near VILLAROCHE - both enemy A/C exploded	
						on hitting the ground. F/SGT Handley damaged an H.E.111 at an a/f	
						S. W. of Paris and F/Lt Stark D.F.C who led and controlled the	
						operation seriously damaged an army truck and trailer and a Staff Car.	
21 st	"	F/Lt Rutter F/O Purkis	Rodeo	08:57	10:10	Leaders compass 20° u/s and No 2 R/T u/s. Therefore returned from	
	"	F/SGT Cooper F/SGT Todd				French Coast.	
	"						

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
21 st April	Typhoon 1B	F/Lt Stark F/L Rutter	Rodeo 119	11:58	14:10	Swept CAP CARTERET, VIRE, RENNES, GAEL. Flak from DOMPOUT otherwise nil.	
	"	F/SGT Dunlop F/SGT Handley					
	"	P/O Beaumont F/O Hames		11:58	13:10	These two spare a/c returned as planned from the French Coast.	
25 th April	"	F/O Heaton F/O Purkis	Ship recco	06:44	08:06	BREHAT - BATE possible E. Boats in Lezardrieux some flak.	
	"	F/SGT Thould F/SGT Thyagarajan					
	"	S/Ldr Gonay F/Lt Stark	Rodeo 122	16:00	18:00	Lengthy sweep from TANGMERE of TROUVILLE, CHARTRES, CHATENUDRUM,	
	"	F/Lt Rutter F/O Unwin				FLERS, POINT PERCEE entirely uneventful.	
	"	F/SGT Ryan F/SGT Dunlop					
	"	F/O Heaton P/O Green	Ship Recco	16:56	18:19	Repeat of the morning recco.	
	"	F/O Hames					
	"	F/O Purkis P/O Beaumont	Roadstead 87	20:35	21:45	D/B of 3 enemy destroyers lying in River Rance between St. Malo	
	"	P/O Green F/SGT Cooper				and Dinard. Near misses of Central Destroyer Cat 4).	
		P/O BEAUMONT then cannonned 2 armed trawlers (both Cat 3). The A.O.C. 10 Group and the Sector Commander both congratulated the Squadron on the short time in which this operation was organised planned and airborne. The tactics of crossing the channel at 0 feet, climbing to 10,000 feet and dive-bombed with 2 x 500lb M.C bombs fused 0.025 seconds out of the sun from 10,000 to 4,000 - 2,000 feet were repeated in the seven subsequent operations, and in each op accurate light flak of great intensity was encountered.					
26 th April	Typhoon 1B	S/Ldr Gonay F/Lt Rutter	Roadstead 88	09:25	10:36	D/B of 3,500 ton M/V or Sperrbrecher with 5 other ships	
	"	P/O Green F/SGT Cooper				including 2 probable destroyers in Morlaix Estuary. Bombs fell	
	"	F/SGT Thould F/SGT Dunlop				wide from 50 to 300 yards.	
26 th April	"	S/Ldr Gonay F/Lt Stark	Roadstead 90	14:28	15:40	d/b of previous targets, with 2 a/c as close escort. One pair of	
	"	F/Lt Rutter F/Lt Evans				bombs was a near miss of the large M/V and F/O Heaton continued	
	"	F/O Heaton P/O Beaumont				his dive to cannon it (Cat 3). He also fired at an Island flak post.	
	"	W/O Ryan F/SGT Dunlop					
	"	F/SGT Shellard F/SGT Thyagarajan					
27 th April	"	S/Ldr Gonay F/Lt Rutter	Roadstead 91	10:25	11:40	d/b of Previous days targets still in Morlaix Estuary. One very	
	"	F/O Heaton P/O Beaumont				near miss of large M/V (S/Ldr Gonay) and brown black smoke and	
	"	F/O Unwin F/SGT Dunlop				flame from M. Class Minesweeper perhaps from d.b. (both Cat 4)	
		F/SGT Thyagarajan					

R.A.F.
Form 541

By 263 Squadron

<i>Gonay</i>
Squadron leader, Commanding
<u>No 263 Squadron, R.A.F.</u>

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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Harrowbeer	May	1944	May opened with the first cloudy day for a fortnight. For once the ship reccos were empty-handed and the day was spent in re-establishing serviceability	
	2 nd		D/B of shipping in Lezardrieux.	
	3 rd		PRU. has at last established that there are two beached ships "opposite", one in Abervrach, and the destroyer near KERLOUAN. An immediate PRU of our evening D/B of the latter proved eminently satisfactory	
	4 th - 5 th		Rainy with low cloud and strong W. wind. Practice flying and fitting of R.P. One flight is to be released for intensive training in this weapon. The A.O.C. 10 Group Air Vice Marshal Steele visited Harrowbeer and was introduced to pilots in Dispersal. He did not mention the Second Front.	
	6 th		Cold E. wind, sun and cloud. Pilots to Bolt Head to see S/Ldr Gonay, F/O Heaton, F/Sgt Thould (who have practised at S.L.A.I.S Millfield) demonstrate R.P successfully against a rock and tanks. But unfortunately the Typhoons which demonstrated showed marked signs of strain in their wings - rivets pulled out, etc - and R.P was removed from the other a/c which were fitted, pending an investigation.	
	7 th		Variable wind and weather. Practise flying.	
	8 th		Sunny with cloud and haze. D/B of Dinard - Plourttuit and dusk ship recco.	
	9 th		Practise flying and Night flying	
	10 th		Hot sun. Exercise Driver with H.M.S Glasgow also 263/1 with Plymouth guns. Eight uneventful patrols till dusk, and a scramble. 21 hours defensive operational flying. Night practise flying.	
	11 th		Hot sun. Exercise 263/1 again and Exercise Driver. Evening practise D/B at Bolt Head. Two of our a/c were hotly but inaccurately engaged by H.A.A	
	12 th		Two Roadsteads to St Marlo secured one pair of direct hits on a medium M/V.	
	13 th		Local flying in haze	
	14 th		E wind fairly warm. Long almost uneventful Rodeo around Paris. Defensive patrols.	

Place	Date	Time	Summary of Events	References to Appendices
Harrowbeer	May 15 th	1944	D/B of ships in Abervrach, poor results.	
	16 th		Fighter affiliation with three Liberators from Dunkswell. Recognition test. (Defensive patrols). Ship recognition lectures, tactical lectures from S/Ldr Gonay.	
	17 th		E. wind. Cold rainy morning	
	18 th		First light and evening reccos by other squadrons found no ships. Our normal state has now been established as the aristocratic state we enjoyed with Whirlibombers. Eight a/c and pilots at 60 minutes availability for bombs or L.R.	
	19 th		Afternoon 12 pilots and I.O to Mountbatten for pleasant and useful cruise in pinnace around Plymouth Harbour to Devonport for ship recognition. Meanwhile 4 a/c brought to readiness at Harrowbeer and Predannack 2 uneventful patrols.	
	20 th		Hazy. Cold day. In the late evening the Squadron flew its first low level ship strike with Typhoons.	
	20 th		F/Lt Bell who has been supernumerary with the Squadron for three months is missing in not very hopeful circumstances. "Tinkle" Bell was very well liked by us all. He was one of those who had served steadily and well in Training Command without ever losing sight of his ambition to fly on ops. Hazy. Evening patrols landed with Mortar fire, canopy, etc. in duff last light.	
	23 rd		Three squadron Roadstead operations, divebombing ships off Brest and in Lezardrieux Estuary. Some good results. The Squadron has now completed 60 offensive operations and 354 offensive sorties with Typhoons a/c (Since 2 nd February 1944)	
	24 th		Fighter readiness during Portreath Operations. Quiet.	
	25 th / 26 th		Frontal days with low cloud. Little flying	
	27 th		Mixed morning of sun and pearly low cloud or mist. Afternoon fighter affiliation.	
	28 th		Hot Bright Day. Morning air to air firing, practise bombing. All 1155 while taking off for this, F/SGT Pringle hit the top of Yelverton Church, and crashed fatally. "Paddie Pringle" was a keen and able pilot and an excellent friend. Evening armed shipping recco found poor targets and missed them.	
	29 th		The last three days of the month were extremely hot.	
	29 th		Squadron released 1600-0800 for Squadron party in the N.A.A.F.I. Beer drinking and dancing was enjoyed	

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Of (Unit or Formation) 263 Squadron

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Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron
For the month of May, 1944

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
2 nd May	Typhoon 1B	S/Ldr Gonay P/O Green	Roadstead	18:56	20:08	Standard d/b out of the sun of three M/V 2000 to 3000 tons with	
		F/O Heaton F/O Proctor	101			seven other small ships in LEZARDRIEUX Estuary. Bombs grouped among	
		F/Lt Stark P/O Wood				ships; no claims but F/O Heaton's c/g films shows cannon damage	
		F/Lt Williams				during dive to 1 M/V (Cat 4 or 3) and from a low level attack on an	
		M. Class M/S (In Cat 4 or 3). Accurate flak and balloons but strong wind was harder to cope with.					
3 rd May	Typhoon 1B	S/Ldr Gonay F/Lt Stark	Roadstead 102	13:55	15:00	10/10 cloud at 4000 feet 10 miles from coast therefore returned	
		F/Lt Evans F/Lt Bell	Part 1			to base	
		F/O Heaton F/SGT Todd					
		W/O Ryan F/SGT Morgan					
		S/Ldr Gonay F/O Heaton	Roadstead 102	17:55	19:05	Standard d/b of beached Elbing destroyer off the KERLOUAK.	
		F/Lt Stark F/Lt Bell	Part 2			P.R.U of target two minutes later exactly confirms our	
		F/SGT Handley F/O Hames				observations and claims - this vis:- four near misses of Bows of	
		F/SGT Todd F/SGT Morgan				ship, one probable direct hit amidships (Cat 3).	
		P/O Beaumont P/O Green	Patrl	18:45	19:45	Patrol from Start Point to Lizard at 6000 feet	
4 th		F/O Proctor F/Lt Williams	"	10:05	11:30	" " " " " " " "	
		P/O Wood F/Sgt Thyagarajan	"	11:10	12:30	" " " " " " " "	
8 th May		S/Ldr Gonay F/SGT Morgan	Circus 61	15:20	16:40	Standard D/B of DINARD/PLEURTUIT a/f (The squadron's first attack	
		F/Lt Stark F/Lt Williams				on this target). Flak was surprised and did not fire. Two pilots	
		F/L Bell F/O Heaton				cannoned a flak post on a hulk in the R.Rance estuary.	
		F/O Hames P/O Beaumont					
		F/O Purkis					
		F/O Purkis P/O Wood	Ship recco	20:56	22:15	This recco with dusk landings found and reported minor	
		F/SGT Todd F/SGT Thyagarajan				concentrations of shipping in MORLAIX and ABERVRACH estuaries	
10 th May		F/SGT Cooper F/SGT Shellard	Patrol	12:45	14:10	All these patrols were from Lizard to Start Point and Start Point	
						and 10 miles south of them, at 6000 feet.	
		F/O Purkis F/SGT Charlton		13:50	15:10		
		P/O Beaumont F/O Parent		16:00	17:15		
		F/Lt Bell F/O Hallett		16:55	18:20		

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
10 th	Typhoon 1B	F/SGT Thould F/SGT Morgan	Patrol	17:50	19:15	Patrols of Lizard - Bolt Head	
		P/O Wood F/SGT Thyagarajan		18:50	20:10	" " " " "	
		S/Ldr Gonay	Dusk Patrol	21:00	22:35	Dusk patrol " " "	
		F/O Hames F/SGT Handley					
		F/Lt Bell F/O Hallett	Scramble	20:25	21:10	Scramble to mid-channel for Dinard - Alderney plots	
12 th		F/O Purkis F/O Hames	Roadstead	09:30	11:00	Standard out of sun d/b of three small to medium M/Vs in ABERVRACH,	
		F/O Parent P/O Wood	105			All bombs overshoots, possible damage to Harbour and installations,	
		F/SGT Shellard & Todd				and to Medieval Town.	
		F/SGT Thould					
		S/Ldr Gonay F/L Rutter	Roadstead 106	15:20	16:40	C.O.'s a/c u/s halfway across through his whole section of four	
		F/O Unwin F/Lt Williams				a/c Vet: to base with him.	
		F/SGT Dunlop & Cooper				F/Lt Rutter led the other four A/C and personally scored a pair of	
		F/O Heaton F/SGT Handley				direct hits on the M/V M.65 a ship of 1564 tons (Cat 3).	
14 th		S/Ldr Gonay FO/ Proctor	Rodeo 135	16:58	19:12	This low level sweep round Paris was flown from Tangmere and	
		F/Lt Rutter F/L Bell				was uneventful, except for the damaging of tow or three barges	
		P/O Beaumont F/SGT Thyagarajan				on the Seine and near COMPEIGNE	
15 th		F/Lt Rutter F/O Green	Roadstead 107	09:28	10:35	Unsatisfactory operation. The only targets found in ABERVRACH	
		F/O's Unwin & Heaton				were two landing barges and the beached M/S. There were D/B'd	
		F/O's Purkis & Proctor				with poor results.	
		F/SGT's Morgan & Dunlop					
19 th		F/Lt Stark & Williams	Patrol	21:10	22:05	Predannack - Start Point - Harrowbeer	
		F/O Unwin & Parent	"	20:00	21:05	Predannack - Start Point - Predannack	
		F/O Unwin & Parent	"	21:50	22:45	Patrol Start Point to Lizard with dusk landings	
		F/SGT Dunlop P/O Wood	"	21:55	22:30	" " " " " " " "	
20 th		F/Lt Stark F/SGT Handley	"	22:05	22:50	" " " " " " " "	
						Very poor visibility at base required Mortar fire and canopy.	

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By 263 Squadron
For the month of May, 1944

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
21 st	Typhoon 1B	S/Ldr Gonay F/SGT Ryan	Roadstead 110	21:09	22:31	It was, for reasons not disclosed, very necessary to prevent a	
		F/Lt Stark F/Lt Rutter				convoy of 8 M. Class M/S (or other small warships) which were	
		F/SGT's Dunlop & Handley				leaving St Malo from continuing their operation and since there was	
		F/O's Proctor F/Lt Bell				cloud at 2000 feet this strike was laid on at low level. The convoy	
						was met head on 10 miles N.N.W of CAP FREHEL and after very good	
						anti flak attacks by 610 Squadron which left one ship on fire, our	
						a/c cannoned and bombed from mast height. Results were difficult to	
						observe but one ship is claimed Cat 3 damaged by F/O Proctor's	
						cannon strikes, and it is reported that the enemy ships were	
23 rd	Typhoon 1B					deterred from their proposed operation.	
		S/Ldr Gonay F/Lt Rutter	Roadstead 111	05:55	06:55	From Predannack. d/b a convoy of three M. M/S and two destroyers	
		F/SGT Thyagarajan				off St Matthew Point. A direct hit was scored on one of the	
		F/SGT Cooper F/L Stark				destroyers, damaging it Cat 3	
		F/Lt Evans F/L Williams					
		P/O Green					
		F/Lt's Stark & Rutter	Roadstead 112	17:25	18:38	D/B of 3000 ton and 1000 ton M/V's in LEZARDRIEUX. Both claimed	
		F/O's Chalmers & Purkis				cat 4 (probably 3). Probably damaged by straddling with near misses.	
		F/O Proctor A.R. F/SGT Handley				Intense flak.	
		F/SGT's Shellard & Todd					
		F/L Rutter & Stark	Roadstead 113	20:56	22:08	d/b of ships in LEZARDRIEUX but cloud at 6000 feet prevented a	
		F/O Proctor & Unwin				proper dive and bombs undershot or went wide.	
		F/O Hallett F/SGT Cooper					
		F/SGT Dunlop W/O Ryan					
26 th		F/L's Rutter & Stark	Armed ship recco	16:40	18:10	Armed recco from Brehat to ABERVRach, overland for ships or trains.	
		F/O's Unwin & Purkis				None found so d/b six barges in ABERVRACH with poor results.	
		F/O's Hallett W/O Ryan					
		F/SGT Thould F/SGT Todd					
		F/SGT Thyagarajan					

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para. 2349, and War Manual, Pt. II., chapter XX., and
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Of (Unit or Formation) 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Harrowbeer.	June 1944.			
	1 st		June like May, opened frontally and cool, and in fact the weather continued unsettled until the seventeenth. Some practice bombing at Bolt Head Ham Stone during the afternoon.	
	2 nd		A day of flaps, first for Dol marshalling yards, then for Goulet U-Boats but both evaporated after wasting the day.	
	3 rd		First light reccos by 41 found nothing. Much R.P. Ham Stone, till a warn front clamped down.	
	4 th		Some R.P. Practice in poor weather. Somebody is in a hurry for something?	
	5 th		Cloud was too low for R.P. Those that did fly to Bolt Head saw a noble pride of warships steaming slowly east and F/Lt Stark D.F.C. who visited Manston to collect R.P. spares was lucky enough to have to fly below cloud along the South Coast and thus to see "so many ships in the Solent you could walk from the I.O.W. to Southampton across their decks".	
	6 th		After a midnight flap for twelve aircraft, 8 flew a Goulet recco in duff weather and returned to find it "D" Day. Thus what has been demanded for three years, expected for two years and hourly awaited for three months arrived more or less unheralded in 10 Group while the Squadron was doing an armed ship recco, and continued while we did R.P. practice at Bolt Head - and bound in the dispersal. However, as so often, things were far better than they seemed, and the next hours and days were very much our busiest since Norway. That evening saw the Squadron's first R.P. Operation a damaging attack upon a 500 ton M/V off Granville, and the start of 121 offensive sorties in five days:-	
	7 th		A double, mixed squadron of 8 Typhoon Bombers and 8 Typhoon R.P. (8 X 60lb H.E.) was now bricked up; a state which was to be "phenomenally" maintained - the words are the A.O.C.'s Thus two "Squadron" operations became possible sinultaneously either in two waves with the same objective or with different targets. Todays 32 sorties are fully reported in Appendix "A". We were much hope to see F/O Joe Parent again - but the Huns shooting at him in his parachute will not be forgotten.	

Place	Date	Time	Summary of Events	References to Appendices
Harrowbeer.	8 th		Despite yesterday's activity, all the 19 Aircraft on charge to the Squadron were serviceable 1000 hours. F/Lt Wannop and the ground crews of 6263 (Ex 3055) and of the Squadron had worked all night on them, as they did not infrequently during this and other months. One successful Roadstead during the afternoon.	
	9 th		A night and first light Hun Destroyer flap ended in a clamp, which also affected the Beach Head the Squadron (8 R.P. and 8 Bombers) were briefed to attack gun positions S. of St Male Lo, but failed to get through 10/10 at 0 feet at the Cotentin Coast. F/O Bill Heaton is missing in circumstances which offer nothing but guess work. We hope to see him again but... A second double attack got near the target area but A/c were recalled. Out a/c were believed to be the first over Hun lines on that day.	
	10 th		Out first light recco of 8 R.P. damaged 3 M.M/s off St Helier. Two double squadron shows followed during the day. 3 were abortive (weather) but 8 X 64lb R.P. pranged the huts of the Radar Station at Jersey Rouge Nez. 40 offensive sorties and 51 hours operational flying was most certainly an all time squadron record for one day.	
	11 th		Sunday 11 th June remained obstinately clamped all day. Everyone got up (as usual) at 0345 but went back to bed and slept till lunch time (except the C.O. and F/Lt Wannop and all ground crews) Much work was done on a/c, but there was no need to re-establish serviceability. We had it already.	
	12 th		Another 40 sorties and 58 hours 45 minutes operational flying. Soon after 1 st light the Bomber command dive bombed 4 TTA's off Jersey. Then 32 Sorties in which 128 X 60lb R.P.H.E and 32 X 500lb .MC. .025 were hurled into the railway viaduct S. of Yffiniac with excellent concentration, but it is a bloody awful target	
	13 th		All up at 0345 to find another clamp which held up ops. At 1500 hrs the Bomber Command of the Squadron was released and (perhaps only for the time being) wound up. Ground crews set to work to convert all of them to R.P.	
	14 th		A day of four R.P. Shipping strikes, mainly highly successful. See Surfats reports 263/44-52. The Squadron's first attack (and prang too we believe) of a U.Boat is notable. But the loss of S/Ldr Gonay who is missing	

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Of (Unit or Formation)				
Place	Date	Time	Summary of Events	References to Appendices
14 th continued.			from an earlier attack off Jersey Corbieu Point in not too hopeful circumstances, is a sad blow.	
			Arriving three months ago, quite new to the squadron and never before flown a Typhoon, S/Ldr	
			Gonay very quickly proved himself master of every situation. As a leader he was absolutely	
			trusted; he was admired and loved as a friend. F/Lt Stark's effort in flying back from St. Peter	
			Port and safely landing a Typhoon which had several of its control wires cut by flak and others	
			shredded, isnt mentioned in Surfata 263/52. F/Sgt Ryans petrol system "fell to pieces" when he landed.	
15 th			F/Lt R.D. Rutter, Flight Commander of B Flight, is posted Squadron Leader to Command the Squadron.	
			To St Peter's Port again in the morning (Surfata 263/53). The flak here struck its third Typhoon	
			Cat B, but every one got home safely. At 12.20 hours F/O Windeler, R.C.A.F. who had only been	
			with the squadron for six days crashed fatally near Launceston. It is believed that he had engine	
			trouble and attempted a forced landing.	
16 th			Secret sources indicate that the squadrons attacks in St. Peters Port damaged a 50 ton U Boat	
			and sank a trawler, type Auxiliary. We were also told that the squadron's job of harrying the	
			ships between Cherbourg and Brest is of great importance in the Normandy Beach Head, since our	
			parachute troops have succeeded in destroying nearly all road and rail communications between	
			Cotentin and N.W. France. The following letter from the C.inC. A.O.C. A.D.G.B., A.M. Sir	
			Roderic Hill was received today, alas, not by S/Ldr Gonay.	
			Copy:- Tel. Watford 9241. H.Q. A.D.G.B.	
			R.A.F. Stanmore. Middx.	
			June 13 th 1944	
			Dear Gonay,	
			Please accept my congratulations in the fine work you and your Squadron did	
			yesterday and last Saturday. Your attacks have been splendid and show both	
			skill and magnificent spirit. I would be glad if you would convey my	
			appreciation to your pilots.	
			(Sgd) Roderic Hill.	

Place	Date	Time	Summary of Events	References to Appendices
17 th June			First fine day of the month. A nil ship recco followed by a very successful R.P. attack in St Malo. The L.97 M/V passenger Packet of 975 tons was confirmed sunk Cat 1 and a T.L.C. was seen sinking by the escort.	
18 th			Two early expeditions to the channel islands. No claim in the first but C.C.G. shows what looks like a D.11 in a T.T.A. In the second a 1200 ton M/V and a T.L.C. were damaged by R.P. Afternoon flap for an immediate move to Bolt Head - all 10 Group squadrons are being re-sorted mainly to release advanced Marks of Spitfires for Anti-Diver activities in "Southern England". Note:- The Huns have sunk the old Whirlwind target ship, SOLMGLINT, Whale Oil ship, 10,000 tons as a blockship in Cherbourg. She has not left port for three years - but she wont lie quiet for long now.	
19 th			Fine day. Aircraft moved to Bolt Head. The rest of the Squadron and 6263 Echelon followed at intervals during the next four days, in an insufficient number of M.T. vehicles which broke down more or less regularly - and then it was too windy to erect tents for those of No. 6263 for whom no other billets were available. Bolt Head has often been visited by the Squadron as a forward base. As a permanent base it suffices from its establishment as an Advanced Landing Ground and its actual use as a two Squadron attack station (263 and ½ 406 and ½ 276) and also as an A.L.G. for the departure and arrival of a great many operations by other squadrons for which, as a further point of fact, the day fighter squadron has to provide re-fuelling. But these things sort themselves or are sorted. As a base from which this squadron can conveniently get at the enemy between Cherbourg and Brest at sea or inland, it could not be bettered. And from the officers point of view, the mess at the Cottage Hotel, Hope Cove with its attendant sea-pleasure, is a remarkable good thing.	
20 th			Good evening R.P. prang of huts and buildings of Ploumanack Radar, followed at last light by the first many reccos and continuous flaps in quest of the supposed intention of the Hun to evacuate troops (but more especially technicians and other suitable High-Ups) from Cherbourg by sea. If he ever did, this squadron did not catch him. The burning of Cherbourg was an awful sight, producing a pall of black smoke cloud for miles to seaward.	
21 st			1 st light Cherbourg recco. Afternoon Ramrod abortive in 10/10 cloud.	
22 nd			1 st light recco cancelled in dull weather. Evening Ramrod to Ploumanack a great success	

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Of (Unit or Formation)

Place	Date	Time	Summary of Events	References to Appendices
Bolt Head	June 22 nd	Continued	The evening and night were enlivened by a more remarkable flow of contradictory orders than were before. It is believed that these originated very high up and were caused by contradictory reports from different sources about what the Hun was doing or was going to do in Cherbourg - but all evaporated.	
23 rd			Two highly successful R.P attacks on Radar Stations and a last light Cherbourg Recco. These 24 sorties seem routine stuff now.	
24 th			Two R.P. shipping strikes in St. Malo damaged M/V M.70 twice and M/V M.65 (for the third time by the squadron) and the 800 ton Schooner (for the first time) and more by luck than management, did not damage the Huxton Hospital Ship. Flak was intense and accurate. W/O "Buck" Ryan R.C.A.F. and F/Sgt "Charlie" Charlton are missing (from the first and second attacks) in not at all hopeful circumstances.	
25 th			Duff, Hazy. No flying.	
26 th			Duff. Mist. Low cloud. News:- Good news that M/V L.97 Passenger Packet of 1000 tons was sunk (Cat 1). by R.P. attack in St. Malo on 17 th June and a T.T.A. sunk in St. Peter Port on 14th/15 th June. Sad news that W/Cmdr Reggie Baker D.F.C. and S/Ldr Dave Ross D.F.C. are both missing and believed killed from the T.A.F. in France.	
27 th			The C.O. and F/Lt Stark D.F.C. reccod St. IVY College Pontiry and afterwards led 6 R.P. and L.R. Typhoons (The first time this combination, suggested by F/Lt Stark, has been used in 10 Group) to prang the Telephone Exchange Building in the Courtyard. A later R.P. L.R. Ramrod was abortive through failure of the L.R. Tanks to jettison.	
28 th - 29 th			Duff, low cloud, rain etc., only air tests.	
30 th			Still cloudy, but brighter. No flying.	
			<i>R.D. Rutter</i>	
			Squadron Leader, Commanding	
			No. 263 Squadron, R.A.F.	

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By 263 SQUADRON
For the month of JUNE 1944 19

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
6	S/LDR GONAY F/O HEATON						
	F/O PERKIS F/SGT MORGAN						
	F/LT RUTTER F/SGT DUNLOP	SHIP RECCO		06:25	08:00	HARROWBEER, BATZ, USHANT, PREDANNACK. NIL.	
	F/SGT THYAGARAJAN P/O RYAN						
6	S/LDR GONAY F/LT STARK						
	F/LT EVANS F/S COOPER						
	F/OS HODGSON GREEN	SHIP RECCO		20:15	21:50	SQUADRONS FIRST R.P. ATTACK, SUCCESSFUL, SEE SURFAT 263/44	
	F/L RUTTER F/O PERKIS						
7	F/L RUTTER P/O COOPER						
	F/O HEATON F/S CHARLTON	D/B SHIPPING		08:15	09:55	4 near misses straddled stern of M/V. 2 Gun posts shot up many	
	F/O PROCTOR F/S HANDLEY	ST MALO				strikes seen. <i>Surfat 263/45 (1)</i>	
	W/O RYAN F/S SHELLARD						
7	SLDR GONAY F/S DUNLOP						
	F/LT EVANS F/S MORGAN	R/P SHIPPING		08:30	10:00	<i>no claim 263/45 (2)</i>	
	F/LT STARK F/O H PROCTOR	ST PETERS PORT					
	F/O PURKIS F/S TODD						
7	S/LDR GONAY F/O GREEN					<i>Cloud prevented target being found.</i>	
	F/O HODGSON F/S MORGAN	ROADSTEAD 128		12:25	14:10	No claim F/O Parent missing Surfat 263/46 near Ushant.	
	OCTOR F/O PURKIS						
	F/LT STARK F/S TODD						
7	F/O PARENT F/S CHARLTON	SHIPPING STRIKE		16:30	18:00	<i>No claim F/O Parent missing Surfat 263/46</i>	
	F/LT RUTTER F/S HANDLEY	SARK					
	F/O HEATON W/O RYAN						
	F/O A PROCTOR F/S THYAGARAJAN						
8	P/O COOPER / F/S HANDLEY						
	F/O GREEN F/O HEATON	D/B SHIPPING		13:30	14:55	<i>1 M/V Cat 4 Surfat 263/47</i>	
	F/LT RUTTER F/S SHELLARD	ST MALO					
	F/S THYAGARAJAN						

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				Up	Down		
9		S/LDR GONAY F/S TODD					
		P/O DUNLOP F/S MORGAN	R/P 88 mm	18:50	20:40	<i>impossible to get through 10/10 cloud at 100' at French coast</i>	
		F/L STARK F/O HODGSON	POSTS ST LO				
		F/L EVANS F/O PURKIS					
9		F/L RUTTER F/S CHARLTON					
		F/O GREEN P/O COOPER	D/B ATTACK	21:30	23:00	<i>All aircraft recalled when five miles from target area. F/O Heaton was last seen climbing</i>	
		F/O HEATON F/O PROCTOR	GUN POSTS ST LO			<i>and turning in cloud. F/Lt Rutter's section landed at Hearne & Tangmere</i>	
		W/O RYAN F/S HANDLEY					
9		F/L RUTTER F/S THYAGARAJAN	R/P ATTACK				
		F/O H PROCTOR F/O GREEN	GUN POSTS ST LO.				
		P/O COOPER P/O THOULD					
10		S/L GONAY F/L STARK	SHIPPING RECCO	05:30	06:03	<i>Most successful strike on three M.M/s Surf at 263/48</i>	
		F/S DUNLOP F/S TODD					
		F/L EVANS F/O PURKIS					
		F/L WILLIAMS F/O HODGSON					
10		S/L GONAY F/L STARK	ROADSTEAD 134	09:30	11:00	<i>These R/P aircraft found no shipping in Channel Isles so attacked radar station Jersey</i>	
		F/L WILLIAMS F/O PURKIS	R/P ATTACK			<i>Rouge Nez with fair results</i>	
		F/L EVANS F/S MORGAN					
		P/O THOULD W/O RYAN					
10		F/L RUTTER F/O PROCTOR	ROADSTEAD 133	09:30	11:00	<i>Bomber a/c abortive 10/10 cloud 3000' off St Malo.</i>	
		F/O A PROCTOR F/S THYAGARAJAN	D/B ATTACK				
		F/O HALLETT F/S HANDLEY					
		F/S SHELLARD F/S CHARLTON					
			Ramrod	14:30	15:30	<i>Attack on Yffiniac bridge abortive in 10/10 cloud 1000'</i>	
10		S/L GONAY F/S TODD	ROADSTEAD 136				
		F/O PURKIS F/S DUNLOP	R/P ATTACK				
		F/L STARK F/O HODGSON					
		F/L WILLIAMS P/O THOULD					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
10	F/L RUTTER F/S SHELLARD F/O GREEN F/S THYAGARAJAN F/O H PROCTOR F/O A PROCTOR P/O COOPER F/S HANDLEY		RAMROD 136	14:30	15:30	<i>See above.</i>	
12	F/L EVANS F/S MORGAN F/L STARK F/O PURKIS P/O THOULD F/S MORGAN F/L WILLIAMS W/O RYAN		SHIPPING RECCO	05:42	07:02	<i>4 T.T.A's bombed in bay St. Aubin – no claim.</i>	
12	F/L STARK F/S TODD F/L WILLIAMS P/O THOULD F/O PURKIS F/S TODD F/L UNWIN W/O RYAN		RAMRDS 137	09:55	11:35	<i>This important operation against the railway viaduct south west of Yffiniac took place in two waves of sixteen a/c (8 B. 8 RP.) 32 sorties altogether</i>	
12	S/L GONAY F/S SHELLARD F/O H PROCTOR F/O A PROCTOR F/L RUTTER P/O COOPER F/O GREEN F/S THYAGARAJAN		RAMROD 137	09:55	11:35	COPY A. Harrowbeer 0955 – 1125 and 1455 – 1625. For this operation, which was planned to disrupt the main Brest – Rennes railway line by the destruction of the viaduct S.W. of Yffiniac, the Squadron twice put up 8 Typhoons R.P. and 8 Bombphoons simultaneously (32 sorties).	
12	F/L STARK F/O HODGSON P/O THOULD F/S MORGAN F/L EVANS F/O PURKIS F/L UNWIN W/O RYAN		RAMROD 137	14:55	16:30	Bombing and R.P. concentration was excellent in the first attack and good in the second, when a 2 x 500lb. crater and 3 x 60ld R.O craters were seen to have disintegrated the double track in the first attack. However the girder construction which is mentioned in the target information (but not visible in the only photo available, a vertical) was never identified, and the railway line in the target area appeared to several pilots to be carried across the “dried up river bed” (Which was very clearly pinpointed by its position 2,000 yards S.S.W. of the Yffiniac bite) an a continuous embankment of masonry with very small drainage arches at its base. The target was thought by this unit to be an unsatisfactory one. Observations of results and of the target were made by W/Cdr Bird Wilson and 610 Squadron Spitfires XIV Close Escort. It should be added that 64 R.P. creat a dusty mass of “smoke and corruption”. A 2 x 20mm. flat position at 3.5105 was twice attacked from low level by two pilots (4 attacks) of 263 Sqdn. who saw strikes during 2 attacks and consider that damage and casualties were caused.	

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DETAIL OF WORK CARRIED OUT
By 263 SQUADRON
For the month of JUNE 1944

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
14	F/L	RUTTER F/O PROCTOR					
	F/S	THYAGARAJAN F/S HANDLEY	SHIPPING RECCO	05:30	06:50	<i>Very successful shipping operation Surf at 263/49 + 50</i>	
	F/O	HALLETT F/S SHELLARD					
	XXXXXX	XXXXXX F/S CHARLTON					
14		F/O A PROCTOR	SHIPPING RECCO	06:50	07:25		
14	S/L	GONAY P/O THOULD					
	F/L	EVANS F/O HODGSON	SHIPPING RECCO	08:15	09:45	<i>S/L Gonay got direct hits on a T.T.A. off Corbieu Point. His a/c was then hit by flak and made an apparently controlled forced landing on Jersey. Surf at 263/51</i>	
	F/L	WILLIAMS F/S TODD					
	F/L	UNWIN F/O PURKIS					
14							
14		<i>F/L Rutter F/S Charlton</i>	<i>Roadstead 140</i>	<i>18:45</i>	<i>20:15</i>	<i>Squadrons first U boat attack. This and the next days attack certainly sunk a T.T.A. and the U boat believed to be damaged</i>	
		<i>F/S Handley W/O Ryan</i>					
		<i>F/O Proctor F/S Shellard</i>				<i>Surf at 263/52</i>	
		<i>F/L Stark F/L Williams</i>					
		<i>F/S Thyagarajan</i>					
15		<i>S/L Rutter F/S Shellard</i>	<i>Roadstead 142</i>	<i>08:56</i>	<i>10:00</i>	<i>See above. Surf at 263/53</i>	
		<i>F/S Handley F/O Proctor A</i>					
		<i>F/L Stark F/O Hodgson</i>					
		<i>F/O Purkis F/L Evans</i>					
17		<i>S/L Rutter F/O Purkis</i>					
		<i>F/O Hallett F/S Handley</i>	<i>Ship Recco</i>	<i>12:26</i>	<i>14:03</i>	<i>Unable to reach Grenville owing to cloud.</i>	
		<i>F/O Proctor H F/S Todd</i>					
		<i>F/L Unwin F/L Evans</i>					
17		<i>S/L Rutter F/O Purkis</i>					
		<i>P/O Thould F/S Charlton</i>					
		<i>F/O's Proctor H & A</i>	<i>Ship Recco</i>	<i>19:40</i>	<i>21:10</i>	<i>These twelve a/c with 25 pound R.P. A.P sunk the L97 Passenger Packet of 1000 tons and probably sunk a T.L.C. Surf at 263/54</i>	
		<i>F/S Shellard + Thyagarajan</i>					
		<i>F/L Evans F/O Hodson</i>					
		<i>F/O Hallett F/L Unwin</i>					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
18 th	S/L Rutter	F/L Unwin					
	F/O's Proctor H and A		Ship recco	05:38	07:16	Convoy attacked off Grosnez Point – no claim.	
	F/S's Todd and Thyagarajan						
	W/O Ryan F/S Todd F/O Handley						
18	Names as above		Ship Strike	08:24	09:37	Same formation returned to harass the convoy with good success.	
						Surfat 263/55 + 56.	
20	S/L Rutter	ℰ F/L Stark					
	F/O Purkis	F/O Hallett	Ramrod	17:00	17:50	All R/P in vicinity of Radar huts at Ploumanack. But Radar aerial ℰ base apparatus believed not hit.	
	F/S Coultern F/S Dunlop						
	F/L Evans	P/O Thould					
20	S/L Rutter	F/L Stark					
	F/O Purkis	F/O Hodgson	Ship Recco	21:50	22:50	[Illegible] Cap de la Hague Cap [Illegible]	
	F/S Morgan	F/S Shellard				Sudden accurate heavy flak from the final two together – This was the very last time at the Sqdn.	
	W/O Ryan	F/O Thyagarajan					
21	S/L Rutter	F/O Purkis	Ship Recco	05:25	06:25	10/10 cloud at 3,000 ft 40 miles out.	
	F/O Hallett F/O H Proctor						
	F/S Shellard F/S Handley						
	F/O A Proctor						
21	S/L Rutter	F/O Purkis	Ramrod	13:30	14:15	Weather as above.	
	F/O H Proctor F/O A Proctor						
	F/S Thyagarajan F/S Todd						
	F/O Hallett F/S Shellard						

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DETAIL OF WORK CARRIED OUT

By 263 Sqdn

For the month of June 1944

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
22	S/L Rutter	F/L Stark	Ramrod	18:00	18:50	R/P two salvos of direct hits each in Freya and Wurzburg apparatus	
	P/O Thould	F/S Todd	142				
	F/O Green	F/O Hodgson					
	F/L Unwin	F/S Morgan					
23	S/L Rutter	F/L Stark	Ramrod 144	12:30	13:45	R/P hits on huts of [Illegible] radar station F/L Stark D.F.C. made two long cannon attacks	
	F/L Unwin	F/S Morgan				to damage Wurzburg apparatus. F/S Dunlop some light flak in oil system it brought him	
	F/L Evans	F/S Dunlop				4,000 ft, 60 miles north of French coast and 25 miles from Bolt Head he baled out and took	
	F/O Green	W/O Green				two minutes to get into his dinghy while he had to wait 30 min for Walrus. The A.S.P	
						[Illegible] came up while he was still in [Illegible]. "Dauntless Dunlop" is the first pilot of	
						263 to be rescued by A.S.R. and it was smartly done.	
23	S/L Rutter	F/O Purkis					
	F/O Hallett F/O H Proctor		Ramrod	17:00	18:00	Radar apparatus at [Illegible] pranged by R/P and left leaning	
	F/S Todd	F/S Shellard	145			over.	
	F/S Handley P/O Cooper						
23	F/L Stark	F/L Unwin	Ship Recce	21:45	22:58	Nothing seen except smoke from the destruction of Cherbourg. Flak from Alderney.	
	F/O Hodgson F/O Hallett						
	F/S Charlton P/O Thould						
	W/O Ryan	F/S Thyagarajan					
24	S/L Rutter	F/S Morgan	Roadstead	09:30	10:50	Attack of shipping St Malo. W/O Ryan missing.	
	F/S Charlton F/S Handley		146			See Surf at 263/57	
	W/O Ryan	F/O Purkis					
	F/S Todd	F/S Thyagarajan					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
24	S/L Rutter	F/L Stark		14:30	16:40	Very successful attack on St Malo ships	
	F/S Charlton	F/O Hodgson	Ship Strike			F/S Charlton missing. See Surfat 263/58	
	F/O Green	P/O Cooper	St Malo				
	P/O Hallett	F/S Shellard					
27	S/L Rutter	F/L Stark	Target Recco	09:55	11:15	St Ivy College Pontiry recceed at 8,000 and zero ft.	
27	S/L Rutter	F/L Stark	Ramrod 146	13:00	14:25	First op with 4 R/P and 2 L/R tanks. The target was green camouflaged square concrete building (said to contain a telephone exchange station for [Illegible]) in the Nth East corner of the St Ivy College. As our A/C approached 20/30 huns hurled themselves out of the college into the said building which was (we hope) pranged at least 4 direct hits.	
	F/O's Hodgson, Green						
	F/L Unwin	P/O Thould					
27	Same pilots as above		Ramrod 146	18:00	19:10	This time the L/R tanks to tightly fitted and would not drop off.	

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

July, 1944 Of (Unit or Formation) No. 263 Squadron, R.A.F.

Place	Date	Time	Summary of Events	References to Appendices
	July			
Bolt Head	1 st , 2 nd		Clamp of rain, low cloud, sea mist. No flying.	
"	3 rd		Some blue sky again. R.P. practice and a good Ramrod to Mar de Bretagne. The "loss" of	
			F/Lt. Stark DFC would be a serious blow if we did not hope to see him again soon. Visit of	
			W/Cdr Kilby Jones Armament Officer, A.D.G.B.	
	4 th		An abortive 8 aircraft Rhubarb. The A.O.C. 10 Group C.R. Steele DSO DFC, visited with the Sector	
"			Commander G/Capt. Sir John Hope, and G/Capt. Baker-Carr (Armt) of Air Ministry The A.O.C. addressed	
			pilots and congratulated the Squadron on the intrepidity and accuracy of these attacks. W/Cdr	
			Smallwood of Ops 1 10 Group telephoned to say that A.M. Coningham and A.M. Sir Roderic Hill had	
			commented at a conference, on the excellence of this Squadron's attacks. These remarkable	
			strawberries were received by the Squadron with pleasure, but with a certain diffidence.	
			"Well..Well", as F3Lt. Pinkie Stark would say if he could hear of them.	
"	5 th		Clearer weather, but the Rhubarb operation again abortive due to cloud.	
"	6 th		A signal from A.M. Sir Trafford Leigh Mallory congratulating S/Ldr Gonay on the award of the	
			D.F.C. The Rhubarb to Bois de Maulanay oil dump got there this time, but the results were	
			not spectaclar.	
"	7 th		Two Roadsteads to a small convoy North of Lanmeur. F/O Hodson is missing in not very hopeful	
			circumstances from the second. One T.T.A. claimed probably damaged, Cat. 4.	
			Inoculations for everyone. Suggests a probable move.	
"	8 th		The Squadron is to move to Hurn and the T.A.F. on July 10th. This is the first time the	
			Squadron has been posted away from 10 Group since it arrived at Exeter nearly four years	
			ago on the 29 th November, 1940. Signals of congratulation and good wishes were received from	
			the A.O.C. 10 Group (and F/Lt "Bish" Owens).	
"	9 th		Packing and Picking for move - the latter because 6263 Echelon has to be reduced to TAF strength.	
"	10 th		Squadron move by air (including 6 Dakotas) and rail to Hurn.	
Hurn	11 th		Settling in at Hurn in a rather unsettled fashion. It seems that the Squadron has certainly	
			been posted to T.A.F. and to Hurn, but at Hurn No. 20 Sector of 84 Group, and No. 136 Airfield	
			are in a state of being reorganised, so that it is not yet known what is the particular destination	
			of the Squadron. F/Sgt S.D. Thyagarajan appointed to a commission as Pilot Officer.	

Place	Date	Time	Summary of Events	References to Appendices
	July			
Hurn	12 th		Squadron is definitely joining No. 136 Airfield T.A.F. Squadron personnel introduced to W/C Dring DFC (W/C Flying), and to several A.L.O's one of whom gave a lecture, after which the Squadron carried out some practice R/P firing.	
"	13 th		More practice flying in the morning. After lunch the weather was too poor for flying so lectures were given on tanks, army signals etc. F/Lt R.V. Williams posted to 183 Squadron. F/Lt E.W. Hewett AFC DFM posted from 164 Squadron to 263 Squadron <i>to command "B" Flight.</i>	
"	14 th		More R/P practice. Results rather good. more lectures on beach head etc.	
"	15 th		Still further practice flying, including low level cross country. Visited Stores for field service kit e.g. Camp Kit. P/O W.E. Watkins returns from a refresher course <i>on Typhoons.</i>	
"	16 th		Still practice flying, mainly R/P, but some cross country <i>low level flying.</i>	
"	17 th		Bad visibility prevents flying, so lecture arranged and given by A.L.O's. F/Lt J.B. Purkis takes over "A" Flight. F/O R.A.B. Stephens A&S.D. arrives on the scene, posted as Squadron Adjutant. <i>w.e.f. 19th</i>	
"	18 th		Welcome news of the return of F/Lt Stark from enemy territory in 11 days (record for Squadron). Training flying consisting of battle formations and being bounced by single aircraft.	
"	19 th /22 nd		Weather too poor for flying, in fact these four days are conspicuous by their lack of activity as far as flying is concerned. A few hours put in with revolver practice.	
Eastchurch	23 rd		Squadron packs up and moves to R.A.F. Eastchurch for a course in R/P firing. The range is, however, still occupied by 183 Squadron and will not be available until Wednesday, so two days occupied in resting.	
"	26 th		Visit to range in the morning, and lectures, and start of R/P course in the afternoon with 30 deg. dives.	
"	27 th		A really good days flying, and every one gets in 2 or 3 trips of mostly low level and 15 deg attacks. Rather more difficult than 30 deg. dives. Several inoculations with resultant absences.	
"	28 th		F/O W.J. Fowler overshoots but gets away with slight damage to aircraft. Another good day of R/P practice, and all pilots managed to get in 2 or 3 trips.	
"	29 th		Very little flying and only in the morning, as weather unsuitable after lunch. Signal received announcing award of DFC to S/Ldr R.D. Rutter also to F/Lt J.B. Purkis and F/O H.M. Proctor. A very good day indeed for the Squadron	

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July, 1944 **Of (Unit or Formation)** No. 263 Squadron, R.A.F.

Place	Date	Time	Summary of Events	References to Appendices
	July			
Eastchurch	30 th		Weather is still very poor for flying, and only managed to fly three sorties.	
"	31 st		No flying again in the morning due to weather, but one of two air to ground sorties flown in the afternoon.	
			<i>R.D. Rutter</i>	
			Squadron Leader, Commanding	
			<u>No. 263 Squadron, R.A.F.</u>	

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Form 541

DETAIL OF WORK CARRIED OUT

By 263 Squadron
For the month of July 1944

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
July 3 rd	Typhoon 1B	S/L Rutter, F/Ls Stark, Ramrod Evans, F/Os Unwin, Green, 151 P/O Thould, F/Sgts Todd, Dunlop.		14:00	15:25	The target was Mur de Bretagne Transformer Station. The first section's R/P were thought to be undershoots, but the second section scored hits among the target buildings and in the electrical complex, producing a fine bright flash. F/Lt Stark's aircraft was hit by the accurate light flak and streamed glycol. After a very few XXXX typically Pinkie words of R.T. talk, he baled out nicely and waved to P/O Thould from a field near KERPERT.	
" 4 th	"	S/L Rutter, F/L Unwin, Rhubarb F/O's Proctor, H.M., Green 304 Hodgson, P/O Thould, F/Sgts Todd, Thyagarajan		11:30	12:25	Abortive. 10/10 cloud off French coast.	
" 5 th	"	S/L Rutter, F/L Unwin, Rhubarb F/Os Purkis, Hodgson, 306 F/O Green, P/O Thould, F/Sgts Todd, Handley		14:00	15:00	Abortive as above.	
" 6 th	"	S/L Rutter, F/Os Proctor, A., Ramrod Proctor, H.M., Woodward, 152 P/Os Cooper, Wood, F/Sgts. Handley, Thyagarajan				Despite the change of name this operation was for the same target as above - the supposed oil dump in the Bois de Maulanay. R/P were sent nicely into the huts there and their vicinity, but no spectacular results ensued.	
" 7 th	"	F/Ls Unwin, Evans Roadstead F/Os Purkis, Le Gear, 148 Green, Hodgson, F/Sgts Morgan, Dunlop		14:20	15:25	A T.T.A. and 2 very small u/i ships were attacked after a too steep dive forced by cloud banks. No claim.	
		F/Ls Unwin, Evans, Roadstead F/Os Purkis, Hodgson, 149 P/Os Campbell, Thould, F/Sgts Todd, Morgan.		18:00	19:05	This was the Squadron's last operation in 10 Group. Our aircraft returned to harry the convoy found above, and now attacked the T.T.A. near Pte de L'Armorique. F/O Hogson's R/P were thought to have hit the ship (Cat. A). He did not fully recover from his dive and his aircraft then hit the sea in what might have been an attempt at a ditching. It bounced four times and disappeared. F/O Purkis orbitted but found only an oil patch.	
" 8 th	"					The Squadron is instructed to prepare to move to Hurn for transferring to T.A.F.	
" 10 th	"					Move to R.A.F. Hurn Completed.	
" 11 th /22 nd	"					These days occupied with R/P practice, and practice flying generally.	
" 23 rd	"					Squadron moved to R.A.F. Eastchurch for R/P firing course.	
" 26 th /31 st	"		<i>R.D. Rutter</i> Squadron Leader, Commanding No. 263 Squadron, R.A.F.			These days, weather permitting, occupied entirely on R/P practice.	

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Of (Unit or Formation) No. 263 Squadron, R.A.F., c/o B.L.A.

Place	Date	Time	Summary of Events	References to Appendices
	August, 1944			
Eastchurch	1 st		Weather clamp so no flying all day. In the evening the Squadron officially celebrates the award of DFC to S/Ldr R.D. Rutter, F/Lt E.W. Hewett J.B. Purkis and F/O H.M. Proctor.	
	2 nd		Weather still too poor for flying all day	
	3 rd to 5 th		Weather xxxxxxxx considerably improved so that it was possible to get in some more R/P firing including section attacks.	
Eastchurch				
to B.3 France	6 th		The Squadron moves to France to join 146 Airfield at B.3 in Normandy. Most of the day is spent in settling in and making ourselves as comfortable as living under canvas will permit. F/Lt J. Arkle was posted supernumerary to the Squadron from No. 84 G.S.U.	
B.3 France	7 th		The Squadron carried out its first operation from France, in fact it was the first operation after a lapse of 1 month almost to the day. This is rather different to the type of operations we were used to in A.D.G.B., but the last few weeks practice have not been wasted and the results were satisfactory.	
			(i) The first target a defence post was well plastered with R/P and cannon, and plenty of smoke and dust observed.	
			(ii) The second target was some tanks and M.T. in the Montain area as a result of which 3 flamers were claimed.	
			(iii) The third was a Recco in Fleurs-Briese-Falaise area where 3 M.T. (trucks) were attacked and one direct hit claimed.	
	8 th		Further operations were carried out.	
			(i) The first show was an attack on a gun position at a cross road just outside the village of Potigny. The target area was well plastered but no definite results could be observed.	
			(ii) The second show was a Recco in Lisieuz-Argentan-Flers area. No movement was observed so all R/P fired into a wood possibly covering enemy concentrations (<i>the alternative target</i>).	
			(iii) The third, an evening show, was against infantry and mortar positions S.W. of Bretteville. All R/P fired in target area but no results observed.	
	9 th		(i) Squadron set out to attack six tanks but they had vanished so attacked 10 transport S.E. of Petigny with R/P and cannon with moderate results.	
			(ii) Second show was an armed Recco of Falaise-Villy area. Scattered M.T. seen and attacked and claims of 2 flamers and 2 probables made.	
			(iii) The target for this operation was the village of Bouvres where there were reported to be a number of tanks and M.T. Dark brown smoke followed by a big explosion observed.	
			(iv) Further armed Recco with little results.	
	10 th		(i) An armed Recco around Falaise-Argentan area. Ten tenths cloud covered most of area but further east and south the sky was clear so wandered that way and shot up a few staff cars and fired R/P at tanks, M.T. etc with good results.	
			(ii) The target was a chateau H.Q. at Soumont-St-Quentin. The results were highly satisfactory as the chateau was still burning fiercely two hours later (see iii).	
			(iii) A return, 2 hours later, to just east of the chateau to attack hutments also flak positions to the north. All R/P in target area.	
	11 th		Heavy morning mist delayed flying for some time.	
			(i) First target was gun positions west of Petigny in the afternoon. R/P all fired in target area.	
			(ii) Took part in a four Squadron attack on a Radar station at Beauvais. 263 were the second Squadron to attack, and all R/P landed in target area.	

Place	Date	Time	Summary of Events	References to Appendices
	August	1944		
B.3 France	11 th		(iii) Another four Squadron attack on infantry and mortar positions south of Villars Breage. All R/P in target area and fires and explosions observed.	
	12 th		(i) Armed recco in Marteaux-Crevesseur area with claims 1 armed troop carrier overturned, 2 M.T. damaged, 1 lorry flamer. F/Sgt Todd was hit by flak but got back OK.	
			(ii) Recco on possible tanks but no tanks seen and little movement on road. 1 tank transporter, 1 large lorry with trailer and 3 M.T. attacked but with moderate results.	
			(iii) This was intended as an Army support effort but was changed when aircraft were airborne to an armed Recco towards the Seine area. A little M.T. was seen and attacked, and a barge on the Seine was hit.	
	13 th		(i) A very successful armed Recco around the Falaise area with a result of 3 tank flamers and 1 M.T. flamer claimed.	
			No further shows this day.	
	14 th		(i) Took off on armed Recco in Falaise area. Only one AFV or stationary M.T. was seen and attacked but results not observed.	
			(ii) The target was guns and a defense post. R/P fired by no results observed.	
			(iii) The target was troops and guns. Direct hits were seen on houses and probably hits on four 88mm. guns.	
	15 th		(i) Armed Recco of roads south and west of Lisieux. This yielded a good profit with claims of 3 M.T. flamers and a staff car damaged M.T. exploded suggesting it was loaded with ammunition.	
			(ii) An uneventful Recco on which ambulances only were seen.	
			(iii) A four Squadron attack on roads east of Falaise where there were reported 150+ tanks. 263 are second Squadron to attack. Smoke and flames only were seen as a result, although the Army reported later that the attack had been very successful.	
			(iv) More tanks were reported heading east from Fleurs but weather and smoke made conditions impossible for Recco and no attacks were made.	
	16 th		F/O E.R. Bickerstaff arrived from R.A.F. Filey Camp to take up the duties of Squadron Doc.	
			(i) An armed Recco east of Falaise but a bad haze restricted visibility and no targets were seen, except one small car which was damaged.	
			(ii) Another armed Recco in Livaret-Vimoutiers area. 4 tanks and 8 M.T. were seen and attacked also a bridge already damaged. No definite results observed. From this operation the Squadron had its first loss when F/Lt J.B. Purkis was reported missing. There is a very good chance that he will return as the last heard of him was when he called over the R/T that he had been hit and was returning home. It is felt that he probably baled out and it is hoped that he made friendly territory before doing so.	
			(iii) After tea a 3 Squadron show to attack a chateau H.Q. which received a number of direct hits and was left burning.	
	17 th		(i) Poor weather prevented any flying until the afternoon when barges on the Seine, Les Audelys to Quille Boeuf were attacked. Results were good and claims included 1 barge flamer, 1 dredger flamer, 2 barges smokers, 2 barges damaged.	
			(ii) XXX	
			XX	
			(ii) A further armed Recco and claims 1 tank destroyed, 5 M.T. damaged destroyed, 1 M.T. damaged.	

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) No. 263 Squadron, R.A.F., c/o B.L.A.

Place	Date	Time	Summary of Events	References to Appendices
B.3 France	August 18 th	1944	(iii) Also an Armed Recco in Trun area. Claims 1 tank flamer, 4 M.T. flamers, 6 probables and 5 damaged. F/O A.R.S. Proctor was seen to be hit and made a forced landing, and it is believed he was in friendly territory behind our lines.	
			(iv)&(v) Two more armed Reccos with good results and claims included 14 M.T. flamers and many M.T Damaged.	
	19 th		F/O H.M. Proctor officially took charge of "A" Flight and was granted rank of A/F/Lt.	
			(i) Armed Recco of Orbec-Beaumont area. Many burnt out M.T. seen but few new targets. However, 2 M.T. were destroyed.	
			(ii) The target was M.T. east of Vimoutiers and claims made of 3 destroyed, 2 probables, 2 damaged. F/O A.R.S. Proctor calmly walked in on us after a night of wandering in No Mans Land and was very little the worse for his experiences.	
	20 th		(i) The first operation, an armed Recco was abortive owing to bad weather.	
			(ii) The original target as abortive and the operation diverted to an armed Recco of Orbec area with claims of 1 M.T. destroyed and 1 staff car damaged.	
	21 st		No flying on this day.	
	22 nd		One armed Recco only without any results.	
	23 rd		The Squadron was released for the day. The C.O.-S/Ldr Rutter with F/Lt Hewett and F/L Proctor paid a visit by road to the battle area and in the vicinity of Cabourg ran over a land mine with a result that F/Lt Hewett received multiple injuries and was taken to a Military Hospital. He sustained a fractured leg as well as other very bad wounds. S/Ldr Rutter and F/Lt Proctor sustained slight cuts and abrasions. The car in which they were travelling was a complete write off.	
	24 th		(i) M.T. and tanks were the target for the first operation of this day. The weather was obstructive and only hour aircraft were able to deliver an attack with claims of 2 M.T. damaged and 1 flamer. (ii) An armed Recco around the northern end of the Seine was carried out. A paddle ferry boat was discovered in mid stream and was attacked. It was left on fire, but it is greatly regretted that F/Lt H.M. Proctor was hit by flak and went "straight in" on the far bank of the river. This meant a very grave loss to the Squadron, as Proc.I was a grand fellow very popular with all the 263 pilots and was an excellent Flight Commander.	
	25 th		Seven operations in all were carried out today along the Seine, primarily with the object of keeping a constant patrol to prevent enemy troops and transport from crossing. Each patrol consisted of 2 R/P carrying aircraft suported by 2 bombers from 193 Squadron. Various claims were made including several barges damaged and left smoking also M.T. destroyed. P/O S.D. Thyagarajan was hit by flak on one of these operations and announced over the R/T that he was going to force land in a nearby large field. Unfortunately he overshot, crashed into a wood and burst into flames almost immediately leaving very little chance of his getting out alive. The Squadron also sustained another loss on the last operation of the day. F/O Campbell was hit by flak at a height of 7,000 ft. and was xxxxxx followed by his No.1 down to 4,000ft. and was seen to start a steep dive but from then on his No.1 lost sight of him so it can only be hoped that F/O Campbell managed to bale out in time. These losses were offset in part by the return, bright and cheery, of F/Lt Purkis DFC. He had baled out but as soon as he landed he was pounced upon by S.S. troops and after interrogation was thrust into the civil prison in Bernay. A few days later the Germans hurriedly left and must have overlooked F/Lt Purkis in all the panic as he was later discovered and released by the advancing British troops. He is now off for a 10 days well earned rest in the U.K. and it is hoped will return to carry on his good work with the Squadron.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron, R.A.F.

For the month of August 1944

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
August							
1st/5 th	Typhoon 1B					Squadron at R.A.F. Eastchurch on R/P course. These days occupied with R/P practice.	
6 th	"					Squadron moved to landing strip B.3 in Rance.	
7 th	"	S/L R.D. Rutter, F/Ls. J.B Purkis, G.C.8		12:55	13:25	Squadron's first operation from France. The target was a defence post. R/P were fired and target area well covered with smoke and dust.	
		J. Arkle, F/Os. H.M. Proctor,					
		F. Green, P/Os J. Thould, P.F. Cooper					
	"	S/L R.D. Rutter, F/Ls. J.B Purkis, G.C.19		15:10	16:40	One section attacked tanks and claim 3-0-0. The other section attacked scattered M.T., but no results observed.	
		F/Os N.P.C. Woodward, F.S. Le Gear,					
		H.M. Proctor, P/O S.D. Thyagarajan,					
		F/Sgt I.D.M. Dunlop					
	"	S/L R.D. Rutter, F/Ls. L. Unwin, G.C.42		20:15	21:15	Recce in Flers-Briene-Falaise area. 3 M.T. attacked with claim 0-0-1. No further M.T. seen. Moderate to heavy flak.	
		D.F. Evans, F/Os W.J. Fowler,					
		F.S. Le Gear, H.M. Proctor,					
		F/L J.B. Purkis, P/O W.E. Watkins					
8 th	"	F/Ls J.B. Purkis, J. Arkle G.C.12		11:41	12:14	3 aircraft attacked cross roads at 11448, but no results observed. The remainder attacked cross road 107459, good concentration.	
		F/Os A.R.S. Proctor, A.L.S.					
		Hallett, P/Os G.A. Wood, P.F. Cooper,					
		F/Sgts W.A. Handley, J.W. shellard					
	"	S/L R.D. Rutter, F/L. L. Unwin, G.C.35		17:15	18:15	A/R Lisieux-Argentan-Flers area. No M.T. seen. 64 R/P fired at 79841, rockets dropping in wood.	
		F/Os H.M. Proctor, A. Barr,					
		P.Os M.S.M Hamilton, J. Thould					
		F/Sgts J.J. Morgan, D.C. Todd					
	"	F/Os H.M. Proctor, A.R.S. Proctor, G.C.51		20:05	20:40	Red smoke seen in target area and all R/P fired. One small fire.	
		A.L.S. Hallett, P/Os G.A. Wood,					
		S.D. Thyagarajan, F/Sgts					
		W.A. Handley, J.W. Shellard					
9 th	"	S/L R.D. Rutter, F/Ls. D.F. Evans, G.C.8		09:55	10:40	Squadron set out to attack six tanks, but none seen. 10+ M.T. attacked, and several cannon strafing attacks made on roads N S and E. Claims 0-2-4. Moderate light flak in target area.	
		J.B. Purkis, F/Os W.G. Kemp,					
		A.W. Campbell, F.S. Le Gear,					
		F/Sgt D.M. Dunlop, D.C. Todd					
	"	S/L R.D. Rutter, F/Os. W.J. Fowler, G.C.28		13:00	14:00	A/R Falaise-Villy. Only scattered M.T. seen and attacked. Claims 2-0-2. Moderate light and medium flak at 01736	
		H.M. Proctor, N.P.C. Woodward,					
		P/Os P.F. Cooper, W.E. Watkins,					
		S.D. Thyagarajan, W/O P.J. McNinley					
	"	F/Ls J.B. Purkis, D.F. Evans, G.C.40		15:50	16:30	R/P fired in target area. A large fire seen in village, dark brown smoke followed by a big explosion. 1 M.T. destroyed.	
		J. Arkle, F/Os A.W Campbell					
		W.G. Kemp, P/O J. Thould,					
		F/Sgts D.M. Dunlop, D.C. Todd					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
August							
9 th	Typhoon 1B	S/L R.D. Rutter, F/Os. F. Green, G.C.51		17:48	18:22	Squadron attacked with R/P, all of which fell in target area.	
		H.M. Proctor, P/Os P.F. Cooper,					
		S.D Thyagarajan, W.E. Watkins,					
		W/O P.J. McNinley					
10 th	"	F/Ls. J.B. Purkis, L. Unwin, G.C.4		09:33	10:35	A/R Falaise-Putanges-Argentan-Trun. Only scattered M.T. seen and	
		J. Arkle, F/Os F.S Le Gear,				attacked with claims:- Tanks 0-1-0, M.T. 2-0-0, AFV 0-2-0.	
		A. Barr, P/O. M.S.M. Hamilton,					
		F.Sgt J.J. Morgan, D.M Dunlop					
	"	S/L R.D. Rutter, F/Os. F. Green, G.C.22		15:21	15:57	Target was a chateau H.Q. Strikes were seen on main building which	
		H.M. Proctor, A.L.S. Hallett,				was seen to be destroyed. Red flames and a column of smoke arose.	
		N.P.C. Woodward, P/Os W.E. Watkins,				Strikes were also made on minor buildings.	
		G.A. Wood					
	"	F/Ls. J.B. Purkis, J. Arkle, G.C.38		18:36	19:20	R/P were fired into hutments to east to the chateau, and at flak	
		F/Os L.S Le Gear, W.G. Kemp				positions to the north. A large oil fire was seen at U127447.	
		P/Os M.S.M. Hamilton, J. Thould,				Inaccurate heavy and light flak in target area.	
		F/Sgt J.J. Morgan, D.M. Dunlop					
11 th	"	S/L R.D. Rutter, F/L E.W. Hewett, G.C.18		13:02	13:46	Took off to attack gun positions. Three red smokes were seen and	
		F/Os. A.R.S. Proctor, F. Green,				attacked with R/P, all of which fell in target area. One gun was	
		W.J Fowler, P/O S.D. Thyagarajan,				believed to have been seen. Meagre light flak.	
		F/Sgt J.W. Shellard, W.A. Handley					
	"	S/L R.D. Rutter, F/Ls. J.B. Purkis, G.C.26		15:42	17:31	Target Radar station at Beauvais. 193, 197, 266 Sqdns. also on this	
		J. Arkle, P/Os. J. Thould, M.S.M.				operation. All Sqdns. attacked with R/P and bombs. Direct hit on	
		Hamilton, F/Sgt D.C. Todd, J.J. Morgan,				main building. Three minor buildings destroyed and one on fire.	
		D.M. Dunlop					
	"	S/L R.D. Rutter, F/L E.W. Hewett, G.C.51		21:07	21:50	Target was infantry and mortars at 750365. Attacked with R/P	
		F/s. W.J Fowler, H.M. Proctor,				in target area and started fires and explosions. One very large fire.	
		N.P.C. Woodward, P/O P.F. Cooper,				Meagre light flak.	
		W.O P.J. McNinley, F/S. W.A. Handley					
12 th	"	S/L R.D. Rutter, F/L J. Arkle, D.2		10:15	11:32	A/R Morteaux-Crevecœur. M.T. on the roads was light, but attacks	
		F/Os W.G. Kemp, A. Barr, P/O J. Thould				were made with claims:- 1 armed troop carrier overturned, 2 M.T.	
		F/Sgt J.J. Morgan, D.M. Dunlop, D.C. Todd				damaged, 1 lorry "flamer". One aircraft was damaged by flak (Cat A)	
						and returned early. Intense heavy flak 3/4 miles NW and SE of Falaise.	
	"	F/L E.W. Hewett, F/Os. F. Green, D.D.12		15:50	16:57	Attack possible tanks at U1533. No tanks were seen, and little movment	
		H.M. Proctor, P/Os. G.A. Wood,				on road, but 1 tank transporter, one large lorry with trailer and	
		W.E. Watkins, S.D Thyagarajan,				3 M.T. attacked. No claims. Intense and accurate heavy flak N of	
		W/O P.J. McNinley, F/S J.W. Shellard				Falaise. 1 aircraft damaged (Cat.B).	
	"	S/L R.D. Rutter, F/L J. Arkle D.18		18:03	19:02	Took off to attack guns, but were diverted to A/R before reaching	
		F/Os. A. Barr, W.J. Fowler, F. Green,				target. Little movment seen. Near misses on one barge, and 2	
		F.S. Le Gear, F/S D.M. Dunlop				M.T. destroyed and 1 damaged in Trouville area.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron, R.A.F.

For the month of August 1944

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
August							
13 th	Typhoon 1B	S/L R.D. Rutter, F/Os. N.P.C D.D.7		14:10	15:15	A/R south of Falaise. Attacks were made with the claims:-	
		Woodward, H.M. Proctor, P/Os				3 tanks "flamers", 1 M.T. "flamer" 1½ miles S.W. of Falaise.	
		S.D. Thyagarajan, G.A. Wood,				No further incidents.	
		F/Ss. J.W. Shellard, W.A. Handley					
14 th	"	F/L E.W. Hewett, F/O A.L.S. Hallett D.D.1		09:00	10:00	Took off on A/R Falaise-Vimoutiers-Lisieux area. Only one AFV	
		P/Os. P.F. Cooper, W.E. Watkins,				or stationary M.T. seen and attacked, claimed damaged.	
		G.A. Wood, S.D. Thyagarajan, W/O					
		P.J. McNinley, F/S J.W. Shellard					
	"	S/L R.D. Rutter, F/Ls. D.F. Evans T.R.A/8		11:20	11:55	W/C Baldwin led flying one of the Squadron aircraft. The target	
		J.B. Purkis, L. Unwin, F/Os. A. Barr				was guns and defence post at U188459. R/P were fired the wood at	
		W.G. Kemp, P/O. Thould.				148433, but no results observed.	
	"	S/L R.D. Rutter, F/L J. Arkle, D.7		19:00	19:45	The target was troops and guns at 267474. R/P were fired in target	
		F/Os. F. Green, N.P.C. Woodward,				area, direct hits were made on houses, and probable hits on one of	
		A.L.S. Hallett, P/O W.E. Watkins,				four 88 mm. guns. Several hits were also made on the hillside.	
		F/Ss. W.A. Handley, J.W. Shellard				Moderate light flak, and meagre heavy flak.	
15 th	"	F/Ls. J.B. Purkis, D.F. Evans, D.D.10		11:27	12:33	A/R Falaise area. Scattered M.T. were attacked Lisieux - Vimoutiers	
		L. Unwin, F/Os. F.S. Le Gear,				with claims:- 1 staff car/ AMC "smoker", 2 stationary M.T. "flamers"	
		W.A. Campbell, P/Os. M.S.M. Hamilton,				at Q5164, one of which exploded suggesting ammunition, 1 stationary	
		J. Thould, F/S J.J. Morgan				M.T. at U2838 "flamer", large explosion. 4 ambulances seen moving	
						SE from Livarot, but not attacked. Moderate heavy flak at Q5764 in	
						Vimoutiers area.	
	"	F/L. E.W. Hewett, F/Os. W.J. Fowler, D.D.19		14:35	15:27	A/R. No M.T. seen, except 3 ambulances which were not attacked. No	
		N.P.C. Woodward, P/O S.D. Thyagarajan				claims.	
	"	F/Ls. J.B. Purkis, J. Arkle, F/Os. D.D.23		16:08	16:48	R/P were fired on the targets. A few troops were seen, but no tanks.	
		A. Barr, F. Green, A.R.S. Proctor,				The W/C who was flying reported smoke and flames from the target.	
		P/Os. M.S.M. Hamilton, G.A. Wood,					
		P.F. Cooper					
	"	F/Ls. J.B. Purkis, J. Arkle, D.D.28		19:01	19:36	Weather and smoke made conditions impossible for recce, and no	
		D.F. Evans, F/O A. Barr, P/Os.				attacks made. There was accurate heavy flak in Flers area.	
		G.A. Wood, P.F. Cooper, J. Thould,					
		F/S J.J. Morgan.					
16 th	"	F/L E.W. Hewett, F.Os. F.Green, F.34		08:05	09:00	A/R Bernay-Lisieux-Falaise-Trun area. No M.T. seen except one small	
		N.P.C. Woodward, A.R.S. Proctor,				car which was damaged. No further incidents to report.	
		A.L.S. Hallett, P/O P.F. Cooper,					
		W/O P.J. McNinley, F/S W.A. Handley					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
August							
16 th	Typhoon 1B	S/L R.D. Rutter, F/Ls. J. Arkle, D.D.40		14:27	15:53	A/R Livarot-Vimoutiers-Orbec. 4 tanks and 8 M.T. were seen and	
		J.B. Purkis, D.F. Evans, F/Os.				attacked at Q4764, but no results observed. 1 M C at Q4463 was also	
		A. Barr, W.G. Kemp, A.W. Campbell,				attacked and a bridge (already damaged) at Q5471, no results observed.	
		F/S J.J. Morgan				From this operation F/Lt J.B. Purkis DFC reported missing. he was	
						heard to call over the R/T that the was hit, but nothing further was heard.	
	"	F/L E.W. Hewett, F.Os. F.Green, D.D.47		18:30	19:20	The target was a chateau H.Q. 193 and 197 Sqdns were also on this	
		W.J. Fowler, P/Os. W.E. Watkins,				operation, the formation being led by W/C Baldwin. Several direct hits	
		P.F. Cooper, S.D. Thyagarajan,				scored and the chateau left burning. There was some meagre light flak.	
		F/Ss. J.W. Shellard, W.A. Handley					
17 th	"	S/L R.D. Rutter, F/Ls. J. Arkle, F.64		14:27	15:33	The target was barges on the Seine Les Audelys to Quille Boeuf.	
		D.F. Evans, F/O A.W. Campbell,				Results were good and the following claims made:- 1 barge "flamer",	
		P/O M.S.M. Hamilton, F/Ss, D.C. Todd,				1 dredger "flamer", 2 barges "smokers", 2 barges damaged, cannon	
		J.J. Morgan, D.M. Dunlop				strikes on 2 locks, 12 barges strafed but no results observed.	
						1 M.T. damaged. There was intense light flak in area M1503, and	
						meagre light flak in R1977.	
	"	F/L E.W. Hewett, F.Os. F.Green, D.D.73		18:31	19:30	M.T. was the target on this operation and attacks were made	
		A.L.S. Hallett, H.M. Proctor,				with the results:- 2 "flamers" at Q4563, 2 "flamers" S.W. of	
		A.R.S. Proctor, P/Os.				Vimoutiers and 2 damaged.	
		G.A. Wood, W.E Watkins					
	"	S/L R.D. Rutter, F/Ls. J. Arkle, D.D.80		20:50	21:40	Squadron took off on A/R Vimoutiers-Orbec-Livarot but was recalled	
		D.F. Evans, F/Os. A. Barr,				before making any attack.	
		A.W. Campbell, P/O M.S.M. Hamilton,					
		F/Ss. D.M. Dunlop, J.W. Shellard					
18 th	"	F/L E.W. Hewett, F/Os. W.J. Fowler, D.D.85		08:32	09:31	A/R Bernay area. 2 stationary M.T. were destroyed at Q8585.	
		H.M Proctor, A.R.S. Proctor,				The road was cratered by R/P. Ambulances were seen moving E and NE	
		P/O P.F. Cooper, W/O P.J. McNinley,				in twos and fours.	
		F/Ss. J.W. Shellard, W.A. Handley					
		S/L R.D. Rutter, F/Ls. L. Unwin, D.D.93		12:23	13:56	There was much movement of mixed M.T. in small groups in area S.W. of	
		J. Arkle, F/Os. A. Barr, W.G. Kemp,				Orbec moving towards Orbec. Attacks were made with claims:- 1 tank	
		A.W. Campbell, P/O M.S.M. Hamilton,				destroyed, 5 M.T. destroyed, 1 M.T. damaged, all in area Q6363. The	
		F.Ss. J.W. Shellard, W.A. Handley				pilots reported a suspicious ambulance convoy. 22 M.T. of various	
						kinds parked under hedge in square 67. Not attacked.	
	"	F/L E.W. Hewett, F.Os. A.L.S. D.D.106		15:17	16:00	A/R Special area Trun. Attacks were made in the target area with	
		Hallett, A.R.S. Proctor, P/Os.				claims as follows:- 1 tank "flamer", 4 M.T. "flamers", 6 probables	
		W.E. Watkins, P.F. Cooper, F/O.				and 5 damaged. F/O A.R.S. Proctor was seen to be hit and made a	
		H.M Proctor, W/O P.J. McNinley				forced landing. He was seen to get out of the aircraft. (He returned	
						to the Squadron the following day, uninjured.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron, R.A.F.

For the month of August 1944

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
August							
18 th	Typhoon 1B	S/L R.D. Rutter, F/Ls.	L. Unwin, D.D.117	17:44	19:05	A/R Lisieux-Cormeilles-Bernay. Little movement was seen in the target area but attacks were made with results as follows:-	
		D.F. Evans, J. Arkle,	F/Os. A. Barr,			2 M.T. destroyed at Q8464 and 1 at Q8743.	
		A.W. Campbell, P/O M.S.	M. Hamilton				
	"	F/L E.W. Hewett, F/O.	H.M. Proctor, D.D.121	20:48	21:39	A/R area SW of Trun. 30 stationary M.T. were sighted at U2926 and attacked. 18 "flamers" are claimed. A column of 15-20 horse drawn transport and troops was strafed at U3524. In the same area 1 M.T. "flamer" and 4 damaged are also claimed.	
		P/Os. P.F. Cooper, W.E.	Watkins,				
		S.D. Thyagarajan, W/O	P.J. McNinley,				
		F/Ss. J.W. Shellard, W.A.	Handley				
19 th	"	S/L R.D. Rutter, F/Ls.	J. Arkle, D.D.131	09:45	11:25	A/R Orbec-Brugle-Beaumesnil-Beaumont. Many burnt out M.T. were seen in this area but few new targets. Attacks were made on some M.T. with the following claims:- 1 stationary M.T. "flamer", at Q6675, 1 probably damaged at Q7299 and 1 damaged at Q7983.	
		D.F. Evans, L. Unwin,	F/Os. A. Barr,				
		W.G. Kemp, P/O M.S.M.	Hamilton,				
		F/S D.M. Dunlop					
	"	F/L E.W. Hewett, F/Os.	F. Green, D.D.137	12:38	13:40	The target was M.T. and horse drawn transport east of Vimoutiers. 1 aircraft had to return after take off on account of mechanical trouble. M.T. were attacked and claims were made for 3 destroyed, 2 probables and 2 damaged.	
		H.M. Proctor, A.L.S. Hallett, P/Os.					
		G.A. Wood, S.D. Thyagarajan,					
		W.E. Watkins, F/S W.A.	Handley				
20 th	"	F/L E.W. Hewett, F/Os.	W.J. Fowler, F.149	09:41	10:22	A/R Trouville-Thiberville area. This operation was abortive due to bad weather.	
		H.M. Proctor, P/Os. W.E.	Watkins,				
		G.A. Wood, P.F. Cooper,	W/O				
		P.J. McNinley, F/S W.A.	Handley				
	"	S/L R.D. Rutter, F/Ls.	J. Arkle, D.158	14:32	15:53	The original target was abortive and the operation diverted to A/R Orbec area. Scattered M.T. were attacked with following claims:- 1 destroyed at Q7298 going east, 1 staff car damaged at W8488. 1 tank was seen but could not be attacked as the pilot who sighted it had run out of ammunition	
		L. Unwin, D.F. Evans,	F/Os. A. Barr, ZQU3				
		A.W. Campbell, P/O					
		M.S.M. Hamilton, F/S D.C.	Todd				
21 st						No flying on this day.	
22 nd	"	F/L E.W. Hewett, F/Os.	W.J. Fowler,	14:09	14:59	A/R area B. No M.T. was seen on this operation and no attacks made. There was some meagre light and heavy flak, and 20 parachute cables were seen.	
		A.L.S. Hallett, N.P.C.	Woodward, D.D.176				
		P/Os. P.F. Cooper, S.D.	Thyagarajan,				
		W.O McNinley, P.J.,					
		F/S W.A. Handley					
23 rd	"					No operational flying. 1 air test and 2 cannon test only were made.	
24 th	"	S/L R.D. Rutter, F/Ls.	L. Unwin, D.D.208	08:30	09:45	M.T. and tanks at Q9495 were the target. The weather was obstructive and only 4 aircraft were able to deliver an attack. They claim 2 M.T. damaged, 1 "flamer" at Q9596. There was intense light flak in area Q9598.	
		D.F. Evans, F/Os. W.G.	Kemp, F.S				
		Le Gear, A.W. Campbell,	P/O.				
		J. Thould, F/S D.C.	Todd				

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
August							
24 th	Typhoon 1B	S/L R.D. Rutter, F/L H.M. A/R		20:25	21:30	A/R over area D. No M.T. were seen in the area. Two aircraft	
		Proctor, F/Os. W.J. Fowler, Area D				attacked with R/P a paddle ferry boat proceeding towards the west	
		N.P.C. Woodward, P/Os. G.A. Wood,				bank of the Seine at L8020, and left it on fire. F/Lt. H.M. Proctor	
		P.F. Cooper, S.D. Thyagarajan,				DFC crashed after being hit by flak, and no further news was heard	
		F/S J.W. Shellard				of him. There was intense light and heavy flak in the Seine area	
						L7423-L9912	
25 th	"	S/L R.D Rutter, F/Ls. L. Unwin, D.D.221		10:30	12:05	This operation was an A/R area D and crossings on R. Seine.	
		D.F. Evans, F/Os, A.R.S. Proctor,				2 M.T. were attacked and destroyed at M0306. 2 of four barges	
		F.S. Le Gear, A. Barr, P/Os. J. Thould,				at M0111 were damaged. No M.T. seen in patrol area and no	
		M.S.M. Hamilton				attempts at Seine crossings.	
	"	S/L R.D. Rutter, F/Os. W.J. Fowler, D.D.232		14:45	15:49	The target was a paddle steamer at L9326. It was located stationary	
		A.L.S. Hallett, N.P.C. Woodward,				on south bank of R. Seine and attacked by all aircraft with R/P.	
		P/Os. S.D. Thyagarajan, P.F. Cooper,				Direct hits were scored and the vessel left smoking. 4 aircraft also	
		F/Ss. J.W. Shellard, W.A. Handley				straffed a barge crossing east to west, many strikes made, and the	
						barge left a "smoker".	
	"	F/Ls. L. Unwin, D.F. Evans, Seine		17:00	17:38	2 of three barges barges attacked at M0111. These were previously	
		F/Os. W.G. Kemp, A. Barr Patrol		17:15	18:20	attacked, and one already sunk. The other two are claimed as	
						damaged from this further attack. One staff car damaged and 2 M.T.	
						"smokers" claimed at L9812. Meagre heavy flak in this area.	
	"	P/O S.D. Thyagarajan, F.229 D/2		19:10	20:20	No movement was seen on this patrol. P/O Thyagarajan was hit by	
		F/O N.P.C. Woodward Seine Patrol				light flak and stated over the R/T that he intended to make a forced	
						landing. He was seen to land but overshot and burst into flames.	
	"	F/O A.W. Campbell F.229 F/t		20:39	21:27	No movement was seen. F/O Campbell was hit heavy flak at M1311. He	
		P/O J. Thould				flew south and was followed by his No. 1 down to 4,000 feet. when the	
						aircraft dived. He was not seen to bale out and is reported missing.	
26 th	"	S/L R.D. Rutter, F/Ls. L. Unwin, D.D.250		11:40	13:10	This operation was a fighter sweep N.W. of Rouen and M.T. E of Rouen	
		D.F. Evans, F/Os. W.G. Kemp, A.R.S.				area. 3 horse drawn guns were attacked N.E. of L9839, one of which	
		Proctor, P/Os. J. Thould, M.S.M.				was damaged. 1 M.T. was damaged at M3225 and 1 motor cycle destroyed	
		Hamilton, F/S D.C. Todd				S.E. of M3734.	
	"	S/L R.D. Rutter, F/L J. Arkle, D.D.271		19:40	20:50	The target was M.T. in area B and C. There was a thick haze up	
		F/Os. W.J Fowler, A.L.S. Hallett,				to 7,500 ft which made ground search impossible and no attacks	
		N.P.C. Woodward, P/O P.F. Cooper,				were made. There was some scattered and inaccurate heavy flak from	
		F/Ss. J.W. Shellard, W.A. Handley				the Seine area.	

R.A.F.
Form 541

By No. 263 Squadron, R.A.F.
For the month of August 1944

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OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) No. 263 Squadron, R.A.F.

Place	Date	Time	Summary of Events	References to Appendices
	September,	1944		
B.3 France	1 st		At 60 minutes all the morning but brought to 15 minutes at lunch time and 13.30 hours 7 aircraft under F/Lt J. Arkle took off on an armed recce round Abbeville-Amiens area. The Squadron split into 2 sections at Bernaville. One section found horse drawn transport, M.T. and several tanks parked in a village and claimed several destroyed and damaged. The other section were not so successful. W/O P.J. McNinley ran short of petrol and landed on a new aerodrome near Bernay.	
			The days second operation was originally briefed as in the St. Pol - Arras area but when airborne was changed to Auxi, 15 miles NE of Abbeville. The Squadron split into 2 sections. One section led by F/Lt L. Unwin found some M.T. near the Feret de Crecy and claim several flamers and damaged. The other section were also successful in finding some M.T. in the region of Auxi and claim several damaged. in fact, a fairly successful show all round.	
"	2 nd		No operations at all today partly due to bad weather and partly owing to the long distance to the bomb line.	
"	3 rd		Again no operations but plenty of rumour of a move in the near future to try and catch up with the forward line.	
			The promotion to W/O rank F/Sgt D.C. Todd, F/Sgt W.A. Handley, and F/Sgt I.D.M. Dunlop is officially notified. Hearty congratulations to them.	
"	4 th		The battle is now well out of our range so again no operations. The station Commander, confirms by tannoy to all personnel, a move to a new location in the immediate future.	
			The C.O. S/Ldr R.D. Rutter DFC flies off to Aston Down for the day.	
"	5 th		Rains xxxxxxxx heavily nearly the whole day so still no operations.	
"	6 th		16 aircraft took off for Manston in order to be nearer the front line and to enable operations to be reopened, but weather changes and Squadron is released.	
Manston	7 th		Heavy rain all day and Squadron again released.	
Manston	8 th		Remaining aircraft and pilots left in France join the Squadron at Manston. No operations carried out owing to inclement weather.	
Manston	9 th		Back on Ops again with 2 shows both shipping recces. On the first, around the Dutch Isles an ammo ship is sunk and one or two smaller ships damaged, but in the second round the Channel Isles nothing was seen and the aircraft returned to Tangmere.	
"	10 th		Another shipping recce around the Dutch Isles where two barges were attacked and damaged. From this operation F/O F.S. Le Gear is reported missing. He was No. 2 to the leader of the formation W/Cdr J. Baldwin DSO DFC. A medium sized motor vessel was sighted in a channel between two islands and was duly attacked. F/O Le Gear was seen to attack and break away but did not rejoin the formation. It is hoped he may have force landed on Dutch soil although it is strange he did not call over the R/T.	
B.51 France	11 th		The Squadron move back to France again and join the Wing at Vendeville Aerodrome near Lille.	

Place	Date	Time	Summary of Events	References to Appendices
	September,	1944		
B. 51 France	11 th		(Continued). "A" Flight on the way from Manston attacked a German strong point near Boulogne with R/P and the target was left burning. "A" Flight then landed at Vendeville. "B"	
			"B" Flight who had already arrived then took off to attack the same target and all R/P were	
			well on the target area.	
"	12 th		Five vessels were sighted near the Dutch Isles, 1 dredger and 4 barges. The weather was very hazy but attacks were successful as many direct hits were observed on all vessels and a barge was sunk. Cannon attacks were also made on 2 other barges nearby. There was no flak opposition and attacks were pressed home.	
"	13 th		One show only today, an enemy strong point near Boulogne. There was quite a lot of light flak. No definite results were observed.	
"	14 th		The weather was again very hazy and only one operation was carried out on some shipping at Flualging. Five (5) large power driven barges were attacked but visibility was so poor that only near misses were scored. There was intense light flak opposition.	
"	15 th		The weather clamped right down and no operations were possible.	
"	16 th		This was a record day for the Wing with 170 sorties to its credit. 263 did their fair share with XXXXXXXXXXXXX 4 operations involving 35 sorties.	
			(i) The target for the first operation was 4 medium guns and two 155 mm. guns near Dunkirk. An ammo dump was exploded in the centre of the guns and judging from the force of the explosion considerable damage must have been done to the target. The location of the two 155 mm. guns was well plastered with R/P but earthworks only could be seen.	
			(2) This operation was an attack on a church at Zeebrugge which was being used as an observation post. Unfortunately although the body of the church was destroyed the tower was left standing. This was later destroyed by another Squadron.	
			(3) 12 aircraft took part in this operation to attack a harbour at Terneugen where 4 or 5 ships were lying. Many near misses were observed and claims of a "flamer" and others probably damaged were made. There was intense light flak opposition.	
			(4) This target was a lighthouse on Cap Gris Nez. Several possible direct hits with R/P were claimed by results could not definitely be assured. The lighthouse was however, still standing.	
"	17 th		A Church Parade was held this morning in commemoration of the Battle of Britain. Weather very hazy but 8 aircraft took off in pairs at 30 minute intervals to patrol Schouen Island where V2 activity was suspected. A number of claims were made of direct hits on trucks and railway, also on concrete buildings west of Haamstrode. Direct hits were also scored on several hutments which were left smoking.	
"	18 th / 19 th		Poor weather prevents any operations on these two days.	
"	20 th		Weather still very indifferent but attempted a couple of shows.	
			(1) The target was 4 guns just north of Calais. No guns were seen but emplacements in the area were well straddled with R/P and cannon strafed.	
			(2) this second target was a H.Q. at Walcheron but the operation was abortive due to weather.	
"	21 st		No operations at all today owing to weather.	

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

Of (Unit or Formation) No. 263 Squadron, R.A.F.

Place	Date	Time	Summary of Events	References to Appendices
B.51 France	September, 22 nd	1944	The weather cleared a little and a show was arranged at mid day for which the target was a power plant at Dunkirk. In spite of poor visibility and low cloud the attack was carried out and claims that all R/P were in target area were made. In the afternoon a gun position was the target but aircraft were recalled as the Army had in the meantime captured the position.	
"	23 rd		Weather clamp so no operations possible.	
"	24 th		Rained all day, so no flying possible	
"	25 th		No flying again due to weather. Rained practically all day.	
"	26 th		Weather considerable improved making it possible to carry out 2 operations, the first by 8 aircraft led by W/Cdr Baldwin, took off at 11.33 hours to attack some guns North of Antwerp. Smoke was put down and a very successful attack was made, all R/P falling exactly in target area and XXXXXXXXXXXXXXXXXXXXXXXX then followed up by cannon strafing attack. The second target later in the afternoon was guns and farm buildings south west of [Illegible]. All R/P fell in target area and an ammunition explosion was observed followed by fires helped on by cannon strafing.	
"	27 th		Four operations were carried out on this day on army support targets including guns, a railway bridge and a petrol dump with reasonably good results. A fair amount of flak opposition was experienced.	
"	28 th		Further army support targets of mainly batteries of guns with good results. Five operations in all were carried out. The Servicing Echelon were working full tilt all night until the early hours of the morning tearing off R/P rails as the Squadron was reverting to bombs.	
B. 51 France / Brussels	29 th		At dawn 10 aircraft took off to operate from Brussels. The first operation to be carried out with bombs was abortive owing to weather and all bombs were brought back.	
B. 51 France / Brussels	30 th		Operating from Brussels again but weather poor and only one show carried out. The target was a road bridge in the Dutch Isles with claim of one direct hit with a bomb. It is fairly definite that the Wing is moving to a new location within a day or two. Rumours point to Antwerp as our next stopping place.	
			<i>R.D. Rutter</i>	
			Squadron Leader, Commanding <u>No. 263 Squadron, R.A.F.</u>	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron, R.A.F.

For the month of September 1944

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
XXXXX	September						
1 st	Typhoon 1B	F/L J. Arkle, F/Os. W.J. Fowler, D.D.370		13:25	15:55	Armed Recce of area E. Squadron split into 2 sections at Bernaville. 1 section saw M.T. column with white stars NW of Deulens to Auxi le Chateau. The other section attacked 10 tanks and M.T. stationary in village 5 miles NE of Montreuil and claim 1 tank "smoker", 2 M.T. destroyed. The remainder of tanks strafed cannon and strikes seen.	
		N.P.C. Woodward, P/O P.F. Cooper,					
		F/Ss. W.A. Handley, J.W. Shellard					
		W/O P.J. McNinley					
	"	F/Ls. D.F. Evans, L. Unwin, F/Os. D.D.387		18:27	20:25	Armed Recce areas E and F. Some M.T. were seen NE of N0297 and M9298. No markings on vehicles so attacked with results 2 damaged at N0297, 3 damaged at M9298, 2 "flamers" at M8595.	
		F.S. Le Gear, W.G. Kemp, A.R.S.					
		Proctor, P/Os. M.S.M. Hamilton,					
		J. Thould, F/S D.C. Todd					
2 nd / 8 th	"					No operations. On the 6 th the aircraft took off for Manston to be nearer the front line.	
9 th	"	F/Ls D.F. Evans, J. Arkle, F/Os.		17:15	19:20	The aircraft operated from Manston, the mission being a shipping strike on minesweepers reported between Jersey and Guernsey, but no shipping of importance sighted.	
		W.G. Kemp, W.J. Fowler, N.P.C.					
		Woodward, P/Os. J. Thould, P.F. Cooper,					
		F/S J.W. Shellard					
10 th	"	F/O. A.R.S. Proctor, J.R. Reilly,		16:15	18:00	Shipping Recce of the Dutch Islands. 2 ships, probably landing craft, were attacked. One received direct hits and was beached and left burning. 3 M.T. were seen and strafed. From this operation F/O F.S. Le Gear is reported missing.	
		F.S. Le Gear, P/O G.A. Wood,					
		W/Os. P.J. McNinley, D.M. Dunlop					
11 th	"	F/L/ J. Arkle, F/Os. A.R.S. Proctor,		17:05	17:50	The aircraft returned to France at B.51. The target was point B.8 at Boulogne. An R/P attack was made followed by cannon strafing and the target area left burning.	
		N.P.C. Woodward, P/Os. P.F. Cooper,					
		M.S.M. Hamilton					
12 th	"	S/L R.D. Rutter, F/Ls. J. Arkle, D.D.611B		11:50	12:55	Five vessels were sighted, 1 dredger and 4 barges, at D.5627. 1 barge was sunk and the dredger hit. Three cannon attacks were made and strikes seen on all vessels. 2 barges were also attacked at D.6209 and cannon strikes made on both.	
		A.L.S. Hallett, F/Os. J.R. Reilly,					
		W.J. Fowler, N.P.C. Woodward, P/O					
		P.F. Cooper, F/S J.W. Shellard					
13 th	"	S/L R.D. Rutter, F/L J. Arkle, D.638A		15:45	16:30	The target was located and R/P attack made half along a hedge at 765584 and half through cross road at 700581. No results were observed. Intense light flak in target area.	
		F/Os. J.R. Reilly, F. Green, W.J. Fowler,					
		N.P.C. Woodward, P/O G.A. Wood,					
		W/O P.J. McNinley					
14 th	"	S/L R.D. Rutter, F/L L. Unwin, D.D.675		17:00	18:08	Target was shipping at Flushing. 5 large power driven barges were found at D.1223 and attacked. Near misses scored. Intense light flak from the barges.	
		F/Os. A.R.S. Proctor, W.G. Kemp,					
		A. Barr, P/Os. J. Thould, M.S.M.					
		Hmilton, W/O D.M. Dunlop					
15 th	"					No operations this day.	
16 th	"	S/L R.D. Rutter, F/L J. Arkle, D.703/ERE3		10:46	11:25	The target was 4 medium guns at H25368135 and 2 155 mm. guns at H216829. 32 R/P fired at first position and ammo. dump in centre detonated with great explosion. 2 nd position attacked but earthworks only were seen.	
		F/Os. F. Green, W.J. Fowler, N.P.C.					
		Woodward, P/Os. P.F. Cooper, G.A. D.704/ERE6					
		Wood, W/O W.A. Handley					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
XXXXX 1944	September						
16 th	Typhoon 1B	S/L R.D. Rutter, F/Os. A. Barr, D.D.719		13:40	14:25	The target was a church at 846133 which was being used as an observation post. The main body of the church was destroyed but the spire was still standing after the attack.	
		W.G Kemp, A.B. McCully, P/O					
		J. Thould, W.Os. D.M. Dunlop, D.C. Todd					
	"	S/L R.D. Rutter, F/L .Arkle, D.733		17:14	17:14	12 aircraft took off on this operation, the target being a harbour where four or five ships were lying, 270120. Many near misses were scored, one ship being a "flamer" and others probably damaged. There was intense light flak.	
		F/Os. N.P.C. Woodward, F. Green,		16:15			
		A. Barr, A.B. McCully, P/Os. P.F. Cooper					
		G.A. Wood, M.S.M. Hamilton, W/Os.					
		P.J. McNinley, W.A. Handley,					
		F/S J.W. Shellard					
	"	S/L R.D. Rutter, F/L .Arkle, D.747		19:25	20:50	The target was a lighthouse at G675699. All R/P were fired and some possible direct hits scored, but results not definitely seen. The lighthouse remains standing.	
		F/Os. A.B. McCully, W.G. Kemp,					
		P/Os. J. Thould, M.S.M. Hamilton,					
		W/Os. D.M. Dunlop, D.C. Todd					
17 th	Typhoon 1B	F/L J. Arkle, F/Os. N.P.C. Woodward D.D.763		13:48	14:53	Target V2 activity on Schouen Island. The aircraft operated in pairs and following claims were made:- 2 direct hits on trunks on narrow gauge railway, direct hit on one of three concrete buildings in area west of Haamstode. one direct hit on one of 5 M.T. in quarry at D232518. Camouflaged huts in dunes at 205507 to 210496 attacked and left smoking. Attack made on concrete buildings at 240505 but no results observed. A camouflaged shed on side of road at xxxxxxxx D212536 attacked. Hits scored and much black smoke arose.	
		F/O F. Green, P/O G.A. Wood "		14:16	15:35		
		P/O P.F. Cooper, F/O W.J. Fowler "		14:50	16:00		
		F/S J.W Shellard, W/O W.A Handley "		15:13	16:25		
18 th / 19 th	"					No operations on these days.	
20 th	"	S/L R.D. Rutter, F/L L. Unwin, D.804		11:08	11:53	The target was 4 guns at 922731. No guns were seen, but emplacements in the area were straddled with R/P and cannon strafed.	
		F/Os. A.B. McCully, A. Barr, W.G. Kemp,					
		P/Os. M.S.M. Hamilton, J. Thould,					
		W/O D.M. Dunlop					
	"	S/L R.D. Rutter, F/L .Arkle, D.819		18:18	19:25	The target was a H.Q. at Walcheren, but this operation was abortive due to weather.	
		F/Os. F. Green, N.P.C. Woodward,					
		W.J. Fowler, P/O. G.A. Wood, W/Os.					
		P.J. McNinley, W.A. Handley					
21 st	"					No operations this day	
22 nd	"	S/L R.D. Rutter, F/Ls. L. Unwin, D.833		12:14	13:20	The target was the power plant at Dunkirk, Weather made this operation difficult, but an attack was made through a temporary hole in the cloud and claim that all R/P on the target. There was meagre light flak.	
		A.L.S. Hallett, F/Os. A. Barr, A.B.					
		McCully, P/O M.S.M. Hamilton, W/Os.					
		D.M. Dunlop, D.C. Todd					
	"	S/L R.D. Rutter, F/L .Arkle, D.844		14:42	15:00	The target was gun positions at J.78809660 but operation abortive and aircraft recalled by A.L.O.	
		F/Os. F. Green, W.J. Fowler, N.P.C.					
		Woodward, P/Os. W.E. Watkins,					
		G.A. Wood, W/O W.A. Handley					

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron, R.A.F.

For the month of September 1944

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
September							
23 rd /25 th	Typhoon 1B					No operations on these days.	
26 th	"	W/C Baldwin, F/L J. Arkle, D.888		11:33	12:50	8 aircraft led by W/C Baldwin flying one of the Squadron aircraft took off to attack guns north of Antwerp. Smoke was put down and a very successful attack was made, all R/P falling exactly on target area. This was followed by a cannon strafing attack.	
		F/Os. W.J. Fowler, F. Green,					
		N.P.C. Woodward, P/Os. W.E. Watkins,					
		G.A. Wood, W/O W.A. Handley					
	"	F/Ls. D.F Evans, L. Unwin, D.910		16:05	17:25	The target was guns and farm buildings. An R/P attack was made at D194094 and all R/P fell in target area. There was an ammunition explosion and fires followed, which were added to by cannon strafing.	
		F/Os. W.G Kemp, A.B. McCully,					
		A.R.S. Proctor, P/O M.S.M.					
		Hamilton, W/Os. D.M. Dunlop,					
		D.C. Todd					
27 th	"	W/C Baldwin, F/Ls. D.F. Evans, D.931		08:23	09:30	9 aircraft led by W/C Baldwin flying a Squadron aircraft took off to attack guns at D938063, which were marked by red smoke. An R/P attack was made and all rockets landed in target area. Small arms ammunition was seen to explode. A further cannon strafing attack was made. There was meagre light 20 mm. flak.	
		J. Arkle, L. Unwin, F/Os. W.G. Kemp,					
		A.B. McCully, A.R.S. Proctor,					
		N.P.C. Woodward, P/O M.S.M.					
		Hamilton					
	"	S/L R.D. Rutter, F/L .Arkle, D.944		11:27	12:25	No red smoke was seen at the pinpoint so the Squadron proceeded to an alternative target at D471211. An R/P attack was made on the railway road bridge, several very near misses being scored. Two gun positions were also cannon strafed, strikes being observed and the guns silenced.	
		F/Os. J.R. Reilly, F. Green,					
		N.P.C. Woodward, W.J. Fowler,					
		P/O. W.E. Watkins, W/O P.J.					
		McNinley					
	"	F/L . Arkle, L. Unwin, D.954		15:56	17:05	The target was medium guns at D690045. There was no red smoke so an alternative target at D471211 was attacked by R/P. No results observed.	
		P/O M.S.M. Hamilton					
	"	F/L D.F. Evans, F/Os. W.G. Kemp, D.956		16:18	17:08	The target was a petrol dump at C972175. An attack was made and all R/P fired but no results observed except for some smoke coming from one of the buildings Moderate light accurate flak.	
		A.R.S. Proctor, W/O D.M. Dunlop					
28 th	"	S/L R.D. Rutter, F/OS. F.S. D.977		08:05	08:58	The target was a battery at 94721469. Red smoke was seen in target area and signs on activity at 974146. An R/P attack was made followed by a strafing attack. 1 aircraft was superficially damaged by S.A.A.	
		Le Gear, J.R. Reilly, W/O					
		W.A. Handley					
	"	F/L J. Arkle, F/Os. W.J. Fowler, D.978		08:22	09:19	The target was a battery at D655147. An R/P attack was made but no results observed.	
		F/O. N.P.C. Woodward, P/O					
		W.E. Watkins					
	"	S/L R.D. Rutter, F/Ls. L. Unwin, D.986		11:25	12:31	The target was a mortar and guns at D180058 and road S.W. of wood. An R/P attack was made all rockets falling in target area. Two further attacks were made with cannon.	
		D.F Evans, F/Os. W.G. Kemp,					
		A.R.S. Proctor, A.B. McCully,					
		P/O M.S.M. Hamilton, W/O D.M Dunlop					

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
Vendeville, near Lille.	October, 1944	1 st	The day opens up with very poor weather but cleared a little in the afternoon, sufficient to enable 8 aircraft to take off to attack barges near Yerseken-Dam. 50 barges were found in a small harbour and several bombs fell right among them. A second attack was made with cannon and they were well and truly strafed. It is officially announced that the Wing is moving to new quarters at Antwerp tomorrow.	
"	2 nd		We all rise at 6 o'clock to pack kit, strike tents in order to move off for Antwerp by 9 o'clock. Only 14 out of 18 aircraft, however, were able to get away on time owing to difficulties in starting one or two of the aircraft. The remainder followed an hour later.	
Antwerp B.70			At midday we carried out our first operation from Antwerp. The target was a railway junction south of Amersfoort which was located and several direct hits scored. The line was well broken at one point. Later in the afternoon a further attack was made on the same target and further direct hits scored.	
			We are all billeted in empty houses, a welcome change from tents. In between shows and the rest of the day is spent in making our billets habitable and ourselves comfortable.	
"	3 rd		Weather clamp prevented any flying today but gave a good opportunity to further organise our billets, and much ingenuity was displayed by all. The Squadron welcomed into its midst two new arrivals namely, W/O Bury, C.A. and F/Sgt Ainsley, R.W.	
"	4 th		The day starts off with very poor weather but clears up a little about midday and 12 aircraft take off to do a low level attack on railway lines near Amersfoort. 8 of the aircraft successfully located and attacked one point but the other 4 aircraft could not locate their target owing to poor visibility, so they turned their attention to the railway line near Utrecht and several direct hits on trucks and waggons with claims of 1 flamer and 2 smokers.	
"	5 th		In the morning the weather is extremely misty on the deck but is reasonably clear at 3,000 ft. At about 11.15 hrs. 8 aircraft took off to attack a railway bridge near yesterday's target, but the pinpoint when located was a level crossing. 1 direct hit and several near misses are claimed. Two further attacks on railway lines and bridges were made in the afternoon but no exceptional claims were made.	
			F/Ox. M.T. Rumbold DFC was transferred from 197 Squadron to 263 to take over 'A' Flight and was accordingly granted the rank of F/Lt.	
"	6 th		Quite a busy day with four operations. The first was a building which was dive bombed and cannon strafed with fair results. The next 2 operations were railway targets with good results. The last show of the day was led by W/C Baldwin, and the target was a chateau reported to be a German H.Q. just about 5 miles north of Antwerp. The building was located, attacked and destroyed. The whole area was cannon strafed and when the aircraft eventually departed, the building and surrounds were obscured by smoke.	
"	7 th		This day marked by quite an event in the history of the Squadron, as for the first time in this war an operation was carried out over German soil. The target being railway lines and train activity in the Rhur district. Two direct hits were scored on a railway bridge and lines cut. An earlier operation was abortive due to weather. A third operation was on a railway bridge over a stream at Nijverdal in Holland. It was a low level attack and bombs were seen to burst all round the target, two of which cut the lines west of the bridge. A rather thick haze prevented accurate observation of results.	

Place	Date	Time	Summary of Events	References to Appendices
	October, 1944			
Antwerp B.70	8, 9, 10 th		These were days of rest as indifferent weather prevented any flying other than a weather recce by two aircraft.	
"	11 th		Plenty of activity developed on this day after the 3 days rest as the weather improved greatly. Four operations were carried out, all against the village of Oostburg, an inoffensive looking place on the western side of the Scheldt. Apparently enemy troops were firmly ensconced in the village and the army were having difficulty in dislodging them, so naturally the Typhies are called in to remove the obstacle. This the Squadron carried out with great enthusiasm and with excellent results. This was a record day for the Wing with just under 200 sorties, 41 of which were flown by 263 Squadron	
"	12 th		The first operation of the day was at 07.30 hrs. by 10 aircraft. The target was 6 A.A. guns just west of Breskens. Two of the aircraft each carried 2 x 1000 lb bombs. Many direct hits were claimed, and an ammunition dump was seen to blow up. The area was also strafed by cannon. The second operation was a close support target but was abortive as no red smoke was observed, and no attack therefore was made. The last two operations were on railway lines near Roermond and results were fair only.	
"	13 th		Two shows only carried out today both close army support targets - some guns just south of Bergen op Zoom and another batch of guns near a wood about 20 miles north east of base. On the latter operation the Squadron lost one of its oldest and most stalwart members - Johnny Thould. He was flying No. 2 to S/Ldr Rutter the C.O. and was hit by flak whilst in the dive. His aircraft burst into flames and spiralled straight in. According to eye witness accounts Johnny had very little chance of baling out. A great loss to the Squadron. In the morning at 11.15 hrs, the Wing was honoured by a visit of H.M. the King accompanied by Field Marshall Montgomery, Air Chief Marshal Conningham and several other high ranking officers. All pilots not flying were paraded and His Majesty inspected and chatted to them.	
"	14 th		The weather is pretty grim today and only one operation could be carried out and this a disastrous one as we lost Dave Evans and Sandy Barr who collided on forming up after the attack. Both were killed instantaneously. Another tragic loss to the Squadron.	
"	15 th		Whilst on a weather recce in the Venlo Wesel area F/Lt Arkle and F/O Reilly discovered 3 M.T. and a horse drawn transport on a minor road. They left the 3 M.T. badly damaged and the horse drawn transport destroyed. Two operations were carried out against railway targets in the Rhine Valley with fair results, including plenty of hits with cannon on a train.	
"	16 th		The army are still having trouble with Oostburg, so we step in again to give a hand and although all bombs fell in the target area unfortunately one or two failed to explode. The second show was a strong point near the same village which was well pranged with several 1000 lb bombs as well as 500 lb bombs.	
"	17 th		Weather clamp so no operations this day. A visit was paid to the Station cinema to see some combat films. A really quiet restful day.	
"	18 th		Four operations carried out today, mainly on railways, and lines were cut at several points. One operation however was in close support of the army with an attack by 12 aircraft on 3 gun positions just south of Bergen-op-Zoom but results were only middling.	

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
	October, 1944			
Antwerp B.70	19 th		Low cloud and rain all day prevented flying although a weather recce was carried out at dawn.	
"	20 th		Today we gave some really close support for the army who were making an advance up the road from Antwerp to Esschen. At 07.30 hours 8 aircraft attacked with bombs and cannon any houses or strong points they could see on either side of the road. The attack was carried out at low level. Later in the day, at 15.00 hours another 8 aircraft carried out the same operation this time using dive bomb tactics. Bombing was good, nearly all falling on selected targets by the road side. A message was received later from Army H.Q. to say the attack was very successful as many enemy strongpoints had been wiped out, and they had been able to advance to within one mile of Esschen.	
"	21 st		The first operation was a railway bridge between Lochtenburg and Breda, which was bombed to such effect that it can be considered a complete write off. The target on the second operation was an enemy H.Q. at a cross roads just south of Breskens. Bombing was good and well within the target area. Plenty of fire and smoke was seen after the attack. The target for the third and last operation of the day was a barge concentration in the harbour at Yerseke. Ten bombs fell in and amongst the barges but failing light made observation difficult	
"	22 nd		XXXXXX Weather clamp all day, so no operations possible.	
"	23 rd		Low cloud and haze all day, so again no operations.	
"	24 th		The weather cleared for a period in the morning enabling a Wing show to be laid on to attack a German 15 th Army H.Q. in the centre of Dordrecht in Holland 263 Squadron led the attack by carrying out a feint attack on a railway bridge thus drawing the flak away from following Squadrons carrying out R/P and low level bombing attacks on the target itself. The target was in a small park in the centre of the town and a high percentage of bombs fell in the target area. After one orbit of the area 263 went into attack the real target and dropped all bombs in the target area. An intelligence report received at a later date proved this operation as having been highly successful in that the casualties alone sustained by the enemy included 2 Generals, 15 Staff Officers, 50 other officers and 200 other ranks. Later in the afternoon 8 aircraft attacked a railway junction but no results observed, although the line was probably cut. F/Lt Stooke Hallett is missing from this operation but it is known he baled out over enemy territory so it is hope he got down safely and was either able to go into hiding and will escape or is now a P.O.W.	
"	25, 26 ,27 th		Bad weather prevents any flying on these days.	
"	28 th		Two new pilots join the Squadron, namely W/O Barrie, H. and F/Sgt Quigley, J., the latter an Australian. The weather has improved considerably and about midday 10 aircraft in three sections (4+3+3_ are briefed to carry out attacks on targets in close support of the army. The 1 st section attacked a railway station just south of Kapelle. The main buildings were missed but other buildings were hit and the line was cut. The road running west from Kapelle was strafed. The second section were under the control of a V.C.P. over the battle area and the target given was a road junction. This was missed with bombs but well strafed and 1 M.T. smoker claimed. The third section attacked the railway in the same area as the first section and a direct hit was scored on some buildings.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron, R.A.F.

For the month of October 1944

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
October							
1 st	Typhoon 1B	S/L R.D. Rutter, F/Ls.	L. Unwin, D.D.74	17:27	18:23	The target was barges at D4528. There was 10/10 cloud making attack difficult, but 50 barges were found in a small harbour at D4528,	
		D.F. Evans, F/Os. W.G. Kemp,				Yerseken-Dam. Three pairs of bombs fell among the barges moored	
		M.S.M. Hamilton, A.B. McCully,				closely together and others fell around the target area. They were	
		A.R.S. Proctor, P/O J. Thould				attacked a second time with cannon and well strafed. Moderate medium	
						and light flak at D4223.	
2 nd	"	S/L R.D. Rutter, F/L.	J. Arkle,	12:20	13:01	The target was a railway junction at E450862. The target was located	
		F/Os. F. Green, W.J. Fowler,				and attacked, four direct hits being scored on the line which was	
		N.P.C. Woodward, P/Os. G.A. Wood,				broken north of the bridges. This was the first operation from B.70	
		P.F. Cooper, F/S J.W. Shellard				in Belgium.	
	"	S/L R.D. Rutter, F/Ls.	L. Unwin,	16:55	17:59	For this operation the target was Railway junction E450862 and	
		D.F. Evans, F/Os. W.G. Kemp,				railway overstream at E270882. Attacks were made and one direct hit	
		A.B. McCully, A.R.S. Proctor,				made on the track east of junction, one very near miss and the rest	
		P/O J. Thould, W/O D.G. Todd				overshot. On second target three direct hits were scored, one west of	
						bridge on north bound track, and two east of bridge on south bound	
3 rd	"					track. both tracks cut.	
3 rd	"					No operations this day.	
4 th	"	S/L R.D. Rutter, F/Ls.	J. Arkle, D.D.120			Interdiction targets 2/4 and 6/2. 8 aircraft attacked 2/4 at Z9507	
		D.F. Evans, F/Os. W.J. Fowler,				and scored two direct hits on factory alongside railway. This would	
		J.R. Reilly, F. Green, A.B. McCully,				probably obstruct the railway. The other four aircraft could not	
		P/Os. J. Thould, W.E. Watkins, G.A.				locate 6/2 owing to poor visibility, but attacked the railway at	
		Wood, F/S J.W. Shellard, F/L D.F. Evans				R2788 near Utrecht. Two direct hits on truck and 3 near misses.	
						Waggons on siding were strafed, strikes observed and 1 "flamer"	
						and 2 "smokers" claimed.	
5 th	"	S/L R.D. Rutter, F/Ls.	L. Unwin, D.D.129	11:17	12:37	This operation was a railway target at V000238. The railway pinpoint	
		M.T. Rumbold, F/Os. W.G. Kemp,				was located but it appeared as a level crossing, and not a bridge.	
		A.R.S. Proctor, P/O J. Thould,				An attack was made with 2 direct hits on road south of railway and	
		W/Os. D.C. Todd, D.M. Dunlop				1 direct hit on road north of railway. One aircraft dropped 2 bombs	
						on rail canal bridge at V010225 with i direct hit on railway near	
						bridge. 10 large barges were seen at E5469.	
	"	S/L R.D. Rutter, F/Os.	F. Green, D.D.129	14:47	15:54	The target was a railway bridge. This was attacked but no direct hits	
		J.R. Reilly, W.J. Fowler, N.P.C.				scored on it, although one direct hit was made on the track. Moderate	
		Woodward, P/Os. W.E. Watkins,				light and medium flak.	
		P.F. Cooper. F/S. J.W. Shellard					
		P/O J. Thould					
	"	W/C Baldwin, F/Ls. D.F. Evans, D.D.129A		17:20	18:26	Interdiction target 1/3 R220940. The target was located and bombs	
		M.T. Rumbold, F/Os. W.G. Kemp,				dropped but were not seen to explode.	
		A.B. McCully, A.Barr, A.R.S.					
		Proctor, W/O D.M. Dunlop					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
October, 1944							
6 th	Typhoon 1B	S/L R.D. Rutter, F/Ls. L. Unwin, D.D.155		07:43	09:08	The target was a building at 141195. This was located and attacked with claim i probably direct hit and a direct hit west of the building. Trains at V0107 were successfully strafed.	
		D.F. Evans, M.T. Rumbold, F/Os.					
		A.B. McCully, A.R.S. Proctor,					
		W/O D.C. Todd					
	"	S/L R.D. Rutter, F/Os. G.A. Wood D.D.155		11:35	12:50	This operation was against railway targets Interdiction 2/2 and 2/4. At 2/4 all bombs were near misses. At 2/2 one direct hit was scored and 2 direct hits on the embankment. A train at V0107 was strafed with cannon and many strikes observed. Intense light flak at V0107.	
		F. Green, N.P.C. Woodward, W.J.					
		Fowler, P/Os. P.F. Cooper, W.E.					
		Watkins, F/S J.W. Shellard					
	"	F/Ls. M.T. Rumbold, L. Unwin, D.D.155		15:10	16:34	The target was a rail river bridge pinpoint 863340 at Zwolle. This was located and attacked. The bombs were well concentrated, but no direct hits claimed. There were a number of near misses. Moderate light flak in target area was experienced.	
		D.F. Evans, F/Os. A.B. McCully,					
		W.G. Kemp, A.R.S. Proctor, A. Barr,					
		P/O J. Thould, W/Os. D.M. Dunlop,					
		D.C. Todd					
	"	W/C Baldwin, S/L R.D. Rutter, D.202		17:40	18:15	W/C Baldwin, flying one of the Squadron aircraft led this operation which was against a building at D766108. The building was attacked and destroyed, and the area was well strafed by cannon. The area was obscured by smoke after the attack.	
		F/Os. F. Green, W.J. Fowler,					
		N.P.C. Woodward, P/Os. G.A.					
		Wood, P.F. Cooper, F/S J.W. Shellard					
7 th	"	W/C Baldwin, F/Ls. L. Unwin, D,D.203		17:31	07:58	This operation was abortive due to weather.	
		D.F. Evans, M.T. Rumbold, F/Os.					
		W.G. Kemp, A.B. McCully, A.R.S.					
		Proctor, P/O J. Thould, W/Os.					
		D.C. Todd, D.M. Dunlop					
	"	S/L R.D. Rutter, F/Ls. L. Unwin, D.D.213		13:15	14:45	The target was railway lines and train activity. Bombs were dropped on a bridge at 40757, two direct hits being observed. The line was cut. Considerable barge and shipping movement seen on the Rhine.	
		M.T. Rumbold, F/Os. A.B. McCully,					
		W.G. Kemp, A.R.S. Proctor, F/L					
		D.F. Evans, W/Os. D.C. Todd, D.M. Dunlop					
	"	S/L R.D. Rutter, F/Os. F. Green, D.D.283		16:20	17:40	The target was a railway bridge over a stream. This was attacked, 2 direct hits being scored on the track west of the bridge at V141195, also a direct hit on road siding. This was a low level attack and no flak was encountered.	
		N.P.C. Woodward, P/Os. W.E. Watkins,					
		P.F. Cooper, G.A. Wood, W/Os.					
		C.A. Bury, W.A. Handley					
8 th /10 th	"					No operations on these days.	
11 th	"	S/L R.D. Rutter, F/Ls. D.F. Evans, D.D.286		10:19	11:10	The original target was 4 ships at Breskens, but this was changed to an attack on the village of Oostburg. The bombs were dropped on NE part of the village. 6 direct hits are claimed on the road going NE out of the village, 2 M.T. in the village destroyed by direct hits, and the remainder of the bombs on houses by the road. Slight light flak.	
		M.T Rumbold, F/L. D.F Evans,					
		F/Os. A. B. McCully, F. Green,					
		A. Barr, A.R.S. Proctor, F/L					
		A.L.S. Hallett, P/O J. Thould,					
		W/Os. D.C. Todd, W.A. Handley					

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron, R.A.F.

For the month of October 1944

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
October, 1944							
11 th	Typhoon 1B	S/L R.D. Rutter, F/Os. F. Green D.D.259		12:20	13:25	This operation was against roads at Oostburg. An attack was made and bombs dropped on the east side of the village. Many fires were observed as a result. A cannon strafing attack was also made.	
		W.J. Fowler, J.R. Reilly, P/Os.					
		P.F. Cooper, G.A. Wood, W.E. Watkins,					
		W/Os. C.A. Bury, P.J. McNinley,					
		F/S J.W. Shellard					
	"	F/Ls. M.T. Rumbold, D.F. Evans, D.D.259		14:42	15:26	The target was as for the previous operation. Bombs were dropped on the NE edge of the village with claims, 2 direct hits. 2 M.T. were strafed at 085140, one smoker being claimed. Meagre light flak in target area.	
		F/Os. A.R.S. Proctor, A. Barr					
		A.B. McCully, P/O J. Thould,					
		W/Os D.M. Dunlop, D.C. Todd,					
		F/S R.W. Ainsley					
	"	S/L R.D. Rutter, F/Os. F. Green D.D.259		17:15	17:53	Another attack on Oostburg. Bombs were dropped in SW and E part of target. No results were observed. A large part of the target was smoking. Moderate light flak experienced.	
		J.R. Reilly, W.J. Fowler, N.P.C.					
		Woodward, P/O P.F. Cooper, W/Os.					
		W.A. Handley, P.J. McNinley,					
		F/S J.W. Shellard					
12 th	"	F/Ls. M.T. Rumbold, D.F. Evans, D.D.281		07:32	08:26	The target was 6 AA duns at D05381983. This was located and an attack made. 2 of the aircraft carried 4 x 1000 lb bombs. two of the heavy bombs fell in the centre of the 6 guns and 15 of the 500 lb bombs fell in the target area. An ammunition explosion was seen. The area was also strafed. There was no flak from the target guns.	
		A.L.S. Hallett, F/Os. A. Barr,					
		A.B. McCully, A.R.S. Proctor,					
		P/O J. Thould, W/Os. D.M. Dunlop,					
		D.C. Todd, F/S R.W. Ainsley					
	"	S/L R.D. Rutter, F/Os. F. Green D.304		11:50	12:25	The target was mortars and artillery. No smoke was seen and no attack was made.	
		M.S.M. Hamilton, J.R. Reilly,					
		P/Os. P.F. Cooper, G.A. Wood,					
		W/Os. C.A. Bury, P.J. McNinley,					
		D.C. Todd					
	"	F/Ls. M.T. Rumbold, D.F. Evans, D.D.312		14:12	15:22	The original target, 15/2 Interdict A045054 was obscured by 8/10 cloud so and attack was made on a railway embankment at E9604 (15/1)	
		A.L.S. Hallett, F/Os. A. Barr,					
		A.R.S. Proctor, M.S.M. Hamilton,				The bombs were dropped from a low level. One direct hit was scored on the line at E9404 and several near misses in the water. Meagre bofor fire from target area.	
		P/O J. Thould, W/Os. D.M. Dunlop,					
		D.C Todd, F/S R.W. Ainsley					
	"	S/L R.D. Rutter, F/Os. F. Green D.D.312		16:33	17:21	The target was Interdiction at 14/5 nr. Roermund. Bombs were dropped in target area but no direct hits claimed. There were near misses on the railway line. Meagre light flak from Wassenberg and a few bursts of accurate heavy flak from Roermund.	
		N.P.C. Woodward, P/Os. G.A. Wood,					
		P.F. Cooper, W.E. Watkins, W/O					
		W.A. Handley, F/S J.W. Shellard					
13 th	"	S/L R.D. Rutter, F/Ls. D.F. Evans, D.338/T		11:45	12:42	The target was guns and infantry at 979151 and 973149. A dive bombing attack was made but no direct hits claimed. P/O J. Thould was seen to crash in flames and is reported missing.	
		A.L.S. Hallett, F/Os. A.B. McCully,					
		A. Barr, N.P.C. Woodward, P/O					
		J. Thould, F/S R.W. Ainsley					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
October, 1944							
13 th	Typhoon 1B	S/L R.D. Rutter, F/Os. F. Green D.D.359		17:10	17:43	The target was 4 guns at D624239. Red smoke was seen in the target area, and two possible gun pits observed. Bombs were dropped, all in the target area, but no direct hits on the the gun pits. The area was also cannon strafed.	
		J.R. Reilly, P/Os. G.A. Wood,					
		W.E. Watkins, P.F. Cooper,					
		W/O P.J. McNinley, F/S J.W. Shellard					
14 th	"	S/L R.D. Rutter, F/Ls. D.F. Evans, D.375		15:38	16:08	No bombs were carried on this operation. The target was attacked twice with cannon, but no results observed. On re-forming pulling out of the	
		M.T. Rumbold, F/Os. A.B. McCully,				dive F/Lt D.F. Evans and F/O A. Barr collided in mid air, and were	
		A. Barr, M.S.M. Hamilton, W.G. Kemp,				last seen spinning down. The position was approximately D0513. There	
		W/O D.C. Todd, F/S R.W. Ainsley				was meagre light flak.	
15 th	"	F/L J. Arkle, F/O J.R. Reilly		06:45	08:05	Weather recce, Venlo)Wesel area. On a minor road east od Uden 3 M.T. and 1 horse drawn transport were seen. A cannon attack was made with claims 3 M.T. damaged and 1 horse drawn transport destroyed.	
	"	S/L R.D. Rutter, F/Os. F. Green D.D.384		08:22	09:36	4 bombs were dropped on small bridge at A083151, but overshoot and considered worth repeat attack. An attack was also made on the road over the railway at A073168 and 2 direct hits are claimed. A train at A070170 was strafed and several strikes seen.	
		P/Os. P.F. Cooper, G.A. Wood,					
		W.E. Watkins, W/Os. C.A. Bury,					
		P.J. McNinley, F/S J.W. Shellard					
	"	F/L M.T. Rumbold, F/Os. W.G. Kemp D.D.384		11:48	12:45	This operation was against railway targets. Bombs were dropped in the area A117534 with claims of 3 direct hits on the railway line, and one on trucks in a siding. 25+ balloons were seen at Wesel. There was intense and accurate bofor fire from Milinge, A0757.	
		A.R.S. Proctor, A.B. McCully,					
		W/O D.C. Todd, F/S R.W. Ainsley					
16 th	"	S/L R.D. Rutter, F/L J. Arkle, D.D.404		15:35	16:10	The target was attacked with bombs, the main concentration being in the centre of the village.	
		F/O F. Green, P/Os. W.E. Watkins,					
		P.F. Cooper, W/Os. W.A. Handley,					
		C.A. Bury, F/S J.W. Shellard					
	"	S/L R.D. Rutter, F/Ls. M.T. Rumbold, D.D.404		17:30	18:17	The target was a strong point at D068126. 4 x 1000 lb and 12 x 500lb bombs were dropped. The heavies and 2 500 lb bombs fell in the strong point. Three strafing attacks were also made.	
		A.L.S. Hallett, F/Os. W.G. Kemp,					
		A.R.S. Proctor, M.S.M. Hamilton,					
		W/Os. D.C. Todd, D.M. Dunlop					
17 th	"					No operations on this day.	
18 th	"	S/L R.D. Rutter, F/L J. Arkle, D.D.424		08:39	10:00	The target was not indicated so the railway line at A0598 was attacked. 2 direct hits were made on the line and 1 direct hit amongst 3 trucks in a siding, one of which was completely destroyed.	
		F/O J.R. Reilly, P.O P.F. Cooper,					
		W/Os. C.A. Bury, P.J. McNinley,					
		W.A. Handley					
	"	F/Ls. M.T. Rumbold, L. Unwin, D.D.424		12:15	13:22	The target was a railway over road at 037906. The target was not attacked due to weather. Instead bombs were dropped on 12 pontoons at E294522, 3 possibly left sinking.	
		F/Os. A.B. McCully, A.R.S. Proctor,					
		M.S.M. Hamilton, W/Os. D.C. Todd,					
		D.M. Dunlop, F/S R.W. Ainsley					

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron, R.A.F.

For the month of October 1944

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
October, 1944							
18 th	Typhoon 1B	S/L R.D. Rutter, F/Ls. J. Arkle, D.433		15:52	17:00	The target was three guns at 637227 633218 637214. The target was located and attacked. Hits were made at 638215 and 637227, the remainder of the bombs dropping to the east of the target. There was meagre light flak in the target area.	
		A.L.S. Hallett, F/Os. J.R. Reilly,					
		M.S.M. Hamilton, A.R.S. Proctor,					
		P/Os. G.A. Wood, W.E. Watkins, W/Os.					
		C.A. Bury, D.M. Dunlop, W.A. Handley,					
		P.J. McNinley					
	"	F/Ls. M.T. Rumbold, L. Unwin, D.437		17:38	17:57	No movement was seen on the roads. There was evidence of concentration of position in area of target pinpoint. Bombs were dropped in the target area, but poor visibility hampered made observation difficult and results not seen. Moderate light flak was experienced.	
		F/Os. A.B. McCully, M.S.M. Hamilton					
19 th	"					No operations this day.	
20 th	"	F/L J. Arkle, F/O J.R. Reilly, D.D.550		07:28	08:06	The northern end of the village at 750159 was attacked. Many buildings were seen to blow up. The road to the north of the village was well strafed.	
		P/Os. P.F. Cooper, W.E. Watkins,					
		W/Os. D.C. Todd, W.A. Handley,					
		P.J. McNinley, C.A. Bury					
	"	S/L R.D. Rutter, F/Ls. L. Unwin D.D.549		10:30	11:48	The primary target was not attacked as it was under 8/10 cloud. The railway S.W. of Zutphen was bombed, two direct hits being scored at E9293 and the lines cut.	
		M.T. Rumbold, F/O A.B. McCully,					
		W/Os. D.C. Todd, D.M. Dunlop					
	"	S/L R.D. Rutter, F/L J. Arkle, D.D.563		14:50	15:20	The target was marked with white smoke at 751145 and was attacked. There were direct hits on houses at D750173 and D750165. All the bombs fell between D749157 and D750165. A fire was started at D750158. There was moderate light flak.	
		P/Os. P.F. Cooper, G.A. Wood,					
		W.E. Watkins, W/Os. C.A. Bury,					
		J.W. Shellard, W.A. Handley					
21s	"	S/L R.D. Rutter, F/Ls. L. Unwin D.D.566		12:05	12:44	The target was the railway line Dordrecht-Breda. An attack was made and the bridge over the river at D898420 was completely destroyed with 4 direct hits. The railway south of the bridge was damaged, possibly broken.	
		F/Os. M.S.M. Hamilton, A.B. McCully, W/Os. D.C. Todd,					
		D.M. Dunlop					
	"	S/L R.D. Rutter, F/L J. Arkle, D.578		15:00	15:39	The target was a H.Q. which was located and attacked. The bombs fell in a good concentration on the west side among buildings. Increased fire and smoke was seen after the attack.	
		F/O J.R. Reilly, P/Os. P.F. Cooper,					
		W.E. Watkins, W/Os. P.J. McNinley,					
		C.A. Bury, J.W. Shellard					
	"	S/L R.D. Rutter, F/Ls. L. Unwin D.D.581		17:30	17:59	The area was first recced by 2 aircraft. They dropped their bombs but no results observed. The main force of 8 aircraft attacked barges in the harbour at Yerseke. Ten bombs fell in and amongst the barges, but failing light made observation impossible. There was intense light and medium flak in the target area.	
		A.L.S. Hallett, F/Os. M.S.M. Hamilton, A.R.S. Proctor, P/O.					
		G.A. Wood, W/Os. D.M. Dunlop,					
		D.C. Todd, W.A. Handley,					
		F/S R.W. Ainsley					
22 nd / 23 rd						No operations	

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
	November, 1944			
B.70 Antwerp	1 st		The weather was not so good, but a show was laid on in the late afternoon to bomb 4 gun positions on the sea wall near Westkapelle north of Flushing. Cloud base was only 4000 ft. but attacks were pressed home and results were very good. All bombs dropped in the target area and was well strafed with cannon fire.	
"	2 nd		The weather was against any flying in the morning but cleared sufficiently to enable 2 shows to be laid on after lunch. The first operation was to bomb a road going NW from Breda and just north of the River Mark. A low level attack was made and direct hits scored on some station buildings and on the road. The road was also well strafed with cannon. Later in the afternoon at about 17.00 hours, 15 aircraft took off on close support targets near Steinbergen, where strongpoints by the roadside were attacked. Good results were observed. Visibility dropped as the aircraft returned to base, but all got down O.K. The C.O. S/Ldr. R.D. Rutter went off on a well earned leave and F/Lt. M.T. Rumbold assumed command of the Squadron until the C.O's return.	
"	3 rd		The weather is still very poor and only one operation could be carried out. This was a close army support target with an attack on a strong point on the road from Zevenbergen to Breda. Guns and troops were concentrated in two houses in an orchard, so the area was well plastered with bombs and cannon fire. Low cloud kept the aircraft down to 4000 ft.	
"	4 th		The weather improved considerably enabling the Squadron to carry out 4 operations. The first at 09.10 hours was an attack with bombs on a sugar factory at Zevenbergen which was suspected to be and ammunition dump. Only one direct hit was claimed, but all others were very near misses. The target was also well strafed with cannon. The next show at approximately 11.15 hours was an armed recce in the Veere-Middleburg area. No movement was seen, however, so they attacked 4 heavy guns in a small village just south of Veere. Practically all the area was flooded but this strongpoint stood out on high ground and all bombs fell within the target area with three direct hits. There was intense light flak opposition and F/Lt. J. Arkle's aircraft was hit but managed to make home. The 3 rd operation was carried out at 13.00 hours and was a repeat attack on the sugar factory at Zevenbergen, this time with really good results. 4 x 1000 lb. and 12 x 500 lb. bombs were dropped and 4 direct hits were scored on the factory and 10 very near misses. Debris was thrown up to a height of 3000 feet. Outbuildings were seen to be on fire. The last show of the day at 15.30 hours was to attack a Gestapo H.Q. on the edge of Rotterdam - 4 aircraft from 263 combined with 4 aircraft from 266 Squadron. Our aircraft were to attack gun positions while the 266 aircraft with rockets attacked the H.Q. buildings. There were several near misses and the target was well strafed with cannon.	
"	5 th		The weather is still poor and at approximately 07.30 hours two aircraft took off on a weather recce of Utrecht-Zwolle area, as a result of which, later in the morning 7 aircraft attacked the railway and cut the line south of Zwolle. Afterwards a suspected V2 site was discovered near the line between Wexep and the River Ijssel. A heavily defended train was located but was not attacked as the low cloud base prevented the aircraft getting sufficient height.	
"	6 th		Two aircraft took off on a weather recce at 12.20 hours to Zwolle and Deventer, and on their return 8 aircraft took off to cut the railway line just north of Deventer. This was successfully carried out in spite of a heavy rain storm. Later in the afternoon at 15.50 hours a further 8 aircraft attacked the Zwolle-Utrecht railway line and cut the line. A train was located which was well alight from an attack by Spitfires. We helped to spread the conflagration by a good strafing with cannon.	

Place	Date	Time	Summary of Events	References to Appendices
	November, 1944			
B.70 Antwerp	7 th		Only one operation was possible owing to inclement weather and this was at 15.02 hours to attack a rail road crossing just south of Nijkerk. 1 direct hit was scored and the line seen to be cut.	
			Some trucks on the line were also attacked and several left smoking. There was intense light flak and F/O A.G. Davies was hit and had to force land a few miles south of Zwolle. He called over the R/T and said he was alright and he was then seen to leave his aircraft and run for shelter.	
"	8 th		Again the weather is duff, but we managed to get in one operation at 14.43 hours. An interdiction at Amersfoort. The weather made the attack difficult, but the line was successfully cut in several places. There was a fair amount of flak.	
"	9 th		A weather recco only carried out today at 08.20 hours. Operations impossible owing to poor weather and Squadron released at midday.	
			2 new pilots, W/O M. Luck and F/Sgt J. Irvine arrived to join the Squadron.	
"	10 th		Again the poor weather only permitted one operation to be carried out at 15.40 hours. An interdiction in the Rhur valley to cur the Goch-Kanten line. Several direct hits were scored on buildings adjacent to the line and one possible direct hit on the line.	
			W/O R.A. Richardson arrives to join the Squadron.	
"	11 th		Two operations were carried out today, the first at approximately 13.20 hours. Out of 8 aircraft that should have taken off on the 1 st operation, an interdiction, only 5 became airborne, the other 3 having to turn back due to mechanical trouble, etc. The five, however, gave a good account of themselves by blowing up an ammunition train. They scored 4 direct hits which started fires, and they left the train well alight and several explosions were observed. F/O W.G. Kemp was hit by debris blown up from the train. The 2 nd operation, also an interdiction, was to cut the railway between Amersfoort and Zwolle. The line was cut in three places, also several stationary coaches were attacked and direct hits scored. There was a cloud of smoke from a direct hit on a station. The train attacked on the first operation was seen still to be burning and exploding. Official notification was received of the appointment of W/O W.A. Handley to a commission.	
"	12 th		Weather clamp all day making operations impossible.	
"	13 th		The day opens up with good weather for flying enabling a early recce to be carried out, also some air tests, but before any operations had been initiated the weather closed in and prevented any further flying.	
"	14 th		Weather clamp all day so decide to move dispersal from its present very muddy situation to firmer ground near the taxying track.	
"	15 th		It snowed a little first thing today, and the weather remained too bad for any operations to be carried out.	
"	16 th		Weather clamp again but lifted a little to enable 4 aircraft to take off on a weather recce and interdiction to cut the railway just east of Amersfoort, but were unsuccessful owing to poor visibility. No further operations were possible owing to weather clamping right down.	
"	17 th		Rained hard all day so operations impossible.	

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
B.70 Antwerp	November, 18 th	1944	An early start was made and at 08.45 hours 8 aircraft took off to attack a road bridge just N.E. of Heineberg, but could only claim several near misses and the bridge was still intact when the aircraft left for base. At about 12.30 hours a further 10 aircraft left to make another attack on his bridge, but only one direct hit was scored, making a fair size hole in the western side. B Flight Commander, F/Lt. J. Arkle was hit by flak and had to force land in or near our lines, so it is hoped he will get back safe and fairly soon.	
"	"		The first operation today at 09.06 hours was an interdiction to attack marshalling yards at Maarne. An attack was made at low level and the line cut in 2 places. At midday 8 aircraft take off to attack a wireless station in a chateau just east of Lachen. 4 aircraft carried 1000 lb bombs and the other 4 aircraft carried incendiaries. Several direct hits were scored both with bombs and incendiaries, and the chateau was left destroyed and burning fiercely.	
"	20 th		Weather clamp and operations impossible.	
"	21 st		The weather is still very poor , but at 15.25 hours 4 aircraft take off on an interdiction at Amersfoort to cut the railway line. A clear area was found west of Arnhem on the Arnhem-Utrecht line and it was believed cut at Klemp. 2 lots of 10 stationary railway trucks were also attacked and near misses claimed. The Wing was honoured with the visit by Sit Charles Portal, Marshal of the Royal Air Force.	
"	22 nd /24 th		A real weather clamp on these three days prevents operations of any kind.	
"	25 th		F/Lt. R.E.G. Sheward is posted to this Squadron from 266 Squadron to take over command of 'B' Flight as there is still no news of F/Lt. J. Arkle. At 08.00 hours approximately 2 aircraft take off on a weather recce to Waal. At 12.20 hours an interdiction is laid on but is abortive due to weather. Later at 15.50 hours another attempt is made and the railway line is cut in 2 places in the Amersfoort area.	
"	26 th		The first operation at 10.06hours is to attack the railway line east of Lachen, but it is doubtful if the line was actually cut as only a near miss could be claimed. The second operation at 12.45 hours was a concentrated effort by 4 Squadrons, Nos. 266, 193, 197 and this Squadron to attack a Gestapo H.Q. at Amsterdam. Our effort was highly successful. We were assigned the main buildings and four direct hits with 1000 lb bombs were scored. The third and last operation of the day at 16.25 hours was cancelled by G.C.C. after the aircraft were airborne.	
"	27 th /28 th		Weather clamp and no operations possible on these days.	
"	29 th		The first operation at approximately 11.00 hours was a Wing Show and 193, 266 and 257 Squadrons as well as ours own Squadron took part. The whole formation was led by W/Cdr. Wells and the target was a Gestapo H.Q. in Rotterdam. We were assigned the job of silencing some flak guns and a direct hit was scored on one gun position. In the afternoon at 14.30 hours, 8 aircraft took of on an interdiction, the target being a KXXXXX a railway bridge over a road bear Raalte and 2 direct hits and 1 probable were scored on the line 50 yards SE of the bridge, and the line claimed to be cut in 3 places.	
"	30 th		The weather was decidedly poor but an interdiction was laid on at 11.20 hours, and the target was a railway line near Hardwerijk. Several direct hits were scored and the line was cut. Several near misses were also scored.	
			<i>R.D. Rutter</i>	
			Squadron Leader, Commanding <u>No. 263 Squadron, R.A.F.</u>	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron.

For the month of November 1944

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
November							
1 st	Typhoon 1B	F/L J. Arkle, F/Os. W.J. Fowler, D.693		15:42	16:25	The target was guns at 034318. Owing to cloud this target was attacked from 4000 - 1500 ft. 2 direct hits were made on a concrete building, and the remainder of the bombs were well concentrated. The area was twice strafed with cannon.	
		N.P.C. Woodward, A.G. Davies,					
		F. Green, P/O P.F. Cooper,					
		W/Os. P.J. McNinley, C.A. Bury					
2 nd	"	F/Ls. M.T. Rumbold, L. Unwin, D.717		13:53	14:35	This was a low level attack and direct hits were scored on the station buildings. A second cannon strafing was made along the road.	
		F/Os. D.J. Turner, F. Green,					
		W.G. Kemp, A.R.S. Proctor,					
		M.S.M. Hamilton, F/S R.W. Ainsley					
	"	F/Ls. J. Arkle, L. Unwin, F/Os. D.176		16:34	17:26	An attack was made on the road between 650367 and 632358 and bombs dropped. A cannon strafing attack was also made between 650367 and 632358. There was intense light flak from Steenberg.	
		A.G. Davies, N.P.C. Woodward,					
		W.J. Fowler, F. Green, W.G. Kemp,					
		F/L M.T. Rumbold, F/Os. D.J. Turner,					
		A.R.S. Proctor, P/O W.E. Watkins,					
		W/Os C.A. Bury, H. Barrie, F/Ss.					
		J. Quigley, R.W. Ainsley					
3 rd	"	F/L J. Arkle, F/Os. W.J. Fowler, D.734		10:32	11:03	The target on this operation was a strong point at D845421. An attack was made and 12 direct hits were made on a wood. A strafing attack was also made of the area.	
		F. Green, N.P.C. Woodward, P/Os.					
		P.F. Cooper, W.E. Watkins, W/Os.					
		P.J. McNinley, C.A. Bury					
4 th	"	F/Ls. M.T. Rumbold, L. Unwin, D.757		09:10	09:45	The target was a factory at D840435. This was located and attacked. 1 direct hit was scored, the remainder were very near misses. The target was also cannon strafed.	
		F/Os. A.R.S. Proctor, W.G. Kemp,					
		A.B. McCully, M.S.M. Hamilton,					
		D.J. Turner, J.F. Reilly, F/Ss.					
		J. Quigley, R.W. Ainsley					
	"	F/L J. Arkle, F/Os. A.G. Davies, D.764		11:17	11:59	The aircraft took off in two sections of four on an armed recce Veere - Middleburg. No movement was seen and bombs were dropped at D173346, a reported gun position. There were 3 direct hits on the pinpoint and 6 bombs in the target area. Intense light flak in the target area.	
		N.P.C. Woodward, F. Green, P/Os.					
		P.F. Cooper, W.E. Watkins, W/Os.					
		C.A. Bury, H. Barrie					
	"	F/Ls. M.T. Rumbold, L. Unwin, D.765		13:02	13:43	The target was a factory suspected as an ammunition dump near Zeven-Bergen. 4 x 1000 lb and 12 x 500 lb bombs were dropped. 4 direct hits were scored on the factory and 10 very near misses. Debris was thrown up to a height of 3000 ft. Outbuildings were seen to be on fire.	
		F/Os. A.B. McCully, D.J. Turner,					
		M.S.M. Hamilton, W.G. Kemp,					
		J.F. Reilly, A.R.S. Proctor					
	"	F/L J. Arkle, F/Os. A.G. Davies, D.772		15:30	16:15	The target was buildings at D751700. Bombs were dropped on a flak position at D754697 and this target was also strafed from 10,000 to 0 ft. There was moderate light, medium and heavy flak from the target area.	
		N.P.C. Woodward, W.J. Fowler					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
October, November 1944							
5 th	Typhoon 1B	P/O W.E. Watkins, W/O P.J. McNinley	Weather Recce	07:32	08:30	The two aircraft took off on a weather recce of Utrecht - Zwolle area. No bombs or ammunition were expended.	
	"	F/L J. Arkle, F/Os. A.G. Davies, D.D.778 W.G. Kemp, W.J. Fowler F. Green, W/Os. C.A. Bury, H. Barrie		09:36	10:56	This operation was against a railway target. An attack was made and bombs dropped at E7827, the line being cut by one bomb. No other results were observed. A suspected V2 site was reported square Z83 on railway line between Wenep Z8230 and river at 8635. Intense light and heavy flak.	
6 th	"	F/Os. A.R.S. Proctor, W.G. Kemp	Weather recce	12:23	13:30	Weather recce, no attack.	
	"	F/Ls. M.T. Rumbold, L. Unwin, D.D.790 F/Os. D.J. Turner, W.J. Fowler, M.S.M. Hamilton, W/O C.A. Bury, F/Ss. R.W. Ainsley, J. Quigley		13:20	14:42	The target was interdiction Zwolle-Deventer. Bad weather hampered this attack and bombs were dropped on the line at Z9324, all falling in target area. 2 of the bombs fell on the embankment, the line possibly being cut as a result.	
	"	F/L J. Arkle, F/Os. F. Green, D.D.790 A.G. Davies, W.J. Fowler, N.P.C. Woodward, W.G. Kemp, P/O P.F. Cooper, W/O H. Barrie		15:44	16:43	This operation was also against a railway target. Bombs were dropped on the line near Hoef (Z5208), with 1 direct hit and 1 probable on the line. 15+ trucks at 5412 were strafed. They were already being attacked by Spitfires. Several trucks were seen to be burning after the attacks.	
7 th	"	F/L J. Arkle, F/Os. A.G. Davies, D.D.811 N.P.C. Woodward, F. Green, P/O P.F. Cooper, W/Os. C.A. Bury, H. Barrie, P.J. McNinley		15:02	16:30	A rail road crossing at Z7525 was attacked. 1 direct hit was scored and the line seen to be cut. 15 waggons at 7727 were strafed with cannon. There were may strikes and some of the waggons were seen to be smoking. F/O Davies was hit by flak while strafing and crash landed. He called over the R/T and said he was alright. Intense light flak from Zeom area.	
8 th	"	F/Ls. M.T. Rumbold, L. Unwin, D.D.820 F/Os. W.G. Kemp, D.J. Turner, A.R.S. Proctor, M.S.M. Hamilton, W.J. Fowler, F/Ss. J. Quigley, R.W. Ainsley		14:43	15:40	A railway target, Interdiction at Amersfoort. An attack was made with the results:- 1 direct hit at E461981, 6 direct hits at E494985, 2 direct hits at E519911. The line was cut in all three places. Moderate heavy flak at Gorinchem	
9 th	"	F/O W.G. Kemp, F/S R.W. Ainsley		08:20	08:49	Weather recce.	
10 th	"	F/L J. Arkle, F/Os W.J. Fowler, D.D.838 N.P.C. Woodward, P/O P.F. Cooper, W/Os. J.W. Shellard, H. Barrie, W.A. Handley, P.J. McNinley		15:41	16:26	A railway target Goch - Kanten line. An attack was made at A055406. 1 possible direct hit was scored and 3/4 hits among buildings and waggons in a siding. It is not known if the line was cut.	
11 th	"	F/Ls. M.T. Rumbold, L. Unwin, D.D.843 XXXXXXXXXXXX, F/O W.G. Kemp, W/Os. D.C. Todd, W.A. Handley		09:53	11:00	A stationary ammunition train at E5799 was attacked. 4 direct hits were scored. 3 fires were started and ammunition was seen to explode. The line was claimed to have been cut at the same point. The train was also cannon strafed.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron.

For the month of November 1944

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
November, 1944							
11 th	Typhoon 1B	F/L J. Arkle, F/Os. N.P.C. D.D.843		13:22	14:26	Another railway target. A train was attacked at Z5413 with claims of 2 direct hits and 2 near misses. 3 trucks were destroyed and smokers. 25 trucks without an engine were well strafed and 1 minor explosion was seen. The line was also cut. There was moderate light flak from Z5209.	
		Woodward, P/O G.A. Wood,					
		W/Os. H. Barrie, C.A. Bury,					
		P/J. McNinley, J.W. Shellard					
	"	F/Ls. M.T. Rumbold, L. Unwin, D.D.843		16:20	17:23	The primary target was not reached. An attack was made on the railway, which was cut three times, between Z6001 and Z7002, including one in a cutting at Z6902. There was a cloud of white smoke from a direct hit on a station at Z6602. The train attacked on the first operation was still burning and exploding.	
		F/Os. A.R.S. Proctor, D.J. Turner,					
		W/Os. R.A. Richardson, D.C. Todd,					
		W.A. Handley, F/S. J. Irvine					
12 th	"					No operations on this day	
13 th	"	P/O W.A. Handley, W/O R.A. Richardson		07:53	08:46	Weather recce.	
14 th /15 th	"					No operations on these two days.	
16 th	"	F/Os. A.R.S. Proctor, W.G. Kemp, D.D.866		11:11	12:15	This operation was a weather recce and railway target. An attack was made at E5497 but no claims are made.	
		M.S.M. Hamilton, F/S J. Irvine					
17 th	"					No operations.	
18 th	"	S/L R.D. Rutter, F/L L. Unwin, D.D.885		08:47	09:31	The target was a bridge at K887776 which was attacked. Hits were made around the bridge, but it was missed and was left intact. There was moderate light and heavy flak.	
		F/Os. A.R.S. Proctor, W.G. Kemp,					
		W/Os. R.A. Richardson, D.C. Todd,					
		F/Ss. J. Quigley, J. Irvine					
	"		890				
	"	S/L R.D. Rutter, F/L J. Arkle, D.D.920		12:32	13:30	The target was the same bridge as on the last operation One direct hit was scored which caused a whole in the western side, the others were near misses. F/Lt J. Arkle was hit by flak and forced landed at K5868 or 6888. There was meagre light flak.	
		F/Os. W.J Fowler, N.P.C.					
		Woodward, P/Os. G.A. Wood, W.E.					
		Watkins, P/F. Cooper, W/Os.					
		P.J. McNinley, H. Barrie, M. Luck					
19 th	"	S/L R.D. Rutter, F/Os. W.J. Fowler, D.D.906		09:06	10:03	A railway target at E3788. An attack was made and 2 direct hits scored at E353881 and E374879. The line was cut at both places. Moderate heavy flak from Hertogenbosch.	
		N.P.C. Woodward, F. Green,					
		P/O W.E. Watkins, W/Os. H. Barrie,					
		P.J. MCNinley, J.W. Shellard					
	"	S/L R.D. Rutter, F/L L. Unwin, D.D.903		12:56	14:17	The target was a wireless station at De Heest. Three direct hits were scored, the remainder of the bombs being in the target area. A fire was seen to be started. Moderate heavy flak from Zutphon area	
		F/Os. A.R.S. Proctor, W.G. Kemp,					
		W/Os.D.C. Todd, F/Ss. R.W. Ainsley,					
		J. Irvine, J. Quigley					
20 th	"					No operations.	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
November, 1944							
21 st	Typhoon 1B	S/L R.D. Rutter, P/Os.	D.D.994	15:25	16:20	The target was an interdiction at Amersfoort. The target was located and two lots of 10 stationary railway trucks attacked at E520855.	
		W.E. Watkins, P.F. Cooper,				Two very near misses were claimed, but no other results observed due to bad weather. Moderate light flak.	
		W/O P.J. McNinley					
22 nd /24 th						No operations on these three days.	
25 th	"	P/O W.A. Handley, W/O.					
		R.A. Richardsom	Weather recce	07:58	08:53	The 2 aircraft took off on a weather recce base to Waal.	
	"	S/L R.D. Rutter, F/L L. Unwin, D.D.950 (8C)		12:21	13:38	The target was an interdiction but due to bad weather this operation was abortive.	
		F/O D.J. Turner, P/Os. W.A.					
		Handley, W/Os. R.A. Richardson,					
		D.C. Todd, F/Ss. R.W. Ainsley,					
		J. Irvine					
	"	S/L R.D. Rutter, F/Os. F. Green, D.D.950		15:51	16:55	This was an interdiction target. The first 4 aircraft dropped their bombs at E5584, with claims of 1 direct hit and the line damaged.	
		N.P.C. Woodward, W.J. Fowler,				The second four bombed the line at E5594. 2 direct hits scored and the line was cut. A train with steam up, 8-10 waggons was seen at E5693.	
		W/Os. H. Barrie, M. Luck, P.J.				Moderate light flak.	
		McNinley, F/L R.E.G. Sheward					
26 th	"	F/L L. Unwin, F/O W.G. Kemp, D.D.961		10:06	11:38	The railway line at A0298 was attacked. There was 1 near miss and the remainder of the bombs overshot. Meagre heavy flak was experienced.	
		W/O R.A. Richardson, F/S					
		J. Irvine					
	"	S/L R.D. Rutter, F/L R.E.G. D.D.967		12:45	14:05	The target was a Gestapo H.Q. and Mess. 266, 193, and 257 Squadrons also took part. This Squadron attacked the H.Q. buildings and scored 4 direct hits with 1000 lb bombs. The whole operation was very successful.	
		Sheward, F/Os. W.J. Fowler,					
		N.P.C. Woodward					
	"	S/L R.D. Rutter, F/L M.T. Rumbold, D.970		16:25	16:52	This was cancelled by G.C.C. after the aircraft were airborne.	
		W/Os R.A. Richardson, D.C. Todd,					
		M. Luck, F/Ss. R.W. Ainsley, J. Quigley					
27 th /28 th						No operations on these days.	
29 th	"	F/L R.E.G. Sheward, F/Os. W.J. D.D.995		10:57	12:20	This operation was against a Special operation target at Rotterdam. 193, 266 and 257 Sqdns also took part, the whole formation being led by W/Cdr. Wells. This Squadron attacked with bombs and cannon the area 7271. 1 direct hit on a gun position at 732718.	
		Fowler, N.P.C. Woodward, P/O.					
		W.E. Watkins, W/Os. M. Luck,					
		H. Barrie, P.J. McNinley, C.A. Bury					
	"	S/L R.D. Rutter, F/L M.T. Rumbold, D.D. 996		13:42	15:51	The target was an interdiction. Bombs were dropped on a rail road bridge at V007225 with claims 2 direct hit 50 yards NW of bridge, 1 direct hit 50 yards SE of bridge, 1 probable direct hit on same place. Line claimed to be cut in three places.	
		F/O M.S.M. Hamilton, P/O W.A. Handley,					
		W/O D.C. Todd, F/Ss. J. Irvine,					
		R.W. Ainsley, J. Quigley					

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron.
For the month of November 1944

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
November, 1944							
30 th	Typhoon 1B	S/L R.D. Rutter, F/L R.E.G. D.D.9		11:20	12:30	The target was interdiction Utrecht-Zwolle. The railway line near Harderwijk, Z5718 to Z6218, was attacked. Several direct hits were scored on the line which was cut. The remainder of the bombs were near misses. Moderate light flak from Harderwijk.	
		Sheward, F/Os. F. Green,					
		P/Os. G.A. Wood, W.E. Watkins,					
		W/Os. C.A. Bury, H. Barrie,					
		P.J. McNinley					
						<i>R.D. Rutter</i>	
						Squadron Leader, Commanding	
						<u>No. 263 Squadron, R.A.F.</u>	

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
December, 1944				
B.70 Belgium	1 st		The first day of December opens up with weather very poor, with the result that no operations are possible. 2 aircraft take off about 10.30 hours on a weather recce of Nijmegen-Zwolle area. News is received that F/Lt A.L.S. Hallett who was reported missing on 24.10.44 is a P.O.W.	
"	2 nd		No operations again due to bad weather. W/O M. Luck and F/Sgt. J.J. Morgan take up 2 aircraft on air test and during the flight a V1 is sighted. Both attacked and F/Sgt Morgan scored a direct hit. The V1 fell in an open field and exploded. This is the first V1 to be shot down by 263 Sqdn.	
"	3 rd		Fine weather before lunch gave some hope of a busy day, but only one operation was carried out as it started to rain at midday and never ceased for the rest of the day. The target for this was an interdiction, and 8 aircraft took off to cut railway lines in the Zwolle area in which they were quite successful.	
"	4 th		At 08.10 hours a weather recce by 2 aircraft carried out in Utrecht-Hensels area. No attack was made. Later at 11.40 hours a further weather recce and interdiction was carried out by 4 aircraft in the Utrecht-Amersfoort-Zwolle area. Bombs were dropped on a railway road crossing near Xxxxxx Maarne and 1 direct hit and 2 near misses were claimed. F/O F. Green and F/O M.S.M. Hamilon visit the Polish Army to give talks on air support for the army.	
"	5 th		Slight improvement in the weather allows for 2 operations on this day. The first at 09.30 hours was to attack a railway line between Utrecht-Alphen but could only claim 2 near misses and the line cut. The second operation was of a similar nature and again with little success owing to poor weather, low cloud etc.	
"	6 th		Weather clamp and only a few air tests could be carried out.	
"	7 th		P/O W.A. Handley and F/Sgt J. Irvine take off on a weather recce at 08.00 hours and attacked a train with cannon. Many strikes were seen and a yellow flash was observed from the engine. In the afternoon at 15.00 hours a further weather recce was made in the Amersfoort-Apeldoorn area. No attack was made.	
"	8 th		The weather is still very poor and only one operation as possible. This was an interdiction and 8 aircraft took off at 10.20 hours to attack the railway line just north of Deventer, but only near misses could be claimed.	
"	9 th		Rained all day so operations out of the question.	
"	10 th		Two weather recces only carried out and reports of poor weather over target area prevented any operations being carried out.	
"	11 th		Slight improvement in weather permits 2 operations again V2 storage depot at Lieden. The first had little success but the second gave better results as 3 direct hits were scored on the sidings where the V2's were suspected and an orange flash and plenty of flying debris was observed.	
"	12 th		The weather was too poor for any operations this day. A V1 fell very close to the dispersal but caused very little damage.	

Place	Date	Time	Summary of Events	References to Appendices
	December, 1944			
B.70 Antwerp	13 th		Still no flying due to weather clamp.	
"	14 th /22 nd		The weather clamps down and prevents all flying for these 9 days.	
			F/O T. Berry, the engineering officer is posted to No. 145 Wing on 15 th December to a F/Lt post.	
			F/O F. Green and F/O P.F. Cooper both proceed to the U.K. on rest on 22 nd December. The Squadron will miss them a lot. F/O W.J. Fowler is attached to Sheffield for a 3 week's course w.e.f. 22nd.	
"	23 rd		The weather improves slightly today and at 13.40 hours 8 aircraft took off to attack a barracks and airfield at Saesterberg near Amersfoort. Hits were claimed on the barracks, but there were not any aircraft to be seen on the airfield.	
"	24 th		It is very cold and frosty but good weather for flying, and at 13.40 hours 4 aircraft take off on a long range fighter sweep of the Rhur area in company with some aircraft of 257 Squadron. They encountered some intense heavy flak over the Rhur, also some German jet planes but never got close enough to the latter to make an attack. Later at 15.20 hours another 4 aircraft take off, with some of 197 Squadron, on an armed recce east and west of Utrecht. 3 enemy M.T. were seen and straffed and 1 claimed damaged. F/Lt L. Unwin who has been with the Squadron since 18.9.43 was hit by flak after this attack and blew up. It is fairly definite that he was killed. A very sad loss to the Squadron.	
"	25 th		Xmas Day turns out a very fine day for operations. The first at 10.45 hours was an interdiction target just N.W. of Arnheim. An attack was made on a train consisting of engine and 25 waggons. 3 direct hits were scored with bombs and several waggons were destroyed and the line cut. A further attack was made with cannon and the engine and waggons were well straffed. A second show was laid on at 15.15. hours, and the target was the marshalling yards at Amersfoort. Claims of 4 direct hits on sheds and junction were made. The rest of the day was spent in the usual festive style.	
"	26 th		Only one operation was carried out today, and in this 12 aircraft took part. It was an armed recce and interdiction in the Zwolle area. 8 of the aircraft were carrying bombs and the other four long range tanks as fighter escort. An attack was made on the Zwolle-Deventer railway but only near misses could be claimed, but it is thought that the line was probably cut. We lose another pilot on this operation as F/Lt D.J. Turner's aircraft exploded at about 500 feet and he must have been killed instantly. F/Lt Turner had only been with the Squadron a short while and will be sadly missed.	
"	27 th /28 th		The bad weather on these two days prevents any flying. The Squadron is informed that they are going back on R/P and all aircraft are fitted with rocket rails.	
"	29 th		The weather clears sufficiently for to allow 6 aircraft to take off to attack shipping off Overflakhee Island. A large barge was seen and sunk.	
"	30 th		Thick fog again prevents any operations today.	

OPERATIONS RECORD BOOK

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para. 2349, and War Manual, Pt. II., chapter XX., and
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Of (Unit or Formation) No . 263 Squadron

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OPERATIONS RECORD BOOK

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Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
			<u>A P P E N D I X</u>	
			SUMMARY OF EVENTS AND RECORDS OF OFFENSIVE OPERATIONS OF NO.263 SQUADRON WITH TYPHOONS	
			<u>FROM 1st JANUARY 1944 TO 31st DECEMBER 1944</u>	
			The Squadron having been equipped with Typhoon aircraft in December, 1943, the first month of 1944 was spent entirely on training of pilots and ground crews on this type of aircraft with the help of the Armament Practice Camp at Fairwood Common. It was not until the 1 st February 1944, that the Squadron first became operational with Typhoons, and the first actual operation was carried out on February 2nd. From that date until they joined T.A.F. on July 10 th 1944, the Squadron were employed attacking shipping in the English Channel, harbours particularly on the Cherbourg and Brest Peninsulas, and aerodromes in France, also radar stations and V1 launching sites in France.	
			For the first few weeks 2 x 250 lb bombs, H.E. and A.P. were carried on each aircraft, but later this increased to 2 x 500 lb. bombs, and then in May, 50% of the Squadron aircraft were fitted with R/P.	
			On June 6 th the first operation with R/P was carried out. As only 50% of the Squadron aircraft had been fitted with R/P rails, attacks were often made with a mixed squadron of bombers and R/P with considerable success. Two flights were thus often employed simultaneously either in two waves with the same objective or with different targets.	
			On July 10 th , 1944, the Squadron was transferred to T.A.F. after having been No. 10 Group for nearly four years. The Squadron first joins No. 136 Wing at R.A.F. Hurn, but only for a few days, as under a reorganisation scheme this Wing is disbanded and the Squadron is transferred to No. 146 Wing also at Hurn.	
			All the aircraft were now fitted with R/P and from July 23 rd to August 6 th , 1944, the Squadron are stationed at R.A.F. Eastchurch with the Armament Practice Camp there, and the next 14 days are well spent practicing air to air and air to ground with cannon and R/P respectively.	
			In the meantime No. 146 Wing had moved to France. August 6 th , 1944, was a memorable day, as on this day the Squadron set foot in France and joined No. 146 Wing at B.3 in Normandy. On August 7 th . the first operation from France was carried out, and from that date the Squadron took part in attacks of every kind of fighter bomber targets with both bombs and rockets, but mainly with the latter. The targets included many close support of the army, interdictions, enemy Headquarters housed in large buildings, enemy strong points, V1 and V2 launching sites. October 7 th was marked by an event in the history of the Squadron, as on this day for the first time in this war an operation was carried out over German soil. On October 12 th ., for the first time a proportion of the aircraft used carried 2 x 1000 lb. bombs, and from this day to the end of the year 70 x 1000 lb bombs had been used on a variety of targets	
			The following is a brief summary of the various movement of the Squadron.	
			January 5 th , 1944. R.A.F. Ibsley to A.P.C. Fairwood Common.	
			" 24 th , 1944. A.P.C. Fairwood Common. to T.A.F. Beaulieu.	
			March 6 th , 1944 R.A.F. Beaulieu to R.A.F. Warmwell.	
			" 19 th , 1944. R.A.F. Warmwell to R.A.F. Harrowbeer.	
			June 19 th , 1944. R.A.F. Harrowbeer to R.A.F. Bolt Head.	
			July 10 th , 1944. R.A.F. Bolt Head to R.A.F. Hurn and T.A.F.	
			July 23 rd , 1944. R.A.F. Hurn to A.P.C. Eastchurch	
			August 6 th , 1944. A.P.C. Eastchurch to B.3 Normandy, France.	
			September 6 th , 1944. B.3 Normandy to R.A.F. Manston.	
			September 11 th , 1944 R.A.F. Manston to B.51 Lille, France.	
			October 2 nd , 1944. B.51 Lille to B.70 Antwerp to the end of year 1944	
			(See over)	

Place	Date	Time	Summary of Events	References to Appendices
			<u>APPENDIX (Cont'd)</u>	
			<u>The following figures are for offensive operations carried out from 1st January, 1944 to 31st December, 1944</u>	
			334 Offensive Operations. 2202 Offensive Sorties.	
			4496 Rocket Projectiles, mainly 60 lb. H.E. heads	
			2543 x 500 lb. bombs H.E. 55 x 250 lb. bombs H.E.	
			14 x 500 lb. bombs A/P. 8 x 500 lb. bombs incendiaries	
			70 x 1000 lb. bombs H.S.	
			Total weight of bombs 1,366,250 lbs. = Approx. 609 tons 18 cwts.	
			" " " R/P <u>26,976 lbs.</u> = Approx <u>12 tons 1 cwt.</u>	
			<u>1,393,226 lbs.</u> = Approx <u>621 tons 19 cwts.</u>	
			Approximately threequarters of the above total weight of bombs and R/P were expended from the	
			6 th August, the day the Squadron arrived in France to 31 st December, 1944.	
			Ammunition (all types), 117,780 rounds, of which approximately 7/8 of this were expended from	
			'D' Day to 31 st December, 1944.	
			<u>Honours and Awards.</u>	
			142445 F/Lt. L.F.W. Stark awarded D.F.C	
			81635 S/Ldr. H.A.C. Gonay " D.F.C.	
			42574 S/Ldr. R.D. Rutter " D.F.C	
			158700 F/Lt. J.B. Purkis " D.F.C.	
			159873 F/O. H.M. Proctor " D.F.C.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron.
For the month of December, 1944

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
December, 1944							
1 st	Typhoon 1B	W/O D.C. Todd, F/S. J.J. Morgan	Weather Recce	10:32	11:30	A weather recce of Nejmegen- Zwolle area. no attack made.	
2 nd	"	W/O M. Luck, F/S J.J. Morgan		13:30	14:40	The two aircraft went up on air test when a V1 was sighted. They both attacked and it fell and exploded in a field near a village in area J.8090. The aircraft were at 5000 feet and the V1 at 2000 feet at the beginning of the attack.	
3 rd	"	S/Ldr R.D. Rutter, F/Ls. M.T. Rumbold, L. Unwin, F/O M.S.M. Hamilton, P/O W.A. Handley, W/O R.A. Richardson, F/Ss. J.J. Morgan, J. Quigley	D.D.32	10:07	11:26	The target was an interdiction. The first section attacked the line at Z9723 and claim 1 direct hit, cutting one line of the double track. The second section dropped their bombs at Z9223 and claim 3 direct hits, cutting the line and loop. One bomb fell on the embankment and one on road adjacent. A signal box was damaged.	
4 th	"	F/O N.P.C. Woodward W/O C.A. Bury	Weather Recce	08:10	09:18	A weather recce of Zwolle-Hengels area. No attack made.	
	"	F/Lt R.E.G. Sheward, P/Os. G.A. Wood, W.E. Watkins	Weather Recce & Interdiction	11:38	12:44	The weather recce was Utrecht-Amerfoort-Zwolle. Bombs were dropped on a railway road crossing at E395870 with claims 1 direct hit and 2 near misses.	
5 th	"	S/L R.D. Rutter, F/Lt. Rumbold, F/O A.R.S. Proctor, P/O W.A. Handley, F/Ss. J. Irvine, J.J. Morgan, J. Quigley, R.W. Ainsley	M.T. D.D.51	09:50	10:53	One section attacked a railway bridge at E1893 and claimed 4 direct hits on the embankment on eastern side of the bridge. The line was probably cut. The second section bombed the railway bridge at E1895. There were 2 near misses and the line was cut. Moderate light flak from target area.	
		S/L R.D. Rutter, F/Lt. Sheward, F/Os. W.J. Fowler, N.P.C. Woodward, P/O W.E. Watkins, W/Os. C.A. Bury, H. Barrie	R.E.G. D.D.51	13:29	14:30	Target interdiction Utrecht-Gouda. 3 aircraft bombed a bridge over the canal at D9592. The bridge was swung open. No hits on the bridge were claimed, but 1 near miss on the east approach. The other 4 aircraft dropped their bombs on a bridge at D9890 but no results were observed.	
6 th						No operations on this day.	
7 th	"	P/O W.A. Handley, F/S J. Irvine	Weather Recce	08:02	09:03	The aircraft went out on weather recce. A train consisting of loco and 6 waggons was sighted at Z7023 and attacked with cannon. Many strikes were seen and a yellow flash from the engine.	
		F/O W.G. Kemp, F/S J.J. Morgan	Weather Recce	15:00	15:48	A weather recce Amersfoort-Apelddorn. No attack made.	
8 th	"	S/L R.D. Rutter, F/Lt. Rumbold, F/Os. W.G. Kemp, A.R.S. Proctor, M.S.M. Hamilton, P/O W.A Handley, W/Os. D.C. Todd, R.A. Richardson	M.T. D.D.81	10:24	11:40	The target was in the Sutphen area. 4 aircraft attacked the railway XXXXXXXXXXXXXXXXXX at Z9019 which was probably cut. 3 aircraft attacked at Z9111, probable cuts in the line. 1 aircraft bombed a rail/road bridge at Z9109, and it is thought that 1 very near miss was scored. Intense light flak from Deventer.	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
December, 1944							
9 th						No operations on this day.	
10 th	Typhoon 1B	P/O W.A. Handley,	Weather recce	08:09	08:58	A weather recce to Zwolle. No attack made.	
		F/S J. Irvine					
		F/O F. Green, P/O W.E. Watkins	"	14:00	15:15	Weather recce. No attack made. Owing to obstruction on runway had to land away from base.	
11 th	"	S/L R.D. Rutter, F/L M.T. D.D.107		11:26	12:45	The target was a V2 in a siding at Leiden. At attack was made but it is believed that all bombs overshot. There was intense medium and light flak from the target area.	
		Rumbold, F/Os. N.P.C. Woodward,					
		G.A. Wood, P.F. Cooper, W/Os.					
		C.A. Bury, M. Luck, J.W. Shellard					
		S/L R.D. Rutter, F/L M.T. D.D.113		15:35	16:35	The target was V2 supplies in Leiden. Two other squadrons, Nos. 193 and 257 took part in this operation. An attack was made and this Squadron claims 1 direct hit on southern end of sidings which produced an orange flash and much debris, also 2 direct hits in eastern end of sidings. Moderate light flak from N.W. corner of Leiden.	
		Rumbold, F/Os. A.R.S. Proctor,					
		W.G. Kemp, W/O D.C. Todd, F/Ss.					
		J.J. Morgan, R.W. Ainsley, J. Quigley					
12 th /22 nd						Owing to bad weather no operations on any of these days.	
23 rd	Typhoon 1B	F/Ls. M.T. Rumbold, L. Unwin, D.116/CD		13:15	14:45	The target was a barracks and airfield. An attack was made on the buildings and hits were claimed. The area was also cannon strafed. No aircraft were visible.	
		F/O W.E. Watkins, W/Os.					
		D.C. Todd, H. Barrie, C.A. Bury,					
		P.J. McNinley, F/S R.W. Ainsley					
24 th	"	F/L M.T. Rumbold, F/O W.G. Kemp, D.D.192		13:38	15:28	This operation was a fighter sweep over the Rhur area. 30+ M.E. 262's were seen attacking Lancasters, of which 3 were seen to go down in flames. No attacks were made by this Squadron. Intense heavy flak all over the Rhur area.	
		F/Ss. J.J. Morgan, R.W. Ainsley					
		F/L L. Unwin, F/Os. W.E. Watkins, D.D.202		15:20	16:40	An armed recce E. and W. of Utrecht. 3 scattered M.T. in Barnveld area were strafed at E.5094 and 1 claimed damaged. F/Lt. Unwin was hit by flak after this attack. An explosion was seen and the pilot is believed killed. Moderate light flak from area E5094.	
		A.R.S. Proctor, M.S.M. Hamilton					
25 th	"	F/Ls. M.T. Rumbold, D.J. Turner, D.D.205		10:46	11:50	Interdiction target. Control ordered an attack on a train at E.7879 which consisted of engine and 25 waggons. It was bombed and 3 direct hits are claimed on the waggons. Several were destroyed and the line probably cut. The engine and waggons were well strafed. moderate light flak from train and area.	
		F/Os. W.G. Kemp, A.R.S. Proctor,					
		F/Ss. J.J. Morgan, J. Quigley,					
		R.W. Ainsley					
		F/Os. M.S.M. Hamilton, W.E. Watkins, D.D.218		15:13	16:33	An attack on Amersfoort railway yard was made. 3 direct hits were scored on sheds on north side and 1 direct hit on junction at west end. Moderate light flak from target area.	
		P/O W.A. Handley, W/Os. H. Barrie,					
		C.A. Bury, P.J. McNinley, J.W. Shellard					

R.A.F.
Form 541

By No. 263 Squadron.

For the month of December, 1944

M.T.S. Rumbold

Squadron Leader, Commanding

No. 263 Squadron, R.A.F.

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
	January, 1945			
B.70 Antwerp	1 st		The New Year opened up with an attack on the aerodrome, at approximately 10.00 hours by 20+ 109's and 190's, but very little damage was inflicted although all squadrons were grounded owing to ice on the runway. We heard later than many of the T.A.F. airfields had been attacked that morning and several had suffered considerable damage to aircraft of the ground. Out of the 300 enemy planes that took part, 193 were reported destroyed.	
			Later in the morning the runway was made serviceable and at 11.32 hours 8 aircraft took off to attack a concentration of barges east of Dordrecht. These were located and 56 direct hits were scored with R/P on 20+ barges, many being left smoking and 2 flamers. The latter were believed to be oil fires. At approximately 14.00 hours 8 aircraft took off to eliminate an observation post located in a church spire at Hedel, north side of R. Maas. causing considerable embarrassment to the army. The operation was entirely successful as 16 direct hits with R/P were scored and the spire was believed destroyed, although smoke and debris hindered observation. A signal was later received from the army confirming that this was so.	
			Hearty congratulations to F/Lt. Rumbold who today takes over command of the Squadron. The late C.O., S/Ldr Rutter having been sent on a much deserved and well earned rest. S/Ldr. Rumbold has already proved himself a capable leader as A Flight Commander, and the whole Squadron welcomes his appointment to command the Squadron.	
	2n			
	2 nd		No operations possible on this day owing to bad weather.	
	3 rd		The weather is again too bad for operations, but 2 aircraft took off on a weather recce to Schouwen Island to confirm that the whole area was 10/10 cloud at 3000 ft.	
	4 th		The weather did not clear until the afternoon, and at 15.47 hours 8 aircraft led by S/Ldr Rumbold took off to attack a factory near Sliedrecht. Several direct hits were scored with R/P also on a large building nearby, but accurate observation was not possible owing to smoke and debris covering the area. 12 barges in an adjacent basin were attacked and direct hits scored on 2 which were seen to sink.	
			P/O D.E. Morgan and W/O C.J. Points joined this Squadron having been transferred from 266 Sqdn.	
	5 th		The weather improved considerably today and enabled the Squadron to carry out 3 operations. The first was to attack an army H.Q. post on Schouwen Island, and 3 salvoes of R/P were claimed to be direct hits on a building in the target area and it was left burning. The second target was a built up area occupied by the enemy. 4 direct hits with R/P were scored on several houses which were also strafed with cannon. The third operation was an interdiction with R/P, and to judge if R/P were of any use to cut railway lines. 2 direct hits and 2 near misses were claimed with salvoes of R/P, and the line was cut at Stolwijk on the Gouda-Schoonhoven railway. This was originally intended as an 8 aircraft show, but only 4 were airborne as, just as 4 aircraft were taxiing out to the runway another aircraft, of 257 Squadron, jettisoned a 1000 lb bomb near to them which exploded and the 4 aircraft were hit by shrapnel. Luckily there were not any casualties, although there were several near misses.	
	6 th		No operations today due to weather clamp. F/O. G.A. Wood and F/O. W.E. Watkins are posted on a much deserved rest.	
	7 th /12 th		Weather clamp with heavy fall of snow prevents any operations on these days.	

R.A.F.
Form 541

By No. 263 Squadron, R.A.F., c/o B.L.A.
For the month of January, 1945

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OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) No. 263 Squadron, B.L.A.

Place	Date	Time	Summary of Events	References to Appendices
	February, 1945			
No. 18 A.P.C.	1 st /8 th		The Squadron is still at No. 18 A.P.C. Fairwood Common carrying out R/P and cannon practice flying.	
			The weather during the three weeks at the Practice Camp was very bad, but in spite of unfavourable	
			conditions the results were very good and equalled the best of any previous squadrons. A higher	
			average than any other Squadron on the Wing was recorded, which reflects well on the keeness and	
			efficiency of the Squadron as a whole.	
	9 th		The Squadron flew from Fairwood Common to Manston en route to the Continent.	
	10 th		The Squadron flew from R.A.F. Manston to B.77 (B.L.A.) and from this aerodrome eight aircraft carried	
			out an interdiction. The railway line west of Utrecht was successfully cut in several places. The	
			aircraft then landed at B.89 in Holland to join up once again with the Wing, which in the meantime	
			moved from B.70.	
B.89	11 th		Eight aircraft took off on an operation but owing to 10/10 cloud over the target area the attack	
Holland			could not be made and the operation was abortive.	
	12 th		Weather clamp all day so no operations could be carried out.	
	13 th		Twelve aircraft took off about 11.15 hours to carry out a Winkle along the northern edge of a small	
			forest east of the Reichwald Forest. In spite of poor visibility and a cloud base of 2000 ft. the	
			attack is pressed home. Apparently the operation had been watched by the Corps Commander as he	
			sent a signal congratulating the Squadron on its fine work. Another twelve aircraft took off later	
			on an armed recce but owing to bad weather the operation was abortive.	
	14 th		The day dawns bright and clear and remained so throughout enabling 4 operations to be carried out.	
			The first three shows were army support targets and the attacks were well pressed home. On one	
			of these the Squadron had been detailed to attack a German Divisional Headquarters at Wetten	
			and on this particular operation W/O Points was hit by flak, and although he called up on the	
			R/T to say he was baling out. He was not seen to leave the aircraft and later his body was found	
			quite close to the remains of his aircraft. He was buried by soldiers of the 156 156 Brigade.	
			W/O C.G. Points came to us from 266 Squadron, and although he had only been with 263 Squadron for	
			a short time he was a popular and well liked member of the Squadron.	
			A strong cross wind sprang up during the afternoon causing a lull in operations but the wind	
			dropped in the early evening and at 17.25 hours eight aircraft took off to attack barges in the	
			canal east of Zutphen. The targets were located and appeared to be heavily laden but dusk and	
			falling and visibility was poor so that results of the attack could not be accurately assessed.	
			It was thought that some direct hits were scored.	
	15 th		Weather clamp all day.	
	16 th		In the afternoon two separate attacks were made on the village of Asperden which was causing the	
			army some trouble. All R/P fell in the target area and considerable damage to houses and buildings	
			was claimed. The attack was very successful, as the army, soon after, captured the village with	
			little trouble.	
	17 th /20 th		Weather clamp during the whole of these days. No operations possible.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron.
For the month of February, 1945

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
February, 1945							
1 st	Typhoon 1B					Squadron at R.A.F. Fairwood Common on R/P Course.	
						No operations.	
9 th	"					The Squadron flew from Fairwood Common to Manston en route to Continent.	
10 th	"					The Squadron flew from Manston to B.77 from where they did an operation and landed at B.89, Holland, the new base.	
		F/Ls. R.E.G. Sheward, E.A. D.D.646		15:39	16:47	The aircraft took off in 2 sections of four. The first was diverted by	
		Tennant, N.P.C. Woodward,		16:15	17:14	Longbow to M.T. west of Utrecht but none found. The railway between	
		F/Os. M.S.M. Hamilton,				E110932 and 140930 was attacked and many direct hits on the track	
		W.G. Kemp, W/Os. M. Luck,				claimed. The second section reced north of Arnheim-Apeldoorn-Zutphen	
		H. Barrie, R.A. Richardson				No M.T. seen. The railway at A1399 was attacked and 2 direct hits	
						claimed and 1 track cut.	
11 th	"	S/L M.T. Rumbold, F/L R.E.G. D.D.678		11:48	12:18	Owing to bad weather this operation was abortive. In the target area	
		Sheward, F/O W.J. Fowler,				cloud was 10/10 1000 to 2000 ft.	
		P/O D.E. Morgan, W/Os.					
		C.G. Points, R.W. Ainsley,					
		P.J. McNinley, F/S J. Irvine					
12 th	"					No operations on this day.	
13 th	"	F/L R.E.G. Sheward, F/O. D.700		11:13	11:44	8 of the aircraft attacked houses at E920505 and E927503 with R/P	
		C.J. Devey, W/Os. J.J. Morgan,				and several were destroyed The other 4 aircraft rippled with R/P	
		R.W. Ainsley, F/Os. A.R.S. P				along the north edge of a wood from E917505 to E933500. A second	
		Proctor, W.G. Kemp, W/O				straffing attack by all 12 aircraft was made. No movement was seen.	
		R.A. Richardson, F/S J. Irvine,				There was slight flak.	
		F/Os. M.S.M. Hamilton, W.J.					
		Fowler, P/O D.E. Morgan,					
		W/O C.G. Points.					
		S/L M.T. Rumbold, F/Ls. R.E.G. D.707		13:27	14:08	The aircraft took off on an armed recce, but was abandoned before	
		Sheward, N.P.C. Woodward, F/Os.				crossing the bomblines as 10/10 cloud at 1500 ft.	
		G.F. Gillman, W.J. Fowler, W/Os.					
		R.W. Ainsley, J.J. Morgan,					
		M. Luck, H. Barrie, P.J. McNinley,					
		P/O D.E. Morgan					
14 th	"	S/L M.T. Rumbold, F/L R.E.G. D.719		08:34	09:13	The target was a wood at E9249. This was located and attacked with	
		Sheward, N.P.C. Woodward, F/Os.				R/P also heavily straffed with cannon. No results were observed but	
		C.J. Devey, G.F. Gillman, W.J.				there was good concentration. Moderate medium and light flak in the	
		Fowler, P/O D.E. Morgan, W/Os.				target area was experienced.	
		C.G. Points, R.W. Ainsley,					
		M. Luck, H. Barrie, P.J. McNinley					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
February, 1945							
14 th	Typhoon 1B	S/L M.T. Rumbold, F/Ls. D.723		10:48	11:55	This operation was done with 257 and 193 Sqdns, the formation led by W/Cdr. Wells. 4 of this Squadron's aircraft attacked a house at 100243138 and the remainder a village at E95953120. Both low level attacks and hits were seen on the house and village. The area also well strafed. W/O C. Points was hit by flak, and was later reported killed.	
		R.E.G. Sheward, N.P.C. Woodward,					
		F/Os. C.J. Devey, G.F. Gillman,					
		W.J. Fowler, P/O D.E. Morgan,					
		W/Os. C. Points, R.W. Ainsley,					
		M. Luck, H. Barrie, P.J. McNinley					
	"	S/L M.T. Rumbold, F/Ls. D.732		13:02	14:08	The target was reached 10 minutes late owing to approach above cloud and a second approach being necessary. Red smoke was seen and R/P attack made along edge of wood, which was also starffed. No movement seen. Moderate light flak near Goch.	
		R.E.G. Sheward, N.P.C. Woodward,					
		F/Os. G.F. Gillman, W.J. Fowler,					
		P/O D.E. Morgan, W/Os. M. Luck,					
		H. Barrie					
	"	F/L E.A. Tennant, F/Os. W.G. Kemp D.741		17:25	18:15	Barges at 9598 were the target. 15+ between 10097 and 0997 were attacked. They were laden and covered with tarpaulins. One probable salvo direct hit on 1 barge and six damaged by cannon are claimed. Results difficult to assess in poor light.	
		A.R.S. Proctor, M.S.M. Hamilton,					
		W/Os. J.J. Morgan, R.W. Ainsley,					
		F/Ss. J. Irvine, J. Quigley					
15 th	"					No operation this day.	
16 th	"	S/L M.T. Rumbold, F/L E.A. Tennant, D.763		14:14	14:59	The target was the village of Asperden which was attacked with R/P. All R/P fell in the target area which looked well hit, and there was much smoke.	
		F/Os. C.J. Devey, W.G. Kemp, A.R.S.					
		Proctor, M.S.M. Hamilton, W/Os.					
		J.J. Morgan, R.W. Ainsley, R.A.					
		Richardson, F/S J. Quigley					
	"	S/L M.T. Rumbold, F/L E.A. Tennant, D.763		15:54	16:45	The same village was attacked as on the previous operation. An attack was made and and several houses seen to be hit.	
		F/Os. C.J. Devey, W.G. Kemp, A.R.S.					
		Proctor, M.S.M. Hamilton, W/Os.					
		J.J. Morgan, R.W. Ainsley, R.A.					
		Richardson, F/S J. Quigley					
17 th /20 th	"					No operations on these days.	
21 st	"	F/Ls. R.E.G. Sheward, E.A. Tennant, D.795		13:54	14:35	The target was a wood and red smoke was seen. Fragmentation R/P was rippled along the whole length of the edge of the wood at 916409. Red flashes were seen in Goch at 13.50 hours.	
		N.P.C. Woodward, F/Os. W.J. Fowler,					
		A.R.S. Proctor, W/Os. M. Luck,					
		J.W. Shellard, R.W. Ainsley, R.A.					
		Richardson, F/Ss. J.J. Morgan,					
		W/O C.A. Bury					
	"	S/L M.T. Rumbold, F/Ls. R.E.G. D.790		15:58	16:36	Buildings were the target on this operation and the following claims are made. A building at 997496 was destroyed, and also so very near misses. At E0492 a building was attacked and received at least 1 salvo direct hit. Other attacks were made on buildings at 994503.	
		Sheward, N.P.C. Woodward, F/Os.					
		C.J. Devey, W.G. Kemp, W.J. Fowler,					
		P/O D.E. Morgan, W/Os. M. Luck,					
		J.W. Shellard, C.A. Bury, R.W. Ainsley					
		F/S J. Quigley					

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron.

For the month of February, 1945

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
February, 1945							
21 st	Typhoon 1B	W/C Wells, S/L M.T. Rumbold, D.802		17:39	17:55	The targets were guns, mortars and strong points. All the R/P were well concentrated in the target area and three fires were seen to be started.	
		F/Ls. R.E.G. Sheward, N.P.C.					
		Woodward, F/O W.J Fowler, P/O					
		D.E. Morgan, W/Os. M. Luck, J.W.					
		Shellard, R.W. Ainsley, C.A. Bury,					
		F/S J. Quigley					
22 nd	"	S/L M.T. Rumbold, F/Ls. R.E.G. D.805		10:29	10:58	Each target was attacked by 6 aircraft and all R/P were in the target area. At least 3 salvoes were on the northerly target and 2 salvoes on the southerly one. Both were left smoking.	
		Sheward, E.A. Tennant, N.P.C. (JBX1 &					
		Woodward, F/Os. W.G. Kemp, W.J. JBX2)					
		Fowler, D.E. Morgan, W/Os.					
		C.A. Bury, R.A. Richardson, J.W.					
		Shellard, M. Luck, F/S J. Irvine					
	"	F/ E.A. Tennant, F/Os. A.R.S. D.D.811		12:55	14:10	The aircraft took off in pairs and the following claims are made:-	
		Prcotor, W.G. Kemp, C.J Devey,				1 st Pair - one signal box destroyed with station buildings at D8678.	
		W/Os. R.A. Richardson, C.A. Bury,				Two signal boxes destroyed between D9884 and E0267. 2 nd Pair - Two	
		J.W. Shellard, J.J. Morgan, R.W.				barges left smoking at D8779 and 1 M.T. damaged at D8294. 3 rd Pair -	
		Ainsley, F/S J. Irvine				One barge damaged at Z0119. 4 th Pair - Signal box at Z2513 destroyed.	
						A warehouse near Weest attacked with cannon, also 1 M.T. 5 th Pair -	
						The railway line at Z1403 was cut.	
	"	F/L E.A. Tennant, F/O A.R.S. D.821		15:24	16:06	Red smoke was seen and an attack was made. An attack was made on	
		Proctor, W/Os. R.A. Richardson,				houses along the road and hits were made at 013453 and 015456. The	
		J.J. Morgan, F/S J. Quigley				aircraft also straffed along the road and road sides and scored many	
						hits.	
	"	S/L M.T. Rumbold, F/L E.A. D.824 & 825		17:10	18:16	The target was indicated by smoke and an attack made, but owing to	
		Tennant, F/Os. C.J. Devey,				bad visibility no results were observed. Meagre heavy flak experienced.	
		A.R.S. Proctor, W/Os. R.W.					
		Ainsley, J.J. Morgan, F/Ss.					
		J. Irvine, J. Quigley					
23 rd	"					No operations on this day.	
24 th	"	F/Ls. R.E.G. Sheward, N.P.C D.845		09:00	09:27	Four aircraft attacked a gun site and infantry in locality of	
		Woodward, F/O W.J. Fowler,				E98874917. Many hits with R/P and the area also well straffed. The	
		P/O D.E. Morgan, W/Os. M. Luck,				other our aircraft attacked infantry positions in houses at	
		H. Barrie, J.W. Shellard, C.A. Bury,				E98954890 with R/P and also cannon straffed. Meagre light flak.	
		S/L M.T. Rumbold,					
	"	F/Ls. R.E.G. Sheward, N.P.C. D.848		10:34	11:10	The target was a building at 009480 which was attacked with R/P	
		Woodward, F/O W.J. Fowler,				and largely demolished. The roof was in and the walls holed. A second	
		P/O D.E. Morgan, W/Os. M. Luck,				building was also hit. Moderate light flak.	
		H. Barrie, J.W. Shellard, C.A. Bury					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
February, 1945							
24 th	Typhoon 1B	F/L E.A. Tennant, F/Os.	D.851	13:00	13:35	Buildings were the target on this operation. Buildings at E99044565	
		A.R.S. Proctor, W.G. Kemp,				were attacked and 1 was destroyed, also 1 at E99004560 was believed to	
		W/Os. R.A. Richardson, J.J.				be left burning. The area was also strafed. Medium light flak was	
		Morgan, F/Ss. J. Irvine,				encountered.	
		J. Quigley					
	"	S/L M.T. Rumbold, F/L E.A.	D.853	14:37	14:55	The target, and observation post and H.Q., was indicated by smoke and	
		Tennant, F/Os. C.J. Devey,				an attack was made. 9 salvoes direct hits were claimed and the north	
		A.R.S. Proctor, W.G. Kemp,				half of the target was destroyed. There was no flak.	
		W/Os. R.A. Richardson, J.J.					
		Morgan, F/Ss. J. Irvine, J. Quigley					
	"	S/L M.T. Rumbold, F/L E.A.	D.855	16:03	16:36	The target was a church at E872409, being used as an observation	
		Tennant, F/Os. A.R.S. Proctor,				post. it was attacked with R/P and many direct hits were scored, the	
		W.G. Kemp, C.J. Devey, W/O				church being entirely demolished. The seminary previously attacked	
		J.J. Morgan, F/Ss. J. Quigley, J. Irvine				(D. 853) was seen to be on fire from end to end.	
	"	S/L M.T. Rumbold, F/L E.A.	D.858	17:27	18:18	This operation was abortive, the squadron being recalled by Longbow.	
		Tennant, F/Os. A.R.S. Proctor,					
		W.G. Kemp, C.J. Devey, W/Os.					
		R.A. Richardson, J.J. Morgan,					
		F/Ss. J. Quigley, J. Irvine					
25 th	"	F/L E.A. Tennant, F/Os. W.G. Kemp, D.865		07:19	17:45	The target was an observation post, mortars and infantry in a church	
		A.R.S. Proctor, W/Os. R.A. Richardson,				at Wesel. Poor visibility hampered this attack. The church already	
		R.W. Ainsley, J.J. Morgan, F/Ss.				appeared to be in ruins but several direct hits were made. No results	
		J. Irvine, J. Quigley				were observed.	
	"	F/L E.A. Tennant, F/Os. W.G. Kemp, D.867		08:48	09:20	The target was a H.Q. and infantry position at E94663898. Red smoke	
		C.J. Devey, W/Os. R.A. Richardson,				was seen and an R/P attack made. The eastern half of the building	
		J.J. Morgan, R.W. Ainsley,				was destroyed and smoke and flames were seen coming from the remainder.	
		F/Ss. J. Quigley, J. Irvine				4 aircraft also strafed.	
	"	F/L E.A. Tennant, F/Os. W.G. Kemp, D.868		10:15	10:54	The target was troops and M.T. in a wood at E938387. R/P were fired	
		C.J. Devey, A.R.S. Proctor,				into the N.W. edge of the wood and ax strafing attack was also made.	
		W/Os. R.A. Richardson, J.J. Morgan,					
		F/Ss. J. Quigley, J. Irvine					
	"	S/L M.T. Rumbold, F/L E.A.	D.867	12:03	12:43	The primary target was not attacked as no red smoke seen. An	
		Tennant, F/Os. A.R.S. Proctor,				alternative target at Sonsbeck was attacked and all R/P fell in the	
		C.J. Devey, W/Os. J.J. Morgan,				target area. Two aircraft were hit by flak but returned safely.	
		R.W. Ainsley, F/Ss. J. Quigley,					
		J. Irvine					
26 th /27 th	"					No operations on these days.	

R.A.F.
Form 541

By No. 263 Squadron.

For the month of February, 1945

M.T.S. Rumbold

Squadron Leader, Commanding

No. 263 Squadron, R.A.F.

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
	March, 1945			
B.89 Holland	1 st		The weather was not too good but two pairs took off early morning at 07.00 hours and 07.40 hours respectively on ferry patrol on the Rhine an weather recce. The 1 st pair saw no moment at all and returned without any attack being made. The 2 nd pair were a little more successful, and attacked 3 barges south of Rees, but owing to haze it was difficult to assess results. The third operation by 4 aircraft to attack an enemy battery was abortive due to bad weather, and for the same reason no more operations were possible for the rest of the day.	
"	2 nd		Weather clamp all day.	
"	3 rd		Four pairs took off at intervals between 07.00 hours and 10.30 hours on armed recces, but observations were restricted to cloud gaps and although attacks were made on several barges, results could not be assessed. It was claimed that strikes were scored with R/P on at least three barges.	
"	4 th		Weather clamp all day.	
"	5 th		Five pairs took off on armed recces over the Rhine at intervals during the day, but weather again was not helpful, and three of these were abortive. The other 2 pairs attacked various targets including stationary railway trucks, and a barge. A direct hit was claimed on the latter. No. 257 Squadron is disbanded and five of their pilots, namely F/O R. Logan, F/O E.J. Whitfield, F/O J.A. Smith, F/S.W.H. Ramsey, and W/O A. Bales are posted to 263 Squadron. This Squadron also receives 5 of their aircraft, making our total strength 26 pilots and 19 aircraft.	
"	6 th /11 th		Weather clamped throughout these 6 days but the time is well spent in cleaning aircraft, lectures, and a practice Balbo on the 10 th with 12 aircraft. F/Lt. R.E.G. Sheward leaves us to take over command of No. 266 Squadron. Our loss is their gain, and S/Ldr. Sheward obtains a well deserved promotion. F/Lt. G.E Cassie from No. 193 Squadron is posted to No. 263 Squadron to take over "B" Flight.	
"	12 th		One operation only was possible on this day owing to indifferent weather. 4 aircraft took off at 15.00 hours to search for 4 submarines which had been reported south of Schouen Island. Th area was searched but no submarines were located. A 200 ton vessel was seen marked with a red cross and was not attacked.	
"	13 th		Weather clamp again. The morning was spent viewing combat films.	
"	14 th		8 aircraft took off at 14.40 hours to attack a 5/600 ton ship reported at Nijerk. The vessel was not located so an attack was made on 5 drifter type vessels in a lock near the same point. The leading aircraft scored a direct hit among the vessels causing smoke and flames. The remaining aircraft fired into the smoke but results could not be assessed.	
"	15 th /17 th		There were no operations on these days due to bad weather, but the pilots were briefed for an attack on an important target - a generals' H.Q. at Deeventer	

Place	Date	Time	Summary of Events	References to Appendices
	March, 1945			
B.89 Holland	18 th		In the afternoon a weather recce was carried out by 2 aircraft in the Deventer area and reported thin layers of cumulus over target area 2/10 from 5/6660 ft. Visibility good.	
			As a result of the above an attack was made immediately afterwards on a generals' H.Q. just south of Deventer in which all Squadrons too part. There were five distinct targets in the area and 263 Squadron were assigned Nos. 3 and 4. 2 aircraft attacked No. 3 and believed they scored a direct hit as a cloud of red brick dust was seen. The remaining 6 aircraft attacked No. 4 target, a church, and scored direct hits with 2 salvoes of R/P. The church was left burning. The H.Q.s were of General Student and General Blaskowitz and the results were highly satisfactory.	
"	19 th		Another Wing show with al Squadrons attacking a repair factory N. of Emmerich, reported to contain armoured vehicles. 8 aircraft from this Squadron took off at 08.00 hours and attacked a recangular building at the eastern end of the target. Claims of at least 4 direct hits with R/P were made and the target area was soon covered with smoke and haze. Later in the morning at 10.50 hours, a further 8 aircraft took off to attack 80+ barges reported on the Deventer-Raalte canal but they were not located. A single barge and 3/4 small boats were attacked with claims of 2 direct hits on the barge. Other than these no other traffic was seen on the canal. It is regretted that W/O R.A. Richardson is missing from this operation. His aircraft was hit by flak, but he baled out so there is every hope that he landed safe and will get back eventually.	
"	20 th		No operations this day due to very strong cross wind over the runway. Otherwise weather was perfect.	
"	21 st		The day opened up fine and clear and at 07.30 hours an operation was laid on to attack the 25 th German Army H.Q. at Bussum, all 4 Squadrons taking part. 263 Squadron attacked with R/P and at least 16 salvoes were seen to be direct hits resulting in a lot of smoke and fire. It is fairly certain that the target was totally destroyed judging from the claims of the Squadrons. The second operation of the day at 16.00 hours was also a Wing show with all Squadrons partaking. The target was P.O.L. depot near Deventer. This Squadron attacked with R/P and scored direct hits in the target area including a school and a garage and cannon strafed a guard room.	
"	22 nd		Weather was reasonable but no operations carried out due to lack of targets.	
"	23 rd		Nothing at all until early evening at 18.30 hours when 8 aircraft took off to attack a H.Q. at Halle. This was however, abortive due to haze and failing light. The same target was laid on for early the following morning. All pilots were briefed for a big push over the Rhine to take place this night. No. 146 Wing are to carry out anti flak attacks in support of the airborne troops.	
"	24 th		At 06.16 hours 9 aircraft take off to attack last night's target - the H.Q. at Halle - and were able to press home the attack with good results. Several buildings destroyed and there was a violent explosion from one. Many of the buildings were left burning. Later in the morning at approximately 10.50 hours and anti flak patrol by 12 aircraft is laid on over Dunsten area. 12+ M.T. moving towards Dunsten were attacked with R/P and cannon but no results observed. A further 4/5 M.T. moving N.W. were also attacked and claimed 1 destroyed. A direct hit was scored on a light flak position and a small wood was cannon strafed. A further anti flak patrol was carried out at 13.04 hours along both sides of a road E. of Wesel where flak was experienced on last attack. The woods adjoining the road were rippled with R/P and cannon but no movement was seen.	

OPERATIONS RECORD BOOK

R.A.F. Form 540

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

Of (Unit or Formation) No . 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
B.89 Holland	March, 1945 24 th (cont'd)		Later towards the evening the whole battle area was covered with haze and dust so thick that operations were brought to a minimum. The battle, according to unofficial reports is going very well and a good foothold on the east bank of the Rhine.	
"	25 th		An early show was carried out at 08.00 hours, the target being a H.Q. in a house at Driel, W. of Arnhem. Many direct hits were scored and there was a huge mushroom of flame as the last rockets went in. The H.Q.s. was claimed destroyed. There were no further operations until late afternoon when 12 aircraft went off in fours on armed recces. The 1 st section attacked 10+ M.T. and a tank well camouflaged along the edge of a road south of Raalte. An attack was made but no results observed. The 2 nd section reced Duesburg Zilhen Rurle-Groenle area. 2 barges E. of Deventer were seen and attacked and 1 claimed damaged. The 3 rd section attacked 10+ barges in the Zutphen-Lochem canal and 4 were damaged. 3 M.T. and 1 tracked vehicle were also sighted nearby and attacked with cannon. The 4 vehicles were damaged.	
"	26 th		An early morning show at 06.40 hours to attack a small factory use as billets S.W. of Arnhem. 197 Squadron also took part with 12 bombers. 11 aircraft from 263 Squadron with R/P attacked first and many direct hits were scored. The target was left covered with smoke and the southern portion of the building was destroyed. The remainder of the building was badly damaged but still standing. The 2 nd operation on this day was carried out by 12 aircraft at 12.30 hours in sections of 4 to attack barges and shipping in the Zwolle-Deventer-Rysen area. The claims included 11+ barges damaged and 1 destroyed and a paddle steamer or dredger damaged. 2 M.T. were destroyed. Another 2 sections of 4 aircraft took off late afternoon. The 1 st Section to search for tanks at Zutphen Isselburg area but none seen. The 2 nd Section attacked 4 barges on the Zutphen-Raalte canal and damaged 2 of them. A further 3 barges were located on the Deventer-Raalte canal and all were damaged	
"	27 th /30 th		Weather clamp on these days.	
"	31 st		4 pairs of aircraft took off on armed recces at various times during the afternoon and claims of 9 M.T. damaged were made.	
			M.T.S. Rumbold	
			Squadron Leader, Commanding	
			No. 263 Squadron, R.A.F.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron.
For the month of March, 1945

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
March, 1945							
1 st	Typhoon 1B	F/L E.A. Tennant	D.D.904	07:04	07:28	Ferry patrol and weather recce. No movement was seen and no attack made.	
		F/O C.J. Devey					
		F/O W.G. Kemp	D.D.904	07:39	08:21	Ferry patrol. 3 barges at A0848 were attacked but no hits claimed.	
		W/O R.W. Ainsley				Strikes on 2 of the barges with cannon fire but no results observed.	
		F/L E.A. Tennant, W/O R.A. D.907		09:08	09:34	The atrget was a battery at E93933556 but due to weather the operation was abortive.	
		Richardson, F/Ss. J. Quigley,					
		J. Irvine					
2 nd	"					No operations on this day.	
3 rd	"	F/L E.A. Tennant	D.D.942	07:00	08:04	This operation was an armed recce on the Rhine, Rees-Wesel. 2 barges at A0848 were attacked and one pair of R/P scored a direct hit, but no results observed. 6+ barges seen at A165416. 1 aircraft was hit by flak and landed at B.80, pilot uninjured. There was intense light and heavy flak from Xanten and A165416.	
		F/O M.S.M. Hamilton					
	"	F/O W.G. Kemp	D.D.942	08:30	09:10	No movement seen and no attack made.	
		F/O C.J. Devey					
	"	F/S J. Quigley	D.D.942	09:28	10:03	2 barges at A1345 were attacked which appeared to have been previously damaged. Strikes were observed with R/P on 2 barges at A1146, but no results observed. Moderate inaccurate light flak from Bislich.	
		F/S J. Irvine					
	"	W/O J.J. Morgan	D.D.942	10:25	11:02	No movement was seen on the roads Wesel-Dorster and Wesel - Raesfeld. Observation restricted to cloud gaps.	
		W/O R.W Ainsley					
4 th	"					No operations on this day.	
5 th	"	F/L E.A. Tennant	D.D.966	08:09	09:00	Rhine crossings. 10 stationary railway trucks at A1451 were attacked with R/P but no results observed. 4+ stationary M.T. seen in village at A1447. No movement seen on river.	
		W/O R.A. Richardson					
	"	F/O W.G. Kemp	D.D.966	09:16	09:23	Owing to leader having mechanical trouble this operation was abandoned.	
		W/O R.W. Ainsley					
	W/	W/O R.W. Ainsley	D.966	09:42	10:03	Abortive due to weather.	
		W/O J.J. Morgan					
	"	F/O M.S.M. Hamilton	D.D.966	11:00	11:20	Abortive due to weather.	
		F/O C.J. Devey					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
March, 1945							
5 th	Typhoon 1B	F/L R.E.G. Sheward	D.D.966	15:00	15:30	A barge beached at A090466 was attacked with R/P and 4 direct hits	
		W/O P.J. McNinley				claimed, the barge being damaged.	
	"	F/O W.J. Fowler	D.966	16:15	16:54	There was 10/10 cloud except over Wesel. No barges seen except near	
		P/O D.E. Morgan				Wesel, but not attacked owing to flak from S.E. of Foen.	
6 th /11 th	"					No operations on these days.	
12 th	"	S/L M.T. Rumbold, F/O.	D.D.24	15:05	16:21	The aircraft took to search for 4 submarines which were reported	
		R. Logan, P/O D.E. Morgan,				S. of Schouen. The area was searched but submarines not seen. A 200	
		W/O C.A. Bury				ton vessel was seen at D3558 marked with red crosses was not attacked.	
						Approximately 10 drifters were in a harbour at D3462 and D3662.	
13 th	"					No operations.	
14 th	"	S/L M.T. Rumbold, F/Os.	D.52	14:42	15:30	The target was a 5/600 ton ship at Z449090. It was not seen but an	
		M.S.M. Hamilton, C.J. Devey,				attack was made on 5 drifter type vessels in a lock at the same	
		W.H. Ramsey, J.A. Smith, W/Os.				point by 6 aircraft. The leader scored direct hit among the vessels	
		R.A. Richardson, J.J. Morgan,				causing smoke but results could no be assessed. 3 seagoing barges were	
		F/S J. Quigley				seen at Nijkerk, Z4606.	
15 th /17 th	"					No operations.	
18 th	"	F/O R. Logan	Weather	16:48	17:26	Weather recce Deventer area. South of base 4/10 to 8/10 from 4/500	
		W/O P.J. McNinley	Recce			feet. North of base clear, visibility 20 miles. Over target area thin	
						layers of cumulus 2/10 from 5/6000 ft. Visibility good. Apeldoorn	
						clear.	
		S/L M.T. Rumbold, F/Os.	D.84/CD117	17:35	18:40	The target was a generals H.Q. and all the Wing squadrons took off.	
		M.S.M. Hamilton, W.H. Ramsey,				There were five targets and this Squadron attacked Nos. 3 and 4. 2	
		A.R.S. Proctor, C.J. Devey,				aircraft attacked no.3 and believed to be hit as a cloud of red brick	
		J.A. Smith, W/Os. R.A. Richardson,				dust was seen. The other 6 aircraft attacked No.4 and claim 2 salvoes	
		J.J. Morgan				in the church which was left burning. Moderate heavy flak at E9598	
						and Z9503, and moderate light at E9697.	
19 th	"	S/L M.T. Rumbold, F/Os.	D.97	08:02	09:10	The target was a factory at E9976. All the Wing squadrons took part.	
		A.R.S Proctor, J.A Smith,				This Squadron attacked the eastern rectangular building and scored	
		M.S.M. Hamilton, W.H. Ramsey,				3/4 hits with R/P. The other squadrons attacked with bombs. Much	
		W/Os. R.W. Ainsley, J.J. Morgan,				brown smoke was seen from the factory area after the attack. Intense	
		F/S J. Quigley				light flak from E9978 and A0177.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron.
For the month of March, 1945

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
March, 1945							
19 th	Typhoon 1B	F/L G.E. Cassie, F/Os. C.J. Devey, D.107		10:49	11:29	The target was 80+ barges on Deventer-Raalte canal. They were not seen. A single barge and 3/4 small boats at Z9913 were attacked with a claim of 2 direct salvos on the barge. Very little canal traffic seen. W/O Richardson was hit by flak and baled out, but has not returned to the unit.	
		M.S.M. Hamilton, J.A. Smith,					
		W/Os. R.A. Richardson, R.W.					
		Ainsley, J.J. Morgan, F/S.					
		J. Quigley					
20 th	"					No operations.	
21 st	"	S/L M.T. Rumbold, F/Os. W.G. D.125		07:35	08:47	The target was the 25 German Army H.Q. 193, 197, and 266 Sqdns also took part, the formation being led by W/Cdr Deall. This Squadron attacked with R/P and at least 6 salvos were seen to be direct hits causing much smoke and fire. the target was thought to be destroyed. Intense light flak.	
		Kemp, J.A. Smith, W.H. Ramsey,					
		A.R.S. Proctor, W/Os. J.J.					
		Morgan, R.W. Ainsley					
	"	S/L M.T. Rumbold, F/Ls. N.P.C. D.133		16:02	17:30	The target was a POL dump. The other squadrons on the Wing also took part. This Squadron attacked with R/P and claim as follows. 1 salvo direct hit on a school, 2 salvos direct hit on a garage. The guard room also attacked but no results observed. An office attacked with R/P was not hit but cannon strikes seen.	
		Woodward, W.J. Fowler, G.E.					
		Cassie, F/Ox W.H. Ramsey, W/Os.					
		H. Barrie, A. Bales, R.W. Ainsley,					
		J.W. Shellard, P.J. McNinley					
22 nd	"					No operations	
23 rd	"	S/L M.T. Rumbold, F/Ls. W.J. D.159		18:26	19:30	This operation was against a H.Q. in Halle but was abortive due to failing light and thick haze.	
		Fowler, N.P.C. Woodward, F/O.					
		R. Logan, W/Os. H. Barrie, P.J.					
		McNinley, A. Bales, J.W. Shellard					
24 th	"	S/L M.T. Rumbold, F/Ls. W.J. D.163		06:16	07:00	The target was a H.Q. at Halle. 4 aircraft attacked priority one target, all R/P falling in target area. A large white building at 106776 appeared undamaged but buildings nearby largely destroyed. There was one violent explosion. 5 aircraft attacked priority two target and all R/P fell in target area. A large rectangular building at 10157783 was burning and 3 smaller fires in buildings at 10167786.	
		Fowler, N.P.C. Woodward, F/O.					
		R. Logan, W/Os. H. Barrie, A. Bales,					
		J.W. Shellard, P.J. McNinley,					
		C.A. Bury					
	"	S/L M.T. Rumbold, F/Ls. W.J. D.179		10:49	11:57	Anti flak patrol. 12+ M.T. moving E. from A305416 to Dorsten attacked but no results observed. Also cannon strafed. 4/5 M.T. attacked moving N.E. and claim 1 destroyed. A light flak position attacked with R/P and cannon and direct hit claimed. A small wood at A100617 strafed.	
		Fowler, N.P.C. Woodward, F/Os.					
		W.G. Kemp, W.H. Ramsey, A.R.S.					
		Proctor, C.J. Devey, M.S.M. Hamilton					
		E.J. Whitfield, J.A. Smith, W/Os.					
		R.W. Ainsley, J.J. Morgan					

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
March, 1945							
24 th	Typhoon 1B	S/L M.T. Rumbold, F/Ls. W.J. D.180		13:04	13:40	Anti flak patrol. The woods along both sides of the road from A3141 to 3342 were rippled with R/P and cannon strafed, where flak experienced on last attack. No movement seen.	
		Fowler, N.P.C. Woodward, F/Os.					
		R. Logan, E.J. Whitfield, W/Os.					
		R.W. Ainsley, J.W Shellard					
				07:54	08:16		
25 th	"	F/L E.A. Tennant, F/Os. W.G. D.200		17:20	19:10	The target was a H.Q. in a house at E677755. An attack was made and many direct hits claimed, which was destroyed There was a huge mushroom of flame as the last rockets were fired.	
		Kemp, M.S.M. Hamilton, A.R.S.					
		Proctor, W.H. Ramsey, C.J. Devey,					
		J.A. Smith, W/Os. R.W. Ainsley,					
		J.J. Morgan					
	"	F/Ls. N.P.C. Woodward, W.J. D.210		17:20	19:10	The aircraft took off in fours on armed recce. The 1 st section found 10+ M.T. including at least 1 well camouflaged tank along the edge of road A3951 - A4641. An attack was made but no results observed. The 2 nd section reced Doesburg Zelhem Ruule-Groenle area. No movement seen. 2 barges at V000160 attacked, 1 claimed damaged. The 3 rd section attacked 10+ barges in the canal Zutphen-Lochem at A030970 and claim 4 damaged. 3 M.T. and 1 tracked vehicle moving S.W. on road at E8472 cannon strafed and 4 damaged.	
		Fowler, W/Os. C.A. bury, J.W. Shellard.					
		F/Os. A.R.S. Proctor, E.J.					
		Whitfield, W/Os. H. Barrie, A. Bales.					
		F/L E.A. Tennant, F/Os J.A.					
		Smith, R. Logan, W/O P, J. McNinley					
26 th	"	S/L M.T. Rumbold, F/Ls. N.P.C. D.218		06:40	07:20	The target was billets and defence position at E685747, and was attacked along with 197 squadron. Many direct hits were scored and the target covered in smoke. It was also well strafed. The southern portion of the building was destroyed, but N.W. portion was still standing.	
		Woodward, W.J. Fowler, F/Os.					
		W.H. Ramsey, E.J. Whitfield,					
		R. Logan, W/Os. R.W. Ainsley,					
		J.J. Morgan, C.A. Bury, H. Barrie,					
		P.J. McNinley					
		F/L N.P.C. Woodward, W/Os. D.224		12:30	13:28	The target was barge Zwolle-Deventer-Rysson. 24+ were sighted along the stretch Raalte-Deventer and attacked. No direct hits with R/P but claim 6 damaged with cannon fire.	
		H. Barrie, J.W. Shellard,					
		P.J.McNinley					
		E.A. Tennant					
		F/L WXXXXXXX , F/Os. W.H. D.224		12:30	13:55	The aircraft took off in fours. F/L Tennant's section attacked barges and claim 1 barge destroyed at A0797 and 1 damaged. At E6594 a paddle steamer or dredger was damaged. 2 M.T. destroyed at E8278. F/L Fowler's section attacked and claim 4 barges damaged at A0497, 1 smoker and 1 tug destroyed at Z9405. 3 M.T. were damaged at E9697.	
		Ramsey, W.G. Kemp, W/O M.S.M.					
		Hamilton					
		F/L XXXXXX W.J. Fowler,					
		F/Os. R. Logan, E.J. Whitfield,					
		W/O C.A. Bury					
		F/L E.A. Tennant, F/Os. M.S.M. D.224		16:47	17:55	F/L Tennant's section was briefed to search for tanks at Zutphen Isselburg, the Keppel road junction (E9778), but none seen. 2 R/P fired at 2 caravan type M.T. at A9683, near misses claimed. F/O Proctor's section attacked 4 barges on Zutphen-Raalte canal and damaged 2. Attacked with R/P and heavily cannon strafed 3 barges Deventer-Raalte canal and all were damaged.	
		Hamilton, W.G. Kemp, W.H. Ramsey					
		F/O A.R.S. Proctor, C.J. Devey,					
		W/Os. J.J. Morgan, R.W. Ainsley					
27 th /30 th	"					No operations.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron.
For the month of March, 1945

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
March, 1945							
31 st	Typhoon 1B	F/Os. A.R.S. Proctor,	D.279	15:43	17:04	Armed recce Zutphen area. Ordered by Longbow to attack M.T. on the	
		W.G. Kemp				road E. of Zutphen. Approximately 10 well scattered M.T. seen and	
						attacked. 4 were damaged at A0398	
		P/O J. Quigley, W/O J.J. Morgan	D.279	16:22	17:36	Armed recce. Scattered M.T. found in Oldensall area but no attack made.	
						Reported fires on Encbede A/D also 1 Me.109.	
		F/L E.J. Whitfield,	D.279	17:08	18:09	No attack made. Returned to base owing to R/T trouble. Report that	
		W/O A. Bales				roads N.E. of Deventer empty.	
		F/L N.P.C. Woodward,	D.279	17:25	18:24	This section found 40 mixed M.T. Goor to Hengelo, some of which were	
		W/O M. Luck				already burning. They attacked 20 vehicles at V3008 and claim	
						5 damaged.	
						<i>M.T.S. Rumbold</i>	
						Squadron Leader, Commanding	
						<u>No. 263 Squadron, R.A.F.</u>	

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
April, 1945				
B.89 Holland	1 st		The days operation consisted of two armed recces. The aircraft took off in pairs, the first at 12.30 hours, on a recce of Enschede-Almelo-Coervoden area. They located 5 barges south of Lingen which they attacked, claiming one damaged. The second pair were airborne at 13.35 hours and attacked 3 stationary M.T., of which they claim to have destroyed destroyed 2 and damaged 1. Official notification is received that F/Sgt J. Quigley has been appointed to a commission.	
"	2 nd		A big show is laid on to attack a telephone exchange south east of Utrecht. 197 Squadron also takes part in the attack, the whole formation being led by W/C Deall. The target consisted of several buildings, 2 of them being allotted to 263 Squadron. Direct hits by salvoes of rockets were scored on both buildings and were soon obscured by smoke making it difficult to accurately judge results. It was the general belief that they had been severely damaged. Three new pilots joined the Squadron, namely, W/O L. Saunders, F/Sgt W.R. Williams and Sgt G.T. Carter.	
"	3 rd /6 th		There was not any flying on these four days due to bad weather.	
"	7 th		There were two operations carried out on this day, the weather having improved considerably. The first target was a train that had been brought to a standstill by 266 Squadron. The attack was pressed home by 8 aircraft and 40 direct hits with R/P were scored and then well strafed with cannon. There was an explosion and 5 out of the 8 aircraft were hit and damaged by debris. They all got back without mishap. The second target was strong points, guns and troops south east of Amsterdam. Another 8 aircraft took part in this operation and were airborne at 15.15 hours. Several attacks were made in the target area with R/P and cannon, but no movement was seen. There was some light flak and W/O R.W. Ainsley was hit and baled out well inside our lines. He returned unhurt later in the evening.	
"	8 th		Early in the day the weather again prevented any operational flying but it cleared later enabling 8 aircraft to take off at 18.25 hours to attack a factory near Deventer. Several direct hits with salvoes of rockets were scored. F/O E.J. Whitfield was hit by flak over the target and had to bale out but landed safely in our lines and later returned to the Squadron.	
"	9 th		Again the day opened up with very poor weather and no operations were carried out. In the afternoon however, 4 aircraft were detailed to carry out a demonstration attack with rockets on a dummy Japanese type of pillbox which consisted of a pit or dugout, size approx. 10' x 3'. The shooting was good despite poor visibility and several very near misses were scored, but as there were not any direct hits the demonstration was not a success.	
"	10 th		The weather improved considerably enabling 4 operations to be carried out. The first was to attack water transport near Texel. A barge of about 400 tons was seen and attacked with R/P and cannon strafed. It was left smoking and beached with its bows out of the water. The second show was to attack a battalion H.Q. in Arnhem. 12 aircraft took off at 15.40 hours led. by W/C. Deall. Many direct hits by salvoes of rockets were claimed and the target was seen obscured by smoke and brick dust which prevented detailed observation at the time. Photographs taken a few hours later, however, revealed that the whole building had been gutted. The last two operation for the day each by 4 aircraft were on gun positions south west of Deveter. All R/P were in target area and afterwards well strafed.	

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
April, 1945				
B.105 Germany	18 th		Another very hectic day with plenty of targets. The first 2 operations were against shipping in the Borkum area. 2 vessels of approx. 3000 tons were attacked and direct hits scored with R/P	
			salvoes. One was believed to be sinking. A tug was also severely damaged. The third operation was	
			army support, and the target was 2 x 80 mm S.E. of Amersfoort. Attacks were made with R/P and	
			cannon all well within the target area, but no movement was seen and no results could be observed.	
			F/O W.H. Ramsey was admitted to Sick Quarters as a result of injuries sustained in a motor	
			accident which occurred when he was proceeding to the 25 th British Hospital to visit F/O Devey.	
			The extent of his injuries, although not serious, will entail his absence from the Squadron for at	
			least 2 or 3 months.	
B.105	19 th		The Squadron was kept busy all day with 5 operations of which three were in close support of the	
			army. The first, at 10.00 hours, was to attack dug in positions S. of Pappenburg. 8 aircraft took	
			part and rippled the target area with R/P also cannon strafed. Later, at 12.00 hours, 8 aircraft	
			working in pairs winkled two roads from Dewecht to the Zwischenahner Late with R/P and cannon.	
			Several buildings were damaged and left burning. The third operation was to attack coastal vessels	
			S.E. of Wargeerooge. 8 aircraft took xxxx off at 14.25 hours and located 17+ vessels stationary	
			inshore in the region N.W. of Wilhemshaven. They varied in size from 200 tons to one of 4000 tons	
			in the centre and at least 5 of them were flak ships. An attack was made on the south end of the	
			convoy with R/P and cannon, damaging one ship of 1500 tons which was thought to be left sinking,	
			and another which was left smoking. There was intense flak opposition. At 17.05 hours a further 6	
			aircraft took off to attack hips off the island of Terschelling. Hits with R/P were scored on 2 of	
			approx. 1000 tons, one of which exploded throwing debris to a height of 2000' slightly damaging	
			one aircraft. The other ship was left sinking. The last target for the day was in close support of	
			the army, to attack a strong point in the Pappenburg area. The target was well rippled with R/P,	
			also strafed with cannon. Several buildings received direct hits, one of which was followed by a	
			sheet of yellow flame.	
"	20 th		Only one operation today and that was to attack 8/9 coastal vessels at Cuxshaven. 7 aircraft took	
			off at 12.15 hours, the target was located and an attack made. One cargo ship of approx. 1800/2000	
			tons received a direct hit by a salvo of rockets and was left burning furiously. Two minesweepers	
			were severely damaged and what was thought to be an oil tanker received 2 direct hits with R/P	
			and was well strafed with cannon. Official notification was received of W/O J.J. Morgan's	
			appointment to a commission. W/O D. Coles joined the Squadron on posting from 193 Sqdn.	
"	21 st		The day opened with pouring rain and low cloud and this kept up during the whole day and no	
			operations were possible.	
"	22 nd		Weather still duff so operations again impossible. The Squadron received the very good news that	
			W/O R.A. Richardson reported missing on 19 th March, 1945, had returned to U.K. He had been rather	
			badly burned and the Germans had placed him in Zwolle hospital which was later overrun by our	
			troop, and he was evacuated to the U.K. The whole Squadron wish him a speedy recovery.	
"	23 rd		Only one operation was laid on and this was abortive due to weather.	
"	24 th		Two sections of 4 took off at 13.40 hours on a train strike. The first section returned owing to	
			bad weather. The second section attacked 2 Ju.88's on the ground at Andorf but could only claim	
			very near misses with 4 R/P.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron.
For the month of April, 1945

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
April, 1945							
1 st	Typhoon 1B	F/L G.E. Cassie, W/O M. Luck	D.283	12:30	13:26	The aircraft went on armed recce of Enschede-Almelo-Coevorden. 5 barges south of Lingen were attacked and 1 was damaged.	
		F/L E.A. Tennant, F/O M.S.M. Hamilton	D.D.283	13:35	14:10	Armed recce. 3 stationary M.T. were attacked at Z9537. 2 were destroyed and 1 damaged.	
2 nd	"	F/Ls. G.E. Cassie, N.P.C. Woodward, W.J. Fowler, E.J. Whitfield, F/O R. Logan, P/O D.E. Morgan, W/Os. P.J. McNinley, H. Barrie, M. Luck	D.287	19:02	19:53	The target was a telephone exchange which was attacked by this Squadron and 197 Squadron, the formation being led by W/Cdr Deall. 5 aircraft attacked at building at 30308810 and scored at least 2 salvoes direct hits. The building became obscured in smoke. The other 4 aircraft attacked a building 50 yards W. f the first one and several direct hits were observed, and it also became obscured in smoke. No movement.	
3 rd /5 th	"					No operations.	
6 th	"	S/Ldr M.T. Rumbold, F/L. W.J. Fowler, F/O R. Logan, W/O A. Bales	F.C.P.	18:00	18:35	This operation was abortive due to weather.	
7 th	"	S/Ldr M.T. Rumbold, F/Ls. G.E. Cassie, E.J. Whitfield, P/Os. D.E. Morgan, J.W. Shellard, W/Os. M. Luck, C.A. Bury, F/S. W.R. Williams.	D.D.327	12:11	13:20	The target was a stationary train at Z9538. It was located and attacked, 40 direct hits being scored with R/P and very many cannon strikes. There was an explosion followed by black smoke. The train was left burning in two places. The engine was well strafed, also 3 active flak cars detached from the train.	
	"	F/L E.A. Tennant, F/Os. Hamilton, C.J. Devey, W.G. Kemp, A.R.S. Proctor, W/Os. L.J. Miller, Sgt G.T. Carter.	M.S.M. D.330/DZB1	15:16	16:02	The target was strong points, guns and troops at K218170. An attack was made with R/P and cannon in the target area. Camouflaged positions in wood at 217170, gun pits or diggings seen along road 213172 to 215173 were all well strafed. No movement see Meagre light flak and W/O R.W. Ainsley was hit and baled out, and later returned to the Squadron.	
8 th	"	F/Ls. G.E. Cassie, W.J. Fowler, N.P.C. Woodward, E.J. Whitfeld, F/O R. Logan, P/O D.E. Morgan, W/Os A. Bales, C.A. Bury	D.340	18:25	19:14	Target XUL8 was attacked and 1 salvo was a direct hit, no results observed. XUL9 was also attacked and 3 salvoes direct hits were scored among buildings, but no results observed. F/L E.J. Whitfield was hit by flak over the target and baled out and landed safely.	
9 th	"					No operations.	
10 th	"	F/L E.A. Tennant, F/Os. J.A. Smith, W.G. Kemp, W/O L.J. Miller	D.362	11:20	12:28	The target was water transport near Dixel. A barge of about 400 tons going west at Z0492 was attacked, very near misses with R/P. Two strafing attacks were made and the boat last seen on the sand smoking and steaming heavily, the bows out of the water.	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
April, 1945							
10 th	Typhoon 1B	F/L G.E. Cassie, E.A. Tennant, D.367		15:40	16:12	The Squadron was led by W/Cdr Deall. The target, a headquarters, was very well hit by at least 6 salvoes. Smoke and brick dust prevented detailed observation, but much damage claimed.	
		N.P.C. Woodward, F/Os. C.J. Devey,					
		M.S.M. Hamilton, A.R.S. Proctor,					
		P/Os. J.W. Shellard, D.E. Morgan,					
		W/Os. M. Luck, A. Bales, F/S W.R. Williams					
	"	F/Ls. G.E. Cassie, N.P.C. FCP		17:17	18:20	4 guns at Z894050 were attacked, all R/P falling in target area. They were also well strafed. Three large explosions followed at 9830 893051 which gave off black smoke.	
		Woodward, W.J. Fowler,					
		P/O J.W. Shellard					
	"	P/O D.E. Morgan, W/Os. FCP		17:56	19:04	An attack was made on guns at Z898508, all R/P falling in target area. Also well strafed, but no results observed owing to dust.	
		M. Luck, C.A. Bury,					
		F/S R.W. Williams					
11 th	"	F/L E.A. Tennant, F/O D.399		14:25	16:07	The aircraft searched for a tanker at Z4911, but could not be found. South of Zwolle (Z9030) 2 small stationary tanks were attacked and both damaged. 1 horsedrawn transport was destroyed. 2 M.T. strafed, one of which destroyed and the other damaged. 6 dug in M.T. attacked and 2 destroyed, the others being damaged.	
		C.J. Devey, F/S J. Irine,					
		Sgt G.T. Carter					
	"	F/Os. A.R.S. Proctor, M.S.M. D.398		15:25	16:28	This operation was abortive due to 3 of the aircraft developing mechanical trouble.	
		Hamilton, W.G. Kemp, J.A. Smith,					
		W/Os. L. Saunders, L.J. Miller					
	"	F/L E.A. Tennant, F/O M.S.M. D.402		17:37	18:47	1 aircraft had to return owing to mechanical trouble and F/O Hamilton led the remaining 3 aircraft. The target was a train on the line Assen north to Q2502, but was not seen. 40 trucks were seen in Assen and attacked with R/P but no direct hits scored. As there was no flak the second attack was called off as red crosses seen on the trucks.	
		Hamilton, W/Os. L.J. Miller,					
		L. Saunders					
	"	F/Os. A.R.S. Proctor, C.J. D.398		18:38	20:19	1 aircrat had to return due to mechanical trouble. Two or three trains were seen in sidings at R2044. There was intense heavy, medium and light flak. 6 or 8 guns were firing from the train at R2038. The leading aircraft fired R/P but no results observed as visibility poor.	
		Devey, W.G. Kemp, J.A. Smith					
12 th	"	F/L E.A. Tennant, F/Os. W.G. Kemp, D.D.413		08:38	09:37	Attacks on railways were made with the following claims. 30+ trucks on main line at Z6018, 6 direct hits with R/P and many cannon strikes. 6+ destroyed and others damaged. At Z6812 a loco and 20+ trucks attacked. The engine was destroyed, two fires started at rear end of train, 2 waggons destroyed and many damaged. At Z5517 15+ trucks attacked and many strikes made, several trucks being damaged.	
		M.S.M. Hamilton, A.R.S. Proctor,					
		C.J. Devey, W/O L.J. Miller,					
		F/S J. Irvine, Sgt G.T. Carter					

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron.
For the month of April, 1945

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
April, 1945							
12 th	Typhoon 1B	F/L E.A. Tennant, F/Os. J.A. Smith, M.S.M. Hamilton, F/S J. Irvine	D.D.422	11:50	13:23	The target was a train between Emden-Aurich. No train was found at the pinpoint given, but at Q7924 (N. of Leer) a stationary train was located, probably loaded with wood. It was already burning in the middle and the loco damaged. The aircraft attacked and 2 more fires were started and very heavy damage done to the loco, and at least 4 waggons were destroyed. The whole train now largely destroyed.	
	"	F/Ls. G.E. Cassie, N.P.C. Woodward, W/O C.A. Bury, F/S J. Irvine	D.D.432	16:25	17:55	The aircraft took off to search for submarines reported off Knocke. The area west of Knock was searched but nothing was seen. The aircraft landed at B.83 and later returned to B.89.	
13 th /15 th	"					No operations on these days.	
16 th	"	F/Ls. G.E. Cassie, N.P.C. Woodward, P/Os. J.W. Shellard, D.E. Morgan	D.480	13:20	14:08	The target was mortars at Z7955006. The pinpoint was located and attacked with R/P and cannon. There was no evidence of enemy activity except light flashing. Meagre light flak from a house 200 yards S. of the target.	
		F/Ls. G.E. Cassie, W/Os. M. Luck, P.J. McNinley, F/S J. Irvine	D.D.491	15:26	16:49	The target was barges. A barge of approx. 500 tons towed by a small steam tug was found at U2418 and attacked with R/P and cannon and sunk. The tug was severely damaged and stopped. 3 barges were seen in Staveren harbour (Z4039), 3 or 4 barges or tugs in a harbour at Z3459, 2 seagoing barges S. of causeway at Z4099.	
	"	F/L N.P.C. Woodward, P/Os. D.E. Morgan, J.W. Shellard, W/O C.A. Bury	RTE 7 XXXXX	18:40 200	20:00	The target was an observation post in a church. An attack was made with R/P and cannon. All R/P fell in the target area. One salvo appeared to be on the S. side of the church, but much smoke made observation difficult. There were many cannon strikes.	
17 th	"	F/L G.E. Cassie, P/O J.W. Shellard, W/Os. M. Luck, P.J. McNinley	D.D.508	06:35	08:01	This operation was against shipping Texel-Borkum. 3 barges were attacked with R/P off Terschelling. 1 was damaged and a possible direct hit with R/P on another. 5 more barges and a hospital ship were seen at U6639 but not attacked. A convoy of 9 vessels S. of Borkum (Q3350) was sighted. The leading ship of 1500 tons was a flak ship, the remainder barges and vessels of 4/500 tons. An attack was made with R/P and cannon with claim of 1 direct hit on a 500 ton steamer and strikes on others. Intense light flak from Terschelling and intense heavy and light from Borkum.	
	"	F/L N.P.C. Woodward, P/O D.E. Morgan, W/Os. H. Barrie, C.A. Bury	D.D.508	07:04	08:14	The convoy at Q3350 was again attacked. 1 salvo direct hit scored amidships on the largest vessel which was left smoking. Strikes were seen on others. Intense light and heavy flak in the target area.	

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
April, 1945							
17 th	Typhoon 1B	S/L M.T. Rumbold, F/Ls.	D.D.508	10:03	11:25	the target was barges at Harderwijk. 14+ were attacked and 8 damaged.	
		N.P.C. Woodward, G.E. Cassie,				A direct hit with R/P was made on a shed at south end of harbour	
		P/Os. J.W Shellard, D.E.				and a bright red flash was seen. 15+ fishing boats seen in the harbour	
		Morgan, W/Os. H. Barrie,				and 14 at anchor outside harbour at Z.5620. F/Lt. Woodward's aircraft	
		C.A. Bury, P.J. McNinley				was seen to crash into the sea approx half a mile from the harbour,	
						believed hit by flak and is reported missing. There was intense light	
						20 mm and 40 mm flak from the target area.	
	"	F/L E.A. Tennant, F/Os.	D.D.508	13:33	14:30	This operation was against shipping N.E. of Delfsijl. At Q4047 a Red	
		C.J. Devey, W.G. Kemp, W.H.				Cross ship of about 4,000 tons in convoy with 8 seagoing barges and	
		Ramsey, P/O J. Quigley, W/O				coasters steaming in direction of Borum attacked, i.e. coasters and	
		J.J. Morgan, F/S J. Irvine				barges. 2 are claimed destroyed and a possible flak ship strafed by	
						3 aircraft which was silence and claimed damaged. A coaster at Q.4432	
						attacked with cannon and damaged.	
	"	S/L M.T. Rumbold, F/L E.A.	D.522	16:46	18:10	The target was defence position on the causeway. At attack was made	
		Tennant, F/Os. W.H. Ramsey,				and all R/P fell in the target area. Hits were seen among fox holes	
		W.G. Kemp, P/O J. Quigley, W/Os.				and huts to S. of road at U422027. 2 direct hits seen on causeway.	
		L. Saunders, J.J. Morgan, L.J.				The area cannon strafed after R/P attack.	
		Miller					
18 th	"	S/L M.t. Rumbold, F/Os. W.H.	D.542	12:58	14:00	The operation was against ships in area Q.14. Approx. 16 ships heading	
		Ramsey, W.G. Kemp, J.A. Smith,				north were found at Q2852 in three lines. The 2 rearmost stragglers	
		P/O J.J. Morgan, W/Os. L. Saunders,				attacked with R/P. One of approx 3,000 tons coaster type received	
		L.J. Miller, P/O J. Quigley				direct hits and was giving off greyish white smoke after attack. The	
						other ship of 2/3000 tons also had direct hits and was seen to be	
						listing and black smoke coming from it. It is claimed as seriously	
						damaged and possibly sinking.	
	"	S/L M.T. Rumbold, F/L. G.E.	D.D.546	16:35	17:40	The target was again shipping at Q.14. 12 ships were seen W. of Borkum	
		Cassie, P/O J.W. Shellard, W/Os.				(Q.2855) and 20+ of various sizes up to 1,500 tons at Q3452. All were	
		P.J. McNinley, M. Luck, C.A. Bury,				well inshore and protected by shore batteries. Considered unsuitable	
		H. Barrie, F/S W.R. Williams				for R/P attack. 1 stationary tug at Q.3048 was damaged.	
	"	S/L M.T. Rumbold, F/L. G.E.	D.D.554	20:03	21:05	The target was 2 80 mm guns at E433895. The northern pinpoint was	
		Cassie, P/O D.E. Morgan, W/Os.				seen to have diggings and foxholes. The southern pinpoint located but	
		H. Barrie, P.J. McNinley, C.A.				no diggings seen. R/P were fired and the area heavily strafed, but	
		Bury, M. Luck, F/S W.R. Williams				no movement seen and no results observed.	
19 th	"	F/L G.E. Cassie, P/Os. D.E. Morgan,	D.562	10:04	10:50	Te target was dug in position at C.7587. An attack was made and R/P	
		J.W. Shellard, W/Os. P.J. McNinley,				rippled and all seen to be along north side of canal 748877 - 753877.	
		C.A. Bury, M. Luck, H. Barrie, F/S				Many pits seen in this area.	
		W.R. Williams					
	"	F/L G.E. Cassie, P/Os. J.J. Morgan,	D.566	11:56	12:36	4 aircraft fired R/P in pairs along road 130031 - 154086. Hits were	
		J. Quigley, W/Os. P.J. McNinley,				seen on buildings and a windmill at 148075. The second 4 fired their	
		M. Luck, H. Barrie, F/S W.R. Willaims,				R/P from 157028 - 176068. 7/8 buildings were seen on fire. The area	
		P/O J.W. Shellard				was also strafed.	

OPERATIONS RECORD BOOK

R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT

By No. 263 Squadron.
For the month of April, 1945

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
April, 1945							
19 th	Typhoon 1B	S/L M.T. Rumbold, F/Os.	D.572	14:26	15:33	The target was coastal vessels at R.2272. 17+ ships were found stationary inshore from R.2068 to 2067. Sizes varied from 200 to 2,000 tons plus one of 4,000+ tons in the centre. Approx. 5 were flak ships. The S. end of the convoy attacked with R/P and cannon. 1 ship of 1,500 was damaged and probably sinking, another smoking. Intense heavy and light flak.	
		J.A. Smith, W.G. Kemp, P/O					
		J. Quigley, W/Os. R.W. Ainsley,					
		J.J. Morgan, F/S J. Irvine,					
		Sgt G.T. Carter					
	"	S/L M.T. Rumbold, F/O	D.579	17:05	18:13	6 ships were seen at anchor at U.3432. 2 of 1000 to 1100 attacked. One exploded and debris thrown up to 2000 ft., slightly damaging one aircraft. The other ship received several salvoes on the water line and was left in a sinking condition. The ships were also strafed. Heavy and light flak.	
		W.G. Kemp, P/O J. Quigley, W/Os.					
		L. Saunders, R.W. Ainsley,					
		J.J. Morgan					
	"	S/L M.T. Rumbold, F/Os. J.A.	D. 584	19:51	20:27	An area formed by triangle 762998 - 762993 - 765995 was attacked with R/P rippled in pairs. All fell in target area. A direct hit was seen on a building at 763994 and 762994, the latter being followed by a sheet of yellow flame. The whole area was strafed twice. Many strikes were seen among 20 mm and 40 mm guns which were firing.	
		Smith, W.G. Kemp, P/O J. Quigley,					
		W/Os. L.J. Miller, L. Saunders,					
		F/S J. Irvine, Sgt Carter					
20 th	"	S/L M.T. Rumbold, F/Os. J.A.	D. 598	12:14	13:29	The target was 8/9 coastal vessels at R.7485. An attack was made. 1 salvo scored a direct hit on a single castle cargo ship of approx. 1800/2000 tons and was left burning furiously. 1 minesweeper was damaged by 2 R/P direct hits and another damaged by cannon fire. 1 ship presumed to be an oil tanker had 2 direct hits with R/P and well strafed. No smoke or fire seen and claimed damaged. 1 motor launch damaged.	
		Smith, W.G. Kemp, P/O J. Quigley,					
		W/Os. J.J. Morgan, R.W. Ainsley,					
		F/S J. Irvine					
21 st /22 nd	"					No operations.	
23 rd	"	F/L G.E. Cassie, P/O D.E.	D.641	19:54	20:47	Train strike N.W. of Hamburg. This operation was abortive due to weather.	
		Morgan, W/Os P/J. McNinley,					
		H. Barrie, M. Luck, C.A. Bury					
24 th	"	S/L M.T. Rumbold, F/O W.G.	D.D.661	13:39	15:41	The target was a train strike area Y and Z. The first section returned owing to weather. The second section reported a few trucks at Jever (R.1153). 2 Red Cross trains at Wittmund (R.0353) and x 2 JU88s on the ground at Ardorf. 4 R/P fired with very near misses on one.	
		Kemp, P/Os. J. Quigley, D.E.					
		Morgan, W/Os. L.J. Miller,					
		R.W. Ainsley, D. Coles, Sgt					
		G.T. Carter					
25 th	"	F/L W.J. Fowler, F/O R. Logan,	D.693	13:36	15:10	Armed recce. 10 stationary trucks attacked at M.8828, and at least 2 direct hits scored on centre of train. An engine at M.8729 attacked but no R/P hits observed, although cannon strikes scored. 12 stationary trucks at Heide also attacked, no R/P hits but many cannon strikes. A large ship 4/5000 tons and possible a submarine seen at R.9088 close inshore. 5/6 destroyers in harbours at Cuxhaven.	
		W/O A. Bales, F/S W.R. Williams					

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

Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
	May, 1945			
B.111 Germany	1 st		The weather continues too poor for operations and most of the day is spent in making ourselves comfortable in the new quarters. News comes through that Hitler is dead resulting in much celebrating.	
"	2 nd		Still no flying owing to weather.	
"	3 rd		The weather is still poor by 8 aircraft take off at 11.35 hours to attack shipping in Lubeck Bay. The operation was abortive due to weather. Better results attended the next attempt by 8 aircraft that took off at 15.16 hours to attack shipping in Neustadt Bay. A 10.000 ton motor vessel was hit amidships and left smoking. Another motor vessel of 12,000 tons was seen to be on fire from stem to stern.	
"	4 th		At 04.30 hours this morning the C.O and eleven others were called to go to B.150 to operate from there. On arrival they found an assembly of the majority of 84 Group and a large percentage of 83 Group, all awaiting the "kick-off". However, the weather proved unfit for Ops, so our aircraft returned to base at 11.00 hours. Later in the day an interesting diversion was created when a German light aircraft - a Bucker 181 - containing 2 Jerry pilots landed at our base to give themselves up. The Huns fighting against the British and Canadian Forces asked to surrender tonight giving a good cause for a few drinks to be had by most of the station personnel.	
"	5 th		The Hun in N.W. Germany, Holland and Denmark surrendered unconditionally to Field Marshall Montgomery and the cease fire was given at 08.00 hours this morning. Apart from a few airtests there was no flying. One of our N.C.O. pilots, W/O. "Archie" Bury is to be married on the 8 th . inst. and a lot of the pilots spent some time in composing "congratulatory" telegrams to him.	
"	6 th		P/O. Morgan ("Dave"), returned to base this morning after having spent a few days as a P.O.W. He was surrounded and plied with questions, akward and otherwise, regarding his "lot". He had quite a lot of interesting information to divulge which was quickly "lapped" up by the "boys". Apart from that event nothing else of importance occurred for the rest of the day.	
"	7 th		Twelve aircraft were sent out in formation over the old front line to display our "might" to a general who was rather reluctant to surrender. The desired effect was obtained! P/O D.E. Morgan went home on leave - "ggod show".	
"	8 th		<u>"V E" DAY.</u> The war for all practical purposes is now over. Cessation of hostilities being w.e.f. 23.59 hours tonight. The officers waited upon the airmen at lunch, and wound up the day with a champagne dinner in their own mess. A good time was had by all. "Archie" Bury picked the proper day to get married!	
"	9 th		No work today, being an official day off. Two pilots and the Squadron E.O. played football for the Squadron in the afternoon, very hot and very tiring work.	
"	10 th		This Squadron led the Wing on a big practice fly past to prepare for the Victory Fly Past. 12 of our aircraft took part. Nothing doing for the rest of the day.	

Place	Date	Time	Summary of Events	References to Appendices
	May, 1945			
B.111 Germany	10 th		A Squadron formation (12 aircraft) took off, but due to the very bad visibility was compelled to return to base immediately.	
			The N.C.Os held a birthday part in their Mess in the evening and several officers were invited.	
			The celebrations were long and cheery.	
"	12 th		The officers played the S.N.C.Os. at soccer today. The score was just as it should be after a very fair game - 3-3.	
			P/O J. Quigley appointed Sports Officer and already is proving very keen.	
"	13 th		General Thanksgiving Day. All pilots attended the service at the station church to listen to a good sermon by the Reverend Davies our C. of E. Padre.	
"	14 th		A few air tests were carried out, but very little flying done generally.	
			F/Sgt J. Irvine promoted to rank of W/O w.e.f. 5.5.45.	
"	15 th		Twelve aircraft in formation assisted in the display given by the Group. The whole gaggle flew over Lingon, Utrecht, Amsterdam, The Hague, Rotterdam and Zwolle. Apart from this magnificent show there was little more doing for the day.	
			F/O W.H. Ramsey and F.O. C.J. Devey posted non-effective sick 10.5.45. Bad luck. Hope they return.	
"	16 th		Yesterday's formation flying repeated today. This time over Hanover, Bremen, Wilhelmshaven and Emden. A few pilots XXX partook in sports this afternoon, but the majority sun-bathed.	
"	17 th		Pilots started doing Orderly Officer duty today. The first lucky gentleman, P/O J.J. Morgan, kicks off for "A" Flight.	
"	18 th		No flying at all today some of the pilots returned from a good run to Amsterdam and had a lot of interesting things to say.	
"	19 th		The Wing did two practice fly pasts. One in the morning and the other this afternoon. The lucky people to have a grand stand view of the whole thing were G.C.C.	
			F/Lt W.J. Fowler fell into the water when the yacht he was sailing capsized on Dummer Lake. He swam for his life until he found that he was thrashing madly in 3 feet of water!	
"	20 th		Another practice fly past to prepare for the show tomorrow. No further flying.	
"	21 st		The big show did not materialise due to low cloud and occasional cloud. Hard luck!	
			No flying today.	
"	22 nd		"A" Flight carried out a practice show in the morning. Apart from that and a few air tests there was no further flying. The N.C.Os. think that we may be staying here because hot water has been "laid on" in the officers' quarters!	
"	23 rd		We were called for briefing three times today for a fly past, but it did not come off, so there was nothing doing all day.	

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Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
B.111 Germany	May, 1945 24 th		All the Squadron was called at 06.30 hours. The proposed formation was scrubbed however, about 07.30 hours, so again nothing doing.	
"	25 th		No flying. No nothing. F/O R. Logan promoted F/Lt. w.e.f. 2.4.45 and P/O D.E. Morgan promoted F/O w.e.f. 14.3.45. Good show.	
"	26 th		Nothing doing today.	
"	27 th		We were called at 05.30 hours for another sort of formation flying. We flew over Celle to herald the arrival of 84 Group H.Q. Released for the rest of the day.	
"	28 th		A low level cross country flight was laid on led by F/Lt. E.A. Tennant, and they completed the course in fine style. No other flying for the day.	
"	29 th		Another 8 aircraft on a cross country today. One flew on high level and the other section low level Two accidents on landing. One aircraft came in and collapsed an oleo leg, the other one bent a prop blade tip. W/O M. Luck posted to P.R.C. Brighton to await the boat New Zealand bound. Good luck, Lucky.	
"	30 th		No flying. A few pilots were allowed to go to Amsterdam to study the bombing of the 83 Corps H.Q.	
"	31 st		No flying due to "duff" weather again.	
			See appendix for summary of movements and operations.	
			M.T.S. Rumbold	
			Squadron Leader, Commanding	
			No. 263 Squadron, R.A.F.	

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Of (Unit or Formation) No. 263 Squadron

Place	Date	Time	Summary of Events	References to Appendices
			A P P E N D I X	
			The following is a brief summary of the movements of the Squadron from 1 st January, 1945, to	
			31 st May, 145.	
			February 8 th , 1945 B.70 Antwerp to B.89 Mill, Holland.	
			April 16th, 1945 B.89 to B.105 Drope, Germany.	
			April 30th, 1945 B.105 to B.111 Ahlhorn, Germany	
			The following figures are for offensive operations carried out from 1 st January, 1945, to	
			"VE" Day 8 th May, 1945.	
			120 Offensive Operations. 546 Offensive Sorties.	
			4242 Rocket Projectiles	
			112 Fragmentation Rocket Projectiles	
			19 Incendiary " "	
			Total weight of R/P. 267,960 lbs. Approx. 117 tons.	

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R.A.F.
Form 541

DETAIL OF WORK CARRIED OUT
By No. 263 Squadron, B.L.A.
For the month of May, 1945

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	References
				Up	Down		
May, 1945							
1 st /2 nd						No operations on these days.	
3 rd	Typhoon 1B	S/L M.T. Rumbold, F/L E.A. Tennant, F/Os. M.S.M. Hamilton, A.R.S. Proctor, P/O J.J. Morgan, W/Os. L. Saunders, L.J. Miller, D. Coles	Shipping Strike	11:35	12:55	The aircraft took off to attack shipping in Lubeck Bay, but due to bad weather the operation was abortive.	
	"	S/L M.T. Rumbold, F/Os. J.A. Smith, M.S.M. Hamilton, A.R.S. Proctor, P/O. J.J. Morgan, W/Os. D. Coles, M. Luck, L.J. Miller, L. Saunders	GC.16/3	15:16	16:29	The target was shipping in Neustadt Bay. A 10,000 ton motor vessel was attacked and hit amidships. It was seen to be smoking. Another motor vessel of 12,000 tons was seen to be on fire from stem to stern.	
4 th /8 th	"					No further operations carried out.	
						(Signed)	
						Squadron Leader, Commanding	
						No. 263 Squadron, R.A.F.	