S.O. Book 129.

Code 28-69-0.

FLYING CONTROL

LOG

G. R.

SUPPLIED
FOR THE
PUBLIC SERVICE

FROM OCTOBER. 7TH 1943.

TO = NOVEMBER 26TH 1943.

T.2356. Wt. 7746. 12/41. 150,000 Bks. E.J.A. & S. Ltd.

October 7. 1943, Thursday.

1830	On duty	sl. H. Willey A/Cx
2030	Pendit	Leeming's pendit temporarily U/S. They think they can repair it within an hour so A54 not informed.
2040	Hostiles	From 12 Gp. W20. - 60 + X-raids plotted off coast of East Anglia, believed to be hostile. One 1664 Bullseye a/c is due at Harwich at 21.58. Croft informed. Controller informed.
2054	Balloons	Canterbury & Thames balloons at 6500 ft. all stations informed re this & intruders. Controller instructs no action is to be taken with ops. a/c.
2057	Pendit	Leeming's pendit now okay.
2057	Hostiles	12 Gp. Controller orders recall of any Bullseye a/c due to hostile activity. HSO will handle the signals and Croft informed. All groups are recalling.
21.12 to 21.30	Crash	Eastmoor report crash NE of Thurn. ROC informed and give final plot of V2105 (a few miles east of Wambleton in Eastmoor crash area) Contacted Base 62 & Base 61. Eastmoor have operational take off at 21.55 so Foxcliffe instructed to send out crash tender, ambulance & H.O. Helmsley & and possibly two other village fire brigades were sent out (we requested Helmsley to go out). Controller & ROC informed.

2120	Hostiles - signal	Controller instructed DSO to send out following message on HOFDs at 21.50 & 22.20: "Enemy a/c on your course between 21.30 & 22.30 hrs." TOD. 21.30
2122	Hostiles - signal	Linton have sent to their ops: a/c on H/F D/F "buntals off Nav. lights" after getting permission of their Air Commodore.
2140	Crash 6/408	This a/c, that crashed (see 21.12 above) was 408/C. all crew baled out, according to Linton who were speaking to one of the crew.
2145	Bullseye	a/c acknowledged recall signal.
2150	Crash 408/C	From Topcliffe: Helmsley police have informed Topcliffe base that the a/c crashed at Spaunton village (22/203097) and bomb exploded setting some houses on fire, causing ~~a few~~ one casualty. All crew baled out but 2 not yet located.
2205	Crash	Tried to get through to Spaunton by phone but apparently there is no phone there. Spoke to pilot at Ruttonly Hall, nr. Spaunton, who said he was the last to bale out. Reason for baling out: controls locked on take-off.
2232	Weather	Met. say they are not too happy about weather at base on return but will let us know by 0100 hrs. Controller says no action till after Met. confirmed.
2240	426/V	Sent message: "Pilot sick, going to jettison in sea" sent in plain language. Position obtained by Gauth. is 5044 N 0017 W 2nd. not passed to a/c as it was too approximate. 11 Gp. 4670 informed who says he has aerodromes in that area lit up. R/T call signs passed.
2255	Crash	12 Gp. informed of crash of 408/C
2310	Weather	Controller instructs that diversion bases be laid on with 6 & 6 in view of bad weather expected at own bases. Referred to our Met.
2315 – 0030	diversion	requested from 6 & 6. They have practically ~~no~~ no fit aerodromes they can offer us that are any good. Suggested Sillath for 432 a/c which we accepted after consulting met. They finally decided we would have to wait till after 0100 hrs. met. broadcast. Controller said okay.
2350	426/V	landed Langmere at 2305. Pilot in SSQ and says "a message he had sent he wants cancelled" Informed Linton.

Friday Oct. 8, 1943

0047	diversion	Gave Sillath all gen. re diversion.
0110	Hostiles	all gone and 11 Gp. balloons down to 1500 ft except Dover which is 2500 ft. Stations informed.
0130 – 0230	Weather	From Met: Middleton, Acklington, Croft & Thornaby will be good enough to land 408 & 426 between them. In view of this Controller decided not to send out diversion message but to bring them back to base and divert them as follows by R/T: 408 & 426 - to Middleton & Croft (one each alternatively) 432 to Sillath Stations are only to divert if their own weather bad. Scorton & Thornaby standing by in case Middleton & Croft go unfit. The latter two stations are not

		to re-divert without notifying Groups. Informed 6 & 16 and Middleton. Croft, Scorton & Thornaby, 12 Gp. and 62 Base HQ. Thornaby say squeakers do not interfere unduly with Bamber R/T and they will attend to grounding of nearby balloons.
0230	10/K	from Melbourne landed Linton at 0222 after giving darky call. Will be staying over night. 4 Gp. informed.
0241	432/B	landed at Docking at 02.30. Reason: W/O thought he received a diversion message but could not understand it. Controller instruct that he stay over night & return first thing in the morning after checking weather. Linton informed.
0240	Billingham	balloons will be grounded from 0330-0500 hrs.
0300	432 a/c	all accounted for. Silloth stood down with thanks. 6 & 16 informed.
0315	432/B	From 16 Gp: the reason mentioned in 0247 note is apparently wrong; 16 Gp. do not know where it came from. The reason now given for landing at Docking is "engine trouble" Linton informed.
0320	Crew	that baled out - all now located and okay.
0430	Diversion	bases, Thornaby & Scorton stood down as Middleton and Croft are holding and okay - Controllers instructions.
0440	Darky	Riccall heard darky call by a "Handkerchief 4" at 0449. There vis. was poor at that time so we instructed them to send him to Middleton if they can contact him again. They think it is an Anson; R.A.F. has 2014 Ansons on the board. Croft got no results by shooting.

Friday. Oct 8/1943

		mortars off. 12 Gp. informed.
0500	Results of ops.	5/426 still outstanding. Middleton landed 4 of Linton's a/c. Middleton & Croft stood down as far as Linton a/c are concerned. Nothing heard of 426/5
0515 – 0585	Darky	Croft have had another darky from an Anson and Middleton have been instructed to send up rockets & put their lights on. Croft have sent a "G" over to Middleton & Scorton who have had a darky are going to send him to Middleton if they can contact him.
0530	Darky	R.A.F. have only one a/c, an Anson in our Group. They say he is circling Croft. Middleton shooting off rockets etc. & have contact lights on but a/c continues to call Croft asking them to put their lights on. Croft have lights on and are trying to contact him on R/T but without success. Scorton are pointing their sandra light towards Middleton. 12 Gp. & R.A.F. HQ as to what to do.
0600	Darky	has now left Croft and gone SW to 240 into 9 Group who are now handling him. Middleton's weather has now gone and but Thornaby still okay. Middleton & Croft informed.
0710	Anson	landed at Cark at 0625.
0900	off duty	Sgt. H. Melville F/Lt.
09.00	On duty	F/O Clelland F/LT.
10.20	Diversion Bases.	C7C asked for Provisional diversion bases for 67 Hals, 17 Lancs & 13 Wells. Will give answer to us after Met. Conference at 12.00 hrs.

Friday Oct. 8 1943.

10.10	V/426	F/O Buchanan called re instructions about returning. Linton will arrange this.
1045	C/408	Wombleton are guarding the aircraft. Only one casualty caused by bomb exploding.
10.30	Linton aircraft	Landed away from base. Linton will arrange for their return.
14.45	1659 on Bullseye	Cancelled due to inexperienced crews.
	1679.	— Still on (1 Lanc.)
16.30	Division Bases	* G.F.C. contacted & we requested provisional bases in eastern coast of Norfolk if possible. They will Call —
10.52	Hurricanes landed Skipton.	2 a/c of 174 & 2 a/c of 175 Sq. en route from to Northolt landed Skipton. FCLO 12 & 11 informed. Will probably stay night —
17.45	Billingham Balloons.	Will be down until 05.30 hrs instead of 04.30.
17.50	Division Bases.	CFC offer Swanton Morley definitely for Wellingtons 432
18.05	Bullseye	Controller has scrubbed 1679 a/c on bullseye due to weather at base for ETR.
18.20	X-Country.	1679 wanted to know if they could arrange a X-Country with ETA approx. 11.00 hrs. After Consulting Mr Lumm here it was decided that weather would be too uncertain possibly 1000 to 1500 yds. vis.
18.30	Off duty	F/L Cleland F/L
	On duty	F/L Spence F/O.
1925	Pundits	A.S.4 request #1, 91, 115 & 140 dusk-dawn. Stations informed.
2015.	Div. Base	Advised Linton that Swanton Morley had been laid on for 432 Sqn.

2130.	Anson M.G. 516.	Leeming state message received this a/c landed at Fraserburgh & would stay overnight. FCLO 12 informed.
2145	Emerg. Div. Bases.	In collaboration with Met. Controller & C.F.C. following emergency weather bases have been laid on & allotted as noted:- Horham - 419 Sqn. Manston - 428 " Snetterton Heath - 427 " Kelstal - 429 " Shipdham - 431 & 434 Bury St Edmunds - 408 & 426. Bradwell Bay - 432. - all stations informed
2150.	ditto.	Air I instructed that a substitute diversion base be laid on in place of Snetterton Heath.
2245	ditto.	C.F.C. have cancelled Bradwell Bay as diversion base.
2325	427/ Division	F/L Durham F/C Leeming advises this Squadron received all information re Snetterton Heath. He also advised that W/C Pattison stated "Air I said he had permission to return to Leeming and do a Beam Landing if diverted." Advised Controller who could not confirm.

SATURDAY - OCT. 9.

~~1230~~ 0001	Diversion	C.F.C. offer West Malling in place of Bradwell Bay. After consulting Met & Controller accepted. C.F.C. now state Horham not available. (Fortress diffiendy) and offer Great Ashfield or Thorpe Abbotts. neither

		of which areon our Diversion Schedule.
~~1705~~ 0005	419/T.	12Gr. advise Hal. returning, making landfall at Whitby. They are searchlighting him & Thornaby is lighting up. Also request M.S.G. to be ready. Have instructed M.S.G. - Landed M.S.G. 0023. 12Gr. informed
~~1715~~ 0020	Diversion	After consulting Controller accepted Great ~~Ashfield~~ Ashfield & Thorpe Abbotts in place of Horham. Aircraft will be re-directed by Horham ~~to~~ the other 2 Stations.
0110/ 0120	Diversion Gen	Passed to 11Gp, 2 and 4 U.S. Wings. Re: 427 Squadron - this squadron is to be sent to Horham and then re-diverted to Great Ashfield. 429 - Methel 431-434 - Shipdham 408-426 - Bury St. Edmunds - the former will be diverted to Snetterton Heath if things are so at St. Edmunds. 419 - Horham - thence to Thorpe Abbotts. 428 - Manston 432 - West Malling Advised all stations of the above.
		Have made arrangements with 4 Gp. to take our early returns in case all of our bases out. Told stations & said advise this group before doing so in order that we could authorize the best aerodrome with regard to weather & also prevent overcrowding in that Gp.
0150	408/H	This a/c idented at 0142. Permission granted by GDSO and Controller for the station to divert him to Lisset on their H/F D/F. once he crossed the Coast.
0200	Diversions	Controller decides to make Diversions DEFINITE after leaving Det. Stony. Told Stations; C.F.C. and 11 Gp F.C.L.O. 4 and 2 U.S. Wings D.F.C.O. At this ~~this~~ time C.F.C. said, "I forgot to tell you, but 1 Group could take about 50 a/c and Docking is O.K. Only a phone call was needed and told him so.
0215	408/H	DIVERTED TO LISSETT. Landed Lecconfield 0155
0255	427+ 424 Sqns a/c away	F.C.O. Leeming (~~H~~/C. Durham) advised that their a/c should stay "put" until instructions for return are received from their base after 0800 hrs.
	Identt	Board changed.
0030	419/M.	From Hull - Message "GCST VX (Rear Turret U/S." TOO-0015 TOR-0024 - Fix 5404N 0049E, Indicate, Identt 0024 hrs. Passed to M.S.G.
0600	427+424 Sqn a/c away	Passed Leeming's instructions to F.C.O. of 2nd Bd US Bomb Division for transmission to concerned stations.
	426 Sqn a/c away	Linton request this Sqn's a/c to be ready to return between 0800 & 0900 but to await definite instructions. Passed to 2nd U/S Bomb Wing & 3 Gp.
0900	~~Off duty W.B. Symonds~~	

0820 0840	419+428 a/c away.	M.S.G request a/c be ready to return to base by 1100 hrs. but must get OK from station before taking off. These instructions passed to H.C.R.O of 11+13 Groups, and H.C.O. 3 Gr. + 3rd U.S. Bomb Div. for transmission to stations concerned.
0900	Off duty	H/Spence R/O A.H. Miller F/Lt.
1040 ~~1050~~	Crash	Leeming H/c say a civilian phoning from Kirby Hall (North of Leeming) reports a crash of an a/c near Kirby Fleetham. a/c is in flames. Catterick think it is a bomber. Leeming and Catterick both taking action. R.O.6 give plot as Z 7913 which is not near position given by Leeming. Asked them to check again. Passed to Leeming.
1056	Crash	R.O.6 give us another plot Z 7715 which still does not coincide with Leeming's plot. They are checking further.
1100 ~~1115~~	Crash	Put through "a/c priority" call to Kirby Fleetham Hall and learned that a/c was a Wellington and crashed 3/4 mile east of Kirby Fleetham Hall. Fire is now under control. 3 R.A.F. crash tenders and 2 N.F.S. fire engines are at scene of crash. a/c not yet identified and only one member of crew located (dead). Passed this to Leeming - Catterick. 432 Sqdn have nothing flying from base.
1200	a/c away	On instructions from Middleton H/c instructed all 419 a/c at Thorpe Abbot to return immediately Met. say okay.
~~11.25~~ 1145	a/c away	Leeming give us the following instructions to pass to their a/c away: 427 & 429 to stand by at 12:30 for permission from Leeming to take off. Passed this to stations concerned. From Middleton: are happy about weather at base and want all of 419 & 428 to return immediately. From Linton base: 432 a/c to return immediately 431, 434, 408 & 426 to be ready by 1300 for permission to take off. All decision a/c's advised. Met. say Middleton should be okay but are not happy about the other stations.
1230		
1230	Weather	by 1300 hrs. general weather in Group should be: 1500-2200 yds. vis. 4-8/10ths at 2000. Vis. should pick up to 3000-5000 yds. later on Warned 62 Base - Middleton
1255	a/c away	3rd U.S. Bombing Div. want to know if 419 & 428 a/c can take off. Said yes, we had given them permission an hour ago.
1310	a/c away	Asked Middleton about their weather and they are not happy about it. They want all their a/c that have not taken off to stand by. Informed appropriate Group HQ's. 1 Sqn. say 11 a/c 428 have already taken off. Informed Middleton
1305	a/c away	426 & 408 are to return immediately and land at other 6 Grp. or 4 Grp. stations if necessary. Checked with 4 Grp. who say Holme should be fit for an hour or two at least. Passed instructions to Group HQ's.

1315	a/c away	Holthorpe want 434 & 431 to return immediately. Warned them of weather. Passed instructions to Group H.Q.'s.
1740	a/c away	S/C Ross wants us to either send the 11 a/c of 428 back to Blandson or divert them en route as he is not happy about Middleton's weather. Referred to Met. who say Battersby okay. 5 Gp. informed and will take them. D.S.O. instructed to pass gen. to Middleton to send ~~message~~ and at ~~4~~ 1515. Middleton informed.
1455	419 428 a/c	Arranged for Holme to stand by for any of these a/c that are returning to Middleton. Holme's weather is quite reasonable.
1525	427 429	W/C Turnbull & acting sqdn. commander of 429 want all crews of these two squadrons stood down in view of weather, & to be ready to return in the morning. Passed this & all Group H.Q.'s concerned.
1530	Crash	From Catterick: the a/c that crashed this morning was a Wellington from Lossiemouth. 4 crew killed and pilot injured (now in Catterick Military Hosp.) Catterick taking all casualty action. Controller informed.
1800	a/c away	35 a/c still away from base (46 a/c returned)
1830	Off duty	N.H. Miller F/Lt.
18.30	On duty	F.D. Holland F/L.
0001		Sunday Oct 10th 1943.
0100	—	Ident Sh Corrected

Oct 10th 1943.

0147	Sycamore L. London W/T Typ	Ex. F.C. L.O 12. — Keep requested for Wellington from 93 Group. reported short of petrol in Z-43. — Due west of Middleton
0148		— Duty Met 6 Gp advised that Middleton would be best having 4000 yds vis; 4700' ft cloud 8/10. — Cronet = vis 2200 yds, cloud 9/10 at 5700'. — Skipton: vis 4000 yds, cloud 3/10 at 6000' (No duty flying control watch at Skipton because of Stand Down.)
0149.		— Ex FC LO 12: Sycamore/L told to ~~go~~ fly EAST. (Acknowledged)
0150		— Broadcast to F.C. Middleton — becoming — Topcliffe and Linton — Passed Gen on Sycamore L — asked all Stns to light up (including Pundits) and to give all help they could
0153.		— Ex FCLO 14 — Position = Z-30 N.W. — F.C. 93 reported a/c working Lindholme W/T — QDM 150°. Hc flying reciprocal course.
0214		Ex: F.C. Linton = Sycamore/L on R/T. — FCLO 12 and 93 Gp (Tied on Line 19) unable to understand R/T contact with Linton — because position of a/c given as proceeding N-W over Penrith's towards Carlisle! P.O.

Oct 20th 1945.

	Sycamore "L"	Brief of R/T dialogue with Linton F.C.
0214		Darky call from Sycamore "L" – answered by Linton told "L" Linton – on course standing by.
0214½		Sycamore "L" asked Linton to "Say again" – Linton F.C. repeated.
0216		– F.C. Linton to Sycamore "L" message that all lights on – No reply.
0217		– F.C. Linton to Sycamore "L" message that all lights and Contact Strip on – advised against landing. – No reply.
0218		– F.C. Linton to Sycamore "L" "Watch for Rockets" – – Sycamore "L" acknowledged.
0220		F.C. Linton to Sycamore "L" Query – Can you see Rockets and Sandra? – No Reply.
0221		(as orig entry) Same message 1to a/c – No Reply.
0221½		Heard Darky Call from Sycamore "L" heard by Linton, who answered.
0222–0226		told the aircraft his strength was growing weaker. – No Reply. – Repeated calls to Sycamore "L" from F.C. Linton – No Joy.

N.B. AT NO TIME DURING ALL THE FOREGOING DID LINTON SEE THE AIRCRAFT OR HEAR HIS MOTORS.

The F.C.L.O. IX, F.C. 93 and all 6 Gramp Stations (Lighted) were kept in the picture on Lintons R/T with the aircraft.
The F.C.L.O. IX and R.O.C. continued to plot Wellington flying N.W. to Carlisle. The ROC maintained there was no other a/c flying in the area. The F.C.L.O. is maintained this to be the only a/c flying in all England.
Plots showed a/c to fly NW to Carlisle – thence NE to Drem – and out to sea NE towards East coast of Scotland.

0245	.....
0247 (?) approx	– Ex. F.C.L.O. IX. – 6 Gramp Stns may douse lights. Stations advised of whale picture.
0315–0330	To F.C. 93: Linton R/T Dialogue with Sycamore L. ———

Oct 10th 1943.

0335 Sycamore Ex. F.C. 95 Crew of this aircraft bailed out over Doncaster!!! Contact made with one of the members of the crew at Doncaster Police Station.

R.O.C. No plots of any crash.

The other wellcal from which was plotted as over Dover - now considered by F.C.L.O. to be one from Squiemans the!

Stations advised and stood down completely.

0900 — off Duty - [illegible]
On duty - [illegible]

0950 1000 A/c away 427/429 Leeming request all a/c away to stand by between 1230 & 1300 hrs. for return to base. Final authority to take off will come through them.

Passed to F.C.O. 2nd & 3rd 4/S. Bomb wings for transmission to Kethel 9(429) — Great Ashfield, Horham 5(427), & Snetterton Heath 1(429) also Flying Control 12 Group for Coltishall (1 a/c)

1055 1110 ditto S/L Pattison explained his intention to get his a/c (H29) as far north in 4 Group as possible to-day, arranging to have the more experienced Pilots land on the beam at Leeming if weather is fairly satisfactory and cannot get down at Skipton. He states Mk Dunbrel (427) wishes to have better weather but also desires to get his a/c as far north as possible.

Met state fog more widespread than yesterday and with the lower temperature to-day any lifting of the fog would take longer. There is less smoke today. The most optimistic forecast is 1500 to 2000 yds viz in our group by 1700 hrs. with somewhat similar conditions in 4 Group. Controller states the plan of 429 sounds reasonable provided the Met is watched. H/Gr. F.C. (Elvidge) will be glad to co-operate, if their a/c's are fit and ours not, in getting them farther north. - Leeming informed.

1125 A/c away 1140 427/429 F.C.O. 2nd & 3rd 4/S. Bomb Wings advised of the plans of Leeming (to be transmitted to S/L French at Kethel) F.C.R.O. 12 also informed a/c at Coltishall may not return direct to base but be diverted to 4 Group.

1205 1230 ditto F.C.O. 4 Group states there has been very little improvement of Met in their Group since 0900 hrs all stations are red. Similar condition at Coltishall reported by F.C.O. 12 Gr. Some improvement in visibility in 6 Group (Leeming 1040 & M. 1600 S.L.). Informed Leeming above Met picture indicating that while there was a possibility of these being fairly good viz around 1600 hrs. the situation did not look favourable for a/c to return.

		Air I and Controller think it would be wiser if a/c away did not attempt to return to-day, as conditions appear at present, but no instructions were given as this is a Station responsibility.
1405	Defiant a/c.	12 Gr. requested we offer every assistance to above a/c to land. Plotted over Linton Dopcliffe, Skipton area. Arranged for Linton Dopcliffe, Skipton to be on look-out.
1410.	ditto	12 Gr. reported a/c now over M.S.G. + requested he be landed + held for better weather. a/c has no R.T. Pilot No Drem en route to Sherburn. M.S.G. state a/c just landed.
1450.	Hurricane DD715 ~~DDR15~~	Landed from Dunlop (en route to Church Fenton) at Tholthorpe. Will stay overnight. Informed FCRO12
1525	Defiant ~~DDR15~~ a/c	Entry 1405 + 1410. a/c took off 1521, to sortie to Sherburn. 12 Gr. FCRO informed.
1530.	Defiant #587. a/c.	Landed at M.S.G. 1522 F/S. Swan. En route to Sherburn. Waiting better weather.
1530 - 1545	Fortress	F.C.R.O.12 Group advised that Newcastle Sector had given a Fortress D.D.M. to M.S.G. Latter have not heard from this a/c although Croft had previously heard a darky call.
1600	427/ac away.	W.C. Durnbell states crews at Division bases may knock off for today but to stand by at 0930 hrs tomorrow. Advised FCO. 3rd W.S. Bomb Div. + 12 Gp. F.C.R.O.
	Darky Call.	Linton advise call from Bravo "S" saying "Impact". Transmission loud but a/c did not reply to them when they answered
1630	429/ac away.	W/C Pattison instructs his crews away to stand by 1000 hrs tomorrow. Informed 2nd + 3rd U.S. Bomb. Divs + 12 Gp. F.C.R.O.
	Fortress	Landed at Oxford (?) (field practically) Several spits sent up to bring him in to M.S.G. without success. M.S.G. state the a/c apparently went right over them (report from Gun Ops.) but they didn't see or hear him. He then turned back into Tyne Area. M.R.S. do not know whether landing was good or not.
1830	Off duty	F. Sgt Spence A/C On duty F/Lt. Miller F/Lt
2050	93 Sqn. Wellington	(see morning of Oct. 10) The five crew, who baled out over Doncaster are all okay. 93 Sqn. have not spoken to any of them and do not know any further particulars as yet.

Monday Oct. 11, 1943

0100	Ident. Bd	changed
0900	Off duty	F/Lt. H. Miller

October 11th 1943

09.00	On duty.	F.D. Cleland F/L.
09.45	Aircraft 429 away from base.	W/C Pattison asked that all his aircraft be standing by to take off at 13.00 hrs. for Leeming. Groups concerned advised.
10.00	427 a/c	W/C Turnbull wants crews standing by at 12.30 hrs.
	431 a/c	Arranging direct from F/C Sholthorpe.
	434 a/c	" " but is U/S. (S/434 at Shipdham)
	408/T	Captain to leave after lunch. Met. report first.
	432/Y	U/S.
	419 a/c	Arranged direct from station.
	428 a/c	To leave between 12-13.00 hrs.
10.30	Use of Oxford for attending Court Martial	W/C Ferris called to see if S/L Main could use the Oxford to attend a Court Martial in J.o.Man Oct 14-16th. Air I's reply was no.
11.25	Inoperative Inner Marker	Inner Marker U/S T.F.N.
11.45	Blanket Coverage Non-op. movements	12 Gp. have given blanket coverage for Air to Air, Air to Sea Firing, Fighter Affil + Height tests, "Bombing" under serial number E19 (hours of daylight)
12.22	429 a/c Message from W/C Pattison.	To take off fly at 5000' on return until in clear over Lincolnshire, route Spalding to base. If S/L French considers any crew unfit then he can make decisions.
	429 a/c.	This message passed to S/L French by #2 Dir. USAAF.
	429 A.	To leave when vis. 1500 yds
	V.	" " " " 1500 yds
	427 a/c	All to leave when vis. is 2000 yds.
13.00		Air I gives permission to W/C Sweatman to fly Lanc. to Langmere to pick up Flight Commander (11.00 hrs)
13.00		Permission given to Sholthorpe to fly Halifax to Harwell to pick up Hal M/434. subject to met. considerations.
12.45	429 a/c at Methal.	Ex W/C Pattison - message for S/L French "Weather here is fine. You are at liberty to take off when weather is fit at Methal. All to come back together. Climb to 5000' and return via Spalding."
15.45	Linton a/c away from base.	Acting on Air I's suggestion, Linton say 431 aircraft may return after dark up until 22.00 hrs. depending upon met. conditions.
	431 a/c	Shipdam say all 431 + 434 a/c are U/S. Will not return tonight.
16.40	429 A.	W/C Pattison says for this ac. to take off if vis. improves to 1000 yds - Passed to 3 Bomber Div.
16.50	429 A	W/C Pattison says for a/c to take off as soon as pilot thinks vis. is good enough. The 1000 yd. limit has been rescinded.
	Note:	Evidently ~~was~~ vis. at Snetterton Heath has not been good all day. ~~and~~ Until W/C Pattison decided to lower the limit from 1500 to 1000 and then finally leave it to pilots' discretion this a/c has been unable to leave.
17.30	Snetterton Heath.	Vis. 130 yds. Control there will not let (A/429) him take off.
17.45	429 A	Ex W/C Pattison. If A/429 does not take off before 18.30 they are to stay the night. Passed to 3rd Bomber Div.
18.00	Ref. Movement W5.	Linton have sent message to these a/c to be back at base by 22.00 hrs - (Weather reasons)
	Ref. W8.	Linton have sent message to these a/c to return to base by 21.30 hrs. (Weather reasons)
18.00	428/D 428/P	These aircraft serviceable but weather bad. Wing Commander does not want them to return after dark.

18.15	~~Spt~~ Hurricane from Skipton. E26.	Took off 15.46. Have not arrived Northolt. Controller 12 enquiring. They already had warned Skipton that they might not reach Northolt tonight but would drop down en route if weather bad.
18.30	Off duty. On duty	F.D. Eldland s/l. H.F. Spence P/O.
1845	Sundries	AS4 request 1, 91, 115 & 140 Desks to Canon. Stations informed.
1900	Group	Night Flying passed to Stations & R.O.
2230/ 2245	1659/B.	Topcliffe advise this a/c more than 1 hr overdue from cross country. Course from Fishguard - Market Drayton - Water Beach - Goole - Base. Checked R.O.C. 9 Gp. for plots but none showing. F.C. R.O. 9 Gp. stated he had heard of a crash in 9 Gp. area, vicinity of Edgehill - Moreton-in-Marsh & crew of 2 at least had baled out. F.C.R.O. 9 Group had no further details of crash as yet but would advise us later. He believed one of the crew was named Hainefyre.
2320	1659/B.	F.C.R.O. 9 stated this appeared to be Topcliffe aircraft and that all the crew had baled out but only 2 had been heard from.
2330.	1659/B	F.C. 92 Group contacted Topcliffe advising that this a/c appeared to have been having engine trouble; first one motor had gone U/S and he appeared to lose height. Then 2 more motors went U/S and it lost further height & crashed. On instructions of the Pilot all the crew baled out, 5 were accounted for out of the 7 as follows:- Sgt. Maubor - Sick Quarters Edgehill - OK. P/O Denver ditto OK. Sgt. Boyd. ditto OK. Sgt. Couron - Shipston hospital - Broken collar bone and one on his way to Edgehill by transport, apparently OK. Position of crash Lower Brailles, about 6 miles west of Banbury. Time 2115 hrs.
2340.	1659/B.	F.C.R.O. 9 Gp stated all the crew but one, the Bomb Aimer, had been accounted for and his name was not known to the others.
2345	1659/B	F.C. 92 Group again contacted. One crew accounted for. Sgt. Cockyer now in Sick Quarters, Edgehill and OK. The two others Sgts Rowe & Hainse were OK, and transportation had been sent to bring them to Edgehill, a satellite of Chipping Norton. The latter were handling the crash and providing a guard. The a/c crew stays where they are tonight. burned completely. Thanked 92 Gp. for co-operation
2350.	1659/B (JB-893.)	Advised F.C.R.O. 9 Gp. of above. He stated Moreton-in-the-Marsh had answered a Mayday call intending to send it to Honeybourne but the aircraft apparently

did not hear them. Except for this May call no request for them to light up or give assistance had been received. This may have been 1659/B.

TUESDAY - OCT. 12/43

0100 Ident Board changed.

0900 Off duty H.P. Spence Plt. Lt. H. Miller F/Lt on duty

1055 Darky Croft have just heard a darky call from an "Arthur W" whom they believe to be an American. They answered once but no joy and now think another station is working it

1056 Darky Linton have heard a darky from an "Oddwell" (no letter picked up). They overheard something about the a/c being at 1000 ft. and say another station is working it.

1100 Darky Informed 12 Gp 7640. ROC have no plots on over board at present but had 3 Ansons during the last ½ hour flying at a "fair height". They have now gone into Durham area.

1120 Darky 12 Gp 7640 after speaking to 9 Gp. say they are three Dakotas which have just arrived from America and are apparently lost. Call sign is "Oddwolf" one of which is "W". They have no plots on them but many stations have been getting these darky calls all over the country. Informed all stations and asked them to report anything heard from this a/c.

1128 Darky Linton base say Tholthorpe have heard Benson working the darky a/c, giving "course to steer of 090°, fly 3 min. and circle." 12 Gp. informed.

1148 Darky Tholthorpe have heard Benson working additional W/T again, giving him "pancake". 12 Gp. say Benson knows nothing about it so Linton are checking up.

1152 Darky Tholthorpe have checked call signs and now find out it was not Benson but Lt. Davids. Informed 12 Gp 7640 who says he has just learned that all the Dakotas are now down okay, the last two having landed at St. Davids. All stations informed.

1310 Weather Warned Tholthorpe (big base 62) that on their x-country (434 Sqdn) they will not be able to see much of ground, and the bases on return (2000 hrs) will be generally 1-2000 yds. mostly yellow. Met. will not guarantee them past 18.30 Topcliffe also gain above gen. for their x-countries

1315 Movements To HQS: Hal.'s Lancs. bombing at Stirnsall & airfiring Robin Hd. Bay from 1330-1800 and fighter affiliation from 1330-1730 locally 5-8000 ft. - blanket movement.

1410 a/c away F/Lt Durham says 429/A at Snetterton and 429/K at Castle Camps are to return immediately but not to take off after 15.30 due to expected deterioration at bases. Informed 11 Gp. & 3rd WS Div.
W/C Turnbull says the same applies to 427/L & V at Great Ashfield. Warned them of weather.

1435	4 Hurricanes	(see 18.15 Oct. 11) landed at Cambridge at 17.25 Oct. 11th, according to Skipton F/C. Informed Skipton Z HQ 4 by phone who will inform Hartbolt.
1520	Wellington Litchfield	of 270 TU requested permission to land at Linton bad due to thin poor vis. They sent him to Pocklington which is "green". Warned 4 Gp.
1620	a/c away	429/A at Snetterton did not have enough fuel on board when he got permission to take off, (required more fuel due to duff weath.) and was not able to get refueled by in time to arrive back at Leeming by 1700 hrs. 429/L - did not have enough brake pressure. 429/V - took off at 1610 after having received instructions that he was not to take off unless he could make Leeming by 17.00. 429/K - (Castle Camps) had something wrong with his a/c (They think it was his wireless) Informed Leeming of the above.
1830	Off duty	A.H. Heller F/Lt.
1830	on duty	S. Kleyman F/Lt. + H.F. Spence Flo.
1900	Wellington Litchfield	F.C. 270. T.U. state all their a/c accounted for + that one landed at Gosbill at 1710 hrs. This would appear to be the one referred to in entry 1520 which was given a D.D.M. by Linton for Pocklington. Gosbill is on the same D.D.M. + a/c did not land at Pocklington. Informed 4 Gp. F.C.
Cancelled		All 4 request 1, 115, 91, 140 + 155 desks to Meon. Stations informed.

2230	Provisional American Diversion	C. F.C. intimated possibility of the necessity for diversion bases for American Squadrons ops if they took off on ops. tomorrow. Our co-operation was requested. After consultation with the Controller following stations in 6 Group were selected to be used:- Middleton, Croft, Topcliffe, Linton + Eastmoor, - providing weather conditions were O.K.
2235	ditto	Informed C. F.C. of above, and inasmuch as the probability of being able to take off was remote, it was not considered necessary to inform our stations.

WEDNESDAY - OCT. 13 - 1942

0100	Ident Board handed.	
0200	Cancelled	1, 91, + 140 cancelled by A.S.4.
0330	"	115 + 155 ditto.
0900	Off duty	H.F. Spence Flo.
09.00	On duty	F.D. Cleland F/L.
09.15	429/J.	At Bottesford. 5 Gp. enquire if he can return. Consulted Met. here + also Middleton. Decided weather unfit + he will probably have to remain until morning.
09.45	429 a/c	Instructions passed to all 429 a/c away from base to stand by their aircraft ready to take off (a/c Patterson's instructions) Doubtful if they can return due to weather conditions -

Wednesday. Oct 13th 1943

10.00	427/L	Told to stand by aircraft at Gt. Ashfield for instructions to return later in day. (W/C Trumbell)
11.20	X/76 from Top.	His a/c took off from Top. at 11.15 for Holme. Informed M.L.S 12 Gp.
15.00	427 a/c 429 a/c	All crews away from base to stand-down. Warned to be ready early tomorrow morning.
15.00	X-Countries 1659 C.U.	Scrubbed.
16.45	Oxford P822. overdue.	Leeming F.C. called stating that they had received signal from Gt. Ashfield that their Oxford was returning at 16.16. This put him one hour overdue. Checked with F/C Gt. Ashfield & they said he had called on R.T. to say he was going to Hethal. Called Hethel who say he is still there. Flaps over.
18.40	Met. for tonight.	Warning that despite temporary improvement met. feel very strongly that weather may clamp down at any moment. All contemplated X-C's should be scrubbed
1830	Off duty	F/Lt. Cleeland, on duty A.A.M. Miller F/Lt.

Thursday October 14. 1943

0100	Ident. Board	changed.
0830	a/c away	Air I instructed that stations & our met. be consulted as to getting our a/c back as soon as possible. Met. say our weather is okay but some of the southern stations still have fog (all our stations want them back immediately). Instructed 11 Gp. 3rd & 2nd U.S. Divs. to have our a/c returns as soon as the weather was fit down there. Stations informed.
0900	Off duty A.A.M. Miller F/Lt. On duty W. Spence. P/O	
0910.	428/P.	M.O.G. instructed the 2 members of this crew who were to have come back from Manston with their a/c and are to stay there until their a/c arrives. Passed to F.C.C.P.O. 11 Group for transmission to Manston.
0915	Movement	Arranged with M.P.S.12 for six fitters at R.A.F.S. Whitby & bombing at Strensall for Hals. Wells & Lewis. from 1000 - 1800 hrs. Ref. E-15.
1005	426/V	Air I authorized W/C Sweatman to fly Lancaster to Tangmere for purpose of taking down crew to bring back 426/V. S/L R. Hughes (Pilot of 426/V) who is in hospital is to be ready to return at 1400 hrs. Passed to F.C.C.P. 11 Group for transmission to Tangmere.
1015	American Early Returns	C.F.C. advise allotment of Croft. M.S.G. & Topcliffe for any American early returns this morning. Stations concerned, & Controller informed.
1125	ditto. 509/R Polebrook	1 of U.S. Wing state this early return has been diverted to Topcliffe. R/T C.S. Simpson. W/T L.G.K. Topcliffe informed.

1128.	Crash N. Thirsk	R.O.C. report ~~crash~~ smoke ¼ mile north of Thirsk near Stockton Rd. in Z 9103.
1130	ditto	Topcliffe state crash occurred ¼ mile north of Thirsk on the Kelmington Rd. No identification has been made yet. The N.F.S are on the scene and our Fire Tender + Ambulance drew the way. The aircraft is burning and it is understood four bodies have been removed.
1200	1659/T. Crash. (JO419)	Reference entries 1128 + 1130 hrs. Topcliffe state this is their own ac which was on a + c practice. 2 Port Engines cut and attempt was made to force land. Crew consisted of only 4 personnel - 2 of which are O.K. and 2 badly injured.
1230.	ditto	Topcliffe now state original report of only 2 being injured was optimistic. Crew of 3 are at North Allerton Hospital + the 4th is being taken by Skipton ambulance Crew were:- F/O. Dickson - Pilot F/L. Cook - Gun Ldr. P/O. Shaw. Sgt. Omar. All concerned informed
1236	525/C	From Kimbolton (1 U/s Wing) landed at Croft. 1238 hrs. F.C.O. 1 + U.S Wing informed.
1345.	2575 6/JR Colebrook	Landed at Leeming 1310 hrs. Informed 1 + U.S Wing. Used R/T cs Daisychain. + is the one diverted to Topcliffe originally.
1400.	E/1431	Air I authorised + 31 Sqn to send crew in Helifor to Skipeham to bring this ac back. 62 Base informed.
1600	Prov. Diversion Americans	Central Flying Control aware of possibility of diverting American ac at dusk + later. Following consultation with Met., Controllers, + Stations, the following were offered. M.S.S. Croft. Leeming Topcliffe Linton Holthorpe Eastmoor Each station to be prepared to take care of 20 a/c. Stations + Air I informed.
1700	1659/C Fix	Fix from Hull. 5339N 0442W 1st class 1647 hrs. acknowledged. Topcliffe informed.
	1659/S Fix	Fix from Hull 5419N 0446W 2nd class, 1653 hrs. acknowledged. Topcliffe informed.
1755	Prov. Diversion Americans	Central Flying Control advise American home bases are coping satisfactorily and there appeared little likelihood of our assistance. 6 Group stations informed of the situation. They are to stand down but be prepared to take care of any stragglers if necessary.
1805.	H31/B. H31/P Fix	Fix from Hull. 5539N 0051E, 1st class 1747 hrs ack. Fix from Hull 5532N. 0108E, 1st class, 1746 hrs. ack. 62 Base informed.

Oct 14th 1943

1805	Pundits.	1, 91, 115, 140 & 155 requested by A.84 from dusk to Lacon. Stations informed.
1830.	Off duty.	F.L. Spence P/O.
18-30	On duty	F/L Cleland F/L.
18.50	Anson Crashed.	ROC 9. state that Anson (Millom) crashed near Whitewon. Had originally believed it to be Oxford from Linton. All under control now.
19.30	Diversion to Leeming.	5 Gp. wish us to take 6 Lanes. After consulting met, decided Leeming was best. Leeming warned - 207 Squadron from Spilsby. WT Call Sign a/c — 4 Officers — RT Call Sign: KCQ DBK. 38 NCO's. "October". WUY. ZSP. Purely weather diversion - no petrol shortage.
20.00	Night Flying.	Night flying details passed to stations. 12 Gp + ROC.
21.00	Leeming's weather.	Leeming not too satisfied about weather. Checked with met. re diversions from Spilsby - If they arrive soon then Leeming OK - if not, Middleton is expected to be OK. Middleton warned -
	Sholthorpe's Aircraft.	62 Base request provisional diversion base - told Middleton is OK.
	Lanes from 5 Gps.	All Landed safely at Spilsby. Middleton + Leeming informed.
22.50	Sholthorpe a/c.	All down but c/431.
22.55	431/c.	Told by W/C Newsome to break cloud on Leeming beam. Checked with met who say QBB Sholthorpe is only 7-800 ft. Advised Linton Base to send him to either Topcliffe or ~~Leeming~~ Linton if unable to land Sholthorpe.

Oct 14th 1943.

23.25	431/c	Did not break cloud on Leeming beam. Was diverted by R.T. from Sholthorpe to Leeming. This was done by W/C Newsome, (ic night flying) When I checked ~~also~~ upon hearing this info. from 62 Base and called Leeming; they did not have lights on and had not been warned by Sholthorpe previously. This matter was reported to F/C Linton Base who will take it up tomorrow.
23.35	431/c	Landed at Sholthorpe OK after breaking cloud. Topcliffe + Leeming stood down.

Friday. Oct. 15th 1943

00.01	All quiet.	
07.00	Anson from Leeming.	Leaving for Mildenhall at 07.30 via Spalding. Pilot is S/L of BAT Flight Lechars who will use beam en route + for landing. Checked met who say conditions for take-off + landing OK, but fog + low cloud en route.
07.30	Gladiator from Docking.	Met. reconnaissance aircraft. C.F.C. enquire if we can land him in this group. Yes - 16 Group enquired direct and were told that we have fit stations. Will call us later if we are needed.
0750	"	Landed at base OK.
09.00	Off duty.	F/L Cleland F/L. On duty D.H. Hillis F/Lt.
1015	Croft's a/c	Kal. took off to have a look at the weather and is having trouble getting down. Where can they send him as there weather has closed in? After consulting Met., gave them Acklington. Croft could not contact him again by R/T and plots showed him stooging all over Group. Informed all stations in Group to try and contact him by R/T or W/T and give him a course to steer to Acklington + fly at 4000 ft.

Croft A/c (contd) 12 Gp. say Newcastle balloons at 1500 ft. and defences have been warned.
Leeming eventually picked him up on W/T and he asked for the QFE. Leeming told him to fly at 4000 ft. gave him the QFE but when they sent out the diversion he did not acknowledge. He flew up & down Leeming's beam, apparently working it. No further contact by R/T or W/T was effected. Leeming have their contact on 9 money flares out.
At 11.30 Acklington's weather went unfit and 12 Gp. & Ops. say Drem is very fit. All stations informed that they are to send him to Drem at 4000 ft.
Pilot is P/O Barker, has a full crew and 6 hours petrol. P/O Barker is an instructor at Croft.
The A/c finally landed at Leeming at 11.35 in vis. of 150 yds (!)
Report from Pilot: his R/T was U/S and as he intended to land on the beam at Leeming he sent his W/T back to the sent position so had no W/T contact. He found the money flares at Leeming very helpful.
All stations informed & stood down. Also 12 Gp.

1215 Topcliffe have heard an R/T transmission: "Return to base, weather U/S, steer 045°" Call sign "Pegan L" R.D.F have 3 bases which they say are from Bourn

1270 Skipton-Darby Have heard a darky call but cannot contact him. R.D.F now have what they think is a Halifax at 6000 ft west of Skipton going west, and also 2 Lancs. 12 Gp. informed.

1310 Weyton A/c Middleton H/F D/F had TCU-E (Weyton A/c) on to them asking if they had any message - said he would

call back at 13.20. Weyton have no message and say their weather is good. Passed "no message" to aircraft.

1830 Off duty A.H. Melly F/Lt.
On duty H.L. Spence P/O.

2359 All quiet.

SATURDAY - OCT. 16/43.

0100 Identt Board changed.
09.00 Off duty. H.L. Spence P/O
On duty. F.D. Cleveland F/L.

09.30 A/C away from Bases. 428/P at Marston + 428/I at Bottesford both S. Told to return by Middleton.

11.30 Radar Routes. List of special training X-Countries on Movements file.

12.15 En Topcliffe. Signals Officer at Topcliffe has told Fl. to discontinue giving QFE's in clear, but in terms of + or - from the basic QFE. Topcliffe will continue in clear in cases of emergency.

15.48 Well. NZ415. This a/c left Leeming at 13.40 hrs to go direct to Silloth. Pilot got met. report + said he would fly at 4000' direct. Reported overdue by 9 Group via 4 Groups. Pilot F/L Matheman.

16.07 " O.K. Circling Silloth now.

16.20 Oxford R6160 Left Sholthorpe this morning 10.52 hrs. Route via West of Newcastle, Dyce + Peterhead. Had not landed Peterhead at 16.20. Diary from 12 Gp.

Saturday. Oct 16/43

17.00	Exercise "Rose"	MXO 12 called re Middlesbrough balloons on day of exercise. If enemy approaches then balloons must go up. Suggested a warning or recall signal be devised by Middleton in this event. Also requested early information if exercise to be carried out or not on Oct 24th Passed to F/C Middleton.
18.25	Crash at Z 6155	12 Group report crash. Middleton asked to send out Fire tender + Ambulance. Fir Tree 4 mi W of Bishop Auckland. Crash occurred at 17.45, say ROC.
1830	Off duty	F.O. Clelland Off duty S.H. Hillier F/Lt.
1850	Crash	Phoned Tow Law police station to get some information on the crash at Fir Tree (Earlier priority call) One of the men on ROC post J1 (Durham area) was at the police station and says up till ten minutes ago he had seen no crash. He did see, however, an a/c over his post at 17.45; it turned west flying very low but did not appear to be in any trouble. Informed 12 Gp. of this. He says he got his information from the police in the area and will check back right away. Middleton's crash tender & ambulance have both gone. All Group aircraft are down.
	DFCO Note	Wish forthis pundit has been moved to Kirkwall.
20.10	Crash	ROC Durham report via 9 ROC that the police have been searching the area of the reported crash and can find no trace of it. 12 Gp. informed but is inclined to have our crash tender out there till it is definitely confirmed there is no crash.
2020	Martinet	on way from Ouston to Ouston, landed Middleton 1840 due to weather. all informed.
2055 – 21.15	Crash	After several calls to 12 Fighter Gp nothing definite re crash could be obtained so contacted Newcastle controller and put a strong complaint to him. He gives the following story: ROC asked the police to search for an aircraft they thought may have crashed in Z 6155 at 19.45 hrs. Durham & Stanhope police made a search & reported they could find nothing. The ROC post omis - interpreted the report, taking it there had been a crash & so passed it to Newcastle, then to 12 Gp who passed it to us as a definite crash at 18.25 and requested us to send out our crash tenders from Middleton.
21.15	Crash	S/L Harris, who went out with crash tender phoned from Fir Tree, saying they could find nothing of the crash and was told to return immediately by the Controller.

Sunday October 17/43

0100	Ident Bd.	changed.
0900	Off duty On duty	A.H. Hillier F/Lt. H.R. Spence Pte.
0915	R.A.F. Sta. Keston	Visiting a/c prohibited from remaining overnight except on account of unserviceability or bad weather.
	D.F.C.O's to note	No refuelling facilities afforded to visiting a/c except in emergency; pilots must make arrangements to refuel at other airfields when visiting Kenley.
1030.	Petrol Weather Progs. Diversion	Requested Harwell for G. Wells.

1130.	Procs. Diversion Base.	Cancelled request for Harwell & asked for Pershore - weather should be better: on advice of Met. + Controller.
1115.	R.T.B. re (Injured)	10 Group F.C.P.O. requested to lay on from 2130 - 2230 on 360°T. 62 Base informed.
1115 to 1200	Balloons	B.C.O.s 9, 10 & 12 Groups confirmed flying of balloons as follows:- Manchester + Crew. Cardiff, Bristol, Newport Weston, Derby + Sheffield } all at 500 ft. from 1800 - 0001 hrs. We will be informed if need arises to change the height. - 62 Base informed.
1135.	Leave from Lossiemouth	4 Gr. F.C. has stated an a/c of 3 Group en route from Lossiemouth might require diversion landing. Checked with Met and as M.S.G. was only Group airfield in 6 Group offered it. M.S.G. standing by.
1215	ditto.	3 Gr. F.C. advise they have diverted the concerned a/c to Langmere and M.S.G. not required to stand by. Informed M.S.G.
1240	Balloons Yeovil	B.C.O. 10 Gps. confirmed these balloons will be at 1500 ft, this Group to be informed of any change. 62 ~~Group~~ Base informed. 2145-2245.
1505	Crash Diversion	C. F.C. confirmed Pershore as provisional diversion base

1630	Rendits	A.S.H. request 91, 115 + 140 dusk to dawn. Stations informed.
18.30	Off Duty. On duty.	H.L. Spence F/O. F.D. Clelland F/L
20.00	Met.	Met. say weather should be fair to midnight. Clear skies + moderate visibility.
21.00	A/c Landed away from base last 7 p.m. flights	Air I asked for total numbers of aircraft landed away and also number landing at American bases.
*	Attention DFCO	There is a list of aircraft and bases they landed at in back of log if required for fuller details.
22-30	Teeming for 43 + b/c	Warned Teeming that diversion of 43 + a/c to them is probable due to weather. All details passed.
23.30	Teeming.	Stood down.
		Oct 18th 1943
00.01	Pershore	Called 91 Gp + stood Pershore down.
01.00		Ident. Board changed
09.00	Off duty	F.D. Clelland F/L On duty A.H. Heller F/Lt.
1025	Permission	given by Air I to send ground crew down by air to Shipdham to repair 431/E which has a coolant leak + mag. drop.
1045	Weather	Met. say no diversion bases required tonight.
	Bullseye	12 Gp. Night Ops. (12 Gp PR 128) requested our participation in a Bullseye tonight: Route:- Base - St. Neots - Cook (IR) Newcastle, Glasgow,

		Edinburgh, Middlesborough, Goole (VR) Lincoln, Base. Bombing runs will be made at Newcastle, Glasgow, & Middlesborough. Starting beacon at St. Neots Starting time 1930 at St. Neots. Aircraft will fly at 14000-15000 ft and will be spaced at 2 minute intervals. There will be searchlights and Beams and Mosquitos all along the route. All information passed to stations concerned.
1750	Movements E296	Hal. & Lancs. bombing at Stretsall and air firing at Stretsall from 1415 till 1800.
1430	Weather	431/E on practice flights over east coast to 5500N 0200E is going to send on practice bomber training code between 1600 & 1630 hrs. the tops of the clouds in that area. Holthorpe want message sent to them undecoded.
1530	Z/B F/2	Arranged with Controller 12 Grp. for Z/B F/2 to be exposed at bearing of 265°T. Times to be notified later when target is decided.
1600	Z/B F/2	will be exposed as above from 21.45-23.00 hrs.
1745	Night flying	passed to AOC & Stations
1750	Weather	431/E (see 1430 above) sent message to 62 Bde that tops of clouds over North Sea were at 18000 ft. Controller informed.
1755	AC Marshal Ludlow Hewitt.	landed at Dalton 1753 in an Oxford from Church Fenton. AOC, & Controller & Air I informed. AOC knew nothing of this visit and would like to know more about it. On enquiry from Topcliffe it was found that the visit is thought to be unofficial so Topcliffe although expecting him did not notify Group. ACM L/H will be staying overnight in Ripon and landed at Dalton as it was the nearest aerodrome. W/C Holmes, C.O. of Dalton met him. He will be going to Leuchland tomorrow.
1830.		Off duty W.C. Miller On duty F. R. Spence. P/O.
1840.	Darky.	FCO 12 Group. a/c (Hal) circling in 264 asking for course to steer, appeared lost. After consultation offered Croft & M.S.G. Believe it is 1664/0 a/c. as they heard from him on R/T but he did not appear to get them on either R/T or W/T.
1850 1920	do.	12 Group advise a/c now in Newcastle area (Ouston & Wolsington). Beaufighters sent to lead him in. He appears to start to follow the Beau but veers off. Viz about 1 mile at Ouston. Last heard of about 10 miles SE of Ouston. Newcastle instructed to have Beau lead him to Croft.
1935 1945	1664/0.	Landed at Ouston, roughly due to bent starboard Oleo Leg. Duo O.K. and staying overnight. Croft state Sgt. Willis has no experience on night landing in Halifax. Requested Croft to advise us,

	DFCO NOTE	for information of 12 Group F.C.P.O. of the assistance received by this a/c from the R.D.F., and reason for not following Beaufighter, etc. Croft suggest latest information on method used by fighters to track in lost aircraft be circulated to Stations.
0992100	408/H 426/K.	62 Base advise there 2 E.R's have been instructed to jettison 30 miles out from Flamborough Head. M.R.012 request they go 50 miles out if possible. Informed 62 Base who believe a/c are out of range but would try to contact them again.
2145	426/T S.O.S.	At 2133 a/c gave position ~~DR~~ 523 N 0433E and requested fix in S.O.S. messag Hull replied with 1st Class fix viz, 5210N0343E at 2134. a/c acknowledged at 2138 Hull gave 2nd class fix of 5135N0355E, also acknowledged by a/c. F.C.P.O. 11 Group advised of above and asked to render all possible assistance
2148	426/T FIX IN "G" CO-ORDINATES	Hull reported message from a/c "B672 C3840" at 2140 hrs - interpreted as "G" position ~~or~~ 5212N0352E
2150	426/T	Fix from Hull 5158N0300E 3rd class at 2143, acknowledged. 62 Base informed of above status of aircraft.
2154	426/T	S.O.S. message from Hull: "Fore landing 5207N0220E - 2152 hrs. 62 Base informed. Proposal of 11 Group to send out a fighter was cancelled due to enemy activity.
0145 19/10/43	426/T	11 Gp F/C say entire crew of a/c picked up by a "flack" ship off Southwold and at present in the Aldburgh Police Station. Linton told.
2200	426/F	Identity message from Hull: "5303N0145E. "2nd class. Sighted crew baled out 1824 at 5342N 0047E. Passed to 6 & Base & 12 Group F.C.P.O.

TUES. - Oct. 19/43.

0041	426/F	Received amplification of entry 2200 hrs from Captain biz. that a/c was at 18000 ft on a course of ~~182°~~ 128° M and saw an eruption of water indicating jettisoning, and a parachute. Two parachutes seen close together later. Passed above to 12 Group.
0100		Identity Board changed.
0140.	Pundits	U.S.4 request cancelled.
0900		Off duty H.B. Spence. P/O.
09.00		On duty. J.D. Cleland F/L
10.45	Prov. Fighter Direction Buses.	Asked C.F.C for buses for approx 77 Kellis & 28 Lancs between S. coast & the Wash. Approx. time midnight. They will call after Met. conference.

Tuesday. Oct 19th 1943.

11.00	Air Chief Marshall Ludlow Hewitt Oxford DF 336.	Leaving Dalton at 11.00 hrs. W/Op. requests we ask E. Fortune to pass their call sign on DF at intervals and listen to their call sign RBV as they may be very weak - also Darky set up. Route. Base. Middleton - Seaham Harbour. Beast Fortune. Passed to 17 Group. ROC, 12 Groups & E. Fortune. 13 Gp.
11.40	MLS 12 Gp.	Blanket Coverage E 2nd given for Air to Air, Air to Sea, Fighter Affil. Bombing at Stunsall - HT. Tests up to 18000'. during 11.30 hrs to 18.00 hrs.
12.45	Thanet Est Balloons Canterbury Balloons Billingham	At 1500' dusk to dawn 00.01 - 02.00 hrs. Close hauled 16.30 - 18.00 and 01.30 - 03.00 hrs.
	Dungeness - Longfall beacon 360° 00.15 - 01.15 hrs. Bridwell Bay - " " 320° 00.30 - 01.30 hrs.	
13.00	ASR of 426/T.	No further information. Evidently landed close to a Flak Ship and were sighted very quickly.
15.30	Ops Cancelled.	Cancelled L/F Beacons & Balloon arrangements
1600.	HQ 62 Base.	Permission given to 408 Sqdn to fly Lancastia to Martlesham Heath to pick up crew who ditched last nite. Taking off at 16:30.
16.30	HQ Base 62	Checked with S/c Lyles that the weather picture for S/c going to Martlesham is fully appreciated. Since conditions for return are expected to be very serious. S/c Lyles advises that weather picture is appreciates. That the a/c has taken off. That pilot will recheck conditions at base prior to take off for return.
1650		Advised F/c. Martlesham of acc foregoing entry.
1820	V/408	Ex. Base 62. Aircraft which went to Martlesham Heath is remaining there the night. Pilot - S/L Niles.
1830	—	Off Duty — Sgd F. J. Poppy F/Lt. On duty F/Lt. Wells
1845	V/408.	3 Sqn. phoned asking if we had diverted V/408 to Stradishall. Told them it was news to us but checked with 62 Base who said all they knew was that it had been okayed by W/C Ferris. Apparently Martlesham F/c had told Stradishall direct that he was just taking off for Strad. and 3 Sqn. are very put out about the whole thing. The Station commander at Stradishall is also displeased & wants to know why this a/c is coming when they haven't been properly notified. 6 Gp. are taking a dim view of the whole business.
1900	V/408	62 Base have now learned from W/C Ferris that the pilot V/408 phoned W/C Ferris from Martlesham saying the weather was okay to return to Linton. W/C Ferris said to come back but if he met with adverse weather he was to land at an intermediate a/d. Explained the situation to 3 Sqn. and apologized for the trouble they were caused. V/408 landed at Stradishall at 18.48 and will be staying the night. 62 Base informed.

1930	1664/0 Darky	(see 19.40 Oct. 18 log) Croft explain that the reason this a/c did not follow the Beaufighter, was as follows: Pilot (F/S Smillie) was uncertain of his position at dusk, his W/T was u/s and he had no Gee. He asked for QDM to base after calling darky, thought he heard "185° 17 miles Newcastle"; he circled but had no further contact with ground. Later he saw a pundit which he circled, flashing his lights. He got no reply however but saw some rockets and lights and prepared to land. It was then he saw the Beaufighter for the first time but his petrol was low and he landed. The aerodrome was Dunbar but he had no R/T contact with it as they were on a different frequency.
2130	A/S Kenne	Can we send 8 a/c on air sea search tomorrow morning? Air I says 8 a/c of 432 to be detailed for it. Area: 5452N 0330E 5510N 0450E 5510N 0330E 5452N 0450E Callsign: WCF 65-72 inclusive Parallel track search from west to east with 1/4 mile visibility. a/c will be on 500 kc. except at the hour & 1/2 hour when for a period of 5 min they will be on sect T (385 kcs.) When they see a dinghy, a/c are to climb & get a fix over the dinghy on 385 kc. & send a report in Operational Bomber code on this freq giving number of occupants, and remain circling dinghy to total of their endurance. Instructions will be given to a/c by W/T. Not likely there will be any boats out as far as that and an airborne life boat may have to be sent and. A dinghy is believed to be in that area.

		Air I's instructions: Aircraft are not to fly above 2000 ft. on the way out and back and are to be careful of being blown too far east by strong SW'ly winds. They are not to be airborne more than 5 hours - ETA to ETD. W/T: Front will be past 050°E by 0900 hrs. but then will showers with 2-3000 ft. cloud base. Wind at 2000 ft 220° 40-50 mph: Boats will be okay from 0800-1300 hrs. All information passed to 62 Base.
1030	A/S Kenne	From Chatham: a/c ~~sinking~~ sighting a dinghy, after sending message in code, is to circle dinghy and listen out on 385 kc. continuously for relieving a/c and home it when it comes up.
2330	Pundits	454 request Pundit 115 from now till dawn.
2345	A/S Kenne	Linton 050 enquired what code the a/c were to use. He was instructed to use Operational Bomber code which 16 Gp. agreed with.

Wednesday October 20th 1943

0100	Ident Bd.	changed.
0817	V/408	instructed him to return to base from Stradishall immediately. Informed 62 Base
0900	Off duty On duty	S.H. Miller F/Lt. H.R. Spence Plt.
	Blanket Movement	Air firing at R.A.F. Whitley and bombing at Stradishall for Hals. Wells & Lancs from 1000-1800 hrs. - arranged with M.R. 812 - Ref. E15

0915	476/T	11 Group reported wreckage of a Lancaster washed up on beach near Coast Guard Station at Aldeburgh. Framlingham (U.S. Station) is arranging to pull it further up the beach to prevent it being washed away with the tide which goes out at 16 00 hrs. This is thought likely to be the 426 Sqn a/c which was abandoned night of 18/19. Group Engr. Officer informed & Air I.
0945	Air-Sea Rescue	16 Group F.C.L.O. informed 432 Sqn a/c airborne. 0944 hrs.
1220	R/T B*2.	Will be laid on 270° T from 2330 to 0030 hrs. Arranged thru O/Ops. 12 Gr. 62 Base informed.
1200 1355.	1664/W. Derby.	This a/c on C & L. and local flying appears to become lost. Croft heard Derby calls at various times from it but could not make contact. Checked with R.O.C., 12 Gr., Thorneby, Scorton, etc. who had no information of any a/c in distress. Finally 12 Group informed us it had landed at Morpeth. Later stated a/c had a fuel leak in S.P. Motor. Landed 1330 hrs.
1050.	431/E	Air I authorized 431/N to land at Skipsbarn on X-country to deliver spare parts for this a/c. 62 Base informed.
1458	Crash	Advice from 12 Group of a Halifax having crashed in Z 8139. R.O.C.
		state position as Grid 28139 on the Darlington Sedgefield Rd, near Sedbergh (Sedberge). M.S.G. informed. Darlington Police are believed to have arranged for ambulance & fire tender to go to the scene.
1510 1520.	Crash	M.S.G. reported the crash occurred near Army Searchlight Battery 343 and Army ambulance & guard was on hand. Army map ref. 849433. Latest information is that all crew were killed and aircraft is a total loss. Our crash tender, Engr. Officer & M.O. proceeding to scene of crash.
1535.	A.S.R. Search.	432/G reported seeing a red bottom dinghy from height of 25-50 ft. at position 5508N 0348E at 1108 hrs. 432/H. reported a balloon (barrage) at pos. 5444N 0247E, at 1245 hrs. from a height of 600 ft. & Mitchell aircraft was circling it. 7.C.L.O. 16 Group informed of these reports & that last a/c of 432 Sqn on the search returned at 1446 hrs. 12 Group informed any showing of a broad D.F. from an aircraft of 432 Sqn on this search could only have been through faulty mechanism and a check of the sets is being made.
1600	408/V	Landed back at base from Strubby at 1000 hrs. (Not informed until checked-up.)

1740	Crash 1664/L. DG343.	Controller received advice that crash referred to in previous entries was 1664/L from Croft. a/c had just finished Fighter Affiliation exercise. R.O.C. had it plotted at 4000ft - it appeared to make 2 rolls and then dropped at a 45° angle to crash. The a/c burned, and 6 bodies recovered were scattered over an area of 2 to 3 hundred yards. (all parties informed)
1830.	Night Flying	passed to R.O.C. + Stations
	Off duty	F/Sgt Spence. P/O
	On duty	F/S Cleland a/c.
23.04	Florid "N"	This aircraft circling M5G + calling "Middleton St. George this is "Florid "N"-Nan". Checked on Call sign for M5G. A/C belongs to Wymeswold 93 Gp O.T.U.
23.25	4	Landed.
23.25	408/H	Sent message HF/DF Linton 23.15. "5330'N 0450E Heading 250° 165 mph 18000'. Running short of petrol."
	408 H	Upon inst. from Air I this a/c was told to land at Coltishall. Acknowledged by a/c. Also told to go over to M7.
23.32.	408 H.	M7 Hull told if 408 H called to confirm diversion
	Thursday Oct 21st 1943	
00.10	408 J.	Fix "5308N 0220E II" puts him off E. Anglia. Passed C's signs to FCLO IV in case he makes for Norfk or Suffolk.

Thursday Oct 21st 1943

00.35	Well. 0/82 OTU Jamston	Landed 00.15. Croft. Told 93 Gp.
00.45	Hal. D/1664	Croft now claim this a/c overdue
00.48	"	" " say he landed at 23.30. We were not told, and also times for X-C route were not correctly passed earlier. (Explanation later from Croft - New clerk put X-C times on their board wrongly - those given to us were correct. Also clerk forgot to write up landing time, so this was not passed to us.)
07.47	Whitley 81 OTU. -403N.	Landed at Skipton after calling "Darky". Belongs to Tilstock 81 OTU. Pilot Sgt. Ross. Short of petrol. Had been on unsuccessful gardening mission.
09.00	Off duty.	F.D. Cleland a/c On duty A.H. Wellen F/Lt.
0945	Monument E216	Hal. + Lancs. bombing at Stenwall + air firing at Whitley from 1100 to 1800 hrs. also height tests locally from 1030 - 1700 hrs. to height of 16000 ft.
1100	Tilstock a/c	at Skipton ready to take off. Checked weather at Tilstock with 93 Gp. who say they are having an occasional shower there and want the a/c to remain till they advise us weather is okay. Informed Skipton. 93 Gp. say weather at Tilstock is okay + advised them their Well. 0/82 OTU would be taking off in about 10 mins.
1045	Wombleton	1666 a/c are now moving to Wombleton; 2 or 3 a/c have already taken off without flying control either at base, Dalton or Wombleton having been notified. The wind at Wombleton is 15+ mph. 60° off the runway giving a strong starboard drift. Flying control is not very happy about

		the situation but the flight commander, F/Lt. Reed thinks the a/c can cope. Controller suggests F/Lt. Reed fly over & if he thinks it is all right then, the a/c are not to be stopped.
1130	AO6 to Wombleton	From 61 Base: The AO6 intends to fly to Wombleton today but the conditions (see above) are not very good. Controller informed.
1310		F. & W. of 1659 H.C.U. — W. crossing coast at Scarborough 1420 hrs for Air Firing practice and recrossing coast at 1520 hrs. "F." practicing 3 engine flying locally between 1600 hrs and 1800 hrs. Z & J Air to Air — Crossing coast at 1535 hrs — recrossing coast at 1635 hrs.
1315		"E" of 419 Sqdn crossing coast at 1410 for Air to Air — recrossing coast at 1510.
1430	AO6 to Wombleton	From 62 Base: AO6 took off from Linton at 14.25 for Wombleton in the Phoenix. 61 Base informed. There is a strong cross wind at Wombleton but AO6 has been warned.
1440	AO6	landed Wombleton at 14.35.
1400 ~ 1545	408/H	at Bungay - pilot phoned through to say his G.S.U. on SOE is U/S and wants to know what to do. Referred to 408 W/C who says pilot is to try and contact eng. officer at little Snoring (11S Sqdn) and have him repair the a/c if possible. Could not contact the pilot again as the lines are U/S for the present (1) Finally got through at 1550 and passed message to the pilot direct.

1630	1666 HCU	9 a/c are now at Wombleton ~~but~~ S/O informed. 5 left at Dalton, 1 at Croft, 1 at Topcliffe.
1702	AO6	left Wombleton at 1700 hrs. 62 Base informed.
	Ditching of 426/T	(see 21.45 entry Oct. 18) On enquiry into this matter the following was found: From the duty Staff Officer at Harwich: the ditching of the a/c was heard and reported by a soldier to the ~~naval~~ duty Staff Officer at Harwich via the Naval Coast Guard. The duty Staff Officer immediately had the Royal National Lifeboat Institute surd ant a lifeboat to the position and also arranged for the army to sweep the sea with searchlights. The crew however had reached shore via dinghy when the life boat arrived and they were taken to the aldeburgh police station. From the crew of 426/T: Returning from operations, they crossed the coast at 800 ft. and two engines cut. Pilot immediately turned ant to sea to ditch and effected a successful ditching a mile or so off shore. Ten feet from the water the remaining two engines cut. After boarding the dinghy the crew were carried to shore by the wind and tide. The a/c is believed to have been washed ashore. The crew are now back at Linton.
1730	AO6	landed back at Linton 17.23. 61 Base informed.
1830	Sundits	"91, "115 & "140 requested by A.S.H from dusk to dawn. Stations informed.
	Off duty W.C. Miller. - On duty W.C. Spence D/O.	

1915	Night Flying	Passed to R.O.C. + Stations.
2100	1664/K. (E.B. 136) Crash (Squadron Letters O H)	This a/c on C+L. detail groundlooped on take off at 2040 hrs. Crew are O.K. but proceeded to sick quarters. A/c thought to be cat ac. ds Cat. "E" Pilot slightly injured in the face.
2105	Sundits	Request by A.S.H cancelled. Stations informed
2130	1664/K. (Squadron Letters ZO)	This X-country a/c has made 2 Darky calls - one answered by Chipping Norton at 2109 hrs + the other by Barford St John at 2115 hrs. appears to be O.K and merely verifying his position. Above passed by 92 Group to Croft direct.
2315.	Redfield "X" Darky	62 Base reported giving m/n aircraft a QDM of 157/30 miles to Goole. Advised 92 Gr. for information of Market Harborough

FRIDAY - OCT. 22ND - 1943

0030.	Elflake "N" Darky.	Croft report a/c calling darky Trying to contact it. Middleton advised
0008	Maple P. (Whitby)	12 Group request Scorton light up for this ac which is being searchlighted there. 62 Base informed.
0015	Maple P.	12 Group request cancelled as ac has secured a fix and is returning to base.
0044	No 30 O.T.U. a/c "L" Wellington	Landed at Leeming - Port Engine U/S.
		staying overnight. 93 Gr. F.C. informed for transmission to Seighford.
0100	Ident	Board changed.
0120	Crash	Croft reported aircraft which had entered their circuit had disappeared and shortly thereafter a flash of flame had been seen to the south east. R.O.C. York. 9 confirmed this and thought the crash had occurred at Croft.
0130.	"	Definite location of crash not yet determined. Scorton had no knowledge of it. Police in that vicinity being questioned.
0145	"	Scorton advise they have a general idea of location + were taking action.
0200.	1664/H.	M.S.G. state they are endeavouring to contact 1664/H, which is considerably overdue from X-country, by W/T.
0205	Crash.	Croft state latest information from A.R.P. is that crash occurred at Church House Farm near North Cowton + local fire tender + ambulance are on the scene.
0210	"	Scorton have informed Croft that crash occurred west of South Cowton at an intersection of 3 roads called Abby Hill. Crash tender, ambulance and M.O. from both Scorton + Croft en route as location appears to be midway between stations, approx 4 miles from each.

0240.	1664/H	No. W/T contact has been made with this a/c which is now more than 1hr overdue.
0310	Crash 1664/H. EB 199 Sgt. Simmons (Capt.)	Croft have confirmed that this is their aircraft. No explanation of the cause is possible. Six of the crew were killed outright and the 7th. the Observer, while still alive is very badly injured and was taken to Scorton Sick Quarters. The aircraft is a complete write-off. R.A.F. Regiment from Croft is furnishing a guard. Croft is also taking all necessary signal action etc.
0900	Off duty	H.R. Spence P/O.
0900	On duty.	F.D. Ekland F/Lt.
11.00	Blanket Coverage for Movements.	E 266 covers 4th. Tests. Air to Air. Air to Sea, Local Flying & Bombing. Lancs. Halis & Wells during daylight.
10.00	Crashes of 1664 C.D.	All concerned at Groups informed.
13.00	Landfall Beacons	#2 & #10 arranged.
14.00	"	#10 cancelled and #2 ordered from 23.00-00.01 bearing of 270° M.
14.55	Bullseye	Opened 3 Lancs 432 Sqn.; 3 Hals 1664, 7 Hals 1659.
17.00	Bullseye Scrubbed.	Passed to 6 x Bases, 1664 Croft and FCLO 11 Gp. & Fighter Command.
17.00	Division Bases.	Allotments as follows:

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17.00	Diversion Bases	431 - Acklington 12 Gp. 432 - Acklington 12 Gp. 434 - Croft. 426 - Scorton 12 Gp. 408 - Lilloth - Controlled Opns. by 15 Gp. All above stations have been warned of numbers of aircraft to be diverted and are willing to accept them. No particulars have been passed yet.
17.00	Billingham Balloons.	Arranged at 15.00 hrs - Close-hauled 16.30 - 18.00 hrs. And from 23.30 - 01.30 hrs.
18.00	Y/1664.	Claims to have been shot at by coastal battery at 16.50 hrs. Was flying on Air to Sea firing detail at 1500 ft about 1-1½ miles from shore opposite Whitby. When reported to MLO 12 Gp the following answer was received. That a light aa battery had been practising all day. It is likely they were firing at the time, but as visibility was good they could see him at that distance. So Y/1664 may have seen a flash and assumed that he was the target.
18.45	Y/427	Going to jettison. M.L.S. advised. Also ROC.
18.30	Off duty	F.D. Ekland F/Lt. On duty D.H. Miller F/Lt.
1905	Night Flying	passed to Stations & ROC.
1940	Y/427	ROC have no plots of this a/c. Asked HQ 20 if he could trace it. Says he has been trying to plot it but ROC cannot find any plots and have had none since the a/c left Leuchars
20.30	431/S	up on R/T P.C. o/s - going to Jett. at Whitby

		KOLO & FKLO 12 Gp. informed
2033	427/I	(see above) Ident. at 20.27 position 5210N 0243E, A class Ident. (!)
2035	426/B	came up on R/T and was sent out to get alt. at Flamborough, 40 miles out. KOL & FKLO 12 Gp. informed
2057	434/B	landed base, and asked for ambulance on R/T. (Mid-upper gunner sick)
2100	4 Gp. diversion	can we take any of their a/c in our Group. Controller said that in view of weather forecast it wasn't very likely but if it turns out better we will try and help them.
2230	Tholthorpe	- a/c bogged on runway - a/d temp. U/S. They think they can get it off very shortly. Eastmoor tied up to take a/c if necessary.
2235	Weather	Met. re 2200 Met. conference: general weather in group will be 1500-2000 ft cloud base, vis generally ~~at worst~~ 3000 yds. some stations better. There will be some general rain, mainly slight. Acklington much the same, & Silloth good. Controller gave 6F6 Scotton for other groups' use. Linton informed.
2248	428/I	sent the following message on Hull at 22.42: "Emerging a 5327N0414E". Message was weak and Hull passed him a 2nd. class fix of 5258N0300E which 12 Gp. say was ack. but which our W/T say wasn't ack., and our W/T says the a/c requested a repeat. Checking up with Hull. FKLO informed.
2259	428/I	Ident. on Hull at 2254 - 5247N 0225E and showing him as heading towards East Anglia. Also sent "Receiver U/S" 12 Gp FKLO informed and has all available a/d's in East Anglia coast lit up. Weather at Coltishall not very good but Docking and Hardwick areas fairly good.
2330	Diversion	Controller decided we would need Acklington now as other groups especially 5 Gp are having trouble with their weather. Informed 6F6.
2340	Diversion	6FK say 5 Gp. don't want Acklington but would like Silloth. Controller ~~told~~ said okay & 62 Base instructed not to divert anywhere without consulting Group. Weather appears as if it is going to hold fairly well all over group.
2350	Diversion	6FK say 5 Gp. in great distress so Controller decided to give them Acklington and said we can take 15 a/c at Skipton & 15 at Dalton. Informed 61 Base & Met. still optimistic about weather.

Saturday Oct. 23/43

0010	428/I	crash landed at Snitterton Heath at 2335: Badly shot up, rear gunner killed, flight engineer and mid upper gunner wounded, navigator suffering from shock. Rest okay. a/c was shot up by a fighter. Pilot made "damn good landing under circumstances" says 3rd U.S. Wing F/C but a/c is a write off. 12 FKLO informed
0040	a/c to Middleton	12 Gp FKLO say there is an a/c apparently in distress off Whitby and they are going to S/L him to Middleton. Weather there is good. Warned Middleton.

0055	H/619 S/~~6470~~ 625	from Woodhall landed Leeming 0038 from Kelstern (1 Sp) " — 0050 6 Frk informed.
0100	427/E	Informed 76 Gp that this a/c idented on Halifax at 1934 position 5222N 0315E 2nd. Nothing heard from him since. They said guides no much help.
0110	a/c to Middleton	(see 0040) landed at Packington. Middleton informed.
0115	427/E crash	Home Group say a Mk. V Halifax crashed near Hunston Hyme Railway Station on the Boston Spa - Tadcaster Road. No. of a/c is DK 182. Church Fenton took all crash action. 7 bodies have been removed to Marston Moor. This is 427/E (see 0100 above) Marston say crew appeared to have been in crash position preparing for a crash landing. Observers of crash say engines appeared dead before the crash. Time of crash was about 20.37.
0200	Results	12 a/c still outstanding & considered missing. Landed away: 1 at Sweltenton Heath (3rd this) 3 at Rufforth. None were diverted.
0820	H/619	5 Gp. says H/619 is to take off as soon as possible for base. Informed Leeming ("red" at present.)
0830	Off duty On duty	W.N. Miller F/Lt. H.F. Spence P/O.
1100	H/619	Returning to Woodhall Spa 1100 hrs. via Gainsborough. 5 Group R.C. informed OK
	S/625	Returning to Kelstern 1130 hrs via Gainsborough. 1 Group R.C. informed & o.k.d.

1110	W/C Suggett Oxford Sutterton Heath	Air I authorized W/C Suggett to take Oxford to Sweltenton Heath. M.S.G. informed.
1140 ~~1200~~	Com. a/c Proctor	Reserved for W/C Fleming for 1215 hrs. Required all afternoon. Going to M.S.G. 62 Base informed.
1200	Identification of body at Thorney Island	Thorney Island have requested through Air Ministry for someone to go to Thorney Island to identify a body washed ashore, believed to be Sgt. Hayward. Air I instructed:- 1. Journey not to be made in Halifax. 2. Any type of Com flight may be used. 3. Any Oxford available from nearest station. 4. If one of above not possible journey to be made by rail. 62 Base informed.
1201	Movement.	Arranged for air firing at R.A.F. and Whitby for Lincs. Wells. & Hells. - also Bombing at Strensall from 1200 - 1800 hrs. Ref. - E-227.
1300	Diversion Into 6 Gp.	From 1 Gp. 3 Jaywalk a/c being sent to 6 Gp for weather reasons. O.K. send to Linton. Told 62 Base & 6 Gp. Met. O.K.
1310	Diversion	Cancelled by 1 Gp & 62 Base notified.
1420	Middleton (now at Sweltenton Heath)	"We all who would like to fly your boys up to save a long train trip, O.K? Contacted M.S.G. who said, Yes.

0910	Ex. ROSE	Take off postponed due to weather. a/c intend returning to M.S.G. for paratraps.
0930	Ex. ROSE	New take off time 1100 hrs. M.L.O. informed of new arrangement. Close hauling of Billingham balloons from 0900 – 1200 hrs. arranged for.
0945	Ex. ROSE	B.L.O. requested to extend time of close hauling Middlesboro balloons to 1400. They will be kept so after 1315 hrs. until we inform him the a/c concerned have all taken off.
1050	Ex. ROSE	O/c of this exercise at M.S.G. has cancelled it. Ops. at 38 Wing + M.L.O. + B.L.O. 12 Gr. informed. Also R.O.C.
1130.	L.F.B. #2.	Will be flashing from 2145 – 2245 on 265°T. Arranged through Ops. 12 Group.
1140.	16 Gr.	Enquired re use of M.S.G. to land 3 a/c (Marwick, Proctor + 1 other) en route to Abornaby. Met + M.S.G. not happy and 16 Gr. informed.
1220	419/J+X Diverted to Silloth	Fitness at M.S.G. + rest of group necessitates diverting these a/c on return from X countries. Silloth contacted and agreed to take them. C.F.C., 9 Gr. + all concerned informed.
1230	Sundits	115, 91, 140 requested by a/s + dusk to dawn.

Sunday, Oct 24th 43

0900

Off duty F/L Cleland. On duty F/L Spence A/C.

1255	V.2.P. a/c/m. Hodson Kent.	Capt. Topcliffe for Elvington F.C.H.Q. 12 Group advised. 1330
1300.	4 Hals. for. M.S.G.	M.S.G. has just received word that 4 new Halifaxes are en route to them (from Southampton 1215 hrs.) R.O.C. telling a/c, seen approaching from south.
1330.	H19/J+X	Ref. entry 1x0 hrs. "J" landed Dillock at 1300 hrs + "X" at 1322 hrs. M.S.G. informed.
1447	4 Hals. for M.S.G.	These a/c from East Leigh landed as follows: 2 - at Riccal 1 at Leconfield. 1 at Melbourne Arson at Snaith.
1500.	Ex Rose Whitleys	38 Wing say OK for these a/c to return to base (Stoney Cross). M.S.G. + Croft informed and a/c are taking off immediately. All concerned informed.
1200.	Diversion Base.	C.F.C. have allotted us Bottesford as provisional weather diversion base. - 6.2 Base informed.
1615	L.F.B. #2.	Request cancelled.
1618	Diversion Base.	C.F.C. informed Diversion Base not required.
1650. 1700	Albion "J" (ex Albain)	This a/c overhead at Linton, so he do

		not feel happy about landing him. Checked Met. and on their recommendation Conningsby was selected for diverting him. Aircraft given a QDM to Aircraft was told to standby for a course to steer for Conningsby but Linton unable to contact him again. 5 Group F.C. informed. A/c requested Driffield but 4 Group say no, they are themselves considering diversions to 5 Group. Scampton & Waddington both U/S. Dunholme and Skillingthorpe possibles but in view of the good conditions at Conningsby it was considered the little distance further north of these 2 stations did not warrant change of station. R.O.C. telling him and plots show up from Linton to Middleton. The latter and Leeming put on their contact lights, etc. No further contact was possible by the 3 stations with the aircraft.
1715		
1720 - 1740.		
1805	Albain "J"	R.O.C state this a/c followed through to Lincoln + was lost around Faldingworth or Wickenby + suggest checking there F.C.O. 1 Group stated on being checked that Air Commodore Slemon landed at Lindholme at 1744 hrs., and that he understood H.Q. 6 Group had been contacted and informed he was proceeding to York by road F.C.O. 5 Group informed + Conningsby stood down.
18.40	Pundits	cancelled. Stations informed.

1930.	Off duty	H.F. Spence P/O.
1930	On duty	S.R. Wrynan F/L.
2300	Prov. Diversion.	Told 5 Gp. - Bottesford not reqd

25 OCTOBER 1943

	Ident. Sign.	Board changed.
0035	Test R.I.T. R.O.C. 0/4	Controller 9 R.O.C. suggests or requests a test to be made
FOR	there is a	of R.O.C. post 0.4 (Castleton) on first suitable day. This
S.F.C.O.	letter which	station has been called upon to make 7 calls & a/c
	is against	and has not yet received any answer. Referred
	But this. under circumstances seems advisable	matter to Base 61 who will arrange test & notify us of time. D.F.C.O. to notify controller 15.
0900	off duty	S.R. Wrynan F/L.
09.00	On duty	F.D. Cleland F/L.
10.30	Hal. to Shipdham.	Permission given by Air I for Halifax of 431 Sq. to go to Shipdham to pick up bomb carrier - SBC's.
12.00	Oxford to Hawarden	Permission for Linton Oxford to go to Hawarden to pick up Air Comm. Blatham (RA07) Routed Base. East Retford-Hawarden
12.00	Proctor at Middleton VB6303.	En route Melton Mowbray from Crosby. S/L Harrison. was listed as overdue from P/O Allen to M. Mowbray. on "H/S 451". Trying to check with Station Z to reassure them.
16.50	Diversion from 5 Gp.	11 a/c need to be diverted. Weather reasons. Offered Linton + Eastmoor to them. Particulars later.
17.05	"	6 Lancs. of 57 Squadron - Base: East Kirkby. R.T. Call Signs {Senate / Aggie. Letters of a/c: K, J, S.F.Q.U.
17.30	En 4 Gp.	K/57 landed Rufforth. F.C. 5 Gp informed.

Oct 25th 1943

18.00	Diversion from 5 Gp.	All diverted a/c landed OK. Linton + Eastmoor. 5 Gp informed.
18.20	Div. from Linton	434/A + 434/R diverted to Topcliffe. Topcliffe warned. 431/C + 431/R " " " Priority asked for R/431 who may be short of petrol.
1830	Off duty	F/L Cleland, on duty A.H. Miller F/Lt.
19.15	Diversion	Tholthorpe vis. improving slightly and they think their a/c can land there alright for the time being.
1945	431 + 434	All have all landed at Tholthorpe except two, which landed at Topcliffe. Crews staying over night at Topcliffe.
	D.F.C.O's Note	See revised Granite Scheme on map board (extended north to Pailey Bridge)

Tuesday October 26. 1943

0100	Stat. Bd.	changed.
0900	off duty	A.H. Miller F/Lt.
	On duty	H.F. Spence P/O.
1005	H19/J to Boscombe Down (F/L Hewitt)	Air I authorized flight to Boscombe Down to have a/c weighed. M.A.P. informed. Weather to be checked as our Met say conditions unfavourable, with little likelihood of clearance until this afternoon.

1245	Liberator	9 R.O.C. reported a lib. "stooging" in & around Middleton and Croft. Contacted those stations and advised mortar & Money flares if no reply to Darkies on both frequencies received. All action taken but it appears a/c did not wish to land. 12 F.C.L.O. had no "gen" re. this a/c which appeared O.K.
1334 1350	Right Close V Bethel 2nd U.S. Wing	F.C.L.O. 12 Group requested R/T message be passed to n/s aircraft "to return to base" which is Bethel. Leeming Topcliffe & Linton unsuccessful in attempting to contact him. This Liberator now in A.04 near Rugby appears to be heading for his base F.C.L.O. 12 Group informed.
1345	431/Q	62 Base state arrangements have been made for this a/c to take off from Shipdham for return to Mattlope by 1500 - 1600 hrs. Met says this is best time but if Mattlope is not fit M.S.G. should be able to land him. 62 Base knows this
1425	A.2.U. Hds. at Leeming	Leeming report 2 Hds. circling but unable to land. F.C.L.O. 12 Group contacted for fighter to lead them to Duston.
1440.	ditto	12 Group state fighter not available but one Oxford from Duston is on the way soon to lead them to Duston.
1510.	ditto	Leeming advise one a/c landed there & one at M.S.G. F.C.L.O. 12 Group informed.
1515	431/Q	This a/c not yet airborne. Met state weather deteriorating at M.S.G. and will become worse particularly after 1630 to 1700 hrs. Recommend a/c not to take off from Shipdham if it has not already done so. Informed 62 Base who requested we have Shipdham hold the a/c there overnight. 2nd U.S. Div. informed for transmission to Shipdham. (Notes- Improvement in weather at Mattlope only temporary say Met.)
Note:		W/C Durham suggests that A.2.U. pilots be instructed to check the Met picture before taking off. On Sunday, Oct. 24th, 4 more of these a/c were unable to land at M.S.G. due to weather.
	Bomb Demolition	Topcliffe advise demolition of unserviceable bombs would be effected north of their Bomb Stores during hours 0930 & 1630 on Oct. 26th & 27th.
1800	Night Flying	Stations & R.O.C. informed there is no night flying in the Group.
1830	Off duty	H.H. Spence Flt.
1830	-	On Duty. [signature] Flt.
0001	-	October 27th 1943.
0900	-	off Duty. [signature] Flt.

Oct 27th 1943.

0900	–	On Duty – [illegible] Mason F/L
1115	L.F.S. No. 10.	Arranged to be operating on a bearing of 270° T from 21:00 hours to 21:45
1120	WINDOW AT FINNINGLEY	Permission granted by AHQ for x coastg a/c from Eastmoor to land at Finningley to pick up 'Window' erroneously left on board yesterday on/43 x delivered to 93 Gp.
1130	Balloons	Arranged through Bf.O. 1 Gp for balloons at Great Yarmouth, Lowestoft and Warwick to be at no greater height than 5000 ft from 2030 hrs to 2300 hrs – and for Birmingham Balloons to be cleared/cancelled from 1600–1800 hrs and again from 2130 to 2359 hours.
1140	OTU Wellings at M.S.G.	Ex. F.C. M.S.G. – News that two Wellington a/c No's HF637 and HF181 which landed there yesterday (no known defects here) because of adverse weather took off @ 1135 for Halfpenny Bourne Mountford. Everything about the movement was most unsatisfactory – F.C. M.S.G. finally conceded that the following route was given: viz M.S.G. – Lincoln – Northampton Halfpenny Bourne. This route would take the a/c bang over Grantham defences! Since a/c had already taken off – cares away warm AASIR and hope for the best.
1215	Jettisoning Sud. 1000 lb bombs	Permission granted by M.A.O. 12 for 8 Lancasters a/c to jettison 47 Sud. 1000 lb bombs at Pos'n 54.40 N 01.20 E. – fused to explode at 25 ft below surface.
1330	Diversion	Requested C.H.C. to provide Diversion Bases in 13 Group for 80 Stirlings.
1400	" "	Ex. C.H.C. Following bases allocated: Drem-Charter Hall – Kinloss – Lossiemouth
1415	" "	Sqn Allocation and Diversion Sqn passed to Stations.
1417	" "	Ex. F.C. 13. Drem can cope with only 17 aircraft and Charterhall with only 6. – much grumbling followed
1420	5 Gp a/c Here.	Ex. F.C. 5. All bases of 57 Sqn in 6 Gp to return to base.
1421	—	Pass to Sk Tigles. Base 62

1430	SGP 9/c	To F.C. 5. All Lancs 575 gen 9/Son
1507 ~~1455~~	Sig'n Sec.	Final Sqn allocation ref. diversions (SEE FORM B 256) passed to Base 6th.
1508	RTB Nal.	Ex. F.C. MSG. R.T.B. Hal took off for Long. – Letter informed.
1510	JTM/B	Ex ~~F.C.~~ F.C. Base 6. – AIRCRAFT B/160 TO. Cs. JTM of Cpl. Heyford passed following message on Topcliffe H/F d/f: "Position Y/ at 1438" – at 1615 finally got through to F.C. 9x miles above message.
1600.	S/JTA 130	This meeting-ton landed at Topcliffe from Sin Crook. Later at 1600 took off for Leconfield – Pilot F/o Osborne. F.C. 4 advised.
1600	Ops S	Ex Sqn Ops Cancelled —
1601 or 02.	L.F.D. Balloons. Diversion Bases	Cancelled with Thanks.
1605	6Gp 9/c	All 6Gp aircraft back at Bases.
1810	Defiant Ferry Command	A/c. craft from Lossiemouth En route to Seaford.
1830	—	Off Duty – Lt. H.J. Dixon F/L

1830.		On duty H.B. Spence P/O.
		28 OCTOBER 1943 – THURSDAY.
2359.		Ident Board O.K.
0900	Off duty	S. Riley non F/L On duty at A/H Hillam 9/0
1200	Movement F20	Bombing at Strensall & Riffering at Whitley from 1430 – 1800 by Lancs. & Hal.
1230	Weather	Re Eastmoor's proposed x-countries this afternoon MET say if vis. at take-off is below 2000 yds. the vis. on return at 1700 hrs. will not be very good. Warned 6 & 15 Base.
1530	Spitfire	from Dyce landed at Middleton and is proceeding immediately to Burscon. He has checked route & weather at Burscon is happy.
1650	Walrus W2704	landed at Eastmoor from Castly at about 16.30, leading for Sherburn. Pilot is 1st Officer Hayman and is staying over night on account of weather. Informed 41 Sqn.
1830	off duty	A.H. Miller A/A.
	On duty.	F.D. Cleland F/L.
		Oct 29/43
01.00	Ident Board changed.	
09.00	Off duty	F.D. Cleland F/L
	On duty	H.B. Spence, P/O.
1830.	~~On~~ Off duty	H.B. Spence. P/O.
	Off duty	HK

1830 On duty Lt. H. Hedley F/Lt.

Comm. Flights: Proctor reserved for Fl/Lt Jacobs for 0900 hrs. Nov. 1st all day. Comm. Flights suspended 13.40 Oct. 28th

Saturday October 30, 1943

0100 Ident Bd changed.

0900 Off duty Lt. H. Hedley F/Lt.
09.00 On duty F. D. Cleland F/L.

0850 Darky Middleton have heard an a/c around them and have had a darky call by a "Recorder's" a/c now north of Middleton & wants to know course to steer to Middleton who are in R/T contact with him. They gave him course & he finally landed at Middleton in vis. of 1500 yds.

09.04 Halifax BB 431 — Landed Middleton. 148 Squadron - Pilot: Sgt. Bruce. 7 crews, 8 passengers. From Breda, Algiers en route to R.A.F. Clifton.
R.A.F. Clifton (York 2064) & 4th Group informed.

10.15 Movement Serial # E44 Covers, Air to Air, Air to Sea Firing, Bombing at Stiensall, Fighter Affil. & Height Tests upto 20000' from 10.30-17.30 hrs for Halis, Lancs & Wells.

12.05 Flight Plan Conference Scheduled for 13.00 hrs. Midd. Leeming 62 Base & Ops informed.

12.30 Fortresses. 12 Gp H.C. say there was a large abortive Fortress raid. These a/c have been recalled. If any are flying in our area we are to land them.
62 Base, 61 Base, Middleton, Leeming informed.

12.55 CFS re Prior Petrol Bases Will let us know in 2 hours time. Needed in S of England (not East Anglia)

12.30 Billingham — Close-hauled 16.30-17.30, 22.00-2300 hrs.
Gt Yarmouth, Lowestoft, Mousehold } Close-hauled 21.00-22.00 hrs.
Balloons
Southwold L.F.B. from 21.00-22.00 hrs.
Dengeness LFB " 21.30-22.30 "
Southend LFB " 21.45-2245

16.30 Cancelled above arrangements.

14.25 Hal. 3B431 Left Middleton for RAF Clifton. Landed there 15.55 hrs.

16.30 Liberator I/167 Squadron. From Shipdham (2nd Bomber Div.) Pilot Lt. O'Neill. Landed at Wombleton 14.55 hrs. Weather reasons - also see entry of 12.30 hrs.
All afternoon our stations had been hearing "Darky" calls from Americans but were unable to contact them. Cloud base was the main difficulty as none managed to break cloud. Fighter Group 12 were finally persuaded to send two fighters to help land another Liberator near Bridlington. We offered Topcliffe & Leeming if needed. This Lib. landed at Hutton Cranswick O.K.

1830 Off duty F/L. Cleland.
On duty H.B. Spence F/O.

SUNDAY - OCT. 31 - 1943.

0100 Ident. Board changed.

0900 Off duty H.B. Spence F/O.

Oct 31st, 1943.

0900	—	On Duty - Lowis J Tomson F/C.
1000	Liberator at Wombleton	- Weather adverse for safe return to Shipdham Hambleton F/C informed through Base 61. F.C.
1530	Pundits.	A&I's request for pundits 40 91 115 140 passed to Stns
16.30		On duty. F D Cleland F/L.
17.30	Pundits cancelled.	
09.00	Off duty.	F D Cleland F/L.
	On duty	H R Spence Plt.
1200	Lib. at Wombleton	2nd U.S. Div. F. Control have instructed that 67/I is not to take off for return to Shipdham until they advise us Topcliffe informed.
1250	WELLINGTON NUTT'S CORNER	12 F.C.L.O. Wellington a/c (SGG-A ; RIT Yardhouse A) on a Nav. Exercise from Nutt's corner. Should be near Linton. Tell him to go to Valley - to 2000 viz 3000' 6 m.s. Landdr 5/10 2000 not to go to Nutt's Corner. Contacted Flying Control Linton. & gave above information
1255	.	Told Sholthorpe to look after same a/c
1255	"	Linton heard this a/c on R/T.
1257		Landed Linton. Told 12Op who passed Nutts Corner instruction namely that a/c to stay where he was until he heard from Nutts Corner.
1330.	67/I - Liberator to Shipdham	2nd Div. U/S. Flying Control instructed this a/c could take off provided his E.T.A. at Shipdham would be 1400 hrs. 61 Base was so informed and a/c took off at 1333 hrs before we were able to get thru to 2nd U.S. Wing for O.K. as was as his E.T.A. would be 20 mins after deadline set. - 2nd U.S. Wing advised.
1830	Off duty	H R Spence Plt.
1830	-	On Duty - Lewis J Tomson F/L.
0001		Nov 2nd. 1943.
0830	-	On Duty - Lewis J Tomson F/L
09.10	Sholthorpe Crash Tender	The first line crash tender at Sholthorpe will be U/S for two days and they will be unable to take outside Crash action 62 Base will co-ordinate.
09.20	On duty	F D Cleland F/L
15.40	Diversion from 4 Ops	3 Halis. from Marston Moor to land at Topcliffe (Weather reasons.) Now only 1 left to come. Others landed
15.50	"	at Marston. "J" - RT. "Nightjar" or "Shipwake"
15.55	"	Cancelled. All landed at base.
18.30	Off duty	Cleland & Justasson.
	On duty	H R Spence. Plt.

1940.	Pundit	No. 140 Flashing

NOV. 3RD - 1943.

0100	Ident Board changed.	
0135	Aircraft - L or R.	62 Base called to say an aircraft using a/c L or R was calling a ground station, whose c/s was Expert, which is the c/s at Gibraltar. Contacted R.O.C 9 and 10 who said only aircraft in this area was a friendly bomber in A82. Spoke to 12 F.C.L.O. who said the only a/c was the one noted above. This a/c L or R was heard making Darky call by R/T stations in all the Bomber Group. The a/c, which was in A82 passed from the 12 Group area over to 9 Gp.
0345	ditto.	Linton called to say they thought the aircraft landed. Information gleaned from a garbled message overhead by Eastmoor Darby.
0900	Off duty H. B. Spence. P/O.	
0900	—	On Duty - [illegible] F/L
1000	WELLINGTON 2-1395 A/SGG.	Ex. F.C. Linton - Wellington from Nutts Corner returning to Base as of 10:15 hours. Linton: RED. Weather at Nutts Corner ok. Route etc passed to both M.L.S 12 and F.C.L.O. 9 - and advised the latter that the a/c was a/b at 10:16.
1215.	L.F.B. #10	on bearing of 270° T from 2030 hours to 2150 hours.
1215	Balloons.	Harwich, Great Yarmouth and Lowestoft - 1500 feet all night, {S. O. R. except during E.A.
1520	Diversion Bases.	Request made to C.F.C. for suitable Provisional Weather Diversion Bases to accommodate 117 Wkels and Lancs of 8 Squadrons
1430	"	Ex. C.F.C. Following Stations Allocated as Provisional Weather Diversion Bases: Mildenhall - Lakenheath - Downham Market - Waterbeach Newmarket - Hatfield - Repat - Docking. — These were accepted by the Controller who associated Squadrons and advised Stations {same together with Sculthorpe as Own Based
	Pundits.	— All the above Stns were covered by a QDM and Dist from a Pundit except Downham Market. F.C. 3 gave Lat + Long pos'n of Mildenhall and said to set course from there. Station advised (Lat + Long Mildenhall pundit given by F.C. 3 as: 52° 15' 31" N 00° 29' 53" E
1500.	—	

1445	P.F.F. Lanc 7 Sqn.	Query Ex F.C/P.F.F. = reg weather and serviceability of Top-cliffe. - advised o.k. Lanc from P.F.F. landed Topcliffe. 1554. - Took off again for base 1610. — Passed to F.C./P.F.F.
1448	E·314	Blanket coverage with M.L.S.
1740	G/1659.	Ex. F.C. passed. after advising that acc their ops op day flying were finished. found G/1659 still o/bd. Queried for provision of / diversion base. G.P. not advised Eastmoor X
1750	-	Informed F.C Base 67 to stand by at Eastmoor.
1800	G/1659	Landed Topcliffe. Eastmoor stood down.
1830	-	Off Duty. [signature] F/L
18.30		On duty. F.D. Cleland F/L
18.55	Balloons Yarmouth Norwich + Lowestoft.	Due to hostile action must be raised to 6500'.
19.00	Y/479	Received I class fix (Ident.) which puts him in East Anglia. Told I/c Group about balloons + asked them to look out for him.
20.15	Balloons.	Yarmouth, Norwich + Lowestoft now at 1500 ft.
20.30	Divisions	C.F.C. say lights are out on Lakenheath, Mildenhall, and Newmarket. New Division bases: Shipdham, Attlebridge + Hardwick.
21.10	Division Bases	Attlebridge + Hardwick now U/S - Hunsdon - Horham now are offered.
21.26	Balloons.	B.L.O. I/c called to ask about Billingham balloons. Asked for them close-hauled immediately until 23.00 hrs. He had not received any requests for them today.
22.05	Searchlight	Searchlight waving at west end of Tholthorpe interfering with landings. R.L.O. I/c told. 3 mi. S.W. Rathskelf Station
01.15	Crash near Coningsby	An aircraft - four-engined bomber crashed and burned out completely at 21.33 hrs. Maps partially burnt show track to Middleton and name "Witham" was written on it. All crew killed. Crash position: OSC 55 - 651701. E.W. Mepalthorpe's field, Low Ground, South Kyme - 5 mi S.W. of Coningsby. Middleton informed. Southdown informed.
09.00	Off duty. On duty	F.D. Cleland F/L. H.R. Spence F/O.
1045	E/478	Crash near Coningsby definitely identified as E/478. Advice received by M.A.S. direct from Coningsby.
1100	A/C away H27/Q	Both Church Fenton + Leeming Unfit - check later.
1500	ditto	Group Met state Church Fenton still red but may progress to yellow later. Leeming 10/10s cloud. base 600, occ 2200 with chance of a break in cloud + base. F.C. at Church Fenton do not anticipate

		improvement in weather. Also, the a/c is still being worked on S.B.A. still u/s. Other side packed up when a/c landed last night. Leeming informed a/c would not return today.	11.00	Q/427	At Church Fenton. Weather there not good enough yet to return to Leeming. Pilot will call here when conditions are good enough. Leeming informed.
1615	419/K.	M.A.G. instruct w/p aircraft which landed at Leeming yesterday is to stay overnight. Leeming informed.	12.30	Beaufighter JL876	Landed Eastmoor from Catfoss.
1625	Anson 501 Marston Moor	62 Base state w/p aircraft took off at 1604 for return to base. H Group informed.	13.15	Magister at Linton	Requires route to Errol near Perth. ETD 14.00. Told Linton to route via Falkirk but pointed out that weather was not good.
1830	Off duty H.R. Spence P/O.		14.00	Proctor from Middleton G/C Swain	Going to Lossiemouth. Warned him that QBB is very low en route - 700 ft average. His route however, takes him clear of high ground and he will cut out over coast if in difficulty. He is C/O of Lossiemouth and knows the country and he has been warned by met. at Middleton.
1830	-	On Duty - [signature] I/C.			
2000	Singhy C.R. 248	Ex. F.C.O. 12. Query w/t/e Singhy, bearing No. C.R. 248 and again VIII/330. worked up at Bridlington might belong to an aircraft from 6 Group - last on operation. - Checked with Stations who are to advise.	16.00	Magister to Errol	Took off from Linton. Landed Middleton to check weather. Rerouted from Middleton at 16.09 hrs.
			17.30	Singhy C.R. 248.	This was checked with stations and we had no information for 12 Gp. to help them. Suggested the "C.R." might be squadron letters.
0001	-	Friday. Nov 5th '43.	1830.	Off duty H.R. Cleland. On duty H.R. Spence. P/O	
0900 0930	-	Off duty - [signature] I/C. On duty. J.R. Cleland P/O	1945	Bomber H6-K	H Group state this Wellington in V3305 appears to be lost, flying at 3,000 ft.
10.00	Darky Calls.	Croft, Leeming & Skipton report Darky Calls from American aircraft "Rifle" R.V.C.N.M. Reported to 12 Gp who say it has also been heard in Cheshire & North Scotland.	1950	ditto	On enquiry R.D.C. 9 stated the a/c appeared to have straightened himself out & was in V-50 heading out to sea.

2050	F.379	12 Group advise D.O.S. aircraft heading for Woolaton. issw in V-40. Had previously warned 61 Base, now advised 62 Base to have Eastmoor on the lookout.	1724	call from Jurby. (R.A.F.) Contact F.C.L.O. 9 Group from whom the following information was learned "Halifax W-125" passed over Radio Station at Scarlet Point - with one engine on fire. at 14.20 it crashed at Fisher's Hill - approximately 3 miles N.W. of Scarlet Point. 7 of Crew killed. Of bodies discovered one was identified as that of KAOTZ, P.E. - Flight Engineer. of I/C/1659.
2055	ditto	62 Base have warned Linton - Eastmoor lighting up.		
2058	do.	R.O.C. state a/c now in A-2963 at 6000 ft. proceeding south. Later plots indicate continuance south & into Leeds area.		
2110	do.	Informed 61 & 62 Bases to stand down.		
		Saturday - Nov. 6/43		
0100		Ident Board changed.		
0900		Off duty H.B. Spence P/O.		
0900	-	On Duty - [signature] F/L		
0915	E-7	Sunset coverage as for M.L.S. - for G.C.I/Sec's - A.C./A.C. - Bombing/Stencil - Height tests - Fighter Affiliation during hours ~~darkness~~ daylight today.		
1720	I/C/1659 - F.D/L.	Ex. F.C. Base 61 - I/C/1659 overdue said to have crashed on the Isle of Man. Knowledge gained by F.C. Topcliffe by phone	1725	- Controller informed. (R.A.F. Jurby taking necessary crash action)
			1725.	Crash Ex. R.O.C. Crash NE Eastmoor.
			1727	" Ex F.C.L.O. 12 + Engine a/c in A. 1694. -
				Identified as Lanc. DS643. 1679/E. Eastmoor instructed through Base 62 to take all necessary crash action and to deal with the provision of Guard. etc. Info information avail 1066
			1730 or 1800	Martinet and Hurricane Ex F.C. Base 61. These a/c not accounted for from the days A/A & A/A firing exercise. After much fruitless search

		both a/c were discovered to be on their own diespersals!
1830	-	Off Duty - [illegible] F/L
18.30		On duty. F.D. Eveland F/L.
20.30	Crash 1679 E.	This aircraft was doing Circuits + Landings at Eastmoor + crashed. See entry 17.25 hrs. Pilot was P/O Davis, R.A. J 17508. 6 crew killed including pilot. Grid Ref. H 22 - 144918.
19.30	I/1659	See entry 17.20 hrs. Crew list passed to 9 Groups.
21.20	Well Q Pershore 23 OTU	Landed Croft. Oil trouble. Will return as soon as serviceable. 91 Gp informed.
22.07	Hal Q/428	Reports brake pressure trouble. Requests long runway at Middleton. F/O Walmsley says their long runway is out of wind. Trying to contact Dalton as their runway should be into wind.
22.20	"	Arranged with Leeming for this instead of Dalton.
22.18	"	Landed Topcliffe.
22.20	Well Q Pershore 23 OTU	Left for Pershore at 22.20 91 Gp + MLS informed.
23.00	I/1659	Further details on crash - At 14.30 entered cloud with Port outer on fire. Crashed at VC 7281. An explosion was heard and part of tail unit fell off the aircraft before hitting the ground. Ex F/c Topcliffe.

Sunday. Nov. 7th 1943

08.45	Off duty.	F.D. Eveland F/L
	On duty	H.B. Spencer Plt.

0920	E 300	Blanket coverage for Air-Air Air-Sea Firing at R.A.F. Whitby, Bombing at Strensall. Ht. Tests + Fighter Aff. locally for Hals + Lancs. from 1000 - 1800 hrs.
0930	Crashes. 1679/E 1659/I	All concerned at Group informed regarding these 2 accidents.
1040.	Command Bulls Eye.	Col Wood. F.C. requested offers for Bulls-Eye for this evening, similar to yesterdays but without P.F.F. demonstration. Stations informed - 4 Lancs. 1679.
1105.	Pros. Petrol Diversion Bases.	Following consultation with Controller + Met. requested 2 provisional petrol diversion bases, suggesting Bradwell Bay and Stradishall.
1150.	Ditto	Requested additional provisional petrol bases for Hals. - ~~4 or 5~~ 6. more. C.F.C. confirmed Bradwell Bay and Stradishall O.K.
1230	Bulls Eye.	Called - C-63. Route:- Crewe - Okehampton (Devonshire) Exeter - Bristol - Cambridge - York. I.R. - Bristol + Goole Time - 1830 hrs at Crewe Ht. - 13000 ft. Mixing friendlies + hostiles - ask to burn downward recognition lights between Exeter + Bridgewater

over

		I.F.F. switched off between Eyeto and a point 10 miles beyond Bristol. - 6 v Base informed. 1410 hrs.
1310	L.F.B. #14	Will be on 350° from 0515 (0540) - 0615 (0640) hrs.
	Balloons	Arranged through 11 Gr. R.O. at the following hts:- Chelmsford, Canterbury, Dover 1500 ft. 0515 0530 hrs to 0630 0645 hrs. Thames Est. 2000 ft. (He will be informed if there is any change.) Billingham - close beacon 2130 2300 0630 0730 2200-2330 and 0700 - 0800 hrs.
1400	L.F.B. 14	Revised time 0515 - 0615 hrs.
	Balloons	Revised time 0515 - 0630 hrs. Billingham now 2130-2330 + 0630-0730
	Prov. Patrol Div. Bases	Received bases from C.F.C. and allocation made by Controller as follows:-
		408 Linton - Tuttrosse 15
		416 " - Waterbeach 14
		419 M.S.G. - Docking 16
		428 " - Juddanham 16
		427 Leeming - Stradishall 14
		429 " - Coltishall 14
		431 Holthorpe - Chedburgh 13
		434 " - Bradwell Bay 14
1450	ditto	Information on base passed to Stations.
1700	Div. Base	Only 2 bases now required. At recommendation of Controller retained Waterbeach + Stradishall. latter allotted to 408 Sqn. 62 Base informed + "Jpn" passed them. C.F.C. informed.
	Pundits	Provisional Patrol Division Base Pundits requested of 3 Group to be on from 0300 hrs to dawn.
	Explosion nr. Holthorpe	62 Base state Holthorpe will be exploding a 1,000 lb bomb between 1800 + 2000 hrs. R.O.C. informed.
1730.	1664/K.	Croft state this a/c overdue. Checked R.O.C., 12 Gr. + 11 Gr. unsuccessfully forword of it.
1810	1664/K.	Croft advises m/u aircraft landed at Fulbeck, short of petrol. Intends returning at 1930 hrs.
1830	Off duty H.R. Spence P/O.	
1830	—	On Duty - [signature]
1930	Balloons	Bx. Bln. Chelmsford Canterbury and Thames Estuary Balloons will be at 500 feet from 2230 to 0800 hours Dover Waterborne: 2000'. 22:30 to 08:30 hrs - Information passed to S/c Lyle Q.

Nov. 7th Cont'd.

2115	Operation	Command ops Cancelled.
2120	L.F.B. Balloons	Cancelled with "Group.
2125	Diversion Bases	Cancelled with F.C. 3.
2130	K/1664	6 x F.C. Croft = K/1664 crashed on take off at Tulbeck. — Cause: Part Engine cut. Crew: o.k. Controller and A.S.I. informed.

Monday Nov 8 '43

0001		
0010	FLUCO "U"	Reported engine trouble over Eastmoor. Given permission to land - Stooged away Southward.
0018	"	— Reported to F.C. 4.
0023	"	Landed Paxton Road + - Eastmoor stood down F.C. + D.I.R informed.
		Off Duty - [signature] 9/11
09.00	On duty	F D Cleland f/l.
10.40	Permission	granted by Air I for W/C Clark to fly from Croft to Tulbeck to examine K/1664 which crashed there on take-off last night. (Subject to weather conditions)
11.45	Division Bases.	Waterbeach + Stradishall arranged for 408 + 426 Squadron. Waterbeach - 426 Sqdn. - 13 aircraft.

Monday. Nov. 8th 1943

11.45	Balloons.	Chelmsford. Canterbury Thames Estuary. } 1500 ft from 05.45 - 06.45
		Dover (Waterborne) - 2000 ft from 05.45 - 06.45.
	L.F.B.	13 Dungeness 360°T - 05.45-06.45 hrs. 25 Shoeburyness 350°T 05.45-06.45 hrs.
13.00	M7 Sections.	Tonight out - N, alternative E or Q " in - N, alternative H.
16.00	Waterbeach Pundit.	W/S tonight - Ockington Subbing. 62 Base informed.
17.05	Rapide X7338	Landed Topcliffe at 13.26 hrs. 1st Officer Forbes from Feltwell en route Thornaby. Weather reasons. Thornaby informed.
17.20	Rascal Squadrons	Crews of 420 Sqdn at Dalton - W/c McIntosh. " " 425 " " Dishforth - W/c Richer. " " 424 " " Skipton - W/c McCarthy.
1830		Off duty ~~H K Spence~~ F/L. Cleland. On duty H K Spence Flt.
1900	Mujster T9888	Lieut. Smith en route from Drem to Westmalling, via Ockington, Church Fenton + Wittering landed at Otterstown Hall, near North Allerton. Leeming Station arranged to refuel the a/c + gave him a weather report recommending he stay put or land at Leeming. He took off at 1470 hrs but no further word has been received from him. Drem, West Malling + 12th FCLO contacted. West Malling taking overdue action.

1905		Group Night Flying passed to R.O.C and Stations.
2210	L.F.B's. & Balloons	Requests for Landfall Beacons + control of Balloons with 11 Group cancelled.

TUESDAY - Nov. 9/43.

0020	H31+H34 a/c.	62 Base report ground haze at Holthorpe and may require diversion base for x countries. Checked with met + Topcliffe. Requested M.S.G. to stand by.
0040	ditto	Seeming Cross Countries practically all down + on instructions of Controllers arranged for them to stand by for possible diversion from Holthorpe. M.S.G stood down.
0100	Ident Board changed.	
0900	off duty	H.L. Spence P/O.
0900	-	On Duty - [signature] Sgt. i/c
1000	E-209	Blanket Cover with M.A.S for A.A.R/S.A.R - A.A.R/S.E.A Firing and Stranraer Bombing Practice
1025	—	Permission refused by A.R.T. to H29 Sgn request to land at Thurleigh for purpose of picking up a camera taera. - Passed to F.C. Sqn.
1525	0/4.9	a/c at 15.05 for Berwick - there to test R.O.C. post N.1. (failed to inform F.C.L.O. 12 until 1600 hrs. - when learned that post was not manned i.e. did not keep continuous early watch.)
1700	0/4.9	6 F.C. M.S.G. 0/4.9 test was for R.O.C N.1. unsuccessful.
	D.F.C.O's	N.B. Weather Permitting this test will be carried out tomorrow with one hour's notice in order to enable all necessary arrangements to be made through F.C.L.O. 12.
1830	-	Off Duty - [signature] Sgt. i/c
18.30		On duty. F.D. Eldland s/L.

Wednesday Nov 10th 1943

01.00	Ident Board Changed.	
09.00	Off duty.	F.D. Eldland s/L.
	On duty	H. L. Spence P/O
0905	E-15	Blanket cover with M.A.S 12 for Air-Air Air-Sea Firing at R.A.F. + Whitby; Bombing at Stranraer and Ht. Tests and Fighter Affil. Exercise locally.

19. 1035.	C+L. Rafforth o/c.	F.C.O. 4 Gr. request permission to do. c o R. by 2 a/c from Rafforth at M.S.G. Latter say O.K. 4 Group informed.
221			
1105	do.	R/T c/s of aircraft in entry 1035 "Humphrey" ok letters B. + C. M.S.G. informed.
00: 1110	4 Z6/ 2 a/c Jett. Bombs.	M.C.O. 12 Group suggests dropping of 6 bombs (1000 lb.) each by 2 a/c of 4 Z6 Sqn. be done off Flamboro at around position 0030E 55N rather than 045°-85 miles from Flamboro as latter is
00.		in the middle of an area in which a search is being made. Passed to 62 Base.
1130.	6 + Base. 4 Z6 a/c Foulsham	Re: a/c delivered by A.A.S. at Foulsham in error. Air I ruled that W/C Sweetman should send a skeleton crew by train this p.m. instead of flying crew down, to bring a/c to Linton.
01.		62 Base informed.
090		
09		
~~1335~~ 1135	Testing of ROC/Nt. Post.	M.S.G. a/c planning test of R/2 with m/n Post. ETD 1330. F.C.C.O. + M.C.O. 12 Group informed so that the post will be manned for Br. Derby.
10		
1120	a/c	Wolthapa Planning + M.S.G. report
10: 1730.	Broadcast of Interom Tels.	R/T reception of crew patter from a/c with Interom on. Mention made of being over coast, heading for Thirsk 345° at 1133 hrs.

		question of being at Northallerton instead of Thirsk. Rear Gunner taking over controls + instructions given how to fly. Dan York Position 5410N 0130W, steering course 337 for Hatton mentioned at 1126 and that "we may have to cross coast outward and cross over a convoy."
1330.	1664/B (EB-157)	F.C.C.O. 9 Group advised m/n a/c landed at Llandwrog, undercarriage + tail damaged but crew O.K. The a/c broke through cloud and in levelling out hit the water. Pilot, F/S Thompson, was able to retain control and got down O.K. Croft informed.
	Testing of ROC/Post.	M.S.G. state this test for to-day is cancelled. F.C.C.O. 12 informed.
1530	Met.	Cold front rapidly approaching from West bringing low cloud + rain. Recommend cross-country aircraft to return to bases by 1900 hrs. Informed 62 Base whose a/c are not routed to return before this time.
16 10	1664/B.	Re-entry 1330. Further advice received by Croft from Llandwrog a/c is Cat "B", crew returning by rail. Belly damaged + tail twisted. Air I, Controller, Engr. Equip., G.D.S.(x), informed.

1625	Destg R.O.C. N.I. Post.	F.C.P.O. 12 Group suggests this test could done at night as the post is manned only from dusk to dawn for "darky". W.S.G. informed.
	6 Base. 476 a/c Foulsham.	Re entry 1130. Now learn authorisation given by A.O.C. for flight to Foulsham taking crew to bring back the new a/c left there in error. Flying Control at the Base & Linton were not informed before the a/c took off.
1845	S.P.C.O.	Some confusion resulted from 2 a/c of 476 Sqn. taking off without the movement being passed properly. Reasons. - Route was not standard; points & times of crossing the Coast were not given station Flying Control; Isle of Man was given as a turning point twice with no specific point mentioned. As delay was experienced getting full information and a/c had to taxi off, the movement was passed to 12 Group "as was" and corrected later. No harm was experienced but the incident indicated lack of cooperation by the Squadron with Flying Control. S/L Kyle indicated he was checking on the circumstances.
1830		Off Duty A.R. Spence P/O. On duty A.H. Miller F/Lt

1840	Permission	requested by W/C Clark of 1664 to go to Llandwrog in Middleton's Oxford to see about their a/c 1664/B that was damaged there this afternoon. Said we'd phone back in the morning. ETD 1000 hrs. Route to be passed later.
1900	Night Flying	passed to stations and R.O.C.

Thursday November 11, 1943

0001	Ident. Bd	changed.
0900	Off duty	A.H. Miller F/Lt.
09.00	On duty.	F.D. Cleland F/L.
10.00	Permission	given by Air I. for W/C Clark to go to Llandwrog to see 1664/B.
10.15	Test of R.O.C. N.I. (Berwick)	This test may be arranged in daytime by giving F.C.P.O 12 half an hour's notice. M.S.G. informed.
10.30	Blanket Coverage E 52.	for Lances & Halis. doing Fighter Affil. Air Firing & Height Tests from 10.00 hrs. to 18.00 hrs today.
11.00	Diversion Bases.	Asked for 2 bases on South Coast. Named Ford Tangmere, Beaulieu, Thorney Island, etc. C.F.C will not promise two but will give us at least one after midday met. conference.
12.15	Kandyfall Bedson.	Selsey Bill 360°T from 01.15 - 02.15 hrs.
	Billingham Balloons.	Close hauled 17.30 - 18.30 hrs. & 02.30 hrs to 03.30 hrs.
	Diversion Base.	Tangmere arranged as emergency petrol div. base. Leming & Middleton informed.

13.50	Oxford Comm. Flight. for W/C Wilson.	Arranged for Oxford to be D/F'd for him. He will give it Air test. Told them he was on his way over now.
14.00	Pillingham Balloons.	Now close-hauled from 17.45-18.45 & 02.45-03.45 hrs.
14.00	Selsey L.F.B.	Now operating from 01.30-02.30 hrs.
14.00	Sergmeir Pandit.	25M to aerodrome is 255°M 1¾ miles. Passed to Leeming & Middleton.
17.50	Night Flying.	Passed to MRS 12, & Stations
18.00	Off duty.	F/L Cleland A/C On duty F/L Spence A/C.
19.00	Darky Luggor "B" "Y" "O" "T" "O" Wellesbourne.	Skipton report darky call but was unable to contact the a/c. Neither Topcliffe or Leeming heard it. F.C.O. 12 also had similar report from Lindholme.
	Met.	61 & 62 Bases, Leeming & Croft informed of Group Met's forecast of low cloudbase, rain & possibility of poor vis around 2300 to 2330 hrs. On instructions of Controller recommended all cross countries be on the deck by 2300 hrs.

FRIDAY - NOV 12/43.

0100	Ident. Board changed.	
0500	?/L L.F.W. "X"	M.R.S. 12 Group reported position (from Hull) of 5159N 0350W - 3rd class - 2113 hrs. - acknowledged from a/c using callsign L.F.W. "X". This ?/s was used by M.S.G. last month. 6 Group had no "X" aircraft out tonight. The position given was not near the track of any M.S.G. aircraft on tonight's operations. M.R.O. 12 informed
0900	Off duty	P/O Spence. On duty A.H. Miller F/Lt.
0935	Movement E18	Blanket coverage for bombing at Stenwall, air firing at Whitby, local height tests,
1100	Permission	given by SASO for 419/K to go down to Bircombe Down to get weighed.
1340	1659/C crash (BB326)	From Topcliffe: This a/c which landed at Halfpenny Green (Bobbington) last night took off for base at 13.12 and crashed at 13.17. a/c now in flames and no other facts as yet known.
1520	1659/C	From Topcliffe: Bobbington have informed them that all crew believed killed except possibly the Rear Gunner (P/O Murdoch) Crash occurred 1 mile due east of Bobbington. Controller, Eng. & Equip. Officers, S.T.I 2 informed. SASO & Air I not available and P/C not informed till casualties definite. There were eight in the crew.
1630	Oxford LX675	landed at Topcliffe from Ballavington. Staying overnight & returning in morning.

1720	1659/C	From Bobbington: Possibility that a starboard engine cut after take-off; pilot apparently tried to land again but a/c stalled and went into a small wood, bursting into flames. 6 Bodies have been found, one not located and one is okay with ~~slight~~ body injuries. Passed to Topcliffe.
1800	IFF	62 Base inform us that F.O.R of 431 Syon which took off on x-country over the west coast at 1630 hrs. have no IFF. a/c crossed west coast about 17:35. H/Q informed.
1815	Bullseye	1 a/c from 1659, A, is half and hour late on take off on Bullseye, and 1659/M was about one hour late. Informed H/Q and said the latter a/c probably would go straight to Bristol
1830	Off duty	A.H. Hillier F/Lt.
18.30	On duty.	F.D. Cleland F/L.
20.20	Fix. J/1664.	From Hull 5344N 0034E I ack. at 20.04. Passed to Croft.
21.10	Fix. J/1664	From Hull. 52.29N 01.51W (2) ack. 21.05 Passed Croft.
22.10	Whitley 4A 934	From Ashbourne. Landed at Sholthorpe 20.24 P. Engine U/S.
22.45	Proctor at ~~Leeming~~	Linton. Reserved for W/C Saunders at 09.15 hrs tomorrow.

Saturday · Nov 13th 1943

07.00	Ident Board changed.	
08.30	Off duty.	F.D. Cleland F/L. On duty H.B. Spence F/O.

0905	Blanket Movement E-2.	Arranged for Air-air & air-sea firing at R.N.B. & Whitby; Bombing at Strensall; local F.A. & H.T. Tests from 0930-1730 hrs. for Lancs & Hals.
0910	Possible American Diversion	In consultation with Controller offered Middleton, Croft, Leeming, Topcliffe, Linton, Sholthorpe & Eastmoor, as diversion bases in case Americans are recalled
1659/C Crash.		Topcliffe state 7th body located W/C Murdak the only survivor is in hospital. Has 2 broken ribs & smashed arm. P.A informed
1040	Conyx H.T. Proctor.	Reserved for S/L Jacobs 1200 hrs.
1105	American Diversion	Re entry 0910. C.F.C. advise Americans appear to be able to cope at own stations
1200	Oxford T from Hullavington	61 Base state this a/c took off for Hullavington. Did not ask for route. (W/C. Pilot)
1430	351/H. 231066 100TH GROUP.	M/a. Fortress from Thorpe Abbotts, 3rd U.S. Wing (1st Lt. Love, Capt.) landed at Wombleton 1418 hrs., short of petrol with R/T & W/T. u/s. 3rd wing informed.
1605	FORTRESS H60 231153	M St. G reports m/a a/c very dangerously shot up a/c (not the usual); also a school in such a way as to endanger 50-75 school children. F/C Middleton has full details. Advised S.O.C. Pinetree.

1615	351/H.	Wombleton advise the oil Coolers on S.O.E. (N54) is U/S and a/c not airworthy. Replacement is required. Informed F.C.O. 3rd U.S. for transmission to Thorpe Abbotts. Crew staying overnight.
1645	Met.	Group Met. advise against any night X countries in view of N.E. Wind & likelihood of rain or sleet & hail. 62 Base warned in view of 3 a/c projected cross country up north & to west Vroar freezing level 1500 to 15000 ft and a/c would have to fly above 20,000 ft. Met state Icing conditions would be particularly severe both ascending and descending. Original routeing of flights was at normal hts. and in view of our earlier warning re above it was changed to 20,000. 62 Base Met & Flying Control aware of weather picture and despite their cautions to Thelthorpe the 431 Sqn a/c took off on their detail.
1830	Off duty	F/o Spence: On duty A.H. Adjutant F/Lt.
1845	Night flying	all proposed X-countries cancelled due to weather. Passed remaining night flying to Stations.
1940	Eastmoor's	outer circuit 4/5 - they will continue their O & I.'s nevertheless.

2005	Crash Warwick	From 12 Gp: what is believed to have been a Warwick crashed in V32 just off main road between Whitby & Pickering near the village of Sleights. 7620 12 Gp. says Wombleton should take action rather than Thornaby as it is closer (doesn't know anything about our crash areas) No officer on duty at 61 Base so contacted Wombleton direct and they will send out crash tender (their only one) and ambulance immediately.
0120	Crash	Phone call from F/Lt. Adams at Sleights: crash tender & ambulance arrived at scene of crash at 21.30 (left about 20.30) and found the a/c had burnt out & was scattered over 200 yds. One body identified as S/L Goode has been found and a search party is being organized by F/o McBallum (R.D.F officer 60 Gp. Danby Beacon) to search for remaining crew. The aircraft is believed to have taken off from Thornaby and the crew is as follows: S/L E.G. Goode, Sgt. Richardson #1377980, and F/o Coons, W.W. J17250. Wombleton's M.O. who was at scene of crash says it happened about 18.30 hrs. Crash is being guarded by 52 A.A. Signal Training Unit (Phone no. Whitby 490) Grid ref. of crash: V335243. Above gen. passed to 7620 12 Gp.

Sunday Nov. 14. 1943

0250	Crash	Wombleton says Thornaby probably taking casualty action. Recovered body now turns out to be Sgt. Richardson, not S/L Goode. Wombleton's

ambulance broke down and is now at Whitby.

0900 Off duty. H.H. Weller F/Lt.
09.00 On duty. F.D. Cleland F/L.

09.40 Re crashed Warwick. Near Wombleton. Informed SASO & Air I. Thornaby taking casualty action. GTI. Informed

09.30 Barrage Balloon. Which broke loose & grounded itself at Col. Grun's house, Manor House, Carleton Husthwaite. BZO at 12 says nearest RAF station to take action as laid down in AP1975. Passed this information to 61 Base, as Topcliffe is nearest aerodrome.

11.10 A/C calling Topcliffe. 61 Base report an aircraft calling "Goodfriend" and requesting permission to land. They cannot see him. Checking with 12 Gp and getting plots from ROC.

11.25 Anson EG652 Landed Middleton at 11.25. F/L McDonald (pilot) en route Turnhouse to Watchfield. Experiencing icing troubles. Information passed to 50 Gp.

11.30 Oxford at Leeming MP414 When calling Leeming re entry 11.10 and new plots from West, F/L Durham stated that an Oxford landed there at 11.07 hrs. We were not told because it did not concern us - according to him. (From Prestwick to Eastmoor.)

1300 Middleton. U/S. Emergency landings only.

1800 Off duty. F.D. Cleland F/L. On duty H.H. Spence F/O. Controller S/L Macken.

MONDAY - NOV. 15-1943

0100 Ident Board changed.

0100 Off duty H.H. Spence F/O. On duty H.H. Weller F/Lt.

0940 Comm. Flight Proctor reserved for S/L Jacobs for 10.30 for all day.

0945 Movement E26 Hal. & Lancs. air firing at Whitby and bombing at Strensall 10.30 - 1800 hrs.

1000 Comm. Flight Oxford reserved for G/C Gordon & W/C Ferris to go to Conisgby (via Digby) at 1430 today to attend a court martial.

11.15 429/F S/L Rawson Leeming took off from Leeming about 5 minutes ago for Renfrew. Leeming F/C knew nothing about it and on enquiring were told that Group knew all about it. SASO and G.T.I. 1 & 2 know nothing about it. Referred to 429 Sqdn. adj. who is going to try and find out purpose of flight.

1155 Comm. Flights (see 1000 hrs. entry) Trip now cancelled. Comm. Flights informed.

1228 Tiger Moth DE663 from Scorton landed at Dalton to refuel on way to Doncaster.

Dominie X7454 landed at Topcliffe at 11.58 on way from Sherburn to Dumfries, on account of weather. Will proceed after lunch, weather permitting.

1230 Middleton is now serviceable.

1235 Baracudas 11 of these A/C landed at Croft on way from Lee-on-Solent to Tain, on account of weather. Will continue on after lunch weather permitting. Tain & Lee-on-Solent informed.

1300 Oxford T1070 landed at Topcliffe from Scorton. Pilot is W/C Warner.

1435	Burrowdus	a/c Croft will be staying overnight on account of the weather. Tues & Hec-on-Solent informed
1530	Oxford DE144	landed Topcliffe at 15.35 from Marham. Pilot is F/Lt. Burley.
1555	Middleton	now 4/8 due to strong wind 50° off closest available runway.
1650	Fortress	23106 from Portabbot landed at Woodbridge bringing spares for Fortress that landed there a few days ago.
1830	Off duty On duty	W.R. Weller F/Lt. F.D. Cleland F/Lt.
20.00	Night Flying.	No night flying in the groups.

Tuesday. Nov 16 1943.

01.00	Ident Board	changed.
09.00	Off duty.	F.D. Cleland F/L. On duty W.R. Spence F/L.
0915	Possible U.S. Div.	C.F.C. advise of possibility of diversions requiring diversion bases. Offered Eastmoor, Holthorpe, Kinton, Topcliffe Leeming Croft & M.S.U.
0916	Air-Sea Search	16 Gr. F.C. request we have one a/c standing by in case required for air-sea search at around 1300 hrs. We to advise after days commitment known.
1000	Air-Sea Search	Unable to contact Air-Sea Rescue Officer. Stations asked for offers. (M.S.U. Leeming. Holthorpe.)
1010	Blanket Cover. E 59	Arranged for air firing at R.A.F.B and Whitley, Bombing at Stranraer, F.U. Lastly + local hk. tests from 1000 hrs to 1735 hrs for Hals + Lancs. Ref:- E 59
1050	U.S Div.	C.F.C. have allotted stations mentioned in entry 0915 to 3rd U.S. Div. for possible diversion. Stations concerned informed. 1115 hrs.
1050	Emerg. Number Diversion	On instructions of Controller requested 2 Diversion Bases from C.F.C for Lancs.
1145	U.S Divers.	3rd U.S. Div. passed information on Sqn. R/T + W/T callsigns. They hope to get their a/c back to own bases. Gen. passed to stations by 1240 hrs.
1230	L.F.B.	Special Beacon at Beachy Head on 310° from 2145- 2245 or 2215- 2315 hrs.
	Balloons	Langley + Weybridge Balloons will be at 1500 ft from 2145- 2315 hrs.
1255	Diversion Bases.	C.F.C. have reserved Ford + Thorney Island for Provisional Weather Diversion Bases. Met Say O.K. and Controller has allotted Ford to 408 Sqn + Thorney Island to 406 Sqn.
1300	L.F.B. Balloons Div. Bases.	Ops. cancelled. 11 Gr. informed L.F.B, Balloons, + Diversion Bases not required.

1400	Comm. Flight Proctor	Reserved by S/L R Jacobs for 1430 hrs.
1350	M.S.G. Ald Nevins	Station state Ald u/s. because of wind.
1320 – 1400	S.O.S. Aircraft.	S.O.S from KCH "D" on Docking H7D/7. intercepted by Leeming - QDM 240. Transmitted to 16 Group and 12 Group.
		Message from Leeming from KCH "D" - (QDM 250) "Aircraft left formation, maybe in distress - 57 00N 04 30E - Magnetic 252 T.O.O. 1505A" (Take off should be 1305A) Passed to 12 Group.
		M.S.G. reported giving QDY to KCH "D" of 261° at 1325 hrs. Passed to 12 Group.
1400	~~Beaufort~~ LZ 450 ~~HM 550~~	M/a aircraft left Leeming for Northold. Capt. Simons, at 1006. Had not arrived 1400 hrs.
1500	Darby	Leeming heard calls, could not make out C/S, from "F" requesting permission to land. M.S.G. also reported
1515	"Badfall F" (223249) Fortress 413 Sqn. (Mach. Diesel)	Landed at Skipton. Home Station Snetterton Heath. #3 Engine u/s. Manifold head on pressure trouble. Unable to return to base, staying overnight. 3rd U.S. Div. informed
1520	Air Sea Search	Thelthorpe Squadrons stood down Leeming & M.S.G. detailed.

1625	air sea rescue	3 a/c of 419 & 3 a/c of 428; 3 a/c of 427 & 3 a/c of 429 all airborne on air-sea rescue.
2000	a/s Rescue	all Group a/c on a/s Rescue now back.
1830	Off duty	W.H.L. Spence, P/O On duty ~~W.H.~~ Wells F/Sgt
20.55	Crash 432/13 Lanc T.	From 1 Gp: this a/c crashed 1 mile west of Ingham near Ingham village. a/c is still burning. Crash was reported to Ingham at 19.45 who immediately took crash action. 2 crew, Sgt. Calderwood (WOp.) & Sgt. Huggins (MUG) baled out & are at Kemswell sick quarters - both okay. Two bodies, unidentified have been found in crash by Ingham MO. Above passed to 6 2 Base.
2105	Crash	From 1 Gp: the two crew that baled out report that SIE caught fire, and following the SOE out. Soon the one port engine packed up and a/c crashed.
21.15	Crash	From 1 Gp: F/S Bell (nav.) & F/S Powers (RG) both baled out and are apparently okay. Kemswell picking them up. These two report that Sgt. Simmons, the engineer, baled out before they did. This would account for the seven crew of a/c. Dead members of crew are F/S Burgess (pilot) & F/S Hayo (RA)
21.45	Crash	From 6 2 Base: 4 crew at Kemswell are to remain there till the morning when Eastmoor will send down transport to pick them up. Kemswell may organize search for Sgt. Simmons - they will be notified.

2155	Middleton	completely a/s due to ice on runways. However they think they can get their A/s Rescue a/c away in the morning if necessary.
	A/s Rescue	From 16 Gp: Can we put up 15 a/c to continue search tomorrow morning? Controller said okay after consulting squadrons. Allocation as follows: 1659 - 4 a/c (possibly not till 11 o'clock) 1664 - 4 a/c 419 - 2 a/c 428 - 2 a/c 431 & 434 - 3 a/c between them.
2345	Crash	From 1 Gp: search parties for Sgt. Simmons have been instituted by Hemswell & Dunham and police are also searching. 62 Base informed.

Wednesday. Nov. 17. 1943

0105	Diversion	From 5 Gp: possibility they may have to send 2 or 3 of their a/c up to us; what can we offer? Gave them Eastmoor after checking with Met. 962 Base.
0315	Diversion	5 Gp. now quite happy, no diversion. Informed 62 Base
0615	A/s Rescue	From 16 Gp: Areas are as follows: 3 a/c of 43 - call signs - WCF 50, 51, 52 5440N 0040E 5450N 0040E 5450N 0140E 5440N 0140E 3 a/c of 4 - call signs WCF 53, 54, 55 5450N 0040E 5500N 0040E 5450N 0140E 5500N 0140E 3 a/c of 1664 - call sign WCF 56, 57, 58 5500N 0040E 5510N 0140E 5510N 0040E 5500N 0140E

a/c are to carry out a parallel track search from West to East with 1/4 mile visibility a/c to fly at 300 ft. If an a/c makes a sighting it is to signal other two a/c, one of which is to climb to 1500 ft & get 1st class fix on Sect. T. Sighting a/c is to continue circling dinghy while other two a/c search for HSL's and lead them to dinghy. There will be two HSL's at a position 5427N 0113E about 1100 hrs. onwards Call sign of HSL's: MHB 62 & MHB 64.

The a/c getting the first class fix will send the message re dinghy, to be either in Bomber code or AP 1927, taking care to specify number of crew in dinghy.

There will be 4 Warwicks searching in same longitude south of us.

All a/c are searching for only one dinghy, the one we sighted yesterday. There are no other dinghies out there.

a/c are to be on 500 kcs at all times except for 5 min. at the hour & half past when they will be on Sect. T, 385 kc. HSL's will be on 500 kcs. all the time except the hour & half hour when they will be on their port wave for 5 minutes.

0800	Sgt Simmons	- last member of 432/B's crew has not yet been located but search being continued today.
900	Off duty	W.A. Weller F/Lt.
09.00	On duty.	F.D. Clelland F/L
09.55	Sgt. Simmons.	Dead. Body found ½ mi. north of Fillingham. 1 Group will phone more particulars later.

10.05.	Crash 432B. Lanc II DS847.	Informed SASO, Controller, GTIO, W/C Saunders, W/C Guest. and Group Engineer.
12.05	Bullseye. (Command)	Asked Conversion Units for offers tonight :- 1679 - nil 432 - 4 Lancs ~~1664 - 3 Halis~~ (Scrubbed at 14.30 hrs) 1659 - 6 Hals.
13.55	Sighting Report.	429 R, while on Air to Sea firing, sighted what was believed to be 3 mines at pos'n. 5437N - 0006½W at 12.10 hrs. Passed to Controller + N.S.O. Southdown.
14.40	432 B.	4 Survivors are returning by road today - all okay. Crash signal has been originated by RAF Hemswell.
14.50	Proctor Comm. Flight.	Permission given by Air I for Linton to use Proctor tomorrow at 11.00 hrs to take pilot to Linton to bring back the Tiger Moth.
16.45	Oxford Comm. Flight.	Oxford reserved for W/C Weir at 08.00 hrs tomorrow.
16.45	Lancaster Q/Blyton.	This a/c now over Isle of Man. Pilot not used to night-flying so it may be necessary to land him at Topcliffe or Leeming. Ex. F/C. 1 Gp.
17.00	"	Now diverted to Leeming. W/T call sign : SOH RT call sign : Jaywalk or Jamaine.
17.30	"	No diversion. Heading toward base OK.
17.50	Y/434	Landed Riccal due to weather.
18.00	"	Told to return to base when weather OK.
1830	Off duty F.L. Cleland. On duty H.G. Spence.	
1906	Y/434	Returned to base.

2130.	Air-Sea Rescue Search	16 Group state the search is to continue tomorrow. We are asked to provide 4 aircraft for take off at 0815 hrs. Details :- c/s. "W.C.F." Nos. 55 to 58 (incl.) Type of search : Parallel track search ¼ mile wig. (½ mile between a/c) West to East; creeping south to North. W/T : Usual (385 + 500 kcs.) Area: 5410N 0015W 5420N 0015W 5410N 0050E 5420N 0050E No. of A/C - 4 T.O. - 1815 hrs.
2200	ask.s.	Offers accepted by Controller :- 1659 - Topcliffe - 2 a/c 1664 - Croft - 2 a/c.
2330.	A.S.R.S.	From 16 Group. Details of surface craft. R.M.L. 550 c/s MHB-13 R.M.L. 520 " MHB-11 in position 5355N 0070E at 0830 hrs H.S.L. 2574 c/s. MHB. 66 H.S.L. 2572 " MHB. 67 in position 5430N 0000E at 0930 hrs There will be a south bound and possibly a north bound convoy in the area. Navy are advising the convoys and their balloons are to be close hauled between 5340N + 5440N.

THURSDAY - NOV. 18/43

0100	Ident Board changed.	
0900	Off duty H.P. Spence P/O. On duty A.H. Miller F/Lt.	
0945	Movement E226-32	Hab. & Lanes: air firing at Whatby and bombing at Strumsall 0930-1730; local fighter affil. & local height tests to 16000 ft.
1045	Weather	From Met: Lanes will be fit tonight - no diversions required due to weather.
1110	Petrol diversion	On Controller's instructions requested 3 emergency diversion bases in south coast area of England. Will phone us back.
1130	A/S Rescue	From 16 Gp: can we put up 8 a/c as Standby for possible A/S Rescue operations around 1400 hrs. today. This is not for the dinghy that we have previously been searching for (looks like another American operation) SASO said to ask 432 & Con. Units: final offers were as follows: 1679 - 4 a/c 1659 - 1 a/c (cancelled) 1664 - 1 a/c (cancelled) 432 - 4 a/c 16 Gp. say they would like the whole 10 a/c to Standby and will let us know as soon as possible if they require us or not.
1215	Landfall Beacon	at Beachy Head will be on bearing of 360°T from 22.15-23.00 and from 23.45-00.45
12.20	Balloons	Langley & Weybridge at 1500' 17.45-18.45 & 2200-0200
1225	A/S Rescue	Neither of 1659 a/c on search sighted anything Passed to 16 Gp.
1320	diversions	Prov. Petrol diversions laid on as follows: 419, 428, & 408 to Langmere 429, 427, & 426 to Thorney Island 431 & 434 to Standon Harcourt. Passed to Stations. Charged by F/O.
1500	Billingham	balloons will be close hauled from 16.15-1800 and from 23.00 to 01.30. Stations informed.
1505	A/S Rescue	1664 a/c on sea search this morning have nothing to report.
1515	A/S Rescue	Reference entry of 11.30:- from 16 Gp:- Area I 4 a/c Call signs: WCF 85, 86, 87, 88 5455N 0313E 5455N 0400E 5506N 0313E 5506N 0400E Report of dinghy in posn 5500N 0340E Area II 4 a/c Call signs: WCF 89, 90, 91, 92 5415N 0235E 5427N 0235E 5427N 0322E 5415N 0322E Report of dinghy in posn 5422N 0305E Aircraft are to carry out a parallel track search with 1/4 mile vis. from west to east. There will be no surface craft but an airborn lifeboat will be sent out to any sighting a/c when it gets a fix.
1725	431/Q	took off at 1722 before Control could stop him. (Controller had instructed them not to let him go as he was too late)
1830	Off duty	A.H. Miller F/Lt.

Thursday. November 18th 1943

18.30	On duty.	F.S. Cleland F/L.
18.12 ~~21.12~~	H/419.	Gaining height over aerodrome while Control calling H/428 (non-ops). Told H/428 to stand by for ops. takeoff. H/419 thought message to stand by was for him. Upon hearing H/428 told to land, H/419 answered saying he would jettison first. Control there were also mixed up and thought H/419 was an early return. Result was that H/419 thought he had been recalled, jettisoned his bombs & came back & landed at 18.12 hrs.
21.22	K/426	Receiving SOS fixes from Hull and gives height as 19800', speed 200, heading 310° Posn 5300N 0400E.
21.38	K/426	Appears to be heading toward E. Anglia. Asked 11 Gp to look out for him and light up coastal aerodromes, including Woodbridge. Hardwick is lit up waiting for him.
22.12	K/426	Cancels SOS.
22.15	"	Lands at Hardwick. Badly shot up. Two engines u/s. All crew OK.
22.30	Q/431	Calling Southampton. Too weak for a bearing.
22.59	"	SOS. Posn 5006N-01.04E II Pulham.
23.28	"	164° III from Ringway.
23.35	"	Ex. 11 Gp - Aircraft believed to be Q/431 ditched at posn. WV 2444. Fighter patrolling reported posn. (RAF plot). At first light ASR boats will be sent out. 11 Gp. handling the rescue work.

Friday. Nov 19th 1943

01.30	Air Sea Rescue.	16 Gp request 3 aircraft for ASR in morning.

Friday. Nov 19th 1943

01.30	Air Sea Rescue.	Topcliffe 1659 C.U. providing 3 aircraft for search for American dinghies
"		Area: 5345N 0050E 5345N 0300E 5350N 0050E 5350N 0300E
		Time: Weather permitting - 1st Light of day.
		Method: Parallel tracks West to east, creeping North at ¼ mile visibility.
		Call Signs: WCF 133, 134 & 135. Listen on Sect. J at hour & half-hour. All other times to 500 KC's.
		Note: 2 HSL's, Call-sign "MHB" 35 & 44 will be south of the area. Also 2 HSL's 20 mi N of Spurnhead "MHB" 16 & 18. Wellingtons will be searching South of area. Marauders " " " North " "
02.30	Crew of K/426	This aircraft landed at Hardwick badly shot up. Crew are OK. W/C Sweatman suggested that they fly back with another aircraft. Arranged that V/426 at Shipdham bring them back when they return in the morning.
08.00	V/426	At Shipdham. Has been given instructions to pick up crew of K/426 at Hardwick. Passed through USAAF Shipdham.
08.50	F/431	At Woodbridge, believed serviceable. Trying to arrange for F/431 to fly crew of 428/0 back from Woodbridge.
* 1330	Diversion Gen.	Information re. Dunsfold and Tangmere passed to Comm. M. St. G & 62 Base.
0		

0900.	—	On Duty. Squadron F/L
1000/1100	Aircraft away.	F/C at respective Group HQ's having 6 Group a/c from last nights ops were contacted and instructed that all serviceable 6 Group aircraft were to return to base as soon as possible.
1115	F/431 O/428.	Crew of O/428 to return with F/431 to Linton-on-Ouse? Transport to be arranged from Middleton to take crew O/428 back to base
1150	S/426 C/426.	R.A.F.: S/426 to land at Waterbeach and bring back crew of C/426. C/426 to land at Hardwick and pick up crew of K/426. — F.C. Tangmere advised.
1220	427 y/c	W/C Turnbull happily 'Roamed' into the picture reg his a/c away. Crew H/427 Brain returning by train.
1230.	479 y/c	Instructions re W/C Tomlinson Crew Y/479 - return by Train Crews H/479 J/479 } remain with this aircraft. Instructions passed.
1240	Bullseye.	Ex Col wood. — to Bases 6, 6Y RCAF= Croft. Route: BASE - ANDOVER - FISHGUARD - START POINT - SPALDING - YORK - BASE. Starting Point = ANDOVER. TOT = 18:50 Safe Reds: Fishguard - Tideford Southampton - Sussex. Heights: Hal - 15000' Lanc: 18000'.
1300	C.F.C.	Following two bases allotted by C.F.C. to be used tonight in a strictly emergency capacity only by a/c of this Gp - Tangmere - Bunsfold.
1310	L.F.B.	Beachy Hd. Bearing 310° T Tide. 20:45 - 24:45
1315	Balloons.	Norwich Yarmouth Lowestoft Langley Weybridge } 1500 ft. Best Season Dep. 30 Oct 4
1430	C.F.C.	6 Gp not unhappy over Bunsfold. W/C Rook C.F.C. suggests Tangmere should be sufficient to cope with all emergencies - Stations advised.

1500	Sea Search Lesalt.	1300 - acc aircraft 165 4 landed - Search carried out from height of 450 ft ¾ mile visibility between 0947 hours and 1306 hours NOTHING seen. Passed to F.C. 16 Participating a/c. T - 184; W - 135; P - 133
1730	Beaufighter. V-8876.	F/o Beavan. to Middleton. Ex Wmalling. enroute - Beam. Straight flight
1810	Diversion into Gp.	Ex F.C. 1 Gp. Request Diversion (provisional) base as of 20 aos tes for 4 Wellingtons. Discussed with Controller and Duty Met - Advised LINTON cannot cope.
1830	AIRMAR SHELL - BARRETT	Ex Squires Gate to Linton (Destination) a/c Domini.
1830	—	offs duty. [illegible] F/L On duty S.A. Wheller 4/4x.
1910	Diversion from Gp.	1 Gp. say they will definitely divert their 4 Well. to Linton if they cannot get them in at Dunham. They will phone us first. ETD at Linton is 20-30. a/c letters: S, C, B, O

		W/T call sign: WNB, R/T call sign: "Perhaps". Crews: 6 Officers & 14 other ranks.
2020	Diversion	from 1 Gp: their 4 Well. landed at their own base - informed 62 Base.
2030	Weather	From Met: till midnight our weather will be as follows - deterioration of vis. generally to 2-3000 yds. cloud base 2000 ft 8/10's, with general slight precipitation. Tangmere will be okay. Only other parts of England that are as good as we are, - Hacking & Cornwall.
2045	Topcliffe	Night flying a/c bogged on main runway intersection. They will be using one of the shorter runways for emergency. asked them to tee up Dalton in case of diversion from other groups.
2220	4 Gp.	From 6 FB: can we help 4 Gp. Controller said okay - gave them the following a/c's in degree of priority: Croft, Skipton, Dalton and Linton. All Stations warned.
2215	Topcliffe	61 base say a/c circling Topcliffe, - then H/F say an a/c asked for an immediate QDM; QDM was 012° but not passed as a/c did not give call sign. When asked for call sign no more was heard from him.
2240	SOS 4249/6	On Leeming's H/F D/F giving SOS - gave QDM of 358°. Informed 12 Gp FC&O.
2254	4 Group	Say a/c is circling Marston flashing lights. Marston is 0/S and they cannot contact a/c so are going to send him to Linton by red tee

		at their beacon. Warned 62 Base & asked them to put all Hudson's lights on. H620 is waiving K06.
2300	429/G	(SOS a/c) landed Lindholme at 22.50. Has given darky call over Bircotes who could not land him & sent him to Lindholme where he landed in 400 yds. vis. His SOE was 4/s and he couldn't maintain height.
2325	4 Kp. Hdn.	They have landed most of their a/c so will only require one of our a/c's to standby - said Croft. Stood Dalton, Hudson & Mk Vbs down.
2350	4 Kp. Hdn.	Croft stood down by 4 Kp.
0005	Langmere	Contacted Langmere who said they have an a/c there that crashed into a hangar and went into flames. Fire not yet under control and a/c cannot be identified. All crew believed killed. (This later ~~to be~~ proven not ours)

Saturday November 20. 1943

0100	434/Y	This a/c which is missing was heard from at 20.43 at which time he asked for an ordinary fix. He was told to send call sign which he did. Hull then sent in X signal "Unable to determine your posn. You are in beam with the D/F stations have him (20.46) They started to give him a bearing but another a/c interfered whom Hull told to wait. Hull then sent the bearing of 178° 1st class again which a/c ack. at 20.46. Hull then told a/c to change freq. to South. which a/c ack. but nothing was heard from him after South. did not hear him at all. Hannmore filter room say the only broad IFF's received eventually landed
		A very poor fix obtained from the three bearings of Hull 178° (1st) Heston 170° (2nd) & Newcastle 172° (2nd) put the a/c near Brighton.
0110	428/T crash	From 11 Kp: this a/c crashed near Canterbury. ~~There~~ crew baled out, three of which have been found: Sgt Oshaway, F/O Stonan, and Sgt. Kirkland. a/c is burnt out and these three are at Canterbury police station. Sgt. Oshaway says he was the 6th to bale out and baled out at 3000 ft. - thinks the pilot F/L/Sgt. Hawthorne may not have got out. F/O Stonan, 2nd to bale out, baled out at 17000 ft. and just made the coast.
0130	43/Q	(see entry 22.30 Nov. 18th) 11 Kp. say a mosq. was sent out at dawn to search for this a/c and 4 Spitfires were sent out subsequently but nothing was seen and as the position was so close to enemy coast no surface craft were sent out. Passed this to W/T Newsome. 11 Kp. continuing with "ribbon" search all day today
0700	434/Y	From Intelligence: they have received a raid report from this a/c at Thorney Island who say yes it landed there, and are sorry we weren't informed.
0800	428/T	(the crew that baled out) F/S Hawthorne (pilot) and F/S Smith have be found. all are now at Manston.

0800	a/c away	Weather in Group is duff: met. do not think they can take off before noon.
		Saturday. Nov. 20th 1943
0900	Off duty	A.H. Gilliver F/Lt.
09.00	On duty.	F.D Cleland F/L.
10.00	431/Q	Walrus now out looking for dinghy or crew. Passed to W/C Newsome.
10.25	Density Exercise.	All conversion units & 432 Squadron asked to take part in this exercise tonight.
11.15	Crew of H/408	At Waddington. P. Inner mag. trouble. Crew have been told to return by rail today. Instructions passed to F/C Sharp.
12.18	Offers for Density.	~~1664 Conv. Unit — 4 Halifax~~ Cancelled at 14.50 hrs. 432 Sqdn — 4 Lancs.
12.00	Crew of 429/D	At Langmere. To go to Ford and return with X/429 as 429/D is not serviceable.
14.50	Density Route A.	Information passed to 62 Base. Route "A". On target 21.05 - 21.15 hrs. " " 21.30 - 21.40 hrs.
15.30	"	Density exercise cancelled due to 12 Group not approving the route.
16.30	429 X	At Ford, now u/s with P.O.E trouble. Staying overnight.
17.00	X. Countries.	From Middleton tonight. Middleton have been warned that landing conditions in area they will be flying over are impossible. However, M.S.G. seem quite happy about it.

18.00	Ex. M.S.G. 428/T	Manston say one more crew member has been found - W/O Fournier. This leaves one missing still.
18.30	Off duty.	F.D Cleland F/L.
1830	on duty	[signature] F/L
1833.	X-countries	Middleton have now cancelled their x-countries.
		SUNDAY - 21 NOVEMBER 1943
0900	off duty	L.A. Justarson On duty A.H. Gilliver F/Lt.
0940	Testing of 106 N.I. Post at Berwick	Middleton are going to send an a/c up to test this post approx. between 11.00 & 11.30. Fb 62012 informed.
1020	a/c away	From 62 Base: all 434 a/c to return if serviceable between 1400 & 1700 this afternoon. Contacted the appropriate Group HQ & found that 434/H was still u/s and 434/J was 6 hr. AC & would not be ready for 2 weeks. Informed 62 Base
1040	a/c away	From Leeming: 429/D crew to come back by train; 429/X - crew to stand by and come back when a/c serviceable.
1045 to 11.10	Liverpool: Hudson	From 16 Grp: can we land one of their Hudsons from docking which is at present out to sea. Met give following conditions at Middleton: 2-4000 yds vis. 2-3000 ft. cloud base till at least 1400 hrs. ETA of Hudson at Middleton is 1200 hrs. Call sign NYR/K "ICEPACK", will be on 3200 3340 kc - 16 Grp want Middleton to listen in on 3200 3380 kc & pass messages to them who will answer a/c on 3200 3340 - Controller & DSO said okay as it would only be for a short while

		Requested 12 Kpr. to close-haul Newcastle and Billingham balloons immediately
11.30	Hudson	On advice from DSO, contacted 16 Kpr. and asked them to tell Hudson to swing onto Middleton's freq. 3455 kc. We are listening out on both Middleton's freq. & on 3200 kcs.
11.50	Testing RAF-Berwick	The test has now been cancelled. F.L.O. 12 informed.
1230	Hudson	landed Middleton at 12.29. Released balloons with 12 Kpr. Informed 16 Kpr.
1325	434/Y	W/C Harris instructs that this a/c return to base from Thorney Island immediately. W/T. say okay. Informed 16 Kpr. (Landed Tholthorpe 16.10)
1400	Testing ROC-Berwick	428/U has now decided he will test this post and will take off at 1430. Informed F.L.O. 12 Kpr.
1515	428/T crew	The crew that baled out on Friday night are all found but one and Hanston want to know if they can discontinue the search being carried out by the Canterbury police for the one missing crew member. Air T says to continue till tomorrow noon and then refer matter to Bomber Command Intelligence.
1630	Testing ROC-Berwick	From 12 Kpr F.L.O. - 428/U circled the post for 15 min. but nothing heard by post. Will we check a/c's R/T. This was done & found to be strength 3. Middleton will check to see whether a/c used 6440 or their A.F.C. (Later, pilot said he called on both freq. & heard once, very faintly "ROC are you receiving me?" Passed to F.L.O.

Nov 21st 1943

1740	Albemarle	From F.L.O.: this a/c now circling Ashbourne (93 Kpr) cannot get down - can we take it? After consulting W/T. gave them Middleton who will have 2000 yds vis. & 2000 ft. cloud base for the next hour & a half. Middleton all taxed up. a/c has plenty of petrol (5 hours)
1800	Albemarle	From 93 Kpr: W/T - R.V.D/S, R/T - Judgement & allad a/c has now acknowledged diversion & has Middleton's W/T freq. & 12 Kpr. want Middleton to call a/c and tell him in clear that Sheffield balloons are close-hauled. a/c has no code. From W/T: if Middleton cannot land a/c they can send him to Acklington which is quite good. Passed all the above to Middleton. D.S.O. & Controller approved sending this message in clear. 12 Kpr. are having Billingham balloons close-hauled.
1830	Signals	Fleming F/O says someone whom they thought was Ashbourne signals officer, phoned and wanted them to change their R/T freq. to that of Middleton's to help the above Albemarle.
1847	Albemarle	landed at Middleton at 18.46. 93, 12 & F.L.O. informed.
1850	Off duty	A.H. Miller F/Lt. On duty. F.D. Cleland F/L.
1930	No Night Flying	in force.

Nov 22nd 1943

0900	Off duty	F.D. Cleland F/L
0900	On Duty	[signature] F/L
0930	S.S. BARRETT.	- By train from York yesterday to London - His kit to follow this morning.

0935	Jamini.	Permission refused to this a/c to fly to White Waltham because of very poor vis there.
1010	"	Permission granted that this a/c land at Cranwell where vis is 2000 yds. 9/10 1000' improving.
1025	"	airborne - passed to Controller 12 Gp.
1040	S/L Carr - Harris	Permission granted by ops that S/L Carr Harris be flown in Middleton Tiger Moth (with responsible pilot, G/C's discretion) to Dunsfold - for aircraft inspection there).
1130	L.F.L.	#2 Bearing 270° - 23.15 - 00.15
	Lonsdale	Birmingham - clear landed 1800 1600 - ~~1730~~ and 2300 - 0100.
1300	C.F.C.	Allocation of two Emergency Petrol Bases as follows: Swanton Morley and Docking. Emergency a/c from #19, #23, #27, #29 to go to Swanton Morley Remaining Emergencies - Docking - Stations advised.
1420	Ex C.F.C.	Teeler on behalf of 3 Group C.F.C./3Gp who request provisional bases for 48 Hurricanes. — Ops I suggested Eastmoor. Wombleton, Dalton, Skipton and Croft with the proviso that not more than three such should be used - so as to ensure to ops an emergency base if reqd.
1800	net Docking Swanton Morley.	Six Group net happy re 61 Sqn Docking and Swanton Morley Given 5/10 - 3000' - 3000 yds vis beyond and night O.
1825	Leeming (Duty) Pundit 4/5	Told Linton to stand-by as a duty Beacon for Leeming.
1830	Off duty	L.A. Justason, F/Lt. Ac duty D.X. Melley F/Lt.
1940	Weather	From Met: our emergency diversion bases and all a/d's in East Anglia are getting smoke and fog trouble - present vis. about 1700 yds N&C, likely to deteriorate. In view of fact there are no better bases in that area, Controller decided no action could be taken as yet, unless these diversion bases get unusable.
1950	Crash	From Croft: an a/c has crashed 3 miles ~~west~~ East of Croft & 2-3 miles NE of Scorton. Both these stations have sent out crash tenders etc. a/c is believed to be 1664/U, one of their night flying a/c which they have not heard from for some time. ROC say crash occurred at 19.25; they reported it to 7462012 who did not tell us as ROC said it occurred on Croft aerodrome.

1955	Upper Heyford a/c - Linton D/F	Received by Linton D/F: from LGX/I to ZGV: 9921 BVJE GCAG AJ -1858 (decode - 5343N 0102E) Linton gave a/c QDM of 261° at 19.39. Passed to 9.4 ~~RT~~
2030	Crash 1664/U	From Croft: this crash was definitely 1664/U. It occurred at Scotch Corner near A1 - North Road, on Blue Anchor Farm. a/c burnt. 2 crew dead. 2 alive (1 at Scorton & 1 with the Army) 3 not yet accounted for.
2200	A/S Rescue	From 16 Gp: can we offer 8-10 a/c to stand by for A/S Rescue first thing in the morning. SASO says ask Con. Units & 432 Sqdn. Offers are as follows: 1659 - 2 a/c 1664 - 1 a/c (cancelled) 1679 - 1 a/c before 11.00, 4 a/c after 1100 hrs. 432 - 4 a/c minimum
2305	Ashbourne a/c - Linton D/F	From Linton D/D: Message received from RVD/A to 3MY (Ashbourne) 99CC SQWN EKKX - 22.16
2355	Rhotthorpe	a/c bogged on edge of runway - Eastmoor will be taking their a/c until runway clear.
		Tuesday November 23, 1943
0020	~~Upper Heyford~~ Ashbourne a/c - Linton D/F	From Linton D/F: Message received from RVD/G to 3MY: 9959 FKHM PPKX DGPF AC 22/2330 Passed to ~~Upper Heyford~~ Ashbourne.
0930	Results	434/C & E, 419/F and 428/D considered lost. Nothing heard from any of these a/c. All stations except Croft stood down. Croft have one X-country still out.

0900	Off duty	W.A.V. Wilkes, F/Lt.
09.00	On duty	F.D. Cleland F/Lt.
10.00	431/X	W/C Newsome requested permission to send a/c to collect crew from Woodbridge. Refused by Air I. Message passed to 62 Base.
11.05	1664 U	6 crew dead, one still alive at Northallerton Hospital.
11.10	434 P 434 Z	At Docking. One of these aircraft is U/S. Crew wish to return with other aircraft. Passed to 62 Base. W/C Burris does not feel weather is good enough and also wants full engineer's report before crew leave aircraft there. Passed to 16 Group.
11.30	Fix on 1659/S	5434N 0157E I at 10.59 ack. from Hull.
11.30	L.F.B.	#2 at Flamborough on bearing 270°T from 23.15 hrs - 00.15 hrs.
12.10	Swordfish Flat Di Arm	Reported crashed near Otley in posn 66866 & E 6565. Reported by Army.
12.30	"	Pilot, Sub-Lt. Ward telephoned Linton & gave this information. Was en route from Inchkips to Aberdrune-in-Elmet. Crash landed at 10.30 at Ashfield Farm ½ mi NW Otley. Is now at Ashfield House, Otley 481. Aircraft being guarded by army. This information passed to 12 Gp & 14 Gp.
14.10	Prov. Emerg. Diversion Base:-	Docking. (16 Gp.) Passed to 62 Base.
16.15	Diversions	All stations in Group warned that 6 Gp. weather conditions will be best in Command and therefore it is possible we will have large diversions tonight.

Tuesday. Nov 23rd 1943.

16.45	Seafires. from Lee-on-Solent	2 Seafires signalled to Leeming at 14.20 hrs have both landed at aerodromes en route due to weather and will be staying overnight. One at Lissett, one at Brough.
17.55	Croft	Aerodrome lighting u/s tonight. Electricians are working on it.
18.30	Off duty	F/L Leland F/L
1830	- On Duty.	
	"Hudson 9912 Goosestream 9912"	American Bombers left Prestwick 1541 Enroute to Hartan (near Blackpool). This a/c was posted for 3 hours in the area between Wombleton and Eastmoor. Both airfields were lighted and had R/T contact with the aircraft which could not see the beacon light. Homing him to Eastmoor. Jo 012 ordered to searchlight to Raith - advised better to use Middleton o.b.i by F.C.O. Aircraft contact on R/T Wombleton told to fly 338° 27 m. and see Darley - Hudsons. Landed THORNABY at 20:32

2130	G & Dx G.E.C.	Query on behalf of 5 Group ref Diversion Bases in 6 Gp. - 6 Gp not given ok. on use our bases as of 2300 hrs. - Gave the following to G.E.C. MIDDLETON - CROFT - TOPCLIFFE LEEMING - EASTMOOR - THOLTHORPE - Later cancelled CROFT due to failure in night lighting. ASKED LINTON as last resort substitute
2200	P/408	- Reported to Linton that on R/T over Docking he was refused permission to land because he was told that Docking was unfit for night landings. - Checked this with G.E.C. who confirm it to be total error.
2350	DVN	Diversion from 5 Group off Stations stood down.
2355		
0001		TAD 24th WEDNESDAY
0030		Dx & Gp - Query reg possible crash near Rudcarth - Yo Gen.
0035	G/426	Dx Base 62 - no news of G/426 since last QDM of 282° at 0004 hrs. - Fear that the crash might be G/426.

Wednesday Nov 24th

0100	4/408	On interrogation the crew of 4/408 reported having heard 4/408 calling "DARKY" at position 53°56'N 00°32'W at 1733 hours.
0120	Crash (Masham) 1658/A	Leeming F/C advised by Masham Police crash near that town. Local fire brigade and Leeming ambulance & tender assisting. Told F.C.L.O. 12 Gp.
0200	426/G	Crashed near Dugglesby. wop/ag O.K. - 3 of crew O.K. - 1 may be killed. This information confirmed very inadequate knowledge rec'd from F.C.L.O. 12 Gp.
0230	"	Requested 4 Gp. to send Driffield ambulance to the scene of crash to look after the crew members and prepared to receive them at the S.S.Q there. #62 informed.
0630	426/G DS770	4 Gp F/C report that Driffield have arranged for guard on this a/c. The condition of the crew is as follows. Pilot P/O De Bloeme — laceration of face & schock. B.A. ~~P/O~~ F/S Huffman — dead Nav. F/L Cleveland — Seriously ill. Concussion fractured skull - lacerations Wop/ag Sgt. McGarrighan — O.K. Mu/ag F/S Martin — Seriously ill lacerated face, concussion R/G F/S Manders. — dead. These aircrew were first taken to a searchlight site 02, which rendered valuable assistance. Then to a farm house (phone Dugglesby #23)

0508	1658 C.U. Aircraft # 1658/Z	4 Group F/C - Ricall reports a Halifax a/c from there crashed in VE48 - Langcliffe Hedge Wrenside 2½ miles North east of Kettlewell. Aircraft is burnt out. 3 bodies have so far been recovered. (7 in crew) Told Topcliffe and the Sergeant watch-keeper to get Dishforth cracking with ambulance and guard. At 0523, she reported ambulance R/O (road-borne) and guard arranged. Good show.
0540	Crash (Masham) JB926 1658/A	Leeming F/C reports that aircraft was on a very high hill six miles North of Masham The a/c number was JB926. Found - Pay Book 1570461 Alexander John Winton. Pioneer Corp doing guard duty. Due to hilly nature of the country ambulance could not proceed to crash - bodies will be collected in the morning. There were 8 in crew. Suite accidentally discovered it was another a/c of 1658 C.U. and four Group now account for all their a/c.
0900		off duty - S.Rhuyman F/L. On duty S.A.A. Willes
0930	424/K	Leeming would like this a/c to stand by to take off around 11.00 hrs. on instructions from us. However 11 Gp. say the a/c will not be serviceable today as the working party has just arrived. Informed Leeming.
0940	Crash (Masham) JB926	From Leeming: Transport has been sent out this morning to pick up the bodies. No further information has been received re crash
1045	1658 C.U. Aircraft #	As Dishforth has no M.O. one was not sent out with ambulance. 6 Base are sending one out immediately. No further gen on this crash yet. From Sherburn-in-Elmet Police - crash occurred at 23.55

0945	U/408.	Re entry 0100 concerning Danby call reported by D/408, a further check reveals that this was heard by Lissett who called but did not contact aircraft. In an effort to tie up this incident with plots of an aircraft which wandered ups and down the coast from Filey to Spurn Head, 12 Gp F.C.O. was contacted. 12 Gp had the plots of an a/c which started near Lissett and it would appear that this would be U/408. 12 Gp laid on searchlights but no contact was made with this aircraft and plots (R/T) faded in WB 0565. approx 2½ extra. 12 Gp sent out Anson. 16 Group advised and had no knowledge of the incident. They will organize search.
1050	419/M	Middleton have a strong wind at present and want us to stop this a/c returning from 62 Base. Passed to 62 Base who have now stopped him.
1055	A/S Rescue	From 16 Gp: can we supply some a/c to stand by for A/S Rescue? Controller said to ask Bow. units & 432 Sqdn. This search is for 408/V
1130	434/Z & P	To return immediately from docking. Informed 16 Gp
1145	A/S Rescue	432 Sqdn. have offered 4 a/c for search. Other units stood down. The following information received from 16 Gp. & 6 Gp. ASR Officer passed to 62 Base Area I 5353N 0010E 5353N 0050E 5405N 0010E 5405N 0050E Area II 5345N 0010E 5345N 0050E 5357N 0010E 5357N 0050E Aircraft to search at 1/4 mile vis. (½ a mile apart) flying a parallel track W-E creeping N to S. Call signs: WCE 54-57, using Sect. 9 (385 kc) for 5 min. at the hour & ½ hour. There will be no surface craft in the area due to rough seas. a/c are to work in pairs, one a/c to be responsible for the navigation. Height of a/c to be 500 ft. approx. Smoke floats to be carried & should be dropped at end of each run to assist a good start on next run. From Met: weather in area will be equally amounting to nearly gale proportions with high seas. also there will be some rain. From 16 Gp. There is a convoy in the above area, which has been warned of our aircraft. This convoy sighted the wreckage of a 4 engined bomber at position 5358N 0015E but no dinghy was sighted.
1210	408/P	to return to base from Leuchars immediately.
1200	434/P	at docking is o/s so crew is returning with 434/Z as per squadron commander's instructions.
1330	Permission	given by 3450 for R/408 to take crew down to Waddington to pick up 408/M.
1425	429/V	From 93 Gp: this a/c took off from Assington for beaming at 14.21 without any permission from 6 Gp. or apparently beaming A/C or Ops. beaming now enquiring into it (apparently pilot took off without notifying anybody. Told beaming to tear ends strip off the pilot.)

1450	Permission	given by SASO for 434/F to take crew & spare parts down to Shipdham for 434/F. (cancelled)
1535	1659/A M	From 15 Gp: this a/c (while on x-country) landed at Aldergrove about 14.00 hrs. - Gyro U/S. due to strong winds pilot intends to remain overnight.
1540	434/P+Z	Re these two a/c at Docking, W/C Patterson wants both crews to return in either a/c tomorrow if one is serviceable. If neither will be serviceable tomorrow both crews to return by train tonight.
1640	408/U	408/P which landed at Sculthorpe last night is now back at base and says that he heard 408/U calling Darky last night at 17.56 when he (408/P) was 2 min. out from the coast and right on track. Pilot sounded in distress.
1700	A/S Search	all a/c back from search - no results. Passed to 16 Gp. F/L.
1830	Off duty	C.H. Miller F/Lt.
18.30	On duty.	F.D. Cleland F/L.
20.21	1658/Z	See entry 05.08 hrs. From Topcliffe we now have pinpoint of the crash - Sheet 21 - 474938. Evidently an M.O. had not been sent out to the crash, nor an engineering officer. Engineer Officer will go out tomorrow morning. Bodies found: Sgt. Aitken 1322354 B/A ? Martin ? A/G Sgt. Robinson 538137 F/E Sgt Robson 1451671 Nav. Sgt. Chadwick 1453551 Pilot Sgt. Stubbs 1784108 A/G Aircraft number DT 578.

21.00	Bullseye.	Route now changed due to weather. Base to Cambridge direct then to London. Rest of route unchanged. Passed to Croft.
23.00	408/U.	S/L Stanley & S/L Seaborne are going to investigate the reason why 16 Group were not informed by 12 Gp when plots faded at 21.30 hrs last night. No action taken tonight

Thursday, Oct 25th 1943.

01.00	Intruder Lines.	Twice last night we had trouble getting through to York 9 + 10. Long delay caused by having to go through GPO first to make connections. (Later found out that it was a fault on each line - We couldn't flash York 9 and York 10 could not flash us and we couldn't flash them. Reported this to Supervisor at York who is working on the trouble).
	* Attention:- S/L Stanley & FCO's.	However, the point of this long entry here, is, that in case the girls report trouble to us, we can get good service from the RDC Liaison Officer at 12 Gp. He can get us connected at once and also is very willing to test any lines for us if we feel there is a fault anywhere.
17.00	Night Flying	finished in Groups.
09.00	Off duty	F.D. Cleland F/L.
09.00	On Duty.	[signature] F/L
10.30.	Diversions	Request to C.F.C. for three good bases for 3 stances signs: very likely to be short of petrol on return - and for provisional

Nov 25th 1943

Usual duties for Halifaxes.

1100 0/434 Permission granted by Ops for this a/c to land at Skipdham with crew and repairs for a/c there

1100 B/Ba BSRS - assisted in plotting call signs and search fix to signs.

0140 S.O.S. Hellington plotted in over Hamborough at 10000 ft - flew to Wombleton, gaining height to 16000 ft - proceeded to visit nearly all stations in group but answered none of the R/T calls made from Stns flew out of Group to South still showing S.O.S.

0130 C & C. Provisional Duties as follows:
#19 - 438 to Swanfield.
#37 - Wing. #24 Westcott.
#81 - Tangmere.
#34 - Stanton Harcourt.
#32 - Marham.
#26 - Swanton Morley
408 Docking.
Fy - with exception to Pandits passed to stations Q.

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LFB. #2 - 270°T - 0700 - Sawyer.
LFB. Peachey R.L. 310°T 0500-0600
Hollidon - Billingham - Clear Lanes
2245 - 0100
0600 - 0900
" Langleys Weybridge 1500 ft
Dusk - Sawyer

1456 a/c R. Light aircraft o/s in our Sea Search

500 SOS second SOS a/c - a Boston made landfall at Flamborough - Its bomb doors were open and showed a torpedo on board - This aircraft turned South and proceeded into our Group.

1600 Marham. Ex. F.C. P.F.F. aircraft landing tonight at Marham are to be briefed to turn right at finish of run - taxi along blue lane to taxi past. Passes to Fl lights.

1610 J/x28 At Tangmere. To land at Tapclibbe on return for special modification - (Ex w/c Rivers) - Passes to F.C. Tangmere, who report a/c a/s.

1745 SOS 3 SOS Lancs. plotted in over Hamborough - proceeded west + to Leeming - finally landed at Eastmoor: were 1679 Lancs returning from Sea Search

Nov. 25/26 '43

1830	ASR.	Reports = nil
1830	-	esp Sweeting. [signature]
		On duty D.H. Weller 4/Lt.
2230		Cancellation of Lancasters – Whitebait scrubbed.
2345	1658/2	From Topcliffe: the 7th body has been located and will be brought to Topcliffe tomorrow morning. Has not yet been officially identified. 4 Gp. informed.

Friday November 26. 1943

0015	Feeming taxi accident	427/G & 429/G had taxi accident just before take-off, one of the a/c coming out of dispersal at the wrong time & taxying into the other one taxying along the perimeter track.
0230	419/B	At 0147 MLS passed us the following fix ack. by this a/c from Hull: 5420N 0110W 2nd 039. This a/c has not yet arrived at base, and upon checking fix with MLS they tell us Hull does not think this was our a/c, but was one of Wymeswold OTU a/c using our call sign by mistake, and which is now using its correct call sign. Matter being looked into by DSO.
0300	419/B	Hull say that the message they received from this a/c (see above) was distorted and they were not sure of his call sign. Another fix was requested from Hull by this same a/c using its correct call sign RUW/B and the MLO is satisfied it was not our a/c calling.
0302	429/V	had damaged tail wheel on return so was sent to Skipton where it landed at 0314.
0315	Skipton Harcourt	91 Gp. advise us that this station may experience some mist after 0400. Harwell or Eastone will be okay & they say they can divert any of our a/c to one of these stations if they come up at Skipton. Controller says this is the best arrangement and does not think it necessary to send message to 434 ~~not~~ giving them another emergency diversion base.
0522	Darby	Skipton heard "Edwin E" calling Darby very faintly but could not contact him. No such call sign as "Edwin". Informed H&O 12 Gp.
0610	Darby	Skipton & Topcliffe still hearing & answering above Darby. It is still very faint.
0708	419/O	From Finningley Signals officer: 419/O sent message on Finningley's H/F D/F – "Request landing – petrol low" TOO. 0646, TOR. Finningley 0648. TOR. 6 Gp. 0710. Told them to send reply: "Land first a/b possible" as no bearing received and it is now getting light. Message was priority "Important." Finningley, after receiving message sent "Wait 3 min." but apparently a/c did not come up again. H&O 12 & 93 Gp & 460 informed.
0745	419/O	(see above) landed at Wymeswold about 0730
0830	434/L & 431/K&Y	at Tangmere are to return as soon as possible on instructions from squadrons. Also 434/G instructed to return. 429/Q will be returning from Westcott as soon as they refuel.
0900	Off duty	D.H. Weller 4/Lt.