SQUADRON 466 A/C NUMBER AND LETTER O CAPTAIN F/O HICKEY NAVIGATOR F/S COCKRAM DATE 23/7/44

**FORM 441**

FORECAST W/Vs AND AIR TEMPS.

| STAGE FROM TO | ,000 FT | | ,000 FT | | ,000 FT | | ,000 FT | | ,000 FT | |
|---|---|---|---|---|---|---|---|---|---|---|
| | From (T) | Speed | From (T) | Speed | From (T) | Speed | From (T) | Speed | From (T) | Speed |
| | TEMP °C | | TEMP °C | | TEMP °C | | TEMP °C | | TEMP °C | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |

| POSITION | SUN | | MOON | | TWILIGHT | |
|---|---|---|---|---|---|---|
| | RISES | SETS | RISES | SETS | A.M. | P.M. |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

WATCH ........ fast/slow AT ........ GMT. ON ..../..../.... GD. RATE ........ secs./hr. gaining/losing

ORDERS Air 840
Track. 822.

TO 2220 S/C 2249

H = 0030 TOT 0030 – 0033

| TIME | RQD TRACK (T) | W/V USED AND COMPUTED DRIFT | Course (T) | VARN | Course (M) | Compass Corrn. for Devn. | Course (C) | ROUTE FROM:— | | TO:— | R.A.S. | HEIGHT & AIR TEMP. | T.A.S. | D.R. G/S | DIST. TO RUN | D.R. TIME | E.T.A. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2250½ | 219 | 313/10 | 222 | | | | | BASE | —A | GOOLE | 162 | 4000/+11 | 173 | 174 | 26 | 9 | 2259½ |
| | 178 | 310/17 | 182 | | | | | GOOLE | A—B | 5230 | 172 | 7000/+7 | 190 | 200 | 83 | 25 | 2324½ |
| | 178 | 310/10 | 181 | | | | | 5230 | B—C | 5125 0045W | 162 | 7-12½ 10/+1 | 190 | 197 | 75 | 23 | 2347½ |
| | 158 | 300/14 | 161 | | | | | 5125 0045W | C—D | 5030 0010W | 172 | 12500/−1 | 210 | 220 | 69 | 19 | 0006½ |
| | 119 | 300/14 | 119 | | | | | 5030 0010W | D—E | 5010 0048E | 172 | 12500/−1 | 210 | 221 | 49 | 13 | 0019½ |
| | 125 | 300/14 | 125 | | | | | 5010 0048E | E—Δ | 4948 0137E | 172 | 12500/−1 | 210 | 223 | 45 | 12 | 0031½ |
| | | | | | | | | | — | | | | | | | | |
| | 216 | 300/14 | 220 | | | | | 4948 0137E | Δ—F | 4945 0133E | 192 | 12500/−1 | 234 | 232 | 5 | 1¼ | |
| | 287 | 300/14 | 288 | | | | | 4945 0133E | F—G | 4953 0050E | 192 | 12500/−1 | 234 | 220 | 34 | 9½ | |
| | 318 | 300/14 | 317 | | | | | 4953 0050E | G—H | 5030 0025W | 192 | 12½-10 10000/0 | 230 | 217 | 70 | 19½ | |
| | 340 | 310/10 | 338 | | | | | 5030 0025W | H—J | READING | 192 | [illegible] | 218 | 207 | 70 | 20¼ | |
| | 004 | 313/10 | 001 | | | | | READING | J—K | FAXFLEET | 192 | 4-7/+11 | 206 | 200 | 157 | 47 | |
| | 024 | 320/10 | 020 | | | | | FAXFLEET. | K— | BASE | 192 | 2000/+18 | 200 | 199 | 21 | 6½ | |
| | | | | | | | | | — | | | | | | | | |
| | | | | | | | | | — | | | | | | | | |
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| | | | | | | | | | — | | | | | | | | |
| | | | | | | | | | — | | | | | | | | |

| TIME | RQD TRACK (T) | W/V USED AND COMPUTED DRIFT | Course (T) | VARN | Course (M) | Compass Corrn. for Devn. | Course (C) | NAVIGATIONAL OBSERVATIONS (Pin Points, Fixes, Position Lines, Actual T.M.G. Actual Drift, G/S and W/V Manoeuvres, etc.) | GENERAL (Met.Conditions, Bombing, Intell., Enemy Action) | R.A.S. | HEIGHT & AIR TEMP. | T.A.S. | D.R. G/S | DIST. TO RUN | D.R. TIME | E.T.A. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Watches Synchronised W/T Go. VP loaded | DR Synch | | | | | | | |
| 2232½ | | | | | | | | Airborne GEE | & H₂S OK | | | | | | | |
| 2251 | 219 | 313/10 | 222 | | | | | BASE s/c A. | | 162 | 4000/+11 | 173 | 174 | 26 | 9 | 2300 |
| 2251 | | | | | | | | +B ·83 D ·40 | Δ5400 0028W | | | | | | | |
| | | | | | | | | 5401½ 0028½W Reset | +1½ +½ | | | | | | | |
| 2257 | | | | | | | | +B 3·44 D 5032 | | | | | | | | |
| | | | | | | | | | | | | | | | | 2324½ |
| 2300 | 178 | 310/17 | 182 | | | | | □ A s/c B | | 172 | 7000/+5 | 192 | 202 | 83 | 25 | 2325 |
| 2303 | | | | | | | | +B 4·30 D 50·45 Δ | 5337 0055W | | | | | | | |
| | | | | | | | | Reset API −4½ | 6½E | | | | | | | |
| 2309 | | | | | | | | +B 5·63 D 50·97 Δ | 5316½ 0050 | | | | | | | |
| | | | | | | | | G/S | | | | | 220 | 51 | 14 | 2323 |
| 2315 | | | | | | | | +B 7·95 D 51·64 Δ | 5300 0051½ | | | | 204 | 32 | 9½ | 2324½ |
| | | | | | | | | W/V | 323/19 | | | | | | | |
| 2321 | | | | | | | | +081 − 12 Δ | 5243½ 0053 | | | | | | | |
| | | | | | | | | 6½ in 18 W/V | 332/19 | | | | 208 | 10 | 3½ | 2324 |
| 2324 | 178 | 310/10 | 181 | | | | | □ B A/C C | | 162 | 7-12½ 10/+1 | 190 | 197 | 75 | 23 | 2347 |
| 2330 | | | | | | | | +B 14·23 C 43·85 Δ | 5219 0054 | | | | | | | |
| | | | | | | | | W/V | 325/13½ | | | | | | | |
| 2334 | | | | | | | | at height. 12500. | | | | | | | | |
| 2335 | | | | | | | | +B 14·81 C 41·78 Δ | 5205 0055 | | | | | | | |
| | | | | | | | | Reset −4½ 5E | | | | | | | | |
| 2343 | | | | | | | | +038 −13½ Δ | 5137 0051 | | | | | | | |
| | | | | | | | | G/S | | | | | 210 | 10 | 2½ | 2345½ |
| 2346¾ | 158 | 315/20. | 160 | | | | | □ C A/C D. | | 172 | 12500/−4 | 210 | 228 | 69 | 18 | 0006½<br>0004¾ |
| 2349 | | | | | | | | +B 5·92 C ~~54~~ 44·20 Δ | 5121 0041½ | | | | | | | |
| | | | | | | | | W/V | 310/21 | | | | 228 | 61 | 16 | 0005 |
| 2356 | | | | | | | | +B 3·89 C 43·89 Δ | 5101 0035 | | | | | | | |
| | | | | | | | | 4 in 21/23½ in 7. W/V | 300/11½ | | | | | | | |
| 2359½ | | | | | | | | NAV LIGHTS OUT | | | | | 202 | 35 | 10½ | 0006½ |
| 0003 | | | | | | | | BOMBS FUSED. | | | | | | | | |

Signed ........................ Navigator.

| TIME | RQD TRACK (T) | W/V USED AND COMPUTED DRIFT | Course (T) | VARN | Course (M) | Compass Corrn. for Devn. | Course (C) | NAVIGATIONAL OBSERVATIONS (Pin Points, Fixes, Position Lines, Actual T.M.G. Actual Drift, G/S and W/V Manoeuvres, etc.) | GENERAL (Met. Conditions, Bombing, Intell., Enemy Action) | R.A.S. | HEIGHT & AIR TEMP. | T.A.S. | D.R. G/S | DIST. TO RUN | D.R. TIME | E.T.A. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | 0019½ |
| 0006½ | 119 | 300/11½ | 119 | | | | | □ D A/C E | | 172 | 12500/-4 | 210 | 222 | 49 | 13¼ | |
| 0009 | | | | | | | | +B. 3·52 C 42·88·Δ 5028 0007W | | | | | | | | |
| | | | | | | | | 8½ in 34 W/V 308/15 | | | | | | | | |
| | | | | | | | | G/S | | | | | 224 | 37 | 10 | 0019 |
| 0016 | | | | | | | | +B 3·20 C 42·66 Δ 5018 0021½E | | | | | | | | |
| | | | | | | | | W/V 310/12 | | | | | | | | |
| 0019 | 125 | 308/15 | 125 | | | | | □ E s/c Δ | | 172 | 12500/-4 | 210 | 225 | 45 | 12 | 0031 |
| 0021 | | | | | | | | +B 3·14 C 42·51. Δ 5011 0041E | | | | | | | | |
| | | | | | | | | 8½ in 46 W/V 315/11 | | | | | | | | |
| 0026 | | | | | | | | +B 3·13 C 42·59 | | | | | | | | |
| 0027 | | | | | | | | TI Sighted. | | | | | | | | |
| 0030¾ | | | | | | | | Bombs Gone. | 110T 170mph | | | | | | | |
| 0031½ | | | | | | | | Δ | 12600 Ft. | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 0032 | 287 | 315/11 | 288 | | | | | Δ S/C G | | 192 | 12500/-4 | 234 | 223 | 34 | 9 | 0041 |
| | 318 | 315/11 | 318 | | | | | □ F S/C G | | 192 | 12500/-4 | 234 | 221 | 70 | 19 | |
| 0041½ | | | | | | | | B P/L 3·46 Tr. OK. | | | | | | | | |
| 0048 | | | | | | | | Coming [illegible] on C/L | | | | | | | | |
| 0049½ | 318 | 315/11 | 318 | | | | | □ G s/c H | | 192 | 10000/0 | 230 | 217 | 70 | 19 | 0008½ |
| 0052 | | | | | | | | +B 3·98 C 42·19 Δ 5011 0005E | | | | | | | | |
| | | | | | | | | 17½ in W/V 317/13 | | | | | | | | |
| | | | | | | | | Reset. -12½ 16E | | | | | 217 | 37½ | 10½ | 0102½ |
| | | | | | | | | | | | | | | | | |
| 0102½ | 340 | 317/13 | 339 | | | | | □ H A/C J | | 192 | 9-6/+4 | 218 | 213 | 82½ | 23 | 0125½ |
| 0105 | | | | | | | | +B 3·79 C 42·99 Δ 5030½ 0116½W | | | | | | | | |
| | | | | | | | | 5 in 13 W/V 307/23 | | | | | | | | |
| 0124 | | | | | | | | +B 14·87 C 34·66. Δ 5125 0051W | | | | | | | | |
| | | | | | | | | 5 in 32 16 min 19 W/V 330/9½ | | | | | 212 | 17 | 5 | 0129 |
| 0129½ | 004 | 330/10 | 002 | | | | | □ A/C K | | 192 | 6000/+7 | 211 | 203 | 157 | 46½ | 0216 |
| 0138 | | | | | | | | +B 15·28· C 42·40 Δ 5205½ 0101W | | | | | | | | |
| | | | | | | | | 4 in 46 W/V 320/5 | | | | | | | | |
| 0138 | | | | | | | | Reset API. -3 -3½ | | 192 | 6000/+7 | 211 | | | | |
| 0150 | | | | | | | | +B 11·62 C 52·25 Δ 5318 0056½W | | | | | | | | |
| | | | | | | | | API U/S. G/S | | | | | 210 | 77½ | 23½ | 0213½ |
| 0202 | | | | | | | | +B 6·48 D 50·56 | | | | | 210 | 27 | 8 | 0210 |
| 0210 | 042 | 320/5 | 040 | | | | | □ A/C BASE | | | | 200 | 200 | 36 | 11 | 0221 |
| 0214 | | | | | | | | +B 3·60 D 50·20. | | | | | | 18 | 5½ | 0219½ |
| 0216 | | | | | | | | +B 3·23 D 50·30 | | | | | | | | |
| 0219 | | | | | | | | BASE | | | | | | | | |
| 0246 | | | | | | | | Landed | | | | | | | | |

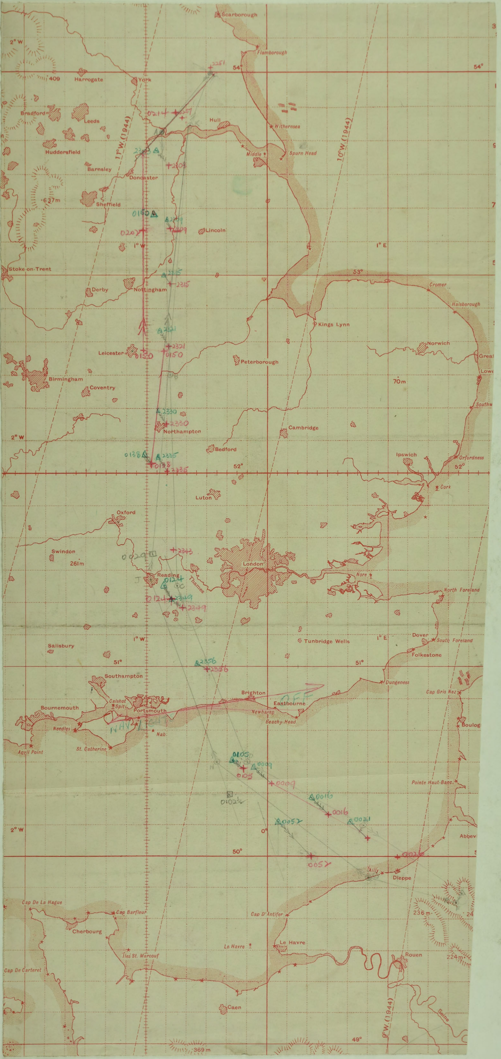
Fortnam

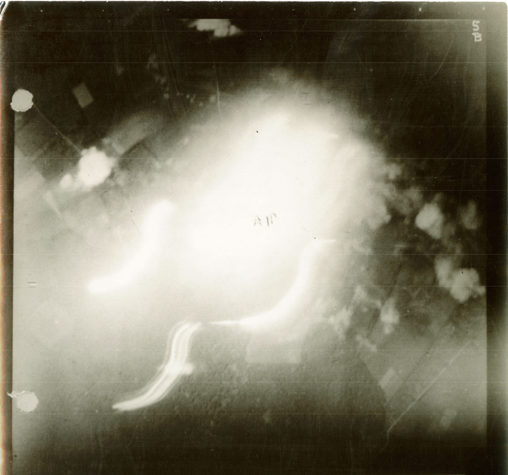
Signed..........................................................Navigator.

SQUARE SEARCH HEIGHT.................. T.A.S.................. VIS..................m

| TRACK T. | W/V USED | Course (T) | VARN | Course (M) | Corrn. for Devn. | Course (C) | D.R. G/S | | DIST. | D.R. TIME | T.T.T. | | DIST. | D.R. TIME | T.T.T. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 2V | | | | 6V | | | |
| | | | | | | | | 2V | | | | 6V | | | |
| | | | | | | | | 4V | | | | 8V | | | |
| | | | | | | | | 4V | | | | 8V | | | |

MEMORANDA


Scarborough
Flamborough
54°
54°
2° W
409
Harrogate
York
2251
Bradford
Leeds
0214
2257
Hull
Withernsea
A
Huddersfield
2303
Middle
Spurn Head
11°W. (1944)
10°W. (1944)
Barnsley
2305
Doncaster
637m
Sheffield
0150
2309
2309
0207
Lincoln
1° W
1° E
Stoke-on-Trent
53°
2315
2315
Derby
Nottingham
Cromer
Halsborough
Kings Lynn
2321
2321
Norwich
Leicester
0150
0150
Great
Peterborough
Lowe
70m
Birmingham
Coventry
Southw
2330
2330
Cambridge
Northampton
2° W
0138
2335
Ipswich
Orfordness
Bedford
0138
2335
52°
52°
Cork
Luton
Oxford
2343
Swindon
0029
261m
London
Nore
J
Reading
0124
C
Thames
0124
2349
2349
North Foreland
1° W
1° E
Salisbury
Tunbridge Wells
Dover
South Foreland
Folkestone
51°
51°
2356
2356
Southampton
Dungeness
Brighton
OFF
Cap Gris Nez
Calshot Spit
Eastbourne
Bournemouth
Portsmouth
Newhaven
Beachy Head
Boulog
NAV LIGHTS
Needles
Nab
Anvil Point
St. Catherine
0105
D
H
0009
0105
0009
Pointe Haut-Banc.
0102½
0016
0016
2° W
0052
0021
0°
Abbev
50°
0052
0026
Ailly
Dieppe
Cap De La Hague
Cap Barfleur
Cap D'Antifer
236m
24
Cherbourg
Le Havre
Le Havre
Rouen
224m
Îles St. Marcouf
Cap De Carteret
Caen
9°W. (1944)
Seine
49°
369m



1975 DRF.23/24-7-44//NT(C)8"12500→110.0031.Les Catelliers(S)16x500.23secs.P/O Hickey.0.466.