

Patrol No. 1.

Two aircraft of 263 Squadron (Sq/Ldr. Donaldson A.F.C. and Fl/Lt. Hughes) took off from Ibsley at 1620 hours on Saturday the 2nd. August for Querqueville. They crossed the English coast at 1623 hours at 700 feet, and crossed the French coast at 1645 hours at 200 feet about 6 miles East of Cap de la Hague. They turned East and followed the coast to the aerodrome. They observed that the dispersal pens were still camouflaged with tarpaulins. They saw no aircraft on that side of the aerodrome, but they did see one aircraft being refuelled over by the hangars and about twelve men standing round. Sq/Ldr. Donaldson attacked the group and saw men hit and dropping. He then fired at the oil tanks to the South of the aerodrome. His shells hit them, but there were no fires or explosions. He did a right handed turn and saw some huts to the South West of the aerodrome with men running between them. He fired at them, and again saw some of them to be hit and fall. He went out over the Baie de Nacqueville. A dinghy in the bay fired at him, so he gave it a short burst which hit. The dinghy was left sinking.

Fl/Lt. Hughes followed Sq/Ldr. Donaldson onto the aerodrome and fired a burst into the barrack block. Doing a right handed turn he saw two oil tanks in the woods to the South West of the aerodrome. They were camouflaged and to some extent sunk into the ground. He fired at them but observed no results. Going out over the Baie de Nacqueville he also exchanged shots with the dinghy.

The two aircraft landed at Ibsley at 1720 hours.

It was found that there was one 7.9 m.m. bullet hole in Sq/Ldr. Donaldson's port wing, and one in Fl/Lt. Hughes' starboard aileron.

Patrol No. 2.

Two Whirlwinds of 263 Squadron (Fl/Lt. Pugh and P/O Mason) took off from Ibsley at 1625 hours for Maupertus. They crossed the English coast at 1628 hours at 1500 feet and reached the French coast at 1650 hours flying at 5 feet. They were slightly off their course, coming $\frac{1}{2}$ mile East of Cherbourg Harbour. They turned to Port about $\frac{1}{4}$ mile off shore and saw an E Boat $\frac{1}{2}$ mile away to the East moving slowly out to sea. They climbed to 1500 feet and circled until they were in a position about $\frac{1}{2}$ mile East of the E Boat. Fl/Lt. Pugh attacked in a long dive from 1500 feet, opening fire at 400 feet. He observed his shells hitting the water short of the E Boat and so pulled his nose up until his shots were striking and held it for 3 seconds burst. He saw his shells hitting and exploding amidships and forward. He did a right handed climbing turn and saw P/O Mason attacking and his shells hitting. Machine gun fire opened up from the boat at P/O Mason but was behind him. Fl/Lt Pugh again attacked from the front quarter exhausting his ammunition.

P/O Mason's first attack was delivered head on and was almost simultaneous with Fl/Lt Pugh's first attack. He too fired short at first but quickly corrected his aim. He delivered two more attacks from the broadside coming down to mast height. When last seen the E Boat was smoking fiercely amidships and forward and was very low in the water. It is claimed as sunk.

The two aircraft landed at Ibsley at 1720 having fallen in with the other section on their way back over the Channel.