

RGI. V HBR HBR 24/31 O-P
T SELF

FROM HARROWBEER 312250A
TO 10 GROUP INTELLIGENCE
SECRET QXX BT

Racine ✓
Heaton ✓
Beau ✓
Dunlop ✓

AI/xx 31 MARCH

COMPOSITE REPORT RODEO 108 HARROWBEER 31ST MARCH

- (A) 263 SQDN
- (B) 4 TYPHOONS 1B L-R
- (C) UP PREDANNACK 1904 1 DOWN HARROWBEER 2105 1 DOWN EXETER 2117
1 DOWN PREDANNACK 2107
- (D) PATROL N.W. POINT OF ILE GROIX TO 47 DEGS 47 MINS N.,
03 DEGS 45 MINS W. AT 0 FEET
- (E) N/A
- (F) NIL
- (G) F/LT G.G. RACINE R.C.A.F. MISSING
1 TYPHOON CAT E

SET COURSE FROM PREDANNACK AT 1907 AND FLEW AT 0 FEET ON COURSES WHICH BROUHXXXXX BROUGHT THEM TOO FAR N.W. AND SO TO CROSS PENMARCH POINT AT 600 FEET. THENCE AT 0 FEET TO ILE GROIX AT 2003 AND PATROLLED AS ORDERED. THE 2 SECTIONS LOST EACH OTHER IN FAILING LIGHT BUT MANAGED TO REFORM AND AT 2013 RED 1 (F/LT RACINE) LED THEM ACROSS COAST AT APPROX 3 MILES S.W OF KERLIN BASTARD AT 5000 FEET. INTENSE LIGHT AND SLIGHT HEAVY FLAK HERE CAUSED OUR A/C TO DIVE OUT TO S.W. RED 2 CLIMBED TO CROSS COAST W. OF KERLIN BASTARD AT 12000 FEET WHERE HE MET MOD HEABXXXXX HEAVY FLAK HE SAW RED 1 GO INTO A CONCENTRATION OF FLAK TO E. OF HIM AT AROUND 8000 FEET. RED 1 WAS NOT SEEN OR CONTACTED ON R/T AFTER THIS ALTHOUGH RED 2 AND RED 4 BOTH CALLED HIM AT 2035 AT SUNJOYS REQUEST. RED 1'S R/T LAST HEARD AT 1950 WAS VERY BLURRED. RED 2 ENTERED CLOUD AT 13000 FETXXXX FEET AND RETURNED TO HARROWBEER RED 3 CROSSED COAST FURTHER W. AT 12000 FEET AND RETURNED TO PREDANNACK. RED 4 IS UNCERTAIN WHERE HE CROSSED COAST. HE GOT TOO FAR E. AND LANDED AT EXETER. D/F HOMINGS EXXX WERE EXCLEEXXXX EXCELLENT FOR ALL 3 A/C
15 SAILING FISHING VESSELS WERE SEEN 20 MILES W. OF USHANT AT 1945.
WEATHER 5/10 CLOUD AT 1100 FEET. 10/10 AT 13,000 FEET.
VIS. POOR IN HAZE AND FADING LIGHT.
BT 312250A

AS FOR CHECK

LINE FZXXX FIVE TO READ CWA LIGHT BYXXX BUT

LINE 9 TO READ CWA WHERE HE

LINE 13 TO READ CWB RED 1XXXXX CWA RED 1'S

JHK A

AS

LINE 15 TO READ CWA UNCERTAIN WHERE NOT WHETHER AS SENT

JHK AR

HBR R 2238/31 CRATHORN AR

SECRET

Personal Night Combat Report (Form F)
10Group Rodeo 108 31st March 1944

F/Lt G.G. Racine R.C.A.F. 263 Squadron, destroyed the Me. 410 which had jumped him, then baled out and evaded.

- A. 31st March 1944
- B. 263 Squadron
- C. 4 Typhoons 1B L.R.
- D. 2035 hours
- E. Morlaix area
- F. Combat at 10000 - 14000ft. In t First Quarter moonlight above 10/10 cloud up to 8000 ft. Hazy.
- G. 1 Typhoon 1B Cat. E.
- H. F/Lt G.G. Racine slightly injured in parachute landing.
- J. 1 Me 410 destroyed by F/Lt Racine
- K. NIL

4 Typhoons 1B L.R. of 263 Squadron left by F/Lt G.G. Racine R.C.A.F left Predannack at 1905 on 31st March 1944 to patrol a last light NW of Ile Groix and to intercept E/A returning to Kerlin Bastard or Vannes from the Bay of Biscay. Courses flown at 0 ft. brought our formation rather too far NW and so to cross Penmarch Point at 600 ft. thence at 0 ft to Ile Groix at 2003 and to patrol as ordered. The dusk was unexpectedly dark below 10/10 cloud in layers between 1000 and 8000 ft. At 2013 hours F/Lt Racine concluded the patrol and set course for base, intending to cross the French coast at 7000 ft at 47° 47' N, 03° 45' W as planned. But at this moment his R/T set burnt itself out with a cloud of smoke. F/Lt Racine dropped back, but it was too dark for him to signal to his No 2 to lead. The formation crossed the coast in the Concarneau area at 8000 ft (not near Lorient as was reported in the Composite Report), and thereafter F/Lt Racine lost the other three A/C which in fact became split up in the dark night and in evasive action in the Concarneau flak and returned individually to land safely as previously reported. F/Lt Racine climbed through the flak near Concarneau, which was moderate, heavy, and fairly accurate, though cloud to 12,000 ft and thence to 18000 ft flying N to the Morlaix area. He switched on broad-band I.F.F. At 2035, in full night, with the moon in the first quarter, he saw tracer passing him and saw and felt strikes exploding in both wings of his A/C. He broke hard into a spiral dive to starboard, straightening out after a turn of 270° degrees in which he had lost 4000 feet. Then he almost collided with the E/A which he thought was an Me 410, from 100 yds astern of it. He pressed the gun button for a long burst and saw strikes, followed by flame on the E/A which fired a double red and then dived flaming into the cloud below. F/Lt Racine's controls were now almost totally jammed. The A/C could only be made to fly in a shallow spiral glide. He made these forced orbits for about twenty minutes. At about 2100 the A/C stalled at 10,000 ft and flicked on to its back. He abandoned the A/C, clutching his course card in his left hand (he destroyed this later), and his operation maps in his right hand. One foot stuck inside the cockpit for a second or two but he kicked free, and after a quick decision, was forced to abandon the maps in favour of pulling the rip cord. His parachute opened nicely, but, since he had the left leg strap too tightly adjusted, the weight was taken on the left hand of the two portions of his anatomy which are not normally weight-carriers; he suffered from contusion for two days. Before reaching cloud top he saw his A/C explode in the air with a remarkable leap of flame which reached to 500 feet above it. On breaking cloud he saw his a/c burning on the ground, where it set fire to the brushwood on Penguin Point (8 miles NW of Morlaix R 417264). This brushwood burnt until 0600 hours. Meanwhile, this was F/Lt Racine's first reassurance that he was not several miles out to sea. He landed some seconds before he expected to, and slightly injured both ankles and his left leg, but these are now completely healed. The rest of F/Lt Racine's story cannot be told in this report, but it may be said that he heard that the E/A which he had shot down was definitely an Me 410, and that it had crashed

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in the shallow water between Ile de Batz and the mainland; furthermore F/Lt Racine submits a tentative claim for two Hun soldiers killed on the ground and one seriously wounded. In trying to reach the remains of the Typhoon, two men blew themselves up in their own minefield, and another lost an arm. He also learnt that the S. coast of Brittany from Ushant to Vannes is more strongly defended with flak that is marked on the current flak maps; and finally that the attempt to catch T.E. fighters in the Ile Groix area at first or last light is one which might be attempted with even greater success.

G.G. Racine F/Lt.

Andrew Wordsworth F/O I.O 263 Squadron.