

To:- 10 Group

From: Beaulieu A1/263/1 6/2/44

P/O Blacklock ✓ *Missing (6 Sorties)*
F/Sgt Cooper ✓
and

C.O ✓ *Beau* ✓
Will ✓ *Purk* ✓

COMPOSITE REPORT NIGHT SHIP RECCOS BEAULIEU 5/6th Feb

A. 263

B. 6 Typhoons 1b 2 x 500 lb 3 secs.

C. 2100 NYR 2125/2230. And 4 A/C 2140 - 2300
 2 A/C down Hurn

D. First 2 to Recco Alderney/Barfleur and Barfleur/
 Ouistreham. Last 4 to strike ships reported between
 C. de la Hague and Alderney

E. 2123 assumed and 2200. F. no claim G. 1 Typhoon
 and F/O Blacklock missing.

General

F/O Blacklock and F/Sgt Cooper took off for reccos.
At 2123 P/O Blacklock asked for emergency homing
from Cap de la Hague area and at 2124 hrs. was uncertainly
heard to say he was going into the sea. F/Sgt Cooper
was vectored to Cap de la Hague area and found six
E boats going west in 2 lines of 3 between Cap de Hague
and Alderney. Bombed N to S from 300 ft. No results
seen. Slight tracer flak returned. He landed at Hurn.
Next 4 A/C led by S/Ldr Warnes took off to strike ships.
Searched area and W and S of Casquets but found
nothing. A/C flew between 400 and 1,500 ft. Lighthouse
flashing Cap de la Hague and Alderney.
No cloud by sea haze made visibility poor low down.

See previous report

E

BLU V PYO HRN 35/5 OP
T 263 SQDN

FROM HURN 052350A

TO 10 GROUP 263 SQDN

SECRET QOX BT

HN/AO/10 5/2/44

SHIPPING RECCE AND STRIKE REPORT

(A) 263 SQDN ONE TYPHOON 1B

(B) 2 X 500 LB 3 SEC DELAY

(C) BEALIEU 2115 HURN 2220

(D) ARMED SHIPPING RECCE. BARFLEUR / PORT-EN-BASSIN

(E) 2200

(F) AND (G) NIL

(H) AT 2200 NORTH OF CAP DE LA HAGUE OFF COAST FIRED ON BY SIX
PLUS SUSPECTED "E" BOATS. BROKE AWAY REPORTED OPS. ORDERED
ANGELS 10 GAVE FIX ~~TYEXXXX~~ THEN BOMBED 9000' TO 6000'. NO RESULTS
OBSERVED. FAIR AMOUNG LIGHT FLAK NO HEAVY. LIGHT FLASHING
ALDERNEY

(BA) XXXX

(A) 263 SQDN ONE TYPHOON 1.B.

(B) 2 X 5000 LBS 3 SECS DELAY

(C) BEAULIEU 2210 HURN 2250

(D) SHIPPING STRKE POSITION 4 MILES N.W. Alderney

(E) (F) (G) NIL

(H) PATROLLED FROM 2 MILES WEST OF CASQUETS TO 4 MILES N
CAP DE LA HAGUE AT 1000'. NO SHIPPING SEEN WHITE FLASHING
ALDERNEY RED INTERMITTENT GUERNSEY

BT 052350A

CC SEC LINE (A) WA TYPHOON 1.B.

CC SHIPPING

MLP AR

TOD 1055

G P S BLU R 1056 BULL

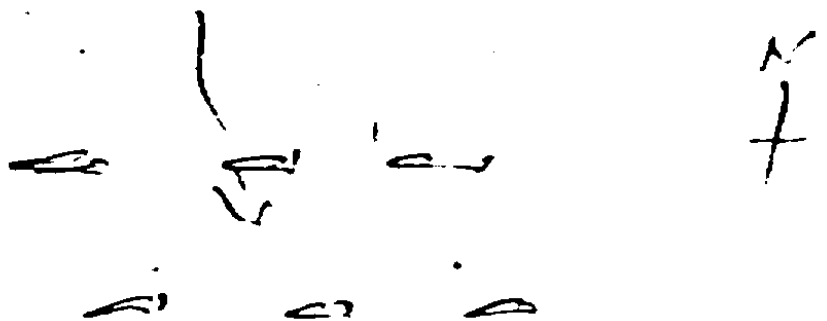
SURFAT REPORT NIGHT SHIPPING RECCO

5/6th February 1944

263.s./17/Int.

F/Sgt Cooper P.

1. (a) 263/26 (b) 5/6th Feb 1944 (c) Bomphoon 1B
(d) 263
2. (a) Westerly light (b) 1/10 at 6,000 ft.
(c) Poor below 1,000 ft in sea haze. (d) Slight
(e) Moonlight.
3. (a) 2150 (b) 49° 46' N. 02° 04' W.
(c) 6 suspected E boats in 2 lines astern moving West
estimated at 20/30 knots, 5-6 miles E.N.E. of Alderney
(d) Quarter starboard bow attack in 50° dive.
(e) Not known.
4. (a) 2. (b) 500 lb G.P. (c) 3 secs.
(d) Nil. (e) 6,000 ft (f) Eyesight
5. (a) (b) (c) Not seen
6. Nil
7. 4 more A/C of Squadron reconnoitred the area 20/40
miles later. Ships not found.
8. (a) (1) No claim. (b) Nil for A/C and pilot covered by
statistical report but 1 Typhoon and F/O Blacklock
missing. See Narrative report below.
- 9.



10. It was planned that 263 Squadron should resume with Bomphoon A/C at Beaulieu, the Night Armed Shipping Reccos which they used to carry out with Whirlibombers, from Warmwell. Accordingly, at 2100 hrs on 5th February, F/O Blacklock took

off from Beaulieu to reconnoitre the shipping lane from Alderney to Barfleur. At 2123 hrs. he asked for an Emergency Homing, from the Cap de la Hague area, indicating the presence of Class 2 enemy shipping. Nothing further was heard from F/O Blacklock, who is missing, except for a weak message uncertainly heard as "I am going into the drink". It seems almost certain that F/O Blacklock, who was experience in night attacks, went in to attack one of the ships, and it is likely that his A/C was hit by flak. A.S.R. patrols were flown in the Cap de la Hague area without success by this Squadron on the next day

F/Sgt Cooper (to whose sortie the statistical report above relates) took off at 2124 hrs to reconnoitre the ship lane from Pte. Barfleur to Ouistreham. On becoming airborne, he was vectored to the Cap de la Hague area. When flying West at 200 ft to the North of the Race of Alderney he met tracer fire from shipping, turned to starboard and reported enemy shipping to Middle Wallop Control. He was ordered to orbit at 10,000 ft and transmit for fix. He did this and was fixed at Z3705 at 2148 hrs. He was then told to return to base. Before doing this he dive-bombed the ships from 9,000 ft to 5,000 f. Since visibility was poor in haze for a low attack he did not see his bombs burst and makes no claim. Tracer was fired in his direction during the attack. The ships were in two threes, line astern, and moving west at a speed judged from the wake to be 20/30 knots. He is fairly confident that they were E Boats, but judged this from their apparently identical shape, considerable wake and small size, rather than from any close view of them. F/Sgt Cooper then returned to base and landed at 2250 hrs.

Four other Bomphoons of the Squadron took off between 2140 and 2200 hrs. They searched the area between Cap de la Hauge and Casquets but did not find the E Boats, either because of poor visibility or because the vessels had reached Alderney Harbour.

A Wordsworth

Flying Officer
Intelligence Officer
263 Squadron