

FORM 1767

ROYAL AIR FORCE

NAVIGATOR'S, AIR BOMBER'S AND
AIR GUNNER'S FLYING LOG BOOK

Name _____

RESULTS OF AB INITIO COURSES AND REMARKS

Service diary of 420 Sqdn.
 177741 Sgt. F. T. JONES.
 % 99 College Place
 Camden Town
 London N.W.1.

Monday January 3rd 1944.

Arrived at THORPE at 1200 hrs.
 Done straight to the Mess and had lunch.
 (Pretty good!!) In the afternoon usual
 sequencing of forms. The Crew had an
 interview with Wing Commander
 MENTOSH. H.20. C.O. Back to Mess
 for tea. After which we found
 our hat and soughted things out in
 General.

Tuesday January 4th.

Arose at 0800 and prepared for the
 day, lectures in the morning on intelligence
 lectures during afternoon on
 Engines + Halifax III. Not much for!

RESULTS OF AB INITIO COURSES AND REMARKS

After the 2 other Engineers and myself
 visited B-Room. (O's kit?) One of
 the best instrument lay out, a very
 nice job, to look at! Back to Mess
 back to billet.

Wednesday 5th January.

Parade 8.30! Duff for tough, so we
 adjourned to Mess and had food + drinks
 (just had the had before lunch!)
 Attended Pay Pay Parade at 11.00 hrs.
 (8.5.4.0). Learned that we were supposed
 to meet CO after Pay, but on reporting
 back to Adjutant found that "he" was in
 accident, so adjourned, once again to
 Mess. After lunch (also pretty hot)
 attended intelligence lectures and
 during afternoon were called by
 Wing Co! To have an official look
 over the MK III, he compared it with
 the II. C.O. seems exceptionally decent
 type, though he must be treated as
 a Wing Commander!

RESULTS OF AB INITIO COURSES AND REMARKS

Flying Tomorrow 3pm! (Perhaps!!!)

In the evening stayed in the mess and saw film show! Back to billet to bed!

Thursday 6th January!

Aroused at 8.00am, got down to briefing room at 9.40 (according to W.C. who told me so!!!!) Lectures on Gunnery. Tech. Lectures on P.F.F. and Intelligence.

3pm out to meet Wing Co, — B-Sea V.S. so no flying. Back to Intell-Lectures, Back to Mess, Back to billet (collected charts & photos) and wrote letters. (also doctor in Mess room)

Friday 7th January.

Up 8.20am. No breakfast. (shall have to eat in the morning soon) Lectures here for dinner, then back to briefing room. Down with W.C. at 3.30 first trip in a II. What a kite! Back to Mess, here for a drink in evening with the boys. Then to bed!

RESULTS OF AB INITIO COURSES AND REMARKS

Saturday 8th January.

No breakfast! Down to Air Room. Nothing doing until 10.30. The lean was one flying. Airborne in N-Nan at 11.40 with ease, Really a difference to the II's. Landed at 13.25. (bumpy - bumpy!!) Back to Mess, Nothing doing Adv Enms. After tea we kind for the show but to show so back to billet! Played cards £1.1.0 down! Then to bed! (but get some breakfast tomorrow!

Sunday 9th January.

Aroused! Had breakfast, though it wasn't really worth rising for! Should have been flying but hit O-obac 1/8. (But never cutting) Straggled around talking to Ground crew Back to crew room, to Mess, then lecture by SQDN Engin off. Up to sea and then film show. Back to billet, to bed!

Date	How	Aircraft Type and No.	Pilot	Day
<p>Hoped to get some Gen, but no use! Looked around then back to base, Stayed to see show, 'How Green was my Valley'. The show is before but it was quite a good revival. Back to Biket to Bed.</p> <p>Thursday 20th January.</p> <p>Arose in time for breakfast. Bags of Paris for X Country but after waiting in kits while had 3 engines V/S decided to cancel all arrangements So back to base for dinner 2pm. Down to flight but as usual nothing doing! Back for tea. After a while we went back to kitchen Where Jack, Paul, Al. and myself decided to visit Alas, homey the top & Gorse this was a bare & 3 mile walk, but to a good pub, so we walked back and then up to Tallants, about 2 1/2 miles Quite good for now, a good picnic and a square prayer on the stairs</p>				

Time started forward —	Flying Time	
	Day	Night
<p>Then 10pm we walked back to the camp and got a left, part way! Then sat with robe and honey, bags & bags, then to bed.</p> <p>Friday 21st January.</p> <p>Arose 08.10 am down for breakfast, then down to the flight, so water cleared so we do cross country. Though John the Navigator is stood off from flying, so Keegan New, some F.O. Keep we took off 11.00 and after off, Weather good, quite a good strip but an Air-cobra who flew along side us, she opened up and left him standing, then closed a bit and let him pick up, quite a thrill, she could see every detail, then after a 15 3/4 hour trip we came down and had eggs & bacon, stayed in the Arts room until 9.30pm then down to bed and eventually to bed!</p> <p>Great Time ...</p>		

Date	Hour	Altitude Type and No.	Pilot	Duty	Time carried forward —	
					Day	Night
<u>Saturday 22nd January.</u>						
Arose 8:30am, too late for breakfast, Down to flight, Bags of duff panie, out to kits, health v/s. Back to mess, Bags more panie after dinner, but this time the we got airborne. Stood around in terrible weather, rain, low cloud and icing, down after 1 1/2 hours. Back to mess, after then we played 7 1/2 won the bet! (munnellus.) Then back to kites, to dinner which was'nt bad, some very nice Canadian W.O.'s then back to kites. Must get up for breakfast, I know we have Eggs + bacon. Still we'll see!						
<u>Sunday 23rd January.</u>						
Managed to get the E.A.B. OK, Down to flight, learned we were flying, a courtesy trip to Com, gave us the Gen on his - seems Dickie to Magdeburg, Shelby do! Climbing 200 in our own kites H. Aare. Everything OK.						

Remarks (including meals of landing, gunnery, exercises, etc.)	Flying Time	
	Day	Night
John an helicopter was in Dock. so we had Ritchie. Very pleasant surprise during trip. Got blown off track by a 130 mph wind and landed up over London! Boy it certainly was city from the air, we were over N.W London so I wonder if any body I know saw us? who knows? Back to Base (Took the Sun Shuttle!) landed at 16:30. wore bacon and eggs for tea, Stayed to see show in the mess, The munnellus mummer, I saw it about 14 days ago, but enjoyed it even so. Wrote to Gen in the evening then had some Toast + Honey then to bed!		
<u>Monday 24th January!</u>		
Up at 8:10 am to mess. Back for bean fried bread. Down to flight. No flying Think we've finished Day flying now over to Engineers section and talked to		
Total Time ...		

Bags up during day

Date	Hour	Aircraft Type and No.	Fika	Duty	Time carried forward -	
					Day	Night
<p>Jim, got some useful info re the fuel system. Spent the hour, Dinner wasn't bad, after hanging round the Arts room we went down the flight, too cold in the open room so I adjourned to Engineers section. After which I returned to mess for tea, which was fort. Watched Paul play poker then back to Butler and after some drink and cocoa to bed!</p> <p><u>Tuesday 26th January.</u></p> <p>Up bright and Early (12.0) down to mess for breakfast. Down to flight team we should do another 1 County but wind too strong, left mess for dinner, Down at 1.30 to fly on local after 4/5 hrs. 3 hrs sea eventually flew in tow. Down at 4.30, Spent the mess for tea afterwards Al, Jack and I went to see John in Dock. He seems quite comfortable this time Jack and I called at the</p>						

Remarks (including needs of housing, gunnery, messines, etc.)	Flying Time	
	Day	Night
<p>New man for a pint after which we went back to the mess, then I went up to the billets and played crap for Pennies, then battered at that and then — to bed.</p> <p><u>Wednesday 26th January.</u></p> <p>Got up 8.10 am usual procedure, Down to flight's, Played billiards with Paul then over to Gee Room after which I handed in my boots then back to mess for dinner, Down to flight, then over to the Engineers section played cards and soon left, Back to the mess for tea, then I saw the show 'The Sea Hawk (Coral Hye + Brenda Marshall) Very good show, then well done + talked to Al, Back to Butler, sorted my aft diary after which, — to bed. Found another 10/- note in my wallet so He was worth £ 10-6-0, All I want now is some leave to see Mum + Dad</p>		

Date	Hour	Aircraft Type and No.	Place	Duty
				But, and, though its improbable, how! Then I'd be happy, or would I? Still — to bed!
Thursday 27 th January:-				
	Up at 8.10	Down to Mess,	Breakfast	then 15 flights after which I played Dominos, then out to kite with Jack, then fold cockpit covers, back to Mess for dinner after which I returned to flight, then I started to write to Max D but was rudely interrupted to fly, for 1 1/2 hours, after that to tea, then back to barracks. Paul Jack + I went to cinema, says he should be out tomorrow, (all the Pilot except Jack went on these 2nd Dickies trips, tonight) Back to the Buller Played crap then to bed!!! German Plane!
				to bed — day 27 th January!

Remarks (including marks of landing, primary, exercise, etc.)	Flying Times	
	Day	Night
Up at 7.50 down to breakfast learned in the Mess that 3 of the boys are missing from Berlin 2nd Dickies, This evening brings in 3 more, Prouse, Baker and Paddy, we were showing Paddy's kite, still lets him they're safe! Heard the Gen from the next. Bags of night fighters according to accounts. Over to Engineers section, and numbered the Toolkits, then up to mess. received a letter from Jim Mackay, learned that poor old Wiggie is bombed up and has been in 'Docks 7 months. Also that Jim was married on 4-12-44 to Joan. finished my letter to Max D. Then back to the Mess tonight. After a lot of Paris down we are flying airborne at 1635, Bombing but not very successful. Rospo kite, Rospo flight. St C. Charlie. Then back to Mess. Read some Canadian Maps a week to Bet! Then back to		
Total Time ...		

Date	Hour	Aircraft Type and No.	Pilot	Day
Incess Bulet and after Eccubit and Curis Coh, To Bed.				
<u>Saturday 29th January.</u>				
Up at 8.0 down to Incess, then to flight. Packed up at 10.30 back to Incess for a wash and brush up, after dinner back down to flight and learn we have half day, the boys didn't seem very anxious, so I slipped smoothly back to the billet and got ready to hip into York, but I changed my mind and went to Tollerston for a drink and after which we went to the dance which was pretty good then back to the billet to bed!				
<u>Sunday 30th January.</u>				
Up at 8 am down for breakfast, then down to the flight, then that we are operational tomorrow! Big flight on 15 night. 10 hits on 80 cross country. Stopped around this time to Incess for dinner, back down				

Time carried forward -		Flying Time	
Passages (including results of landing, priority, exercises, etc.)		Day	Night
to flight. Took a couple extra shots then Keegan informs me that I am flying with him, includes edg trials. Well after briefing we had tea then we went out and marshalled the field to at 5.30, 5 off in 4 minutes. Quite a good trip bags of practical over load handling, dropped 5-1000 lbs 2 very up, but Springy dropped them out the back! Landed at 8.20. 7.50 down after then Bacon + Eggs after which to bed! at 3.30 am!			
<u>Monday 31st January.</u>			
Got up at 12.45, down to Incess for dinner. Then down to the flight for the request on yesterday's trip. Bags of line shorts, The King Co. loaded up over the Danish Coast, Blue Bush landed at North down (higher trouble with the Equinox. Then back to the mess had tea + sleep, back to billet to bed.			
		Total Time ...	

Date	Hour	Aircraft Type and No.	Pilot	Duty
<p>It was at this point we were informed that we were not allowed to keep a diary!!!</p>				
←				

Time carried forward ...			
Remarks (including results of bombing, gunnery, search, etc.)	Flying Time		
	Day	Night	
Total Time ...			

Date	Hour	Aircraft Type and No.	Miles	Duty
			1. 1 hr.	2. 0. 0
			2. 1 hr.	3. 0. 0
			9. 1. 48	3. 10. 0
				8. 10. 0

Reasons	Flying Time	
	Day	Night
1. 1 hr. (including credits of bombing, primary, exercises, etc.)		
Instruments	2	6
W. St.	2	4
Blacks	7	8
Stockings	3	0
Milk	1	9
Green-grocer		6
Gas - Light	2	-
Total	19	9
Blacks	8	11 1/2
Green-grocer	1	3
Hotel	3	6
Light	1	0
2. 1 hr.	2	4
Gas	1	3
Sweets	3	0
Supper		2
Maddy Bell	1. 15	10
Green-grocer	1	6
Tea	1	8
Books	1	6
Total Time	4. 2	10 1/2

Date	Hour	Altitude Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Time carried forward	
						Day	Night
		B/3d.		8 10 0.	B/3d.	7.19	2
					Woke Milk	1	9
					Lundino		8½
					Gas		6
					Light	1	-
					Gas - light	2	-
				1 0 0	Blacks	11	10
					Reg	-	10½
					Lundino	1	-
					Wacky Bill	1.3	2
				2 10 0	boab	4	8
					Pass	-	10
					Sweets	2	-
					Reg	1	1½
					Macmini - bumpate	1	4
					Gas - light	4	-
					Reg	2	-
		23. 1 48		3. 10 0.	Blacks	10	6
					Wacky Bill	1.9	4½
					boab	9	6
					boab	2	6
				15 10 0	Total Time	13.2	10

Time carried forward —

Date	Hour	Alcohol Type and No.	Rate	Duty	Reasons (including results of loading, gateway, exercises, etc.)	Folic Time	
						Day	Night
			1.248	2 10.0	Mealy Bilt Soap + Ice Lundies Sweets - Biscuits	1.4	-
						2	8
						4	8
						1	3
TOTAL TIME ...							

