

From:- Officer Commanding "A" Flight, 263 Squadron, R.A.F., St. Eval.
To:- Officer Commanding 263 Squadron, Royal Air Force, Exeter.
Date:- 8th. February 1941.

Sir,

I have the honour to report as follows on the events leading up to the disappearance of P/O Graham on 8/2/41.

Pilot Officer Graham and myself were going to do one hours local formation starting at 0900 hours but shortly after I was airborne I was ordered to point 9.

P/O Graham was delayed on the take off and joined me at point 9. We flew around in formation till ordered to land and were about half way home when we were ordered to "buster" to point 9 again.

When we arrived at Point 9 the weather had deteriorated and cloud was 10/10 at about 1000 feet. Unfortunately I can't say exactly the height or thickness of the cloud as my A.S.I., Altimeter and rate of climb were U/S. I ordered P/O Graham to patrol below the clouds and he answered OK. and I climbed through into the clear. I patrolled above the cloud for several minutes having a good look around, then came down through the cloud again. Just as I emerged through the cloud I passed P/O Graham, who was going West, I was going East at the time. I did a gentle left hand turn, intending to call him up and ask him to formate on me but much to my surprise he had completely disappeared and when searching around for him I suddenly saw an enemy aircraft come through the cloud in a N.E. direction on my left. I turned toward it and it continued on it's course, getting lower and lower till it finally hit the sea and turned over before I got within range.

I circled around for several minutes but could see no sign of P/O Graham. I reported the crash to Donegal and was ordered home, so I returned assuming that P/O Graham had already done so.

As soon as I landed I was met by Wing Commander Harvey and gave him all the facts. He rang up Donegal and told them to try and contact P/O Graham, but with no result. Lysanders and boats were also despatched to search.

At the time of writing, 1845, there is still no news whatsoever of the aircraft or pilot.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) D.A.CROOKS F/O.