

S.O. BOOK 136.

Code 28-73-0.



T. 7822. Wt. 12445/1304. 450w. Bks. 4/40. W. & S. Ld. 234743w.

Pilot. F/Lt S.R. (Squid) DASSON.  
Navigator F/Lt. B.T. (Bunny) STARRIE.  
Flight Engineer. F/Sgt. ROY SHAW.  
Bombardier. F/Sgt. REG (Junior) PARK.  
Wireless Operator. F/Sgt. JIMMY (Mac) McLEISH.  
Mid Upper Gunner. F/Sgt. ARCHIE BARROWMAN.  
Rear Gunner. F/Sgt. BEN (Reddie) ROBERTS.

1943  
Knifield. June 21/22.

A/C  
MISSING  
(2nd)

1/4000 ft. 12/5.30. (90x48 lb incendiary)  
Took off at 2330 in 'D' & climbed over 'dome'  
to 20,000. Straight to Target. No trouble  
crossing coast; gentle weaving all the way to  
target. Had to make several minutes before going  
in. Saw quite a lot of hits, mostly from engine  
jobs - no fighters. Flash over target looked bad  
from distance but saw none while attacking.  
Went in with three other Lancs. ahead of us. Saw  
a hit slot down our target. Came out with bags  
of nos & boost, weaving to avoid searchlight cone.  
No more excitement until nearly at coast when  
a new hit attacked by fighters. Plenty of tanks  
floating around & bombs caught fire. Stood off  
- then dived during firestorm. Saw it crash into  
deck. Crossed coast in that trouble and back to  
base O.K. Nearly formation flying with two  
Lancs near enemy coast.  
Landed at 0400.

Mulheim June 22/28.

(55)

1/4000 lb. 12/S.B.C. (90x4 lb incendiary)

Took off at 2250 in 'D' & climbed over base to 20,000 ft. Trouble with Port ailer engine, fluctuating revs & boost at 2850 rpm. causing Rear Thrust to be sticky. Flies on George to enemy coast, then gentle wave & coaxes to target area. Saw three hits go down in flames on way. Large concentrations of searchlights & bags of heavy flak along Northern hills so increased revs & boost to stop up airfield and started more violent weaving. Though searchlights without being caught. Saw 1st T.I. go down and several loads of bombs. Bombed second T.I. and flies steady for photo flak to explode. Just as camera red light came on head yell from gunners. Looked out to starboard and saw four engine planes heading straight for us at full bore about 100 feet away on same level. Did violent dive and he missed us by about six feet - going directly over our heads. Photo-flak failed to drop but we wouldn't have got photo anyway.

Turned right off target & flew directly over Duisburg (as ordered!) Managed to avoid more searchlight cones although caught twice for a few seconds. Fires at Krefeld still burning all over town as we passed. Saw three more hits shot down in flames; two exploded on ground, third disintegrated in mid-air. Moderate wave & coaxes all way from target to coast, losing height in 2000 ft steps. Just as we levelled out from our step a green cartridge or rocket appeared above us - probably from forced fighters. Crossed enemy coast on track and E.T.A. & set course for home. Engaged George half way across. On reaching base & switching on R/T heard first seven hits call up for permission to land in about fifteen seconds. Green light or v/c failed to come on so I reported v/c failure. Only needed switching on to duplicate call! Landed O.K. at 0330.

Wuppertal June 24/25.

(33)

1/4000 lb. 12/8.8 C. (90 x 4 lb. incendi.)

Took off 2240 in 'E' & climbed over base to 20,000 ft., through several layers of cloud giving quite severe icing. Magnetic compass different from D.R. when setting course & as stated Magnetic. No trouble until position West of Cologne where we had to orbit to lose time. Saw T.I. go down & circled, fighters dropped underneath our tail and a Lancaster, also orbiting, mist no head on as we set course for target B (North of Cologne). Bags of searchlights & flash as we crossed defended belt - but flew in & out of cloud to force them. Saw first red T.I. go down and were clear into target. Camera failed to turn over and flash did not drop. Heading South away from Ruhr opened bomb doors and jettisoned - one can of incendiaries and photo flash went. Went round defences of Cologne, weaving and corroborating all the way. No trouble anywhere, crossed coast (enemy & us) on track and were first to land at base. Saw one hit in flames over target.

Cologne June 28/29.

(25)

1/4000 lb. 12/8.8 C. (90 x 4 lb. incendi.)

Took off 2300 in 'B' & climbed over base to 20,000 ft., through layer of low stratus. No trouble on way in, steady weaving from enemy coast. Kept a track and L.T.A. all the way but two mins by attraction of cameras before running in to target. Track markers dropped behind us, heavy barrage & predicted flash just before L.T.A. target area. Hit by small pieces of flash. On E.T.A. no T.I.'s or Sky markers so carried on. T.I.'s dropped behind us at zero & 8!! Turned right round target area and made second run of a required heading a second T.I.'s & Sky Markers at zero & 4.20. Through heavy flash again. Markers not so bombed as Flak. Colies hit bomb doors. Steady weave all way out - plenty of air speed. Arrived at base at 4,000 ft. over 10/10th cloud broke cloud when T.I. saw 2/T but couldn't find down for some minutes. landed O.S.

Below near Mosquito (1st T.I. marker) shot down - no P.F.F. later. Saw four hits shot down; & one fighter hit a go at four hits on old base on way back. (Flash holes in both old engine nacelles shot in bomb doors. Stuff of wood along bomb doors knocked off by colies)



Cologne July 3/10

(22)

1/4000 lb. 12/5.8.C. (90x4 lb. inwd.)

Took off at 22:40 in 'B' & climbed over base to 20,000 ft. Stld onto our head, very slow climb owing to high air temp & low pressure. Spd at 16,500 & climbed on track. On track & E.T.A. to target. Saw P.F.F. hits shot down (T.I.'s exploding). Gentle weave & corkcous all the time. Bombed first T.I. - only 2 or 3 hits before us. Flak very heavy over target & we hit by small pieces (those). Came back long route over North France & crossed English coast at Dungeness. Very uneventful all the way.

Cologne July 8/9

(9)

1/4000 lb. 15/5.8.C. (90x4 lb. inwd.)

Took off at 23:10 in 'B' & climbed over base to 16,000 ft. - climbed on track to 20,000 ft. On track & E.T.A. to target. Usual weaving & corkcous all the time. Flak over target only medium barrage - no hits. Long route back over N. France & crossed English coast at Dungeness. No G.E.B. or "George" on way back. Very uneventful all the way. Saw three hits shot down.

Gelsenkirchen July 9/10.

1/4,000 lb. 12/5.8.A. (90x4 lb incand.)

Took off at 22.55 in 'B' & climbed over base to 20,000 feet. Went round by Tantal & back across H. France, crossing coast at Barclay Head, to Reading & base. Steady wear all the time over every territory, climbing & diving to avoid flying in cloud layers. 10/10 the cloud all the time at different layers up to 22,000 ft. Just managed to see Fly Markers at target. Very little flock at us, a fairly quiet trip - no excitement. No cloud over England on return so no difficulty returning to base.

Rambling July 24/35

(12)

1/4,000 lb. 4/1,000 lb. 1/2.8.C. (12 x 20 lb Fray.)

Took off at 22.00 in 'B', climbed over base & climbed on track to 20,000 ft. Long sea crossing, dropped "Winders" from 50 miles from Danish coast to 50 miles past German coast on way back. Steady wear all the time of over every territory. Four minutes late on target owing to T.I.'s being late. Searchlights & flash-charge heavy - was not much good. No fighting seen & no hits shot down. Came back at 1.15 hrs 1.15. all the way, record back to base. Day trip.

Photo plotted a target.

Cross July 25/26

(28)

1/4000 lb. 2/1000 lb. 5/500 lb.

Took off at 2200 in '8' and climbed over  
base to 15,000 ft. - on track to 20,000 ft.  
Dropped "Windows" over enemy territory.  
Steady wave all the way. Target well  
defended by searchlights & guns but went  
in to attack between four cones with  
kite each lb held and had no trouble.  
Nearly pranged by another kite:- Dived  
to miss one crossing from Starboard to Port  
and didn't see other balloons first one -  
he dived to miss us. Dropped 500 lb  
bombs on defenses on way in & out of  
target. First back to base. Easy trip  
by Rules standards. Saw two kites shot  
down, one just in front of us by night  
fighters - only about 600 yards away.  
Five tracks on photo.

Hamburg July 27/28

(18)

1/4000 lb. 2/1000 lb. 5/T.I. Green.

Took off at 2245 in '8' and climbed  
on track to 20,000 ft. Long straggle over  
sea. Dropped "Windows" over enemy territory.  
Steady wave as well. Two minutes early  
on target. Nearly pranged by another  
hamburger weaving over target - we climbed  
and he went below us. Nice easy trip.  
Second back to base. (trouble with Burns  
about our speed!) Saw two kites shot  
down.

Photo plotted on target.

Hamburg July 29/30

(28)

1/4000 lb. 2/1000 lb. 5/T.L. Green. 1/T.L. Red.

Took off at 22:15 in 'B' & climbed over base to 5,000 feet & on track to 20,000 feet. Stopped on "George" to "Windows" area & then slight steady wave until out of area and back on "George". No trouble attacking, flock very inefficient & slight & hundreds of near-sights but not predicted. Levelly straight & level run-up until photo-flock went but only got "five-tracks"! Rose defenses on coast north of Bremen on way out then before but no trouble. Checked up track markers near coast on way out. Back to base forth (Buns first & pleased about it) because of orders for best & home on return!

Saw four kites shot down.

Hamburg Aug 2/3

(29)

1/4000 lb. 3/1000 lb. 4/T.L. Green.

Took off at 22:45 in 'B' & set course over base at 5000 ft, climbing on track to 20,000 feet. Windows & weaving 50 miles from enemy coast. Crossed coast due North of Bremen and ran into violent thunderstorms (as per Met!!) On NB night up to 20,000 ft with amazing lightning. Course was 140°M but had to steer 210°M to get round cloud. Eventually back on course but found ourselves in center of storm and had to come out on a reciprocal course. I dropped H.E. on heavy flock defended area estimated to be Bremen. Fires in whole area of N.W. Germany. Only saw about three kites all night. Starboard Outboard engine went 4/3 through coolant leak and had to be feathered. "George" 4/5 on return journey so had to fly back all the way. Flight Engineer, Roy Shaw, took over for two periods of twenty minutes. I.A.S. 145 knots on return, lost back to base by 15 miles. Brought T.L.'s back. Only one was claimed to have bombed Hamburg out of twenty.

Nürnberg Aug 10/11. (18)

1/4000 lb. 2/500 lb. 2/250 (incand.) 5/T.I. Green.

Took off at 21:00 in 'B', climbed over base and on track. Landed over N. France & just Mannheim in S. Germany. Saw two combats over France but quiet trip rest of way except just north of Mannheim. Plenty of searchlights & fair amount of flak there. Had to do violent evasive action before running over cloud & forcing S.I.s. Target covered by cloud and no T.I.'s saw so bombed estimated centre of fires & brought T.I.'s back. Incendiaries were rate markers on way back, saw none to back of beams of cloud so dopped them in forest area in S.W. Germany. A pretty quiet trip - not a very good attack.

Five tracks on photo, with plenty of cloud.

Milan Aug 12/13. (7)

1/4000 lb. 2/500 lb. 4/T.I. Green.

Took off at 21:55 in 'B', climbed over base to 5,000 ft and on track to 18,000 ft. Lost height through lighter belt south of Paris and then climbed to 20,000 feet. Saw four machines shot down over France. Not surprising - full moon almost and only 2300 when we crossed the coast so not fully dark. Quiet trip rest of the way, stopped in 'George'. Plenty of thin points by moon light. Had seventeen minutes in hand at Lake Bourget so flew round lakes for quarters of an hour before crossing Alps. Whole crew stopped work and admired Mont Blanc and other mountains by moonlight. Quite a lot of snow on higher mountains. Lost height after crossing Alps to 15,000 feet & attacked at this height. Target poorly defended, very few searchlights (one picked us up & promptly went out) and only slight flak. Twin burning on way back. Very quiet on way back, took our time & were last back to base.

Five tracks on photo, with cloud and/or smoke.

Luxemburg Aug 22/23.

(5)

1/4000 lb. 6/1000 lb. 5/T.I. Green.

Took off at 2135 in 'B' & climbed over base to 12,000 ft and on track to 20,000 ft. Hardly any cloud on way out and very little offaction. Cloud became 'off' to the NW but was low but found Cologne by flash bursts. Target covered by cloud and no T.I.'s visible so bombed on E.T.H. retaining T.I.'s. Saw loads of incendiaries burning all over the place under the cloud. Returned faster than we expected.

Saw two machines go down in flames.  
Lots of fields.

Berlin Aug 23/24.

(58)

1/4000 lb. 3/1000 lb. 4/T.I. Green 1/Red Spot Fire.

Taxied out in 'P' at 2040, new turret went U/S so had to take reserve. Took off at 2108 in 'W' - 23 mins late. Set course eight minutes behind minimum time. No trouble on way there. Cut off corner at last turning point and bombed 2 mins late! Target surrounded by searchlights & fighters but no flash. Ran off target alongside cone of S/E's holding steady. Rather close to portside on way out and had to put nose down through S/E belt - 220 hits a clock, about 350 m.p.h. Saw S/E's at 15 leading but all went out before we got there. Seeing steadily when one S/E came on and caught us and one shell hit us at same time. Hit F/E's intercom socket and flattened everyone with bullets. Knocked two port boost gauges U/S and ruined both gunners & W/O's oxygen. Came straight down thro' S/E belt as 220 hits I.A.S. again. While stopping home tested underswings & tires and flaps.

Flying a George with New Lights on, and smoking and drinking coffee when German interde-

had a packet at us near Norwich. Missed us, all went about 10 feet above but full length of fuselage. Shock us up quite a bit as we had had no air-raid warning.

Went into land, nice touch down at beginning of flap path. No brakes! Called to F/E to cut inter engines, then inners. Told W/O of to tell Control we were overshooting before we ran off runway. Crossed road, through corn field, over ditch & through hedge into next field. Tail wheel slowed up through fuselage by ditch & finished up a bit on of rear turret & rudders. Nothing much said about it.

Five tracks only on photo.

Mannheim <sup>Sept</sup>  
Aug 5/6.

(52)

1/4000 lb. 6/500 lb. 4/T.I. Green. 4/T.I. Red. 1/Red 3/Spot 5/In

Took off at 2000 in "L" & climbed to 7,000 in round base and to 20,000 on track. Lost top all way. Backed up track markers - on way in Red T.I., on way back Red 3/Spot. Caught by master 5/6 on bombing run but got away by violent evasive action, dropping bombs at same time! Violent weaving off target from 21,000 to 16,000 feet. Lost top back although surrounded by fighters. "George" W/S all the time.

Five tracks on photo.

Munich <sup>Sgt.</sup> Aug 6/7.

(14)

1/4000 lb. 2/1000 lb. 4/T.I. Green.

Took off at 2020 in 'L' & climbed over bar to 6,000 and a track to 20,000 feet. Routed our radar - saw dozens of V's being flushed from ground as reflected likewise. Quickest trip all the way, pretty well on track. Target area hit by dozens of 4's & 5's shining a cloud as well as by fire. Saw T.I.'s during run up but couldn't see them when we bombed, so brought back T.I.'s. Fighters above our tail made us drop early but as we took violent evasive action saw he was after another Lancaster above us. Long stage back across France with strong head wind. "George" nearly 4's (had to watch & correct it all the time) and "G" 4's. Had to get H/F fire after leaving French coast. Passed over Isle of Wight & Southampton on way to heading. No excitement at all.

Hammer Sept 22/23.

(26)

1/4000 lb. 6/1000 lb. 4/T.I. Green.

Took off at 1900 in 'B' & climbed on track to 20,000 feet. No trouble on way in, but kept wandering off track. Held by searchlights over target and had to do violent evasive action to shake them off. Bombs dropped during evasive action so brought back T.I.'s. Photos showed fire tracks only. No trouble on way back.



Mammoth Sept 22/24

(22)

1/4000 lb. 5/1000 lb. 4/100. Green. 1/Red Hot Fire

Took off at 1945 in 'B' & climbed on track  
had to climb hard to reach 20,000 before  
crossing enemy coast. No trouble on way  
to target. Used 'Y' for pin-points but  
bombed to visually. Nice steady run up  
though searchlights caught but not held.  
No trouble on way back except that we  
turned too early on last leg and crossed  
North French coast 20 miles east of correct  
position.

Hammer. Sept 27/29. Bombering.

6/2000 lb.

Took off at 1900 in 'B' & climbed on track  
to 20,000 feet. Trouble with rear turret as  
we crossed English coast, fired it and  
carried on but it went again over North Sea.  
Jettisoned bombs in sea and turned back  
as turret was completely w/s with bad oil  
leak.

Munich Oct 2/3.

(9)

1/4000 lb. 5/1000 lb.

Took off at 1900 in "B" & climbed a track to 20,000 feet. Went as Main Force, Blind Markers 4/5, no carried no T.I.'s. Arrived at last turning point, after very quiet trip. 5 1/2 mins early so started twice. Lost time somewhere on last leg before timed run and bombed 8 mins late. Held by searchlights so photos showed very fine tracks and no ground detail. Limit trip back to English coast, but took no longer than expected. Bandit alert so stopped back without nav. lights. Height to fly over base was 7700 feet! Someone started panicking about low fuel state and half of them joined in. So took our turn and banded with 60 gallons left! (15 mins flying) On approach starboard undercarriage wouldn't lock down, bombadier panicked out of row! Got it down and did steep glide approach & banded O.K.

Frankfurt Oct 4/5.

(12)

1/4000 lb. 5/1000 lb.

Took off in at 18:30 in "B" & climbed to 10,000 feet over base and to 20,000 feet on track. Very quiet trip, no weaving all the way to target. Went as Main Force, Blind Markers 4/5, no carried no T.I.'s. Scared violently through searchlights but did perfect straight run & and got ground detail on photo. Out of target very nicely and very quiet trip back without weaving. Tail trimmer ~~strikes~~ and had to punch against shield for 2 1/2 hours before it unfroze. Bandit alert over England so stopped back at 4000 feet without Nav lights. First back to base and made approach from 4000 ft! Aiming point photo.

Friedrichshaven Oct 7/8.

(28)

1/4000 lb. 2/1000 lb. 1/7.1 Red. 1/7.1 Yellow 8/5.8.C.  
(4 White Flame)

Took off at 2050 in 'B' & climbed to 12,000 ft over base and to 20,000 feet on track. Lost tail most of time but did some weaving over France. Also gunner reported gun flashes directly underneath us when we were straight & level so did steep diving turn to starboard. Several shells arrived exactly where we ~~had~~ would have been. We heard them explode and felt them. No damage. Run up to target was very hot with flak but not a lot of searchlights. Hit somewhere over target and damaged brake pressure line, consequently "blows" disengaged and we came back at 'O' bracket. Reported low brake pressure on arrival at base and told to wait. Aircraft landed with burst tyre & blocked runway. All diverted to Garmley - kept us circling for short time first. Two aircraft landed at Garmley so diverted to Orlingen. First to land there - back to base by transport. 'B' w/s with flak hole - through rear of port wing and

out at leading edge, cutting main spar in half on way.

'L' & 'F' bombed our T.I. and got aiming point photo, we got some smoke screen but couldn't be plotted.

Friedrichshaven was 'spoof' target while main force went to Stuttgart, only 16 aircraft on and target better than main target. We were blind markers for first time.

Hannover Oct 8/9.

(31)

1/4000 lb. 11/1000 lb. 2/7.1. yellow. 6/5.6. (4 white flares)

Took off at 2245 in '2' & climbed to 8,000 ft over base and 20,000 feet on track. Lost trip all way but had to lose a lot of time on route - five orbits. One person dropped flares just as we were running up somewhere well to east, other blind markers in same place as us. Held by master searchlight during run-up but got away. Over a hundred 5/1's at first but they all went out ten minutes after raid began.

Unaccounted trip back and landed without difficulty despite local mist.  
Plots 2000 yds from aiming point.

Frankfurt Oct 22/23

(440)

1/4000 lb. 11/1000 lb. 2/7.1. yellow 6/5.6. (4 white flares)

Took off at 1920 in '8' & climbed to 17,500 ft on track. Bad misting on inside of all cockpit windows which turned to ice above freezing level. Couldn't get rid of it and consequently couldn't see out at all. Ran into heavy CMB and started heavy icing, which started making us lose height at 2850 m. + 8 boost. Jettisoned 2/1000 lb bombs but it made no difference. Decided to boomarang and jettisoned 4 E's, retaining 7.1's - flares, while losing height.

Frankfurt was spot target for Nassau.

Cologne Nov 3/4.

(7)

1/1000 lb. 6/1000 lb. 4/T.I. Red.

Took off at 1720 in 'B' & climbed to 8,000 ft over base and to 20,000 ft on track. No trouble all the way, fighters probably grounded through fog. Gained time and had to orbit just outside target area. Held by searchlights during bombing run and then cor'd.

Gunners panicked and we dropped bombs about 15 seconds early. Straight & level for photograph - forgot searchlights would ruin it. Cor'd all the way across the target and only got at by outdistancing the searchlights. Didn't trip all the way back.

It was only just dark when we crossed coast in and quarter moon made it even lighter.

60 aircraft on Cologne, spoof for Dunsford with over 500 m.

Modane Nov 10/11

(N)

7/1000 lb. 6/500 (4 White Flares)

Took off at 2105 in 'B' & climbed to 20,000 ft on track. No opposition all the way over France & none over the target either. Saw the Alps by moonlight for the second time. Map read on last leg to target and dropped flares on aiming point <sup>and at time</sup>. Did a complete circuit and bombed the T.I.'s dropped by Visual Markers after our flares. No opposition all the way back. Stayed up at 20,000 ft & covered a very active search point at 24,000 ft. Lost it all over base.

Aiming point photograph.

Cannes Nov 14/12.

(7)

1/4000 lb. 6/5000 lb. 1/7.1. Yellow 5/5000. (4 Flares)

Took off at 1830 in 'B' & climbed on track to 15,000 ft. No operation all the way over France. Saw Alps by moonlight for third time. Got to foot of track on long leg to coast and came out over Cannes itself and one light flare gun opened up! Plenty of time in hand so headed back for turning point for third run onto target. Half way there decided to run in on a 'Y' only so turned for target. Moonlight visual markers dropped their T.I.'s so bumbled there straight away & brought back our flares and T.I. Bumbled dead on time. Defenses were three small searchlights and two light flare guns.

No trouble at all on way back but saw two aircraft shot down to starboard of us over North France.

Aiming point photo.

Ludwigshafen Nov 17/12.

(8)

5/2000 lb.

Took off at 1705 in 'D' & climbed to 20,000 ft on track. Severe internal icing all the way, started at freezing level (2000 ft) and didn't clear until we descended on way back. I kept my cockpit windows free by continually wiping them with a handkerchief soaked in glycol. The mid-upper gunner, <sup>and</sup> hardly able to see at of his turret the whole time. The rear gunner's oxygen froze up and his guns wouldn't depress, but we carried on! Low cloud during the whole trip but it cleared over the target and we were able to get a photo. Operation was negligible, we saw no fighters & very little flak. Searchlights caught us once but couldn't hold us.

80 P.F.F. aircraft only a raid.

Aiming point photo.

Berlin Nov 18/19

(34)

1/4000 lb. 3/1000 lb. 4/7.1. Red.

Took off at 1715 in "B" & climbed to 20,000 ft on track. No opposition all the way there & back & very little over the target. 10/10th low cloud all the time, probably kept the fighters grounded & made searchlights hopeless. Only a comparatively few guns on target and flak not concentrated. Kept gaining time on way there & had to do several orbits. While changed coming back and we were on low later at French coast than flight plan times. Also 40 miles off track! Nine aircraft out of 40 missing (all banded mid).

Namur was other target, we saw fires burning on way back. Aircraft all over Germany on way back, some went right over heads!

No photo because of cloud.

Berlin Nov 22.

(35)

1/4000 lb. 3/1000 lb. 4/7.1. Red. 4/7.1. Green 4/8th - Red again

Took off in " " & climbed to 20,000 ft on track. Thick cloud and fog on ground all the way there and back with only occasional breaks. Hardly any opposition all the way. Flak over target did not start until first aircraft dropped bombs & was not concentrated or heavy even then. I did plenty of weaving all the way, especially coming off the target. Kpt pretty well on track all the way & did the trip in 5 1/2 hours although airborne a little later. First back to base.

No photo because of cloud.

Who Said "Join"?



Get A "NUMBER"!

Notice to a Royal Air Force Volunteer Reservist to join for  
Service in the Royal Air Force

745433, SGT. DAWSON. S.R.  
BEECHMOUNT,  
BEECHMOUNT Rd.,  
BAGSHOTT, SOUTHAMPTON.

You are hereby required to join the Volunteer Reserve Team Centre at SOUTHAMPTON

on (date)..... 1 - SEP 1938 .....

1. Should you not present yourself on that date, you will be liable to be proceeded against.
2. You will report in uniform, if in your possession, and bring with you any remaining items of uniform, and small kit.
3. You should also bring with you:—
  - (a) National Health and Pensions Insurance Card.
  - (ii) Unemployment Insurance Book, or Unemployment (except persons) Book, or Official Receipt Card (U.L.0) in lieu of either.
  - (iii) If you are married: your marriage and birth certificates of children (if any), if these have not already been officially recorded.
4. You must not, however, delay rejoining because any of the foregoing are not in your possession.



Official Stamp (Date)  
of Issuing Authority.



## ROYAL AIR FORCE VOLUNTEER RESERVE.

## (PILOT SECTION.)

## NOTICE PAPER.

## FIVE YEARS' RESERVE SERVICE.

Signature of applicant receiving the Notice Paper..... *(Signature)*.....

NOTICE to be given to the applicant at the time of his offering to join the Royal Air Force Volunteer Reserve.

Date..... *26th April*..... 19*39*..

The general conditions of the Contract of Enlistment that you are about to enter into with the Crown are as follows :—

1. You will engage to serve His Majesty (as a special reservist) for a period of five years in the Royal Air Force Volunteer Reserve, provided His Majesty should so long require your services.
2. You will be liable to be called out for training as explained in Question 21 on page 3 of this Form.
3. You will be liable to be called out on permanent service as explained in questions 22 to 24 on page 3 of this Form, and to be called out to aid the civil power in the preservation of the public peace. When called out on permanent service you will form part of the Regular Air Force.
4. When called out for training or for service as explained in Questions 21 to 24 on page 3 of this Form you become subject to the Air Force Act.
5. You will be liable when called out and if medically fit, to go into the air whenever required to do so.
6. If you are in receipt of a service or disability pension you are not eligible for enlistment.
7. You will not be permitted while serving in the Royal Air Force Volunteer Reserve to join the Royal Navy, Army, or Royal Marines, the Militia, the Territorial Army, the Auxiliary Air Force, or the Reserves of those forces.
8. You will be required by the Attestation Officer to answer the questions printed on pages 2, 3 and 4 of this Form, and take the oath shown on page 4, and you are hereby warned that if you wilfully or knowingly make, at the time of your attestation, any false answer you will thereby render yourself liable to punishment.

Signature and rank of Officer or N.C.O. }  
serving the Notice Paper

*(Signature)*.....

[P.T.O.]

# ROYAL AIR FORCE VOLUNTEER RESERVE.

## Certified Copy of Attestation.

No. .... Name .....

### Questions to be put to the Recruit before enlistment into the Pilot Section of the Royal Air Force Volunteer Reserve.

You are hereby warned that if, after enlistment, it is found that you have wilfully or knowingly made a false answer to any of the following questions you will be liable under the Air Force Act to a maximum punishment of two years' imprisonment with hard labour.

1. What is your name ?
2. Where were you born ?
3. What was the date of your birth ?
4. Are you married ?
5. What is your full postal address ?
6. Are you a British subject by birth ?
7. Are you of pure European descent ?
8. Are your parents both British subjects by birth ? If not, state separately their nationality at birth.
  - (a) Father.
  - (b) Mother.
9. Are you, or is either of your parents, a naturalised British subject ?
10. If so, state the date(s) of the naturalisation certificate(s).
11. What is your profession or calling ?
12. What is your religious denomination ?
13. Are you willing to be enlisted (as a special reservist) in the Royal Air Force Volunteer Reserve for five years provided His Majesty should so long require your services ?
14. Have you been convicted by the civil power ? If so, give particulars and dates of all convictions.
15. Do you now belong to any of the regular or non-regular Naval, Military or Air Forces of the Crown in this or any other country, or to any Police Force ? If so, state to what unit or corps you now belong, your official number, what rank you now hold, and whether it is substantive or acting.

1. Christian Name Stephen Surname Baynes

2. In the parish of Heale in or near the town of Bath in the county of Yorkshire

3. 27th April 1920

4. No

5. Heale  
Biscombe Road  
Barnett, Southampton

6. Yes

7. Yes

8. Yes

9. No

10. ✓

11. Shipping Clerk

12. Methodist

13. Yes

14. No

15. No

16. Have you ever served in any of the regular or non-regular Naval, Military or Air Forces of the Crown in this or any other country, or in any Police Force? If so, state the unit in which you have served, your official number, the cause of your discharge, the rank you held on discharge, and whether it was substantive or acting.

17. Have you truly stated the whole of your previous service, if any?

18. Have you ever been rejected as unfit for any of the Naval, Military or Air Forces of the Crown? If so, on what grounds?

19. (a) Have you ever been awarded a disability pension, a gratuity or any temporary or conditional allowance for disability?

(b) Are you now in receipt of any such pension or allowance?

20. Did you receive a notice and do you understand what it means? Who gave it to you?

21. Are you aware that you will be liable to be called out for 15 days' training (involving continuous whole-time attendance) annually, and also to attend for training at week-ends, in the evenings, or at other times, as may be required?

22. Are you aware that you will be liable to be called out on permanent service in the United Kingdom or elsewhere, ashore or afloat, in cases of imminent national danger or of great emergency, and also will be liable to be called out to aid the civil power in the preservation of the public peace?

23. Are you aware that you will be liable (whether or not the Air Force Reserve is called out on permanent service) to be called out and to serve within the British Islands in defence of the British Islands against actual or apprehended attack: it being understood that service on any flight of which the points of departure and intended return are within the British Islands or the territorial waters thereof is to be deemed to be service within the British Islands, notwithstanding that the flight may in its course extend beyond those limits?

24. Are you aware that, if called out under paras. 22 and 23 above, you will be liable to be detained in Air Force service for the unexpired portion of your service in the Royal Air Force Volunteer Reserve, and for a further period not exceeding 12 months, if so directed by the competent Air Force authority?

16. No

17. Yes

18. No

19. (a) No

(b) No

20. Yes  
Name: Flight Lieut. S. F. W. Laidlaw

21. Yes

22. Yes

23. Yes

24. Yes

2

# ROYAL AIR FORCE VOLUNTEER RESERVE.

## Certified Copy of Attestation.

No. .... Name .....

### Questions to be put to the Recruit before enlistment into the Pilot Section of the Royal Air Force Volunteer Reserve.

You are hereby warned that if, after enlistment, it is found that you have wilfully or knowingly made a false answer to any of the following questions you will be liable under the Air Force Act to a maximum punishment of two years' imprisonment with hard labour.

1. What is your name ?  
1. Christian Name Stephen Surname Payne
2. Where were you born ?  
2. In the parish of Heale in or near the town of Heale in the county of Yorkshire
3. What was the date of your birth ?  
3. 27th April 1920
4. Are you married ?  
4. No
5. What is your full postal address ?  
5. { Heale  
Green Lane Road  
Garrett, Donhampton
6. Are you a British subject by birth ?  
6. Yes
7. Are you of pure European descent ?  
7. Yes
8. Are your parents both British subjects by birth ? If not, state separately their nationality at birth.  
8. (a) Yes  
(b) Yes
9. Are you, or is either of your parents, a naturalised British subject ?  
9. No
10. If so, state the date(s) of the naturalisation certificate(s).  
10. ✓
11. What is your profession or calling ?  
11. Slipping Clerk
12. What is your religious denomination ?  
12. Methodist
13. Are you willing to be enlisted (as a special reservist) in the Royal Air Force Volunteer Reserve for five years provided His Majesty should so long require your services ?  
13. Yes
14. Have you been convicted by the civil power ? If so, give particulars and dates of all convictions.  
14. No
15. Do you now belong to any of the regular or non-regular Naval, Military or Air Forces of the Crown in this or any other country, or to any Police Force ? If so, state to what unit or corps you now belong, your official number, what rank you now hold, and whether it is substantive or acting.  
15. No

END OF "V.R." DAYS.

AND

BEGINNING OF "R.A.F."

NO. 745833 RANK. SERGEANT NAME. DAWSON S.R.

This is to certify that the above named R.A.F. Volunteer Reservist has been issued with all Flying Kit and has been cleared of all outstanding liabilities on Posting from this School.

FLYING CLOTHING Witch

MAPS AND PUBLICATIONS Chase

Date. 16.9.39

C.F.I. Chase

DEFICIENCIES

Signed.



Squadron Leader,  
Chief Instructor,

NO. 3 ELEMENTARY FLYING TRAINING  
SCHOOL.

END OF "V.R." DAYS.

— AND

BEGINNING OF "R.A.F."



SET. PILOTS W/T.

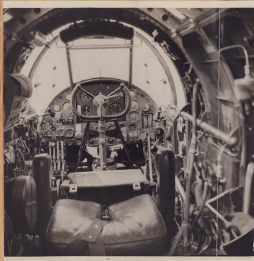
DAWSON. WILLIAMS. ROMSEY

I.T.W. HASTINGS.

SEPT 1939.

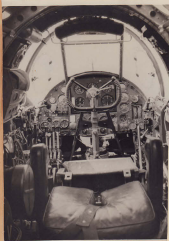
COME INTO THE OFFICE

H. P. HAMPDEN COCKPIT.

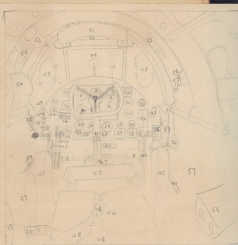


COME INTO THE OFFICE

H.P. HAMPDEN COCKPIT.



BOC Digital Archive



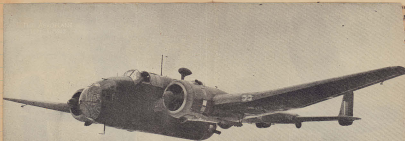
- |                 |                   |               |
|-----------------|-------------------|---------------|
| 1. Pilot's Seat | 25. Fuel Gauge    | 43. Fuel Tank |
| 2. Pilot's Seat | 26. Fuel Gauge    | 44. Fuel Tank |
| 3. Fuel Gauge   | 27. Oil Pressure  | 45. Fuel Tank |
| 4. Oil Pressure | 28. Fuel Pressure | 46. Fuel Tank |
| 5. Fuel Gauge   | 29. Oil Temp      | 47. Fuel Tank |
| 6. Fuel Gauge   | 30. Oil Temp      | 48. Fuel Tank |
| 7. Fuel Gauge   | 31. Oil Temp      | 49. Fuel Tank |
| 8. Fuel Gauge   | 32. Oil Temp      | 50. Fuel Tank |
| 9. Fuel Gauge   | 33. Oil Temp      | 51. Fuel Tank |
| 10. Fuel Gauge  | 34. Oil Temp      | 52. Fuel Tank |
| 11. Fuel Gauge  | 35. Oil Temp      | 53. Fuel Tank |
| 12. Fuel Gauge  | 36. Oil Temp      | 54. Fuel Tank |
| 13. Fuel Gauge  | 37. Oil Temp      | 55. Fuel Tank |
| 14. Fuel Gauge  | 38. Oil Temp      | 56. Fuel Tank |
| 15. Fuel Gauge  | 39. Oil Temp      | 57. Fuel Tank |
| 16. Fuel Gauge  | 40. Oil Temp      | 58. Fuel Tank |
| 17. Fuel Gauge  | 41. Oil Temp      | 59. Fuel Tank |
| 18. Fuel Gauge  | 42. Oil Temp      | 60. Fuel Tank |
| 19. Fuel Gauge  | 43. Oil Temp      |               |
| 20. Fuel Gauge  | 44. Oil Temp      |               |
| 21. Fuel Gauge  | 45. Oil Temp      |               |
| 22. Fuel Gauge  | 46. Oil Temp      |               |
| 23. Fuel Gauge  | 47. Oil Temp      |               |
| 24. Fuel Gauge  | 48. Oil Temp      |               |
| 25. Fuel Gauge  | 49. Oil Temp      |               |
| 26. Fuel Gauge  | 50. Oil Temp      |               |
| 27. Fuel Gauge  | 51. Oil Temp      |               |
| 28. Fuel Gauge  | 52. Oil Temp      |               |
| 29. Fuel Gauge  | 53. Oil Temp      |               |
| 30. Fuel Gauge  | 54. Oil Temp      |               |
| 31. Fuel Gauge  | 55. Oil Temp      |               |
| 32. Fuel Gauge  | 56. Oil Temp      |               |
| 33. Fuel Gauge  | 57. Oil Temp      |               |
| 34. Fuel Gauge  | 58. Oil Temp      |               |
| 35. Fuel Gauge  | 59. Oil Temp      |               |
| 36. Fuel Gauge  | 60. Oil Temp      |               |



WHAT !

"ATLANTIC STAR"

AS WELL !!



## MINES IN THE SEA LANES

**MINELAYER**—Handley Page Hampdens, although obsolescent and out of production, are still giving excellent service as minelayers.

**HANDLEY PAGE HAMPDENS** have for some time been regarded as obsolescent and by many people are thought to be now out of squadron service. Little do they realise the excellent service that is done by many Royal Air Force squadrons equipped with Hampdens in the important task of minelaying.

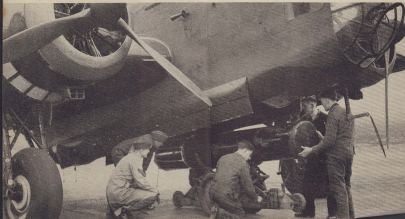
Since the outbreak of War the Royal Air Force has realised the effectiveness of laying mines from the air. The aeroplane can penetrate to places far from its base with a speed and accuracy far surpassing that of the naval minelayer, and reach places quite inaccessible to slow surface craft. At first, mining Germany's coastline by aeroplane was not difficult. But as the enemy gradually overran Europe the task became harder, and Bomber Command had to allot more and more squadrons

to lay mines along coastlines as far North as Norway, East as far as the Baltic ports, and as far South as the Spanish border. The work is directed by a special department at Bomber Command Headquarters which works in close co-operation with the Royal Navy.

Recently, by courtesy of the Air Ministry, we were privileged to visit a Hampden squadron which has been minelaying almost continuously since the outbreak of War.

Minelaying is done at night. Even at night cloud cover is necessary, for the enemy must be caught unawares if the minelayer is to be effective. If the minelayer is discovered, shipping can be warned and sooner or later the area will be swept. In the early days, the enemy's opposition was negligible, but recently flak ships and patrolling fighters have

**ENFORCING THE BLOCKADE**—Mines have been laid by aeroplanes since the beginning of the War off the enemy coast. This important work is still being performed by Handley Page Hampden bombers, which make long journeys, needing careful navigation, to drop their mines where they will cause most difficulties to the coastal traffic of the enemy.



WHAT! "ATLANTIC STAR"

AS WELL!!



any highway crosses the plains to Tulsa.

The special Russian correspondent said:

"After heavy engagements for many days at the approach of Vladikavkaz (the town of Vladikavkaz) fighting has ended the defeat of the Germans."

"In these battles, our troops the 37th German Division, the Brandenburg, the 4th Cycle Battalion, the 7th Support Battalion, the Anti-Tank Battalion, a battalion the first German Mountain Division, and the 20th Battalion."

### 2,000 Lorries Taken

"Serious losses were inflicted on the 23rd German Tank Division, 2nd Romanian Alpine Division, and other enemy units."

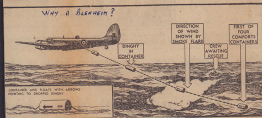
"In these engagements we captured 140 German tanks, armored cars, 70 guns of all calibres, among them several heavy guns, 50 mortars, of four were six machine-guns, 3349 horses, motor-cycles, over 2,000,000 of ammunition, two army dumps, one food store, and war material."

The Germans left over

### The Hampdens Go Mine-laying

NIGHT after night two-engined Hampdens, one of a large part of the R.A.F.'s bombing forces, go out on their latest job—mine-laying. Great navigational skill and precision piloting are required to drop these loads in narrow channels and in sea routes. Below is a close-up of a mine being put aboard a Hampden which has also been adapted for torpedo bombing. Picture was taken at a station from which British and Canadian crews operate.

# Sometimes they'd wait 9 days to be rescued



First Successful "Drop"  
BY P/O. GAVELL AND  
SER. DAWSON.  
FEB 9th 1941  
Hampden AB 730. N 50 SW.

THIS first public mention of an expedition because the Lindholme Rescue Group is used to carry aid to airmen banded down like the one a long way from land, is made in "Air-Sea Rescue", the Air Ministry booklet published today.

The Lindholme Rescue Group was founded for a rescue effort in Air-Sea Rescue and is based at the R.A.F. station which he once commanded.

I have frequently seen this gear during visits to bomber squadrons. It consists of five containers, which are dropped from an aircraft in the same way as a stick of bombs, except that the "bombs" are strung on a large steel rope.

It was very difficult, especially in high seas and strong winds, to drop a single container, but enough to a dinghy full of airmen for them to reach it.

The total weight of the Lindholme Rescue Group is about 200 yards, so that the chance of a dinghy reaching it are multiplied many times over.

Between each of the five containers there are about 10 yards of colored rope shaded with kapok floats to keep it buoyant. To keep it from blowing or dropping down, airmen are ordered to the boats, painted in the colors of the middle container, which is the most visible one. It contains a large additional rubber dinghy filled with all kinds of comforts. This dinghy automatically inflates itself on hitting the water.

The distressed airmen, having reached it, then haul in the other four containers and help themselves to the contents. Carefully packed traps are food and drink, and such luxuries as goose-feather sleeping-bags and "fiver" bags to keep them warm.

The Lindholme Rescue Group is one of many devices invented by men who have had first-hand experience not only of rescuing others but of being rescued themselves. After the war these instructions will be applied to the aid of all in distress at sea.

## THEY DON'T WAIT SO LONG NOW

THE crew of a British Hampden bomber forced down in the North Sea spent nine days afloat in their rubber dinghy before they were rescued.

Here is the day-to-day diary of their adventure:

FIRST DAY AFLOAT—Marine distress signals found to be un-  
der way.

## ON SECOND AT IN 1942

ROADBENT, Daily Mail Diplomatic Correspondent  
is of Staff have had secret conversation  
of the Soviet Commissar for Foreign  
vice advisers about opening a second front.  
This highly significant fact was revealed

the conclusion of the  
actual Aid Pact for  
Moscow  
Says:  
"ing was reached between  
gard to the urgent task of  
in Europe in 1942. M.  
'2 Fronts  
to Crush



TRouble BREWING -

AND AVERTED.

**RESTRICTED**

Air Publication 1946  
March 1956  
3rd edition, June 1941  
2nd edition, 2 Feb. 1944  
(For European Theatre Only)

**THE RESPONSIBILITIES OF A  
PRISONER OF WAR**

Instructions and guidance for all ranks in the event of capture  
by the Enemy

**EUROPEAN THEATRE OF OPERATIONS ONLY**

Note.—During hostilities a copy of this publication is to be  
issued to every member of aircraft, whether operational or under  
training; and C.O.s are also to ensure that all other personnel  
have a general knowledge of the principles laid down herein.

Issued for the information and guidance of all concerned.

By Command of the Air Council

*[Signature]*

**NOT TO BE TAKEN INTO THE AIR**

Sergeant Dawson was posted to No. 50 Squadron  
in December 1940. His first 14 operational  
flights were done as Navigator to S/O Gills  
D.F.C. These two form an outstanding team.  
Throughout the severe winter weather conditions  
they attacked many highly defended targets in  
the face of intense fire and searchlight  
defences. They could always be relied upon to  
attack the primary target successfully and largely  
due to the skill and courage of Sgt. Dawson, the  
safe return of the aircraft was always ensured.  
Sgt. Dawson continued to display the same  
gallantry and courage after conversion to Captain.  
One night in June he was Captain of an aircraft  
detailed to attack a target in Kiel. Extremely  
bright conditions prevailed because of the moon  
and the northern lights. On the way to the target  
whilst crossing the Denmark the aircraft was  
held in a cone of searchlights and attacked by  
3 M.E. 110. using cannon and machine gun fire.  
Displaying great coolness and courage Sgt.  
Dawson successfully evaded the three fighter  
aircraft and the searchlights. He then  
proceeded to the target which was bombed and  
successfully and a fire started. He was  
just as what you have done Steve, you're  
clever little boy. Anyway you deserve it.

RECOMMENDATION FOR D.F.M.

SEPT. 1941.

## Trouble Brewing

## and Hurts.

### The Responsibilities of a prisoner of war

- It is the duty of all men to protect the security of the Royal Air Force for every reason within their power. Each individual must clearly understand that he is personally responsible for safeguarding Service information at all times. This responsibility is greatest after capture.
- The Enemy is known to attach the utmost importance to the interception and search of prisoners, but he can learn nothing from a silent and uncooperative prisoner whose conduct is unhelpful.
- The Geneva Convention of 1929, which was signed by all the Great Powers, laid down that a prisoner of war is only expected to give his:

#### Name, Rank and Number

and that no prisoner may be brought to bear upon him in order to obtain any further information.

- The further information whatsoever should be given, however that a prisoner who systematically refuses to give information is regarded by his captors.

#### Behaviour under interrogation

- Any member of the Royal Air Force who falls into enemy hands should observe these simple rules when facing interrogation. He should:—
  - be silent completely in relation to:
  - give his name, rank and number—and nothing else;
  - maintain a rigid silence thereafter, avoiding even the answers "Yes" or "No". If pressed, he may reply "I cannot answer that question";
  - avoid all attempts to bait or tell lies;
  - preserve throughout the information a disciplined and strictly formal attitude, addressing his captors in the form of "Sir";
  - avoid all hyperbatic, and refuse all favours;
  - withhold from the captors that he is a type from whom nothing can be known.
- After the official interrogation is over, a prisoner must remember that further efforts will be made to extract information from him. Only by maintaining a rigid and alert attitude he avoids the many traps which may be set for him.

1. He should therefore treat no one and learn absolutely certain of his security, but he should view every act on the part of the Enemy with suspicion. He should also remember that, although he is a prisoner of war, he is still a member of the Royal Air Force, and that the disclosure of Service information is an offence under the Air Force Act.

Remember that a silent and uncooperative prisoner without notes or papers of any sort is an interrogator's nightmare.

#### What the Enemy will try to find out from you

1. Information about any unit of the Air Force, or of the Navy and Army.
  - What is your flight/section number?
  - Where is it stationed? and what is its strength?
  - Where are other squadrons stationed?
  - What have been their recent movements? Any mention as to future movements?
2. Types of aircraft—performance—new designs—and armaments.
  - Existing and Supply.
  - Armaments and loading generally at home and abroad.
  - Any information about Allied training and tactics—and how much you know of enemy tactics.
  - Information about air-sea and sea-air (J.E. or British ships).
  - Anything about the weather, climate or forecasts.
  - Any technical organization and A.V. Detachments.
  - Name, Class, type—Performance—Fuel Supply—Speed of the Engine and servicing facilities.

All five sections enquire about these things and the value of your personal work effort may be rendered useless in comparison.

#### New information is obtained by the Enemy

##### Methods

1. Examination of captured aircraft and material.
2. Search of prisoners of war for notebooks, letters, diaries and all other incriminating articles or papers.
3. Interrogation of prisoners, either by direct questioning or by indirect methods such as the following:—

##### Methods

1. **Interrogation.** The Government wish of all. Prisoners are well treated, encouraged and given liberty to drink. An atmosphere of good fellowship is carefully built up and Service matters are then casually discussed. A skilled interrogator will be present to guide the talk into the right channels.
2. **Misinformation.** These are always extensively used, and are similar to the slightest degree. Some will be so obviously false that not even an expert can find them.
3. **Blackmail.** Speaking perfect English and generally relaxed, will be introduced among prisoners. They will not be easy to recognize, and may even be the first to wish everyone of the best for service when discussing Service matters.
4. **Agents.** The Enemy will have agents working among the news, contacts, attachments or detachments, such other prisoners. These may often pretend to be sympathetic to other persons that they cannot understand English. Like the red-pagers, they will be good actors and very difficult to recognize.
5. **Know-all approach.** "We know everything already, so there is no point in your keeping silent." It may be suggested that another prisoner has talked; or an imposing looking one may be produced which appears to give detailed information about R.A.F. units, aircraft, equipment and personnel, and may contain a number of photographs, newspaper cuttings and other such items.
6. **Intimidation.** A prisoner may be threatened, or attempts may be made to bait or browbeat him. A "bait" consisting of other prisoners must be exposed. Blackmail must be used.
7. **Encouragement** may occasionally be resorted to by the Enemy, even though the Enemy has reached his limit. An attempt may be made to lower a prisoner's morale and to diminish his resistance by means of unsuitable food; overworked units; or military punishment.
8. **Deceit.** A prisoner may be offered pecuniary treatment, with special freedom and favour, if he will co-operate with his captors, either by talking himself or by persuading others to talk. A prisoner who communicates with the Enemy is bound for an easy life in a tank.

## TROUBLE BREWING -

9. **Bogus Form** may be produced in the hope that the prisoner will answer the questions which they ask. They may appear to be genuine Red Cross forms or official documents. Put your pen through every question except Name, Rank and Number—therefore the Enemy may fill in the answers above your signature in order to bluff other prisoners. (Note.—Failure to fill in a Red Cross form does not delay notification to relatives, who are informed through official channels.)

10. **Propaganda.** From the moment a prisoner is captured he is subjected to sappy propaganda. He will continually be told lies about the war situation, and about his country and her Allies, in the hope that his resolution will weaken, and that his courage will fail.

*These are only ten of the Enemy's tricks. Be on your guard. He has many others up his sleeve.*

## Do's and Don'ts

1. Do give your Name, Rank and Number, but nothing else.
2. Do convince your interrogator from the very outset that you are the type who will never talk under any circumstances. Therein lies the whole secret of successfully withstanding interrogation.
3. Do behave with dignity and reserve under interrogation, so that you command the respect of your captors.
4. Do maintain your resolution and morale; and encourage your comrades to do the same.
5. Do empty your pockets before going on operations.
6. Do destroy your aircraft, maps and documents whenever possible. Remember that incriminating articles and papers can often be disposed of before the Enemy has a chance to search you.
7. Do keep your eyes and ears open after capture—you may learn much which may be of value both to your country and yourself if you succeed in escaping.

## AND AVERTED.

Sergeant Dawson was posted to No. 50 Squadron in December 1940. His first 14 operational flights were done as Navigator to S/O Gyllis D.F.C. These two form an outstanding team. Throughout the severe winter weather conditions they attacked many highly defended targets in front the face of intense fire and searchlight defences. They could always be relied upon to attack the primary target successfully and largely due to the skill and courage of Sgt. Dawson, the safe return of the aircraft was always assured. Sgt. Dawson continued to display the same gallantry and courage after conversion to Captain. One night in June he was Captain of an aircraft detailed to attack a target in Kiel. Extremely bright conditions prevailed because of the moon and the northern lights. On the way to the target whilst crossing the Denmark the aircraft was held in a cone of searchlights and attacked by 3 M.E. 110. using cannon and machine gun fire. Displaying great coolness and courage Sgt. Dawson successfully evaded the three fighter aircraft and the searchlights. He then proceeded to the target which was bombed and successfully and a fire started.

Just see what you have done Steve, you're a clever little boy. Anyway you deserve it.

RECOMMENDATION FOR D.F.M.

Sept. 1941.

GOT IT !!

JOLLY FINE SHOW. WHAT!

H.Q. No. 5 Group,  
Royal Air Force,  
Grantham,  
Lincs.

23rd November, 1941.

Dear Dawson

I was very glad to see your  
Distinguished Flying Medal in the  
Cassette the other day. Many con-  
gratulations on a very well earned  
decoration. Well done.

Yours sincerely

W. J. J. J.

Sgt. S. R. Dawson, D.F.M.,  
No. 15 B.A.T. Flight,  
R.A.F. Station,  
Swanton Morley.

**BASSETT AIRMAN**  
**Awarded D.F.M.**

Sgt. Pilot S. R. Dawson, who, it is announced, has been awarded the Distinguished Flying Medal for conspicuous gallantry and devotion to duty, is the youngest son of Mr. and Mrs. E. K. Dawson, Homecroft, Bechworth-road, Hasselt, Southamptn.

Twenty-one years of age, he was born at Hasselt, Yorkshire, and was



SERGT-PILOT DAWSON

educated at Buxton College, Huddersfield.

He came to Southamptn in 1934 to join the Union-Castle Line. He joined the R.A.F. Volunteer Reserve on his formation, and was called up in August 1939.

Sgt. Pilot Dawson has done eight months on bombing operations over enemy territory, including several visits to Berlin and Kiel, and is now training junior pilots in night-flying.

His father, who is well known in literary circles in Hull and East Yorkshire, was chief clerk at Hull Customs House until May 1935 when he was promoted to senior chief clerk at Southampton.

He aided his son's enlistment for the Navy and is at present on a detachment in the Mediterranean.



# How To Succeed As An INSTRUCTOR

Now 15-15 Bat Flight boys  
Took off upon a spree,  
They taxied out and took the air  
And headed out to sea.

The air was still, the sun was bright  
So forming in a Vee  
They roared along at zero feet  
As happy as could be.

Now Johnson was the first to get  
Just a little daring,  
So diving on the leading kite  
He set the pilot swearing.

Flight Sergeant Gordon found the wreck  
So dived to show us whether  
It could be done, he thought it could  
But now he's gone for ever.

Old Peter Woolfe at wave top height  
Was banking much too steep,  
His wing-tip hit the briny mass  
Poor Pete's now fast asleep.

Johnson and Smith were having fun  
Flying in formation,  
Their wing-tips hit and now they lie  
Pending their cremation.

Flight Sergeant Dawson, D.F.M.  
Was practicing stall turns,  
He did them good, in fact too good  
For now in Hell he burns.

# - OR THE "BAT" FLIGHT DITTY.

1942.

The Squadron Leader of the Flight  
Turned round and flew for home,  
A Boston cut across his path  
And pranged him on the 'Drome.

Now Donald Craik, a married man  
Thought all the boys insane,  
So working hard both day and night  
Promotion quickly came.

To A.O.C. at Two Command  
It came as such a blow,  
So in the Auth'risation Book  
Is Duty NOT C.O.

The moral of this story is  
Time you must not squander,  
Just stick to Beams and then it seems  
You'll be a Wing Commander.

-----000-----

F/LT. CRAIK AND F/SGT. JOHNSON WERE LATER  
KILLED IN A CRASH FOLLOWING A  
MID-AIR COLLISION ON THE "BEAM" IN  
BAD WEATHER.  
IN MEMORIAM.

JUNE - NOVEMBER 1943

IBOC Digital Archive



ROYAL AIR FORCE  

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PATH FINDER FORCE  

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*Award of  
Path Finder Force Badge*

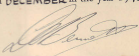
This is to certify that

ACTING FLIGHT LIEUTENANT S. DAWSON.  
142531.

having qualified for the award of the Path Finder Force Badge, and  
having now completed satisfactorily the requisite conditions of  
operational duty in the Path Finder Force, is hereby

*Permanently awarded the Path Finder Force Badge*

Issued this 10<sup>th</sup> day of DECEMBER in the year 1943.A.D.

  
Air Officer Commanding, Path Finder Force.

Headquarters,  
Path Finder Force,  
Royal Air Force.

12th September, 1943.

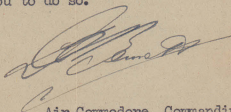
To:-

Pilot Officer S.R. Dawson. (142531)

AWARD OF PATH FINDER FORCE BADGE.

You have today qualified for the award of the Path Finder Force Badge and are entitled to wear the Badge as long as you remain in the Path Finder Force.

2. You will not be entitled to wear the Badge after you leave the Path Finder Force without a further written authority from me entitling you to do so.



Air Commodore, Commanding  
Path Finder Force.

~~Gosling 1514  
Rogers Charles~~

2527 1411

Hamworth

think me share to you well.

work vah e.w.

other families  
denied or

I open white &  
have a tick on the  
Bell.

JUNE - NOVEMBER 1943

Headquarters,  
Path Finder Force,  
Royal Air Force.

12th September, 1943.

To:-

Pilot Officer S.R. Dawson. (162531)

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You have today qualified for the award of the Path Finder Force Badge and are entitled to wear the Badge as long as you remain in the Path Finder Force.

2. You will not be entitled to wear the Badge after you leave the Path Finder Force without a further written authority from me entitling you to do so.

  
Air Commodore, Commanding  
Path Finder Force.

"LEST WE FORGET."

97 (Straits Settlements) Squadron,  
Royal Air Force,  
COMBURY, Lincoln.

26th July, 1944.

Dear Dawson,

Thank you for your letter enquiring about your old crew. I very much regret to inform you that the following signal has been received:-

"13/7 Telegram from IBCO quoting German information dates 15/3 seven dead 1039039 P/Sgt T R Shaw 126514 P/Lt W A Meyer (IWC) 161470 P/O R C Pike (IWC) 133485 A/P/Lt E J Starie (IWC) Can/R147703 W/O2 A Ho Barrowman and two unknown. Named reclassified missing believed killed. Reclassification of the unknown pending further confirmation. Informed all personnel".

It is very sad, they were such a decent bunch of fellows. We are all very proud of the wonderful job they have done.

I hope you are doing well and like your station - when will you be calling in this way? There are very few of the old Bourneites left, but we would like to be back there.

The best of luck!

Yours sincerely,

MY CREW.

  
Flight Lieut. & Adjutant,  
No. 97 Squadron.

ANOTHER "GONG".

MORE BLURBS.

D.F.C. WINNER

Double Decoration for  
Castle Official

Charges to pay

POST OFFICE



No. 00163  
OFFICE STAMP

W. 3215/P1266 00,000 Pals 10/42 H.P. 50-5558

R.A.F. Form 1924

**POSTAGRAM.** Originator's Reference Number:—

To: 112531 A/P/L Dawson, S.R. DFM. DFC.,  
Officers Mess, 11 OTU,  
HARVEST HARBOROUGH.

97/0.613/P.2.  
Date:— 13th February 1944

From: Officer Commanding No. 97 (Straits Settlements) Squadron.

Congratulations on the award of the DFC.

Originator's  
Signature

*L. H. H. H.* P/Lt.

Time of  
Origin 10.00

stant Stephen R. Dawson, member of the Union staff at Southampton and the Royal Air Force decorated with the Flying Cross for "high and devoted to duty." As the D.F.M. which he was commissioned.

son, D.F.M., who has a successful operations skill, fortitude, and Mrs. E. R. Dawson, Southampton. Flight-member of the cash report.

erson, D.F.M., has of many successful played high skill, just. Dawson is a of the Union-Castle

ynner Dawson, of the Union-F.C. for high many successful the R.A.F.V.R. the outbreak of a older brother is

ANOTHER "GONG".

MORE BLURBS.

D.F.C. WINNER

Double Decoration for  
Official

Charges to pay

POST OFFICE



TELEGRAM

Prof. Time limited in Office of Origin and Service Instructions

73

575 4.10 HULL @ 20



To: 7113097

LT LT S R DAWSON OFFICERS MESS RAF

MARKET HARBOUR - LEICESTER

CONGRATULATIONS YOU CAN NOW HOLD UP YOUR HEAD

+ DICK AND LINDA +

For free repetition of doubtful words telephone "TELEGRAMS ENQUIRY" or call, with this form, at office of delivery. Other enquiries should be accompanied by this form, and, if possible, the envelope


war and commissioned last year. An older brother is serving in the Royal Navy.

John R. Dawson, of the Union of Southampton, the Royal Air Force, with the Cross for "high value to duty." D.F.M. which he received.

F.M., who has successful operations, fertility, and E. H. Dawson, poor. Flight of the cash

D.F.M., has a successful high skill, action in a Union-Castle

Dawson, a Union for high successful I.F.V.R. break of



London Gazette dated 11th February, 1944.

Distinguished Flying Cross.

Acting Flight Lieutenant Stephen Rayner DAWSON, D.F.M.,  
(142531) R.A.F.V.R. No. 97 Sqn.

As pilot and captain of aircraft Flight Lieutenant Dawson has completed numerous operations against the enemy, in the course of which he has invariably displayed the utmost fortitude, courage and devotion to duty.



## ANOTHER "GONG."

★  
A NOTHER Southampton pilot completed a million miles in the air this month. He was the air staff officer S. R. BOAG's First Officer S. R. Dawson, who lives with his wife and child at "Maheen," Hart-



ley Avenue. He came to the town when in 1936, when his father was promoted to Chief Clerk. H.M. Customs and Excise at and then to Senior Chief Clerk at Southampton. A pre-war R.A.F.V.R. member, he got in 66 "ops" with Bomber and was awarded the D.F.C. and D.F.M. before taking part in armament experiments at Boscombe Down in 1944. He has been with R.O.A.C. since 1945, and, after flying Yorks to India and South Africa, he has concentrated on the Constellation run to Australia.

★  
wore.

## MORE BLURBS.

### D.F.C. WINNER

In recognition of many successful operations against the enemy, in which he displayed high skill, fortitude and devotion to duty, the D.F.C. has been awarded to Acting Flight-Lieutenant Stephen Rayner Dawson, D.F.M., Royal Air Force Volunteer Reserve, No. 61 Squadron, whose home is at Southampton. He enlisted for his first day in 1938 and was commissioned in 1942. He was awarded the D.F.M. in November, 1944 and is entitled to wear the 1939-45 ribbon.

### Double Decoration for Union-Castle Official

Flight Lieutenant Stephen R. Dawson, who was a member of the Union-Castle Line's staff at Southampton before he joined the Royal Air Force, has been decorated with the Distinguished Flying Cross for "high skill, fortitude, and devotion to duty." He already holds the D.F.M. which he won before he was commissioned.

Acting Flight-Lieutenant Stephen Rayner Dawson, D.F.M., who has been awarded the D.F.C. in recognition of many successful operations against the enemy in which he displayed high skill, fortitude and devotion to duty, is the younger son of Mr. and Mrs. E. R. Dawson, of "Henshurst," Beechmount Road, Bassett, Southampton. Flight-Lieutenant Dawson was, until he joined up, a member of the cash department of the Union-Castle Line at Southampton.

Acting Flight-Lieutenant Stephen Rayner Dawson, D.F.M., has been awarded the D.F.C. in recognition of many successful operations against the enemy in which he displayed high skill, fortitude and devotion to duty. Flight-Lieut. Dawson is a former member of the Cash Department of the Union-Castle Line, Southampton Office.

Acting Flight Lieut. Stephen Rayner Dawson, D.F.M., a former member of the staff of the Union-Castle Line, has been awarded the D.F.C. for high skill, fortitude and devotion to duty in many successful operations against the enemy. Joining the R.A.F.V.R. on its formation, he was called up at the outbreak of war and commissioned last year. An older brother is serving in the Royal Navy.

## 9 DAYS' DIGGING TO FIND DUMMY 10-TON BOMB

### Experts Saw The Real Thing

When a 10-ton dummy bomb was dropped during secret experiments before the "super-earthquake" weapon was devised, it penetrated to such a depth that 18 men had to work 12 hours a day for nine days to find it.

The Ministry of Aircraft Production, who make the disclosure to-day, also describe the tense scene when the

first experimental live 10-tonner was dropped, with Ministry officials and others watching from a place two miles away.

Tests were made with models under various conditions and the "drop" of the dummy verified all the calculations the experts had made for the production of the real thing. Then preparations were made to test a live bomb.

The problem was to ensure that the whole charge went off at once on the maximum efficiency could be obtained. Experiments and trials went on for nine months in 1944 and finally the detonation was perfected.

The live bomb was dropped on a remote secret land experimental range. To have dropped it in the sea would have involved less risk of injury to persons and property, but the opportunity of confining the devastating effects could not be missed.

#### RADIO WARNING

A location was chosen on the range and the bomb was dropped under conditions permitting its performance to be controlled. Radio communication was maintained between the ground party and the aircraft throughout the trial. There were tense moments each time the aircraft started its run up to the target. Instructions from bomb aimer to pilot were heard over the radio.

The spectators were kept in suspense for some time as the bomb-

aimer repeatedly dropped practice "bombs" to ensure that all his bomb-sight settings were correct and that the bomb would strike where he intended.

At last the message: "Next run will be live bomb" came over the radio and the complete trajectory and detonation was observed from two miles away. The crater produced was about the size that had been anticipated.

Soon afterwards the first 10-tonner went crashing down on Germany. The explosive in the bomb is the greatest one-piece charge that has ever been detonated.

#### THE MANY PROBLEMS

Mr. R. N. Wallis, commander of the team in a wireless talk to the United States yesterday, described the many problems which had to be solved before the great bomb was ready. They included:

To find an aircraft capable of carrying the bomb to a great height;

Selecting an accurate bomb-sight;

Means of carrying and storing the bomb;

An explosive charge powerful enough to do the greatest possible damage; and

A means capable of detonating the great mass of explosive completely.

Means had to be provided for releasing such a tremendous weight from the aircraft, he said, because to a bomb-aimer travelling at 480 mph a second's delay of control of a second would mean missing the target by 40 feet.

THE "GROGN SLAM" OR "TALLBOY LARGE,"  
MARCH 13TH 1945 AT "ASHLEY WALK" RANGE

## 'MIRACLE' OF NEW BOMB

### ALMOST AS HEAVY AS LANCASTERS

By E. COLSTON SHEPHERD.

(London Times) An Correspondent

Germany never attempted to provide for the delivery of a 10-ton bomb, but if rumours can be accepted, she did hope to deliver a 10-ton rocket. The success, last week, of the R.A.F. in hitting selected targets in Germany with 10-ton bombs sets once more in strong contrast the method of orderly progress and the attempt to find a short-cut.

The triumph of the R.A.F. over the task from the production of the present bomb, but from trials it is 300 miles and exploding on the precise spot. The 10-ton bomb followed the 12,000-lb. bomb in such long time that would have been needed to design and build a new bomber of bigger dimensions than the Lancaster. If that had been the only solution, we might now find ourselves with the largest aircraft ever produced for air and no means of using it before the war was over.

By a process of progressive development, which now looks almost like a miracle, the Lancaster and the technique of bomber operation have finally evolved to keep pace with the growth of the bomb.

#### CARRY THEIR OWN WEIGHT

A load of 12,000 lb. of bombs was set as the limit in the original Lancaster. The average bomb load taken to targets in the Ruhr at that time was two and a half tons. The present Lancaster has a gross load twice heavier than the early model. The take-off runways available to it are a lot longer than those of 1942. Certain other factors no doubt have tended to have weight of allowance items of load to be expressed in terms of bombs. Nevertheless, the empty weight of the Lancaster is not more than 25,000 lb.; therefore bomb load and fuel alone must have exceeded the "tare" weight.

Overloading of bombers for special duties is a relatively common occurrence. The critical consideration is take-off. The spectacular way of improving take-off by means of rocket assistance practised some years ago by the Germans was not adopted by Bomber Command. The Lancasters took off under their own power and they can safely be presumed to have taken off at something more than their normal wing-loading of 52 lb. to the square foot.

#### A SLEDGE-HAMMER

The R.A.F. has of rehearsing all its important new efforts was certainly indulgent before the first 10-ton bomb took its last, 2 in. prepared to believe that the overloaded Lancasters proved in advance that they could both take off and land with the 10-ton lb. of deadweight in their bomb compartments.

The new bomb's work is that it carries the armature of the atomic destruction into the heart of the R.A.F. With accurate atomic precision destruction can be accomplished against a claim of targets to which intensive bomber effort or other (even worse) have had to be expended. The 10-ton bomb is the sledge-hammer which alone can crack some of the enemy's most valuable nuts.

The contrast between the 10-ton bomb accurately placed, and the one-ton rocket, cast indiscriminately towards a spreading target, needs no further contrast. Two policies and their military justification or condemnation in that antithesis.

U.S.  
News  
Pic

## Aeroplane and Armament Demonstration



This Hawker Typhoon II was the first aeroplane to take part in the flying display. The 5,000-lb. Maze bombs can be clearly seen.

SECURITY requirements have hitherto prevented publication of the following report of an impressive armament demonstration which took place at Boscombe Down over three months ago. The weapons, exhibited on the ground and in the air, included some already well tried in the War and others of novel design.

This demonstration was not the first of its kind, but was undoubtedly the best that had ever been put forward. The Royal Air Force extended every courtesy and spared no effort to ensure that the show was a success; the work was not in vain and the display went off like clockwork—indeed, there was never a dull moment.

Adjustments to the programme were necessary since the day was overcast with rain. In the morning there was a series of different kinds of attack delivered by a variety of fighter-bombers and some heavy bombers on selected targets as well as on lines of trucks and parked aeroplanes. In the afternoon there was a fly past of fast aeroplanes which included fantastic acrobatics in a Vampire and, in contrast, a show of slow aeroplanes, mostly trainers and naval types, followed by further methods of attack by all types of aeroplanes carrying everything from a tiny incendiary to a 15,000-lb. bomb. Nearly all the aeroplanes which took part in the air display had already been available for close inspection on the ground the day before. The weapons were shown in position on the wings and gun panels were removed to show the layout of the feed mechanism. Several aeroplanes were lined up against shooting bums. An exhibition of guns, torpedoes and bombs was also on show in a blower hangar.

#### Flying Programme

The first aeroplane was a Hawker Typhoon II, releasing two Maze bombs which are simply ordinary drop tanks with slight structural changes and two gyroscopes fused to ignite on impact. The idea was adopted when it was found by accident that fuel tanks had a powerful incendiary effect when dropped. Sgt. Ldr. Booth delivered his attack very low with two 1,000-lb. Maze bombs and with absolute precision. The target was smothered in a sheet of livid flame. This spectacular and

highly destructive performance turned out to be one of the highlights.

The next item was equally striking in a different kind of way, and showed how essential is an anti-rocket parachute attachment to a bomb when attacking at high speed, very low. Two bombs were released together which made it rather hard



This Supermarine Spitfire R.P. Mk. XVI, fitted with Mark VIII zero-length rocket installations, is seen here with eight rockets under the wings.

to follow the track of them because the one with the parachute hit close to the target and the other, without the parachute, struck the ground, bounced nearly the height of the aeroplane and flew away almost out of sight at the bottom of a long valley.

The first display by a bomber was a Handley Page Halifax III dropping three wicks each of four 500-lb. M.C. bombs. The air crew had trouble with the electrics and some of the bombs were not fused properly. Different kinds of fusing were intended to show an air burst, instantaneous and delayed action bombs.

A Hawker Tempest V then carried out an attack with pairs of 35-lb. S.A.P. (semi-armour piercing) rockets against three parked obsolete aeroplanes, the pilot adjusting his aim between each salvo. Flt. Lt. Elze came in from a very flat angle and, owing to the slope of the ground, the smallest error in

The Hawker Tempest R.P. Mk. V, fitted with two 180-lb. three-motor rocket projectiles under each wing.

"Aeroplane" photograph



which are  
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and postal  
in France.

BIROPLANE for  
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services was  
before the War,  
in 1915, of a  
"Air Bleu,"  
were str-

NOVEMBER 23, 1945 599 THE AEROPLANE

range was magnified out of proportion. His rockets were mostly visible sinking some 30 yds. from the Blenheim targets, which remained unscathed against all attacks.

Squad Ldr. Evans showed that the Avro Lincoln may be dived quite steeply, and can behave with the abandon of a medium bomber. The target was awkwardly placed in a bowl. The object was to show the contrast in fire-power from each of the barrels. He made one straight run over the target very low to give the front gunner a chance and then doing a steep bank round the target he let the rear and tail-gunsers have a go at it. None of the gunners managed to touch off the target on the first attack, which was surprising because the target seemed to be in the middle of an infinity of tracers hitting the exact centre and bouncing away in all directions. On the next attack the dive was much steeper and continued until the huge aeroplane literally scraped over the top of the target flag, coming round in a vertical bank. A moment later the target started to smoke and was soon blazing furiously. There was some competition among the three gunners to hit the target—the writer's impression was that the rear actually got it. The next aim was to contrast the different kinds of fighter ammunition. The Hawker Hurricane II's sole the shot by diving vertically two were later to see the same pilot repeat the evolutions with greater effect in a Vauxhall. Before a Mustang IV fired its 5-in. guns a United States officer came to the microphone and gave a misleading account of the accuracy of the Mustang, making only passing reference to the urgent necessity of changing motors. The Mustang, though



A 100-lb. rocket passing by.

an excellent fighter and rated as the best in the U.S.A., is usually supposed far inferior to current fighters like the Tempest and Spitfire. After the Mustang a Vauxhall II attacked with four 20 mm. guns and a D.R. Mosquito XVIII with eight anti-air guns. A Hawker Hurricane IV with two 40 mm. guns then rounded off the show.

Seeing all these aeroplanes together with their different guns it is obvious that the 20-lb. is altogether too small; the bullets poured out in a gas rattle sort of noise. The 5-in. guns of the Mustang were a definite improvement, the noise being like a larger gas rifle. The 20 mm. guns seemed far too powerful, making a broken roar. The 40 mm. guns only fired one at a time. The 6-lb. gun was able to fire three times on each run. Incidentally, owing to the time sound takes to travel, there was the farcical spectacle of each aeroplane apparently firing its guns into the sky while zooming from the target.

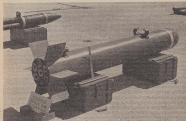
Just before lunch a Hawker Hurricane II flew for several miles, laying a hindering white smoke screen to windward. As a vast white cloud, getting bigger every second, advanced towards the enclosure, people with visions of the lunch-tast being blotted out hurried away without delay.

#### The Afternoon's Flying

There was some further rearrangement of the programme as the weather was still not altogether suitable for dropping mattress bombs near spectators. Early in the afternoon there was an attack by Bristol Beaufighter X, Grumman Hellcat II, Supermarine Spitfire XVI and Hawker Tempest aeroplanes on a target consisting of various kinds of M.T. vehicles. All the fighters attacked with 30-lb. R.P.s, coming one after the other. By flying low past the enclosure they seemed to make it difficult for themselves because of the flat angle. Towards the end of the attack Squad Ldr. Roush, diving the Hellcat rather steeper than the others, reduced the target to a shambles. To those people who had not seen an attack of this kind it was a revelation. Even in the closest and film the camera fails to recapture the ferociousness of movement and the impact of the punch of those weapons, the plight of men in small ships or locomotives, helpless while these rockets tear their way through steel and concrete, cannot be imagined. The interesting thing seems to be that while a direct hit will cause absolute chaos, a miss is as good as a mile. The flying machines might kill men but do little structural damage. A sorry, far mistake.



A close-up of the 180-lb. three-motor rocket projectile.



A close-up of the "Admiral" 250-lb. seven-motor rocket projectile.

has to be hit fair and square to destroy it. This must call for skill in allowing correctly for wind and firing the rockets at the right angles of depression.

Seen afterwards, quite like old times, a Glomster Gladiator came over low, pulling up high in a steep bank, its structure going about half the speed of the others. The fly past of show



"Aeroplane" photograph.

The Mark VI rocket projectile (smaller) after being penetrated (right). It is fitted to a Bristol Beaufighter R.P. No. X. The photograph above shows the four rocket projectiles in position on the rails.







## R.A.F. BOSCOMBE DOWN. A.A.E.E.



S.O.94 aircraft are under construction for inland postal services in France.

Part of the S.N.C.A.S.O. works at St. Nazaire were completely destroyed during the War and are now in full operation again.

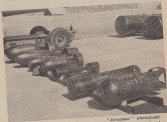


anted in THE AEROPLANE for January 12 last, and we published further photographs on March 2. A small fleet of 30 S.O.94s should be ready for operational service by the early Spring of next year.

It may be remembered that an attempt to establish regular inland air post services was made in France before the War, by the formation, in 1915, of the Compagnie "Air Bleu." Gosnold, amongst others, were en-

## DUNBING AT "LARKHILL RANCE." JULY 24th '45.

## THE AEROPLANE



An assortment of anti-submarine bombs and depth charges. An interesting point is that all these missiles have flattened noses.

aeroplanes was to include a Hawker Hart flown by one of the firm's pilots, but unfortunately it did not appear.

A Fiesler Storch appeared flying past the enclosure, with flaps down, at what seemed to be a brisk walking pace, its occupants clearly visible. A Supermarine Sea Otter (presumably a Mk. I) made it quite clear that the aeroplane is a good deal faster than its predecessor. A Fairey Swordfish with two windows in its fuselage, the back went past, just to remind us that the Strangest is the only aeroplane on any side which went right through five years of war on operations with no major structural modifications whatever.

An Avro Lancaster then gave a demonstration of target markers used by day and night by the Pathfinder force with 250-lb. and 1,000-lb. indicators and clusters of darts. The clustered markers showed up quite well despite a dazzling and blindingly hot Summer afternoon. At night the indicators must be most spectacular. The air crew placed them on a

## FRIENDS.

**ALERT BUT NOT ALARMED:**  
Fighter pilots wearing tin hats and Mae Wests at an operational air-drome.



RAY  
MARLAND

RO. DAVIS

RANNEY

### D.F.C. FOR HAMBLE FLIER

The King has now planned to approve the award of the D.F.C. in recognition of gallantry displayed in flying operations against the enemy, to Acting Flight-Lieutenant Ernest Derek Gilman, R.A.F.V.R., No. 224 Squadron, whose home is at Hamble.

This officer, states the official citation, has participated in 31 sorties, and his excellent leadership, bravery and determination have set a worthy example.

He was a sergeant before being commissioned in July, 1948.



**FROM GERMANY.**—The above photograph was recently received from Stalag XXI.A. Germany. Seated in the centre is Sergeant-Pilot K. Newton, D.F.M., of Hamble. Readers may recognise other men in the group.

### WOODLANDS FLIER in Thrilling Action Over Mediterranean

In two days, Flying Officer Neil Dudley Cox, of Kingston Hill, Surrey, who had as observer Flying Officer William Welsh, 1<sup>st</sup> Bad<sup>ly</sup> Squadron, of Woodlands Farm, Woodlands, near Southampton, shot down four Ju. 88 Nazi air transports evacuating troops from Berlin to Italy.

On the way home their Mustang was shot up by two twin-engined fighters and A.A. fire.

On the next day after they had sent two Messerschmitts spinning down into the Mediterranean Cox and Spencer were attacked by a Messerschmitt.

Spencer had a leg broken and two bullets in his back.

The pilot, in spite of the damage to his aircraft, led the Messerschmitt in chase over the mountains and up and down the valleys of Sicily. "I know I should have to ditch my aircraft in the sea if ever I see you down the Messerschmitt," he said.

He came down a mile off shore, and was knocked unconscious, but recovered. The cockpit was almost full of water, but the Mustang survived. The pilot had to break the harness to get the observer out.

Two aircraft sank and they were left in the water. The pilot and observer struggled into the dinghy. The pilot got into the water, but the brave leader of the dinghy took his hand and swam for the shore.

Spencer is still in hospital.



