S.O. Book 129

Code 28-69-0.

Flying Control Officers' Log

G. R.

SUPPLIED
FOR THE
PUBLIC SERVICE

26 Nov/43 To 25 Jan/44

T.4364. Wt. 7837. 2/43. 78,000 Bks. A. H. & S. Ltd.

Friday Nov 26th 1943.

09.00	~~Off~~ On duty.	F/L Cleland F/L.
09.10	Y/431 L/434	at Tangmere and are OK. Told to bring back crews of K/431 & L/431. Passed to 11 Gp.
10.50	Balloons.	Billingham: Close-hauled {16.00-17.30 hrs {00.01-02.00 hrs Sheffield: 500 ft between 23.45-01.45 hrs Langley Weybridge } : 1500 ft all night.
	Z.P.B.	Flamborough Head: 270°T 00.45-01.45 hrs Beachy Head: 310°T 23.00-23.59 hrs
11.20	Diversion Bases.	Emergency use only:- 419 Sq. to Manston 428 } Dunsfold 43~~1~~ } 434 } Thorney Island 429 Beaulieu 427 Holmsley South 408 Stradishall 426 } Mildenhall. 432 }
16.30	Bullseye.	Laid on for tonight
17.00	"	Scrubbed.
17.25	Crash W/429. 17.10	Reported as crashed in ½ 65 045 near Sheraton. Crews are apparently OK. and fire in aircraft is under control. Fire tenders had been sent out by 23 AFD, Northallerton N.F.S. and Leeming, also Ambulance, Engineer Officer & Armament Officer.
18.00	Diversions to us!	P.F.F. ask us for diversion bases. On advice of Air I offered Croft, Skipton and Dalton definitely! Also advised them to try to obtain Scorton from 12 Gp.
	"	5 Gp. also require diversion bases up here.
	"	Air I definitely offers C.F.C. for their allotment each of our stations as follows: 20 at Eastmoor 12 Thorpe 20 " Wombleton 12 Leeming 30 " Skipton 8 Middleton. Total 162. 30 " Croft 30 " Dalton

18.30	Diversions to us.	This now stands, that in case of wholesale diversions to us, we will accept up to 30 aircraft at any station in Group (less their own Squadrons operating), ~~at~~ except Topcliffe which is stood down to enable Skipton & Dalton to function - and Wombleton, which will take 20 only due to lack of proper night-lights.
1830	—	On Duty: [signature] F/L
	Diversions	Because of adverse weather conditions on ETB. in all Groups except 6 Gp., diversions into this Group are expected to be considerable. C.F.C. request maximum effort on our part. AIR I direct that each station except Wombleton should cope with 30 aircraft. Wombleton: 20.
	— · · —	To C.F.C. Provisional allocation MIDDLETON = 8, CROFT = 30, LEEMING = 12 DALTON = 30, THOLTHORPE = 12 = SKIPTON 30 EASTMOOR = 20, WOMBLETON = 20.
1845	Bullseye.	Cancelled to avoid confusion on ETB. with Returning ops and diverted aircraft.
~~1925~~ 1935	Control	Broadcast to all SECO's. to be fully fixed up for tonights possible diversions.
1950	Crash.	ROC report crash near SINNINGTON. (between Lurby Moor Side and Pickering) — Wombleton Crash tender and Ambulance dispatched — Wombleton NIGHT FLYING Cancelled of necessity — there being no spare tender.
2030	—	N.F.S. PICKERING attending the Crash.
2040	J/426	Cleared with N.F.S. re/ on to Jettison about 40 miles E of Flamborough

Nov 26th '43

2100 Ex. 1 Group. Refuse of diversion bases Croft, Dacton & Shipton (passed the Seven Oaks drome)

2150. C.F.C. unhappy over use of Wombleton. Desired to load the wining stations further. Because of Early returns and Cancellations - ~~we were~~ able (acting on Air[S] Instruction to offer accommodation to 182 aircraft! - passed to C.F.C.

2230 Crash Report from Wombleton indicated aircraft to load been one from Ricrae - later confirmed.
ARMY Domiciliary Guard.

2240 Spare crash Tender and ambulance despatched to Wombleton.

2245. C.F.C Satisfied using ~~Wombleton~~ by overloading remaining stns.
Broadcast to F.C.O.S

2300 Ex. C.F.C. - Middleton & Leeming and Tholthorpe - Released by 5 Group[S] information of one Group.

Southern Provisionnie pitch spots. not good. C.F.C. to reallocate.

2307/0005 Busy phoning Stations on Tining up ~~of~~ F.C. Broadcast.

2305 Some diversion for ~~from~~ 5 Gp.
2310 " " " 1 Gp.

2315. Ref Crash near Wombleton - a/c burned no survivors - passed ~~over~~ checked up with F.C. Stations to ensure all were

Nov 27th 1943.

0001 Feeringham Balloons to stay Close Hauled until 0245 hrs.

0007 Doc lines tied in.
Pattles SOS - flew East over Hamb. Hd.
Instituted a F. fighter through 12 Gp. The F. fighter made a good interception and shot the escaping Baccaon — down.

0080 SOS. Crossed the coast near Flamborough - flew to and landed at Middleton.

0045. After Nigard etc to come to us by way of diversions by now were already in 6 Gp Area.

0200 Steadfully Busy with Sigs.

0230 K/479 Pitched in the Channel just off Thorney Island. — Crew o.k.

0330 Crash at Middleton as a/c at 2nd stance of 103 Sqn collided with V/428 while in the circuit. All Killed. — All concerned informed.

0300 Sgt. THOMAS or THOMPSON
Sgt. 3 Gp and P.F.F. ~~Hudson~~ in Lanc ~~lost~~ Crashed near Narham - Latter taking Crash action - Intention to ~~inflict~~ test this night ~~Aircraft~~ aerial to inflict ~~Aircraft~~ ~~Aircraft~~ ~~Aircraft~~

	G/408	Ex F.C.S. this a/c crash landed at Wo15109 Bom near Lincoln. Crew o.k. Sth informed.
0815	—	Advised F.C. at all Groups where our aircraft landed that weather conditions here prevent safe return Aircraft to await further instructions from this H.Q.
0900	Off duty	L.A. Justason F/Lt. On duty H.H. Miller F/Lt.
0930	9/c away	On Air I's instructions all stations out of Group at which our a/c landed where asked to have our a/c standing by at 1800 hrs. today to return subject to confirmation from us. All our stations informed.
0950	Bouquet	From W/C Monk, 6FG: The Deputy Group had expressed his appreciation for 6 Gp's. efficiency in coping with all the diverted a/c and wishes to congraduate ~~the~~ everyone concerned. He is going to write a letter to us to the above effect. SASO & Air I informed.
0955	Collision at Middleton	— The following was given to the SASO re this collision between V/428 and S/103 at his request: #428/V was given permission to land, and was coming in the funnel making his approach quite normally when the ACP noticed another a/c above and slightly behind 428/V, also making an approach but coming in faster, apparently trying to beat 428/V. ACP gave the second a/c a red, which it evidently ignored. Both a/c collided in the funnel & dropped 1/2 mile from the end of the runway, both bursting into flames. S/103, the second a/c, definitely did not come up on R/T at any time. Out of the 9 a/c from 1 Gp. that landed at Middleton, and the 11 a/c from 4 Gp (S/103) only 4 came up on R/T at all. SASO wants written report.
11.00	5 & 1 Gp. a/c	Both these Groups want their crews to stand by all day to take off if and when weather clears. Our Met. hold out very little hope that they will be able to get back today. Passed these instructions to all stations.
11.30	Leeming's S.T.O.	is not working satisfactorily but technicians have been sent up and are working on it now.
11.35	1 & 5 Gp. crews	Skipton (W/C Syston) points out that Skipton is terrifically overcrowded with no hope of putting up the visiting crews tonight. In view of the fact they had no sleep last night and Met. hold out very little hope of them flying back today, it is suggested some of the crews go back by train. 1 & 5 Gp. are considering and will phone us back.
12.30	From 1 Gp.	3 members of each crew of their a/c up here are to return by train as soon as possible - the rear gunner, the mid upper gunner & either the nav. or bomb aimer. Transport will meet crews at Doncaster so all should arrive in Doncaster at the same time if possible. All stations informed.
12.45	Crew of 429/K	will not be back to their station till Monday on advice from the medical officer in charge of them. They will arrive at Leeming 13.00 on Monday at 16.27. Leeming informed.
17.50	5 Gp. crews	Provided they can get back to their stations by 20.00 hrs. one gunner & 1 air bomber from each crew are to return by train.
14.15	a/c away	Met. say chances of getting any a/c back today or tonight are practically nil. Air I says to stand them all down till tomorrow morning. Stations informed.
1600	a/c Away	From S/D: they expect a temporary clearance in the weather tomorrow morning & Groups are to take all possible steps to get their a/c back to bases.
1655	5 Gp. crews	to stand down till 0900 hrs. tomorrow when new instructions will be given.
17.20	Re. collision	Air I wants the number of 1 Gp. a/c that landed in Group without receiving either R/T or visual permission.
1730.		

1745	SFCO Note	Last night Thrutton complains that some of 5 Gp. a/c landing there came upon their ORB freq. thus causing considerable confusion.			
1830	Ref. 1720 note above	Stations report the behavior of 1 Gp. a/c last night as follows: Dalton: 3 were landed, all carried out proper procedure Leeming: 6 " " " " " " Tholthorpe: 2/103 landed without permission, coming in 1 min. after 1 a/c had landed and 1 min. before another a/c landed. Croft: landed 12 Gp., all having asked for permission, but 6 of them persisted in repeating on R/T "Am short of petrol, what is my turn for landing" even when fully aware other a/c in same predicament. Middleton H/103 Landed O.K. After securing permission D - Did not acknowledge R/T transmission + came in. A - Did not request permission to Land K_2 - " " " " " " X, Q, G - Diverted to Croft. Landed M.S.G. sans permission J, S (Tested) - No request to land. Just came in.	10	1 Gr. a/c.	Flying Control request this a/c to Standby for take off, at ½ hr. readiness from the word 'Go'. This will come through either 1 Gr. H.Q. or the stations themselves direct.
			1020.	H76/V. Stapleton	Permission granted by Air I for. W/O. Sweetman to fly crate down to pick up this a/c. Cancelled permitting. 6 Gr. Base informed.
			1030.	Movement. E 202.	Air firing at R.A.F.B. + Whitley, Bombing at Stirensall, Fighter Aff. + Local A.F. Tests for Lenses + Hats. Ref E 202
			1135	1 Gr. a/c.	All a/c of this Group to take off immediately provided their E.T.A. was not later than approximately 1245. Stations in 6 Gr. informed
			1145	1 Gr. a/c	Instructions in entry 1135 hrs. now cancelled. a/c to Standby ready for later orders. 6 Gr. Stas. informed.
			1210. 1220	Met.	Duty Forecaster stated change in Met. picture with considerable rain until 1500 hrs. Recommended hold a/c until weather improves.
			1230	6 Gr. a/c. Away.	On instructions after consultation with Air I, advised 11, 16, 19, + 3 Groups to hold our a/c for later take-off instructions
			1400	6 Gr. a/c Away	Advised 11 Gr. + 19 Gr. Flying Control to have 419/S (Ford), 429/D (Dauntmere) 427/N (Dunsfold) 419/G (Bradwell Bay) + 429/J (Beaulieu) to take off as soon as weather permits at those places.
			1500.	103 Sqn a/c.	Croft + M.S.G. instructed to have these a/c Standby ready to take off after 1700 hrs.
			1520	5 Gr. a/c.	To stand by for 1700 - 1730 hrs. take off. 6 Gr Base informed

Sunday-28 Nov. 43

2359	Ident. Bd	Corrected
0010	A.S.R.	From 16 Gp. a/c could we have 8 a/c for A.S.R. to-morrow Area - 5230 0210 5300 0210 - 5300 0300 5230 0300 In area North - Hudsons and Fortos. Object of Search. Crews down from Berlin show.
0740	5 Gp a/c	Told to stand by for a 1000 hr take-off subject to confirmation from their Group H.Q.
0800/0900	6 Gp a/c	Told to Stand by for 1000 hr take off only if a Go signal is issued from this H.Q.
	On duty	H/Lt Spence R/O.
0930	6 Gp a/c	In collaboration with Met. I Controller, Air I instructed Group a/c to return as soon as

1600	6 Fk Sqn a/c.	Niskenby have requested these a/c return to Base at once. Stations informed.
1610.	103 Sqn a/c	1 Group instructed these a/c to stand by for take off after definite word at 1906 hrs. M.S.G.+ Croft informed.
1620.	5 Gp a/c.	These a/c to return to base. 62 Base advised.
1715	103 Sqn a/c.	a/c to return at once. M.S.G.+ Croft informed.
1730	6 Gp a/c away	All serviceable a/c to return to bases tonight. Those concerned instructed. 429/J at Bramham informed direct by W/C. Pattison to return after 1830 hrs.
1830.	Off duty	H.Z. Spence a/c. On duty A.H. Miller F/Lt.
1905	Crash	From 62 Base: Eastmoor report a crash 3 miles SW of them and have sent out crash tender and ambulance. Wardon + Rufforth also report what they believe to be a crash NE of them. KOKO pinpoints crash as A0177 and say York a/c also sending crash tender. FKKO 12 Gp informed York NFS go out.
1940	Crash	From 62 Base: Eastmoor's crash tender is now back + say "crash" was a haystack on fire. Informed 12 FKKO who is checking up.
2000	429/J	which took off from Bramham at 1925 sent the following message on Southampton: "SE 1/s". Fix obtained on a/c of 5130N 0115W 12 Dec. at 1948 putting him near Hannell. 10 Gp FKKO informed
2010	429/J	From MLS 12 Gp: a/c send message "Installation repaired" T.O.O. 2004. 10 Gp FKKO + Leeming informed.
2015	"Crash"	12 Gp. FKKO has checked with all available sources and has now decided the "crash" was a burning haystack. 62 Base informed.
2030	R/434	took off on x-country, landing ~~Ger~~ route at Thorney Island doing spans to 431/D
1000	A/S Rescue	From 16 Gp: have cancelled offer 6 a/c for A/S Rescue tomorrow morning. Controller said try Gen Hants, who offered the following: 1659 - nil 1666 - 2 a/c 1679 - nil. 1664 - 2 a/c Area I (1664) 5340N 0340E 5330N 0340E 5340 0300E 5330N 0300E Area II ~~5320N~~ (1666) 5320N 0300E 5330N 0300E 5320N 0340E 5330N 0340E Call signs: WCF 1666 - No. 83 & 84 1664 - No. 85 & 86 Parallel track search from west to east creeping from north to south. 1/4 mile vis. As far as is now known there will be no surface craft on area. There will be Fortresses searching to the west and north and Warwicks to the south. Search is for dinghies from our raid of Nov. 25 & 26.

Monday Nov. 29, 1943

0015	A/S Rescue	1666 have now cancelled their two a/c for Air Sea Rescue. 16 Gp. informed.
0130	A/S Rescue	From 16 Gp: they have got another 6 a/c to take our place so will not need any from us now. Informed Croft.
0131	Linton D/F	received messages: from RCT/W to R2T (Litlefield) 99 NW NCWA IP (2341) - [54°23N 0146W] and 99 TY 140V GH (0013) - [5527N 0236W] Passed to 93 Gp.
0900	Off duty	A.H. Miller F/Lt.
0900	On duty	F.D. Cleland F/L.
09.45	S/419	At Ford. Told to return immediately if serviceable.
	L/431	At Tangmere.
	[illegible]/41	At Ashsfold

12.55	Diversion from Lossiemouth.	Wellingtons on X-Country from Lossiemouth have been diverted by W.T. to M.S.G. as their weather has closed down further north. No call signs given. M.S.G. and all other stations advised.
14.55	T/20 OTU.	Landed Middleton from Lossiemouth. Staying overnight.
16.30	A.C.O. Dunsfold.	Called re aircraft diverted there on Nov 26/27. ① They were not warned by CFC re diversion. ② Call signs were not passed by their Group although they were passed by us. ③ Not having been notified, their pundit was not flashing. ④ Middleton had given crews wrong station call-sign. ⑤ Their SBA was not serviceable. Call-sign muddle passed to F/L Lacey for action. The rest seems to be fault of CFC & 11 Group – as diversion was authorized by CFC at 11.00 hrs Nov 26 & call signs were passed personally by F/L Cleland at 20.00 hrs to 11 Gp. for Dunsfold's information.
18.30	Off duty. On duty	F.D. Cleland d/p. H.R. Spence Plt.
18.40	Lipton Beacon	Beacon U/S
2325	1666/H	On request of 61 Base arranged following message on Section K (Hull):- "TLO "H" NR2 99 UITU BBDM T00 2330" (Return to base. Thunder storm on track) Previous efforts by Topcliffe to contact a/c unsuccessfull Also on Group Op. frequency.
		TUESDAY – NOVEMBER 30. 1943
0100	1666/H	From 9 Gp F/C – a plot in VC 2535 going North at 20000 appears to be your a/c. Told them to watch for any radical change of course. to indicate he had received message B.A.R.
0120	1666/H	Passed 9 Gp F/C the base freq 3670 Kcs. and told them if a/c did not turn at the Mull of Galloway to have the nearest H/F D/F swung to him. Much needless panic by Wingco at Wombleton about petrol shortage a/c still has 3:20 hrs petrol left. The fact the Kite requested nothing from Sleck indicates he is O.K. also steady track etc. etc. etc.

0100	Ident	Board changed.
0235	1666/H.	Landed at Wombleton. OK.
0900.	Off duty	H.R. Spence Plt. On duty F/L Miller F/L.
0950	Movements	Hal. & Lancs. bombing at Stensall 1000-1800 up to 10000 ft. and A/F at Whitby 1100-1800, local height tests up to 18000 ft.
1045	Diversions	Prov. petrol & emergency diversion bases laid on with 6 FG as follows: 10/432 - Dunsfold 14/408 - Dunsfold 14/426 - Tangmere Any a/c of any squadron should land at Tangmere if it has any technical trouble as that station is specially equipped to service Lancaster a/c.
1100	Permission	granted by MLO for our operational a/c to be routed over the Wash on the way out.
1200	Typhoon R5059	landed at ~~Topcliffe~~ Linton at 11.50 from Coltishall (F/O Perry) to refuel. On way to Woolsington – all in green area. Will take off in about an hour.
1210	434/Y	Crew to return from Thorney Island by train immediately. Passed to 16 Gp.
1240	Fairchild #314501	landed at Topcliffe from Watton at 1215. Will be returning this p.m. (about 1400 hrs.)
1230	L.F.B. Dengemess	Special L.F.B. at Dengemess will be on bearing of 325°T from 2330-0030
	Balloons	Harwich ~~Kelt & Beaton~~ at 1500 ft 1700-1830 Thames Estuary " 1500 ft 2330-0100 Chelmsford " 1500 ft 2330-0100 Canterbury " 1500 ft 2315-0045 Above gen. passed to Stations.
1330	Route	for tonights operations changed. Above balloons & L.F.B. cancelled & following arranged for: Langley & Weybridge at 1500' from 23.30 to 01.00 hrs. Special L.F.B. at Beccles Hd. on bearing of 360°T from 23.40 to 00.40

1355	Maguster L9334	(WH) landed at Topcliffe at 1345 on way from Kirkenbride to White Waltham. Will continue on way shortly.
1420	Permission	given by Air I for 4/c of 427 to go down to Wing taking crew for 427/W which is now serviceable.
1550	Cancellation	of operations tonight. Balloons & LZB cancelled. Also diversion bases.
17.10	H/106	at Tholthorpe is serviceable; can they return about 1800 hrs. 5 Kgs. to 160. says okay if he checks weather en route & at base before take-off
1815	Night Flying	in Group passed to all stations.
1930	Off duty	D.H. Miller, F/Lt.
1830	On duty	F.D. Cleland F/L.
23.59	X Countries	All down.
		Wednesday Dec 1st 1943
02.00	C+B's	Down.
09.00	Off duty. On duty	F.D. Cleland F/L. H.R. Spence F/O.
	Movement E 15.	Air Firing at R.A.F. Nkirby; Bombing at Strensall; Local F.C. & R.T. Tests; for Lancs & Hals from 0930-1730 hrs.
1025	Emerg. Dir. Bases.	Requested C.F.C. to provide emergency diversion bases (5) in East Anglia - Norwich-Shipdham Area.
1100	L.F.B.#2.	Laid on from 2315 hrs - 0015 hrs. 200°T at 070 elevation.
	Balloons.	Middlesbrough Balloons will be close hauled 1600-1730 hrs. and 2330-0130 hrs.
1255	Emerg. Dir. Bases (Petrol, etc only)	C.F.C. advise following bases will be standing by for emergency:- Fulsham Docking, Sharon, Swanton Morley. Gen. passed to stations.

1340	Command Bulls Eye C#71	Course:- Base, Wrexham, Norwich, Bath, Bristol, 5500N 0150W, Ipswich, Bedford, Base.
		Starting Beacon at Wrexham (3 A/Cs) 18000' 1815 hrs.
		At Hals, 17000 - 18000 hrs.
		Stage 3 attack
		No. of a/c participating:
		4 Groups - 5 Hals
		6 " - 12 "
		93 " - 3 Wells
		Times a/c to leave Wrexham:-
		1666 - 1815 hrs.
		1664 - 1818 to 1830 (every 3 mins)
		1659 - 1833 to 1848 (" 3 ").
		Gen passed to stations.
1350	Emerg. Div. Bases.	Oulton cancelled by C.F.C. Stations informed.
1400	Possible Diversion to 6 Group	On request of C.F.C. for provisional diversion bases in 6 Group for other Group aircraft, the Controller has allotted following, each station to be prepared to account for 30 a/c:-
		Croft - Skipton - Dalton.
		M.S.G., Leeming & 61 Base informed.
1510.	Command Bulls Eye C-71	Bulls Eye cancelled. Stations informed.
1600	Weather Diversion Bases.	In view of change in T.O.T. and deteriorating weather picture for return C.F.C. requested to provide us with 7 provisional bases preferably in East Anglia area. They were unable to allot specific bases at present time & will advise us later.
1650	1679/U	Landed Eastmoor due to poor weather
1702	1679/Y	Landed Topcliffe ditto.

1705	426/V	Diverted to Topcliffe due to weather
1708	4 Gp. Lanc. ~~Hals~~ 1654/L	Informed C.7.C. it would be OK to send this a/c to Croft if necessary. Viz. 3000 yds. Cloud 3,000 ft. R.2. o/s "Lightman". Station Wigsley.
1722.	Ditto	5 Group F.C. advise this a/c definitely diverted to Croft. Latter informed.
1732.	4 Gp. Hal. 10/A	Advised 4 Group F.C., after consulting Met, this a/c could be diverted to M. St. G.
1720	1654/C.	Landed at Eastmoor due to weather.
1740.	10/A 4 Gp. Hal.	This a/c diverted to M.S.G. R.2. o/s Roundhead. (or Relate) from Melbourne. M.St.G. informed. May be re-diverted by R/T to Croft as M St. G. aircraft are all marshalled.
1800	4 Gp. a/c. 12 Hals.	Following a shack of Met. + in view of Evening - M.St.G. aircraft being marshalled, Controller decided the 12 a/c of 4 Group should be diverted to Croft if necessary. E.2a. at their own base 1948 hrs. Croft informed.
1811	~~1664/C~~ 1654/L	Landed at Croft. Crew to stay overnight. 5 Group informed.
1819	10/A	Landed at Croft. 4 Group informed Crew to remain overnight.
1845	4Y6/V	Landed at Topcliffe.
	Off duty	F/Sgt Spence
1830	On duty	A.V. Miller F/Lt.
19.30	4 Gp a/c 12 Hal.	After consulting Met., warned 4 Gp. Croft would be down to 2000 yds. vis. They say they may be able to cope within their own group
2000	4 Gp. a/c 12 Hal.	Croft vis. now down to 1500 yds. Advised 4 Gp who say they are coping so far but will find another diversion base if necessary to divert.

2105	Diversion 3 Gp.	From 3 Gp: They have diverted 20 gardening Sterlings to Acklington but one has sent message "Proceeding to Middleton". Can Middleton cope? Controller said that as Middleton has a/c dispersed 75-100 yds on either side of only available runway & as we did not want to jeopardize chances of runway being obstructed, we would land it only in emergency and otherwise will RDM him to Acklington. S/c is K/214, R/T "Bayushaw" W/T LRP ETA Middleton 2200 hrs. 3 Gp. say okay. Middleton informed.
2108	Diversion 3 Gp.	Middleton say C/214 has asked for weather report at Acklington which was passed. From 3 Gp: K/214 has ack. Acklington as his diversion base. Checked with 12 Gp. re Newcastle & Billingham balloons for these Sterlings - they will be at 500'
2115	L.F.B. #2	times changed from previous ones to: 23.30-0430 and from 0500-08.30
22.50	4 Gp. a/c 3 Gp. a/c	all down safely. still landing at Acklington - will phone us when all down. Middleton still standing by.
22.30	Cancellation	of Operations. Balloons, L.F.B. Diversion bases all cancelled. All stand-by stations stood down.

Thursday December 2, 1943

0010	3 Gp. a/c	Middleton stood down.
09.00	Off duty.	F/L Miller
09.00	On duty	F/O Eckland a/c.
09.10	1679 V 432 Y	Not to return to Eastmoor until aircraft marshalled there have been dispersed.
09.15	Permission	refused by Air I for 1664 to send aircraft to Longtown to exchange 4 legs of Ski-high jack.
09.50	Movement E209	Air Firing, Bombing (Strenuale) Height tests up to 20000', Local Fighter affil. Lancs + Hals. 0930-17.30 hrs.
10.12	A/10 Sq.	From Melbourne: Permission given for this aircraft at Croft to return to base.

FRIDAY - DEC. 3-1943.

0100	Ident	Board changed.
0155	426/T 426/Q	61 Base request 426/T (at Harwell) collect crew of 426/Q (at Manston) on way back to base this morning. Passed to 91 Group for transmission.
0200	426/U 426/P	61 Base request 426/U (at Horham) collect crew of 426/P (at Snetterton Heath) on way back to base this morning Passed to 91 Group.
	Aircraft away	All crews whose a/c are serviceable to standby for an early return if Met is OK. Passed request to Groups to get them "racking" as per:- 91 Group - 0155 hrs. 3 Group - 2350 hrs. 3rd U.S. Bomb Div. - 0200 hrs. 11 Group - 0230 hrs.
0245	426/T	91 Group state this a/c has hydraulic leak, jettison pipe trouble and damaged undercarriage. Being worked on and we will be informed of progress later in morning. Suggested to 62 Base that it would possibly be more convenient to have the crew of 426/Q brought back by 432/O which also landed at Manston. They will inform us if they wish this change made.
0740 ~~0654~~	Aircraft away	Checked Met who recommend that, while conditions should be OK in Group here by 1100 hrs, further check should be made after the A.O.C's. Conference for lock take off & landing
0900	Off duty	A.R. Spence, P/O

DFCO's

0930	Crashes	It is again noted that all concerned are not being informed of crashes. All DFCO's are to read Standing Instruction re crashes and note that Command Investigator must be informed. Duty Clerk Sgt.
0900	On duty	W.H. Miller F/Lt.
0945	a/c away	Met. say our weather in Group should be good all day with possibility of two or three stations being unfit occasionally. Air T says all a/c are to be told to return as soon as the weather at diversion stations is okay. Passed this to 91 Gp. 3rd U.S B.D.
1000	Movement E/A	Blanket movement covering air firing at Whitley, bombing at Stirnsall, fighter affil. and local height tests, Hal's Lancs from 10.45 to 17.45 passed to all S
1030	426/P	at Snetterton is U/S. W/C Smetman wants this crew to be picked up by 426/U which is serviceable at Horham. Passed to 3rd U.S. B.D.
1050	Weather	in Group is deteriorating - cloud base lowering after conferring with Met. & Air T. Topcliffe & X-countries were stopped - 2 have taken off but Met. say they will be able to get down alright at ETA (12.30)
11.35	Martinette	from Dalton took off at 09.55 for weather check but has not been heard from since. Informed 12 Gp. FBLO. Checked all stations in Group - no results.
11.50	Diversion	From 3rd U.S. B/D - can we land 2 Fortresses in our Group from 2 ashfields. After consulting Met. said the best we could offer would be keeming, cloud base 1000 ft vis. 1-3 miles. He said okay. Fortresses had no SBA but had HIF D/F so came in keeming freq. of 3340 kc. Warned them of low cloud base & high hills. They will pass gen. later.
1215	Martinette	From 12 FBLO: they had a Martinette plotted by 9 X06, passed to Leeds, then Lancaster, then back to 9 X06, then lost him in Z31 on border of 9 & Lancaster. 9 FBLO is looking into the matter.
1700	a/c away	Weather in Group still deteriorating but Met. say it won't get much worse. Air T says have all our a/c come back anyway. Weather at diversion

		stations to still too duff for any a/c to take-off and prospects are not good for this afternoon.
1230	Diversion Fortress	3rd U.S. A/D have decided to send these Fortresses to Tangmere instead.
1300	Hartswells	From 9 Gp 4660: they have no trace of this a/c at all. Their a/c's are unfit so they cannot send a search a/c. Asked them to have police in area of Z31 organise search, which they will do. Asked 61 Base what they thought of sending this Oxford out to search for a/c. They will phone us back. Topcliffe have signalled it as overdue to A54
1340	426/T	On instructions from 62 Base, asked 91 Gp. to have one of our serviceable a/c in their group call at Hamwell & pick up crew of 426/T which is u/s.
1405	A/S Reserve 16 Group	Can we furnish any a/c for a search as soon as possible this afternoon? Controller said to approach con. units.
~~1415~~		
1430	A/S Reserve	Enquiries passed to 16 Gp: 5/1664 and 3/1659
1500		Area I: 3/1659
		Area II: 5/1664
		Areas & call signs passed to Stations.
1530	A/S Reserve	From Croft: they will not be able to get a/c off before 16.30. 16 Gp. say to scrub it as it is too late.
1550	Hartswells	From 9 Gp: last plot of this a/c was QZ 5505 going SE at 11.00 hrs. Asked 61 Base if they wanted to send Oxford out to look in that area but they said weather too duff - suggested they do it tomorrow morning.
1600	Leconfield	S&A u/s: all Stations warned.
1620	Dakotas	From 12 Gp: 6 or 8 of these a/c towing gliders are coming down from the north heading for Langar - can we try and land them as weather at Langar is not very good? Gave the information to all Stations, instructing that any Station that is marshalling their a/c are to send the Dakotas to Topcliffe who will have lights on. R/T call sign "Dakota" on 6440 kc.
1630	Diversion Bases	Provisional petrol diversion bases laid out with 6 FTR and allotted as follows: 419 - Stradishall 428 - 1st wave Stradishall 2nd wave Newmarket 427 - Chedburgh 429 - 1st wave - Chedburgh 2nd wave - Newmarket 434 - Mildenhall 431 - 1st wave Mildenhall 2nd wave Newmarket 408, 426, & 432 - to Watton Common Met. approve of the above.
1645	6 FTR Beachy Head	will be on bearing of 310° T from 0600 to 0100 hrs.
	Balloons	Langley, Weybridge, Thames Estuary, Chelmsford all at 1500 ft. from 0600-0730 Billingham balloons: close hauled from 2320 to 0100 and from 0600-0930.
1647	Dakotas (Dalton) 522/026 Langar.	Dalton has one landed one Dakota with gliders Holthorpe had it on R/T and sent it to Topcliffe. Informed 12 FTR HQ who said they were now all down at various stations. Stood all our stations down.
1715	a/c away	Met. say it is hopeless for our a/c to take off from southern a/d's till later in night. Am I said to stand all our a/c down till tomorrow first thing
18.15	Eastnor	have a/c at the end of the runway they are using - they are u/s for diversions tonight but okay for their own a/c.
1630	Diversion bases	From 6 FTR: Ford, Tangmere, Thorney Island and Lumsfold have been set aside for the use of a/c of 4 & 6 Gps. in very great emergency.
1830	Off duty	A.A. Miller F/Lt.
19.30	Occult 30 Woodbridge	From 6 FC: SD 214 gives two conflicting positions for this pundit but 6 FTR verify it as definitely belonging to Woodbridge with Lat. & Long as 520600 N 01°29'50" E. Passed this to all Stations. SD 214 will be amended shortly.

Friday. Dec 3rd 1943

19.50	Air Sea Rescue.	No sightings by any of 1659 a/c today. Passed 16 Gp.
22.30	Diversion Bases.	All call-signs & aircraft letters passed to Diversion Groups.
22.30	Aircraft away in 91 Group.	All serviceable aircraft to be ready to return at first light, weather permitting. Air I's orders.

Saturday. Dec 4th 1943

04.05	Z/427	Emergency fix 5218N - 0240E. Also sent message: "One starboard engine, Course 278° Airspeed 125 Height 15000'." Contacted 12 Gp FCO, asked him to get coastal lights on near Aldborough & Orfordness & coastal aerodromes. Also asked 3 Group to light up Chedburgh which is his diversion aerodrome.
04.20	Z/427	Second class fix at 04.11 - 52.14N 0152E acknowledged.
05.00	"	C.F.C say the pilot of this a/c belly-landed with only two engines at Woodbridge. He is OK. Rest of crew had baled out and have not been located yet, however, they believe all baled out over land.
04.20	N/431	Asked for SOS fix from Pulham at 0412. 5222N 0516E First class. This was not acknowledged by the aircraft. This puts him over Zuider Zee.
04.48	N/431	Received & acknowledged fix from Pulham "5219N 0459E, 1st class. This puts him almost over Amsterdam. Passed to 16 Groups.
06.48	V/434	SOS bearing from Hull 170°. Aircraft should be on Southampton M.F.D.F.
07.02	"	SOS bearing from Weston 151° I class. Also passed almost undecypherable message giving what is believed to be Ht. 12000', Speed 170, Heading 320 - Posn 5000N - 0050E. Passed all this information to 16 Gp.
08.50	V/434	Ex FC 12 Gp. Crew of an aircraft bearing letters "WLL" have been picked up by 16 Gp. Captain - McQueen. This seems definitely to be "WL V"
08.50	Z/427 Crews -	3 more Crew have now been found and are OK. Other 3 are still missing.
09.10	"	All found now, at Woodbridge
09.10	Off duty	F/L Cliland

0900	On duty	H.R. Spence No.
0915.	Oxford Linton	S/L Epp (4th Sqn) authorized by Air I to take Oxford to Manston & Shutterton Attack - not a Lanc. 61 Base informed.
0945	Aircraft away.	3 Gr., 16 Gr., 91 Gr. & 3rd U.S. Bomb Div. requested to arrange for our aircraft to return to base if serviceable
1000	427/2	All crew accounted for. One Sgt. Hopper has broken ankle and is being treated at Woodbridge. Remainder are returning to Leeming by train. Will arrive York 2144 hrs. Leeming informed.
~~12.45~~ 13.25	Search Martinette	61 Base report all Search aircraft back to base and non. saw anything.
1015	Sea Search Martinet	Search instituted locally by 61 Base area:- 54.12N 003W Crossing coast 54.17N 007W at Scarborough 54.23N 007W 54.23N 0124W Aircraft taking part:- 3 Halifax of 1659 Sqn. ETD - 1030 ETA - 1400 Alt. 2,000ft. (land & sea) 4 Martinets & 2 Hurricanes Alt. 50ft. to 500ft. (Land)
1100		S/L Seabourne, Squids & 12 Group informed. Halo to return up coast to Whitby & M.S.G.
1000	Topcliffe Mixed Crew	Crew who were to stand by to service a/c at Ford not required 61 Base informed.
1220	Dakota S-7240V6	Left. Dalton for Langar. Informed W. C. S. I. V.
1735	1659/F	Landed Linton - Weather (Orig.)
1750	/H	Landed Wombleton " "
1758	/C	ditto " "

1700	D.T.C.O's NOTE	S.A.C.O. states for information and guidance that Dunsfold station is not very suitable for diversions because of high hills in the vicinity.
1800	Crew 434/V	This crew who pitched in Sea at Great Ford. #2 Group T.C.H.Q. informed they are to return by rail tomorrow, on instructions from 434 Sqn. O/C.
1830	Off duty H.B.Spence P/O. On duty D.H. Miller F/Lt.	
18.00	All flying in Groups finished	

Sunday December 5. 1943

0100	Ident. Bd.	changed
0900	Off duty	D.H. Miller F/Lt.
09.00	On duty	F.D. Cleland P/O.
09.30	Permission	for W/C Jacobs to take Oxford to Honeybourne.
10.00	"	" Topcliffe Oxford to go to Markham
10.20	Warning re: Dunsfold	Broadcast to all stations to brief crews that, if a diversion is made to Dunsfold, aircraft are to keep a very tight circuit to the north of the aerodrome as there is a 500 ft hill due to one & a half miles north - the west, south & east are clear.
1830	Off duty F.D.Cleland. P/O. On duty H.B.Spence. P/O.	

MONDAY - DECEMBER 6, 1943

0100	Ident Board changed	
0900	Off duty H.B.Spence P/O.	On duty D.H. Miller F/Lt.
1010	Weather	From Met: scheduled x-countries due back between 1400 & 1500 hrs. going up north, down south and over west coast will not meet with any great difficulty as far as weather is concerned and bases will have improved sufficiently on return for them to be able to land alright up till about dusk.
1130	Permission	given for 433 to send a Halifax down to Boscombe by S.A.S.O.
11.50	Permission	given for 426 to send an a/c (Lane) down to Harwell with crew for 426/V which is serviceable.
1400	434/V	A Thorney Island is now serviceable and sqdn. Commander wants him to return immediately. Weather in Group is 3500' cloud base, vis. generally about 2200 yds.
18.30	Off duty. On duty	D.H Miller F/Lt. F.D Cleland F/Lt.
18.45	No Night Flying	in Group.

Tuesday. December 7th 1943

01.00	Ident. Board	changed.
09.00	Off duty. On duty	F.D. Cleland P/O H.B.Spence P/O.
0930	Croft.	This station U/S insofar as use as a diversion base for 3 days. 1664 Con. Unit moving & equipment for servicing will not be available.
1000	M.St.G.	Aerodrome U/S for 48 hrs.
1030.	Re: Missing Martinet	12 Group advise that smoke was reported seen about 7 miles north of Sutton Bank (east of Thirsk) on Dec. 3rd Local police etc are checking further but the terrain is impossible to coast. This is in the area already covered by search on 4-12-43 (Ref. entry 1015-1100 hrs.) 61 Base informed.
1830.	Off duty H.B.Spence. P/O.	On duty D.H. Miller F/Lt.

Wednesday December 8. 1943

0030	Martinetts	The search the police carried out last night and today (see 10.30 above) in area where smoke was seen has been abortive and F.L.O. 12 suggests we send an a/c over to day for a more detailed search. Passed to 61 Base.

0100	Ident. Bd.	changed.
0900	Off duty	Sgt. H. Weller F/Lt.
09.00	On duty	F.D. Cleland F/L.
18.30	Off duty	F/L Cleland.
	On duty	H.G. Spence A/C.
1845	N.F. Programme	Passed to Central Flying Control.

9 DECEMBER 1943

0135	Ident Board	Checked
0900	off duty	H.G. Spence. On duty Sgt. H. Weller F/Lt.
1020	Movements	To W.A.S: Hal. & Lancs. air firing Whitby, bombing at Strensall, height tests to 18000 ft and local fighter affil. 10.30 – 1800 hrs.
1030 ~ 11.20	Crash (4 Gp.)	Eastmoor report having seen an a/c crash E of them. Upon enquiry from 12 Gp. it was found it was an a/c of 77 Sqdn, Elvington. Lab Nelson at Strensall said he saw a/c in a slow spin at about 2000 ft. No fire was observed in the air but a/c exploded when it hit the ground. Passed this to 4 Gp. Pocklington taking action.
11.25	1659 a/c	took off for Wellesbourne to ~~do~~ take instructors down for a "live shoot" as authorized by a 6 Gp. letter to this effect. Controller informed. a/c will be returning today.
1201	Radar Routes DFCO.	61 Base asked permission for 1659 to do two Radar routes taking off at 1230 hrs. WAO 12 Gp. refused permission as 2 hrs. notice must be given for these routes. 61 Base ~~they~~ have had no instructions to this effect. F/Lt. Smith is also looking into the matter.
1600	Comm. Flight	Proctor reserved for S/L Rawson for 1100 hrs. tomorrow morning.
1615	1664 a/c	all are now at Linton except three still at Croft which are U/S.
1630	Glider	towed by a Wellington landed at Leeming and the Wellington went on to its parent station, Sherburn in Elmet. Glider staying over night.
1730	Permission	refused by SHQ for 434 a/c to take crew down to Dumfold to pick up 434 N. Reason: Dumfold is unsuitable for 4 engined a/c.
1750	Diversions 4 Gp.	4 Gp. may require some of our a/d's for their X-countries tonight, 24 of which they will have out. Last time of ETA is 22.30. Hld. say our weather should be okay till at least midnight.
1830	Off duty	Sgt. H. Weller F/Lt.
1830	On duty.	F.D. Cleland F/L.
20.30	Diversions 4 Gp.	Not required by 4 Gp. They think they can manage.
21.30	Diversion from 1 Gp.	About 12 Halifaxes from Lindholme may have to be diverted to Linton about 22.30 – 23.30 hrs. Weather reasons.
22.30	V2 + Ux	from Blyton (1 Gp.) diverted by W.T. to Linton. Linton advised & call signs passed to them.
22.55	Ux/Blyton	Landed at Blyton OK.
23.42	V2/Blyton	Landed at Linton. Passed to 1 Gp.

Friday. December 10th 1943

00.01	Diversions from 1 Gp.	Asked 1 Gp. if they were sending any more diversions to us. They are not sure and would like us to stand by a little longer. Advised Linton.
01.00	Ident. Board	changed.
09.00	Off duty.	F.D. Cleland a/c
	On duty	H.G. Spence A/C.
0930	Movement	Air firing at R.A.F.B. & Whitby; Bombing at Strensall; Local Hk tests & A.A; for Hals & Lancs. from 1000 hrs – 1700 hrs.
1130	Comm. Flight Proctor	S/L ~~Rawson~~ Rawson taking Proctor to Leeming and Wombleton this afternoon. Took off 1200 hrs.
1340	408/Lanc.	Permission requested by ~~W/C~~ W/C Jacobs to ~~take~~ land Lanc to Honeybourne with 2 crews & Engr. Officer who may also wish to go to Chelburgh to check serviceability of 408/K. The 2nd crew is 408/H. previously categorized a/c inferior. Air I would not authorize & recommended 405 Sqn's. Request be made direct to S.A.S.O. 62 Base informed

1600	Croft R/Ws. 09/27	Aircraft bogged down on end of runway. May be used in emergency only.
1600	431 Sqn. Move.	13 a/c landed at Croft from Tholthope.
1700	Croft. R/Ws. 09/27	Runway now serviceable.
1830	Off duty	H.R. Spence, P/O. On duty N.N. Miller F/Lt.
1830	Night Flying	Summary of Cross Countries passed to C.F.C.
1850	do	passed to Stations.
2050	H/F D/F 61 Base	From TZJ/O to C8B (15 OTU, Harwell) 99 ST UZHB TJ 19.50 - (5413N 0015W) Passed to 91 Sqn.
2053	62 Base H/F D/F	From RYD/N to 3MY (42 OTU, Ashbourne) 99UB STCN XPNG 10/20.30 (Posn 5403N 0110W) Passed to Ashbourne F/L
2228	62 Base H/F D/F	From LQA/E to CN1 - Important (18 OTU Finningley) 99HJ OSMX ZV - 22.10 (5517N 0209E) Passed to 93 Sqn.
2244	62 Base H/F D/F	From LQA/E to CN1 - O (18 OTU Finningley) 99DW OJMX AS 22.28 (5602N 0248E) Passed to 93 Sqn.
2250	1666/N	on Bullseye landed at Lakenheath at 22.20 with POE o/s. 61 Base informed.

Saturday. December 11, 1943

0045	61 Base H/F D/F	RYW/L to K7K (26 OTU, Wing) 99UB HJHN MXSY 160. 23.25 (5500N 0230E) Passed to 92 Sqn.
0050	61 Base	From RYW/L to K7K (26 OTU Wing) 99UB STET XPMT 0026 (5422N 0126W) Passed to 92 Sqn.
0900	Off duty	N.N. Miller F/Lt.
09.00	On duty	F.D. Cleland F/Lt.
10.35	434 Squadron	Taking off from Tholthope to Croft.
14.03		Last aircraft airborne from Tholthope to Croft.
16.00	0/1666.	At Lakenheath. Ready to take off but weather duff. Air T says to return when weather clears - after dark if necessary. Passed to Base 61.

Saturday. December 11th, 1943

16.30	N/434	At Dunsfold. 1 group say weather is not good there and wish to know if crew should stay over night. Checked with our Met. who say weather will be sticky and unless needed immediately should remain. 1 group told to have crew ready at first light tomorrow morning.
17.20	Billingham Balloons.	Close-hauled 03.00-04.15, 08.15-09.15 hrs.
17.30	Beaufighter NE 216	Landed Wombleton from Sherburn-in-Elmet en route to Northcoate Fitter.
17.45	0/1666.	Told to return immediately. Asked 3 Gp. to check that captain had weather report and also night flying gen.
18.00	Billingham Balloons.	Now close-hauled 05.15-06.45 hrs. Cancel entry 17.20 hrs.
18.30	Off duty On duty	F.D. Cleland F/L. H.R. Spence P/O.
1900 2015	1666/N (0/1666)	Took off from Lakenheath. Previous entries (1600 & 1745 hrs.) referred to 0/1666. (Capt. F/L Dymenouth) Landed Wombleton 2015 hrs.
2100 2145	Darky calls.	Reports from 12 Group, Central F.C, and Thornaby of Darky calls. All 6 Group Stations listening out. Eastmoor heard calls at approximately same time Church Fenton landed an a/c from Lindholme who had been calling Darky. This does not appear to be the a/c originally calling. Stations still listening out, most of them lit up for returning cross countries and a/c on C & D details.
2235	do.	12 Group now feel the a/c landed at Church Fenton was the only one calling Darky.

12 December 1943.

0100	Ident Board changed.	
0020	Billingham Balloons	Cancelled week 12 Group.
0900	Off duty H.B. Spence P/O. On duty D.H. Hillier F/LT.	
1000	Movement E33	Hal's Lancs. bombing at Strensall and air firing at Whitby, local height tests to 18,000, local F/A about 5000 ft. from 1000-1800 hrs.
10/0	Permission	granted by SASO for 1666 to send Hal. down to Marham with spare parts for 1666/T.
1410	Martinette	From 4 Gp: a parachute has been found on the railway line near South Coppenthorpe on sec. 9 It is of an unknown type & bears the numbers 48 smudge 53 and 603475 (not very clear). Passed to Dalton to see if this belonged to pilot of the Martinette lost a few days ago.
1500	1679 2 BU	all of 1679 a/c (7) are now at Woumbleton.
1830	Off duty	D.H. Hillier F/LT.
18.30	On duty	F.D. Eldeland F/LT
21.10	R/419	From Topcliffe. Reported over-due on X-Country exercise. Checked with ROC. 12 Gp. 3 Gp + 8 Gp. No reports.
22.00	R/419	Had landed Topcliffe at 20.10. no R.T. And hadn't reported to Flying Control. 12 Gp. 3 Gp + 8 Gp informed + thanked.
22.05	From 10 Gp.	An aircraft, possibly 434 Squadron which are on X-Country to Land's End, has crossed out over the Scilly Isles. Request us to try to contact 434 aircraft to get a fix. Referred to F/L Miller, DSO, who is contacting Croft.
22.30	"	Croft are calling all 434 aircraft on this X-Country.
23.00	434 X-Countries	Three have replied. c/No reply yet from Y/434.
23.15	Oxford Comm. Flight.	Received with Base Flying Control for W/C Saunders at 10.15. Dec 13/43.
00.20	Y/434	Has acknowledged messages from Croft ① To change frequency & get M7 fix ② QFE. First message acknowledged at 23.57, second at 00.24 hrs.

Monday. Dec. 12th 1943.

00.30	Y/434	10 Group ~~+ 9 Group~~ say that "Shannon Y" was calling Darky at 00.08. Position was given by Millom and aircraft answered "Am flying SE at 2500 ft.
00.31.	Y/434.	Contacted FC209 Group at once to check his height but at same time informed by Croft that aircraft was up on R.T.
00.32	Y/434.	Hdg been given QDM 088° at 00.23 hrs.
00.47	"	Landed. Asked Flt. Croft to give us a report of Y/434's adventures tonight. No M7 fix seems to have been requested but he probably got message too late.

Monday. December 13th 1943

01.00	Ident Board Changed	
09.00	Off duty. F.D. Eldeland F/L. On duty H.B. Spence P/O	
0925	Proctor	Proctor reserved for G/C. Bradshaw for 1015 hrs. Going to Croft. ~~Wombleton~~ + Middleton.
1010.	408/K	Stradishall F.C. state this a/c now is serviceable at Chedburgh but ~~after~~ that a/c is U/S due to mud plastered on it. Expects to get it cleared today. Informed 62 Base.
1035	Martinette	Reference entry 1410 a/c 12-12-43. Dalton state this parachute is not one of theirs.
1139	1679 C.U.	61 Base state weather OK at Wombleton + 62 Base report J, B, Z, F, L, V, S. will be moving this morning.
1140	478/Q	Advised 3 Group that the crew who left by rail for Mildenhall yesterday to pick up this a/c at Newmarket were to endeavour to be back at W.S.G by 1500-1600 hrs, otherwise to check with us re not before taking off. Up to this hour no word had been received of crews arrival at their station.
1215	Oxford from Banff	Took off for W.S.G. Flying Control at Banff failed to inform him the aerodrome was U/S. W.S.G can cope but were "put out because of inconvenience entailed.

Monday - Sept. 13/43.

1230.	Eastmoor X-Country Met.	On inquiry by Eastmoor advised them Met picture from Group point of view concerning return of them a/c around 1730-1800 hrs viz. Present smoke haze about is general with no indications of it dissipating. Stations in Group subject to change from green to yellow and yellow to green at irregular intervals. Lack of wind to clear smoke haze.
1540.	H28/Q	Crew arrived at Mildenhall. On request of M.S.G. instructed that they return this afternoon with a/c. 3 Group informed.
1640.	Low Flying N. Linton 1500 hrs.	2 Lancs (Sqn. letters "OM" - a/c letters "GiH") flew 30 ft above ground near aerodrome. Appeared to be following the railroad tracks. They crossed over territory beyond the approach end of runway in use. At this height there was no interference to landing aircraft but low flying is not permitted in the area. Some time previously a Lanc (not possible to learn letters) flew over Linton aerodrome at a height of about 20 feet.
1735	H28/Q	After consulting Met., Controller decided this a/c should not attempt return tonight, crew to stand by for early return tomorrow morning. Passed to F.C. 3 Group & Mildenhall. M.S.G. informed.
1800	Low Flying Nr. Linton	Ref. entry 1640. These are a/c letters of 10 Sqn at Hartford Bridge but their a/c are Bostons. In any event none were in this vicinity. Informed 62 Base.
1810.	Y/H34	Ref. entry 0047 d/13-12-43. No report received from Croft. Have left note for W/C Whelan (duty officer) to call us with information when he comes on duty tomorrow afternoon.
1830.	Off duty	H.F. Spence P/O.
1830	On duty	A.H. Miller F/Lt.

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Tuesday. December 15 1943

0100	Ident Bd	changed
0900	Off duty	A. H. Miller F/Lt.
0900 1730 1830	ON {Lt. Hy. OFF Lt. Hy. On duty	F/L H.F. Spence. P/O.
1800	Y/H34	Reference entries Dec. 12/13th: also entry 2205 d/15-12-43. Report from Croft shows this could not have been the m/s aircraft as he was at no time west of Scilly Isles. Followed route as laid on. Lost between Cottesmore + base: Darky assisted by Milton circled pundit + S.C. for fare.

Wednesday, Dec. 15/43

0100	Ident Board changed.	
0900	Off duty	H.F. Spence P/O. On duty A.H. Miller F/Lt.
1700	DFCO's Note	12 Gp. advise that 1 hours' notice for clearance of the above H2S routes on test is now sufficient Broadcast to stations.
1830	Off duty On duty	A.H. Miller F/Lt. F/L. Justason

Thursday, Dec. 16/43.

0100	Ident Board changed.	
0900	Off duty On duty	F/L. Justason H.F. Spence P/O.
1030	H28/Q	Requested 3 Gp. F.C. to have crew to stand by ready for 1500 hr T.O. for return to Base but to check with us finally before taking off.
1055	Provisional Weather Diversion Bases.	C.F.C. requested to lay on 3 bases in North East. East Anglia preference: Swanton Morley, Docking, Foulsham area

1200	L.F.B.#2.	Requested on 270°T from 2300-2359 hrs.
1230	Div. Bases.	C.F.C. have offered following which have been accepted as shown by Air T 408 - Foulsham 1305 Passed T. 476 - Little Snoring Stations. 432 - Docking.
1505	H28/Q	3 Group F.C. advise ac now U.S. Following required:- 4,000 lb Pressure Gauge for Accumulator. Automatic cut-out Valve for Fuselage. Ground crew to work on ac. Hydraulics U/S. M.S.G. informed.
1520	Hal LW-379 for Linton	Landed at Seighford due to weather,- (poor visibility). No explanation for U.S. a pilot being in that vicinity. 62 Base informed.
1830	Off duty	H.B. Spencer, P/O D.H. Miller F/Lt. on duty.
2115	Diversions	From 67 & 6: 3 Sqn. are having difficulty with the weather at their bases - can we give them Foulsham, Little Snoring & Docking? Controller said, as far as weather diversions are concerned they can have them but we still want to keep them for emergency diversion bases. 67 & 6 says okay. From Met: bases on return will have a cloud base of about 1300 ft, vis. 2-3 miles generally throughout Groups with patches of fog at some stations. We are as good as any group.
2200	Diversions	From 67 & 6: what a/c can we offer them for diversions from other Groups if necessary? Controller said Middleton & Skipton definitely and in an emergency possibly more. All stations except Dishforth & Wombleton informed of possibility of diversions
2245	Billingham	balloons - requested 12 Sqn. to close haul immediately.
2325	Army S/L's	Linton's searchs are not very effective with the low cloud and they want some army searchlights to come a/d. Contacted 12 Sqn. AA who will arrange it immediately with their closest S/L's
2330	From Plotting Table CRASH	a/c has crashed about 5 miles NE of Tholthorpe Contacted 12 FCLO who gives pinpoint of WA 0597. Arranged for Dishforth to send out crash tenders & ambulance.
2330 → 0030	Diversions	Cloud base all over group is getting lower, some below 1000 ft. Informed 62 Base to divert to Leeming, then to Middleton, 5 at a time to each. Middleton's cloud base went down to 900 ft. and 62 Base were told to send to Skipton in preference to Middleton. Best stations in group are now Leeming & Skipton with cloud base of about 1100 ft.
0019	432/K	From Leeming: this a/c was diverted to Leeming by Eastmoor and they had him on R/T at 4000' at which time he asked for & was given permission to land. ~~He~~ Leeming saw an a/c fly at about 1000 ft. over them at the same time, but had no further contact with the a/c.
0020	Crash	(see 23.30 above) Easingwold have sent out their fire engine. Police give position of crash as WA 065944 in the village of Yearsby.
0035	67 & 6	say we can now stand down all stations except 2 (Leeming & Skipton) as far as outside diversions are concerned.
0100	Billingham	balloons - control released.
0110	Army S/L's (Results)	stood down with thanks. Linton say they were not very effective due probably to the low cloud base, and even caused one a/c to circle one of the Army S/L's in the belief it was Linton.
0115	Crash	From Topcliffe: the Army are guarding the crash at Yearsby temporarily. There are 5 dead and 2 alive. a/c still unidentified.
0130	Diversion	Leeming & Skipton stood down.
0135	432/K	From 62 Base: crew of this a/c baled out. The captain (F/O Hatfield) is at Scalby and is okay. He says crew baled out 6 minutes before he did. His story: he was sent to Leeming from Eastmoor

		but didn't have enough petrol, so headed his a/c out to sea and baled out 13 miles west of Whitby. Rest of crew (from Leeming) F/O Smith at Cleveland Stokesley, F/O Hicks near Kirby, and F/S MacGregor, all apparently okay. Addresses in detail passed to 62 Base. From 62 Base: 432/K came up on R/T asking permission to land at 2353. He mentioned nothing about being short of petrol or in distress. There were 8 crew in the a/c - 4 still missing.
0130	Crash - Guard	61 Base want to know who is going to guard the crash near Yearsley - it is not in their area - see! Informed 62 Base who are going to send out a guard, and ambulance to help bring in the bodies.
0155	426/Q	From 62 Base: they had passed a time of landing for this a/c but now find out it hasn't landed. They had him on R/T but lost him. They believe he was the a/c that crashed at Yearsley.
0210	426/C Crash at Hunsingore	This a/c had been up on R/T at Linton but they lost him. About the same time an a/c was observed to fly over Group HQ. at about 300 ft. and crash a few miles south of here. 4 Gp. now confirm 426/C crashed at Hunsingore (3 miles south of village) at 23.50. Four were killed, 2 still alive and one unaccounted for. Marston took action and the bodies are now at that station. Grid. ref. is 185242.
0250	432/K	a/c finally crashed ~~at~~ near Thornaby. Thornaby have located two more of the crew, F/Sgt Allen (2nd pilot) and Sgt. Poole (W/Op). Thornaby have taken crash action and both members of the crew are now at Thornaby apparently okay.
0250	426/Q	From 62 Base: now definitely ascertained that the a/c that crashed at Yearsley was 426/Q.
0330	426/Q	From 62 Base: all crew killed except Mid upper gunner.
	426/C	From 4 Gp: 2 crew alive are Sgt. Jamison and Stewart (believed to be a sergeant.)

0500	408/C Crash	From 62 Base: W/op has phoned 62 Base from a place called Hawnby. He says the a/c crashed about 2300 hrs. and he has been wandering around injured since then trying to find a phone. He is now at the post office at Hawnby (about 9 miles NE of Thirsk). He says he thinks only the captain, mid upper gunner and himself survived the crash. Says a/c crashed into hills. Skipton are sending an ~~ambulance~~ & MO & guard out to the crash. Requested Helmsley police (who have heard nothing of the crash) to search for crash.
	432/K	From 62 Base: another one of the crew that baled out has been found & is at Thornaby - Only one still unaccounted for - Sgt. Hutchinson.
0540	408/C Crash	Sgt Moran Call put through to W/op at Hawnby - says he doesn't remember crash at all, knows nothing about it till he regained consciousness and found a/c burning slightly - pilot and mid upper gunner with broken legs. Began looking for a house which he found after two hours. Skipton is sending out both ambulances and 2 MO's.
0600	408/C	Wombleton will also be sending out their crash tender & ambulance to this crash. The Army at Helmsley is aiding in the search for it. Visibility in that area at present is about 20 yds.
0900	Off duty	D.H. Miller F/Lt.
0900	On Duty.	[signature] F/L

Last nights Crashes.

(1) C-408
Position: Near Hawnby. {Grid: Sheet 15 WA 93.095 488.083
Guard: Provided by RCAT Skipton
Crew = 4 Killed.
Casualties: 3 Injured - Capt. Mid-Up Gnr W/Op/AR } At North Allerton Hosp.

(2) C-426
Position: Near Hunsingore {Grid Ref 185242.
Guard: Provided by RAF Marston Moor
Crew {= 5 dead.
Casualties {2 Injured - Gunners. Marston Moor SSQ

Summary
CRASHES. (3)

Q-426.
Position = Near Yearsley NRA 065944 Sheet 15.
Guard = Provided by THOLTHORPE.
CREW } 6 KILLED
CASUALTIES } 1 INJURED - YORK MILITARY HOSPITAL.

(4) K-432
POSITION = NEAR SANDY BEACON
GUARD = RAF SANDY - phone LOFTUS 120
CREW = BAILED OUT. ALL O.K.
CRASH ACTION BY THORNABY

1400 / 1430 Wellington & AVSON

EX. FCLO 12 - Request to plot these two aircraft and to land them if possible.
(A) Considerable delay experienced in opening plotting lines.

(B) Wellington flew North out of the area.

(C) AVSON. A/C AX434 - F/L Lawlie Landed using S.B.A at Middleton He had not seen any rockets etc at middleton nor had he been in R/T contact.
His destination was to be York. — advised F.C. York of a/c's whereabouts.

" 1500. Mystery No 1.

Local police Hunsingore painted out to W/C Saunders a mark in a large open field indicating that an aircraft with Merlin engines hit the ground leaving bits of broken wooden prop., air intake and radiator. No aircraft can be found in the immediate area. No crash within two miles, seems to tie up.
Passed to F.C.L.O. 12 and F.C.'s 1 and 4.

1530 AVSON AX434 — F/L Lawlie requested permission to return today to Dalcross. — Permission NOT granted - confirmed by F.C.L.O. 12.

1825. A/C 106. Ex. Base 62. Eastmoor reports intercepting following message on Darky frequency:
"106 calling WYUG"
"106 " EXAULT TOWER"
Request for landing lights.
-Checked with ROCLO and FCLO who have no plots of any aircraft flying in this area.
(Transmission possibly skip distance)

1830 — Off Duty: Sqn Ldr Tyson. F/L
On duty - H.R. Spence. F/O.

2130. Swindon 274. Topcliffe advise Duty Swindon 274 is U/S. 12 Group informed.

Saturday, Dec 18/43

0850 426/N 62 Base advise crew of this aircraft on Thursday night's operation picked up in Sweden.

0900 Off duty H.R. Spence F/O. On duty D.H. Miller F/Lt

0940 x-Countries From MET: Visibility in Group will gradually close down due to SW wind. Southern stations are now yellow & northern stations will probably be yellow by noon. 61 Base have postponed their two x-countries.

1040 Diversions Requested provisional weather diversion bases for 83 Halifaxes, preferably in North East Anglia if possible (Recommended by MET.) They can't can't give us anything till after MET. conference.

11.30 H/427 W/C Turnbull has ordered this a/c to return, unknown to Group H/C. Weather all over group has closed down and Leeming H/C suggest we stop the a/c returning which we did immediately; crew

has not yet arrived in any case, and Coltishall were asked to phone us as soon as they get there and we will inform them of prospects of getting back.

1300 Operations cancelled.

1315 Movements Hal. & Lancs. air firing at Whitby & bombing at E 230 Strensall, local fighter affil. and local height tests from 1430 till dark.

1415 diversion 1 Gp. have 4 Hal. up and have diverted one to Middleton, 1 Gp. due to their weather in 1 Gp. Informed them the vis. at Middleton (best in Gp.) was 2700 yds. and our Met. would not guarantee it for any length of time. but Thornaby are 3000 yds. and Dunston 3 miles which Met. think will hold for a while. Call signs passed to Middleton as follows:

T Cobtrain NTZ
S Bugloss TGV
T Ruecosh NTZ
Q " NTZ

1 Gp. say this is a case of emergency and say if we can handle the a/c to send them to the nearest fit a/d.

1435 Darby Leeroft have had a faint darby call and had an Anson go over them south at 500 ft. Informed 12 Gp. (No call sign was distinguishable) R.O.G. plots show an Anson east of Wombleton going south. Told Wombleton to try & contact him & send him to Middleton. Informed 4 Gp. who say they may be able to land him themselves. They are also watching out for 1 Spit 4 Halifaxes.

1530 diversion 1 Gp Two of these have landed at Linsett, one at Middleton (Q) and one at Thornaby (T) the latter had been up on R/T at Middleton!

1555 Anson N4929 took off from Middleton for Hawarden at 14.52 but dis. was had and could not find Middleton again so force landed in a field near Darlington. a/c not damaged. Hawarden informed.

1620 Crash Traing a/c From 12 Gp: Catterick have reported a training a/c having crashed west of Leeming. Contacted Leeming who know nothing about it. Catterick taking action.

1700 Crash From Catterick: crash occurred 3 miles west of Bolton Castle (near Leyburn) Police at Leyburn passed the information at 15.34 to Catterick. They say it was a training a/c, both occupants killed. No. of a/c N5554. Catterick has taken all action.

1830 off duty W. H. Miller F/Lt.

1830 - On Duty - [signature] F/L

2100 Mentioned F.C.L.O. 12 passed facts on of information from army unit on manoeuvres:

FOUND - Wreckage of Martinet aircraft No N.8.554
- Two occupants - Dead.
AT - Three miles West of Castle Bolton.
(on the railway line west from Leeming through the hills)

CRASH ACTION - 12 Group has detailed Scorton to attend.

Confirmed with Catterick that serial No N.8.554 is that of missing Martinet.

Sunday Dec. 19.

0001 Went Bst corrected.

0900 - off Duty - [signature] F/L
On duty - H. Pepper AC

0930 Movement Ref - E-11. Bombing at Strensall, Air Firing at R.A.F. Whitby, Local F.A. & H.T. Tests for Hals & Lancs from 1000 - 1700 hrs

1000 H78/Q Requested F.C. 3 Group arrange return of this a/c. Base will be OK by Met.

H71/H. Leeming have instructed Coltishall to arrange for return of this a/c today.

1030 H08/K. Wing Sd. Sd. authorized use of Lancs to take crew down to Chedburgh for return of this a/c. 62 Base informed.

1106.	1664/J Crash EB 180.	Motor failed on take off and a/c did not get airborne. Was unable to stop and crashed through bushes at the end of No. 22 Runway. Did not catch fire but appears likely to be a complete write-off. Crew shaken up but unhurt. (Cat.B.)
1150	433/C+Q.	Skipton report crash on take off due to failure of engines. A/c burning.
1040	1664 a/c.	W/c. Clarke took off for Pershore to attend demonstration.
1045	Martinet	Ref. entry 2100 of 18-12-43. All concerned informed. Pilot was Sgt. Kennet R.J. passenger P/O C. Barnson, R.
1255	433 C+Q	C/433 took off at 1150 when at a height somewhere between 50 and 100 feet, both Starboard engines cut, the a/c turned over on her back and crashed in a dispersal setting 433/Q on fire. The following casualties have been reported F/S Humphries (capt.) Sgt. Miller C- HX-245 Sgt. Buxton Q- HX-277 a/g Sgt. Lake 1 ground crew in Q dispersal LAC O'Connor. Full crash action taken by Skipton F/C - Fire tenders called for from Thirsk and Northallerton. Leeming stand-by tender was dispatched and Topcliffe sent one.
1645	433 a+Q	Skipton now state there may have been one more in crew of C/433. (Sgt Grieve) They will confirm later. Upto this hour the body of L.A.C. O'Conor had not been recovered
1730	To-day's Crashes.	All concerned informed except S.A.S.O. + Air I. Serial number of 433 a/c not yet passed to Equipment Officer.
1735	419/R. Crash.	M.S.G report this aircraft crashed when making a 3-engine landing. Not sure whether 2nd engine on that side or opposite side failed, but a/c overshot, ground looped and ended up beyond the perimeter track. A/c is write-off. Crew O.K.
1735	419/R Crash	This report from M.S.G. was not received in time to inform those concerned at this H.Q. before they went off duty
1820	Night Flying	Summary passed to C.F.C.
1830		Off duty H.F. Spence F/O. On duty A.H. Wellington F/L
2015	3 Sqn. Sterling 90/G	Landed at Wombleton at 19.43, artificial horizon u/s. Pilot - F/S Arrowsmith. Station - 70 Sqdn. at Tuddenham. 3 Sqn. want him to stay the night
2030	62 Base H/F D/F	From UCP/G to ZK6 (30 OTU, Hixon) 99 MH UL4W MAIN (Posn 5136N0108W) TOO. 1929 Passed to 93 Sqn.
2050	62 Base H/F D/F	From WVA/W to R1T (27 OTU Hatchfield) 99WK ONEX CP TOO. 20.10 (5324N0057W) Passed to 93 Sqn.
2100	93 Sqn. Wellington	Wimpy A/BB landed at Topcliffe at 20.20 W/T u/s. Home station is Church Broughton.
2130	62 Base H/F D/F	From GJXQ/C to G7F (22 OTU Wellesbourne) 99MA GOBN EXLD (5400N0045W) TOO. 2055. Passed to 91 Sqn.
2308	431/H 5GH/H	calling on Pulham 385 kc. wants to know if we have any traffic for him. Croft say no. (This came via Hannover)

Monday Dec. 20. 1943

0130	all X-country a/c in Group now down.	
0900	Off duty	A.H. Wellington F/Lt.
0900	-	On Duty - John H. Pearson F/O.
0945	M.L.S.	Blanket cover obtained from M.L.S for today's flarepath details: A Bombing. B Air to Air and Air to Sea firing Fighter affiliation locally and Local Height Tests for Halifaxes & Lancasters.
	E-334.	

Monday Dec 20 '43.

1030	Bases Tonight.	Advised by 6 Gp Ops that Diversion bases would not be required.
1115	MARTINET MS. 554	Advised the Regional Commissioner Newcastle Police that Martinet MS 554 was found ~~at~~ near Castle Bolton by army Manoeuvres. Thanks expressed for organised searches.
1205	Provnl Patrol Bases	- Route change necessitated request being made to C.F.C. for Provincial Patrol and Emergency Diversion Bases tonight. (Area: Preferably East Anglia)
1230	"	Ex. C.F.C. Following stations allotted: Bildenhall, Lakenheath, Newmarket, Stradishall, Wratting Common. Squadron allocation as follows: Mildenhall - 419 & 428 Lakenheath - 427 & 429 Newmarket - 431 & 433. Stradishall - 408 & 476. Wratting Com - 432 — — Stations informed.
1245	Bases.	Billingham. CLOSE Billingham Uncontrolled HAULED. Middlesborough 1600 - 1730 2230 - 0030 Norwich 1500 feet Great Yarmouth 2130 = Lowestoft 2300
1250	LFB.	L.F.B. No 10 - Bearing 270° T. Time : 21:45 = 22:45
1300	3 Gp.	3 Group advised of Entry 1230 (supra.)
1602	FORTRESS	Ex Base 61 - Wombleton gave QDM and dist to Pocklington in answer to Darky request from Fortress. Passed to F.C. Pocklington via F.C. 4 Group.
1650	V/1679.	Ex. F.C. Bassett. - V/1679 one base answered. - No news.
1655	V/1679	- Faint w/t - Given QDM 032 - passed with base sigs to F.C.L.O. 12. Request Plot. - None at moment.
1705		
1735	ROCLO	No plots on what might be V/1679.
1730	V/1679. FCLO	Further urgent request made of F.C.L.O. 12 Ref. V/1679. Requested F.C.L.O's. 9 & 10 be contacted as to Darky Calls by HEXAD IV.
1735	V/1679.	Ex. Base 61. Darky Call on wrong Channel - Calling on Channel B. - No further w/t contact.
1805	V/1679.	Hull home had no message for contact with this a/c. - Requested Hull to advise Base aircraft to call Darky on Channel B
1830	V/1679	- Lancs Middleton: suggested to P/L Swann that this case be thoroughly investigated
1830	E/428	Whilst taxiing ran into a lorry and wrote off a prop.
1830	—	off duty [signature illegible] F/L. On duty P/O Spence P/O.
2100	Ossington O/C.	Msg Appliffe for transmission: From TAT-2 to 9RW position 5301N 0158W 2025 hrs. 93 Sqn. informed

Tuesday. Dec 21/43.

0100		Ident Board changed.
0115	Air Sea Search	Following offers made for morning search 1659 – 3 a/c 1664 – 3 a/c 433 – 3 a/c 1679 – 3 a/c 16 Group informed.
0750	Air Sea Search	Aircraft from 6 Group not required. 61 Base + Skipton not required.
N.B. 0800	434/L S.O.S.	At 2225 (d 20-12-43) M.P.S 12 reported S.O.S. by this a/c at 5147N 0225E at 2151 hrs. The signal was very weak + faded out. Fighters were sent out to search that area for several a/c which appeared to fade there. A thorough search is to be conducted this morning in the area (WN 4537-2948 + practically the whole Narea).
0900		Off duty H/L Spence P/O.
	A.S.R.	16 Gp. say A.S.R a/c not required.
1025	A/S Rescue	From 16 Gp: they are not handling the A/S Rescue of 434/L – 11 Gp. are handling it.
1000 to 10.30	a/c away	From Met: forecast for day is as follows: winds freshening S to SE'ly 35-45 mph, gusts 50-55 occasional light rain at first, becoming moderate continuous by 1300, probably heavy locally. low cloud quickly increasing to 7-10/10 1500 ft generally. Vis. mainly 2-5 miles but 1-2 miles in heavier rain. Most stations will be met from about 13.30-16.30 In view of above the controller instructed that a/c should be back at base by 1200 hrs. and these instructions were passed to our stations and diversion stations.
1100	434/L	The following information was obtained from Hull Supervisor and passed to H/L Issard: At no time did a/c actually ask for a fix but carried out the proper procedure of sending SOS, call sign + his estimated position in P/L

Tuesday. Dec 21st/1943

		transmission was too weak for Hull to get a fix but a very doubtful bearing was taken by Hull of 123° – other 2 stations were unable to get any bearings. Hull told him at 21.57 to run for a fix which a/c did but again it was impossible to get a fix due to weakness of transmission. Hull called him again at 2200, told him to run for a fix, which he did but with no results. Nothing heard from him again.
11.30	427/S	At Spilsby will not be able to take-off till 1200 hrs. after consulting Met. controller said that would be the latest time of take-off, otherwise he is not to come.
1200	a/c away	Position at present: 428/L : 1 eng. o/s – Hibaldstall 434/O : Newmarket – has developed oil leak, but should be ready today sometime. 427/S : Spilsby – instructed to return, not to take off after 1200 hrs. 427/N : belly-landed last night at Lakenheath Cat. as yet unknown. 432/W : Gravely – instructed to take off not later than 10.45 but crew were dismissed and they were unable to get organised by 10.45. Standing by for further instructions. Possibility of getting a/c back tonight after 1700 hrs.
1230	427/S	At Spilsby is just starting and to take off. S Gp. wants to know if it's okay. Consulted Met. and told W/C Turnbull the conditions – says to hold a/c but crew to stand by ready to take off at a moments notice.
14.15	Comm flight ~~HF5~~	Tiger Moth reserved for F/L Rawson 22/12/43 at 13.30, required all afternoon.
1450	A/S Rescue Results	From 11 Gp: 2 Spitfires were searching area from 0850 – 10.10 and a Walrus from 1116 – 1310 with no results, although the vis. was good. Area of search is N4537, about 50 miles east of Blacton. The cloud in that area is at about 500 ft. so they may not be able to continue the search
1540	427/W	at Gravely – Sqdn. Commander says to stand him down today but is to be ready to take off first thing in the morning

(over)

		waiting for instructions from us before taking off.
1645	427/S	Met. say our weather should be okay for this a/c to return around 1800 hrs. W/C Turnbull says okay. S/Ldr. F/L instructed to have a/c standing by at 1800 hrs. to take off on instructions from us.
1830	Incendiaries	From Croft: police have reported some incendiaries (about 15) on fire at a village called Cowton 2½ miles SE of Croft. There are also some un-ignited incendiaries with them. Village people say they were dropped from a/c. Fire has caused no damage and fire is under control. AL40 informed and also Bomb Disposal Unit Thornaby who are going to look into the matter. KOL40 can give us no help as their post saw nothing of them.
1830	Off duty	A.H. Miller F/Lt.
1830	-	On Sick - [signature] F/L
2013	B/1679	Ex. F.C. Leeming - B/1679 landed at Leeming from O.T.U. at Wombleton because pilot reported inability to penetrate haze safely at Wombleton. 20:00 hr met obs gave Wombleton as 3/10 2500 ft - vis 6 miles. - Checked with Base 61 who were then unaware of any vis difficulties.
2045	B/1679	Ex. F.C. Base 61. Vis difficulty confirmed as a mist at 500 ft. Advised that they had diverted B/1679 (C.T.U.) to land at Topcliffe.
21 11	B/1679	Crashed on landing at Topcliffe. In crashing ranged into Hayfork Q/1059 on dispersal. Both aircraft CAT E. Casualties: F/O McCAVOCK - Instructor; F/O Major - Rpil pilot } KILLED. Sgt Forster - Sgt WALSH - Bomb Aimer; Sgt Lawrenson - Sgt Clapham } NORTH ALLERTON HOSP.
	B/1679.	Cause of crash as yet unexplained. Topcliffe continues to land their own aircraft through S.S.R. packed up their circuits & landings because of vis difficulties on approaches
2150	A.S.R.S.	Request from 16 Group F.C. for aid by way of Sea search. - Five aircraft required were selected from #33's offer of 6. AREA: 54° 05'N 02° 50'E; 54° 25'N 02° 50'E; 54° 25'N 03° 40'E; 54° 05'N 03° 40'E. (AIRCRAFT NUMBERS 73 — 77 INCL. C/S = WCF) Procedure: ¼ mile vis. Search West to East Creeping North to South. Standard Signal procedure for Sea Search. Purpose. To search for American Dinghy other Search A/c Fortresses to East and South of our area. Timing: Take off = 0900 hrs. = Passed to and Confirmed by S.A.S.O. (6)
(2259)		= Details passed to Skipton. 16. F.C. informed.
2215	Darky	Ex. Base 62 - Eastmoor report unsuccessful effort to contact aircraft calling Darky - using c/s "Tiffany" (Lossiemouth) Passed to F.C.L.O. IV.
2215	Oxford	FCLO IV request for information on Oxford whose plot faded in this area = NO NEWS.

Tuesday. Dec 21st 1943

22 55	Incendiaries.	Ex Craft F.C and P.D.C. Thornaby Incendiary question, for tonight being handled by Regional Controller Scotton Police - Tomorrow by B.D.C. Thornaby. 15 - 16 Incendiaries so far found.
2230	Crash Thirsk.	Ex Base 61. Thirsk Police report aircraft crashed on "Skipton Paradise Farm near Thirsk - Burning. F/L Stacey dispatched Crash Tender, ambulance and M.O. from Skipton and then passed Scene on the Crash. Neither R.O.C.L.O. nor F.C.L.O. have any knowledge of this Crash.
2255		= Confirmed with Skipton Ok. to have sent aid.
2300	H/1666	Topcliffe and Wombleton now desirous of diverting H/1666 to Middleton (8mi W/S) Duty Sigs Officer. (S/L Carter) prepared diversion Signal for Transmission for M/F K because no contact on H/F had been able to be made. At 2200 hours H/1666 Contact Colerne passing his position as 51° 00 N 01° 40' W. - No further contact was made with this aircraft. (Though what an effort was made to do so!)
22 50 / 23 10	V/1659	Ex Base 61. Faint R/T contact with this aircraft - faded - no further joy — Sought search aid -

Tuesday. Dec. 21st 1943

2317	V/1659	Ex Craft F.C. Aircraft aircraft RTT evidenced desire to land Given lights and ok by Aldis - Halifax made good approach but ran into Strawmen when about to touch down - Crashed midway down runway - (C?) Pranged into Halifax
	U/431	U/431 in dispersal. This aircraft proved to be V/1659. Crew ok. V/1659 = CAT E. U/431 = CAT B.C.
23:30	Thirsk Crash Oxford 90 41	Ref Entry 22:30 — Particulars: 1. aircraft = Oxford N° 90 41 2. Home Base = {Wrexham. North Wales 3. Pilot = F/S Reid {NORTH = One Passenger {ALLERTON = Not Serious Injured. 4. Crash Action and Guards } By RCAF Skipton = Information passed to FCLO 12 5. MAR REF OF CRASH. = SHEET N° 22. = 985085
23:45	Ex H/1666	Ex Hull = NO contact made with H/1666 Weather deteriorating throughout Cramp Middleton now no better than any other station

Wednesday Dec 22

0001	-	Ident Bd. corrected
0015	H/1666	Decided with Base 61 that should this aircraft appear over base he could be landed there as well as anywhere = Pilots show Halifax wandering in circles near Middleton borough

0015 0025	H/1666.	Continued pestering ac. Hallyakes in this area R.O.C. (scouring all England F.C.L.O. as keepless as myself. (Boy & Ants something)
0030	H/1666	The Wandering plot near Middlesbro' proceeded finally to Hombleton, pranged on R/T to be H/1666. Landed base (finally) (due back 2256 = Wizzard Types) - All others concerned including MFK stood down with Thanks. How often are prangee stood down - with Thanks!
0030	Sorky BOXING Q.	Heard at Eastmoor — Siren aid. Landed Topcliffe 0030 (Good ol' Topcliffe.) Particulars: Aircraft: Hemington "Q" Home Base: Tepiow (93 GP) Reason for Landing: {Oxygen Failure / Weather - B.F.C informed.

Summary of CRASHES.

TYPE OF AIRCRAFT	SQN No	LTR	SERIAL NUMBER	SCENE OF CRASH.	CAT.	ESTIMATE LOSS.
1) LANCASTER	1679	R.	DS615	TOPCLIFFE	E	£500,000. —
2) HALIFAX	1659	Q.	DT.548	TOPCLIFFE	E	£500,000. —
3) HALIFAX	1659	V.	BB251	CROFT	E.	£500,000.25
4) HALIFAX	431	U.	LK991	CROFT.	AC	£450,000. —
OXFORD.	?	?	9041.	THIRSK.	E	.50
						£1,950,000.75

Following Informed.
SASO. Controller.
AIR I. S.F.C.O.
GA I. Equipment.
G I. Engr. Officer.
P.4

Wednesday. Dec 22nd 1943.

0410 0415 0420	Pundits 274 and 140.	8x Topcliffe - Pundit 274, Duty Beacon 4/5 for remainder of night - out of petrol - Checked with Leeming who advise standby Pundit 140 is already in position and speaking. - Passed to 834. - Confirmed by Signal (Topcliffe)
0700	Sorky.	- 0500 and 0600 hr positions passed to Skipton for search aircraft.
0830	search aircraft	Call signs. letters etc to W/T advised to open watch on MFT as of 0900.
0900	-	off Duty - [illegible] Mason. On duty - H.F. Spence. Plt.
1000	Ack Acky.	Met State Group weather should be, generally, 9/10ths cloud at 2000ft with a few local showers, viz. from 5-15 miles. Resultg, some low cloud and showers around Lincolnshire en route. 434/0 now serviceable and to return as soon as possible. 437/W also to return today. 3 Group + P.77, and 62 Base + Croft informed.
1300	408/Lane	Permission granted by Air I for a/c to land at Bassingbourne en route on x country
1610	EA-B Low Flying Lane.	This a/c flew over 6 Group N.2., at an approx. height of 50 ft. at 1535 hrs. Incident reported to Flying Control 5 Group (whose aircraft this appears to be) for explanation.
1635	ditto	5 Group report the particular a/c of 49 Sqn was on a duly authorized low level (150 ft.) cross country flight in this area. He was not, of course, routed over this N.2., and must have been somewhat off course.

1720	Balloons	Arranged for close-hauling of Billingham + Middlesborough Balloons from 1900 - 2000 hrs + 2330 - 0200 hrs.
1830	Balloons	B.L.O. 17. state Controller refuses to close-haul these balloons presumably because the Bulls-Eye is not an Operational "do". On pressing him further he advises Fighter Command concurs with his decision. Controller 6 Group taking matter up further with Bomber Command.
1917	Balloons	Controller contacted Controller at Bomber Command who later advised us he could do nothing unless either our Air I or SASO could push our case. Air I was informed of the situation and spoke to 12 Gp. Controller who said seeing that it was a special experiment he would authorize all the Stockton area balloons close-hauled for the time 23.30 till 0200 hrs.
1900	AA Observers	From W/C Turnbull: The AA observers who were supposed to fly with 427 a/c on Bullseye tonight did not turn up and as he had kept some of his crew on the ground to accomodate them he is burned up about the whole thing. Promised him we would look into the matter. (Pointed out later that none were allotted to 427 Sqdn)
2004	Bullseye	No times off for Middlesbro's a/c yet so checked and found that the Station Commander had decided the runway should be changed to the long one after about 4 had taken off. They are just about to recommence take-off. Contacted Controller ADGB who said it would be okay but they might miss the fighters. MLO 12 Gp informed.
2050	433/R	Fix from Hull: 5202N 0151W 3rd 20.40 Ack.
2055	62 H/F D/F	From KUR/D to XM7 (Ossington) 99 BM KXZV SD (19.24) " From LQA/H to CNZ (Finningley) 99 WN IBMTJ ZVVK (2000) The above are positions 9 were passed to 93 Gp.
2100	Overdue a/c	From 62 Base: Wellington DK 297 from Kirkbride (ATA a/c, pilot 1st Officer Armstrong) took off from Eastmoor for Wigmeswold at 14.30 but

has not arrived there yet. Wigmeswold took over due action and we suggested they contact Kirkbride & Sherburn which they said they would do. (Later this a/c was found at Sherburn)

2153	Recall	From 11 Gp: all Bullseye a/c to be recalled due to expected enemy raid on London. Our a/c due over London about 22.15 hrs. D50 sending out message: "Return to base, enemy a/c" on M/F beginning at 22.00, on H/F at 22.15 and on V/HF at 2220. Controller says as these a/c will not be back till 23.30 there is no need to change times of Billingham balloons close-haulage.
2205	Recall	From F/L Napier: suggests that instead of recalling a/c we tell them to avoid London. Unfortunately our message has gone out on M/F and some H/F's so F/L Napier says it will only cause confusion if we changed the signal. We heartily agreed so recall message will continue to go out.
2350	427/Y crash	crashed on landing - reason as yet unknown. Two runways obstructed (all Bullseye a/c now down) Pilot forgot to put u/c down.

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0115	Bullseye	a/c all down.
0125	Light at sea	V/433 at 22.4L from 18000 ft position 5350N 0100E of Spurn Head reddish white light steady on water. Passed to H.Q. 12 Gp.
0800	434/L	Results of 11 Gp. search is nil - search abandoned due to weather
0900	Off duty	A.H. Gillett F/Lt.
09.00	On duty	F.D. Cleland F/Lt.
09.30	427 Y Crash.	All informed re crash. GTI, Equip. SASO, Air I, Controller. GAI. Engineer.
10.30	Proctor: Comm. Flight.	Reserved for A/C Rawson for this afternoon. To be ready at 13.00 hrs.
12.00	Diversion from Rufforth	2 Halifaxes - Esterm C + Z. On local flying - their base is yellow. Offered Topcliffe as diversion aerodrome for these Con. unit aircraft. Tour Group will confirm if diversion necessary. Passed to 61 Base.
12.30	Diversion from Rufforth - Elvington	1 Halifax "Change round C" - Diverted from Elvington to Topcliffe. Passed 61 Base

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12.35	Z7B. #2	On from 23.45-00.45, bearing 270° T.
13.00	Diversion from Elvington.	Halifax "C" landed Topcliffe. 4 Gp. advised.
13.20	Diversions to 6 Group.	W/C Tipper warns us that there is possibility of large scale diversions tonight. We offered 20 aircraft each at Middleton, Croft, Leeming, Skipton and Dalton. Possibly may be able to use Tholthorpe and Eastmoor though poor viz. is expected there. OK'd by Air I + SASO.
13.30	Diversion Base	for tonight. Only fit aerodrome is Manston and so Air I has decided not to lay on any as it is just as easy to return to base. Passed to 62 Base.
14.30	Diversion from Rufforth.	Both these aircraft landed at Rufforth. 61 Base informed.
17.10	5 Group Diversion.	Request two or three more airfields in addition to 13.20 entry. Told them if weather holds Eastmoor and Tholthorpe would be available, also that we would check Wombleton to see if it could be available.
	Trig Diversion 5 Group.	Also they request diversion bases for up to 20 aircraft ~~for~~ cross countries. given ~~Middleton~~ and ~~Leeming~~ Topcliffe and Dishforth (Topcliffe ok'd by 4 Gp). 5 Gp have 10 due at 20.00 hrs up here 21.00. 4 due at 2200 hrs (2300 Topcliffe only). Final Allocation to 5 Group Middleton Croft Leeming Skipton Dishforth Weather permitting:- Eastmoor, Tholthorpe
17.40	Z7.B #2	Now arranged for between 07.00-08.00 hrs. Bearing 270°.
17.50	Oxford G/C McNab	From Eastmoor to Digby. 15.51 hrs. 12 Gp advised.
19.15	Command Diversion	Following accomodation offered to C.F.C. (Air I) Middleton 32 Croft 32 Dalton 32 Leeming 32 (64) Skipton 32 (64) Wombleton 16 (48) Eastmoor 18 Tholthorpe 32 Linton 9 (27) Total 235

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	ditto	This is a maximum offers & it will mean slow servicing etc; but it will put the kites on the deck.
1900	Training Diversion 5 Group.	5 Group now feel those of their X-country returning early can be accommodated within their own Group, but where will likely be following for Topcliffe to handle. RT WT a/c letters 166 Sqn (CW) JERRY JYB. V.C. 5 LSTS. DROPPIT (SHAMELESS) NHG L.J. Passed to 61 Base.
2045	Command Diversion	Informed C.F.C. if necessary to handle full number, Scorton① Thornaby & Acklington② should stand by to handle the overflow.
2210.	ditto	C.F.C. state Scorton & Acklington allotted to 1 Group. He might use Hutton Cranswick & Thornaby for overflow if necessary & may contact them direct if required.
2225	Red glow in Sky. Nr. Dishforth	62 Base reported glow N.W. of Linton. No information from Dishforth or 12 Group. Linton later report it was a very light.
2238 2342	1666/L.	Hull asked by a/c if there was any message for him. Following from 62 Base: ~~WGSY~~ "WGZL 99JWML" T.00.2240. Passed to M.C.S.12 for transmission by Hull.
2305	1666/L.	Message received via Hull. "No1 - 6 Group. 99ML QK XVMPAN, YVMLUO, D10V" T.00.2248. Decoded: Pos. 5615N 0447W ETA position E 2300 Talbenny. Passed to 61 Base.
2250 - 2310	Crash. Near Knaresborough. (1664/C)	S/L Seabourn reported a/c (apparently 2-Eng.) flew low over Knaresborough & appeared to be in

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		difficulty + crash imminent. Informed F.C.L.O 12. who later stated R.O.C. confirmed an a/c (thought to be a Halifax) crashed in Golf Course near Harrogate. Marston Moor taking action. (E 7171).	
2330	Trains Diversion 5 Group	All but 2 of these Cross countries have landed and 5 Group feel they will be able to cope. Informed 61 Base	0020 - 0130
2350	Crash Nr Harrogate (1664/C)	S/L Seaborn at Scene of Crash in backyard of house at 54 Kent Rd, Harrogate. Navigator apparently baled out and chute failed to open. ~~Found~~ Body which had stopped at 230 Rds. Oxygen equipment of Rear Gunner intact indicating he had baled out. Only the rear half of the aircraft there. Search being made for remainder. No bombs in a/c. Smoke Float safe removed by S/L Seaborn. Map, along with chute, Log Book & Watch in custody of Sgts Bartram & Knell billeted nearby. a/c serial EB-191 letter "G". (should be "C") F.C.L.O 12 & 4 Group informed.	0100
	ditto	Further report from S/L Seaborn identifies this a/c as 1664/C from Dishforth. Also the front portion of aircraft located near Boar Station, some distance away. (His opinion a/c broke up in air.)	
		Friday - Dec 24/43.	0630
0001		Ident Board changed.	
0800	1664/C Crash	Following is crew list and status	0600
		Pilot Sgt. Johns - Killed, body at Marston Moor	0740
		Nav B. Sgt. Chorne - Killed, " " Harrogate Hosp.	
		Neo. F/S. Mitchell - O.K. at Scarfield (or Rawdon)	
		B/A. P/O Crowe - O.K. at Buckden 234	0900
		M.U.G. Sgt. Harvey - O.K. at Buckden	
	SKIPTON	W.Op. W/O Marsden - not accounted for. Now killed	
		F.Engr. Sgt. Quinn - not accounted for	

Friday. Dec 24th 1943

1664/C Crash (Cont.)		61 Base state search being made locally by Harrogate police near scene of crash for crew. Also search is organized of Home Guard, local police, and No. 60 M.U., in area around Buckden - Kettleswell.
Reports of	0020 - 0130	Red flares & lights reported by Linton, Eastmoor & Wombleton to the south & east, believed to be a crash. (near Ruddington) 12 Group say this must be the Lanc which crashed in A-71 (Nr Grimsby) Bombs, etc., exploding and fire showing up as far as 60 - 70 miles away.
Flashes. Mach of Skipton	0100	12 Group state there is a new bombing range north of Skipton which likely accounts for the m/p.
Command Diversion	0130	Info. re 5 Group squadrons concerned passed to Stations.
A.S.R Search	0200 - 0300	16 Group request offers for (provisional) morning A.S.R Search. Following result:- 433 Sqn. 5 1659 C.U. 3 1664 C.U. 2 (if imperative only, as crews would be those on night X-C.) NOTE. Flying Control 61 Base report Wombleton refuse to participate in Searches unless notification of them is received early - mid afternoon previously.
Command Diversion	0630	Stood down by 5 Group. Stations informed.
1664/C Crash	0600	4 Group report that police at Skipton say W.O. Marsden is O.K.
Linton Incident	0740	62 Base report unserviceability. F.C.L.O. 12 Group informed. (Duty Incident)
	0900	Off duty - A.F.S. Spence. P/O.

Friday December 24th 1943

0900	On duty	Sl. H. Miller F/Lt.
0915	A/S Rescue	16 Grp. have no definite information as yet but will let us know around 1000 hrs. Informed Controller who wants Stations to continue to stand by.
0940	all parties	informed re crash of 1664/C
1015	A/S Rescue	16 Grp. will not require us as they have enough a/c now. 433. 1659 & 1664 stood down.
1020	Movements	Summary to H.Q.S: Hal. & Lanc. air firing at Whitley, bombing at Stradsall, local F/Ts and height tests up to 20000 ft from 1000 to 1800 hrs.
1050	Missing air crew	1664 Con. Unit is sending an a/c to search for missing member of 1664/C.
1100	Comm. Flight	Proctor reserved for S/L Jacobs right away.
1200	Com. Flight	Tiger Moth has now been taken away from Communication Flight permanently.
1130	Com. Flight	Oxford reserved for G/C Jones for 1200 hrs - all day.
1215	Permission	granted for 426 to send a/c down to Hardwick to take down ~~pick up~~ crew for one of their Bat. AC a/c now serviceable.
1415	LZB #2	at Hemswell will be exposed on a bearing of 270° True from 2115 – 2200.
1520	Com. Flight	Proctor reserved for S/L Lawson for 1600 hrs.
1540	a/c fired at	12 Bf 110 says a Halifax was fired at while crossing coast at Whitby but is okay. 12 Grp. enquiring into the matter.
1600	diversion 5 Grp.	From ~~Attcham~~ 5 Grp: 6 H.C. have given them permission for them to ask us direct for one stations in our group for a definite weather diversion for 11 Lancs. after referring to Met. & Controller, gave them Middleton. ETA 2200-2230
1610	diversion 3 Group	From 6 H.C: 3 Grp. want weather diversion bases for 60 Sterlings. Gave them Skipton, Dalton, Holthorpe & Eastmoor.
1619	diversion	5 Grp. have cancelled their effort - will not require us 3 " " " " " " "
1640	a/c on fire 1679 ~~1666~~ /L DS 624	1679 ~~1666~~ /L is on fire on Woodbridge aerodrome. Had been out on 2 engine local flying. Starboard inner engine caught fire while taxying. Air I, Controller, Equip. Officer, Eng. Officer, & D.T.I. informed.
1800	LZB #2	will be on bearing of 270° True 23.45-00.30. This is in addition to the times arranged for before (see 14.15 entry)
1830	Off duty	Sl. H. Miller F/Lt.
18.30	On duty.	F.D. Cleland F/L.
23.09	Message from H/47 9.	"Returning base. Unable to fix position". Ident. on Hull – 5349N 0049E I. Passed to Leeming.

X mas Day.

Saturday. Dec 25th 1943

00.32	Last a/c	in Groups down.
01.00	Idew Board	changed.
09.00	Off duty.	F.D. Cleland F/L
	On duty	H.P. Spence P/O.
1000	H 78/L	Controller authorised flight of Halifax to take crew to Mildenhall to pick up m/u aircraft.
1830	Off duty H.P. Spence P/O. On duty Sl. H. Miller F/Lt	

Sunday December 26th 1943

0900	Off duty	Sl. H. Miller F/Lt.
09.00	On duty.	F.D. Cleland F/Lt.
15.45	Diversion.	4 Beaufighters from Northcoates. Their base will be unfit upon return at 18.00 - 19.00 hrs. Central Flying Control ask if we can accomodate them. After checking with Met. offered Middleton. 16 Group will call direct to give us further details.
16.25	"	92 Group have two proposed X-Countries due back at 21.00 hrs. Offered Middleton if required. Will call us later if we are needed.
	"	(Expected weather at Middleton 21.00 hrs tonight – Cloud base 1500, patches at 1000 – Vis. 6 miles.)

Sunday. Dec. 26th 1943

17.40	Re Diversions	Middleton no longer required either by 16 Grps or 92 Grps. Stood down.
18.00	Night Flying.	2 C+L at Bishopsworth 17.30–19.30. No other stations working.
18.15	" "	2 C+L at Wombleton 18.30–00.30.
18.30	Off duty.	F.D. Cleland S/L
	On duty	H.R. Spence W/O.

Monday. Dec. 27/43.

0001		Ident Board changed.
0900		Off duty H.R. Spence, W/O. On duty S.H. Wells S/L
1000	Movement	Summary to M.A.S: Hal.s & Lancs. air firing at Whitley, bombing at Stirling, local fighter affiliation, height tests up to 20000 ft. from 10-00-18-00
E 30		
1100 to 1300	Dropping live bombs on x-country	433 Sqdn. want to know if they can drop some 1000 lb & 500 lb. bombs out at sea on a x-country tomorrow. Movement passed (see movement sheet) to M.A.S and Naval Staff, S/O who approve ~~the~~ the route etc. Naval Staff S/O wants to be given details at least 1 hr. before take-off tomorrow morning.
1415	Diversion 93 Grp.	From G.F.C: can we take 8 Well. from 93 Grp tonight - ETA 2300-2359 hrs. After consulting Controller & Met., gave them Leeming. Leeming informed.
1450	L.F.B. #2	will be exped on bearing of 270°T from 2245-2345. passed to Stations.
1500	428 S/L	at Wildenhall is now serviceable. Crew will be going down first thing in the morning.
1600	Diversion 3 Grp.	From G.F.C: can we take 12 Stirlings from 3 Grp. tonight around 2300 hrs. Consulted Met. & Controller who gave them Croft.
1615	Operations	cancelled - L.F.B. #2 stood down.
1616	Diversion 3 Grp.	cancelled. Croft informed.
1630	Diversion 19 Grp.	From G.F.C: can they use Middleton to land 13 Hal.s & Liberators from 19 Grp. They will try to land at base first. E.T.A. before midnight.
1710	Diversion 92 Grp.	They want to use Croft as an emergency diversion base for possibly 8 Well. on x-countries due about 2300 hrs. G.F.C. said okay. Controller & Met. concurs. Croft informed.
1730	Diversion 19 Grp.	Particulars of diversion from 19 Grp. received: 8 Hal. from St. Davids and 4 Liberators from Kinloss. They will be on coastal R/T Derby freq. Libs. not due till after 0300 hrs. and Met. will not guarantee any station in Group after 0300 hrs. Informed 19 Grp. who say they will make final decision about 20.00 hrs.
1800	Diversion 93 Grp.	Cancelled. Leeming informed.
1810	Overdue S/L	F/429 S/1657 overdue 1 hour from local flying S/1659 - - " x-country
1815	Diversion 1 or 2 Sqdns.	From G.F.C: 1 or 2 Sqdns. may be sending a Fortress up to Middleton from Alconbury due base at 21.30 hrs. They will give us at least an hours notice.
1822	Overdue S/L	F/429 now on R/T & 1659/S has landed.
1830	Off duty	S.H. Wells S/L.
1830	- On duty.	[signature] F/L.
2030	-	Considerable difficulty with late take-offs. especially a/c of: 431, 434, 1666, 1679 and 1667 Sqns necessitating new clearances and amendments with M.A.S.
2130	~~No 1 93 Grp~~ U.S.A. BD. ~~Groups~~.	Fortress diversion to Middleton Cancelled - F.C. N.S.G. advised.
23.30	92 & 93 Groups.	O.T.U. Diversion cancelled. Croft and Leeming stood down

Tuesday Dec 28th

0001	-	Ident Bd Corrected.
0010	-	Night Flying finished 50 aircraft successfully completed x-country details without crashes.
0030	19. Group.	Provisional diversion of Halifaxes and Liberators Cancelled. - F.C. 09:006 ton informed.
0900	-	Off Duty - [illegible] F/L On duty - H.F.Spence F/O.
0950	428 Kel Mildenhall	Permission granted by S.A.S.O. to fly crew down to pick up 428/L
1000	Proctor Com. Flt.	Reserved for S/L Rawson
1100	426 ~~Lance~~ Hardwick	Permission granted by Sa. SO to fly crew down to Hardwick to pick up a/c
1610	Training a/c Diversion 5 Group	After consulting Met, 62 Base, + Controller offered Linton, Eastmoor + Holthorpe if required within next couple of hours.
1740	ditto	All but one of these aircraft have landed at home bases. Latter diverted to own Group Station. Informed 62 Base we would not be required.
1715	431 a/c on night X-C	Croft state these ac are all burning previous period resin light colors. M.F.D.12 informed.
1830	Off duty	H. L. Spence P/O On duty W. H. Miller F/Lt.
2100	426 SOS(?)	From 12 Gp: 9 Gp H.C.10 has an SOS plot on Irish Sea and believes it to be one of 426's x-countries either M or E as it is following the route given by us for these two a/c. Contacted 9 Gp. who say this a/c showed SOS from Irish guard ships up to St. Bees. They are trying to plot it overland but have got its plot mixed up with another aircraft. They will phone us back later. Linton informed.
2300	426 SOS(?)	These two a/c have now landed and both firmly aver they did not show broad IFF. The sets will be checked in the morning.
2310	Liberator	From 12 Gp: a Liberator (american bomber) has come up from the south & is stooging around. Call sign Hasher E on Darky frq. Wants us to call him & see if he is in trouble. Had Croft, Middleton, Leeming, Linton and Eastmoor put on lights and sandras.
2330	Liberator	No joy on the Liberator from Stations. H.C.12 says he thinks it has gone into Lancaster area and there is no point in calling him any more. All Stations stood down.

Wednesday December 29. 1943

0900	Off duty	W.H. Miller F/Lt.
09.00	On duty.	F.D.Cleland F/Lt.
1030	E-452	Blanket clearance with H.L.S. covering Air/Air FIRING AIR/SEA FIRING - Bombing - and local N.F. Tests 20000' throughout hours of daylight to dusk.
1145	L.F.B.	L.F.B. No 2 arranged with ops 12 to be on a bearing of 270° T - elevation 070° from 23:10 to 00:10 hours.
1150	Fullerton	Arranged with S.L.O. 12 for Birmingham Middlesboro' balloons to be close hauled from 1600-1730 hours and from 2315-0130 hours. (Controller advised in each of above cases)

1300	Diversion Bases.	Faccaming Stations allocated from C.F.C. to be used as ~~Emergency~~ landing bases for our Squadrons tonight. Coltishall - #19, #58, #31 } Squadrons Wandwick - #34, #27, #79 } Squadrons. Shipdham - 408, #26, #52 } Squadrons. Stations informed.
1445.	L.F.B. No 2	Hitl. ops ir L.F.B. No 2 altered to operate from 2330 to 0030
1500.	Martinet 5749 M.S.	Crash landed Salton. Runway rendered u/s. Undercarriage & one wing damaged. S.F.C.O. Controller, C.T.L., G.A.I., Sgnt. Eng. SASO and ARI = advised Sgt. R. J. Tasker F/L
1830	-	Off Duty - [illegible] On duty - H. F. Spence Flt.
0900	Taxi Incident 408/Q & 426/T	408/Q was standing in dispersal ready to go out. In passing 426/T clipped the end of his wing. Wing tip damage to 426/T, unknown minor damage to 408/Q
2130 2200	H27/W ~~S.O.S.~~	Following fixes received & passed to Leeming:-

EMERGENCY FIXES from Hull.	5234N - 0235E	1st class	2123 hrs.	Acknowledged
	5228N - 0133E	1st "	2130 "	"
	5227N - 0111E	1st "	~~2144~~ 2136 "	"
	5229N - 0158E	1st "	2143 "	"
	5229N - 0130E	2nd "	2154 "	Ident and message "SZ UP" (Negative emergency)

F.C.P.O's 11 & 12 Group informed & requested to render assistance as required.
Aircraft landed ~~Coltishall 2353 hrs.~~ Bungay 2200 hrs., practically on 1 engine.

2320	H34/E EMERGENCY BEARINGS.	Following bearings received & W.A.A.F. informed Leuchars 129° 1st class Wick 144° 2nd class } 2304 hrs. Carlisle 175° 3rd class F.C.P.O. 12 requested to be on look-out
2340. 2345	H34/E S.O.S. from Heston	Following fixes received & passed to W.A.A.F. 5200N - 0111E. 1st class 2323 hrs. acknowledged & message: HT. 7000 IAS 140 K. 5151N - 0210E. 2nd class 2338 hrs acknowledged F.C.P.O. 12 in picture to render assistance. Aircraft landed at Woodbridge 2359 hrs. Stbd Inner Engine U/S and one of crew (Sgt. Bostock) badly injured.
		Thursday ~~Wednesday~~ - Dec. 30/43.
0001		Ident Board Changed.
0315.	Aircraft away.	Flying Control at 2nd U.S. Div., 12 Group & 1 Group asked to have serviceable aircraft & crews ready for early morning take off if Met is OK.
0730	ditto	2nd U.S. Div. informed, after checking Met., OK for a/c to return. 0845 12 F/c
0900		Off duty - H. F. Spence Flt On duty F/L H. Miller F/Lt.
1000	Permission	granted by SASO for 1666 to send a/c down to Llandwrog with crew for 1666/N which is now serviceable.
1010	Movements E35.	Summary to W & S - Bombing, air firing, F/F and flight tests 1030 - 1800 by Hal. & Lancasters.
1040	434/E	From 6 & 6: Sgt. Bostock who was injured has now died of his wounds; Sgt. Stinson & P/O Black are slightly injured. Controller & Group informed.
1055	A/S Rescue	We are standing by with 10 a/c for A/S Rescue 16 Sqn. now say they only require 6 a/c. 433 Sqdn. stood down.

Thursday Dec 29th 1943

1105	431/F & 434/E	Crew of 434/E to return by train and crew of 431/F to standby only if a/c can be made serviceable within 48 hrs. Passed to 6 Gp.
1130	Permission	granted by SASO for 434 to send an a/c down to Woodbridge to pick up crew of 434/E
1215	Bullseye (local)	From 12 Gp: Route - Bcn, York, Hull, Lincoln, Leeds, York, Bcn. We can go around twice if we want. They are going to put up lots of fighters and search-lights. Timing is not important and say if we take off around 21.30 that will be okay with them. They do not want our a/c concentrated. 4, 3 & 5 Gps. are on Bullseyes with 12 Gp. but are following different routes. We only can put up 8-10 a/c but 12 Gp. say that is alright - they'll get more practice.
1300	A/S Rescue	16 Gp. have nothing for us as yet and in view of the short daylight period say we had better stand down completely. 61 Bcn informed.
1530	H2S Flight 428 Sqdn.	Middleton F/C passed ~~xxxx~~ H2S Movement Route "L" for 428/I. ETD is 1500 hrs. but we were not notified till 15.30 and a/c has taken off. Controller tore strip off 428 Sqdn. 2/LO informed of above.
1830	Off duty	N. H. Miller F/Lt.
18.30	On duty.	F. D. Cleland F/L.
21.45	Bullseye Aircraft	12 Group Controller asks where can our aircraft be? They have not shown up on their board yet although due to be at York at 21.30 and 21.45 hrs. Told him there would only be seven aircraft - 4 Halis. & 3 Lancs - due to non-starters and early returns. We are the only Group on this particular route so the tardiness is very noticeable.

Friday Dec 31st 1943

08.00	Ident Board	Changed
08.40	Bullseye.	12 Group ROC20 said it was very difficult to plot the aircraft for the Bullseye due to the small number of aircraft assigned to it and is sorry we had so much trouble about it.

Friday Dec. 30th 1943

09.00	Off duty. On duty	F. D. Cleland F/L. H. B. Spence F/O.
1000	Blanket Movement. Ref: E-342	Air Firing at R.H.B. & Whitley, Bombing at Strensall, Local F.C. & ~~FK~~ Tests for Lancs & Hals from 1000 - 1700 hrs.
1100	Emergency Patrol Diversion	5 Bases requested from C.F.C. Suggested Langmere, Ford, Hartford Bridge. Harwell, Upper Heyford
1115	Comm. Flt. Procter	Reserved for S/L Rawson for 1300 hrs. Going to M.S.H. Time changed. Now required 1230 hrs.
1200	L.F.B. Beachy Head	Special Beacon on 310°, elevation 070, from 2130 - 2230 hrs. (11 Group)
	Balloons.	Control of Balloons arranged as follows:-

Langley, Weybridge, Derby, Sheffield	2130 to 2359	1500 ft.
Middlesbrough & Billingham	1600-1730 2300-0130	500 ft. Close-hauled

1205	L.F.B.	Bearing changed to 330°T.
1330	Emergency Patrol Diversion	Following allotted:- Langmere, Ford, Hartford Bridge. Also given to 4 Group. Stations informed.
1400	93 Gp. Diversion (1500-1800 hrs.)	31 Wells on X-Countries may require bases for diversion. Provisional Met in 6 Group at 1600 hrs:- 7-10/10's stratus or strato-cu, 1500 ft base, slight rain or drizzle, viz 4-8 miles (locally 2 miles) Recommended further south. Controller suggested Topcliffe, Skipton & Wombleton if necessary, due to Operations. Informed C.F.C. who will inform us later if required.

1425	1654 Hel. to Ford	Stood down this Halifax for taxi service. Not required.
1500	L.F.B. & Balloons	Ops. scrubbed. Cancelled requests for L.F.B. at Beachy Head and Balloons with 11 & 12 Groups.
1640	5 Gp. Diversion	Offered Leeming for 5 Lancs if required.
1700	93 Group Diversion	C.F.C. will not be requiring us for this diversion.
1715	5 Gp. Diversion	Following aircraft diverted from 5 Group to Leeming: 1661 (Winthorpe) — JERRY - E " — " - U E.T.A. 1654 (Wickeby ~~Carnation~~) — CARNATION - M APPROX. 1750 HRS. " 5 Lancs Kin. Sok. Syerston — SHAMELESS - A Passed to Station Leeming.
1710	YATLEG FLAKEWHITE } X	This ac nearing East moor. 4 Group request he be given QDM to Marston Moor. 61 & 6 Base Leeming standing by.
1730	ditto	Landed at Rufforth. All concerned informed.
1730	1661/E	Landed Leeming 5 Group informed.
1745	5 Gp Div.	Leeming report telephone message received from Winthorpe "Not to land after dark but to bale out." The message had also been sent the a/c by W/T. We 5 Gp ~~Had~~ Know nothing of this.
1800	ditto	Winthorpe have cancelled previous instructions and wish a/c to land. Leeming informed. 61 Base requested to light up & stand by to land JERRY - U if they contact him on R/T.
1830	Off duty	N.S. Spence F/Lt. On duty D.N. Willes F/Lt.
1829	1654/M 1661/W U	landed at Leeming 18.21 From Wigsley. " " Grantham

1930	Shameless A	Landed at Scorton - all a/c now down. Neither 9 or 10 ROC have any a/c plotted in their areas.
2120	Diversion 5 Gp.	From 5 Gp:- Can we offer them a station to stand by for 4 of this night flying a/c in case their weather closes in. We gave them Middleton which they say will remain fit till nearly 05.00 hrs.
		Saturday Jan. 1st. 1944
0100	Ident. Bd.	Changed.
0400	Diversion 5 Gp.	All their a/c have now landed so they will not need us any more. Middleton stood down.
0900	Off duty	D.N. Willes F/Lt.
09.00	On duty.	F.D. Cleland F/Lt.
11.30	5 Gp a/c 1654/M. 1661/E.	at Leeming. About to return to their bases. 5 Gp say OK for these aircraft to return to base by 12.30. They are ready to go now.
11.45	L.F.B.	at Beachy Head will operate on bearing of 310°T from 06.10-07.10 hrs.
11.50	1654 M	From 5 Gp has Mag Drop. Unable to take off in time. 5 Gp. informed.
11.25	Topcliffe Hal W 1095	Undercarriage collapsed upon landing. All concerned informed. Blocking runway 32-14.
12.05	1661 E.	From 5 Gp. has Mag Drop. 5 Gp informed and we are to contact 5 when they are ready to go.
12.30	Blanket Movement. E91.	Air firing Whitby & RHB. Bombing at Strensall Locks A.T. 7 up to 18000' Fighter affiliation for Lancs and Hals up to 17.30 hrs.
12.55	Diversion Bases.	Ex. C.F.C:- Ford and Tangmere.
16.20	Complaint about low flying over York	Ex 4 Group F/C:- An aircraft - Halifax "black underneath, light brown above, no gun turret - long nose." This aircraft was low flying at 100 ft over York for about 25 minutes between 14.00 and 14.30 hrs. The Observer Corps think it landed at Topcliffe at 16.00 hrs. Details passed to Base 61 who will investigate. They had two Halis land, one at 16.00, other at 16.05 hrs. Would we inform 4 Gp of any news.

Saturday. Jan 1st 1944.

16.30	X/431	At Woodbridge. Has been there for some time but should be serviceable tomorrow. They are changing a wheel today.
	Off duty On duty	F/L Cleland. Flt L Spence, A/C.
1900	Balloons	Control arranged as follows.
	Wrafridge Langley	1500ft. 0600 - 0730.
	Derby Sheffield	500ft. 0700 - 0830

Sunday - Jan 2/44.

0001	Ident Board changed.	
0850	A/c Landed away.	Arranged for re-fuel and return to base at once
0900	Off duty	F/L Spence A/C. On duty Lt H. Miller A/C
0945-1000	a/c away	Contacted all Group Flying Controls and all a/c that landed away last night are apparently serviceable. Impressed upon them importance of their returning immediately - our weather is good.
1015	Movements E49.	Summary to W.A.S - bombing, air firing height Det 2 F/H 1030-1800 Hol + Lakes.
1100	Complaint re shoot-ups of York	Ref 16.20 entry yesterday 61 Base say after enquiries they are convinced it was not one of their a/c that was guilty.
1230	Bullseye A.A. Observers	From stations: 1664 - 5 AA Observers 419 - 5 " " 428 - 5 " " 15 - Passed to 43 AA.
1500	LZ 13 F 2	on bearing of 270° from 0115-0200 and from 0715-0815
1600	Billingham	Balloons will be close. hauled 20.30 - 23.00

Sunday. Jan 2nd 1944.

1640	Hull & Humber	W/C Sinton would like us to have these down to 500 ft as his crews are mostly freshers and a front is expected at that time which may necessitate his a/c coming in south of Flamborough. B40 12 Sqn. says due to high wind they may not be able to get balloons below 1500 ft.
1700	429/C Crash LK 734	From Leeming: this a/c crashed on take-off on Bullseye. a/c got airborne but one engine, the port outer, caught fire & spread to the port inner while a/c was coming in to land. a/c touched down short of a/d in a field. Crew slightly injured. All parties informed.
1720	X-countries	W.A. are not happy about boxes after 2200 hrs. 61 Base warned re their bombing a/c.
1725	1654/M	of Wrigsley will be serviceable tomorrow morning and will be returning then D.V. 5 Sqn. informed.
1800	Provisional Patrol observation	676 allotted Foulsham and Little Snoring (100 hgt) W.A. say weather all over East Anglia at that time will be poor but north part will be best - 1000 ft. cloud, slight rain & good vis. 4269 408 to ~~Foulsham~~ Little Snoring 432 to ~~Little Snoring~~ Foulsham
1845	LZ & B F 2	times changed to following: 23.15 - 23.59 and 06.30 - 07.30
1850	Hull & Humber Balloons	W/C Sinton says that the tactics have now changed so he is not quite so insistant upon them being down to 500 ft. & says 1500 ft will have to be okay.
18.30	Off duty. On duty.	Lt. Miller F/Lt. F.D. Cleland F/Lt.
20.30	G/1664	Fix II class Hull - 5337N 0018E. Acknowledged.
20.38	"	Bearing I class Hull - 238° ack.
21.14	"	Landed OK at Dishforth -
22.51	F/1664.	Landed at Worksop (93 Group). Evidently lost - did not ask permission to land. Instructions given to 93 Group for crew to stay overnight and be ready to return in morning if OK.

Sunday. January 2nd 1944.
Monday. January 3rd 1944

03.15	Diversion from 1 Gp. Lanc. O/101	Can we take one Lancaster which has returned early and due to bad weather, unable to land at base? Consulted Met and offered M.S.Y. QBB 1500' - QBA 6 miles. Base Ludford Magna. RT. Backstud, WT PKM. Passed to Middleton, 12 Group & BLO for close-hauling Billingham balloons.
03.30	" Lanc X/625	Above aircraft now diverted to South. but 1 Group will send X/625 to Middleton.
03.35	A/408	Having difficulty breaking cloud at Linton - Cloud base reported as 500 ft by K/408 who landed at 03.34. A/408 has no ASI & a O/S Altimeter. Decided in this case to send A/408 to Acklington which has 5/10 cloud at 4000 ft. Acklington will change to long runway - 1900 yds.
04.36	X/625	Landed at Middleton from Kelstern.
05.01	A/408	" " Acklington.
05.15	Diversion from 1 Gp.	Weather may be duff at time of return in One Group. Can we handle their aircraft? Met. give Middleton & Croft as best with 6-8/10 at 2000' Vis. 10 mi. Topcliffe, Leeming & Skipton 10/10 1500-1800', vis. 6 miles. 1 Group may have to send 100 aircraft to us so arranged as follows: 30 at Middleton 30 at Croft 20 at Leeming 20 at Topcliffe.

"	-460 Sq.	Binbrook	RT - Ricoh	WT - NPC.
	-625 "	Kelstern ✓	Cobtrain	UAN
	-100 "	Grimsby ✓	Bugloss	RBG
	101 "	Ludford.	Bakkstud	PKM
	12 "	Wickenby ✓	Julian	UGM
	626 "	"	Ringboard	TGP
	103 "	Elsham.	Kilskey	NKK
	166 "	Kirmington.	Leaper	TYZ
	-550 "	Grimsby.	Babytooth	JMC
	576 "	Elsham.	Milkpoint	KHR

" Endurance at 6 Gp - approx. one hour.

Monday. January 3rd 1944

06.00	Diversion from 1 Gp.	Now definite. 33 aircraft 460 Sq. - 15 Lancs 625 " - 7 Lancs. 100 " - 6 " 550 " - 5 " These are all being diverted by RT and WT to Middleton who will send surplus to Croft who are standing by. Call signs passed to MSG. & Croft 12 Gp informed
06.05	Balloons	Billingham are close-hauled. MSG will arrange for squeakers to be shut off.
06.25	Leeming as stand by.	62 Base ask for Leeming to stand by in case of any difficulty with their aircraft due to low cloud conditions. Call-signs for 1 Gp diversion also passed to Leeming.
08.50	23 Diverted	Aircraft landed in 6 Groups from 1 Group.
09.00	Off duty.	F.D. Cleland F/L.
	On duty	R.H.B. Spence P/O.
0945	1664/F	Crew to stand by for return this P.M. weather permitting; we will advise. Not to try to take off on short runway in any event. 93 Group F.C. informed.
1010	Ref. E-36 Movements	Air Firing at R.A.F. & Whitby. Bombing at Strensall, Local: H.L. West (20 M/S) & F.A. for Lancs & Hals. 1000 hrs to 1700 hrs. Extended to 1800 hrs.
1300	1 Group 4 Gp.	Instructions from F.C. 1 Group.
		460 Sqn. Captains, Navigators & W.O.'s to stay & remainder of crew return by train.
		625 Sqn. Crews to stay over & rest.
		100 Sqn. Crews to stay over & rest
		550 Sqn. Crews to stay over & rest. subject when it is OK for them to go are to go to their own station Kellingholme - not Grimsby

		T.O. 1600 hrs.
	61 Base	Will you clear following x-c Route –
1400	x-c Route	Base - Tiley - 5413N 0020E - Stonehaven - St Abbs
/		Mull of Galloway - St Bees Head - Base
1430		M.L.O 12 Gp approved Route as follows
		- Base - Tiley - 5415N 0040E - 5325N 0015W -
		Stonehaven - St Abbs Head - Mull of Galloway
		Base.
		Told 61 Base.
1430.	a/c away.	Met state while our bases should be able to receive our aircraft, there is a wide rain belt approximately from the Thames to Humber moving very slowly. En route a/c would experience low cloud (in places, 1000 ft + unbroken) with almost continuous moderate and light rain. Controller states a/c should not take off until weather en route improves. 62 Base informed.
1500	625 Sqn. aircraft (Kelstern)	1 Group now request these a/c standby for 1800 hr take-off, but weather to be checked again before actually taking off
1600	a/c away	States quo:-
		408/O - Little Snoring } Unfit for take-off
		408/Y - Juddenham }
		Crews will stand by for T.O. early morning.
		408/V - Catfoss - To return at once.
		408/A - Acklington - Now serviceable + to return at once.
		H32/E - Colby Grange - If ready, take off at once, otherwise stand by for morning.
1615	625 Sqn. a/c. (Kelstern)	1 Group request these a/c return as soon as possible. Passed to M.E.S. who will also inform Craft.
1700	1664/F	Dishforth have requested this a/c take off from Worksop on the same cross country as is laid on for 1664/E.B.D + G. Route + times have been passed to Worksop Flying Control, who will clear the movement through regular channels + advise us when a/c takes off.
1755	1664/F	Worksop now advise they are unable to properly service this a/c for the x-country but can for the short hop to Dishforth. Instructed them to arrange this as soon as it is fit for a/c to take off. Base should be fit. 61 Base informed
1800.	625/Z	Craft state their Engineer reported this aircraft as serviceable earlier but since, some work was started on it + the S.D.E. is 4's at the present time + it cannot take off as instructed. Informed 1 Group Flying Control.
1830		Off duty - F/L Spence A/C. On duty - P/O Miller A/C.
2045	408/O	A little Snoring - 3 kp. Want to know if he can return immediately. After referring to Met. said yes. 62 informed.
0035	Topcliffe	Topcliffes 270° Runway - is now clear (Sgt Rawson)

Tuesday January 4. 1944

0100	Met. Bd.	changed.
0900	Off duty	W.A. Miller F/L.
09.30	On duty.	F/S Eddland A/C.
09.49	V/408	Took off for Linton from Juddenham. 62 informed.
10.24	1654 M	" " " Wigsley from Leeming. Wigsley informed
10.30	Blanket Movement E 423.	Covers Air Firing at Whitby + R.H.B. Bombing Stewards, Height Tests to 18000', Fighter Affiliation.
14.35	S.O.S. from UYH/B	53.38N 0142E I at 14.22 not acknowledged From Heston
		53.37N 01.78E I " 14.29 " "

16.10.	Landfall Beacons.	At Torquay, bearing 360°T from 05.30-06.30 At Selsey Bill, " " " 06.00-07.00.
	Balloons.	Billingham close-hauled { 23.45-00.45 01.45-02.45 07.15-09.00
		Langley, Weybridge, Portsmouth, Southampton :- 05.30-07.00 hrs. at 15000 ft.
16.30	Diversion Bases.	Asked CFC for Ford (12 Hals) & Exeter (6 Hals) They will call to confirm this.
	" "	CFC confirm Ford for 12 Hals 419 Sqdn. " " Exeter " 6 " 428 Sqdn.
17.20	" "	Passed to Middleton.
18.30	Off duty. On duty	F/O Holland e/p F/O Spence H.Z. R/O.
1930.	Linton #1/07. K.T.F. a/c.	Informed 4 Group of having worked their aircraft as follows: A - QDR 304° - 1642 hrs. B - QDM 175° - 1641 " J - QDR 349° - 1651 " U - QDM 263° - 1650 "
2100	434/431 Squadrons. Intruder Evasion Route Practice. 12 a/c.	W/C Newsom authorized by Controller to send x-countries on return over the allotted Intruder Evasion Route. Crews were not informed before take-off and to all intents & purposes would assume there was intruder activity. A/c were sent on the evasive route as each came upon R/T on completion of the cross country exercise. For landing, there were no Outer Circle Lights, the main funnel lights were at 1/4 strength, and flare path lights were at 1/2 strength. Flying Control Officer reports a tendency on the part of some aircraft to overshoot; also to make their approach on the wrong heading.

2100	(Continued)	Two aircraft landed at Scorton on return in error. This station also had their lights dimmed. One (434/O) became bogged and is staying overnight.

Wednesday, Jan. 5/44

0001	Ident.	Board changed.
0245	Intruder Activity S.E. England.	C. F.C. advised there had been enemy aircraft in the sound, having crossed coast at Dungeness & Beachy Head at approx 0225 hrs. M.R.S. - D.G.B. further explained it was confined to London, Biggin Hill, Guildford, Oxfordness areas and should not trouble our Gardeners which had just taken off a short time ago. 12 Group had been informed but apparently did not wish to alarm us unduly. Controller in the picture.
0900	Off duty	F.Z. Spence, F/O. On duty A.V. Hilly F/Lt
0912	419/P	From Middleton: this a/c crash-landed at Klatton (12 U.S. ship.) Terrible day.
09.50. DFCO's	Diversions To Middleton and Croft	In view of the non-co-operation of 12 Group reference shutting down "Squeakers" at Billingham, aircraft should only be diverted to Middleton in the event that there are no other available airfields in Group. Croft is not affected as seriously by interference as M.S.G. and should be used for diversion before Middleton in emergency.
1000	Summary Ex.	to 4 hrs: Hal. & Lancs. bombing at Stensall, air firing at Whitby, F/Ls & lights tests to 20000 ft from 1000 to 1800 hrs.
1145	431/X	at Woodbridge is serviceable but pilot is not to be found so another pilot & engineer are being sent down to day by air - okay by SHSO

1230	Permission	given by SASO for 434 to send a Halifax up to Brunton (90TU) today to arrange fighter affiliation with them. The SASO specifies that he wants the squadron commander to report to him either after or before the flight the purpose of going up there.
1235	diversions	Controller says it is not necessary to lay on weather diversion bases for the time being.
1430	QFE broadcast.	From W/C Powell 62 Base: occasionally their a/c return from ops. 3/4 of an hour to 1 hour before ETA thus not getting the QFE broadcast in time; he wants permission to send this broadcast out 1½ hrs. before ETA to catch these early returns. Controller said okay and will take it up with Air I.
1440	Bullseye	1659 will not be able to have their a/c ready for the Bullseye by time of take-off and want permission to do a shortened route – base, Flamborough, 5215N 0200E, Lakenheath Bombing Range, Rushford Bombing Range, Eye, Haverhill, Base, Carlisle, Base. Controller said okay.
1510	diversions	From 6FG: can we take 100 a/c from the southern groups ~~tonight~~ tomorrow morning around 8 o'clock. Controller said okay – gave them the following stations: Croft, Leeming, Skipton, Dalton, Tholthorpe, 20 a/c each. They will give us more gen later. Told 6FG we could not give a definite opinion on the weather till after Met. conference.
1530	2 HCFs	will be on bearing of 270° True from 0800 – daylight
1730	diversion	6FC say possibility of diversion quite likely they have allotted our 5 stations to 1 Gp. All our stations have been warned of this diversion. Told 6FG we expect smoke haze in our southern stations, vis. at worst 1500 yds.
1810	diversion ~~Station~~	In view of shortage of a/c's 6FG would like us to take another 10 Stlgs. from 3 Gp. Air I said we could take them at Croft, and also that we can take a total of 30 a/c at each of our northern stations if 6FG requires them.

1800	diversion 92 Gp.	Can we stand by for 4 Wellington of 92 Gp. on X-countries in case their weather should close in about mid night. Gave them Leeming. Will say okay.
18.30	Off duty. On duty.	HK Miller. FS Caldland F/L.
19.30	Wombleton.	Now okay for diversions. Has inter circle & drem complete except for taxi track (partially complete) No beacon, but "VC" the peace-time characteristics will be displayed.
DFCO's	Squeaker's M. St. George's	A signal has been received at MSG From Balloon Command authorizing the local arrangement to close down Squeakers direct between MSG & Balloons
19.50	Report from Topcliffe.	2 double red signals seen about 10 mi. east of Topcliffe. Look like Very lights from an aircraft. Checked with 12 Gp. but they have no report.
19.00	K/433	Will be flying at 10-12000' instead of 17000' due to lack of oxygen equipment. Passed to 12 H45.
19.50	Y/431	Coming from Woodbridge for Croft. Left at 19.30.
21.00	Balloons. Billingham.	B.A.O. 12 Gp asked – "Do we need close hauling at Billingham" arranged that they be down from 07.00 hrs on.
22.30	Diversions.	Offered to CFC:- Middleton 32 Croft 32 Leeming – reserved for our own aircraft. Skipton 32 Dalton 20 Tholthorpe 20 Wombleton 20 if necessary. 156
22.40	Crash.	Vivid flash reported north of ~~Skipton~~ by
22.50	"	12 Gp. say crash just north of Middleton. Posn 8733.
22.52	"	Middleton say aircraft crashed just about one mile north of them – visible from watch tower. Have sent out ambulance & fire tender. W/T also on job.

Thursday January 6th 1944

00.10	Crash. (W/431?)	Body found identified as F/S. Barlow who was one of crew in W/431. Aircraft burned out and impossible to identify.
00.14	"	Also body of F/S Morrison (Pilot) found.
00.15	"	Position of Crash - ¼ mi. N of Long Newton at Rutters Farm.
02.00	W/431 (LK-658)	Only 6 believed to be flying in this aircraft tonight, as Sgt. Bothwell the rear gunner was sick. Crew are as follows. F/SGT MORRISON (PILOT) IDENTIFIED; F/O SHANK (NAV); F/SGT SCHOENHALER (B/A); F/SGT BARLOW (W.O.) IDENTIFIED; SGT LAMONTAGNE (M/U); SGT BOTHWELL (RG) OKay-was sick—; " GREENWOOD (F/ENG)
01.30	92 Gp Diversion.	Leaning not required - 92 Group can cope.
07.00	Diversions -	1 Group will not require us any longer.
08.50	Fire	ENE about 6 mi from Wombleton.
0900	Off duty On duty	F/L Cleaver. H.B. Spence P/O.
1000	Blanket Movement E-24	Air Firing at R.H.B. & Whitley + Skipsea Bombing at Stirensall, Local F.A. & H.A. Tests for Lancs & Hals. from 1000 - 1700 hrs.
1040.	W-431 Crash	All concerned informed of pertinent details.
1215	Emergency Diversion Base	Requested from C.F.C. 2 bases, - one at Exeter & other, Docking - Coltishall area.
1300	ditto	Bases secured from C.F.C. & allotted as noted. Exeter - 419 & 428; Coltishall - 433. Stations informed 1330 hrs.

Thursday January 6th 1944.

1320	R.F.B.18 (Torquay) R.F.B. 4 & 8	Beacon at Torquay on bearing of 030° from 2145 - 2245 hrs and from 0015 - 0115. Beacon No. 8 on bearing of 260° from 1945 - 2045 hrs. Stations informed 1330 hrs.
1325	Balloons	Yeovil & Bristol - 1500 + 500 ft. resp. with control from 2100 - 0230 hrs. Norwich - 1500 ft with control from 1730 - 0830 hrs. Billingham & Middlesborough will be close hauled 1730 - 1830, 2330 - 0045, 0150 - 0305 hrs. Stations informed 1330 hrs.
1830		Off duty - H.B. Spence. P/O. On duty - A.H. Miller F/Lt.
1900	R.F.B. 4 & 8	cancelled

Friday ~~Decem~~ January 7.1944

0100	Ident. Bd.	changed.
0245	all Group	aircraft locon.
0900	Off duty	A.H. Miller F/Lt.
	Linton U/S	Temporarily U/S - one runway U/R, others not into wind.
09.00	Off duty. On duty	F/L Miller F.D. Cleland F/L.
09.20	Eastmoor	Only one runway serviceable for 48 hours - tarmacing intersections.
	Linton	Now serviceable.
09.30	Blanket Movement E 33.	Air Firing at R.H.B and Whitby. Bombing at Stirensall, Local Fighter Affil. H.A. tests for Lancs + Hals. 1200 - 17.00
10.00	Linton	U/S all day.

11.00	Permission	granted by 12 Gp for an aircraft of 431 Squadron to drop a reconnaissance flare at posn 5340N 0080E tonight while on X-Country. Also at posn 5428N 0100E.
12.00	AVM Cochrane.	Landed at Dishforth - lunching with AVM Brookes - will leave at 14.15 for Leuchars in Proctor X230. Route passed to MLS.
13.00	A.A. Observers.	9 are offered.
13.20	"	1664 can take two. Passed to Middleton.
13.40	"	1679 " " " " "
"	Low Flying.	Eastmoor report a Lone "MC" F low-flying at 100 to 200 ft in their area about 12.20 hrs.
13.45	Bullseye :	Offers. 1664 - 2 Hals - 2 Observers 1679 - 2 Lancs - 2 Observers 4+6 - 4 Lancs - 408 - 3 Lancs - 2 Observers (Cancelled) 433 - 8 Hal. - 4 Observers (Cancelled)
13.45	Off duty.	FD6 Liland o/c On duty Sl.H. Miller F/Lt.
17.15	Billingham	balloons will be close-hauled from 2300 to 23.59.
17.20	Eastmoor	will have their chance Light on, on the intersection of their runways till 2000 hrs. for workmen repairing the runways.
18.30	Off duty On duty	Sl. H. Miller F/Lt. H.B. Spence. A/C.
2030	Bulls-Eye T.I. Markers	S/D. state there would be no T.I. demonstration at Rushfords as previously laid on, and suggested following be sent to our a/c: "NEGATIVE T.I." D.S.O. arranged for message to be sent on Station H.F.D.F's. and Hull, Section K.
2050	431/X&F at Woodbridge	C.T.C. advise X is now serviceable and F due for air test tomorrow morning. Croft desire permission to fly a Halifax down to Woodbridge with 2 crews to bring back these aircraft when both are

		serviceable. Request that we check serviceability of 431/F through C.T.C again in the morning at 1000 hrs.
2100	KWH/V 81/OTU Dilstock	Message (position) received by Linton 990H FDXS VCIM Too. 2019 Passed to 93 Group T.C.
2130	NWU/Z Dilstock	Message (pos.) received by Linton 990H FDIF NWON Too. 2106. Passed to 93 Gp.
2200	5 Group Diversion	Offered Dishforth & Leeming - 10 each if required. Met appears OK. They hope to be able to cope within their own Group.
2215	ditto	Dishforth stood down in so far as this diversion is concerned
2225	NWU/Z Dilstock	Message (pos.) received by Linton 990H OUBC NWKY Too. 2208. Passed to 93 Group.
2250	1664/H+C.	Bombing details of these 2 a/c cancelled. On request of 61 Base instructed Strensall to advise them to return to base when they arrive on the ramp.
2240	1679/M. FIX	FIX from Hull. 5338N 0101E 2nd class T.O.O. 2225 acknowledge Requested 12 Group T.C.R.O. to watch this a/c as he was over the sea and considerably off track. Later obtained by 12 Group to have crossed in at Flamborough Passed to 61 Base
2300	Met Deterioration	Some deterioration at all stations. Diversions within Group may be necessary to land Bulls Eye a/c.
2345	1679/M.	Had A-222 plotted in at Whitby & down valley - which appeared to be 1679/M. Leeming reported darky at this time from Benefit 'M' who thanked them for information. Plots on A-222 continued on down south and west to Eskdalemuir. Not our a/c

Saturday January 8th 1944.

2350	426/Q	Landed at Chedworth at 2251. Interpreted W/T message on T.I markers to be. "Land anywhere"
		Saturday Jan 8/44.
0001	Ident Board changed.	
0020	1679/M.	Landed at Base.
0053.	1664/C	Landed at Eastmoor. 61 Base sent diversion message to go to Middleton. A/C stooged around Linton who tried to land it. Finally sent W/T message diverting him to Middleton who were standing by. Apparently A/C did not get message & finally stooged off to Eastmoor who tried to land it also. Could not make contact with A/C on R/T, but finally got him in.
0030.	5 Group Diversion	Coping OK. Leeming stood down.
0100	Bull's Eye C	All Group A/C down.
0230	5 Group A/C	4 Group requesting diversion of a/c from 5 Group. Checked Met & Stations. We are red and yellow more than 4 Group. Finally sent to Waddington in 5 Group.
0900	Off duty H.B. Spence P/O. On duty A.H. Miller F/Lt.	
0915	426/Q	Linton want this A/C to return from Chelveston immediately. Informed 1st U.S. Wing.
0955	Summary E17	A/C to W & S: Val. & Lancs. air-firing, bombing, F/A. and local height tests to 20000 ft 1000-1800
1105	VIP (#47) (E338)	A/C Johnson took off in Oxford from Topcliffe for Wombleton at 1055. Passed to W & S.

Saturday Jan 8th 1944

1120	Diversion Board (emergency)	Controller instructed that Ford be requested from G.H.Q for our 30 Hal. in case of emergency. Sect. say it will be as good as anywhere.
1130	Permission	granted by SHQ for 431 to send a Halifax down to Woodbridge with skeleton crews for 431/X & F which are now serviceable.
1320	Diversions	From G.H.Q: Tangmere & Ford are allotted to us Controller says we will not require Tangmere so it was not taken. Sect. say weather at Ford will be good.
1500	Z.H. Beacon Balloons	at Selsey Bill will be on bearing of 360° True 2210-2250 Langley & Weybridge will be at 1500 ft 1700-2359 Southampton & Portsmouth " " " "
1820	Off duty	A.H. Miller F/Lt.
1830	On duty.	F.D. Cleland F/Lt.
22.47	C/408	Fix from Hull - 5453N 0204W II.
		Sunday January 9th 1944
00.16	W/426	Fix from Hull - 5413. 0445W III (Landed 0108)
00.33	C/408	Fix from Hull - 5352N 0455W III (Landed 0205)
02.05	All Night	Flying finished in Group.
09.00	Off duty - On duty	F.D. Cleland F/L H.B. Spence P/O.
0915.	Movement E-15	Air Firing at R.A.F. Whitby Bombing at Strensall Local F/a. & H.V. Tests for Hals & Lancs 0430-1700 hrs.
1155	XGA/D	Advised 9 Group that M.S.G. gave following QDM's to m/n aircraft 215° at 1028 hrs. 175° at 1041 hrs.
1320	92 Group Diversion Westcott	Linton standing by for Wellington from Westcott W.D. o/s. R.G.Z. 12 R.2 o/s. Harbour.

Sunday. Jan 9th 1944.

1400	3 Group a/c RXY-A WTG-M LWZ-H	Requested by 3 Gp. F/c to pass following message to their m/a. a/c via Middleton. "Land at Acklington or any aerodrome en route."
1403	Well. X3545.	From Lossie to Henlow c/o Irwin Landed M. STG 1311. staying overnight. Told F/c Lossie & Henlow
1445	93 Groups Diversion	Offered C.T.C. Middleton St. George for diversion of 7 Wells from 93 Group if required around 1700 hrs. From Wymeswold. - W.T. - RUW/V R.T. - Threshold. From Worksop. - WT - SNZ/Y - R.T. Polestar WT - NDW/B - R.T. Eastail. M.S.G. informed.
1445	92 Group Diversion	Harbour 2 landed Leuton 1444 hrs 92 Group informed.
1527	LWZ-H.	This a/c acknowledged message in entry 1400 hrs. 1438
1530	1 Group Diversion	Offered M.S.G. to 1 Group for diversion if required.
1610	93 Group Diversion	Ref. entry 1445. These a/c landed at their own bases. 93 Group. are diverting ace Stirling to us.
1600	SBG/G.	There have been various cases of misunderstanding with regard to the use of the G.O.F. And the stations Leeming & Skipton seem to be under the impression that this is an ordinary communication channel. Arranged for the recall of a Skipton aircraft SBG/G and passed the following message on H/F D/F (Beer 99EH - AIJD - QBTF - YMJD - EQIK - YUJD - XCQO - RXMG - QB. "Maintain height let down North of Base."

Sunday Jan 9th 1944

Not sent on G.O.F. as it seems that no attempt had been made to get him on H/F D/F.

1610	Danesh/F 92 Gr. Diversion	Offered M.S.G. to 92 Group for diversion W.T. c/s. W.C.K. - Wellington from Bruntingthorpe.
1710	SVG/G	on Leeming H/F D/F
1610	1st 92 + 93 Groups Diversions	Stood down. Not required M.S.G. informed.
1630	Diversion American	Offered to assist Americans if they require diversion, up to 1830 hrs.
1638	14 + 7 a/c. KAY/C	Arranged to send following message on Section K. - for Leeming. 99XG JYTY AGYP AGTY YIIJ KUJV JV Return to Base via St. Bee
1745	ditto	In decoding above message noted last 4 letters were wrong. Checked Leeming who say it should have been "UV UV". Leeming Ops. who also took message when passed to Group here took it as "JV JV" also. Leeming F.O. state correct version was sent on their station W.T.D.F.
1745	2nd Bomb. Diversion Cattle Rail "A"	8/24 aircraft is to be diverted to Middleton. Has not acknowledged message sent him yet. Crew are comparatively green + have no night flying information with them. May have to be rearedlighted up. W.T. c/s. "YAP"
1830	Off duty H.L. Spence F/O.	On duty A.H. Miller F/Lt.
1900	Cattlerail "A"	landed at Manston - Middleton Stood down.
1915	all Group a/c	now down.

0100	Ident. Bd. changed	
0900	Off duty	W.A. Mellor F/Lt. On duty. F.S. Cleland F/C
09.08	Blanket Movement. E 309.	Air Firing Whitby & R.H. Bay Fighter Affil. Locally Height Test " 20000. Bombing at Stenuadl & Skipsea
09.45	Crash near York.	York police have phoned Linton re crashed Halifax in grounds of Fairfield Sanitorium - Crash is nearer Rufforth & York. M.T.S have sent out Fire Tender & Ambulance. Contacted F/C 4 Groups who will take crash action from Rufforth.
12.00	"	No information on this yet from 4 Groups. Adj. of RAF Clifton told 62 Base that aircraft is Halifax, 2 bodies (unidentified) found.
12.25	"	Appears to belong to Marston Moor - 4 Group want Linton to guard it and take crash action as they claim it is in Linton area. Referred to Controller who agreed. Passed to Linton Base who are not particularly happy about the whole thing.
12.40	"	Final arrangement is that Rufforth will take all further action necessary including crash action & guarding.
15.00	Proctor reserved	for S/L Lawson 09.45 Jan 11/44.
15.30	Permission	granted by SASO for W/C Sweatman to take Proctor to Leeming tomorrow morning for conference.
18.30	Off duty. On duty	F.S. Cleland F/L H.L. Spence Flt.
1920	Searchlights Nr. Dishforth	61 Base complained of searchlights bothering their a/c on C+L. The lights line up on the runway parallel to the Great North Road and are particularly disconcerting to a/c Landing. 1 Group R.C.D. will try to have them doused.
2015	Messages from 43 Gr. etc.	From 62 Base + passed to 43 Gr. F.C. ZK6 Important. MRM/R. 99DM FY. T.O.O. 1920. Decoded. Position 1. CN.1. Important PAR/O 99DM HSJZ KAGU T.O.O. 1928 Decoded. Pos. 5345N 0021W.
2130	ditto	From Linton + passed to 43 Gr. F.C. ZK6 MRM/W DM ZPTR T.O.O. 2033 Decoded: Pos 2 47 min.
2300	ditto	From Linton + passed to 43 Gr. F.C. CN1. NBW/E 99QT PINE KAPQ T.O.O. 2230 Decoded - Crossed Coast 5410N 0014W.

Tuesday - Jan. 11/44

0001	Ident Board changed.	
0900	Off duty	H.L. Spence Flt. On duty W.A. Mellor F/Lt
1030	Possible diversion - U.S.A.A.F. -	From S/D: Americans have around 100 a/c out on ops. due back about 1400-1500 hrs. Weather will not be good in any part of England and all groups are requested to be prepared to land some of these a/c. From Met: our weather between 1400 + 1500 hrs vis. 1000-1500 yds in south 2500 yds in north cloud base - 4-7/10 at 2000 ft. 10/10 at 10000 ft. all stations warned of above.
1230	Testing RAB Post N1. North Berwick	Middleton will give us two hours notice of one of their a/c going up to test this post tomorrow morning. F/L Lo 12 to be informed.
1580	U.S.A.A.F. diversion	Nothing came up in our area. All stations stood down.

~~Tuesday~~ ~~Wednesday~~ Jan 12th 1944.

18.30	Off duty.	F/L Miller On duty F.D Cleland a/c.
18.30	No flying	in Group.
0001		~~Wednesday~~ ~~Thursday~~ Jan 12th 1944
01.00	Ident Board	changed.
09.00	Off duty On duty	F.D Cleland a/c. H.R Spence P/O
1830	No flying in Group	
		~~Thursday~~ ~~Friday~~ - Jan. 13/44.
0001	Ident Board changed.	
0130	Wellington Air Gnr Pos S. RIT Bloodhound W/Op. S.S.L.	12 Group advise this a/c appears lost Should be going to Nets Corner. Present pos. vicinity of 5535N 0205W (Holy Island). Was working Prestwick (3425); also 3105 or alternative 4162. Fighter is attempting interception to bad him to Drem or Easton.
0145	ditto.	Position now is about St Abbs Head. M.S.G. swinging to 3425 frequency. Also Thornaby x-d gpa.
0200	ditto	Believe pos now to be over Drem - both fighter & Well, but as they are above cloud it is not certain.
0205	ditto	Frequency now. M.S.G. 3105, Thornaby 3425 & Dyce 4162.
0220	ditto	Landed at Drem. Original Ctg diverted to Prestwick, and acknowledged; then followed some confusion and a/c sent wrong he was proceeding to Dyce. Instead he went to position noted above. (Horseshoe or Rabbits foot?)
0900	Off duty H.R Spence P/O.	On duty. F.D Cleland a/c.
" 30	Off duty F.D. Cleland.	On duty H.R Spence P/O

1645	Master D.M. 133.	Ex. 12 Group M/Ac. aircraft P/O Stewart en route to Topcliffe, landed at Thornaby. 6 Base informed.
2115	Night Flying	Passed to Central Flying Control for information.

Friday - Jan. 14/44.

0001	Ident Board changed.	
0900	~~Ident Board~~	Off duty - H.R Spence P/O. On duty A.N. Miller F/Lt & W. Warwick F/O.
0945	Summary E. 37	to 11 L.S: air firing at Whitley, bombing at Stenusall, local F/Lt & height tests, to 20000 ft 100 - 150 kts.
0955	Permission	granted by SASO for 1664 to send Hal. to Lutterworth to inspect the Lillah a/c today.
1055	Bullseye	To Middleton: 19 AA observers can be accomodated on Bullseye tonight (as per Bullseye B) They will pass to 43 AA. Observers to report at latest 1600 hrs.
1115	Diversion	Requested two patrol & emergency a/D's for 49 Lancs. tonight in NE East Anglia on instructions from Controller. Met say okay for that area. 6 Gp 6 will allot them after Met. conference.
1150.	Ops. Controller 12 Gp 6 Gp # 2	Landfall beacon No. 2. period 2145 - 2245 - 70° at bearing 270° T. Others will be on bearing of 270° True from 21.45 - 22.45
1300	M.L.O.	Permission received 2 433 A/c to drop bombs at positions 53·50 N 02·20 E. also 2 A/c of 429 Sqd.
1415	Incoming Diversion	From 6 Gp 6: how many of 5 Gp's 164 a/c can we accomodate tonight as a weather diversion? Controller gave them Middleton, Broll, Leeming Skipton, Dalton. Met. say weather will be good.
1430	Diversion	From 6 Gp 6: West Rayham & Foulsham allotted to us by 6 Gp 6 for provisional patrol & emergency diversions.
1400	4 Gp a/c 2 & 6 Middleton 1515 - 1615 hrs.	From 4 Gp: can they use one of our stations for two a/c from hisself to to circuits & landings? Controller said okay. Middleton say they can take them. Call signs & letters passed to Middl

FRIDAY JAN. 14. 1944.

1640.	Billingham Bal.	Request granted from. B.L.O 12 Gp. to close haul Billingham. Bal. from 2300 - 0030 hrs.
1655	5 Gp. diversion	From 5 Gp: diversion looks as though it will be 60-40 for the diversion. They will give us particulars later. They say their a/c have been briefed to the effect that if the diversion base is a satellite, the a/c goes to the parent a/d and sets course automatically on a course given to them at briefing for the satellite. They will be sending about 115 a/c at the most up to us. Our R/T is teed up to receive them. Bullseye a/c are due back about 23:30.
1755	Darky	From 13 Gp: They have a Halifax calling Darky in their area and wonder if it is one of ours. Told them we may have one in that area but have no reason as yet to be worried. They did not get the call sign but will give us any more gen. they get.
18.30	Darky	(see above) From 12 Gp: this a/c has now landed at Aldsforth. He had been roaming around Scotland calling Darky; Lossiemouth, Kinloss, Turnberry & Banff all answered but could not contact him. Aldsforth say they had no a/c that was up in Scotland - in fact had no x-countries today at all. Informed 12 Gp.
1830	Off duty	W.H. Hillier F/Lt. and W.A. Warwick F/O
18.30	On duty.	F.D. Cleland a/g.
21.15	Billingham Balloons	Now close-hauled from 22.00 - 00.30 hrs in view of possible diversion from 5 Group.
21.15	5 Group Diversion	Diversion now seems unnecessary. If necessary they will divert by R/T to us. Allotment made as follows:- M.S.G. 207 Sq (11) Call Sign October WT "OQT" 106 " (13) " " Hobler " "UKL" Croft 619 " (11) " " Lowgrunt " "JBO" 463 " (12) " " Dimpare " "RCA" Leeming 9 " (15) " " Pompey " "JOA" 51 " (10 " " {Senate " "KBP" {Aggie " "

Friday Jan 14th 1944

21.15	"	Skipton 50 Sqdn. (16) Call sign Ubell WT "KOZ" 49 " (9) " " Anona " "PMQ" Dalton 61 " (11) " " Carlight " "RLP" 44 " (10) " " Echoe " "TUD"
21.25	"	The above call-signs etc. passed to all stations.
23.00	Bullseye A/c	From Croft. Several of these crews report that they understood they were recalled by searchlights near Portsmouth which waved them North. Checked with 10 Group who say 10 Group were homing an aircraft there and not recalling. Passed this gen. to Croft.
23.45	5 Gp Diversion	definitely scrubbed.

Saturday Jan 15th 1944

00.10	" " to Leeming.	To Leeming at 03.30-45 hrs: 5 Gp would like Leeming to standby for 10 Lancs of 617 Sq. Call sign: "Nylon" D/F. "MJB" Will be on X-Country and weather at base doubtful. Warned Leeming, although our Met think 5 Group should have fit stations at that time.
01.55	" "	Scrubbed - Leeming + 6 Gp. Met. informed.
02.00	2 Bail-Outs.	From P/429 - Coming back from Bullseye crew were practising Dinghy drill - Captain said "Bail Out" and out went the Flight Engineer and the Rear Gunner. I'd say this was carrying the practice a little too far.
03.20	" "	12 Gp. want to know if both have been found, as the Derby police have organized search. Checked with F/L Leeming who say yes, one was found near Sheffield + the other is okay at a R.A.F. Station. Both have been given instructions by W/C Pattison to return tomorrow morning. Phoned Derby Police to call off search.
09.00	Off duty On duty	F.D. Cleland F/L. H.R. Spence F/O.
0910	Movement E-6	Air Firing at R.A.F. + Whitby; Bombing at Strensall. Local. T.c. + W.T. Tests for Aces + Lancs from 0930-1700 hrs.
1135	Well from Hawes dis. to W.S.H.	91 Group sending m/p a/c to W.S.H. 9% W.T. T.2.T. "F" R/T Adjust. W.S.H. ADJUST "F"

1145	Well. Adjust "F"	To be re-diverted to Charter Hall by R/T as M.S.H. now "duff". 13 & 91 Groups informed.
1200	ditto	91 Group now have a good station & may wish a/c sent there.
1215	ditto	This a/c to be sent to Wellesbourne instead of Charter Hall. M.S.G. to send W/T message. " Proceed to Wellesbourne" 91 Group also sending message. 13 Gp. informed
1310.	ditto	By 91 Group. Landed at Husbands Bosworth. M.S.G & 12 Gp. informed
1830	Off duty H.B.Spence P/O. On duty D.H. Miller F/Lt.	

Sunday January 16. 1944

0000	Ident. Bd.	changed
0900	Off duty	D.H. Miller F/Lt.
0900	On duty	F.D Cleland F/L.
11.35	Mosquito	333 Sq. at Wombleton. Contacted 18 Group re his return to Leuchars today. As soon as it is fit to take-off at Wombleton he is to check with Met re conditions at Leuchars and if he decides to go it is Okay. Passed this information to 61 Base.
12.00	"	18 Group phoned that this aircraft was not to take off as Leuchars will be unable to land them today. Wombleton to check up again tomorrow.
1430	M.L.S.	M.L.S. 12 phoned re. Balloon adrift from Newcastle & caught on a chimney flying at 7000 ft. We have no A/c flying
1640	Offord	62 Base. re. route of Offord a/c Jacobs. flying to Cyp. ? to St. Angelo. Route passed to M.L.S. O.K'd. leaving 17/1/44 morn. if weather permits. S.A.S.I. not around for permission given.
1830.	Off duty	F/L Cleland. On duty H.B.Spence. P/O.
0030	—	changed Ident Board.

Monday. January 17. 1944

0900	Off duty	J.R. Wyman F/Lt. On duty D.H. Miller F/Lt. and W.A. Warwick P/O.
1830	Off duty	D.H. Miller F/Lt. On duty. F.D Cleland F/L

Tuesday. January 18th 1943

01.00	Ident Board changed.	
09.00	Off duty.	F.D Cleland e/p. On duty H.B.Spence. P/O.
0910	Movement E	Air firing at R.A.F. Whitby, Bombing at Strensall, Local. F. D. & Height Tests for Hals & Lasses from 0930 to 1100 hrs.
1020	Crash 1659/J. R-4386	61 Base state crash occurred near Thirsk. They are taking action; meantime Spare Fire Tender from Skipton will stand by for Topcliffe. Cause - One engine caught fire, a/c approached to land but could not as another was touching down. He pulled up but was unable to maintain height for another circuit. Turned left from the approach & landed in nearby field. 3 of crew O.K., 3 are hospital cases. & 1 serious. A/c believed to be Cat. E a/c did not burn.
1130	93 Gr. Polestar T W/t M.M.d/T.	Offered C.F.C & 93 Group Middleton St. George for diversion of this Wellington. M.S.G. informed.
1140.	1 Gr. a/c Diversion "Lasses"	Met state M.S.G should hold out until 1300 hrs at least. Offered this to C.F.C & 1 Group which was accepted. R/T ops. Bundock a/c letters L.W.Z.V.G. W.T. - (G.) U.B.B. Others W.P.Q. Permit to M.S.G.
1145	Polestar J.	Landed at Ringhalme. M.S.G. informed

1200	Crash 1654/J	Now understand 4 seriously injured.
1200	1654/T.	Recalled from H.S. Exercise & signal acknowledged. No further word from the a/c. 12 Group report 7 parachutists landed near Wittering. Maybe ours but no definite information received yet. 61 Base informed.
1230.	Crash Nr. Swilesworth	61 Base reported Crash near Kepwick sending ambulance to Thirsk for further direction to scene. Evening report from North Allerton Police of crash at Swilesworth (Osmotherley) near foot of Black Hamberton Hills. 6 dead + 2 shot believed in wreckage. Thirsk + North Allerton Fire Brigades & Police scene. This is same crash as reported to 61 Base by Thirsk police. Crash occurred at 1100 hrs. 61 Base ambulance carrying on and Leeming told to handle guard for Crash. Ref. Map 72 - 1/63750 This may be our 1654/T
1415.	1654/T Crash. LW 334	Re entry 1230. Confirmed this is n/m aircraft. Only 6 in aircraft all killed. Emgr. Officer Topcliffe also attending Cat E.
1415	1 Gp a/c Diversion	All 5 Group a/c diverted to M.S.G. have landed there O.K. 1 Group informed.
1500	1654/J+T Crashes	Following informed. T Controller ✓ P.H. ✓ S.D.O. (also for Mc Saunders) ✓ Equipment ✓ Engineer ✓ S.A.S.O. Air I ✓

1500	1654/J+T Crashes	Setters re crews:- 1654/T. — J-10983. Flt. Lt. Lavalée J.P. (Pilot) killed J-20970 Flt. Lt. Boisvert W.L. (Nav.) " J-23716 P/O. Phillips W.L. (B.A.) " R-111125 Sgt. Griffe G.E. (W.O.P.) " R-187771 Sgt. Hewson G.H. (M.U.) " R-54130 " Kimbakke R. (F.E.) " 1654/J In North Allerton Hospital, seriously injured: F/O. Baker, F.H. (Pilot) J 21903 W/O. Sharpe J.H. (B.A.) R 101913 Dead. Sgt. Hill S.R. (F.E.) 1874686 " Petty L.L. (Ba.G.) R 174776 Cut & bruises, released from sick Quarters, Topcliffe:- Sgt. Johnston - R 251471 (?) W.F. (M.G.) " Haynes. - R-61327-A F.R. (F.E.) " Bradley - 1314683. G.S. (W.O.P.) ~~F/O. Harknett - J 14244 J.F. (NAV)~~ ~~(First named still in sick Quarters)~~
1600	1656 Sqn. a/c at M.S.G.	On instructions from Lindholme F.C. crews are to stand by ready for take off at first light tomorrow morning. Weather + Base to be checked before actually taking off. M.S.G. informed.
1630.	1664 d/c. @ 8 Lc 19-1-44.	Croft will take 3 in A.M. + possibly 3 in P.M. Leeming 3 in A.M. Dishforth to check again tomorrow morning for final O.K.
1740.	1654/T Crash.	Further details. - a/c took off at 1000 hrs. at 1004 by R/T. instructions were given for him to return to base, and this was acknowledged. Following a lapse of 14 minutes and no further contact W/T message 'Return to base' was sent. This also was acknowledged at 1022 hrs. Report from either a shepherd or the police that crash occurred at 1030 and not 1100 as previously understood.

1830	Off duty H.B. Spence Flt.	
1830	On Duty - [illegible] F/L.	
	January 9th 1944.	
0100	- Ident Bd. Corrected.	
0900	- Off Duty - [illegible]	
	On duty F.D. Cleland F/L, W.A. Wasnuck F/O	
18.30	Off duty. F.D. Cleland F/L	
	On duty H.B. Spence Flt.	
0	Thursday, Jan. 20th 1944	
0001	Ident Board changed.	
0900	Off duty H.B. Spence Flt.	
0900	- On Duty - [illegible] F/L	
0910	ATB HALCROFT.	ROUTE to ST ATHANS. via Liverpool and W. Coast of Wales - M.L.S. Prefer N.C. ant Southport N.C. in ST BEES or Prestatyn Passed to F.C. Craft.
	MET.	Fog over Industrial areas: vis over Land ST ATHANS clear. vis 2 mi. QBB 1500 ft ok. To take off.
1015	" "	Confirmed with F.C. Craft ATB HALC may take off - N.C ant Southport - N.C in Rhyl. Confirmed with MESS.
1030.	Lindholm Lancs.	Ex. F.C. MESS. Lindholm Lancs ordered by Lindholm Arent, to return to base. - No interference made thought 6 Gp duty Met Tone too Shapping other Met at Lindholm.
1030	Oxford G/C Ross.	Flight beg G/C Ross in Oxford. ex M.S.S. to Acklington passed at V.I.P to FGLO 12 ETD - 1030 - ETA back - 1115.
1040	J/434	To F.C. W MARKING This a/c to take off when weather fit at N. Marking. Craft expected to be fit all day.
1120	TRAINING FLIGHTS.	Because of sudden weather deterioration in the centre of the Country all training Flights from Skipton and stations in BASE 61 CANCELLED. M.S.S. Advised.
1122	J/434	6 Gp Met advise no change is necessary in Instructions given to W. Marking - see entry 10.40
1125	12 Group Bentley.	Proposed for tonight. Route: Bases: Ipswich: Lowne: Hull: Tynemouth: Newcastle: Leeds: Kettering: Bases. = Passed to Bases 61: Bases and Skipton with request for participation of Ones; which were answered as follows: #20. 1659. #25. 1664. #24. 1666. N.I.L. N.I.L. 1679.
1155	"	Major Haines - advised 6 Group participa N.I.L.
1158	Buster MZ 165.	Capt. Harris. of Dishforth from Falconara, enroute Ipswich. Landed because of weather.

January 20th 1944

1200	Diversion Bases	To C.F.C. request for at least 3 Provisional Weather Diversion Bases in East Anglia - to night to apln.
12.10	L.F.B.#2	Bearing 280°T - 2250 - 2350 hrs. Arranged with apls 12n.
12.10	BALLOONS	BILLINGHAM } CLOSE HAULED. MIDDLESBOROUGH } 1st: 1500 - 1700 hrs. 2nd: 2230 - 0100 " Arranged with B.L.O. 12n.
1420	Diversion Bases.	- Finally - after 4 requests the following stations were allocated by C.F.C. and apportioned to Sqns as follows: 408 Sqn - Wardwick - 2nd U.S.A.B.D. 426 " - Nether Dunsay - " " " 432 " - " - " " " 427 " - Handling - " " " 429 " - Shipdham - " " " 428 " - Bury St Edmunds 3rd U.S.A.B.D. 419 " - Thorpe Abbots 3rd " " 431 " - Great Dalfield 3rd U.S.A.B.D. 434 " - Snetterton Heath " " " 433 " - Foulsham " " " Stations informed and given as many Pundit Adm's and Instructions as could be obtained.
1530.	AUSTER.	Route forecast from Dishforth to "Church Stanton" = 1500 - 2000 yds: = not advisable.
1605	J/434.	Query Ex F.C. 11. as to safety for this a/c's return = 66 not Sure unfavorable picture as of E.T.D. = ABI advised that the a/c. showed remain at WOODBRIDGE. = F.C. 11. informed.

*Passed to F.C. #1 & 2

January 20th - 21st 1944

1800.	D/D	Coll signs. etc passed to No 3 U.S.A. Bomb D/D.
1801	E/433.	Passed to M.A.S.I.V. that this A/C had been instructed to Jettison and warned re Crossing the coast out at Flamborough approx 180
Season		Hydraulic's u/s.
Gear		Undercarriage - down.
Return		To Crash Land if necessary at Skipton.
N.B.		1. Call signs etc for Sqn's allocated to No 3 U.S.A.B.D. D/D to be passed at 2000 hrs.
		2. D.I.C.O.'s to Read Standing Instruction No 34 and carry same into effect tonight if conditions merit.
1830	—	Off Duty - [illegible] F/L
18.30	—	On watch. J.D. Eiland F/L W. Warwick F/O.
20.30	Cloud Marker Beacon:	Will operate from 23.00 hrs until we inform them to douse.
21.00	Diversions.	Call signs passed to #3 USA Bomber Division + 100 Lys. Also told them that there would be no diversion but that isolated aircraft might reach them.
21.30	Dishforth.	Asked 61 Base if they could have Dishforth standing by for operational return to take overflow.
23.45	Croft	Report their lights have failed. Want to send aircraft to Scorton who have been asked by Middleton to stand by. Told them OK.

Friday. January 21st 1944

00.01	434/C	Message received on Station D/F - "Controls shot up - Unable to land - Baling out".

Friday January 21st 1944.

00.01	C/434.	Of the seven members of the crew the following have been found: P/O Davis SGT Phillips } At Killington Police Station SGT. Hession } F/S Johnson At Driffield SSQ. F/S Campbell At Sledmere 3mi W. Cottam. Tel Wetwang 17.
		All the above information has been passed to Croft who will collect the lads tomorrow.
	C/434. (LK-656)	The aircraft itself is likely to be the unidentified crash which occurred at 00.05 hrs near Catfoss. Position of crash is at Linley Hill, 3mi W. of Leven and 1½ miles SW Catfoss. The aircraft blew up and left a hole 30 yds long x 30 ft deep and 18 ft. wide. No bodies have been found - Crash is being guarded by Catfoss.
04.00	N/427	Crashed at Westwick Park, 3 miles from Coltishall at 23.45 hrs. One crew (F/O BEDDOES) member killed, all the rest injured.
05.00	Air Sea Rescue.	We had been asked earlier by 16 Gp to have 6 aircraft standing by for take-off at first light for ASR. Controller allotted 3 x 1664 Hals. 3 x 1659 Hals. They will not need us that early now so passed this information to Topcliffe. 16 Group will call us again if we are needed.
05.00	Cloud Marker Beacon.	Was cancelled at 00:30. No reports received yet as to usefulness of this beacon.
08.00	Air Sea Rescue.	S/L Seabourne informed that 16 Group have not called upon us.
08.50	427/N	See entry 04.00. This aircraft overshot twice and crashed on 3rd circuit. Vis. was very bad at the time and Pilot had told them he was short of petrol. 2 crew in Mess - 4 at Norwich Hospital - 1 Dead.

Friday January 21st 1944.

09.00	Off duty. On duty	F D Clulland F/L. K F Spence F/O.
0940.	a/c away	All serviceable to return as soon as possible.
	C/434.	The other 2 of crew now accounted for at Seamston with P/O Davis. (Killington 58)
1000	Blanket Movement E-42.	Air Firing R.H.B. & Whitby. Bombing at Strensall; Local F.A. & W.T. Tests, for Lancs & Hals., 1000 - 1700 hrs.
1140.	419/Oxford.	Air Test O/C A. G/C Ross taking Oxford to Woodbridge, crew to make Eng change on 419 a/c & bring back Wing Commander.
1210.	L.F.B. #2	On bearing 270° from 0700 - 0300 hrs.
1215	Air-Sea Rescue	Ex 16 Gp. Plan take off 1400 hrs. Details to be on hand by 1300 hrs. 6 Bases informed.
1333	Controller	sanctions 47/ord 18 22 to Bungay with crew to pick up 427/W.
1340.	PHK/B. To. RI-T (270.20).	From Topcliffe 99 PV EJCZ OW Too. 1251 hrs. passed to F.C.O. 93 Group.
1430.	HH/J.	Landed from West Malling 1313 hrs.
1430.	625/D.	Took off from Wombleton for Kelstern at 1423. F.C.O. 1 Group informed.
1450	Balloons.	Billingham & Middlesborough Balloons close hauled from 1900 - 2130 & 0200 - 0400 hrs.
1535	Emergency Weather Diversion Bases.	Requested 9 Bases in East Anglia for tonight. C.F.C. have allotted 8 which have been allocated as follows.

FRIDAY JAN. 21. 1944.

1535	Weather Dis Brass (Cont.).	419 Sqn.	Leconfield
		428	"
		427	Juddenham
		429	Wratting Common
		408	Newmarket
		426	Downham Mkt.
		432	Mepal.
		433	Feltwell
		431	Chedburgh
		434	Feltwell.
		"Gen" passed to Stations.	
1630.	Air-Sea Rescue. 1664/E (75) (WCF/E)	Ex 16 Gr. - Following picked up by Pulham	
		49 PX1 S.O.S. WYRJ JEWV	
		1615 hrs.	
		Fix 5348N 0138E 1st Class 1678 hrs.	
1715	"	As no sense can be secured in the above message Pulham has checked aircraft for a repeat. 16 Group will advise further.	
1750.	"	From W/T Room:- Aircraft cancelled message in entry 1630 and sent following:- "Report W/T Distress 500 Kcs 4959N 0110E T.O.O 1615 hrs - IMPORTANT.	
		F.C.L.O. 16 Group believes this is the message sent out from them, which the aircraft has picked up.	
1830.	Off duty An duty	W/Op Spence. R/O. F/L Justasson & F/O Warwick.	
1910.	Air Sea Search.	All of 1659/1664 A/c down. 5-1659 picked up message on 500 kcs, S.OS Position -57.39 N-01-10E. -16 Grp. notified & claim above S.O.S own broadcast. All A/c report Nil. results.	

FRIDAY JAN. 21 1944.

2025.	R.O.C.L.O York. 9. 10.	Linton reported flash to the S.E. York. 9 claim nothing in their area. York 10 notified & figures 2 A/c collided in mid air, near Spalding Moor. 4 Grp. also contacted & to check on such.
2130.	Diversions 3 Grp.	All gen. re. W/T. R/T. A/c & Sqd. letters phoned to F.C.O. 3 Grp. & in Provisional stage. Met. conference 6 Grp at 2359 hrs.
2140	WEATER.	Air. I. re. met. situation on a possible diversion.
2145	CROFT. (?)	Croft booked terribly. re. bogged A/c. marshalled to the N. & South on perimeter track. prior to take, A/c Running on take-off a bogged; other taxied off perimitr track thus holding up 6 A/c on take off. & unable to clear in time re. deadline take off time. This occurred appriat. 2000 hrs.

SATURDAY JAN. 22. 1944.

0010.	L. F. B. (12 Grp.)	Due to Plot on T. 433? S.O.S requested Flamborough Head Ldg up. F.C.L.O. 12 granted immediate illumination & also diversion to Coltishall (granted)
0015	DIVERSION	Diversion definite. 3 Grp. & F.C.L.O. 12 notified. D.S.O. arranged W/T messages re. re. diversion as. Juddenham of 3 Grp. U/S. & had been allotted to one of our Sqds. to be broadcasted 0020.
	L.F.B #8	Landfall beacon #8, Bearing 220° (T), from 0130 - 0330 hrs. 20° elevation towards. Friesmarket. Arrang. ed with Ops 12.
0100	S.O.S	All S.O.S fixes passed to F.C.L.O. 12 Grp & recorded re. our Plot.

	S.O.S. plots (cont'd.	3 Grp. Kept in picture. re. disposition of our S.O.S. A/c.
0235	A.A.L.O 12 Grp.	Cloud Marker Beacon arranged for A/c who might have failed to receive diversion broadcast, weather fair, Cloud base 1500, 1700'
0255	C.F.C.	C.F.C. notified & Kept in picture re. our diversion to 3 Grp.
0315	R.F.F. (F/c)	Flying Control. Pathfinder, came thru. that an "R" R/T Tailer (28) proceeded over Bourn & was given pumission to land, this diversion base being Tempsford about 12 miles from Bourn. He stooged off in a general direction of Tempsford. ? A/c landed at 0315.
0330.	427 "U"	S.O.S. plots still coming in. F.C.L.O. notified. proceeding in a general direction of Coltishall A/c landed Coltishall U.K. ?
0430.	F.C.L.O 12 (A/c plots.)	We noticed on our board a bomber. B-338. stooging about in circles. requested F.C.L.O. send fighter out to intercept & lead in.
0440.	F.C.L.O.	Fighter dispatched but plots on B-338 seemed to fade no joy.
0510.	A.S.R. 61. BASE	Presume ditching 2 off Skomboro & requested 61 Base. if they have any avialabell A/c for a Sea Search in the morn. Grp. to be notified in good time this morn.
0540.	EASTMOOR	Eastmoor request early notification if A/c away are returning as they have a pranged A/c

SATURDAY JAN. 22/1944.

	EASTMOOR (cont'd)	of 1666 Con. on the runway. Will notify us as soon as possible when crash cleared.
0600.	WEATHER. (return of away A/c	Duty Met. forecaster. re. Possibility of return of A/c this morning. Claimed weather duff. during early part of morning. Possibly afternoon.
0630	IDENT BOARD.	Ident. Board changed. at 0100 hrs.
0650.	SEA SEARCH	16 Grp. re. our offer for Sea Search this morning. Would like to obtain 10 A/c 61 & 62 Base's notified.

Search Area as follows:
53°40'N 01°30'E 53°40'N 02°40'E
54°05'N 01°30'E 54°05'N 02°40'E
= Procedure = usual.
East to west
Creeping N → S.

based to Sigs 6. = Signals: C/S. ~~WCF~~. W.C.F.
Nos 51 – 60. Incl.
Standard Signals
Procedure for Sea Search.

= MET: Front over this Grp 0900 – 1000 hrs.
Vis 1000 yds –
Gusty winds.
Intermittant rain
Vis 2.5 m.
Take off as at 0930
proposed as ab.

Sqn participations as follows
1654. – 6
1654. – 3 possible
1656. – N.L.
1679 – "
420 – "
425 – "

0810	N-433	Int. confirm he had landed at Feltwell.

SATURDAY JAN. 22nd 1944.

0845.	Sea Search.	Total 10 Halifaxes to be provided from 1664 – (4) and 1659 – (6) Bases 61 were instructed to carry out necessary Briefing and have the aircraft standing by for take off as at 1000 hrs subject to approval – or cancellation by Air I in consultation with met. O.K'd by 16 Group R.S.R.
0900	-	Off Duty – [redacted] F/L from Harpenden
09.00	On duty.	F.D Cleland F/L.
09.30	Sea Search.	Authorized by Air I after consulting met.
10.00	"	Area being searched by S/L Seabourne is: 5350N 0070E 5410N 0070E 5410N 0110E 5350N 0110E We have no W/T call-sign for this aircraft as S/L Seabourne failed to get it from 16 Gp before leaving.
10.45	Crash Mosquito.	Reported to us by 12 Group. Crash is between Darlington & Dinsdale on railway line.
"	"	Aircraft was seen to crash by Middleton who have already sent out Crash Tender & Ambulance.
"	DZ 473.	Completely burnt out. Is a PRU Mosquito. Crew believed in aircraft. (At 18.00 hrs:- Middleton have still not found who owns this aircraft. Trying to find out from A.S.H now for Middleton. Answer: yes, it belongs to Dyce. Middleton now passing the gen. to Dyce. (18.10 hrs)
10.45	429 Aircraft Away.	Instructions from W/C Pattison to have all this aircraft standing by at 13.00 hrs to return – 1, 2, 3 & 4 tanks to be full.
11.00	All Aircraft away.	Instructed them to be prepared to leave right after lunch.

Saturday. Jan 22nd 1944

11.00	Aircraft Away (Contd)	Met. say front will lie midway between us and diversion bases but can easily be negotiated.
12.30	"	Told all aircraft away to return to base as soon as possible.
15.59	Crash H/424	Overshot and rolled into the river Swale. Was doing Circuits + Bumps. One crew member (Air Bomber) missing (believed drowned) – rest are OK. Station Commander says aircraft is a write-off. This information passed to Air I, Controller, Equipment and Engineer.
16.00	Attention S7CO's!	Procedure to get Cloud Marker Beacon in operation is: Call ~~12 Group~~ through 12 Gp. and ask for AALO Church Fenton.
18.00	C/434	See entry 00.01 Friday Jan 21st 1944:- Callsos now report that the log book has been found stating: Captain F/S Jones and Observer P/O Davies. This confirms that this previously unidentified aircraft was C/434.
18.30	Aircraft Away.	Final Summary:- Out of 86 aircraft which landed away from base Jan 21/22, 66 have now returned.
18.30	Off duty. On duty.	F.D Cleland F/L. H.G Spence F/O.
2025	Lundy #140	Ex Leeming:- will be U/S for 2 hours.
2145	Lundy #140	Now serviceable.
2230.	Air Sea Rescue Search	16 Group are continuing the search tomorrow & have asked for 12 a/c to participate; take off approx 0930 hrs.
"		Offers from Units as follows. 1659 – 6 a/c. 1664 – 3 " (possibly 6)

Sunday - Jan. 23/44.

0001 Ident Board changed.

0001 Air Sea Rescue Search. Only 4 a/c required now. 166/47 165/4 offers accepted.

From 16 Group:-

AREA
5411N 0103E
5411N 0114E
5335N 0326E
5325N 0315E

O/s. W.C.F.
No's 89-97 (incl.)

Parallel track search from NW to SE
Creeping N.E. - 1/4 mile vis.
Procedure - Usual

North East of the area there will be Warwick a/c & South there will be Lancs & Sterlings.

For briefing & search procedure referred letter 6B/S.67/Air d 28-11-43

Above passed to 61 Base

0735 A/S R.S. Met. Expect cold front to be cleared thro' the area without a second wave on it. There will be occasional squally showers; broken cloud at 2000 ft. coming down to 1,000 ft in showers; vis should be good.

0940 A/S.R.S. As the sea is still rough in the area there will be no boats out. If sightings are made every effort will be put forth to send boats out.

0800 429 a/c away. The 2 serviceable a/c at Watting Comm. are to take off by 1030. Met say cold front should be through East Anglia by then & a/c should be able to cope with weather en route to Leuchars. (Cloud 2000 ft. occasional rain, good vis.)

0830 a/c away 432/J.+G. Returns from Manston & Horsham this morning - T.O. approx 1030 hrs.

0840 Movement E5. Air Firing R.A.F. Shirley, Bombing Stirling, Local, F.U. & F.T. Tests. for Rams & Hals. from 0930 - 1730 hrs.

0900 - - P/O Spence off Sick
On Duty - [signature] F/L.

1000. 0/434 Query Ex Cottesmore ref. continuation of Sweep for this Crashed a/c. — advised after words with A.O.C. that R.A.F. Regt must guard for first 96 hrs, then be relieved by Station Personnel of nearest R.A.F. Unit - or by the Army.

1000/1030 W/C Hotchkiss Quick letter ref. returns of 429 a/c away. Finally put Joe through to H. Comm direct.

1030 Permission granted by D.O.R.I. for Long and Linton to use their Oxfords to go to Coltishall and Wittering respectively.

1045-

1110 Dinghy Drill Pers. 18 Group in the picture ref. forthcoming transmission (Ground). —
" keep track and for Dinghy Drill Sea North channel —
N. W. Inverness ". 230930.
— Intercepted by GBP 8/80.

1130 Hotchkiss Permission granted by D.O.R.I. for W/C Hotchkiss to fly Lancs to Shotteston Heath - with crew for new a/c

SUNDAY JAN. 23/1944.

1320	J 432	62 Base phoned re. J·432 as having left Nepal for Eastmoor at 1045, & is over 1hr. overdue. F.C.L.O. 12 notified.
1340.	F.C.L.O. 12.	F.C.L.O phoned re. J·432 had not left as yet, this passed to 62 Base.
1415	SEA SEARCH	Wireless Rm. picked up W/T. message from 1659 (89) only part of first of message "dinghy sighted" T.O.R. 1405.
1425.	16 GRP-ASR	A.S.R. Chatam re A/c. 89. Sent message. IQHF/FOEW K(M) W/EHAI. at 1412. reading: empty dinghy sighted. Pulham took fix. TOR 1412 - 5424 N - 0125 E
1700	16 GRP.	Re. A/c on. S.S all A/c down & sightings passed to F/c at. 16. 1664 Tel. returns. Y of 1659 sighted empty dinghy 'M' of 1659 at position 54:03 N. 0206 E. Possible barrage balloon on the sea partially inflated with 4 or 5 Forts circling PASSED TO F.F. L.O
1710	MET. 6.	Squall line moving in from the West. Risk of Severe Showers, Hail & thunder Cloud tops 30,000', imminent around 1800 hrs.
1815	C.F.C	Central Flying Control in the picture re. our night flying Prog.
1830.		Off Watch. F/L Gustason L. A/c Warwick - W.A.
18·30	On watch	F.S Cleland F/L.
21.35	Crash of Unidentified Aircraft.	Near Cranfield. 12 Group are enquiring if we are missing any aircraft. One of Crew has been found - F/O Grosser, R.W (R 153164)

Sunday. January 23rd 1944

21.35	Crash.	This information passed to all stations.
21.45	Crash - 1679/M. at Cranfield.	F/O Grosser was the Air Bomber of this aircraft and it appears certain to be M/1679. Also ~~F/Sgt~~ Sgt. Carr R. 209938 has been found. He was the M/U gunner in M/1679
22.15	Crew list of 1679 M.	Captain: 1st Lt. Grove R.M 0886191 Nav. F/S MacDonald F.W R153164 Air Bomber. F/O Grosser R.N J 26488 Identified. W/Op. F/S Farnell J.T. R 144036? ~~F/S Saroman (R 144036)~~ Air Gunner. Sgt Hogan L.T. R 160470. M/U G/G. Sgt. Carr S.A R 209938. Identified. F/Eng. Sgt. Thompson L. 181855 Passed to RAF. Cranfield.
22.45	1699 M. (DS 839)	Report from Flying Control, Cranfield - At about 20.00 hrs they heard an alarming noise of an aircraft diving near them. Noise died away and a burst of fire was seen about 5 miles south of the aerodrome. An ambulance & crash tender were sent out immediately. Aircraft burned for about 30 minutes then burst into a white fire which lasted another hour. Main body of the aircraft nearly buried itself and the rest is scattered over a field. Cranfield are looking after the crash.

Monday January 24th 1944

00.01	Ident. Board	Changed.
01.05	Aircraft off course over France	Traced by 10 & 11 Gps as crossing out S of England and over to French coast and back. 12 Group say he landed at Linton at 00.40 hrs. 12 Gp would like a report on this. Passed to 62 Base who say it will be investigated in the morning as there is no interrogation tonight. Told 12 Group.
03.30	Night Flying	finished in Group.
08.00	Balloon Barrages.	Glasgow - Liverpool - Crewe - Manchester - Sheffield - Coventry and Derby - Non-operational W.e.f Jan 23rd Also Birmingham Balloons - Ry. HW. 614 23rd Jan. 44

Monday. January 24th 1944

0900	Off duty.	F.D. Clelland c/s
09.00	Obstructed Aerodromes.	Both Tholthorpe and Croft have obstructed runways due to aircraft with undercarriage collapsed. Should be cleared this morning.
	On duty	A.F. Spence Plt.
0900	Movement E-16	Air Firing at R.H.B. + Whitby, Bombing at Stensall, Local, F.L. + H.T. Tests for Hals + Lancs from 0930 - 1730 hrs.
0950	1679/M Crash	Following informed:- S.W.S.O. ✓ Air I. ✓ Engr. ✓ Equip. ✓ G.I.I. ✓ P4 ✓ Controller ✓ W/C Saunders ✓
1515	ditto	W/C ~~Langton~~ Langton, at Eastmoor has received no confirmation of Casualties from Cranfield. 12 Group F.C.L.O. states all 7 bodies recovered + Eastmoor have been informed by telephone + assumes Signal action has been taken and will assure it is done. W/C Langton informed
1540	a/c off course over France	Re entry 0105:- Careful check made of our Cross Country a/c last night, and we can't reconcile the statement that it was one of ours or that it landed at Linton. 12 Group informed.
1750.	M.S.G. R/Ws 06+10 Tunnel Lights	Contractors have cut the cables to the tunnel lights of runways 06+10. 24/5. T.F.N.
1830	Off duty	A.F. Spence Plt.
18.30	On duty	F/L Justason L. + F/O Warnick W.O.
20.05	Enemy Interference T.R. 1196. THOLTHORPE	S.S. Base 6r - report that German transmission was picked up loud and clear on T.R. 1196 at Tholthorpe (freq'y 5095 kcs) Actioned by S.S.O. Group.

January 24th

2100	X. Country 420-425	Met picture very unfavourable for proposed X. countries from 420 and 425. - Controller passed suggestion to Base 6r that such flights be cancelled.
2118.	"	X. countries Cancelled.

January 25th 1944

0001	-	Ident Bd connected.
0900 09.00	-	off duty. On duty. F.D. Clelland F/L
09.10	Movement E 26.	Air Firing at Whitby + R.H.B, Bombing practice at Stensall, Local flying, Fighter Affil. + H.T. Tests for Hals + Lancs from 09.00 - 17.30 hrs.
10.50	W/C Tipper:	Central Flying Contol called to see if W/C Tipper had arrived Here. He is to call Central F.C. as soon as possible. Left this message at 4 Gp. and Mess Linton.
12.00	Landfall Beacon.	At Dungeness will operate on bearing of 340°T from 23.10 - 00.10 hrs.
	Balloons.	Billingham - close - hauled {16.45 - 18.30 hrs / 00.15 - 02.15 hrs
		Chelmsford, Thames Estuary, Canterbury, Dover } At 1500 ft. (terminable control) from 23.00 - 00.30
11.42	P/428	Could not get undercarriage down - did belly-landing at Middleton. C/O one hurt.
13.00	Diversion Bases	419, 428 } Bradwell Bay.
		431, 434 } Hunsdon
		427, 429 } Lakenheath
		432, 433 } Gravesend
		408, 426 } Odiham.

Tuesday January 25th 1944.

16.30	Ops. Scrubbed –	
16.35	Balloons Landfall Beacon	Cancelled previous arrangements with BLO's 12th & 11 Gp. U. At Dungeness cancelled.
1830	off duty	S/L Clelland On duty F/L Spence. P/O.
1840	N/F	details to 12 Gp & C.F.C.
1900	Firing near Wombleton.	There will be firing by the Army 3 miles north of Wombleton from 2000 - 2100 hrs on Jan. 27/44. (Duncombe Park) 075077. Rockets of various colours.
2135	MFZ "X" 10 O.T.U.	From 62 Base & passed to 91 Group:- 99 EU GH. T.O.O. 2117
2200	HYO/UTK X-Country.	Originally scheduled to do. Q & R prior to setting course on X-C at 2216, these 2 a/c went directly on cross country at 1914 & 1806 hrs. resp. 62 Base to impress upon this Squadron the desirability of keeping to the schedule of movement as laid on & passed to W.A.A.F. in order to eliminate confusion with Ground forces.

Wednesday, January 26/44

0001	Ident Board changed.	
0900	Off duty F/L Spence. P/O.	