[illegible] FORM 414

ROYAL AIR FORCE

PILOT'S FLYING LOG BOOK

Name [illegible]

T7351 Wt. 11351 28,000 Bks. 2/40—Sir J. C. & S. Ltd.—16

SEQUENCE OF INSTRUCTION.

1. Air experience.
1A. Familiarity with cockpit layout.
2. Effect of controls.
3. Taxying.
4. Straight and level flight.
5. Climbing, gliding and stalling.
6. Medium turns.
7. Taking off into wind.
8. Powered approach and landing.
9. Gliding approach and landing.
* 10. Spinning.
11. First solo.
* 12. Sideslipping.
13. Precautionary landing.
14. Low flying (with instructor only).
15. Steep turns.
16. Climbing turns.
17. Forced landing.
18. Action in the event of fire (with instructor only).
18A. Abandoning an aircraft.
19. Instrument flying.
20. Taking off and landing out of wind.
20A. Night flying.
20B. Formation flying.
* 21. Re-starting ~~xx~~ the engine in flight. (With instructor only).
* 22. Aerobatics.
23. Air navigation.
24. Height test.
25. Cross country test.

* Single engined aircraft only.

SEQUENCE OF INSTRUCTION.

1. Air experience.
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13. Precautionary landing.
14. Low flying. (With instructor only)
15. Steep turns.
16. Climbing turns.
17. Forced landing.
18. Action in the event of fire (with Instructor only).
18a. Abandoning an aircraft.
19. Instrument flying.
20. Taking off and landing out of wind.
21. Re-starting the engine in flight (with Instructor only).
22. Aerobatics.

Exercises Nos. 10, 11, 14 and 18 should be underlined in red ink.

INSTRUCTIONS

[see K.R. & A.C.I., para. 786]

1. This book is an official document and is the property of His Majesty's Government.

2. An accurate and detailed record is to be kept in the log of all flights undertaken by the individual to whom it relates.

3. Monthly flying will be analysed by aircraft types and inserted in red ink. The stamp will be inserted on the left-hand page appropriately aligned to the ruling.

4. The annual summary and assessment will be completed on Form 414 A and inserted in the appropriate page of the log. This form will also be used when a pilot is posted or attached to another unit for flying duties.

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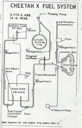

SEQUENCE OF INSTRU

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15. Steep turns.
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17. Forced landing.
18. Action in the event (instructor only).
18A. Abandoning an aircraft.
19. Instrument flying.
20. Taking off and landing out of wind.
20A. Night flying.
20B. Formation flying.
* 21. Re-starting ~~xx~~ the engine in flight, (with instructor only).
* 22. Aerobatics.
23. Air navigation.
24. Flight test.
25. Cross country test.

* Single engined aircraft only.

An aircraft crashed through your carelessness or disobedience will divert workers from building fighters and bombers to repairing training aircraft.

[K.R. & A.C.I., para. 800, clause 5.]

Name *Robert M. Hastie* Rank *L.A.C.*

(i) Certified that the above named has qualified as a first pilot (day only)

On (Type)	Date	Unit	Signature and Rank
TIGER MOTH			
OXFORD			
BEAUFIGHTER.	18th Mar. 43	No 2 O.T.U.	
MITCHELL B 25	JULY 1 43	No 111 COTU.	P.J. Evans S/Ldr. C.F.I.

(ii) Certified that the above named has qualified as a First Pilot

On (Type)	Date	Unit	Signature and Rank
HUDSON.	Nov 2. '41	No 6 O.T.U.	
MITCHELL B25	AUG 1. 43	No 111 COTU.	P.J. Evans S/Ldr. C.F.I.
LIBERATOR B24	6.7.44.	No 111 C.O.T.U	[illegible] S/L

Year 1940 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)
		—	—	—	—	Totals Brought Forward		
Dec.	9	D.H.82	N.6440	F/Lt. S-Hughes	Self	1. Air Experience. 1A. Familiarity with cockpit controls.	.10	
"	10	"	R.4521	F/Lt. Lowe	Self	2. Effect of Controls 4. Straight and Level Flight	.45	
"	11	"	4884	F/Lt. Lowe	Self	3. Taxying 4. Straight + Level Flight 5. Climbing Gliding + Stalling	.45	
"	11	"	6522	F/Lt. Lowe	Self	3. Taxying 5. Climbing Gliding + Stalling	.25	
"	12	"	N.6440	F/Lt. Lowe	Self	5. Climbing Gliding + Stalling 6. Medium Turns.	.40	
"	13	"	6580	F/Lt. Lowe	Self	6. Medium Turns.	.25	
"	13	"	4884	F/Lt. Lowe	Self	10. Spinning.	.35	
						Totals Carried Forward	3.45	

Grand Total [Cols. (1) to (10)] 3 Hrs. 45 Mins.

CERTIFIED that I fully understand the fuel and ignition systems of Tiger Moth aircraft, and the action to be taken in the event of fire.

CERTIFIED that I ....: have been instructed in airscrew swinging in accordance with the standard procedure as laid down in A.P. 129 (F.T.M. Part 1. chap 11 para 24) and A.O.C. Reserve Command Instruction No. 9 Section 2.

Dual 3.45

Self 3.45

Year 1940 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
-	-	—	-	—	—	— Totals Brought Forward	3-45												
Dec.	14	D.H.82	4342	Fl/Lt. Lowe	Self	6 Medium Turns 4 Taking off into Wind 10 Spinning.	.50												
"	19	" "	4344	Fl/Lt. Lowe.	Self	4 Taking off into Wind 9 Gliding approach & Landing.	.40												
"	21	" "	4244	Fl/Lt. Lowe.	Self.	4 Taking off into Wind. 9 Gliding approach & Landing.	.50												
						Totals Carried Forward	6.5												

Airwork Limited Training
School, Perth
Totals for
week ending Dual 2.20
21st December Solo
Totals to date Dual 6.5
Solo

[signature]
No. 11 Elementary
Flying Training School, PERTH.

Grand Total [Cols. (1) to (10)]
6 Hrs. 5 Mins.

Year 1940 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	6.5												
Dec	22	D.H.82	5106	Fl/Lt. Lowe	Self	Y Taking off into Wind 9 Powered Approach & Landing 9 Gliding Approach & Landing	.35												
"	22	D.H.82	5106	Fl/Lt. Lowe	Self	Y Taking off into Wind 9 Gliding Approach & Landing	.30												
"	23	D.H.82	Y3H1	Fl/Lt. Lowe	Self	Y Taking off into Wind 9 Gliding Approach & Landing	.40												
"	23	D.H.82	Y2YY	Fl/Lt. Lowe	Self	Y Taking off into Wind 9 Gliding Approach & Landing	.30												
"	24	D.H.82	6322	Fl/Lt. Lowe	Self	Y Taking off into Wind 9 Gliding Approach & Landing	1.5												
"	24	D.H.82	Y2YY	Fl/Lt. S. Hughes	Self	Solo Test	.40												
"	24	D.H.82	Y2YY	Self	Solo	11 First Solo.		.10											
"	26	D.H.82	Y3HH	Fl/Lt. Lowe.	Self	Y Taking off into Wind 9 Gliding Approach & Landing 19 Action in the event of Fire 19a Abandoning an Aircraft.	.40												
						Grand Total [Cols. (1) to (10)] 10 Hrs. 55 Mins. Totals Carried Forward	10.45	.10											

Year 1940 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	10·45	·10											
DEC.	24	D.H. 82	5106	FL/LT. LOWE	SELF	4. TAKING OFF INTO WIND 9. GLIDING APPROACH · LANDING	·20												
"	24	D.H. 82	5106	SELF	SOLO	4. TAKING OFF INTO WIND 9. GLIDING APPROACH · LANDING		·40											
"	24	D.H. 82	5106	FL/LT. LOWE	SELF	6. MEDIUM TURNS 9. GLIDING APPROACH · LANDING 10. SPINNING.	·35												
"	24	D.H. 82	5106	SELF	SOLO	4. TAKING OFF INTO WIND 9. GLIDING APPROACH · LANDING.		·30											
"	28	D.H. 82		FL/LT. LOWE	SELF	8. POWERED APPROACH · LANDING 12. SIDESLIPPING 16. CLIMBING TURNS	·45												
						Totals Carried Forward	12·25	1·20											

GRAND TOTAL [Cols. (1) to (10)] 13 Hrs. 45 Mins.

AIRWORK [illegible] TRAINING
SCHOOL PERTH.
TOTAL FOR WEEK ENDING 28th DECEMBER DUAL 6·20
SOLO 1·20
TOTAL TO DATE DUAL 12·25
SOLO 1·20

C Lowe F/Lt
'C' Flight.

No. 11 Elementary
Flying Training School, PERTH.

Year 1940 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
-	-	—	-	—	—	— Totals Brought Forward	12.25	1.20											
Dec.	29	D.H.82	5106	Self	Solo	6 Medium Turns 9 Gliding Approach Landing		.30											
Dec.	29	D.H.82	5106	Self	Solo	6 Medium Turns 9 Gliding Approach Landing 12 Sideslipping.		.45											
Dec.	31	D.H.82	4244	F/Lt. Lowe	Self	9 Gliding Approach Landing 16 Climbing Turns	.20												
Dec.	31	D.H.82	4244	Self	Solo	4 Taking off into Wind 9 Gliding Approach Landing 12 Sideslipping. 18 Steep Turns.		1.00											
						Totals Carried Forward	12.45	3.35											

Airwork Reserve Training School. Perth
Total for Week Ending 4th January — Dual .20, Solo 2.15
Total to Date — Dual 12.45, Solo 3.35

C. Lowe S/Lt [?] C. [illegible]

No. 11 Elementary Flying Training School, PERTH.

Grand Total [Cols. (1) to (10)] 16 Hrs. 20 Mins.

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	DUTY (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	12·45	3·35											
Jan.	5	D.H.82	7346	F/Lt. Lowe	Self	13. Precautionary landing	·40												
Jan.	8	D.H.82	7341	F/Lt. Lowe	Self	15. Steep turns.	·35												
Jan.	9	D.H.82	7341	Self	Solo	6. Medium turns. 9. Gliding approach & landing 12. Sideslipping.		·45											
Jan.	10	D.H.82	7346	Self	Solo	9. Gliding approach & landing 12. Sideslipping. 15. Steep turns. 16. Climbing turns.		1·00											
Jan.	10	D.H.82	5109	Self	Solo	12. Sideslipping. 15. Steep turns. 16. Climbing turns.		1·10											
Jan.	11	D.H.82	7346	F/Lt. Lowe	Self	17. Spinning 13. Precautionary landing. 18. Low flying .	1·00												
Jan.	11	D.H.82	7346	Self	Solo	7. Taking off into wind 8. Powered approach & landing. 9. Gliding approach & landing.		1·00											
				GRAND TOTAL [Cols. (1) to (10)] 22 Hrs. 30 Mins.		Totals Carried Forward	15·00	7·30											

AIRWORK RESERVE TRAINING SCHOOL,
PERTH.

TOTAL FOR WEEK ENDING 11·1·41	DUAL	2·15
	SOLO	3·35
TOTAL TO DATE	DUAL	15·00
	SOLO	7·30

[illegible] S/Ldr.
No. 11 Elementary
Flying Training School, PERTH.

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying Dual (12)	Instr/Cloud Flying Pilot (13)
-	-	—	-	—	—	— Totals Brought Forward	13.00	8.30											
JAN	13	D.H.82	7241	Self	Solo	10. Spinning.													
						15. Steep Turns.		.30											
JAN	13	D.H.82	7342	F/Lt. Wilkinson	Self	17. Instrument Flying	.40											.40	
JAN	14	D.H.82	7342	Sgt. Ramsay	Self	17. Forced Landing.	.45												
						17. Instrument Flying.												.10	
JAN	15	D.H.82	5470	Self	Solo	15. Steep Turns.													
						17. Forced Landing.		1.00											
JAN	16	D.H.82	6586	Self	Solo	15. Steep Turns.													
						17. Forced Landing.		.45											
JAN	16	D.H.82	7343	Self	Solo	15. Steep Turns.													
						1. Climbing Turns.													
						17. Forced Landing		.45											
JAN	17	D.H.82	7040	Self	Solo	1. Taking off into wind.													
						1. Gliding approach landing.		.40											
JAN	18	D.H.82	7342	F/Lt. Lowe	Self	19. Instrument Flying - Navigation.	.40												
							.20											.40	
						Totals Carried Forward	14.33	11.10											

GRAND TOTAL [Cols. (1) to (10)]
25 Hrs. 45 Mins.

AIRWORK [illegible] SCHOOL
FOR

TOTAL FOR WEEK ENDING 19.1.41	DUAL	2.35
	SOLO	3.40
TOTAL TO DATE	DUAL	14.35
	SOLO	11.10

[signature]
Flight Lieutenant,
O/C. 'C' FLIGHT. No 11 E.F.T.S.

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	DUTY (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr. Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr. Cloud Flying Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	17.35	11.10										1.35	
FEB	1	D.H.82	7242	Fl/Lt. Lowe	Self	21. Re-starting Engine in Flight. 22. Aerobatics.	.35												
FEB	1	D.H.82	7242	Self	Solo	22. Aerobatics. Navigation.		1.00											
FEB	1	D.H.82	7242	Self	Solo	22. Aerobatics. Navigation.		1.00											
						Totals Carried Forward	18.10	13.10										1.35	

GRAND TOTAL [Cols. (1) to (10)] 31 Hrs. 20 Mins.

AIRWORK RESERVE TRAINING SCHOOL, PERTH.

TOTAL FOR WEEK ENDING 1. 2. 41	DUAL	.35
	SOLO	2.00
TOTAL TO DATE	DUAL	18.10
	SOLO	13.10

T. F. Wilkinson F/O O.C. "C" Flt.
No. 11 Elementary
Flying Training School, PERTH.

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
-	-	—	-	—	—	— Totals Brought Forward	18.10	13.10										1.33	
Feb.	3	D.H.82	5490	Sgt. Ramsay	Self	6. Medium Turns. 7. Taking off into Wind. 8. Powered approach & landing. 12. Sideslipping.	.15												
Feb.	3	D.H.82	5490	Self	Solo	8. Powered approach & landing. 12. Sideslipping. 13. Precautionary landing. 17. Forced landing. 22. Aerobatics.		.45											
Feb.	3	D.H.82	5106	Self	Solo	15. Steep Turns. 16. Climbing Turns. 17. Forced landing.		1.15											
Feb.	4	D.H.82	7342	Self	Solo	10. Spinning. 15. Steep Turns. 22. Aerobatics.		.30											
Feb.	4	D.H.82	7342	Sgt. Ramsay	Self	10. Spinning. 17. Instrument Flying.	.25											.20	
						Grand Total [Cols. (1) to (10)] 34 Hrs. 30 Mins. — Totals Carried Forward	18.50	15.40										1.53	

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr Cloud Flying Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	18.50	15.40										1.55	
Feb.	4	D.H.82	Y341	Self	Solo	10. Spinning. 15. Steep Turns. 22. Aerobatics.		1.00											
Feb.	4	D.H.82	Y341	Self	Solo	12. Sideslipping. 13. Precautionary Landing. 15. Steep Turns. 16. Climbing Turns.		1.05											
						Totals Carried Forward	18.50	14.45										1.55	

GRAND TOTAL [Cols. (1) to (10)]
36 Hrs. 35 Mins.

F. F. Wilkinson
F/O ~~Flying Lieutenant,~~
O/C. "C" FLIGHT.

AIRWORK RESERVE TRAINING SCHOOL, PERTH.		
TOTAL FOR WEEK ENDING 8. 2. 41	DUAL	40
	SOLO	4.35
TOTAL TO DATE	DUAL	18.50
	SOLO	14.45

Mack S/L
C.F.I.

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	DUTY (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	18.50	17.45										1.55	
Feb.	10	D.H. 82	5817	Sgt. Plumstead	Self	19. Instrument Flying. Navigation.	1.00											.30	
Feb.	10	D.H. 82	5817	Sgt. Plumstead	Self	19. Instrument Flying. Navigation.	1.00											.45	
Feb.	11	D.H. 82	5380	Sgt. Plumstead	Self	19. Instrument Flying.	.30											.30	
Feb.	11	D.H. 82	5380	Sgt. Plumstead	Self	19. Instrument Flying.	.30											.30	
Feb.	11	D.H. 82	5817	P/O. Vokes	Self	19. Instrument Flying.	.30											.30	
Feb.	11	D.H. 82	5322	Sgt. Plummy	Self	8. Powered Approach & Landing. 14. Precautionary Landing. 1.F. Low Flying.	1.30												
						Totals Carried Forward	24.10	17.45										4.55	

GRAND TOTAL [Cols. (1) to (10)]
41 Hrs. 55 Mins.

AIRWORK RESERVE TRAINING SCHOOL, PERTH.		
TOTAL FOR WEEK ENDING 15. 2. 41	DUAL	6. 20
	SOLO	-
TOTAL TO DATE	DUAL	24. 10
	SOLO	17. 45

F. F. Wilkinson F/O
~~Flight Lieutenant,~~
O/C. FLIGHT,
No. 11 Elementary
Flying Training School, PERTH.

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr Cloud Flying Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	24·10	14·45										4·55	
Feb.	18	D.H.82	6411	P/O. Vokes	Self	14. Low Flying. 20. Taking off & Landing out of Wind.	1·05												
						Totals Carried Forward	25·15	14·45										4·55	

Grand Total [Cols. (1) to (10)] 40 Hrs. — Mins.

Airwork Reserve Training School, Perth.		
Total for week ending 22-2-41	Dual	1·05
	Solo	–
Total to date	Dual	25·15
	Solo	14·45

F. J. Wilkins P/O

O/C. "C" Flight.

No. 11 Elementary Flying Training School, Perth.

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr./Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr./Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	25.15	17.45										4.55	
Feb.	23	D.H.82	7344	P/O. Wilkinson	Self	14. Low Flying.	.30												
						17. Instrument Flying.												.15	
Feb.	24	D.H.82	5817	Self	Solo	7. Taking off into Wind.		.30											
						9. Gliding Approach & Landing.													
						1[illegible]. Steep Turns.													
GRAND TOTAL [Cols. (1) to (10)] 44 Hrs. – Mins.						Totals Carried Forward	25.45	18.15										5.10	

AIRWORK RESERVE TRAINING SCHOOL, PERTH.

TOTAL FOR WEEK ENDING 1. 3. 41	DUAL	.30
	SOLO	.30
TOTAL TO DATE	DUAL	25.45
	SOLO	18.15

F. F. Wilkinson P/O

~~Flying Lieutenant~~,

O/C. "C" FLIGHT.

No.11 Elementary Flying Training School, R.A.F.

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE	Type	No.			
-	-	—	—	—	—	— TOTALS BROUGHT FORWARD

(i) Total link trainer instruction...5...hrs..45..min

(ii) Elementary link trainer syllabus has been satisfac completed with the exception of exercise(s) No(s).

(iii) Assessment :-

~~Above average.~~
Average.
~~Below average.~~

(iv) Remarks :-

(further training carried out)
(points requiring attention)

Date..26......

(Signed)......R Kay.....
Link Trainer Instructor
No. 11 E.F.T.S.

HASTIE . LAC.

GRAND TOTAL [Cols. (1) to (10)]
.........Hrs.........Mins.

TOTALS CARRIED FORWARD

SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT						PASS-ENGER	INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)]	
DAY		NIGHT		DAY			NIGHT					
DUAL	PILOT	DUAL	PILOT	DUAL	1ST PILOT	2ND PILOT	DUAL	1ST PILOT	2ND PILOT		DUAL	PILOT
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)

	HOURS	
	DUAL	SOLO
TOTAL FLYING.	25:45	18:15
Instrument Flying	5:10	
Proficiency as Pilot		

To be Assessed: ~~Exceptional.~~
~~Above Average~~
As Ab Initio. Average
~~Below Average.~~

Any special faults in flying which must be watched:-

[signature] for.
Chief Flying Instructor.

Date 26.4.21 No 11 E.F.T. School.

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Pass-enger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
						Totals Brought Forward	25.45	18.15										5.10	
Mar.	14	Oxford.	N.4834	F/O. Oliver.	Self.	1. Air Experience. 1a. Familiarity with Cockpit Layout. 2. Effect of Controls. 3. Taxying. 4. Straight & Level Flight. 5. Climbing, Gliding, Stalling. 6. Medium Turns.					.45								
Mar.	14	Oxford.	N.4834	F/O. Oliver.	Self.	3. Taxying. 4. Straight & Level Flight. 4a. Single-engine Flying. 5. Climbing, Gliding, Stalling. 6. Medium Turns.					.45								
Mar.	15	Oxford.	R.6125	F/O. Oliver	Self.	4. Straight & Level Flight. 5. Climbing, Gliding, Stalling. 6. Medium Turns. 7. Taking off into Wind. 8. Powered Approach & Landing.					.25								
						Totals Carried Forward	25.45	18.15			1.55							5.10	

Grand Total [Cols. (1) to (10)] 51 Hrs. 5 Mins.

I 1104986 L.A.C. Hastie R.M. hereby certify that I fully understand the oil, fuel and ignition systems of the "Oxford" aircraft and also the hydraulic system (including the auxiliary system)

RM Hastie 14.3.41.

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	28.45	18.15			1.55							5.10	
Mar.	15	Oxford	P.1925	F/O. Oliver.	Self.	3. Taxying. 4. Straight & Level Flight. 5. Climbing, Gliding & Stalling. 6. Medium Turns. 7. Taking off into Wind 8. Powered Approach & Landing.					.50								
Mar.	15	Oxford.	P.1925	F/O Oliver.	L.A.C. Hatfield.	Passenger.											.25		
Mar.	18	Oxford.	P.9699	F/O Oliver	L.A.C. Hatfield.	Passenger.											.30		
Mar.	18	Oxford.	P.9699	F/O. Oliver	Self.	6. Medium Turns. 7. Taking off into Wind. 8. Powered Approach & Landing.					.20								
Mar.	19	Oxford.	N.4696	F/O. Oliver	L.A.C. Hatfield	Passenger											.55		
Mar.	19	Oxford.	N.4696	F/O Oliver.	Self	4. Straight & Level Flight. 5. Climbing, Gliding & Stalling. 6. Medium Turns. 7. Taking off into Wind. 8. Powered Approach & Landing.					.55								
Mar.	19	Oxford	N.4696	F/O. Oliver.	L.A.C. Hatfield.	Passenger.											.40		
					Grand Total [Cols. (1) to (10)] 49 Hrs. — Mins.	Totals Carried Forward	28.45	18.15			4.00						2.30	5.10	

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
-	-	—	—	—	—	— Totals Brought Forward	25·45	18·15			4·00						2·30	5·10	
Mar.	21	Oxford	P.1951	F/O. Oliver.	Self.	6. Medium Turns. 7. Taking off into Wind. 8. Powered Approach · Landing.					·30								
Mar.	21	Oxford	P.1951	F/O. Oliver	Self	6. Medium Turns. 7. Taking off into Wind. 8. Powered Approach · Landing.					·30								
Mar.	21	Oxford.	P.1951	Self.	Solo	11. First Solo						·25							
Mar.	21	Oxford.	P.8826	F/O Oliver.	L.A.C. Hatfield.	Passenger.											·15		
Mar.	23	Oxford.	R.6244	F/O Oliver.	L.A.C. Hatfield.	Passenger.											·30		
Mar.	23	Oxford.	R.6244	F/O Oliver.	Self.	6. Medium Turns. 7. Taking off into Wind. 8. Powered Approach · Landing. 9. Gliding Approach · Landing.					·45								
Mar.	23	Oxford.	R.6244	Self.	Solo	6. Medium Turns. 7. Taking off into Wind. 8. Powered Approach · Landing.						·45							
					Grand Total [Cols. (1) to (10)] 50 Hrs. 55 Mins.	Totals Carried Forward	25·45	18·15			5·45	1·10					3·15	5·10	

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr. Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr. Cloud Flying Pilot (13)
–	–	–	–	–	–	Totals Brought Forward	25.45	18.15			5.45	1.10					3.15	5.10	
Mar.	23	Oxford.	R.6244	F/O. Oliver.	Self	6. Medium Turns. 7. Taking off into Wind. 8. Powered Approach · Landing.					.20								
Mar.	24	Oxford	T1108	F/O. Oliver.	L.A.C. Hatfield.	Passanger.											.25		
Mar.	24	Oxford.	T1108	F/O. Oliver.	Self.	13. Steep Turns. 14. Climbing Turns.					.30								
Mar.	24	Oxford.	T.1108	F/O. Oliver.	Self.	6. Medium Turns. 7. Taking off into Wind. 8. Powered Approach · Landing. 13. Steep Turns. 14. Climbing Turns.					.40								
Mar.	25	Oxford.	T1108	F/O. Oliver.	Self.	23. Air Navigation.					.45								
Mar.	25	Oxford.	T.1108	F/O. Oliver.	Self.	Passanger.											.15		
Mar.	26	Oxford.	T.1108	F/O. Oliver	Self.	23. Air Navigation.					.45								
Mar.	26	Oxford.	T.1108	F/O. Oliver.	L.A.C. Hatfield.	Passanger.											.45		
Mar.	26	Oxford.	T.1108	F/O. Oliver	Self	19. Instrument Flying.					.20							.20	
				Grand Total [Cols. (1) to (10)] 53 Hrs. 15 Mins.		Totals Carried Forward	25.45	18.15			9.5	1.10					4.40	5.30	

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	25·45	18·15			9·5	1·10					4·40	5·30	
Mar.	28	Oxford	T.1108	F/O. Oliver.	Self	23. Air Navigation.					·30								
Mar.	28	Oxford	T.1108	F/O. Oliver.	Self	6. Medium Turns. 7. Taking off into Wind. 8. Powered Approach & Landing. 23. Air Navigation.					·45								
Mar.	28	Oxford.	T.1108	Self.	Solo.	6. Medium Turns. 7. Taking off into Wind. 8. Powered Approach & Landing. 13. Steep Turns. 14. Climbing Turns.						1·10							
Mar.	28	Oxford.	T.1108	F/O. Oliver.	LAC. Hatfield.	Passenger.											·20		
Mar.	29	Oxford	L.4703	F/O. Oliver.	LAC. Hatfield.	Passenger.											·30		
Mar.	29	Oxford	L.4703	F/O. Oliver.	Self.	6. Medium Turns. 7. Taking off into Wind. 8. Powered Approach & Landing.					·15								
Mar.	30	Oxford	L.4703	F/O. Oliver.	Self.	6. Medium Turns. 7. Taking off into Wind. 8. Powered Approach & Landing.					·15								
					Grand Total [Cols. (1) to (10)] 36 Hrs. 10 Mins.	Totals Carried Forward	25·45	18·15			10·50	2·20					5·30	5·30	

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr. Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr. Cloud Flying Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	25.45	18.15			10.50	2.20					5.30	5.30	
Mar.	30	Oxford	L.9703	F/O. Oliver.	Self.	6. Medium Turns. 7. Taking off into Wind. 8. Powered Approach Landing					.15								
Mar.	30	Oxford.	L.9703	Self	Solo.	6. Medium Turns. 7. Taking off into Wind. 8. Powered Approach Landing. 13. Steep Turns. 14. Climbing Turns.						1.10							
Mar.	30	Oxford.	L.9703	Self.	Solo.	6. Medium Turns. 7. Taking off into Wind. 8. Powered Approach Landing. 13. Steep Turns. 14. Climbing Turns.						.30							
Mar.	30	Oxford.	L.9703	F/O. Oliver.	L.A.C. Hatfield.	Passenger.											.15		
Mar.	31	Oxford.	L.9703	F/O. Oliver.	L.A.C. Hatfield.	Passenger.											.20		
Mar.	31	Oxford.	L.9703	F/O. Oliver.	L.A.C. Hatfield.	Passenger.											.15		
				Grand Total [Cols. (1) to (10)] 58 Hrs. 5 Mins.		Totals Carried Forward	25.45	18.15			11.05	4.00					6.20	5.30	

Year Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
-	-	—	-	—	—	— Totals Brought Forward

Summary for March 19 42 | 1. [illegible]
Unit No 3 S.F.T.S. Aircraft | 2.
Date [illegible] Types | 3.
Signature [signature] | 4.

[signature] Edwards

Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Pass-enger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
23.45	18.15			11.05	4.00					6.20	5.30	

[signature] S/L
Commanding
No. 2 ... Squadron

Grand Total [Cols. (1) to (10)] ....Hrs..........Mins.

Totals Carried Forward

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr Cloud Flying [Incl. in cols. (1) to (10)] Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	23.45	18.15			11.05	4.00					6.20	5.30	
Apr.	4	Oxford	L.4703	F/O. Oliver	Self	44. Single-engine flying. 13. Precautionary landing.					.30								
Apr.	4	Oxford	L.4703	Self	Solo	6. Medium turns. 7. Taking-off into wind. 8. Powered approach · landing. 44. Single-engine flying. 15. Steep turns. 16. Climbing turns.						1.15							
Apr.	4	Oxford	R6319	Self	Solo	44. Single-engine flying. 6. Medium turns. 7. Taking-off into wind. 13. Precautionary landing. 15. Steep turns. 16. Climbing turns.						1.20							
Apr.	4	Oxford	L.4703	F/O. Oliver	Self	44. Single-engine flying. 13. Precautionary landing.					.30								
Apr.	6	Oxford	P8826	Self	Solo	15. Steep turns. 16. Climbing turns.						.45							
Apr.	6	Oxford	R6028	F/O. Jewiss	L.A.C. Hemus	Passenger.											.15		
					Grand Total [Cols. (1) to (10)] 63 Hrs. 25 Mins.	Totals Carried Forward	23.45	18.15			12.05	7.20					6.35	5.30	

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
–	–	–	–	–	–	— Totals Brought Forward	25.45	18.15			12.05	7.20					6.35	5.30	
Apr.	6	Oxford	P8826	F/O. Beadon	Self	6. Medium Turns. 7. Taking-off into Wind. 8. Powered Approach & Landing.					.15								
Apr.	7	Oxford	L4612	F/Lt. Edwards	Self	6. Medium Turns. 8. Taking-off into Wind. 9. Gliding Approach & Landing. 13. Precautionary Landing.					.45								
Apr.	7	Oxford	L4612	Self	Solo	6. Medium Turns. 7. Taking-off into Wind. 8. Powered Approach & Landing. 9. Gliding Approach & Landing. 13. Precautionary Landing.						1.00							
Apr.	7	Oxford	L4612	Self	Solo	9. Gliding Approach & Landing. 15. Steep Turns. 16. Climbing Turns. 17. Forced Landing.						1.00							
Apr.	7	Oxford.	L4612	Self	Solo	6. Medium Turns. 7. Taking-off into Wind. 8. Powered Approach & Landing.						.15							
Grand Total [Cols. (1) to (10)] 66 Hrs. 40 Mins.						Totals Carried Forward	25.45	18.15			13.05	9.35					6.35	5.30	

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr. Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr. Cloud Flying [Incl. in cols. (1) to (10)] Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	25.45	18.15			13.05	9.35					6.35	5.30	
Apr.	8	Oxford	N4604	Self	Solo	9. Gliding Approach · Landing. 13. Precautionary Landing.						.25							
Apr.	8	Oxford	L8824	Self	Solo	6. Medium Turns. 7. Taking-off into Wind. 8. Powered Approach · Landing.						.20							
Apr.	8	Oxford	R6086	F/Lt Edwards	Self	7. Taking-off into Wind. 8. Powered Approach · Landing.					.20								
Apr.	8	Oxford	R.6084	Self	Solo	9. Gliding Approach · Landing. 13. Precautionary Landing. 23. Air Navigation.						1.05							
Apr.	9	Oxford	V6259	Sgt. Tobias	Self	23. Air Navigation. 19. Instrument Flying.					1.20							.30	
Apr.	9	Oxford	V3642	Self	Solo	7. Taking-off into Wind. 8. Powered Approach · Landing. 16. Gliding Turns.						.40							
Apr.	12	Oxford	T1108	Sgt. Tward	Self	19. Instrument Flying. Take-off.					.45							.45	
						Totals Carried Forward	26.45	18.15			15.30	12.05					6.35	6.45	

Grand Total [Cols. (1) to (10)] 71 Hrs. 35 Mins.

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Pass-enger (11)	Instr./Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr./Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	25.45	18.15			15.30	12.05					6.35	6.45	
Apr.	12	Oxford	T1108	F/Lt. Edwards	L.A.C. Williams.	Passenger.											1.30		
Apr.	12	Oxford	T1108	Self	Solo	6. Medium Turns. 7. Taking off into Wind. 8. Powered Approach + Landing.						.35							
Apr.	14	Oxford	T1108	F/O Jewiss	Self	19. Instrument Flying.					.40							.40	
Apr.	14	Oxford	T1108	F/O Jewiss	L.A.C. Hatfield	Passenger											.40		
Apr.	15	Oxford	L9677	Self	Solo	4A. Single Engine Flying. 15. Steep Turns 17. Forced Landing						1.10							
Apr.	15	Oxford	L9677	L.A.C. Rowland	Self	No. 2 X.C.											2.25		
Apr.	16	Oxford	R6086	Self	L.A.C. Morris	19. Instrument Flying.						.50							.50
Apr.	16	Oxford	R6086	F/Lt. Edwards	Self	4A. Single Engine Flying 13. Precautionary Landing.					.30								
Apr.	16	Oxford	R6086	Self	Solo	No. 1 X.C.						1.50							
Apr.	18	Oxford	L4601	Self	L.A.C. Hamus	No. 2 X.C.						2.15							
						Totals Carried Forward	25.45	18.15			16.40	18.45					11.10	7.25	.50

Grand Total [Cols. (1) to (10)] 79 Hrs. 25 Mins.

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	25·45	18·15			16·40	18·45					11·10	7·25	·50
Apr.	20	Oxford	R8826	F/O K. Lewis	Self	15. Steep Turns 16. Climbing Turns 17. Forced Landing					·35								
Apr.	20	Oxford	R8826	Self	Solo	17. Forced Landing						1·00							
Apr.	20	Oxford	L4563	Self	Solo	9. Gliding Approach · Landing. 15. Steep Turns						1·00							
Apr.	21	Oxford	P1988	Self	L.A.C. Hamus	No. 3 X.C.						2·50							
Apr.	21	Oxford	V3642	Self	Solo	13. Precautionary Landing. 15. Steep Turns 16. Climbing Turns						·45							
Apr.	22	Oxford	N6296	Self	L.A.C. Hamus	Camera Obscura.						1·15							
Apr.	22	Oxford	N6296	L.A.C. Hamus	Self	Passenger.											1·20		
Apr.	23	Oxford	P1897	Sgt. Tobias	Self	20B. Formation Flying.					·50								
Apr.	23	Oxford	P1897	Self	Solo	6. Medium Turns 7. Taking off into Wind 8. Powered Approach · Landing						·30							
						Grand Total [Cols. (1) to (10)] 88 Hrs. 10 Mins. — Totals Carried Forward	25·45	18·15			18·05	26·05					12·30	7·25	·50

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Pilot (13)
-	-	—	—	—	—	— Totals Brought Forward	25.45	18.15			18.05	26.05					12.30	4.25	.50
Apr.	23	Oxford	N6422	L.A.C. Hamus	Self	Passenger											.45		
Apr.	23	Oxford	N.6422	Self	L.A.C. Hamus	19. Instrument Flying.						.45							.45
Apr.	25	Oxford	N.6422	L.A.C. Robinson	Self	Passenger											2.35		
Apr.	25	Oxford	L9403	Self	Solo	6. Medium Turns 7. Taking off into Wind 8. Powered Approach + Landing.						1.00							
Apr.	25	Oxford	V3642	F/O Bradon	Self	Passenger.											.15		
Apr.	25	Oxford	V3542	Sgt. Tobias	Self	20A. 3 Landings.								1.00					
Apr.	26	Oxford	V3542	Self	Solo	20A. 2 Landings.									.35				
Apr.	26	Oxford	V3642	F/O Bradon	Self	Passanger											.15		
Apr.	27	Oxford	L4612	Self	L.A.C. Hamus	No. 4 X.C.						3.00							
Apr.	28	Oxford	N6340	Self	Solo	6. Medium Turns 13. Steep Turns 17. Forced Landing						1.10							
					Grand Total [Cols. (1) to (10)] 95 Hrs. 40 Mins.	Totals Carried Forward	25.45	18.15			18.05	32.00		1.00	.35		16.20	4.25	1.35

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
–	–	–	–	–	–	Totals Brought Forward	25.45	18.15			18.05	32.00		1.00	.30		16.20	7.25	1.35
Apr.	28	Oxford	N6340	L.A.C. Hamus	Self	Passanger											2.30		
Apr.	29	Oxford	N6266	Self	L.A.C. Woolman	19. Instrument Flying						.50							.50
Apr.	29	Oxford	N6266	L.A.C. Woolman	Self	Passanger.											.50		
Apr.	29	Oxford	N6266	Self	Solo	20B. Formation Flying						1.05							
Apr.	29	Oxford	V3642	F/O Jawiss	Self	Passanger											.15		
Apr.	29	Oxford	N6266	F/O Jawiss	Self	3 Landings.								.40					
Apr.	29	Oxford	N6266	Self	Solo	4 Landings									1.15				
Apr.	30	Oxford	V3642	F/O Jawiss	Self	Passanger											.15		
						Summary					7.00	29.55		1.40	1.50		13.5[illegible]	[illegible]	
						Totals Carried Forward	25.45	18.15			18.05	33.55		1.40	1.50		20.10	7.25	2.25

Summary for APR. 1941
Unit [illegible] Aircraft
Date [illegible] Types
Signature [illegible]

1.
2.
3.

[illegible] Edwards F/L
O.C. "D" Flight [illegible]

TRAINING SCHOOL
[illegible]
COMMANDING

GRAND TOTAL [Cols. (1) to (10)]
99 Hrs. 30 Mins.

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr. Cloud Flying Dual (12)	Instr. Cloud Flying Pilot (13)
—	—	—	—	—	HEMUS	— Totals Brought Forward	25.45	18.15			18.05	33.55		1.40	1.50		20.10	4.25	2.25
May	3	Oxford.	N6266	Self	L.A.C. Hemus	19. Instrument Flying.						.50							.50
May	3	Oxford.	N6266	L.A.C. Hemus	Self	Passenger.											.50		
May	4	Oxford.	L9703	Self	Solo	20B. Formation Flying.						1.00							
May	4	Oxford	N6332	Sgt. Tobias.	Self	20A. 3 Landings.								.45					
May	4	Oxford	N6332	Self	Solo	20A. 3 Landings.									.45				
May	4	Oxford	N4839	L.A.C. Beatson	Self	Passenger.											.15		
May	3	Oxford	P1988	F/Lt. Edwards	Self	Interim Test.					.35								
May	3	Oxford	P1988	Self	Solo	4A. Single Engine Flying. 13. Precautionary Landings. 15. Steep Turns.						1.15							
May	4	Oxford	N6332	L.A.C. Hemus	Self	Passenger.											.40		
May	4	Oxford	N6332	Self	L.A.C. Hemus	19. Instrument Flying.						.40							.40
May	6	Oxford	R6319	Self	L.A.C. Hemus	No. 5 X.C.						4.00							
				Grand Total [Cols. (1) to (10)] 109 Hrs. 20 Mins.		Totals Carried Forward	25.45	18.15			18.40	41.40		2.25	2.35		21.55	4.25	3.55

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
–	–	–	–	–	–	— Totals Brought Forward	25.45	18.15			18.40	41.40		2.25	2.35		21.55	7.25	3.55
May	6	Oxford.	P1984	Self	Solo	R.T. Air to Ground.						.15							
May	6	Oxford.	P1984	Self	Solo	R.T. Air to Ground.						.20							
May	6	Oxford.	T1021	Self	Solo	7. Taking off into Wind. 8. Powered Approach + Landing. 9. Gliding Approach + Landing						.40							
May	9	Oxford	L9652	P/O Johnson	Self	19. Instrument Flying. 111. Low Flying.					1.00							.50	
May	9	Oxford	L9652	Self	Solo	11A. Single Engine Flying. 13. Precautionary Landing. 15. Steep Turns.						1.00							
May	9	Oxford	L9694	L.A.C. Hemus	Self	No 5 X.C.											3.05		
May	10	Oxford	V3908	Sgt. Tobias	Self	I/F. X.C. No. 2.					1.10							1.00	
May	10	Oxford	L4629	Self	Solo	11A. Single Engine Flying. 9. Gliding Approach + Landing 13. Precautionary Landing. 15. Steep Turns.						1.00							
Grand Total [Cols. (1) to (10)] 114 Hrs. 45 Mins.						Totals Carried Forward	25.45	18.15			20.50	44.55		2.25	2.35		25.00	9.15	3.55

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	DUTY (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Pass-enger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Pilot (13)
–	–	–	–	–	–	Totals Brought Forward	25.45	18.15			20.50	44.55		2.25	2.35		25.00	9.15	3.55
May	11	Oxford	P8998	Self	Solo	6. Medium Turns. 7. Taking off into Wind. 8. Powered Approach & Landing. 9. Gliding Approach & Landing. 13. Precautionary Landing. 15. Steep Turns.						1.00							
May	12	Oxford.	W6634	S/Ldr. Lunn.	Self	C.F.I. Test.					1.00							.15	
May	12	Oxford.	W6571	L.A.C. Bainton.	Self	Passenger.											1.00		
May	12	Oxford.	W6571	Self	L.A.C. Bainton.	7. Taking off into Wind. 8. Powered Approach & Landing. 19. Instrument Flying.						1.10							1.00
May	12	Oxford.	18826	Self	Solo	20B Formation Flying.						.50							
May	13	Oxford.	N4644	Self	Solo	R.T. Air to Air.						.45							
May	14	Oxford	L4579	L.A.C. Buck.	Self	Passenger.											.50		
May	14	Oxford	L4579	L.A.C. Gillman	Self	Passenger.											1.00		
				GRAND TOTAL [Cols. (1) to (10)] 119 Hrs. 30 Mins.		Totals Carried Forward	25.45	18.15			21.50	48.40		2.25	2.35		27.50	9.30	4.55

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Pilot (13)
-	-	—	-	—	—	— Totals Brought Forward	25.45	18.15			21.50	48.40		2.25	2.35		27.50	9.30	4.55
May	14	OXFORD	N6332	L.A.C. WOOLMAN	SELF	PASSENGER.											.50		
May	14	OXFORD	N6332	SELF	L.A.C. WOOLMAN	19. INSTRUMENT FLYING.						.30							.30
May	14	OXFORD	L4629	SELF	SOLO	4A. SINGLE ENGINE FLYING. 13. PRECAUTIONARY LANDING. 9. GLIDING APPROACH & LANDING. 15. STEEP TURNS.						1.15							
May	18	OXFORD	N4606	L.A.C. MORRIS	SELF	PASSENGER.											.30		
May	18	OXFORD	N4606	SELF	L.A.C. MORRIS	W.S.+D. TIME BEAD.						.30							
May	18	OXFORD	P1028	P/O JOHNSON	SELF	Z.Z. APPROACH					1.30							1.30	
May	21	OXFORD	P1988	L.A.C. DAVIDGE	SELF	PASSENGER.											1.05		
May	22	OXFORD	R6241	L.A.C. CUMING	SELF	PASSENGER.											1.15		
				GRAND TOTAL [Cols. (1) to (10)] 123 Hrs. 15 Mins.		Totals Carried Forward	25.45	18.15			23.20	50.55		2.25	2.35		31.30	11.00	5.25

Year Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
	–	–	–	–	–	— Totals Brought Forward

Summary for MAY 1941	1. OXFORD
Unit 3 S.F.T.S. Aircraft	2.
Date 23.5.41 Types	3.
Signature [signature]	4.

Summary for COURSE 1941	1. OXFORD
Unit 3 S.F.T.S. Aircraft	2.
Date 20.5.41 Types	3.
Signature [signature]	4.

R. Edwards F/Lt.
O.C. 'I' Flight

This is to certify that L.A.C. R. Hastie has had 13.15 hrs Instruction and has completed the General Instrument Flying Course on the Link Trainer with the exception of Exercises

Nil.

Signature K.B. Leland Date 23.5.41.

GRAND TOTAL [Cols. (1) to (10)] 123 Hrs. 15 Mins.

Totals Carried Forward

Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
				5.15	16.30		.45	.45		11.20	[illegible]	
No. 3 S.F.T.S. FLYING TRAINING SCHOOL 23 MAY 1941 [signature] S/Ldr. COMMANDING No. 2 (I.T.) SQUADRON				23.20	50.55		2.25	2.35		31.30	5.50	[illegible]

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr Cloud Flying Pilot (13)
—		—	—	—	—	— Totals Brought Forward	25.45	18.15			23.20	50.35		2.25	2.35		31.30	11.00	5.25
June	4	Avro Tutor	K3299	F/O. Scott.	Self	5.4.9.	1.10												
June	4	Avro Tutor	K3299	Self	Solo	6.4.9.		.20											
June	4	Avro Tutor	K3287	Self	P/O McHarrie	3.6.4.9. Map Reading.		1.55											
June	5	Avro Tutor	K3259	F/O Scott	Self	1A. 2.3.4.4.22.	1.35												
June	5	Avro Tutor	K3299	Self	P/O McHarrie	1A. 2.3.4.4.		1.00											
June	6	Oxford	P6811	F/O Scott	Self	Passenger											.20		
June	6	Oxford	P6811	F/O Scott	Self	6.4.8.	.40				.20								
June	6	Oxford	P6811	Self	Solo	6.4.8.						.10							
June	8	Avro Tutor	K3299	Self	P/O Young.	1A. 3.4.4.		1.00											
June	8	Avro Tutor	K3259	F/O Scott	Self	3.4.8.	1.15												
June	8	Avro Tutor	K3299	Self	P/O Young	3.4.8.		1.10											
June	10	Avro Tutor	K3259	F/O Scott	Self	4.4.14.	1.00												
Grand Total [Cols. (1) to (10)] 134 Hrs. 10 Mins.						Totals Carried Forward	30.45	23.40			23.40	51.05		2.25	2.35		31.50	11.00	5.25

DUAL
(1)

30.4[illegible]

1.00

1.10

.35

[illegible] 8.10

.20

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
33.30	26.25			23.40	51.05		2.25	2.35		31.50	11.00	5.25

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Pass-enger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	30.45	23.40			23.40	51.05		2.25	2.35		31.50	11.00	5.25
June	10	Avro Tutor	K3259	Self	Solo	4. 7. 8. 14.		.40											
June	10	Avro Tutor	K3259	Self	P/O McTurk	4. 7. 14.		.40											
June	11	Avro Tutor	K3299	Self	P/O McHarrie	7. 8. 14. 22.		1.25											
June	11	Avro Tutor	K3259	F/O Scott.	Self	6. 7. 8.	1.00												
June	12	Avro Tutor	K3240	Fl/Lt. Joy	Self	Fl/Comm. Test.	1.10												
June	13	Avro Tutor	K6118	Sqd/Ldr. Lindsay	Self	C.F.I. Test.	.35												

F.S. Fyglil.
F/Lt
O.C. "A" Flight.

Summary for 1-6-41 to 13-6-41
Unit No 2 C.F.S.
Date: 16-6-41
Signature: [signature]

Aircraft
1. Avro Tutor
2. Oxford
3.
4.

SUMMARY OF FLYING AND ASSESSMENTS FOR PERIOD 1-6-41 TO 13-6-41

	S.E. Aircraft DAY	S.E. Aircraft NIGHT	M.E. Aircraft DAY	M.E. Aircraft NIGHT	Total for period	GRAND TOTAL All Service flying.
DUAL	4.45		.20		5.05	58.35
PILOT	8.10		.10		8.20	80.05
PASSENGER			.20		.20	

ASSESSMENT OF ABILITY. (To be assessed as : Exceptional, Above the Average Average or Below the Average).

AS A FLYING INSTRUCTOR not qualified to instruct

ANY POINTS IN FLYING OR AIRMANSHIP WHICH SHOULD BE WATCHED.

Date: 16.6.41

Signature [signature] S/L
for Chief Flying Instructor,
for Officer Commanding, No. 2 C.F.S.
No. 2 Central Flying School.

Grand Total [Cols. (1) to (10)] 139 Hrs. 40 Mins.

Totals Carried Forward	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
	33.30	26.25			23.40	51.05		2.25	2.35		31.50	11.00	5.25

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	DUTY (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
–	–	–	–	–	–	— Totals Brought Forward	33.30	26.25			23.40	51.05		2.25	2.35		58.35	11.00	5.25
					No 6 O.T.U.		THORNABY												
Oct.	9	HUDSON	T9424	P/O. SMITH	SELF	FAMILIARITY.							1.00						
"	11	"	V8988	P/O SMITH	SELF	STALLING · FEATHERING.					.40		.35						
"	13	"	T9409	P/O. SMITH	SELF	CIRCUITS · LANDINGS.					.30		~~[illegible]~~						
"	15	"	V8985	P/O. SMITH	SELF	" "					2.10		2.10						
"	15	"	V8985	P/O. SMITH	SELF	" "					.45		.45						
"	17	"	V8988	P/O. SMITH	SELF	" "					2.00		1.30						
"	19	"	T9283	P/O. WILLIAMS	SELF	" "							.20						
"	19	"	T9283	P/O. WILLIAMS	SELF	" "					.45		.30						
"	19	"	T9283	P/O. WILLIAMS	SELF	" "					.30		.30						
"	21	"	N7343	P/O. WILLIAMS	SELF	" "							.30						
"	21	"	T9424	P/O. WILLIAMS	SELF	SINGLE-ENGINE FLYING · FEATHERING.					1.30		1.30						
"	21	"	T9424	P/O WILLIAMS	SELF	CIRCUITS · LANDINGS					.30		.50						
					GRAND TOTAL [Cols. (1) to (10)] 158 Hrs. 20 Mins.	Totals Carried Forward	33.30	26.25			33.20	51.05	10.10 ~~9.50~~	2.25	2.35		58.35	11.00	5.25

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	33·30	26·25			32·30	51·05	9·50	2·25	2·35		58·35	11·00	5·25
Oct.	25	Hudson	NY346	P/O. Williams	Self	Single-engine landings.					1·00		·40						
"	25	"	P5119	Self	Sgt. Badger	Circuits & landings						·45							
"	25	"	P5119	Sgt. Badger	Self	" "							·45						
"	24	"	T9318	Self	Sgt. Badger	" "						2·00							
"	24	"	T9318	Sgt. Badger	Self	" "							2·00						
"	24	"	NY215	Self	Sgt. Badger	" "						1·45							
"	24	"	NY215	Sgt. Badger	Self	" "							1·45						
"	28	"	T9281	Self	Sgt. Guthrie	" "						3·35							
"	28	"	T9881	Self	Sgt. Guthrie.	" "						1·00.							
"	31	"	NY343	P/O. Williams	Self	Check Dual					·45		·50						
"	31	"	P5119	Self	Sgt. Badger	Circuits & landings						1·45							
"	31	"	P5119	Sgt. Badger	Self	" "							1·30						
				Grand Total [Cols. (1) to (10)] 148 Hrs. 5 Mins.		Totals Carried Forward	33·30	26·25			34·15	61·55	14·00	2·25	2·35		58·35	11·00	5·25

Year		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
Month	Date	Type	No.			
-	-	—	—	—	—	— Totals Brought Forward

Qualified for
CERTIFICATE "B"
under K.R. & A.C.I.'s
para. 811 (7)
on 24th Day of May 1941.
E H Clarke w/c
Chief Flying Instructor,
for Officer Commanding
No. 3 Flying Training
School, Royal Air Force.

PROFICIENCY AS PILOT ON TYPE
2
3 Average on OXFORDS
4

To be assessed:- EXCEPTIONAL; ABOVE THE AVERAGE; AVERAGE; BELOW THE AVERAGE

Any special faults in flying which must be watched:-

E H Clarke w/c
CHIEF FLYING INSTRUCTOR,
for O.C., No. 3 FLYING TRAINING SCHOOL
ROYAL AIR FORCE.

DATE 24/5/41.

GRAND TOTAL [Cols. (1) to (10)]
........Hrs........Mins.

Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]	
Day		Night		Day			Night					
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)

Year Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr-Cloud Flying Dual (12)	Instr-Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward													
					No. 3	S. of G.R.			Squires Gate										
July	20	Blenheim	6178	Sgt. Lyon	Self	Exercise No. P1											2.10		
"	26	"	5527	" Lawrence	"	" - DR.2											2.00		
"	27	"	5685	F/Lt. Drinkwater	"	" - DR.4											.30		
"	28	Botha	6513	F/O Hamilton	"	P1											1.15		
August	4	"	L6476	P/O O'Connor	Self and Crew	DR5											2.45		
	8	"	6330	P/O O'Connor	"	DR6											2.20		
	9	"	6309	P/O O'Connor	"	DR7											1.40		
	12	"	6450	Sgt Kildea	"	DR8											2.50		
	14	"	6266	Sgt Woolstcroft	"	N1											2.45		
	20	"	6261	F/Sgt. Nettleton	"	N2											2.15		
	23	"	6261	F/O Birt	"	Base [illegible]											2.35		
	26	"	6245	Sgt Woolstcroft	"	N3											1.55		
September	11	"	6330	P/O Hamilton	"	R.C.B.											2.00		

Navigator	Botha	Time 22.05
	Blenheim	" 4.40
	Total	" 26.45

[signature] S/L. C.I.

Grand Total [Cols. (1) to (10)]

..........Hrs..........Mins.

Totals Carried Forward

Year Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
-	-	-	-	—	—	— Totals Brought Forward	33.30	26.25			34.15	61.55	14.00	2.25	2.35		58.35	11.00	5.25
						Summary for Oct. 1941. Unit:- No. 6 O.T.U. Date:- 31. 10. 41 Signature. [signature] S/Ldr. O.C. "A" Flight Aircraft Types. 1. Hudson.					10.05	10.50	14.40						
						Totals Carried Forward	33.30	26.25			35.20	72.45	34.40	2.25	2.35		58.35	11.00	5.25

Grand Total [Cols. (1) to (10)] 207 Hrs. 40 Mins.

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	33.30	26.25			35.20	42.45	34.40	2.25	2.35		58.35	11.00	5.25
Nov.	2	Hudson	V9292	Self	Sgt. Badger	Circuits · Landings						2.00							
"	2	"	V9292	Sgt. Badger	Self	" "							2.00						
"	2	"	N7311	Self	Sgt. Badger	Local Flying.						.30							
"	2	"	N7311	Sgt. Badger	Self	Local Flying.							.30						
"	2	"	T9248	F/Sgt. Graves	Self	Formation Flying					1.00		.45						
"	4	"	T9283	Self	Sgt Badger	D.R. 1						1.35							
"	4	"	T9283	Sgt. Badger	Self	"							1.35						
"	6	"	N7311	Self	Sgt. Badger	Formation Flying						1.05							
"	6	"	N7311	Sgt. Badger	Self	– –							1.05						
"	6	"	N7311	Self	Sgt. Badger	Circuits · Landings						.45							
"	6	"	N7311	Sgt. Badger	Self	" "							.45						
"	8	"	P5119	P/O. Osborne	Self	"							3.00						
"	14	"	B9029	Self	Sgt. Badger	D.R. 3						2.40							
"	15	"	V9034	Sgt. Badger	Self	D.R. 3.							2.45						
"	15	"	T9248	P/O Arthur	Self	Circuits · Landings - Night								1.15					
"	17	"	V9034	Self	Sgt. Badger	Thornaby to Catfoss						.45							
"	17	"	V9034	Sgt. Badger	Self	Catfoss to Thornaby							.30						
"	18	"	T9404	P/O Arthur	Self	Thornaby to Catfoss							.30						
"	18	"	T9404	Self	Sgt. Badger	Bombing Practice						.30	.30						
"	18	"	T9404	Sgt. Badger	Self	" "						.30	.30						
"	18	"	T9404	F/Lt. Fleming	Self	Circuits · Landings - Night								1.10					
"	18	"	T9404	" "	"	" – –										.25			
"	18	"	T9406	Self	Sgt. Badger	" – –									1.55				
"	23	"	B9029	Sgt. Badger	Self	Formation.							1.00						
				Grand Total [Cols. (1) to (10)] 238 Hrs. 05 Mins.		Totals Carried Forward	33.30	26.25			36.20	52.00	50.05	4.50	4.30	.25	58.35	11.00	5.25

Year 1941 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	33·30	26·25			36·20	82·00	50·05	4·50	4·30	·25	58·35	11·00	5·25
Nov	23	Hudson	V9029	Self	Sgt. Badger.	Formation.						1·00							
"	23	"	V9034	Self	Sgt. Badger.	"						·35							
"	25	"	V9029	F/Sgt. Graves	Self	Thornaby to Catfoss							·35						
"	25	"	V9029	" "	Self	Bombing Practice					·30		1·05						
"	25	"	T9243	Self	Sgt. Badger.	Mobile Bombing Practice						·35							
"	25	"	T9243	Sgt Badger	Self	" "							·40						
"	25	"	V9029	F/Sgt. Graves	Self	Catfoss to Thornaby							·35						
"	25	"	V9029	Self	Sgt. Badger	D.R. 8 - Night.						~~2·00~~			2·10				1·00
"	25	"	V9029	Self	Sgt. Badger.	D.R. 9 - Night.						~~3·00~~			3·00				1·15
"	24	"	V9029	Self	Sgt. Badger.	D.R. 14						2·45							
"	24	"	V9029	Sgt. Badger	Self	D.R. 14							2·40						
"	27	"	V9034	Self	Sgt. Badger	D.R. 11.						4·20							
"	29	"	V8984	Self	Sgt. Badger	D.R. 15.						3·25							
"	29	"	V8986	Sgt. Badger	Self	D.R. 15.							3·20						
"	18	"	T9404	P/O Arthur	Self	Catfoss to Thornaby							·30						
											1·00	21·55	24·50	2·25	7·05	·25			
						Totals Carried Forward	33·30	26·25			36·20	94·40	59·30	4·50	9·40	·25	58·35	11·00	7·40

Summary for Nov. 1941 Unit:- No 6 O.T.U. Date:- 30·11·41 Signature:- [signature] Flt.	Aircraft Types. 1. Hudson.

O.C. 'B' Flt.

Grand Total [Cols. (1) to (10)] 265 Hrs. 20 Mins.

Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Pass-enger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Pilot (13)
33.30	26.25			36.20	94.40	59.30	4.50	9.40	.25	58.35	11.00	7.40
								3.35				
						3.30						
						.35						
					.35							
						.40						
						.35						
					1.10							
						.50						
					.35							
						.30						
					2.50							1.00
						2.50						
									2.00			
						1.10						
						.55						
					1.00							
						.55						
									.30			
						.50						
					.35							
						.35						
					6.45	13.55		3.35	2.30			
3330	26.25			36.20	101.25	73.25	4.50	13.15	2.55	58.35	11.00	8.40
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)

YEAR 1941		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT						PASS-ENGER	INSTR CLOUD FLYING [Incl. in cols. (1) to (10)]	
							DAY		NIGHT		DAY			NIGHT					
MONTH	DATE	Type	No.				DUAL	PILOT	DUAL	PILOT	DUAL	1ST PILOT	2ND PILOT	DUAL	1ST PILOT	2ND PILOT		DUAL	PILOT
							(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
—	—	—	—	—	—	— TOTALS BROUGHT FORWARD	33·30	26·25			36·20	94·40	59·30	4·50	9·40	·25	58·35	11·00	7·40
Dec.	4	HUDSON	V9023	SELF	SGT. BADGER	D.R. 10 – NIGHT.									3·35				
"	5	"	9411	SGT. BADGER	SELF	D.R. 11							3·30						
"	7	"	9244	F/O MILBURN	SELF	THORNABY TO CATFOSS							·35						
"	7	"	9244	SELF	SGT BADGER	MOBILE BOMBING.													
"	7	"	9244	SGT. BADGER	SELF	" "													
"	7	"	9355	F/O MILBURN	SELF	CATFOSS TO THORNABY.													
"	8	"	7311	SELF	SGT. BADGER	CATFOSS & RETURN													
"	8	"	7311	F/O MILBURN	SELF	BOMBING PRACTICE													
"	8	"	9032	SELF	SGT BADGER	" "													
"	8	"	9032	SGT. BADGER	SELF	" "													
"	9	"	9034	SELF	SGT. BADGER	D. R. 12													
"	9	"	9034	SGT. BADGER	SELF	D. R. 12													
"	9	"	9404	F/LT. FULLER.	SELF	CIRCUITS & LANDINGS – NIGHT.													
"	10	"	9404	F/O. EVANS.	SELF	CATFOSS & RETURN													
"	10	"	9032	F/O. EVANS.	SELF	AIR TO GROUND FIRING													
"	11	"	9348	SELF	SGT. BADGER.	GUNNERY & BOMBING													
"	11	"	9348	SGT BADGER	SELF	" "													
"	11	"	9020	F/SGT. GRAVES	SELF	CIRCUITS & LANDINGS – NIGHT													
"	12	"	9021	F/O. BAUDAUX	SELF	LOCAL.													
"	14	"	9029	SELF	SGT. BADGER.	CATFOSS ?													
"	14	"	9029	SGT BADGER.	SELF	RETURN													

SUMMARY FOR DEC. 1941		AIRCRAFT TYPES	1. HUDSON.
UNIT:-	Nº 6 O.T.U.		
DATE:-	14. 12. 41		
SIGNATURE:-			

GRAND TOTAL [Cols. (1) to (10)] 292 Hrs. 05 Mins.

TOTALS CARRIED FORWARD

No. 6 (C) O.T.U.

Certified that......Sgt Hastie R.M..........has completed the following flying times in Hudson Aircraft while in No. 40 Hudson G.R. Course at this Unit.

	1st	2nd	Pass	Dual
Day	39.30	56.25	-	12.05
Night	10.40	2.55	-	2.25

He is qualified Captain of Hudson Aircraft by..........Day and Night

[illegible] S/L
for Wing Commander,
Commanding No. 6 (C) O.T.U.,
THORNABY

16/12/41

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)

Year 1941/2 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	DUTY (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
–	–	–	–	–	–	— Totals Brought Forward	33.30	26.25			36.20	101.25	43.25	4.50	13.15	2.55	58.35	11.00	8.40
						No 53 Squadron.													
Dec.	29	Hudson	AM.524	Self	Crew	Circuits · Landings						1.00							
"	30	"	" 826	"	"	, Q.G.H.						2.20							
"	31	"	" 532	"	"	Q.G.H.						2.00							
Jan.	2	"	" 544	"	"	Q.G.H.						1.50							
"	3	"	" 534	"	"	To Eastleigh.						4.40							
"	4	"	" 530	"	"	A/S. Sweep						4.20			2.00				2.00
"	8	"	" 530	"	"	Gunnery · W/T.						1.00							
"	11	"	" 524	"	"	" "						1.30							
"	13	"	" 530	"	"	" "						1.10							
"	14	"	" 532	"	"	" "						2.00							
"	18	"	" 522	"	"	A/S. Escort Convoy						6.35							3.00
"	25	"	" 524	"	"	Silloth. Speke. Base						4.30							
"	26	"	" 544	"	"	A/S. Sweep						4.30							
"	28	"	" 524	"	"	A/S. Sweep						5.25							
"	31	"	" 524	"	"	Circuits · Landings.						1.00							
				Summary for Jan. 1942		1. Hudson.						43.50			2.00				
				Unit :- No 53 Squadron.	A/craft.														
				Date :- 9. 2. 42	Types.														
				Signature :- [signature]					Operational			25.30			2.00				
				Grand Total [Cols. (1) to (10)] 334 Hrs. 35 Mins.		Totals Carried Forward	33.30	26.25			36.20	145.15	43.25	4.50	15.15	2.55	58.35	11.00	13.40

Year 1942 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr. Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr. Cloud Flying Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	33·30	26·25			36·20	145·15	43·25	4·50	15·15	2·55	58·35	11·00	13·40
Feb.	3	Hudson.	AM534	Self	Crew	Sub. Practice Bombing.						1·20							
	4	"	" 532	"	"	A/S. Sweep						5·40							1·00
	6	"	" 547	"	"	A/S. Sweep						5·20							1·00
	9	"	" 540	"	"	Westfreugh · Return.						1·35							
	12	"	T9434	"	"	Skeabrae · Return						3·05							
												17·00							
										Operational.		11·00							
Grand Total [Cols. (1) to (10)] 324 Hrs. 55 Mins.						Totals Carried Forward	33·30	26·25			36·20	162·15	43·25	4·50	15·15	2·55	58·35	11·00	15·40

Summary for Feb. 1942 | 1. Hudson.
Unit:- No. 53 Squadron | A/craft Types
Date:- 10. 3. 42.
Signature:- [signature]

[signature] F/Lt.

Year 1942 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Pilot (13)
-	-	—	-	—	—	— Totals Brought Forward	33·30	26·25			36·20	162·15	73·25	4·50	15·15	2·55	58·35	11·00	15·40
Mar.	8	Hudson	T.9460	Self	Crew	"Reefer" Patrol						6·20							
"	11	"	AM549	"	"	" " Diverted.						3·30			3·40				1·30
"	12	"	" 549	"	"	Leuchars to N. Coates						2·05							
"	13	"	" 549	"	"	"Rover" Patrol						·20			2·00				
"	14	"	" 682	"	"	N. Coates to Thorney I/s.						1·45							
"	15	"	" 682	"	50 Spit: Escort.	Ship. Strike. (Mar. 2)						2·45							·30
"	28	"	T9460	"	"	Ice Recco. Patrol						1·45			6·30				5·00
"	29	"	T9438	"		Air Test.						·55							
"	30	"	AM666	"	"	"Reefer" Patrol						6·00							1·20
				Summary for Mar. 1942 Unit:- No. 53 Squadron Date:- 1. 4. 42 Signat:- [signature]		A/craft. Types 1. Hudson						25·25			12·10				
				T.C.P. Maxwell F/Lt.		O/c. "A" Flight.				Operational		20·40			12·10				
						Totals Carried Forward	33·30	26·25			36·20	187·40	73·25	4·50	27·25	2·55	58·35	11·00	24·00

Grand Total [Cols. (1) to (10)] 392 Hrs. 30 Mins.

27/4/42 - No.21

Air Ministry News Service

Air Ministry Bulletin No.6797

SHIP "TORPEDOED" BY BOMBS

"We blew the side out of the ship," said a sergeant pilot of Coastal Command, describing the result of an attack he made in his Hudson early this morning on a German supply ship which was sailing in convoy off the Frisian Islands.

The vessel was silhouetted in the moonlight and the Hudson went in so low to attack that the pilot had to pull up to clear the masts. Two of his bombs, skidding through the water, "torpedoed" the ship, penetrated the hull and exploded inside.

So great was the force of the explosions that they blew the Hudson's parachute hatch open, and there was an exciting few moments in the aircraft while the crew struggled with it.

The Hudson banked steeply and the pilot saw the ship's bows blazing fiercely. The flames were so bright, he said, that he could see the wooden deck planks.

Before and after the attack the Hudson dodged the attentions of three enemy aircraft and returned without damage.

Year 1942 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—		Totals Brought Forward
Apr.	3	Hudson	AM.589	Self	Sgt. Whitall 'Crew	"Hodson" Patrol
"	5	"	T5463	"	8 Passengers	Air Test
"	6	"	AM.589	"	Crew	"Rover" Patrol
"	11	"	" 495	"	"	"Reefer" Patrol
"	12	"	AM.666	"	"	"S.B." Approach & Landing
"	12	"	" 495	"	"	R.T. Test.
"	14	"	" 803	"	"	S.B. Jamming.
"	14	"	" 540	"	"	Strike Met. 1 Direct Hit ~~1000~~ Tons Tanker
"	21	"	" 530	"	"	Bombing & Gunnery.
"	23	"	" 844	"	"	Bombing & Gunnery
"	24	"	" 666	"	"	Bombing & Gunnery
"	24	"	T9461	"	"	"S.B." Approach & Landing
"	26	"	AM.666	"	"	"Rover" Strike Met. & M.V. 3 Direct Hits. 3500 Tons

Summary for Apr. 1942. Unit:- No 53 Squadron. Date:- 2.5.42 Signature:- [signature]

A/craft. Types: 1. Hudson.

Y.C.P. Maxwell F/L
oc. "A" Flight 53 Sqdn.

GRAND TOTAL [Cols. (1) to (10)] 426 Hrs. 55 Mins.

Totals Carried Forward

Date	(1)	(2) Pilot	(3) Dual	(4) Pilot	(5)	Day 1st Pilot (6)	Day 2nd Pilot (7)	Night Dual (8)	Night 1st Pilot (9)	Night 2nd Pilot (10)	(11)	Instr. Cloud Flying Dual (12)	Instr. Cloud Flying Pilot (13)
Brought Forward		6·25			36·20	184·40	43·25	4·50	24·25	2·55			
3									6·30				
5						1·00							
6									4·30				
11						5·40							1·30
12						1·00							"
12						1·20							
14						·55							
14						1·30			2·35				1·00
21						1·25							
23						·45							
24						·45							
24						1·10							
26						1·00			4·20				1·00
Summary						16·30			14·55				
Operational						8·10			14·55				
Totals Carried Forward	33·30	26·25			36·20	204·10	43·25	4·50	48·20	2·55		11·00	24·30

"TORPEDOED" BY BOMBS

[illegible] by a Canadian Spitfire pilot, who shot down a JU 88 during a dawn patrol. The JU was seen flying close to the water three miles away, and when chased jettisoned its bombs into the sea.

From 100 feet above the sea the Spitfire attacked and, closing the range, gave the JU another burst. "Tracer bullets were flying around me," said the pilot, "but did no damage. Then I saw a red glow. I was not satisfied, so I gave him more. The enemy aircraft's right wing dipped, he hit the sea, and the whole thing went up in ..."

A German supply ship was "torpedoed" by bombs from a Hudson patrolling the North Sea during the early hours of yesterday morning.

Dodging three enemy planes the pilot went in so low to attack the vessel off the Frisian Islands that he had to pull up to clear the masts. Two of his bombs skidded through the water like torpedoes, penetrated the hull and exploded inside.

Year 1942 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	DUTY (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	33.30	26.25			36.20	204.10	73.25	4.50	45.20	2.55		11.00	24.30
May	23	Hudson	A.M.495	Self	Crew	Shipping Search						5.00							1.30
	28	"	T.9460	Self	"	Homing Whitleys						4.30							2.00
	29	"	V.9253	Self	"	Navigation Exercise						2.00							
				Summary for May 1942 Unit:- No 53 Squadron Date:- 2. 6. 42 Signat:- [signature]		A/craft Types. 1. Hudson						11.30							
		Y.C.P. Maxwell S/Ldr O.C. "A" Flight 53 Sqdn. R.A.F.				Y.C.P. Maxwell S/L O.C. "A" Flight 53. Sqdn.			Operational			9.30							
June	1	Hudson.	V.9232	Self	Crew	A.S.R. (Whitley – Lundy Is.)						1.45							
	3	"	T.9460	"	Sgt. Badger	Dual. Circuits · Landings									1.40				
	5	"	V.9232	"	Crew.	Sub. Strike · Not met.						6.15			1.00				3.00
	7	"	A.M.603	"	"	A/S. Sweep.						6.35							1.40
	9	"	V.9.97	"	"	A/A · A/S. Convoy Escort.						6.20							2.00
	10	"	A.M.522	"	"	Practice Bombing						.30							
	14	"	" 495	"	"	A to S. Firing.						.30							
	17	"	V.9232	"	"	A/S. Sweep.						6.15							2.00
	21	"	A.M.527	"	"	Air Test.						1.35							
				Summary for June 1942 Unit:- No 53 Squadron Date:- 2. 7. 42. Signat:- [signature]		A/craft Types. 1. Hudson.						29.50			2.40				
		[signature] F/Lt "A" Flight							Operational			25.30			2.40				
				Grand Total [Cols. (1) to (10)] 470 Hrs. 55 Mins.		Totals Carried Forward	33.30	26.25			36.20	245.30	73.25	4.50	48.00	2.55		11.00	39.40

Year 1942 Month	Date	Aircraft Type	No.	Pilot	Crew	Duty
July	9	Hudson	A.M.424	Self	Crew	Air Test
"	14	"	" 424	"	"	St. Evan to Prestwick.
"	21	"	" 424	"	"	Prestwick " Reykjavik
"	22	"	" 424	"	"	Reykjavik " Blue West 1.
"	24	"	" 424	"	"	Blue West.1. " Goose
"	24	"	" 424	"	"	Goose " Dorval.
"	29	"	" 424	"	"	Dorval " Providence.
"	30	"	" 424	"	"	Providence " Quonset Pt.

Summary for June 1942. Unit:- No 53 Squadron. Date:- 2.8.42. Signat:- [signature]. A/craft Types: 1. Hudson.

Y. C. P. Maxwell S/Ldr.
O.C. "A" Flight
53. Sqdn. R.A.F.

Month	Date	Aircraft Type	No.	Pilot	Crew	Duty
Aug.	6	Hudson.	A.M.424	Self	Crew.	Air Test.
"	7	"	" 424	"	"	Quonset Pt to Cherry Pt. A/S.
"	7	"	" 424	"	"	Cherry Pt " Miami "
"	8	"	" 424	"	"	Miami " Guantanamo "
"	9	"	" 424	"	"	Guantanamo " San Juan "
"	10	"	" 424	"	"	San Juan " Waller Fd. Trinidad.
"	11	"	" 424	"	"	Waller to Santa Lucia A/S.
"	11	"	" 424	"	"	A/S from Santa Lucia
"	11	"	" 424	"	"	Santa Lucia to Waller A/S
"	24	"	" 424	"	"	Waller to Edinburgh Fd.

GRAND TOTAL [Cols. (1) to (10)] 536 Hrs. 45 Mins.

TOTALS CARRIED FORWARD

Page 4 DAILY RECORD, Saturday, August 29, 1942

R.A.F. Help America To Hunt U-Boats

Axis Sinkings Drop In Western Atlantic

BRITISH 'planes and British airmen are now co-operating with United States Navy and Army aircraft in operations against submarines in the Western Atlantic. This was revealed by the Navy Department in Washington last night, the first time the world has been told of the valuable part Britain is also playing against U-boats on the American side of the Atlantic.

British fliers have already engaged the enemy in these waters, it was stated.

The fact that British and Canadian vessels were co-operating with the United States Navy off the Atlantic coast was made known by the Navy Department in June last. Since that time submarine activities have somewhat decreased.

The arrival of British ~~Sunderland~~ Hudson planes in the Western Atlantic, it is recalled, was reported recently in a despatch from Cuba.

The announcement that the R.A.F. are assisting in the defence of American waters ends a "secret" shared by countless residents along the east coast of the United States.

Graveyard For Allied Ships

For an undisclosed period—certainly for weeks past—during which operations against enemy submarines have taken a slow but increasingly encouraging turn for the better, veteran British submarine hunters have been assisting in the patrolling of hundreds of miles of the U.S. coast and the Caribbean areas, formerly a mammoth graveyard for Allied ships both on and over the sea.

Following the Navy Department's disclosure of this new and striking chapter opened in the history of the R.A.F. Coastal Command, last night's U.S. papers featured strongly this branch of the R.A.F., which has thus dramatically spread its wings in another theatre of war, and is to-day flying and sailing with America's coastal defenders.

Many Americans believe the welcome reinforcement of anti-submarine forces thus made possible largely accounts for the undoubted fact that the sea-lanes off these shores are ceasing to be a happy hunting ground for enemy submarines.

Hitler's "pig boats" are still hunting—in the Atlantic, the Caribbean, and the Gulf of Mexico—but not so successfully as formerly.

There has been a sharp drop in sinkings, and the Navy hopes for a more favourable turn in the Atlantic picture.

Nevertheless, they want "more of everything," more American submarine chasers, more American 'planes, and more "upmixing of British-American affairs, which has resulted in the arrival in the U.S. of trained British forces and equipment, and their assumption of a substantial share of the burden of patrolling a 5000-mile American front, stretching from Canada to Brazil.

Attached U.S.N.
Quonset Point.
Rhode Island.
U.S.A.

Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Pilot (13)
	11.00	39.40
		3.30
		2.30
		2.00
		1.30
		2.00
		1.00

Column (6): 2.10, 5.00, 1.50, .20

(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
	311.20	48.25	4.50	48.00	2.55		11.00	52.10

Page 4 DAILY RECORD, Saturday, August 29, 1942

R.A.F. Help Ameri

KASSEL'S 3 ONE-A

Year 1942 Month	Date	Aircraft Type	No.	Pilot	2nd Pilot, Pupil or Passenger	Duty	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	Passenger (11)	Instr-Cloud Flying Dual (12)	Instr-Cloud Flying Pilot (13)
							33.30	26.25			36.30	245.30	73.25	4.50	48.00	2.55		11.00	39.40
July	9	Hudson	A.M./724	Self	Crew	Air Test						1.30							
"	17	"	" 724	"	"	St. Eval to Prestwick.						3.35							
"	21	"	" 724	"	"	Prestwick " Reykjavik						7.10							3.30
"	22	"	" 724	"	"	Reykjavik " Blue West 1.						7.00							2.30
"	24	"	" 724	"	"	Blue West 1. " Goose						6.20							2.00
"	24	"	" 724	"	"	Goose " Dorval						5.20							
"	29	"	" 724	"	"	Dorval " Providence						3.00							1.30
"	30	"	" 724	"	"	Providence " Quonset Pt.						.20							
												34.15							
										Operational		29.25							
Aug.	6	Hudson.	A.M./724	Self	Crew.	Air Test.						.30							
"	7	"	" 724	"	"	Quonset Pt to Cherry Pt. A/S.						3.20							
"	7	"	" 724	"	"	Cherry Pt " Miami "						5.40							2.00
"	8	"	" 724	"	"	Miami " Guantanamo "						3.40							
"	9	"	" 724	"	"	Guantanamo " San Juan "						4.35							
"	10	"	" 724	"	"	San Juan " Waller Fd. Trinidad						4.30							1.00
"	11	"	" 724	"	"	Waller to Santa Lucia A/S.						2.10							
"	11	"	" 724	"	"	A/S from Santa Lucia						5.00							
"	11	"	" 724	"	"	Santa Lucia to Waller A/S						1.50							
"	27	-	" 724	"	"	Waller to Edinburgh Fd.						.20							
						Totals Carried Forward	33.30	26.25				311.20	73.25	4.50	48.00	2.55		11.00	52.10

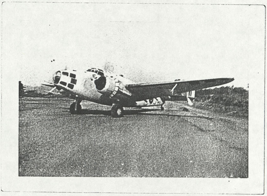
ATTACHED U.S.N.
QUONSET POINT.
RHODE ISLAND.
U.S.A.

Summary for June 1942.	
Unit:- No. 53 Squadron	Aircraft Types: 1. Hudson.
Date:- 2. 8. 42	
Signed:- [signature]	

[signature] S/Ldr.
O.C. "A" Flight
53 Sqdn. R.A.F.

GRAND TOTAL [Cols. (1) to (10)] 536 Hrs. 43 Mins.

Year 1942 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
-	-	—	-	—	—	— Totals Brought Forward	33.30	26.25			36.30	311.20	73.25	4.50	48.00	2.55		11.00	52.10
Aug.	28	Hudson.	AM.424	Self	Crew.	Edinburgh to Piarco Fld.						.20							
	28	..	..424	..	..	Piarco return & locally.						.55							
	29	..	..424	..	..	Convoy Escort.						5.40			.40				
				Summary for August, 1942 Unit:- No. 53 Squadron Date:- 1.9.42. Signed:- [signature]		A/craft types: 1. Hudson.						38.30			.40				
Y.C.P. Maxwell S/Ldr. O.C. "A" Flight 53 Sqdn. R.A.F.										Operational		36.25			.40				
Sept.	1	Hudson	AM.424	Self	Crew	Air Test.						.30							
	3	..	FH.241	..	..	A/S. Sweep						4.30							
	4	..	AM.424	..	..	Air Test						1.00							
	6	..	..424	..	..	A/S. to St. Lucia						2.45							
	6	..	..424	..	..	A/S. from St. Lucia — Base.						3.30							
	8	..	..424	..	..	A/S. Sweep						4.40							
	10	..	..424	..	..	Practice Sub. Attacks						2.00							
	11	..	..424	..	..	A/S. Sweep.						5.05							
	12	..	FH.421	..	..	A/S. Sweep.						4.10							
	14	..	FH.241	..	..	Convoy Escort.						5.45			1.00				1.00
	16	..	AM.826	..	..	Edinburgh to Waller Fld.						.30							
	16	..	AE.639	..	..	Waller to Edinburgh Fld.						.30							
	19	..	..509	..	..	A/S. Sweep						5.05							1.00
	20	..	AM.826	..	..	A/S. Sweep						6.00							2.00
	22	..	V.9.97	..	..	Air Test. Waller Rtn.						1.00							
				Grand Total [Cols. (1) to (10)] 590 Hrs. 40 Mins.		Totals Carried Forward	33.30	26.25			36.30	365.15	73.25	4.50	49.40	2.55		11.00	56.10



The Princeton Club
of New York
The privileges of the Club House
are tendered to
Mr. Roy Hastie
for a period of two weeks from date
at the request of
Mr. T. N. Pfeiffer

Park Avenue
and 39th Street Nov. 4, 1942
(OVER)

SQUADRON STANDING ORDERS
by
S/Ldr. RANDS Commanding 53A Squadron R.A.F. 5/2/43.

1. Constitution of the Squadron will be as follows:-
   O.i/c A Flight P/O Rickards
   O. i/c B Flight P/O Kennard
   O.i/c C Flight F/Sgt Heastie
   O.i/c R.N.A.F. Flight Capt. Jon Tredte
   Navigation Officer F/Sgt Johnson
   Equipment Officer F/Sgt Haisell
   Signals Officer Sgt Owen
   Squadron Adjutant F/O Gordon

2. Daily Routine will be as follows:-

Reveille	0530
Breakfast	0615
Briefing	0700
Report to Flights	0730
Start up engines	0745
Cancel all flying	0800
Stop engines	0801
Return to barracks	0830
Lunch	1230
Dinner	1830
Lights Out	2230 (What a hope)

3. No drinking is allowed in barracks. All liquor to be handed over to the C.O. for safe(?) custody. No receipt will be given.

4. Gambling is permitted in barracks by permission of the C.O. 25% of all winnings to be handed in to the C.O. in order to create a Squadron Benevolent fund (Charity begins at home Squadron Accountant Officer will be elected when fund exceeds $5. Permission to gamble to be requested in triplicate on Form U.12 (Repeat Form U. One Two)

5. Lady visitors are only allowed in barracks between the hours of 2230 and 0530.

6. Permission is granted to all members of the Squadron to grow beards(If you can)

7. The Squadron Adjutant will call the roll at 1300 daily to ensure C Flight have not taken off for Glasgow.

8. The use of Hudsons for flying is strictly forbidden. These aircraft may have to last until the end of the war and their life must be strictly conserved.

Squadron Leader
Commanding 53A Sqdn. R.A.F.

Year 1942 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	DUTY (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	33.30	26.25			36.30	365.15	73.25	4.50	49.40	2.55		11.00	56.10
Sept.	23	Hudson	AM826	Self	Crew	A/S. Sweep.						5.40							
	25	"	" 826	"	"	Convoy Escort.						3.00			3.00				2.00
	28	"	" 9461	"	"	A/S. Sweep.						5.00			1.00				
	29	"	F.H.433	"	"	A/S. Sweep.						6.00							2.00
		Y.C.P. Maxwell F/Lt. O.C. "A" Flight 53. Sqdn. R.A.F.		Summary for September, 1942. Unit:- No. 53 Squadron Date:- 1.10.42. Signed:- [signature]		A/craft Types 1. Hudson.						66.40			~~4.00~~ 5.00				
						Operational						61.10			5.00				
Sept.	30	Flying times at No. 3 S. of G.R. July. August & September 1941.				Transferred from Colm. 11. Y.C.P. Maxwell F/Lt. O.C. "A" Flight 53. Sqdn.							26.45						
Oct.	3	Hudson	AM864	Self	Crew.	A/S. Sweep.						4.20			.40				
	6	"	F.H.433	"	"	A/S. Sweep.						6.00							1.00
	13	"	V.9197	"	"	A/S. Sweep.						5.00							
	14	"	F.H.433	"	"	A/S. Sweep.						5.15							2.30
	18	"	V.9090	"	"	Air Test.						1.00							
	19	"	V.9090	"	"	A/S. Sweep.						6.15							
	21	"	A.M.777	"	"	A/S. Sweep To San Juan						4.30							
	22	"	" 777	"	"	" " " Jamaica.						4.30							
	23	"	" 777	"	"	" " " Miami						4.00							2.00
	24	"	" 777	"	"	" " " Norfolk						5.30							2.00
	27	"	" 777	"	"	" " " Quonset Pt.						2.30							
						Operational						47.50			.40				
				Grand Total [Cols. (1) to (10)] 691 Hrs. 55 Mins.		[signature] S/Ldr. Totals Carried Forward	33.30	26.25			36.30	433.15	100.10	4.50	54.20	2.55		11.00	67.40

Month (Year 1942)	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Pass-enger (11)	Instr-Cloud Flying Dual (12)	Instr-Cloud Flying Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	33.30	26.25			36.30	433.15	100.10	4.50	54.20	2.55		11.00	64.40
Dec.	17	Hudson	AM.994	Self	Crew.	Quonset Pt to Dorval						2.30							
1943 Jan.	29	"	" 994	Capt. Lilly	"	Test Pilot F.C.						1.30							
"	30	"	" 994	Self	"	Dorval to Goose						5.20							
"	31	"	" 994	"	"	Goose to B.W.1						4.45							2.00
Feb	10	"	" 994	"	"	B.W.1. to Reykjavik						4.30							2.30
"	13	"	" 994	"	"	Reykjavik to Stornoway						6.00							2.30
"	16	"	" 994	"	"	Stornoway to Prestwick						2.00							4.00
"	18	"	" 994	"	"	Prestwick to Docking						3.00							
												29.35							
									Operational			22.35							
						Totals Carried Forward	33.30	26.25			36.30	462.50	100.10	4.50	54.20	2.55		11.00	78.40

GRAND TOTAL [Cols. (1) to (10)] 721 Hrs. 30 Mins.

H.E. Hildith
5/4/43
O.C. 'C' Flight
53 Squadron.

HEADQUARTERS NINTH BOMB GROUP
APO 667

F/S HASTIE RAF
is authorized to enter the Control Room at any time.

H.K. Gilbert
H. K. GILBERT,
Major, Air Corps,
Operations Officer

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE	Type	No.			
		—	—	—	—	— TOTALS BROUGHT FORWARD

*9516—527 Wt. 20577—C151 10,000 1/42 T.S. 700

FORM 414 (A)

SUMMARY of FLYING and ASSESSMENTS FOR ~~YEAR COMMENCING~~ 53 Squadron *19

[* For Officer, insert "JUNE" ; For Airman Pilot, insert "AUGUST."]

	S.E. AIRCRAFT Day	S.E. AIRCRAFT Night	M.E. AIRCRAFT Day	M.E. AIRCRAFT Night	TOTAL ~~for year~~	GRAND TOTAL All Service Flying
DUAL						
PILOT			296.45	41.05	334.50	421.30
PASSENGER	—	—	—	—		

ASSESSMENT of ABILITY 72. [illegible]

(To be assessed as :—Exceptional, Above the Average, Average, or Below the Average)

(i) AS A G.R. † PILOT ABOVE AVERAGE

(ii) AS PILOT-NAVIGATOR/NAVIGATOR ABOVE AVERAGE

(iii) IN BOMBING —

(iv) IN AIR GUNNERY —

† Insert :—"F.", "L.B.", "G.R.", "F.B.", etc.

ANY POINTS IN FLYING OR AIRMANSHIP WHICH SHOULD BE WATCHED.

NIL.

Signature [illegible] E.P. Maxwell S/Ldr.

Date 9.3.43 for Officer Commanding 53 Squadron R.A.F.

GRAND TOTAL [Cols. (1) to (10)]
........Hrs. ....Mins.

TOTALS CARRIED FORWARD

SINGLE-ENGINE AIRCRAFT DAY DUAL (1)	DAY PILOT (2)	NIGHT DUAL (3)	NIGHT PILOT (4)	MULTI-ENGINE AIRCRAFT DAY DUAL (5)	DAY 1ST PILOT (6)	DAY 2ND PILOT (7)	NIGHT DUAL (8)	NIGHT 1ST PILOT (9)	NIGHT 2ND PILOT (10)	PASS-ENGER (11)	INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] DUAL (12)	PILOT (13)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)

Year 1943 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	DUTY (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Pilot (13)
-	-	—	-	—	—	— Totals Brought Forward	33.30	26.25			36.30	462.50	100.10	4.50	54.20	2.55		11.00	78.40
					No 2	O.T.U.		Catfoss.											
Mar.	12	Beaufighter	T.4791	F/O. Barnett	Self	Local Flying							.45						
"	13	"	J.L.492	F/Lt. Hammond	"	Local Flying.							.30						
"	14	"	E.L.451	P/O Driver	"	Duan							.40						
"	14	"	" 451	Self	Solo	Night Flying Test						.40							
"	16	"	T.3333	F/O. Hammond	Self	Local Flying.							.30						
"	18	"	.3333	P/O. Driver	"	Local Flying.							.30						
"	19	"	.3245	Self	Solo	Local Flying.						1.30							
"	21	"	E.L.272	"	"	Local Flying.						1.30							
"	21	"	T.4660	"	"	Local Flying.						1.00							
"	22	"	.3333	"	"	Formation Flying						1.30							
"	24	"	E.L.414	"	"	Formation Flying.						2.00							
"	25	"	P.8292	"	"	Formation Flying						1.15							
"	26	"	T.4660	"	"	Local Flying.						3.00							
				Summary for	March 1943	1. Beaufighter.						12.25	2.55						
				Unit :-	No 2. O.T.U.														
				Date :-	26. 3. 43														
				Signar. :-	[signature]														
						Totals Carried Forward	33.30	26.25			36.30	475.15	103.5	4.50	54.20	2.55		11.00	78.40

[signature] F/Lt. for O.C. 'B' Sqdn

GRAND TOTAL [Cols. (1) to (10)]
736 Hrs. 50 Mins.

ELIZABETHAN NEWS

Series 15, No. 4 | SUNDAY, APRIL 11, 1943 | One Penny

RUSSIA

GERMAN ATTACKS CONTINUE AT BALAKLARE

The main German attacks on the Russian fronts are still centred south of Balaklare, on the Donetz.

Further down the river, Russian troops are maintaining a tight grip on the bridgeheads, and have made slight improvements in their positions near Izium.

A Red Army reconnaisance group occupied an important height south of Byelyi and repulsed three German attempts to retake it.

STORMOVIKS IN ACTION

Russian Stormoviks in the Black Sea region shot down several enemy troop-laden transport planes and also "strafed" motorised infantry waiting to embark at a port.

Five Me.s were shot down during the attacks.

ODDS AND ENDS

PANIC

The new servant was instructed, when summoned by his lordship, to say, "My Lord, what will you have?"

On the first occasion he was summoned to the presence, he was overcome with nervousness and blurted out, "My Gawd, what do you want now?"

* Many a fellow has got into a jam by poaching on someone's preserves.

OPPORTUNITY

Small advert. from U.S. newspaper:

YOUR dog's horoscope. Send date of his birth. Get to know your dog better.

* A fan dancer is just a nudist with a cooling system.

LINGUIST

A business woman, entertaining some business men at a luncheon in a French restaurant and not wishing to be obvious about paying the bill, whispered to her waiter when the meal was over: "*L'addition, s'il vous plait.*"

"Downstairs to your left, lady," he replied.

* Toast: Here's to the land we love and vice versa.

DOGGEREL

I can't bear children
Who are scrawny and pale,
I can't bear children
Because I'm a male.

* "He drinks so much that his wife is learning to weave to walk down the street with him."

DETAIL

The thoroughness with which the United States Army Supply Service is tackling its huge job is illustrated by a report that a Harvard expert is working on the problem of how long the average W.A.A.C.s brassiere will wear.

* Before leaving home for college she was told to pick nice clean friends-- and has she picked them clean!

DIALOGUE

"What an enormous repertoire that soprano has?"

"Yes, and that dress makes it look worse."

Still Advancing:

SFAX, MAHARES TAKEN BY EIGHTH ARMY

"On to Tunis; Drive Enemy into the Sea"

—MONTGOMERY

The occupation of the Tunisian port of Sfax by the Eight Army at 8 a.m. yesterday was announced last night by the Allied forces headquarters. A previous message reported the capture of Mahares, about 20 miles south of Sfax, after some enemy rearguard tank and infantry resistance.

General Montgomery has sent to the Eighth Army what one correspondent described as "the cockiest, toughest fighting message that any commander ever issued to his troops." He said: "If we go on collecting prisoners at the present rate, the enemy will soon have no infantry left to hold his positions. The cry now is: 'Forward to Tunis; drive the enemy into the sea."

A report received in London yesterday stated that General Mannerini and his headquarters staff of the Axis Saharan Group were captured on Thursday.

Gains on Central and Northern Fronts

To the north of Sfax, on the central sector, British, French and American troops cooperated to secure high ground north and south of Fondouk. Over 500 prisoners were taken.

Further advances have been made on the northern front, in the area between Medjez-el-Baband Munchar, against considerable opposition and over very difficult country.

1,000 Prisoners

Since the start of the First Army's offensive last Tuesday, the attack has advanced a number of miles and over 1,000 German prisoners have been taken.

Allied Air Sweeps

Fighters and light bombers maintained attacks on enemy positions and communications, and made offensive sweeps and patrols along the entire front.

Spitfires on patrol over the central sector intercepted a formation of 16 Ju.88s, and shot down eight of the enemy planes.

Transports Attacked

In the Enfidaville area, Hurricane bombers attacked a concentration of Axis troops and transports, destroying several vehicles and damaging others.

Six Allied aircraft are missing from all operations.

Further reports of air operations during recent days show three more enemy aircraft destroyed and six more Allied planes missing.

DE GAULLE'S VISIT POSTPONED

General de Gaulle's intended visit to north Africa has been postponed for an unstated period.

In a cable to north Africa, expressing good wishes, the Fighting French leader said, "France is proud and happy that her forces are taking part in a battle which will liberate the whole of our African Empire."

Total mobilisation in Rumania is to be announced shortly, according to Istanbul reports.

BURMA

WIDESPREAD R.A.F. ATTACKS ON JAPANESE

"There is nothing to report from the Arakan front," stated the Indian communication yesterday.

Convoy Attacked

Hurricanes attacked a convoy of twelve lorries on the Taungup-Dale road. Ten of the vehicles were probably destroyed and the other two badly damaged.

Seven lorries, two of which carried enemy troops, were attacked in the same area, and many casualties were inflicted.

BLENHEIMS BOMB VILLAGES

Blenheims bombed Magyichaung and Angumaw, enemy-occupied villages at the southern end of the Mayu peninsular, and all bombs were seen to burst on the targets.

Patrol fighters machine gunned enemy road and river transport in the Taungup area, and at Sakanmaw, 60 miles to the north-west, a 60-foot cargo barge was left sinking.

Driven Off

Hurricanes drove off a formation of Japanese fighters which appeared over south-east Bengal.

Two British aircraft are missing from these operations.

BOMBS ON SOUTH-EAST COAST

A small formation of enemy planes dropped bombs on the south-east coast on Friday, killing a few people and causing slight damage. One of the raiders was destroyed by anti-aircraft fire.

The Ruhr Again

'HEAVIES' ATTACK DUISBERG

Duisberg and other targets in the Ruhr were attacked by R.A.F. heavy bombers, in cloudy weather, during Friday-Saturday night. Eight of the bombers did not return.

[Duisberg, the biggest inland port in Europe, is one of the main centres for U-boat building.]

Mosquitos in Action

Mosquito bombers made a 500-mile flight over enemy territory to make a

dusk attack on industrial areas near Cologne. All planes returned safely,

Day Sweeps

In day sweeps over France, fighters "shot up" 16 railway engines and goods trucks.

Coastal Command aircraft attacked shipping off the Norwegian coast and scored a torpedo hit on a tanker.

SOUTH-WEST PACIFIC

HEAVY R.A.F. RAID ON JAP. SUPPLY BASE

Australian reports say that the big Japanese base at Madang, in northern New Guinea, was heavily raided by the R.A.F. on Friday morning and that fires were still fiercely blazing twenty-four hours later.

Madang is important to the Japanese as a forward base for supplying stores and ammunition to their forces along the coast.

Widespread Allied air activity continues over the enemy island bases.

GUADALCANAL RAID DAMAGE

A United States Navy communication issued in Washington yesterday on Japanese attacks against Allied shipping off Guadalcanal Island last Wednesday, stated further reports re-reveal that a destroyer was damaged by a bomb and later sank while in tow, a tanker and a corvette sank as the result of bomb damage, and a small fuel oil boat was sunk.

NORWAY'S KING BROADCASTS

The King of Norway, in a B.B.C. broadcast from London yesterday, said: "The misery and destruction caused in our country has been borne by the Norwegian people with great fortitude. They never capitulated even when they were forced to lay down their arms.

"Our Navy, which consists of 60 ships in commission, is constantly at sea and our air force has already struck blows at the enemy. Parts of our army have been in action several times and all our forces look forward impatiently to the day of liberation."

Sergeants' Mess

Royal Air Force,
Nassau

The Warrant Officers, Flight Sergeants and
Sergeants of the Sergeants' Mess
request the pleasure of your company

at A Supper Dance.

to be held in the Gymnasium,

on Friday, 30th April, 1943. 9 p.m.

R.S.V.P. F/Sgt Hastie.

Year 1943 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr Cloud Flying Pilot (13)
–	–	–	–	–	–	– Totals Brought Forward	33.30	26.25			36.30	445.15	103.5	4.50	54.20	2.55			
					No. 111.	O.T.U.		Nassau. Bahamas.											
Apr.	24	Mitchell	FK.166	F/S. Hobbs.	Self.	Dual.					1.15		1.15						
	24	"	" 145	F/S. Ponting	"	"					.35		.40						
	28	"	" 141	F/O. Clarke	"	"							.50						
	28	"	" 169	F/S. Ponting.	"	"					1.15		.45						
	29	"	" 174	F/S. Hobbs.	"	"					.50								
	29	"	" 174	F/S. Hobbs.	"	"					.45								
	29	"	" 174	F/Lt. Smith	"	"					.30								
	29	"	" 174	Self	P/O. Dean	Local Flying						1.30							
	30	"	" 180	"	F/O Criswell	" "						.45							
	30	"	" 180	"	S/Ldr. Vare	Test.						.55							
			Summary for Apr.'43 Unit. :- No 111 O.T.U. Date :- 5.5.43. Signar :- [signature]			1. Mitchell.					5.10	3.10	3.30						

[signature] F/Lt
O.C. A. Sqdn.

Grand Total, [Cols. (1) to (10)] 748 Hrs. 40 Mins.

Totals Carried Forward	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
	33.30	26.25			41.40	448.25	106.35	4.50	54.20	2.55		16.00	48.40

Year 1943 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Pass-enger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	33.30	26.25			41.40	474.25	106.35	4.50	54.20	2.55		11.00	78.40
May.	3	Mitchell	F.R.378	Self	F/O Munday. Crew.	Ex. 1.						2.00							
"	4	"	" .381	"	" Cormack "	" 1.						2.25							
"	5	"	" .393	"	Sgt. Snellar "	" 2.						3.40							
"	6	"	" .383	"	F/O Cormack "	" 2						3.00							
"	8	"	" .382	"	F/O Criswell	Air Test.						1.00							
"	13	"	" .362	"	F/O Thompson	Air Test.						.40							
"	18	"	" .375	"	Sgt. Grazebrook	Compass Swing.						2.00							
"	22	"	" .375	"	" Guthindon.	Search						6.10							
"	23	"	" .362	"	F/O Criswell	Compass Swing.						1.25							
"	25	"	" .381	"	F/O Cormack. Crew.	Ex. 7.						3.30							
"	26	"	" .393	"	Sgt. Snellar "	Ex. 7.						3.20							
"	27	"	" .383	"	F/S Woodward	Air Test. Compass Swing						1.45							
"	27	"	" .382	"	W/O Dalley	Air Test						.45							
"	28	"	" .383	"	F/O. Levy.	Air Test. Compass Swing.						.50							
"	31	"	" .383	"	Sgt. Thickett. Crew.	Ex. 1						3.00							
					May	43 Mitchell						35.30							
					Totals Carried Forward		33.30	26.25			41.40	513.55	106.35	4.50	54.20	2.55		11.00	78.40

111 O.T.U.
31-5-43
[signature]

J Irvine S/Ldr
O.C. 'B' Squadron.

Grand Total [Cols. (1) to (10)] 784 Hrs. 10 Mins.

Year 1943 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	33.30	26.25			41.40	513.55	106.35	4.50	54.20	2.55			
June	1	Mitchell	FR.383	Self	Sgt. Trickett. Crew.	Ex. 1						~~3.00~~							
	1	"	" 393	"	P/O Hurley "	" 1						2.50							
	1	"	" 383	"	Sgt. Clarebrook "	" 1 + 2						3.00							
	2	"	" 383	"	" Jorgenson "	" 2						3.00							
	3	"	" 383	"	P/O Hurley "	" 2						3.30							
	10	"	" 381	"	F/O. Levy	Air Test						.35							
	10	"	FK 166	P/O Ponting	Self	Local Flying													
	10	"	" 166	Self	W/O. Dalley	" "								2.15	1.00				
	11	"	FR381	"	Sgt. Jorgenson. Crew	A/S. Escort						6.35							
	15	"	" 383	"	F/O. Thompson	Air Test.						.40							
	15	"	" 382	"	W/O. Dalley	Air Test.						.40							
	17	"	" 382	"	F/S. Porter	Air Test.						.45							
	18	"	" 384	"	Sgt. Jorgenson	Air Test. Compass Swing.						2.00							
	19	"	" 366	"	F/O Thompson	Air Test. Compass Swing.						2.00							
	19	"	951	"	P/O Knights	Air Test						.50							
	22	"	FR.380	"	Sgt. Clarebrook	Ex. 4						3.15							
	23	"	" 393	"	" Jorgenson	" 4						3.00							
	25	"	D.949	"	W/O. Dalley	Air Test						.50							
	28	"	" 382	"	P/O Stinson. Crew.	Ex. 1.						2.35							
	28	"	" 371	"	W/O. Dalley	Search. — Dinghy found.						1.00			1.30				
	29	"	" 383	"	P/O Higgins "	Ex. 1.						3.00							
	29	"	" 383	"	" Higgins "	" 2.						2.40							
	30	"	949	"	F/O Morrill "	" 2.						2.50							
					Summary for June 1943. Unit 111 O.T.U. Date 1-7-43 Signature [signature]	Aircraft Types 1. Mitchell 2. 3. 4.						45.35		2.15	2.30				
					Grand Total [Cols. (1) to (10)] 834 Hrs. 30 Mins.	Totals Carried Forward	33.30	26.25			41.40	559.30	106.35	7.05	56.50	2.55		11.00	78.40

[signature]
O.C. 'B' Squadron

Year 1943 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Pass-enger (11)	Instr Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr Cloud Flying Pilot (13)
-	-	—	-	—	—	— Totals Brought Forward	33.30	26.25			41.40	596.30	106.35	7.05	62.30	2.55		11.00	82.10
Aug.	1	Mitchell	FR378	Self	F/S Hadravek	Air Test													
"	2	"	V.949	"	P/O Lovelace - Crew.	Ex. 6A.						.30							
"	4	"	R.346	"	F/Lt. Richards	Air Test.						1.30							
"	4	"	.362	"	P/O Fielder.	Air Test.						.30							
"	16	"	.362	"	P/O Fielder	Ex. 7						.30							
"	17	"	.384	"	" Davenport	" 7						3.45							
"	18	"	.393	"	" Parton	" 7						3.45							
"	23	"	V.952	"	Sgt. Fredriksen - Crew	" 2						3.10							
"	24	"	R.384	"	P/O. Chave	" 2						2.15							
"	25	"	.187	"	Sgt. Fredriksen	" 1						2.00							
"	25	"	.200	"	" "	L. N/Fly.						2.00			2.15				1.00
"	26	"	V.949	"	P/O. Chave	Ex. 1						2.00							
"	27	"	.951	"	F/O Criswell	Air Test.						.30							
"	28	"	R346	"	F/O Criswell	Air Test.						.20							
"	30	"	.380	"	P/O Webb - Crew	Sub. Sweep.						4.20							
					August.	43 Mitchell						27.05			2.15				

111 O.T.U.
31. 8. 43.
[signature]

[signature] S/Ldr.
O.C. No. 2 Squadron.

[signature] S/Ldr.
Chief Flying. Instructor

Grand Total [Cols. (1) to (10)]		Totals Carried Forward	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
904 Hrs.	35 Mins.		33.30	26.25			41.40	623.35	106.35	7.05	64.45	2.55		11.00	83.10

Year 1943 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	33.30	26.25			41.40	623.35	106.35	7.05	64.45	2.55		11.00	83.10
Sept.	2	Mitchell	F.R.366	Self	F/o. Levy.	Local Flying.									1.00				
	4	"	" 378	"	F/S. Porter.	Air Test.						.30							
	7	"	V.951	"	" Ritson.	Air Test.						.45							
	9	"	R.180	"	F/o. Levy.	Air Test.						.30							
	10	"	V.954	"	F/o. Baker. Crew	Ex. Y						3.15							.30
	11	"	" 946	"	F/S. Porter.	Air Test.						.45							
	13	"	" 954	"	Sgt. Fredriksen Crew.	Ex. Y						3.10							
	13	"	R.378	"	P/o. Lawson.	Air Test,						.40							
	14	"	" 366	"	P/o. Chave. Crew.	Ex. Y						4.30			3.50				2.00
	14	"	V.952	"	Sgt. Fredriksen. Crew.	P.S.													
	16	"	" 946	"	F/o. Criswell	Air Test.						.35							
	16	"	L.184	"	F/o. Criswell.	Air Test.						.30							
	18	"	V.949	"	Col. Greenfield	Air Test.						.30							
	18	"	L.184	"	" "	Air Test.						.50							
	20	"	V.949	"	P/o Small. Crew	Ex. 1						2.05							
	20	"	" 952	"	P/o Small. "	Search						2.20							
	21	"	R.393	"	P/o Davey "	Ex. 1						2.10							
	22	"	R.380	"	P/o Small "	Ex. 2.						2.05							
	23	"	" 362	"	P/o Davey "	Ex. 2						2.00							
	23	"	" 366	"	F/o. Levy	Air Test						.30							
	23	"	" 376	"	P/o Davey. Crew	Ex. 4						2.00							
	24	"	V.949	"	P/o Davey "	L.N.1.									2.05				
	25	"	R.393	"	F/S. Scott	Air Test						.40							
						Totals Carried Forward	33.30	26.25			41.40	653.55	106.35	7.05	78.40	2.55		11.00	85.40

GRAND TOTAL [Cols. (1) to (10)] 943 Hrs. 50 Mins.

YEAR 1943 MONTH	DATE	AIRCRAFT Type	No.	PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
—	—	—	—	—	—	TOTALS BROUGHT FORWARD
SEPT.	27	MITCHELL	F.R.346	SELF	F/O. LEVY.	AIR TEST
	28	"	V.952	"	P/O. DAVEY + CREW	EX. 6
	28	"	R.395	"	F/O. LEVY	LOCAL FLYING
OCT.	3	MITCHELL	F.V.949	SELF	P/O DAVEY McDONACHY.	TO MIAMI. P.1.
	4	"	R.341	"	" SMALL	P.2.
	5	"	" 384	"	" DAVEY	P.2. DITCHED A/C. OFF ELEUTHERA. ALL SAFE. DUE TO OIL FAILURE ON PORT ENGINE HEIGHT COULD NOT BE MAINTAINED FEATHERING WOULD NOT FUNCTION

SEPTEMBER 43 MITCHELL.
111 O.T.U.
1 - 10 - 43
R. Hastie.

T. Shine S/LDR.
O.C. No. 2. SQUADRON.

OCTOBER 43 MITCHELL
111 O.T.U.
1 - 10 - 43
R. Hastie.

T. Shine S/LDR.
O.C. No. 2. SQUADRON.

GRAND TOTAL [Cols. (1) to (10)] 949 Hrs. 20 Mins.
954. 15

TOTALS CARRIED FORWARD

ROYAL AIR FORCE STATION,
NASSAU, BAHAMAS.

SERIAL..............5
PAGE................4
THURSDAY, 6 JAN.1944.

AFTER ORDER
BY GROUP CAPTAIN R. N. WAITE, COMMANDING.

13. ORDER OF THE DAY.

On 5th October, 1943, 1107486 Warrant Officer (now Pilot Officer) R. M. Hastie was captain of Mitchell aircraft F.R.384. Owing to loss of oil the feathering mechanism of the propellor on one engine failed, and the consequent behaviour of the engine made it impossible to maintain height on the remaining engine. Warrant Officer Hastie carried out his emergency procedure accurately and thoroughly in spite of the difficulty of controlling the aircraft, and his crew were at their correct crash stations before the ditching was made. He showed good airmanship and a thorough understanding of the capabilities of his aircraft throughout and made a good touch down on the water.

The air gunner, R.185473 Sgt Allen, T.W., was in the rear compartment of the aircraft. R.73406 F/Sgt. W. A. McLennan and 1321794 Sgt. S. J. Trusson, two Wireless Operators, had already escaped but, on discovering that Sgt.Allen was still in the aircraft, they crawled back through the bomb bay tunnel and with great difficulty dragged him out. The task of pulling an unconscious man through this small tunnel required strength and determination. The rear end of the aircraft was below water so the hatches could not be used.

F/Sgt.McLennan and Sgt. Trusson stood in grave danger of being trapped and drowned had the aircraft sunk before they got Sgt. Allen through the tunnel. Their prompt and gallant action prevented a very successful ditching from becoming a tragedy.

The conduct and devotion to duty of W/O Hastie, F/Sgt McLennan and Sgt. Trusson was highly commendable throughout.

[signature]
F/L ADJUTANT.
for GROUP CAPTAIN, COMMANDING
ROYAL AIR FORCE STATION
NASSAU, BAHAMAS.

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
33.30	26.25			41.40	668.05	104.35	7.05	43.00	2.55		11.00	85.40

ROYAL ... [partly cut off]

Year 1943 Month	Date		(1)	(2) Pilot	Night (3) Dual	Night (4) Pilot	Multi-Engine Aircraft Day (5) Dual	Day (6) 1st Pilot	Day (7) 2nd Pilot	Night (8) Dual	Night (9) 1st Pilot	Night (10) 2nd Pilot	(11) Passenger	Instrument Flying (12) Dual	(13) Pilot
			.30	26.25			41.40	653.55	106.35	7.05	71.40	2.55			
Sept.	27							.30							
	28							3.40							
	28										1.20				
T. Chu... O.C. No...								34.30			8.15				
												[signature] S/Ldr CHIEF FLYING INSTRUCTOR			
Oct.	3							4.15							
	4							4.40							
	5							1.05							
T. Chu... O.C. No. 2...								10.00							
												[signature] S/L C.F.I.			
GRAND TOTAL [Cols. (1) to (10)] 949 Hrs. 20 Mins. 954. 15		TOTALS CARRIED FORWARD	33.30	26.25			41.40	668.05	106.35	7.05	73.00	2.55		11.00	85.40

Year 1943 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Pilot (13)
-	-	—	-	—	—	— Totals Brought Forward	33.30	26.25			41.40	468.05	106.35	7.05	73.00	2.55		11.00	85.40
Nov.	1	Mitchell	F.W.104	Self	W/O. Stybuck. Crew.	Ex. 3.						1.10							
	2	"	F.R.393	"	F/Lt. Tucker	To San Salvador. Supplies.						2.40							
	4	"	.V.946	"	P/O. Hickman	Ex. 3.						2.20							
	5	"	.R.393	"	W/O. Stybuck Crew	Ex. 1.						1.20							
	6	"	.W.123	"	P/O Hickman "	Ex. 1.						2.05							
	6		.W.132		P/O Benson "	Ex. 4.						1.55							
	8	"	. "104	"	P/O. Barnow "	Escort.						5.00							1.30
	10	"	.R.366	"	P/O Thryer "	Ex. 6A.						.55							
	13	"	.W.104	"	P/O. Benson "	Patrol 2.						4.30							
	15	"	. . 123	"	P/O. Thryer "	Ex. 6.						3.05							
	16	"	. . 104	"	P/O Johnston "	Ex. 1.						2.00							
	16	"	. . 104	"	P/O Johnston "	Ex. 2.						2.15							
	18	"	.L.200	"	P/O. Cole "	Compass Swing						2.20							
	19	"	.R.346	"	F/S. Moudry "	Ex. 3 D.V.C.O						.50							
	20	"	.L.200	"	P/O. Cole "	Ex. 7						3.15							
	20	"	.H.104	"	F/O. Barling "	Air Test						.30							
	21	"	.R.362	"	P/O Thryer "	P. 3						3.45							
	21	"	.H.132	"	W/O Stybuck "	Ex. 7. D.V.C.O.						.50							
	23	"	.W.951	"	P/O. Sommerville "	P.N. 2.									4.00				
	24	"	. . 951	"	P/O Robinson.	Search.						6.05							2.00
	29	"	.H.104	"	F/Lt. Neilson. Crew	Ex. 1						2.50							
	30	"	.R.393	"	F/Lt. Leeper "	Ex. 1						3.20							
					November 111 O.T.U. 3.12.43	43 Mitchell.						52.08			4.00				
						Totals Carried Forward	33.30	26.25			41.40	728.05	106.35	7.05	77.00	2.55		11.00	89.10
							(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)

S/L.
O.C. No. 2. Squadron

S/L.
C.F.I.

Grand Total [Cols. (1) to (10)] 1016 Hrs. 20 Mins.

15

Year 1943 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	38.30	26.25			41.40	421.05	106.35	7.05	77.00	2.55		11.00	89.10
Dec.	1	Mitchell	F.V.949	Self	Sgt. Seymour Crew 2.	Ex. 5.						3.35							
	2	"	" 946	"	" Miller "	" 5						3.25							
	2	"	" W.123	"	P/O. Harris "	L. N. 1.									1.45				
	3	"	" " 123	"	F/Lt. Burton "	Ex. 3						1.50							
	4	"	" " 145	"	Sgt. Miller "	" 3						2.20							
	6	"	" R.362	"	P/O. Hood	Air Test.						.40							
	7	"	" " 378	"	Sgt. Miller. Crew	Ex. 4.						2.15							
	8	"	" " 378	"	" Miller "	P.S.									3.30				1.00
	9	"	" V951	"	" Miller "	Ex. 6A.						2.30							
	13	"	" W.123	"	P/O Zazulka "	Ex. 1						3.00							
	13	"	" R.345	"	Cpl. Greenfield	Air Test						.25							
	16	"	" W123	"	Sgt. Miller. Crew.	A/S. Sweep.						4.40			.20				1.20
	18	"	" " 104	"	" Miller "	P. 2						4.30							
	20	"	" V997	"	" Morton	Air Test.						.30							
	21	"	" W.154	"	F/Lt. Burton. Crew	Ex. 7						4.05							1.00
	23	"	" " 176	"	P/O. Morrison "	A. S. R.						4.10							
	28	"	" R.393	"	P/O. Marivale "	Ex1.						3.00							
	29	"	" W.148	"	P/O. Morrison "	Ex.1.						2.00							
	30	"	" " 104	"	P/O. Marivale "	Ex. 5.						3.30							
	31		" V.951	"	S/Ldr Prime	Air Test.						.40							
					December	43 Mitchell						47.05			5.35				
					Grand Total [Cols. (1) to (10)] 1068 Hrs. 55 Mins.	Totals Carried Forward	38.30	26.25			41.40	468.10	106.35	7.05	82.35	2.55		11.00	92.30

S/L
O.C. 2 Sqdn.

S.T. O.T.U.
5 1 44

S/L
C.F.I.

Year 1944 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
-	-	—	-	—	—	— Totals Brought Forward													
Jan.	1	Mitchell	F.W.132	Self	P/O. Merivale + Crew	Ex. 1						1·55							
	1	"	" R.381	"	Cpl. Rae	Air Test.						·30							
	2	"	" W.149	"	P/O. Morrison + Crew	Ex. 3						2·20							
	2	"	" R.3?5	"	Cpl. Garland	Air Test.						·40							
	3	"	" V.946	"	P/O. Merivale + Crew	Ex. 6A.						2·25							
	4	"	" W.145	"	" Quinn "	" 6A.						2·10							
	5	"	" V.946	"	" Merivale "	" 6.						3·05							
	5	"	" W.148	"	" Merivale "	L.N.1.									1·50				
	6	"	" V.149	"	" Merivale "	L.N.S.1.									4·20				
	8	Liberator	BZ.940	W/O. Henderson	Self	Familiarity.					·55								
	10	"	" " 966	F/O. Moore	"	Local							·50						
	10	"	BZ.806	W/O. Henderson	"	"					1·05								
	10	"	FL.931	" Henderson	"	"					1·05								
	11	"	" " 944	F/Lt. Carrington	"	Air Test + Local.							·25						
	11	"	" " 961	F/Lt. Rayner	"	Local.							1·05						
	12	"	" " 940	W/O. Henderson		Local Check													
	12	"	" " 931	F/Lt. Rayner + Self	"	Solo						1·00	1·05						
	13	"	" " 968	F/Lt. Rayner	"	Local.					·20		·30						
	13	"	" " 968	Self	F/O. Knights	"						·30	·30						
	13	"	" " 940	F/O. Knights	Self	"							1·00						
	13	"	" " 940	Self	F/O. Knights							1·00							
	14	"	BZ.813	W/O. Woodward		A/S. Attacks. A.F.C.E. L.L. Cir.					·15		·50						
	14	"	FL.961	Self	F/O Knights	Local.						1·00							
	14	"	" " 961	F/O. Knights	Self	Local.							1·15						
Grand Total [Cols. (1) to (10)] 1102 Hrs. 50 Mins.						Totals Carried Forward													

HASTIE.

CERTIFICATE to be inserted in each pilot's flying log book BEFORE going solo on any type. To be signed by the pilot and his Flight Commander, certifying as correct.

111.O.T.U. NASSAU TYPE OF AIRCRAFT... B.24. III. & V.

CERTIFIED that I have been instructed in and understand

(a) Petrol, oil, ignition and electrical systems.
(b) Flap mechanism and correct use) Including
(c) Undercarriage mechanism and correct use.) emergency
(d) Brake mechanism and correct use.) systems.
(e) Mixture control and use.
(f) Airscrew pitch control.
(g) Use of turbo-superchargers (if any)
(h) Cold weather and ice precautions.
(j) Endurance, fuel consumption, and cruising control.
(k) Speeds for various manoeuvers and flying limitations.
(l) Flying with one engine not working.
(m) Approaching and landing without flaps (dual only)
(n) Overshoot procedure.

I understand the cockpit drill check ~~card~~ list to be used before TAKE-OFF and before LANDING. I have committed to memory the cockpit drill carried out after TAKE OFF and after LANDING.

Signature of Pilot... [signature] F/O...

Signature of Flight Commander... [signature] S/Ldr.

(Issued December 1943) Date... 13-1-44...

TW/773

				·15	1·00	·50						
						1·15						
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)

Year 1944 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Pass-enger (11)	Instr Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	33.30	26.25			41.40	768.10	106.35	7.05	82.35	2.55			
JAN.	15	LIBERATOR	F.L.970	W/O. WOODWARD	SELF	L. LEVEL CIR. - BAD WEATHER					1.30								
	15	"	BZ744	F/O KNIGHTS	"	" "							1.10						
	17	"	F.L.992	SELF	F/O KNIGHTS	" "						1.20							
	18	MITCHELL	F.R.393	"	P/O. MORRISON · CREW	AIR EX. 7						1.35							
	18	"	" 393	"	" "	" " "						1.30							
	19	LIBERATOR	F.L.994	W/O. HENDERSON	SELF	LOCAL FLYING.					1.00								
	19	"	" 994	F/O. KNIGHTS	"	" "							1.30						
	19	"	" 968	SELF	F/O KNIGHTS.	" "						1.20							
	20	MITCHELL	F.V.951	SELF	P/O. MAYERY · CREW.	AIR EX. 7						1.25							
	24	"	" 954	"	SGT. McCONACHY "	" " 1						3.00							
	25	"	" 951	"	P/O. WHITTINGEN "	" " 1						3.05							
	26	"	H.176	"	SGT. THORNE	COMPASS SWING.						1.45							
	27	"	" 150	"	" RICHARDS & CREW	AIR EX. 5.						3.30							
	28	"	" 147	"	" McCONACHY "	" " 3.						2.00							
	28	"	" 147	"	" " "	" " 4.						2.00							
											6.10	39.05	10.10		6.10				
						Totals Carried Forward	33.30	26.25			47.50	807.15	116.45	7.05	88.45	2.55			

[signature] Sh Ldr
O.C. No 2 SQUADRON.

Summary for JANUARY 1944 1 MITCHELL.
Unit 111 O.T.U. Aircraft 2 LIBERATOR.
Date 4. 2. 44 Types 3
Signature [signature] 4

[signature] S/Ldr.
C.F.I.

GRAND TOTAL [Cols. (1) to (10)]
1130 Hrs. 30 Mins.

Year 1944 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
-	-	—	-	—	—	— Totals Brought Forward	33.30	26.25			47.50	807.15	116.45	7.05	88.45	2.55			
Feb.	1	Mitchell	F.W.179	Self	P/O Markley · Crew.	Air Ex. 6						3.15							
	2	"	" 123	"	Sgt. McConkey	B. N. 1.									4.10				
	5	"	" 149	"	" "	P. 3.						3.10							
	7	"	V.947	"	" "	P. 1.						4.30							
	8	Liberator	E.V.896	S/Ldr. Evans.	Self	Air Test							.55						
	9	Mitchell	F.V.949	Self	Sgt. Putnam · Crew.	Escort.						5.40							
	10	Liberator	F.L.994	S/Ldr. Evans	Self	Vernam Fld. Jamaica							5.55						
	14	Mitchell	F.V.954	Self	P/O Whittington · Crew.	Air Ex. 7						5.00							
	15	"	W.176	"	Sgt. McConkey	" " 7.						3.55							
	16	Liberator	F.L.994	S/Ldr. Wightman.	Self	Local Flying.					1.40								
	16	"	" 994	Self	F/Lt. Knights							.50							
	16	"	" 994	F/Lt. Knights	Self								.45						
	17	"	" 994	S/Ldr. Wightman	"						1.03								
	17	"	" 994	F/Lt. Knights	"								.35						
	17	"	" 994	Self	F/Lt. Knights.							.30							
	17	"	E.V.880	S/Ldr. Wightman	Self								1.40						
	18	"	F.L.759	F/Lt. Knights	"								1.20						
	18	"	" 759	Self	F/Lt. Knights.							1.15							
	18	"	" 883	S/Ldr. Wightman	Self						1.15								
	19	"	" 760	F/Lt. Knights	"								1.15						
	19	"	" 760	Self	F/Lt. Knights							1.15							
	21	Mitchell	F.W.308	"	F/O. Moffitt · Crew	Air Ex. 1						2.55							
	22	"	" 318	"	P/O Craig "	" " 1						3.20							
	23	"	V.149	"	P/O. Menzies "	" " 5						3.30							
					Grand Total [Cols. (1) to (10)] 1190 Hrs. 10 Mins.	Totals Carried Forward	33.30	26.25			51.50	846.20	129.10	7.05	92.55	2.55		11.00	89.10

Year 1944 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	DUTY (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr Cloud Flying Dual (12)	Instr Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	33.30	26.25			51.50	846.20	129.10	4.05	92.55	2.55			
FEB.	23	LIBERATOR		S/LDR. WIGHTMAN.	F/L KNIGHTS. SELF	CIRCUITS. LANDINGS.								1.15		1.00			
	24	MITCHELL	F.W.132	SELF	P/O. THOMAS. CREW.	L.N.1.									1.40				
	25	"	" 149	"	P/O MOFFITT. "	AIR EX. 3.						1.55							
	25	"	"R 393	"	" SANDERSON "	" " 4.						2.05							
	25	LIBERATOR	BZ 810	S/LDR. WIGHTMAN	F/L KNIGHTS. SELF	CIRCUITS. LANDINGS								.40		.40			
	25	"	" 810	F/L KNIGHTS	SELF	" "										0.45			
	25	"	" 810	SELF	F/L. KNIGHTS	" "									0.45				
	26	MITCHELL	F.R.393	"	P/O CRAIG. CREW.	AIR EX. 3						1.50							
	28	"	" W.149	"	" "	" " 6A						2.15							
	28	"	" 146	"	CPL. MUNRO	AIR TEST						.25							
	29	"	" W.132	"	P/O SANDERSON. CREW.	AIR EX. 6						2.50							
							~~33.30~~	~~26.25~~			4.00	50.25	12.25	1.55	4.35	2.25			
						Totals Carried Forward	33.30	26.25			51.50	857.40	129.10	9.00	95.20	5.20		11.00	89.10

Summary for FEBRUARY 1944 — Aircraft Types: 1. MITCHELL. 2. LIBERATOR 3. 4.
Unit 111 O.T.U.
Date 1. 3. 44.
Signature [signature]

[signature]
O.C. No 2 SQUADRON.

[signature] S/LDR
C.F.I

GRAND TOTAL [Cols. (1) to (10)]
1209 Hrs. 15 Mins.

Year 1944 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	33.30	26.25			51.50	859.40	129.10	9.00	95.20	5.20		11.00	89.10
Mar.	1	Mitchell	F.W.123	Self	P/O Hanson	Local Formation.						.45							
	2	"	" 308	"	P/O Menzies-Craw.	Air Ex. 6						3.00							
	4	"	" 308	"	P/O Thomas	Compass Swing.						3.05							
	20	"	" V.148	"	F/S Stuart	Air Ex. 1						3.05							
	21	"	H.D.309	"	P/O Schnarr	" " 1.						3.00							
	22	"	" 32Y	"	Sgt. Strad	" " 5.						3.45							1.00
	23	"	F.V.1Y6	"	P/O Schnarr	" " 5.						3.40							1.00
	24	"	" V.14Y	"	F/S Stuart	" " 3						2.05							
	24	"	" 148	"	P/O Schnarr	L.N. 1									1.30				
	29	"	" 123	"	P/O Schnarr	Air Ex. 3						2.00							
	29	"	" 128	"	P/O Schnarr	" " 4.						2.00							
	30	"	" 150	"	Sgt. Strad	" " 6						3.05							
	30	"	" 150	"	P/O Schnarr	P.S.N. 1.									4.00				2.00
												29.30			5.30				
						Totals Carried Forward	33.30	26.25			51.50	889.10	129.10	9.00	100.50	5.20		11.00	93.10

[signature] S/Ldr.
O.C. No. 2 Squadron.

Summary for March 1944 | 1. Mitchell
Unit 111 O.T.U. Aircraft | 2.
Date 3.4.44 Types | 3.
Signature [signature] | 4.

GRAND TOTAL [Cols. (1) to (10)]
1244 Hrs. 15 Mins.

[signature] S/Ldr.
C.F.I.

Year 1944. Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	33.30	26.25			51.50	884.10	129.10	9.00	100.50	5.20		11.00	93.10
APR.	1	MITCHELL	F.W.149	SELF	SGT. GARDINER.	AIR TEST.						.30							
	1	"	" .150	"	F/S. STUART. CREW.	P. 3.						3.10							
	2	"	F.R.393	"	SGT. NORH "	AIR EX. 6.						2.45							
	5	"	HD308	"	STRAD "	PS. N.1									4.20				1.00
	6	"	F.V.904	"	P/O LEISER "	AIR EX. 1						2.45							
	7	"	H.D.308	"	STRAD "	AIR EX. 7						3.25							1.00
	10	"	F.W.145	"	P/O SUMNARR "	A/S. PATROL						3.15							
	11	"	H.D.309	"	F/S. STUART "	AIR EX. 7						3.30							
	12	"	F.W.149	"	P/O SUMNARR "	" " 7						3.35							
	14	"	H.D.309	"	A.C. PURKIS	AIR TEST.						.20							
	17	"	F.W.147	"	F/O HAMBLING CREW.	AIR EX. 1.						3.10							
	18	"	H.D.327	"	P/O BERGH "	" " 1						2.55							
	19	"	F.W.104	"	F/S. FARRR "	AIR TEST.						.25							
	20	"	" V949	"	P/O BERGH "	AIR EX. 5.						3.20							1.00
	21	"	" W104	"	F/O. HAMBLING "	" " 3.						1.55							
	21	"	F.R.378	"	P/O CRISDALE "	" " 4.						1.50							
	22	"	" .378	"	P/O BERGH "	" " 3.						1.55							
	22	"	" .378	"	P/O BERGH "	" " 4.						2.00							
	25	"	" W149	"	CREW.	AIR TEST.						.20							
	25	"	H.D.308	"	A/C. PURKIS	" "						.15							
	26	"	" .308	"	P/O BERGH. CREW	A. S. R.						4.35							1.30
	27	"	F.W.149	"	" "	L. N. 1.									1.25				
	30	"	" .149	"	P/O CRISDALE "	P. 3						3.15							
					GRAND TOTAL [Cols. (1) to (10)] 1300 Hrs. 10 Mins.	Totals Carried Forward	33.30	26.25			51.50	938.20	129.10	9.00	106.35	5.20		11.00	97.40

Year Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	33.30	26.25			51.50	938.20	129.10	9.00	106.35	5.20		11.00	97.40
						Summary for April 1944 Unit 111 O.T.U. Date 3.5.44 Signature [signature] Aircraft Types 1. Mitchell 2. 3. 4.						51.10			5.45				
May	3	Mitchell	F.R. 393	Self	F/O Hamblong-Crow.	Air Ex. 4						3.45							
	4	"	HD. 330	"	P/O Bergh "	A/S. Sweep						5.20							1.00
	6	"	HD 309	"	P/O Bergh "	P. 3.						3.25							
	8	"	" 330	"	P/O Bergh "	Air Ex. 4						3.40							
	10	"	" 324	"	F/O Vernall "	P.S N 2.									3.45				
	15	"	FR. 381	"	F/O Horton "	Air Ex. 1						3.05							
	18	"	153	"	P/Os McCrar Wallis	" Ex. 5						4.00							
	19	"	145	"	F/O. Horton "	" Ex. 3.						2.05							
	20	"	132	"	Sgt Evens "	" Ex. 3.						2.20							
	20	"	954	"	" "	" Ex. 4.						1.30							
	22	"	104	"	P/O Wallis "	" Ex. 6A						2.40							
	23	"	104	"	P/O Spicer "	" Ex. 6A						2.20							
	26	"	134	"	" "	P.S. N 1.									3.45				
	29	"	309	"	P/O Bordan "	P. 1.						4.55							
						Totals Carried Forward	33.30	26.25			51.50	944.25 ~~[illegible]~~	129.10	9.00	114.05 ~~[illegible]~~	5.20		11.00	98.40

[signature] S/Ldr.
O.C. No. 2. Squadron

[signature] S/Ldr.
C.F.I.

GRAND TOTAL [Cols. (1) to (10)]
~~1347~~ Hrs. ~~50~~ Mins.
1346 45

Year 1944 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Inst Cloud Flying Dual (12)	Inst Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	33.30	26.25			51.50	~~[illegible]~~ 944.25	129.10	9.00	~~[illegible]~~ 114.05	5.20	.	11.00	98.40
												37.05			7.30				
June	1	Mitchell	F.V.954	Self.	P/O Wallis. Crew	P. 1.						4.45							1.05
	2	"	H.D.149	"	P/O Borden	Air Ex. 7						3.35							
	3	"	F.W.145	"	P/O Wallis	" 7						3.40							
	5	"	" 150	"	P/O Wallis	P.S.N. 2.									2.05				
	6	"	" R.381	"	P/O Wallis	P.S.N. 2.									1.30				
	7	"	" V.954	"	P/O Wallis	P. 2.						5.05							1.00
						Totals Carried Forward	33.30	26.25			51.50	994.30	129.10	9.00	117.40	5.20		11.00	100.40

[signature]
O.C. No 2 Squadron.

Summary for May 1944
Unit 111 O.T.U.
Date 5. 6. 44
Signature [signature]
Aircraft
1. Mitchell
2.
3.
4.

[signature]
S/Ldr.
C.F.I.

Posted from Staff to No 23 Course.

GRAND TOTAL [Cols. (1) to (10)]
1367 Hrs. 25 Mins.

Year 1944 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying (Incl. in cols. (1) to (10)) Dual (12)	Instr/Cloud Flying Pilot (13)
–	–	–	–	–	–	Totals Brought Forward	33.30	26.25			51.50	994.30	129.10	9.00	114.40	5.20		11.00	100.40
June						No. 25 Course No. 111 O.T.U. Nassau.													
	13	Liberator	BZ869	F/Lt Carrington Self	Crew.	Check.						.50							
	13	"	" 869	Self	"	Local Flying						.45							
	13	"	" 811	"	"	Ex. 2.						1.35							
	14	"	" 810	"	"	" 9						1.40							
	15	"	" 951	"	"	" 11						1.30							
	15	"	" 762	F/O Henderson	"	" 12						.45							
	16	"	" 813	"	"	" 13						2.10							
	20	"	" 807	"	"	" 14A						2.10							
	21	"	" 809	"	"	" 15						1.25							
	22	"	" 760	"	"	" 18B						1.40							
	26	"	" 884G	F/O Moore	"	Air Test.						.30							
	26	"	" 807	F/O Henderson	"	Check.									.35				
	26	"	" 807	"	"	Local.									1.15				
	27	"	" 813	"	"	F.A. and Splash						2.26							
	27	"	" 813	F/O Moore	"	Ex. 16 I.F.						.40							
	28	"	" 808	"	"	" 22									1.50				
	29	"	" 761	"	"	" 18F.						1.30							
	30	"	" 813	"	"	Nav. Ex.						4.00			4.30				3.00
												40.40			11.45 → 2nd				
						Totals Carried Forward	33.30	26.25			51.50	1019.40	129.10	9.00	114.05 125.50	17.05 ~~5.20~~		11.00	103.40

O.C. No. 3 Squadron

Summary for June 1944	Aircraft Types 1. Mitchell
Unit 111 O.T.U.	2. Liberator
Date 1. 7. 44	3.
Signature	4.

S/Ldr. C.F.I.

GRAND TOTAL [Cols. (1) to (10)] 1388 Hrs. 10 Mins.

Year 1944 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying Dual (12)	Instr/Cloud Flying Pilot (13)
–	–	–	–	–	–	Totals Brought Forward	33.30	26.25			51.50	1018.05	129.10	9.00	114.05 ~~[illegible]~~	17.05 ~~[illegible]~~		11.00	103.40
July	5	Liberator	BZ.806	Self	Crew	Nav. Ex.						7.40			~~[illegible]~~	1.10			

Summary for 25 Course 19 . Aircraft Types 1 Liberator 2 3 4
Unit 111 O.T.U.
Date 6. 7. 44
Signature [signature]

[signature] F/Lt. for S/Ldr. O.C. B. Flight N°3. Squadron
[signature] S/Ldr. O.C. N°3 Squadron.

Total hours flown N°3 Squadron						31.05			~~9.20~~	9.20				

Atlantic Crossing.

Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
July	29	Liberator	AM263	Capt. Anderson	Self	Dorval to Gander.							4.20						
"	29	"	" 263	"	"	Gander to Prestwick.							5.00			6.20			
						Totals Carried Forward	33.30	26.25			51.50	1025.50	138.30	9.00	114.05	23.30		11.00	103.40

GRAND TOTAL [Cols. (1) to (10)]
1408 Hrs. 0 Mins.
1422 40

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE	Type	No.			
		—	—	—	—	TOTALS BROUGHT FORWARD

SUMMARY OF FLYING & ASSESSMENTS ~~FOR YEAR COMMENCING~~ 111 O.T.U. JULY 1944

x(For Officer insert 'JUNE'; For Airmen Pilot insert 'AUGUST')

	S.E. Aircraft DAY	S.E. Aircraft NIGHT	M.E. Aircraft DAY	M.E. Aircraft NIGHT	TOTAL for ~~year~~ COURSE	GRAND TOTAL All service flying
DUAL						
PILOT			31.15	9.20	40.35	1408.0
PASSENGER	—	—	—	—		

ASSESSMENT OF ABILITY

1st PILOT (To be assessed as:- Exceptional, Above the Average, Average or Below the Average)

(i) AS A G.R. * PILOT Above the average

(ii) AS PILOT-NAVIGATOR/NAVIGATOR — —

(iii) IN BOMBING

(iv) IN AIR GUNNERY

* Insert:- 'F', 'L.B.'G.R. 'F.B.', etc.

ANY POINTS IN FLYING OR AIRMANSHIP WHICH SHOULD BE WATCHED

Date 11 JULY 1944 Signature [signature] S/LDR

FOR Officer Commanding 111 OTU. NASSAU. BAHAMAS

TN/835

GRAND TOTAL [Cols. (1) to (10)]

1422 Hrs. 40 Mins.

TOTALS CARRIED FORWARD

SINGLE-ENGINE AIRCRAFT DAY DUAL	DAY PILOT	NIGHT DUAL	NIGHT PILOT	MULTI-ENGINE AIRCRAFT DAY DUAL	DAY 1ST PILOT	DAY 2ND PILOT	NIGHT DUAL	NIGHT 1ST PILOT	NIGHT 2ND PILOT	PASS-ENGER	INSTR-CLOUD FLYING [Incl. in cols. (1) to (10)] DUAL	PILOT
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)

INDIVIDUAL BOMBING SUMMARY

No. 111. O.T.U. Nassau.

No. 157979 Name HASTIE R. Rank F/O

Date 5 JULY 1944 Trade PILOT

LOW LEVEL 50 to 100 Ft.
Stick of two Bombs 17 Error [illegible] 67%

Single Release Error

HIGH LEVEL 5000 Ft.

Single Release Error

Total Releases 17

Written Exam. %

Oral Exam. %

325 Lb. Depth Charges 1

500 lb. H.E. S.A.P. Bombs

4 inch Flares

Remarks: Pass/~~Fail~~ A GOOD AVERAGE

[signature] F/Lt.
Bombing Leader.

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE	Type	No.			
		—	—	—	—	— TOTALS BROUGHT FORWARD

Sub form 414A.

SUMMARY OF FLYING & ASSESSMENTS FOR ~~YEAR COMMENCING~~ 111 O.T.U. 19

*(For Officer insert 'JUNE'; For Airman Pilot insert 'AUGUST')

	S.E. Aircraft DAY	S.E. Aircraft NIGHT	M.E. Aircraft DAY	M.E. Aircraft NIGHT	TOTAL	GRAND TOTAL All service flying
DUAL	–	–	15.20	4.10	19.30	
PILOT			545.20	65.45	611.05	1361.25
PASSENGER	—	—	—	—		

ASSESSMENT OF ABILITY

(To be assessed as:- Exceptional, Above the Average, Average or Below the Average)

(i) AS A G.R.* PILOT Above the Average.

(ii) AS ~~PILOT-NAVIGATOR/NAVIGATOR~~ INSTRUCTOR Above the Average

(iii) IN BOMBING

(iv) IN AIR GUNNERY

* Insert:- 'F', 'L.B.'G.R. 'F.B.', etc.

ANY POINTS IN FLYING OR AIRMANSHIP WHICH SHOULD BE WATCHED

Nil

Date ____________

Signature [signature] S/Ldr

Officer Commanding C.F.I. 111 O.T.U. NASSAU BAHAMAS. SCK/[illegible]

GRAND TOTAL [Cols. (1) to (10)] ....Hrs........Mins.

TOTALS CARRIED FORWARD

SINGLE-ENGINE AIRCRAFT DAY Dual (1)	DAY Pilot (2)	NIGHT Dual (3)	NIGHT Pilot (4)	MULTI-ENGINE AIRCRAFT DAY Dual (5)	DAY 1st Pilot (6)	DAY 2nd Pilot (7)	NIGHT Dual (8)	NIGHT 1st Pilot (9)	NIGHT 2nd Pilot (10)	PASS-ENGER (11)	INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] Dual (12)	Pilot (13)
"	"											

Certified that F/Lt. Robert M. Yaste 158949. has completed a tour of operations with Coastal Command before joining 223 SQUADRON. R.A.F. OULTON.

[signature] W/CDR.
O.C. 223 SQUADRON.

Year 1944 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
–	–	–	–	–	–	— Totals Brought Forward	33.30	26.25			51.50	1025.50	138.30	9.00	114.05	23.30		11.00	103.40
Sept.						223 Squadron. Oulton.													
"	13	Liberator	29A8HY	Self	Lt. Shelton	Check						2.10							
"	11	"	29A8HY	"	Crew	Fighter Affil.						1.15							
"	12	"	10611	"	"	Ex. X Country						3.00							
"	12	"	29A8HY	"	"	Circuits. Landings.									2.50				
"	13	"	10611	"	"	Bullseye.									5.35				4.00
"	14	"	29A8HY	"	"	Air Test.						2.15							
"	23	"	5.329	"	"	Air Test.						.30							
[signature] O.C. 'A' Flt.				Summary for September 1944		1. Liberator						9.10			8.25				
				Unit: 223 Squadron.		Aircraft 2.													
[signature] W/C. O.C. Squad.				Date: 6. 10. 44		Types 3.													
				Signat.: [signature]		4.													
Oct.	6	Liberator	29A8HY	Self	Crew.	Air Firing.						1.30							
	7	"	A4BY	"	" *	Patrol.						1.50							2.00
	8	"	25329	"	"	Air Test.						.45							
	9	"	29568	"	" *	Patrol.						5.45							2.30
	11	"	108YH	"	" *	Patrol.						5.40							1.00
	13	"	252YH	"	"	Air Test.						.55							
				Grand Total [Cols. (1) to (10)] 1440 Hrs. 15 Mins.		Totals Carried Forward	33.30	26.25			51.50	1035.00	138.30	9.00	122.30	23.30		11.00	113.10

Year 1944 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr Cloud Flying Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	33.30	26.25			51.50	1035.00	138.30	9.00	122.30	23.30		11.00	113.10
Oct.	14	Liberator	252440	Self	Crew	BULLSEYE.									3.20				
	19	"	252620	"	" ※	PATROL						6.00							2.00
	25	"	10544	"	"	WINDOW. RHEANNE						1.15							
	26	"	94856	"	" ※	WINDOW.									4.20				2.00
	29	"	28868	"	"	AIR TEST. AIR TO AIR						1.10							
	30	"	251329	"	"	AIR TEST. A/C. U/S.						.05							
				SUMMARY FOR OCTOBER.	1944	1. LIBERATOR.						27.55			7.40				
				UNIT:-	223 SQUADRON	AIRCRAFT TYPES 2.													
			O.C. 'A' FLIGHT.	DATE:-	2. 11. 44	3.			Operational			22.15			4.20				
			W/C. O.C. SQUAD.	SIGNAT:-	[signature]	4.													
Nov.	1	Liberator	251329	Self	Crew ※	WINDOW - HAMBURG									5.15				1.00
"	4	"	252441	"	" ※	WINDOW - BOCHUM									3.50				
"	18	"	252441	"	" ※	WINDOW - HANOVER									6.15				2.30
"	20	"	252441	"	"	MANSTON to BASE						.45			~~[illegible]~~				
"	21	"	94856	"	" ※	WINDOW - RUHR									4.55				4.00
"	24	"	28868	"	"	AIR TEST						.25							
"	24	"	252620	"	"	AIR TEST						.35							
"	28	"	252620	"	"	AIR TEST						.20							
"	28	"	252620	"	※	WINDOW - NEUSS									3.55				
"	30	"	252620	"	※	WINDOW - DUISBERG									3.50				
				GRAND TOTAL [Cols. (1) to (10)] 1505 Hrs. 55 Mins.		Totals Carried Forward	33.30	26.25			51.50	1065.00	138.30	9.00	159.10	23.30		11.00	121.40

Year		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
Month	Date	Type	No.																
—	—	—	—	—	—	— Totals Brought Forward	33.30	26.25			51.50	1065.00	138.30	9.00	158.10	23.30		11.40	121.40
R McKnight O.C. 'A' Flgt.				Summary for November 1944		1. Liberator						2.05			28.00				
				Unit :- 223 Squadron	Aircraft	2.													
				Date :- 2. 12. 44	Types	3.			Operational						28.00				
[signature] W/C. O.C. Squdn				Signature :- [signature]		4.													
Dec.	1	Liberator	T.S.523	Self	Crew	Air Test						.50							
	2	"	" 523	"	"	✱ Window - Essen									4.10				1.00
	4	"	" 523	"	"	Air Test						.25							
	4	"	" 523	"	"	✱ Target - Karlsruhe									5.45				2.30
	6	"	" 523	"	"	Target - Return. A/c. u/s.									2.45				1.30
	7	"	" 520	"	"	Air Test						1.20							
	12	"	" 523	"	"	✱ Window - Essen									5.05				2.00
	15	"	" 523	"	"	✱ Window - Ludwigshaven									5.40				2.00
	17	"	" 523	"	"	✱ Window - Ulm									5.45				1.00
	21	"	" 519	"	"	✱ Window - Cologne									4.10				3.30
	23	"	" 519	"	"	Banff to Base						2.30							
	24	"	" 523	"	"	✱ Window - Cologne									5.15				2.00
R McKnight S/Ldr. O.C. 'A' Flight				Summary for December 1944		1. Liberator.						5.05			2.45				
				Unit :- 223 Squadron	Aircraft	2.													
[signature] W/C. O.C.				Date :- 26. 12. 44	Types	3.									38.50				
Squadron				Signature :- [signature]		4.													
				Grand Total [Cols. (1) to (10)] 1552 Hrs. 35 Mins.		Totals Carried Forward	33.30	26.25			51.50	1070.05	138.30	9.00	199.45	23.30		11.00	157.40

Year 1945 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	DUTY (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Pass-enger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
	—	—	—	—	—	— Totals Brought Forward	33.30	26.25			51.50	1076.05	138.30	9.00	199.45	23.30		11.00	137.10
Jan.	5	Liberator	T.S.528	Self	Crew	* Target - Hannover									4.45				1.00
	6	"	" .523	"	"	Air Test.						.55							
	7	"	" .523	"	"	* Window - Munich									7.00				3.30
	14	"	" .523	"	"	Air Test						.50							
	14	"	" .523	"	"	* Window - Ruhr									5.45				2.00
	15	"	" .523	"	"	Air Test						.55							
	16	"	" .523	"	"	* Window - Magdeburg						"		"	4.20				
	17	"	" .525	"	"	Fighter Affiliation.									1.00				
	22	"	" .526	"	"	Window - Returned A/C. u/s.								"	2.30				
	28	"	" .523	"	"	* Target - Stuttgart.								"	7.40				4.00
	29	"	" .523	"	"	Gt. Massingham to Base						.25							
	S/Ldr. O.C. 'A' Flight			Summary for January 45		1. Liberator						3.05			3.30				
				Unit :- 223 Squadron		Aircraft 2.													
[signature]	W/C O.C. Squadron			Date :- 2. 2. 45		Types 3.						OPERATIONAL			29.3[illegible]				
				Signature :- [signature]		4.													
Feb	1	"	T.S.523	Self	Crew.	Air Test.						1.00							
	1	"	" .523	"	"	* Target - Siegen.									5.45				1.00
	2	"	" .523	"	"	* Window - Ruhr									4.55				2.00
	13	"	" .523	"	"	* Window - Dresden									4.45				
	14	"	" .529	"	"	* Window - Chemnitz									4.50				1.00
	15	"	" .530	"	"	To Watton —						.35							
	15	"	" .525	"	"	— To Base						.20							
				Grand Total [Cols. (1) to (10)] 1610 Hrs. 50 Mins.		Totals Carried Forward	33.30	26.25			51.50	1085.05	138.30	9.00	253.00	23.30		11.00	151.40

Year 1945 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying (Incl. in cols. (1) to (10)) Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	33.30	26.25			51.50	10?5.05	138.30	9.00	253.00	23.30		11.00	151.40
Feb.	20	Liberator	T.S.523	Self	Crew	Air Test						.10							
	20	"	" 533	"	"	* Target - Dortmund Ems									5.35				4.30
	21	"	" 529	"	"	* Target - Dortmund - Ems									5.45				1.00
	23	"	" 523	"	"	* Window - Karlsruhe									4.40				1.00
	26	"	" 523	"	"	Air to Air Firing.						1.45							
	28	"	" 523	"	"	* Window - Spoof									6.25				4.00
P McKnight S/Ldr. O.C. A Flight				Summary for February		1. Liberator.						3.50							
				Unit : 223 Squadron		Aircraft Types. 2.													
H R Bunnell W/C. O.C. Squadron				Date : 1. 3. 45		3.					Operational.				42.40				
				Signature : [signature]		4.													
Mar	3	Liberator	T.T.343	Self	Crew	** Window - Ruhr.									5.15				2.00
	7	"	" 343	"	"	* Window - Ruhr.									6.00				2.00
	10	"	" S.526	"	"	Burtonwood - Base						2.15							
	13	"	" 524	"	" **	Window - Ruhr									6.00				2.00
	23	"	" 529	"	" **	Window - Wesel.									5.20				1.30
	12	"	" 529	"	"	Compass Swing.						1.15							
	26	"	" 523	"	"	Andrewsfield - Burton Wood.						3.20							
	27	"	" 523	"	"	Burtonwood - Base						1.10							
	27	"	" 529	"	"	Monica - Air to Sea						1.45							
	30	"	" 523	"	"	Air Test.						.45							
												10.30							
Grand Total [Cols. (1) to (10)] 1668 Hrs. 15 Mins.						Totals Carried Forward	33.30	26.25			51.50	10?7.30	138.30	9.00	29?.00	23.30		11.00	169.40

Year Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Pass-enger (11)	Instr-Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr-Cloud Flying Pilot (13)
–	–	–	–	–	–	— Totals Brought Forward	33.30	26.25			51.50	1084.30	138.30	9.00	298.00	23.30		11.00	169.40
C McKnight S/Ldr. O.C. 'A' Flight				Summary for March	Unit : 223 Squadron.	Aircraft Types 1. Liberator.						10.30							
H D Bunnell W/c. O.C. Squadron				Date : 1-4-45	Signature :- [signature]	2. 3. 4.					Operational.				22.35				
April	1	Liberator	T.S.523	Self	Crew	Air Test – Air to Sea.						1.00							
	2	"	" 523	"	"	✱ Window – Hamburg									4.35				2.00
	4	"	" 523	"	"	Air Test.						1.00							
	6	"	" 523	"	"	Air Test.						.15							
	8	"	" 523	"	"	Air Test						.20							
	8	"	" 530	"	"	✱ Target – Hamburg									5.45				2.00
	9	Halifax	P.N.169	F/Lt. Cope	"	Barford St. John – Nth. Creek							1.00						
	9	Liberator	C/1699	Self	S/Ldr. McKnight	Nth. Creek – Base						.20							
	10	"	" 523	"	Crew.	Wickenby – Return						1.35							
	10	"	" 523	"	"	Tangmere – Return						2.30							
	12	"	V.B.904	"	"	Barford St. John – Return						1.30							
	13	"	" 523	"	"	Air to Sea						.50							
	13	"	" 523	"	"	✱ Window – Kiel									5.15				2.00
	14	"	T.T.343	"	"	Air Test						.20							
	16	"	V.B.904	"	"	✱ Window. – Augsburg.									6.45				3.00
												9.40	1.00						
				Grand Total [Cols. (1) to (10)] 1701 Hrs. 15 Mins.		Totals Carried Forward	33.30	26.25			51.50	1094.10	139.30	9.00	320.20	23.30		11.00	148.40

Year	Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
Month / Date	Type	No.			
-	—	-	—	—	— Totals Brought Forward
[signature] F/Lt. O.C. 'A' Flight.			SUMMARY FOR APRIL. 1945. UNIT :- 223 SQUADRON DATE :- 14. 4. 45. SIGNATURE :- [signature]	AIRCRAFT TYPES	1. LIBERATOR. 2. HALIFAX 3. 4.
D.W. Bunnell W/C. O.C. Squadron					

DOUBLE B.S. TOUR OPERATIONAL SORTIES = 39

" HOURS = 210 · 30.

GRAND TOTAL [Cols. (1) to (10)] 1401 Hrs. 15 Mins. Totals Carried Forward

Single-Engine Aircraft Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
					9.40	1.00						
				OPERATIONAL.				22.20				

158979 F/L. R. Hastie. (Pilot).

A.O.C's COMMENDATION ON COMPLETION OF DOUBLE BOMBER SUPPORT OPERATIONAL TOUR.

"For Meritorious service and good airmanship, in that a Double Bomber Support operational tour has been completed without having been involved in any accident or ever having an unnecessary cancellation or abandonment of an operational sortie".

Recommended [signature] D.W. Bunnell
Wing Commander, Commanding, No. 223 (BS) Squadron.

Recommended [signature]
Group Captain, Commanding, R.A.F. Station, Oulton.

Approved [signature]
for Air Vice Marshal, Air Officer Commanding H. Q. 100 Group.

YEAR 1945 MONTH	DATE	AIRCRAFT Type	AIRCRAFT No.	PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT DAY Dual (1)	SINGLE-ENGINE DAY Pilot (2)	SINGLE-ENGINE NIGHT Dual (3)	SINGLE-ENGINE NIGHT Pilot (4)	MULTI-ENGINE AIRCRAFT DAY Dual (5)	MULTI-ENGINE DAY 1st Pilot (6)	MULTI-ENGINE DAY 2nd Pilot (7)	MULTI-ENGINE NIGHT Dual (8)	MULTI-ENGINE NIGHT 1st Pilot (9)	MULTI-ENGINE NIGHT 2nd Pilot (10)	PASS-ENGER (11)	INSTR-CLOUD FLYING [Incl. in cols. (1) to (10)] Dual (12)	INSTR-CLOUD Pilot (13)
—	—	—	—	—	—	— TOTALS BROUGHT FORWARD	33.30	26.25			51.50	1097.10	139.30	9.00	320.20	23.30		11.00	148.40
JULY																			
"	18					1688 B.D.T.F.		FELTWELL.											
"	19	OXFORD	X6949	SELF	F/LT CARPENTER	HENDON - CROYDON - BASE		~~1.45~~				1.45							
"	24	PROCTOR	HM.314	"	F/LT ATTENBORO'	LOCAL		.45											
"	24	PROCTOR	" 314	"	SOLO	"		1.10											
"	25	HURRICANE	LF549	"	"	"		.35											
"	24	"	" 549	"	"	"		.40											
"	28	"	" 454	"	"	WATERBEACH		.40											
"	29	"	" 549	"	"	LOCAL		.30											
"	29	"	" 549	"	"	"		.50											
"	30	"	" 454	"	"	DROGUE TOW		1.00											
"	31	"	" 454	"	"	" "		.40											
						GRAND TOTAL [Cols. (1) to (10)] 1709 Hrs. 50 Mins. TOTALS CARRIED FORWARD	33.30	33.15			51.50	1098.55	139.30	9.00	320.20	23.30		11.00	148.40

J.R. Dowling F/LT. O.C. FLIGHT

P. Reynolds S/LDR. O.C. UNIT

SUMMARY FOR JULY 1945.			1. OXFORD.			1.45
UNIT :- 1688 B.D.T.F.	AIRCRAFT.		2. PROCTOR.		1.55	
DATE :- 1 - 8. 45.	TYPES.		3. HURRICANE.		4.55	
SIGNAT. :- [signature]			4.			

Year 1945 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Pilot (13)
—	—	—	—	—	—	Totals Brought Forward													
Aug.	3	Spitfire	A.R.245	Self	Solo	Local Flying.		:35											
	3	"	E.P.509	"	"	" "		:55											
	8	"	W.3822	"	"	" "		:50											
	8	"	A.D.182	"	"	Affiliation.		1.00											
	10	Hurricane	L.F.405	"	"	Drogue Tow.		1.00											
	18	Spitfire	W.3180	"	"	Affiliation.		1.10											
	25	Hurricane	L.F.754	"	"	Drogue Tow.		.45											
[signature] F/Lt. 'O'C' Flight				Summary for August. 1945. Unit :- 1688 B.D.T.F.		Aircraft Types 1. Spitfire 2. Hurricane 3.		6.15											
[signature] S/Ldr. 'O'C' Unit				Date :- 4-9-45 Signat :- [signature]															
Sep.	10	Spitfire	BM.134	Self	Solo	Affiliation.		1.45											
				Summary for 1688 B.D.T.F.															
[signature] F/Lt. 'O'C' Flight					Types	Oxford - 1.45													
[signature] S/Ldr. 'O'C' Unit						Proctor - 1.50													
						Hurricane - 6.40													
						Spitfire - 6.15													
						Total = 16.35													
						Totals Carried Forward	33.30	41.15			51.50	1098.55	139.30	9.00	320.20	23.30		11.00	178.40

Grand Total [Cols. (1) to (10)] 1714 Hrs. 50 Mins.

Year 1945 Month	Date	Aircraft Type	Aircraft No	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	33.30	41.15			51.50	1098.55	139.30	9.00	320.20	23.30		11.00	148.40
Sep.	20	Oxford	X6949	Self	F/L. Carpenter.	Fulbeck - Coningsby - Riccall						1.45							
						1332 H.C.U					Riccall.								
"	24	Liberator	F.K.231	"	F/O. Povey.	Prestwick - Return.						2.40							
						No. 4 F.I.S.					Lunsgate Bottom.								
Oct.	14																		
"	19	Oxford	H.N.521	F/L. Bagg	Self	L/H. Seat Fam.					1.10								
"	19	"	" 521	Self	Solo	15.						.10							
"	22	"	" 484	F/L. Whitehead	Self	12 (i-v) 12 (i) 13 (ii-v)					1.10								
"	22	"	" 484	Self	F/L. Stirling	12 (i) 13 (ii-v)						1.00							
"	23	"	H.N.614	F/L. Whitehead	Self	4 (i-v) 5 (ii) 12 (i-ii) 20 (i-ii)					1.00								
"	23	"	" 614	Self	F/L. Stirling	5 (ii) 4 (i-ii) 20 (i-ii)						.45							
"	24	"	H.N.484	F/L. Whitehead	Self	12 (i) 13 (ii) 18 (i-iii)					25							.15	
"	29	"	H.M.431	F/L. Whitehead	Self	12 (i) 13 (ii)					.15								
"	29	"	" 431	Self	F/L. Stirling	4 (i-v) 5 (ii) 12 (i) 13 (ii)						.50							
"	29	"	" 431	Self	F/L. Stirling	4 (i-v) 5 (ii) 12 (i) 13 (ii)						.50							
"	30	"	B.G.164	F/L. Whitehead	Self	33 (i-iii, v, ix, x)					.45								
"	30	"	" 164	Self	F/L. Stirling	33 (i-iii, v, ix, x.)						1.30							
"	31	"	H.N.484	F/L. Whitehead	Self	33 (iv, vi, vii, viii.)					.55							~~40~~	
"	31	"	" 484	Self	F/L. Stirling.	33 (iv, vi, vii, viii)						1.15							
					Grand Total [Cols. (1) to (10)] 1734 Hrs. 05 Mins.	Totals Carried Forward	33.30	41.15			54.20	1109.40	139.30	9.00	320.20	23.30		11.15	148.40

Year 1945 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	33.30	41.15			54.30	1109.40	139.30	9.00	320.20	23.30		11.15	148.40
		R.A. Gagh F/Lt. O.C. 'B' Flight		Summary for October 1945 / Unit :- 7 F.I.S. / Date :- 1-11-45. / Signat. :- [signature]		Aircraft Types 1. Oxford 2. 3. 4.					5.40	6.20						.15	
Nov.	5	Oxford	V.4242	F/Lt. Dennis	Self	19 (1.ii) ~~I.F.~~					1.00							~~[illegible]~~	
	5	"	V.4242	Self	F/Lt. Stirling	19 (1.ii)						1.00							
	8	"	V.3243	F/Lt. Whitehead	Self	21 (1.ii) N.F. Test.					.45								
	8	"	N.M.64	Self	F/Lt. Stirling	21 (1.ii) N.F. Test.						1.10							
	9	"	V.3243	F/Lt. Whitehead	Self	18 (1.vii)					1.05							1.00	
	9	"	V.3243	Self	F/O. Earna	33 (1.x)						1.30							
	10	"	V.4242	F/Lt. Whitehead	Self	18 (1.xii). Two Stage Blue					1.00							.55	
	10	"	V.4242	Self	F/Lt. Stirling	18 (1.vii. xii. xi)						1.40						~~[illegible]~~	.40
	12	"	N.M.64	Self	F/Lt. Stirling	18 (1.vii)						.45						~~[illegible]~~	.20
	12	"	" 64	Self	F/Lt. Jenkins	21 (1) 13 (1) N.F.T.						1.00							
	12	"	B.G.164	F/Lt. Miller	Self	26 (1.iv)								1.30					
	12	"	" 164	Self	Solo	N/F. Circuit.									.15				
	12	"	N.M.64	Self	F/Lt. Stirling	26 (1.iv)									1.15				
	13	"	E.9262	F/Lt. Whitehead	Self	17 (1.iv)					1.00								
	13	"	E.9262	F/Lt. Whitehead	Self	12 (1) 13 (iv)					.45								
	14	"	H.N.784	Self	F/Lt. Stirling	17 (1.iv) 12 (1)						2.00							
	15	"	H.N.521	F/Lt. Whitehead	Self	9 (1. ii. iii.)					1.00								
	15	"	H.N.784	Self	F/Lt. Stirling	9 (1. ii. iii. v.)						1.40							
				GRAND TOTAL [Cols. (1) to (10)] 1454 Hrs. 35 Mins.		Totals Carried Forward	33.30	41.15			64.05	1120.25	139.30	10.30	321.50	23.30		13.10	149.40

Year 1945 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	33·30	41·15			64·05	1120·25	139·30	10·30	321·50	23·30			
Nov	16	OXFORD	U.3243	SELF	F/L. STIRLING	33(1-x) 14(1-v)													
	22	"	R.H.S.2	F/L. PUGH	SELF	13 (iii)						2·10							
	26	"	" S.2	F/L. PUGH	SELF	6					·30								
	26	"	" S.2	F/L. PUGH	SELF	6 (1-v)					·15								
	26	"	" S.2	F/L. PUGH	SELF	4 (1-iii)					1·00								
	26	"	" S.2	SELF	F/L. STIRLING	13 (iii)					·30								
	28	"	H.M.43.	F/L. AGGETT	SELF	C.I. TEST						·25							
											1·00								
[signature] F/LT. O.C. "B" FLIGHT				SUMMARY FOR COURSE (91) UNIT :- No. 4 F.I.S. DATE :- 28.11.45 SIGNAT :- [signature]		AIRCRAFT TYPES. 1. OXFORD. 2. 3. 4.					15·30	19·40		1·30	1·30			2·10	1·00
[signature] S/LDR. C.I. No. 4 F.I.S.																			
				GRAND TOTAL [Cols. (1) to (10)] 1460 Hrs. 25 Mins.		Totals Carried Forward	33·30	41·15			64·20	1123·00	139·30	10·30	321·50	23·30		13·10	149·40

Year 1945 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	33.30	141.15			64.20	1123.00	139.30	10.30	321.50	23.30		13.10	179.40
Dec.	1					1332 H.C.U.													
"	5	Liberator		Self	F/Lt. Verralls	Local Flying.						4.00							
"	6	"		"	F/Lt. Tomlinson	Air Test.						.30							
"	11					1524 B.A.T. Flight													
"	12	Oxford	T.1138	Self	W/O. Behrens	R.R. 2.													
"	13	"	P.H.156	"	" Wandron	R. 3.													
"	13	"	N.M.4?	"	" Behrens	R. 4.													
"	14	"	T.1138	"	F/Lt. Moffatt	R. 4.													
"	14	"	" 1138	"	" Moffatt	R. 6													1.00
"	15	"	P.H.156	"	" Moffatt	R.R. 7													
"	15	"	V.4196	"	W/O. Richmond	R.R. 7A													
"	16	"	N.M.234	"	F/Lt. Moffatt	R.R. 8													
"	16	"	T.1138	"	" Moffatt	R.R. 8A													.30
"	17	"	B.F.280	"	W/O Wandron	Revision													
"	17	"	P.H.156	"	W/O Mackenzie	Test													.30
																			.20
						Totals Carried Forward	33.30	141.15			64.20	1138.25	139.30	10.30	321.50	23.30		13.10	182.00

Summary for Course (69)		A/craft Types	1. Oxford.
Unit :-	1524 B.A.T. Flt.		
Date :-	18. 12. 45		
Signat. :-	[signature]		

Grand Total [Cols. (1) to (10)]
1745 Hrs. 50 Mins.

Rishforth

F/LT. HASTIE

R.R. COURSE No. 69
12.12.45 --- 17.12.45

FLYING HOURS 10.55
LINK TRAINING HOURS 8.00

ASSESSMENTS: Proficient ~~or Not Proficient~~

AS A R.R. Pilot.

17.12.45

[signature] F/LT.
For O.C. 1527 R.A.T. FLIGHT
R.A.F. Station PRESTWICK

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE	Type	No.			
						TOTALS BROUGHT FORWARD

GRAND TOTAL [Cols. (1) to (10)]
........Hrs........Mins.

TOTALS CARRIED FORWARD

SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT						PASS-ENGER	INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)]	
DAY		NIGHT		DAY			NIGHT					
DUAL	PILOT	DUAL	PILOT	DUAL	1ST PILOT	2ND PILOT	DUAL	1ST PILOT	2ND PILOT		DUAL	PILOT
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)

Certified that I, ROBERT M. HASTIK
(a) having been instru[illegible] Swinging, Starting, Stopping and Runn[illegible] on the ground, in accordance with S[illegible]
(b) understand the me[illegible] of the DH82 .... and the [illegible] System of this type.
(c) have been shown and [illegible] to take in the event of Fire and [illegible] starting of the engine in the air, o[illegible] D.H.82 type.
(d) am fully convers[illegible] and vital actions on the D.H.82 type.

Date 16-11-44 [signature]

Instructor's Signa[illegible] [signature]

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)

Year 1946 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	33.30	41.15			64.20	1138.25	139.30	10.30	321.50	23.30		13.10	182.00
Jan.	3.	Liberator	E.V.898	Self	F/L Tomlinson	Local Flying.						2.40							
Feb.	1	"	" .894	"	" Wallank	Local Flying.						1.30							
	1	"	KK.221	"	" Wallank	Local Flying.									3.40				1.30
	5	"	" .221	"	W/O Bright · Crew.	Ex. 12.						7.40							
	7	"	" .221	"	F/O Compton " "	Ex. 1.						2.30							
	8	"	" L.682	"	F/L Phillipson	Air Test						.30							
	8	"	" .645	"	F/O Compton · Crew	Ex. 2.						1.35							
	9	"	K.221	"	F/O Compton · Crew	Ex. 2.						1.10							
	11	"	E.V.898	"	F/O Compton · Crew	Ex. 5						2.05							
	14	"	KL.621	"	F/O Compton · Crew	Ex. 4									2.00				1.00
[signature]			S/Ldr. 'O.C.' 'A' Flight.	Summary for March 1946 Unit :- 1332 H.C.U. Date :- 5 · 3 · 46 Signat. :- [signature]		Aircraft Types. 1. Liberator 2. 3. 4.						19.40			5.40				
				Grand Total [Cols. (1) to (10)] 1801 Hrs. 10 Mins.		Totals Carried Forward	33.30	41.15			64.20	1158.05	139.30	10.30	324.30	23.30		13.10	184.30

Year 1946 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	33.30	41.15			64.20	1158.05	139.30	10.30	324.30	23.30			
Mar																			
	21	Liberator	KK226	Self	W/O Mitcherson	Base – Lichfield						.45							
	21	"	K.V.849	"	F/L Swabey	Litchfield – Base						.40							
				Summary for March 1946		1. Liberator						1.25							
F/Lt. Grumell [signature] S/Ldr				Unit :- 1332 H.C.U.		2.													
'O.C.' 'A' Flight				Date :- 24.3.46		3.													
				Signat. :- [signature]		4.													
				Grand Total [Cols. (1) to (10)] 1802 Hrs. 35 Mins.		Totals Carried Forward	33.30	41.15			64.20	1159.30	139.30	10.30	324.30	23.30		13.10	184.30

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	STR/CLOUD ...ING [Incl. in ... (1) to (10)] Pilot (13)
												179.40
					PRESTWICK.							
					.55							
					.55							
					1.00							1.00
					.55							
					1.00							
					1.10							
					.50							
					1.00							.30
					.55							
					1.05							.30
					1.10							.20
					10.55							
33.30	41.15			64.20	1138.25	139.30	10.30	321.50	23.30		13.10	182.00
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)

Year 1947 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	33.30	41.10			84.20	1154.30	139.30	10.30	324.30	23.30		13.10	184.30
						No 11 R F S.			PERTH										
Oct	26	Tiger Moth	Y414	Mr Carr	Self	12. 13	25												
"	26	"	Y414	Self	Solo	12. 13		10											
"	26	"	Y414	Mr Carr	Self	1. 14 23	45												
Nov	16	"	5620	Mr Carr	Self	12 13.	20												
"	16	"	5620	Self	Solo	10. 12 13 14		40											
"	16	"	5620	Self	Solo	12 13 14		1.00											
Dec	28	"	6941	Mr Homersham	Self	10. 12 13 14	1.10												
Jan	18	"	5620	Homersham	Self	12. 13.	40												
"	18	"	5620	Self	Solo	12. 13.		20											
						Summary for Period Oct-Mar; Unit 11 R.F.S.; Date 24-3-48; Signature [signature]; Aircraft Types 1. D.H.82A 2. 3. 4.	3.20	2.15				[signature]							
Grand Total [Cols. (1) to (10)] 1808 Hrs. 10 Mins.						Totals Carried Forward	36.50	43.30			64.20	1154.30	139.30	10.30	324.30	23.30		13.10	184.30

Year 1948 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	3.20	2.15											
						ANNUAL	TRAINING												
Mar	24	Tiger Moth	9392	Mr Nugent	Self	12 13 18. 19. 22	1.00												
Mar	28	Tiger Moth	6534	Mr Richards	Self	18. 23. 24.	.30											.20	
	28	"	5993	Self	Solo	12. 13		1.00											
	28	"	DE428	Self	Solo	19. 22.		.40											
	29	"	9392	Mr Hyland	Self	18. 19. 22 30.	.30											.10	
	29	"	9392	Self	Solo	12 13 19 22		1.00											
	30	"	EM991	Self	Solo	12 13 22.		1.00											
	30	"	EM991	Mr Underhill	Self	24	1.10												
	31	"	9392	Mr Carr	Self	25	.50												
Apr	1	"	5993	Self	Solo	24		1.20											
	1	"	5993	Self	Solo	19 22		1.05											
	2	"	4838	Mr McKeever	Self	14. 18. 19 20 24	1.15												
	2	"	DE424	Self	Solo	24.		.40											
	2	"	DE424	Mr Underhill	Self	18	.35												
	3	"	6991	Self	Solo	Base - Acklington		1.15											
	3	"	6991	Self	Solo	Acklington - Brough		1.45											
	3	"	6991	Self	Solo	Brough - Desford		1.10											
	5	"	6991	Self	Solo	Desford - Brough		1.10											
	5	"	6991	Self	Solo	Brough - Acklington		1.50											
	5	"	6991	Self	Solo	Acklington - Base		1.35											
							8.50	15.40										.30	
						Totals Carried Forward	42.40	59.10			64.20	1159.30	138.30	40.30	324.30	23.30		13.40	184.30

Summary for Annual Train 1948. Aircraft Types. 1. D.H. 82
Unit 11 R.F.S. 2. ....
Date 6. 4. 48. 3. ....
Signature [illegible] 4. ....

GRAND TOTAL [Cols. (1) to (10)] 1829 Hrs. 40 Mins.

[illegible signature] S/Cdr? F/Lt.

Year 1958 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	9.10	14.55											
~~May~~ APR	25	Tiger Moth	5620	Self	Solo	12. 13. 22. 25.		1.00											
	25	"	5620	Self	Solo	25		.35											
May	4	"	3K428	Mr Hyland	Self	26			1.30										
	4	"	3K428	Self	Solo	26				1.30									
	16	"	4336	Mr Hyland	Self	12 13 18	.35											.30	
	16	"	4336	Self	Solo	24		1.15											
July	11	"	6664	Mr McKelvie	Self	18 22 28	1.35											.20	
Aug	8	"	4414	Self	P/O Wood	18		1.15										1.15	
	22	"	949	Self	Solo	25	1.15												
	22	"	949	Self	Solo	28	1.35												
							11.20	25.20	1.30	1.30								2.35	
						Totals Carried Forward	144.30	66.35	1.30	1.30	64.20	1159.30	139.30	10.30	334.30	23.30		15.45	184.30

Summary for: Year End Sep 13 | 1. D.H.82
Unit: 11 RFS | Aircraft 2.
Date: 13-9-58 | Types. 3.
~~Signature~~ [signature] | 4.

[signature]

Grand Total [Cols. (1) to (10)]: 1842 Hrs. 05 Mins.

Year 1949 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
						Totals Brought Forward
May	20	Tiger Moth	6664	Self	Solo	24 28
	21	" "	4445	Self	Solo	24
	21	" "	6925	Self	Solo	12. 13. 19. 22.
	21	" "	940	Self	Solo	
	22	" "	6925	Self	Solo	22. 24
	22	" "	4444	Self	Solo	24

J M [illegible] W/C F.I.

Summary for Primary Training 1949 | Aircraft 1. DH82
Unit 11 R.F.S. | 2.
Date 28.5.49 | Types 3.
Signature [signature] | 4.

Grand Total [Cols. (1) to (10)] ....Hrs. ....Mins.

Totals Carried Forward

Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
49.55	79.05	1.50	14.10	64.20	1154.30	134.30	10.30	324.30	23.30			
	1.10											
	1.35											
	1.00											
	.50											
	1.35											
	1.25											
5.05	20.05	.20	2.40									
49.55	86.40	1.50	14.10	64.20	1154.30	134.30	10.30	324.30	23.30		14.30	184.30

Year 1947 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	144·50	66·35	1·30	1·30	64·20	1159·30	139·30	10·30	327·30	23·30		15·45	184·30
May						ANNUAL TRAINING													
	14	Tiger Moth	6553	McHamilton	Self	18. 22. 25	·30											·15	
	14	" "	7336	Self	Solo	12 13. 21. 22,		1·00											
	14	" "	971	Self	Solo	12. 13. 19.		1·05											
	14	" "	775	Self	Solo	12. 13. 21		·50											
	15	" "	7445	Self	Solo	12. 13. 21		1·00											
	15	" "	775	McHunn	Self	18.	·35												
	16	" "	6925	F/O Blyth	Self	22. 19. 18.	1·05												
	16	" "	6925	Self	Solo	27		1·15											
	16	" "	6925	Self	Solo	27		1·00											
	17	" "	7445	Self	Solo	19 .22 .27		1·05											
	17	" "	6553	Self	Solo	28													
	17	" "	7336	Self	F/O Blyth	28	·40												
	17	" "	7336	Self	Malone	27 – [illegible] Brisbane	~~[illegible]~~	1·15											
	19	" "	971	F/O Blyth	Self	18 [illegible]	·45											·45	
	19	" "	7336	Self	Solo	28 From		·30											
	19	" "	6925	Self	Solo	19. 22.		1·00											
	19	" "	6557	Self	Solo	27		1·20											
	19	" "	779	Self	Solo	19. 21. 22		1·10											
	19	" "	6664	McHunn	Self	26			·20										
	19	" "	6664	Self	Solo	26				1·10									
	19	" "	6664	Self	Solo	26				1·30									
	20	" "	970	McMcKenzie	Self	18 Dual Check	1·10											·45	
				GRAND TOTAL [Cols. (1) to (10)] ......Hrs......Mins.		Totals Carried Forward	149·55	79·05	1·50	4·10	64·20	1159·30	139·30	10·30	327·30	23·30		17·30	184·30

RECORD OF LINK TRAINER PRACTICES

YEAR 1948 MONTH	DATE	PRACTICE	
APR		C/F.	13.00
MAY	16	I/F. INST. RATING.	.45
JUNE	6	S.B.A. HOMING	.45
"	20	RADIO COMPASS.	1.00
JULY	11	I/F. INST. RATING	1.00
AUG	8	G.C.A.	1.00
"	21	UNKNOWN Q.D.M.	1.30
			19.00
SEPT.	25	S.B.A	.45
1949 MAR	20	I/F	1.00
APR.	3	I/F & G.C.A	1.15
"	24	R.R.	1.00
MAY	15	S.B.A & DRIFT.	1.15
	16	I/F	1.00
	19	S.B.A	1.00
	19	R.R	1.30
	21	R.R	1.30
JUNE	22	I/F	.45
	12	G.C.A	1.00
JULY	16	R.C.	2.00
"	18	R.R.	1.15
"	18	I/F	1.30
AUG.	20	R.C.	1.30

YEAR 1949 MONTH	DATE	PRACTICE	
SEPT.	4	G.C.A	1.15
"	4	I/F	1.00
"	4	G.C.A	1.00
			21.30
OCT	23	S.B.A.	.45
NOV	27	R.R.	1.00
DEC.	18	I/F PAT.	1.00
FEB	19	I/F	1.30
MAR	26	S.B.A	2.15
"	26	S.B.A	.30
APR	16	G.C.A	1.00
"	30	I/F	1.30
"	30	G.C.A.	.30
MAY	6	G.C.A.	1.00
	7	G.C.A.	1.00
"	8	G.C.A.	.30
"	9	S.B.A.	1.30
"	10	G.C.A.	.45
"	11	S.B.A.	1.00
"	12	S.B.A.	.45
"	14	LET DOWN	.45
"	14	" "	.45

RECORD OF LINK TRAINER PRACTICES

YEAR 1945. MONTH	DATE	PRACTICE		
NOV.	6	G.I.F. IN R/A		1.00
	8	RADIO RANGE 90°		1.00
	9	B.A.S. FIG.8.		1.00
	12	B.A.S. DESK 1.00		
	12	B.A.S. QDM/QFE.		1.00
	14	RADIO RANGE (FADE PARALLEL)		1.00
				5.00

Total hours at No 3 F.I.S. 5.00

Assessment: ~~Above Average~~ Average ✓ ~~Below Average~~

Date 19.11.45. Signed S.R. Atkins S/Ldr f/ O. i/c Link Trainer

MONTH	DATE	PRACTICE		
DEC.	12	RADIO RANGE	3	1.00
	13	" "	4	1.00
	14	" "	6	1.00
	14	" "	7	1.00
	15	" "	8	1.00
	15	" "	REV.	1.00
	16	" "	REV	1.00
	17	" "	TEST	1.00
				8.00

Certified Correct.
17.12.45. L.B. Pennebaugh S/Ldr
FOR O i/c LINK SECTION PRESTWICK.

YEAR 1946 MONTH	DATE	PRACTICE	
FEB	2	RANGE FLYING	1.00
	2	" "	1.00
	3	" "	1.00
MAR	6	" "	1.00
		DISHFORTH - [illegible]	
1947 OCT	12	I/F REVISION	[illegible]
"	26	S.B.A. FIG.8	[illegible]
DEC	28	S.B.A. FIG.8	[illegible]
JAN	18	S.B.A.	[illegible]
FEB	29	HOMINGS	[illegible]
MAR	24	BEAM TIMING	[illegible]
	29	RADIO COMPASS	[illegible]
"	31	" "	1.00
"	31	I/F REVISION	.50
APR	1	UNKNOWN Q.D.M.	1.05
"	1	RADIO RANGE	.45
"	6	G.C.A.	1.00
"	25	UNKNOWN Q.D.M.	1.15
			13.00

FORM 414

ROYAL AIR FORCE

PILOT'S FLYING LOG BOOK

No II

Name 153977 F/Lt. Hastie D.F.C.

Flying Instructors' School Report on an Officer or Airman Pilot undergoing a Flying Instructor's Course.

(This form is also to be used for re-categorising instructors). A.&.S. GP. 24

(See Instructions over.) Decorations D.F.C.

NAME HASTIE R.M. UNIT 1332 H.C.U.

RANK F/O NUMBER 158979

Duration of training—From 17th October 1945 To 28th November 1945.

Purpose or No. of Course 91

1. FLYING TIMES :—

Type of Aircraft	Dual Day	Dual Night	Solo Day	Solo Night	Totals
1. OXFORD	15.30	1.30	19.40	1.30	Dual 17.00
2.					Solo 21.10
3.					Grand Total ~~38x~~ 38.10
4.					Total hours experience :
5. (B.A.T.)					Flying 1760.25 / Instructing –

2. GROUND TRAINING—FLYING INSTRUCTOR'S COURSE :—

Subject	Written (50)	Oral (50)	Total (100)	Marks possible	Remarks
1. Principles of Flight	60		60	100	Could, with advantage take
2. Navigation				100	life and work a little more seriously.
3. Airmanship	66		66	100	L. WILCOX S/LDR.
4. Technical Subjects	80		80	100	
TOTAL ...			206	300	Final position on Course : 19

3. ASSESSMENT OF ABILITY :—

(i) as pilot { Day Above average
{ Night Average

(ii) as flying instructor Average

(iii) as B. A. instructor

Year 1949 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	Totals Brought Forward	5.05	26.05	20	2.40									
July	15	Tiger Moth	Y444	Self	Solo	12. 13. 19. 21. 22.		1.20											
	18	"	"	444	"	"	22 24		1.00											
	15	"	"	Y336	"	Pritchard	22. 24		1.00											
	18	"	"	445	"	F/O Reid	18		1.45										.45
	18	"	"	Y444	"	Solo	12. 13. 21.		.30											
Aug	18	"	"	6925	"	Solo	12. 13. 21		1.00											
	18	"	"	6925	"	Solo	19. 22.		1.00											
	20	"	"	428	Mr Richards	Self	Test	.10												
	20	"	"	428		Solo	19. 22. 24.		1.00											
Sept	4	"	"	6925	Self	Solo	19. 22. 24		1.00											
"	4	"	"	9392	Self	F/O Annison	Base - Renfrew - Base		2.00											
						GRAND TOTAL [Cols. (1) to (10)] 1882 Hrs. 10 Mins. — Totals Carried Forward	60.05	98.15											

(*20171—11212) Wt. 20115—952 5M 8/48 T.S. 700
(*20569—11212) Wt. 35099—2411 20M 12/48 T.S. 700

FORM 414 (A)

SUMMARY of FLYING and ASSESSMENTS FOR YEAR ~~COMMENCING~~ ABOVE ENDING 1st 13/9 *1949

[*For Officer, insert "JUNE"; For Airman Pilot, insert "AUGUST."]

	S.E. Aircraft Day	S.E. Aircraft Night	M.E. Aircraft Day	M.E. Aircraft Night	Total for year	Grand Total All Service Flying
DUAL	5.15	.20			5.35	
PILOT	31.40	2.40			34.20	1882.10
PASSENGER	—	—	—	—		

ASSESSMENT of ABILITY (To be assessed as :—Exceptional, Above the Average, Average, Below Average)

(i) AS A TM † PILOT } Average
(ii) AS PILOT-NAVIGATOR/~~NAVIGATOR~~ } Average
(iii) IN BOMBING N/A
(iv) IN AIR GUNNERY N/A
(v) IN INSTRUMENT FLYING above average

† Insert :—"F.", "L.B.", "G.R.", "F.B.", "Instructor", etc.

ANY POINTS IN FLYING OR AIRMANSHIP WHICH SHOULD BE WATCHED

Date 23 · 10 · 49 Signature [signature]

Officer Commanding CFI No 11 RFS PERTH

YEAR 1950 MONTH	DATE	AIRCRAFT Type	AIRCRAFT No.	PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE DAY DUAL (1)	SINGLE-ENGINE DAY PILOT (2)	SINGLE-ENGINE NIGHT DUAL (3)	SINGLE-ENGINE NIGHT PILOT (4)	MULTI-ENGINE DAY DUAL (5)	MULTI-ENGINE DAY 1ST PILOT (6)	MULTI-ENGINE DAY 2ND PILOT (7)	MULTI-ENGINE NIGHT DUAL (8)	MULTI-ENGINE NIGHT 1ST PILOT (9)	MULTI-ENGINE NIGHT 2ND PILOT (10)	PASSENGER (11)	INSTR/CLOUD FLYING (Incl. in cols. (1) to (10)) DUAL (12)	INSTR/CLOUD FLYING PILOT (13)
—	—	—	—	—	—	TOTALS BROUGHT FORWARD	50.05	98.15	1.50	4.10	64.20	1159.30	137.30	10.30	327.30	23.30			
APR.	16	TIGER MOTH	442	MR McDOWALL	SELF	20.22. CHECK	.45												
						Summary for ANNUAL TRAINING 1950 · Unit 11 RFS · Date 6.5.50 · Signature [signature] · Aircraft Types 1. DH 82 2. 3. 4.	.45												
						ANNUAL TRAINING													
MAY	6	TIGER MOTH	5020	MR HORN	SELF	18. 19. 22	.50											.20	
	6		6664	SELF	SOLO	12. 13 21 22		1.15											
	7		4438	MR HAMILTON	SELF	13. 21.	1.05											50	
	7		6553	SELF	SOLO	19. 21 22	[illegible]	.55											
	7		4440	SELF	SOLO	28		1.10											
	8		6553	SELF	SOLO	28		1.10											
	8		6539	SELF	P/O HAMILTON	18		.45											
	8		6539	SELF	SOLO	27		1.45											
	8		6539	SELF	SOLO	19 21 22		.45											
	9		4423	SELF	SOLO	28		1.05											
	9		442	SELF	SOLO	21 22.		1.00											
	9		4438	SELF	P/O HAMILTON	18		1.00											
	10		4438	SELF	SOLO	19 21. 22		1.10											
	10		6664	SELF	SOLO	21 22.		1.00											
	10		6539	SELF	SOLO	27		1.05											
	10		7550	SELF	SOLO	27		1.00											
							1.55	15.05											
				GRAND TOTAL [Cols. (1) to (10)] 1844 Hrs. 55 Mins.		TOTALS CARRIED FORWARD	52.45	113.20	1.50	4.10	64.20	1159.30	137.30	10.30	327.30	23.30		18.40	185.15

Year 1951 Month	Date	Aircraft Type	Aircraft No	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
–	–	–	–	–	–	Totals Brought Forward
APR	24	CHIPMUNK	WB646	Mr RICHARDS	SELF	1 – 1H. 14. 23. 24
	24	"	WB646	"	"	12. 13. 1H.
					Grand Total [Cols. (1) to (10)] 1924 Hrs. 30 Mins.	Totals Carried Forward

Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying Dual (12)	Instr/Cloud Flying Pilot (13)
84-05	131-25	2-50	6-10	64-20	1189-30	134-30	10 30	324-30	23-30			
1.05												
1.05												
2.10												
86-15	131-25	2-50	6-10	64-20	1189-30	134-30	10-30	324-30	23-30		19-30	185-15

HASTIE R.M. F/O

CHIPMUNK

+ NOTES 8

CHIPMUNK

CHIPMUNK

Date 29/4/51

[signature]

[signature]

Year 1950 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Pass-enger (11)	Instr/Cloud Flying Dual (12)	Instr/Cloud Flying Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	52.05	113.20	1.50	4.10	64.20	1189.30	139.30	10.30	324.30	23.30		18.40	
May	10	Tiger Moth	9342	Mr Hamilton	Self	26	~~1.00~~		1.00										
	10	"	9342	Self	Solo	26		~~2.00~~		2.00									
	11	"	4336	Self	Solo	24		2.00											
	11	"	4414	Self	Solo	22. 28		1.00											
	11	"	4336	Self	Solo	21. 22		1.00										.30	
	12	"	445	Mr Spencer	Self	18 21	1.00												
	12	"	4438	Self	Solo	19 21 22		1.00											
	12	"	4438	Self	Solo	19 21 22		1.00											
	12	"	6664	Self	Solo	24		1.15											
	13	"	9342	Self	Solo	19 21 22		1.10											
	13	"	9342	Self	F/Lt Erskine	19 21 22		.30											
	14	"	5026	Self	Solo	19 21 22		1.05											
							2.55	20.20	1.00	2.00									
							2.55	20.25	1.00	2.00									
						Totals Carried Forward	53.05	123.40	2.50	6.10	64.20	1189.30	139.30	10.30	324.30	23.30		18.30	185.15

Summary for [illegible] 1950 | 1. D.H.82
Unit 11 R.F.S. | Aircraft 2.
Date 2[illegible] 5 50 | Types. 3.
Signature [illegible] | 4.

W/Cdr 20/5/50

GRAND TOTAL [Cols. (1) to (10)] 1914 Hrs. 15 Mins.

Year 1950 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] SBA (12)	Instr/Cloud Flying ACT (13)
—	—	—	—	—	—	— Totals Brought Forward	56.35	123.40	2.50	6.10	64.20	1139.30	139.30	10.30	324.30	23.30		19.30	185.15
June	30	Tiger Moth	5943	Mr Spencer	Self	12. 13.	.20												
"	30	" "	5943	Self	Solo	12. 13. 21.		.50											
"	30	" "	4438	Self	Solo	12. 13. 21. 22		1.00											
"	30	" "	428	Self	Solo	12. 13.		.30											
Aug.	12	" "	448	Self	Solo	28.		1.30											
"	22	" "	4445	Self	Solo	12. 13. 19		1.20											
Sep.	10	" "	150	Self	Solo	19 21 22		1.35											
"	10	" "	9392	Self	Solo	24.		1.00											

Summary for Year ending 13/9/50 — 1. DH82
Unit 11 R.F.S. — 2.
Date 10-9-50 — Types. 3.
Signature [signature] — 4.

GRAND TOTAL [Cols. (1) to (10)]
1922 Hrs. 20 Mins.

Totals Carried Forward

(*20171—11212) Wt. 20413—992 5M 8/48 T.S. 700
(*20569—11212) Wt. 35109—2411 20M 12/48 T.S. 700

FORM 414 (A)

SUMMARY of FLYING and ASSESSMENTS FOR YEAR ~~COMMENCING~~ ~~1st~~ R.A.F.V.R. ENDING 13/9/1950
[*For Officer, insert "JUNE"; For Airman Pilot, insert "AUGUST."]

	S.E. Aircraft Day	S.E. Aircraft Night	M.E. Aircraft Day	M.E. Aircraft Night	Total for year	Grand Total All Service Flying
DUAL	4.00	1.00			5.00	
PILOT	33.10	2.00			35.10	1922.20
PASSENGER	—	—	—	—		

ASSESSMENT of ABILITY (To be assessed as :—Exceptional, Above the Average, Average, Below Average)

(i) AS A TM † PILOT } Average.
(ii) AS PILOT-NAVIGATOR/~~NAVIGATOR~~
(iii) IN BOMBING N/A
(iv) IN AIR GUNNERY N/A
(v) IN INSTRUMENT FLYING

† Insert :—"F.", "L.B.", "G.R.", "F.B.", "Instructor", etc.

ANY POINTS IN FLYING OR AIRMANSHIP WHICH SHOULD BE WATCHED

Date 10-9-50. Signature [signature]
~~Officer Commanding~~ CFI No 11 RFS PERTH

(12) (13)

Year 1951 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Sim (12)	Instr/Cloud Flying Actual (13)
—	—	—	—	—	—	Totals Brought Forward	56·15	131·25	2·50	6·10	64·20	1137·30	139·30	10·30	327·30	23·30		19·30	185·15
						Annual	Training												
May	6	Chipmunk	W.B677	Mr Mitchell	Self	19 21 22.	1·00												
	6	"	W.B677	Self	Solo	19 21 22		1·20											
	6	"	W.B623	Self	Solo	12. 13. 21		1·15											
	7	"	" 701	Mr McDonald	Self	18	1·00											~~1·00~~	
	7	"	" 701	Self	Solo	21. 22.		1·15										1·15	
	7	"	" 736	Self	F/O Kerr.	18 (Safety)		1·15											~~1·15~~
	7	"	" 736	F/O Kerr	Self	18		1·15										1·15	
	8	"	" 726	Self	P/O Hamilton	18 (Safety)		1·30											~~1·30~~
	8	"	" 726	P/O Hamilton	Self	18		1·30										1·30	
	9	"	" 726	Self	P/O Hamilton	18 (Safety)		1·20											~~1·30~~
	9	"	" 726	P/O Hamilton	Self	18		1·20										1·20	
	9	"	" 736	Mr Richards	Self	26			1·00										~~1·20~~
	9	"	" 736	Self	Solo	26				·30									
	9	"	" 736	Self	Solo	26				1·30									
	10	"	" 696	Self	Solo	27		1·50											
	11	"	" 695	Self	P/O Hamilton	18		1·15											
	11	"	" 695	P/O Hamilton	Self	18		1·15										1·15	~~1·15~~
				Grand Total [Cols. (1) to (10)] 1918 Hrs. 50 Mins.		Totals Carried Forward	58·15	147·45	3·50	8·10	64·20	1137·30	139·30	10·30	327·30	23·30		26·05	185·15

Year 1951 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Pass-enger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] [illegible] (12)	Instr/Cloud Flying Actual (13)
—	—	—				Totals Brought Forward	58.35	144.25	3.50	8.10	64.20	1159.30	139.30	10.30	324.30	23.30		26.05	185.15
						Attached to Transair Ltd													
May	12	Anson	G-ALXB	Capt. Fowler	Self	Dual.					2.00								
	14	"	G-ALHX	Palmer	Self	Croydon - Jersey							1.20						
	14	"		Palmer	Self	Jersey - Croydon							1.50						
	15	"	G-ALXB	Palmer	Self	Croydon - Brussels										1.50		~~1.30~~	1.30
	15	"		Palmer	Self	Brussels - Lille							.55					~~.30~~	.30
	15	"		Palmer	Self	Lille - Croydon							1.40						
	16	"	G-ALXC	Palmer	Self	Croydon - Paris										1.45		~~1.15~~	1.15
	17	"		Palmer	Self	Paris - Croydon										2.10		~~1.30~~	1.30
	18	"	G-AGUN	Palmer	Self	Croydon - Paris										1.55		~~1.30~~	1.30
	18	"		Palmer	Self	Paris - Croydon										1.55		~~1.00~~	1.00
							2.00	16.20	1.00	2.00	2.00		5.25			9.35			7.15
						Grand Total [Cols. (1) to (10)] 1963 Hrs. 40 Mins. Totals Carried Forward	58.35	144.45	3.50	8.10	69.20	1159.30	145.25	10.30	324.30	33.05		26.05	192.30

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE	Type	No.			
—	—	—	—	—	—	TOTALS BROUGHT FORWARD

Summary for YEAR ENDING 13/9/1951 | 1. CHIPMONK
Unit 11 R.F.S. | Aircraft 2. ANSON
Date 13.9.51 | Types. 3. ....
Signature [signature] | 4. ....

GRAND TOTAL [Cols. (1) to (10)]
..........Hrs. ....Mins.

TOTALS CARRIED FORWARD

SINGLE-ENGINE AIRCRAFT DAY DUAL (1)	DAY PILOT (2)	NIGHT DUAL (3)	NIGHT PILOT (4)	MULTI-ENGINE AIRCRAFT DAY DUAL (5)	DAY 1ST PILOT (6)	DAY 2ND PILOT (7)	NIGHT DUAL (8)	NIGHT 1ST PILOT (9)	NIGHT 2ND PILOT (10)	PASS-ENGER (11)	INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] SIM (12)	ACT (13)
38.15	144.45	3.50	8.10	69.20	1159.30	145.25	10.30	324.30	33.05		26.05	192.30
4.10	16.20	1.00	2.00	2.00		5.45			9.35		6.35	7.15

H45347 Wt. 34271-P.2537 27,000(3) 1/52 Gp. 840 F. & C. Ltd., London. R.A.F. FORM 414 A

SUMMARY of FLYING and ASSESSMENTS FOR YEAR COMMENCING 1st* 13 - 9 - 1950

[*For Officer, insert "FEBRUARY"; For Airman Pilot, insert "AUGUST."]

	S.E. AIRCRAFT Day	S.E. AIRCRAFT Night	M.E. AIRCRAFT Day	M.E. AIRCRAFT Night	TOTAL for year	GRAND TOTAL All Service Flying
DUAL	4.10	1.00	2.00			
PILOT	16.20	2.00	5.45	9.35	40.50	1463.10
PASSENGER	—	—	—	—		

ASSESSMENT of ABILITY (To be assessed as :—Exceptional, Above the Average, Average, Below Average)

(i) AS A Ai ELEM† †PILOT } Above the Average
(ii) AS PILOT-NAVIGATOR/NAVIGATOR }
(iii) IN BOMBING N/A
(iv) IN AIR GUNNERY N/A
(v) IN INSTRUMENT FLYING

† Insert :—"F.", "L.B.", "G.R.", "F.B.", "Instructor", etc.

ANY POINTS IN FLYING OR AIRMANSHIP WHICH SHOULD BE WATCHED

Date 17th Sept 1951 Signature [signature]
G.F.
Officer Commanding 11 RFS

Year 1952 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)	Single-Engine Aircraft Day Dual (1)	Single-Engine Aircraft Day Pilot (2)	Single-Engine Aircraft Night Dual (3)	Single-Engine Aircraft Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Aircraft Day 1st Pilot (6)	Multi-Engine Aircraft Day 2nd Pilot (7)	Multi-Engine Aircraft Night Dual (8)	Multi-Engine Aircraft Night 1st Pilot (9)	Multi-Engine Aircraft Night 2nd Pilot (10)	Passenger (11)	Instr-Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr-Cloud Flying Pilot (13)
—	—	—	—	—	—	— Totals Brought Forward	58.15	147.25	3.50	8.10	69.20	1157.30	145.25	10.30	327.30	33.05		26.05	192.30
						ANNUAL	TRAINING												
May	10	Chipmunk	WK590	Mr Pow	Self	1 - 12	.45												
	10	"	..590	Self	Solo	11. 12		.55											
	10	"	..584	Self	Solo	11. 12.		1.05											
	12	"	..610	Mr Burke	Self	15. 20.	1.25											1.00	
	13	"	..588	Mr Storie	Self	11. 12. 17. 21	1.25												
	13	"	..588	Self	Solo	20.		.55											
	14	"	..590	Mr Storie	Self	15. 16	1.05											.20	.30
	14	"	..591	Self	F/Lt. Murray	15		.45											
	14	"	..591	F/Lt. Murray	Self	15.		.45										.45	
	14	"	..730	Self	Solo.	11. 12. 17		.55											
	15	"	..588	Self	Solo	10. 16. 17		1.10											
	15	"	..591	Mr Philpot	Self	15.	.45											.40	
	15	"	..725	Mr Hunn	Self	19.			.45										
	15	"	..725	Self	Solo	19.				2.15									
	16	"	..591	Mr Philpot	Self	15.	1.00											.50	
	20	"	..726	Self	F/O Hay	15	~~1.15~~	1.15											
	20	"	725	F/O Hay	Self	15		1.25										1.25	
	21	"	609	Self	F/Lt. Edgar	15		.45											
	21	"	609	F/Lt. Edgar	Self	15		.45										.45	
	22	"	..585	Mr Hamilton	Self	10 C.F.I. Test.	1.20											.35	
	22	"	734	Self	Solo	16. 17		1.00											
	23	"	731	Self	Solo	20.		1.30											
	23	"	734	Self	Solo	11 12		.35											
				Grand Total [Cols. (1) to (10)] 1984 Hrs. 20 Mins.		Totals Carried Forward	66.00	161.10	4.35	10.25	69.20	1157.30	145.25	10.30	327.30	33.05		32.25	193.00

Year 1952 Month	Date	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	—	— Totals Brought Forward
				[signature] C.F.I. 11 R.F.S. PERTH	Summary for ANNUAL 1952 Unit 11 R.F.S. Date 24.9.52 Signature [signature]	Aircraft Types 1. CHIPMUNK 2. 3. 4.

	Single-Engine Aircraft Day Dual (1)	Day Pilot (2)	Night Dual (3)	Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Day 1st Pilot (6)	Day 2nd Pilot (7)	Night Dual (8)	Night 1st Pilot (9)	Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Pilot (13)
Totals Brought Forward	66.00	161.10	4.35	10.25	69.20	1159.30	145.25	10.30	324.50	33.05		32.25	165.00
Summary	7.45	13.25	.45	2.15								6.20	.30

GRAND TOTAL [Cols. (1) to (10)]

..........Hrs..........Mins.

Totals Carried Forward

H45347 Wt. 34271-P.2537 27,000(3) 1/52 Gp. 840 F. & C. Ltd., London.

R.A.F. FORM 414 A

SUMMARY of FLYING and ASSESSMENTS FOR YEAR COMMENCING 12TH SEPT *1952

[*For Officer, insert "FEBRUARY"; For Airman Pilot, insert "AUGUST."]

	S.E. Aircraft Day	S.E. Aircraft Night	M.E. Aircraft Day	M.E. Aircraft Night	Total for year	Grand Total All Service Flying
DUAL	7.45	.45				
PILOT	13.25	2.15			24.10	1984.20
PASSENGER	—	—	—	—		

ASSESSMENT of ABILITY (To be assessed as :—Exceptional, Above the Average, Average, Below Average)

(i) AS A N SE †PILOT Above the Average

(ii) AS PILOT-NAVIGATOR/NAVIGATOR

(iii) IN BOMBING N/A

(iv) IN AIR GUNNERY N/A

(v) IN INSTRUMENT FLYING

† Insert :—"F.", "L.B.", "G.R.", "F.B.", "Instructor", etc.

ANY POINTS IN FLYING OR AIRMANSHIP WHICH SHOULD BE WATCHED

Date

Signature [signature] C.F.I.

~~Officer Commanding~~ for Chief Instructor 11 R.F.S. Perth.

Year		Aircraft		Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
Month	Date	Type	No.			
—	—	—	—	—	—	Totals Brought Forward
						R.A.F. KINLOSS. SQUADRON. DECEMBER - DEC. 1976.
Dec.	3	Nimrod.	XV 232	S/L. Whittingham	- Crew.	Crew continuation training. Diversion to Farnborough and return Kinloss.
						Signed. [signature] F/L Currie for OC Kinloss. 3rd December 1976
						Grand Total [Cols. (1) to (10)] ....Hrs. ....Mins. Totals Carried Forward

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]	
Day		Night		Day			Night					
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)

No. 4918 Date 4-12-76
Received from FL. LT. HASTIE.

Breakfast	Lunch	Tea	Dinner	Bar	Miscell.
					Messing

W.E.Greave Cpl.
p.p. Officers' Mess, R.A.F., KINLOSS.
£ — .21

4. Remarks by Chief Instructor :— A very good test indeed except for a "tail up" landing
Voice and manner interesting and convincing. Demonstrations ~~xxxxx~~ and patter were wellsynchronised. Engine handling, look out and general airmanship V.G. A very good "C" CAT.
Recommended "C" CAT. (SGD) H.A. HOWELL S/LDR.

5. Remarks by Commanding Officer :—

Agree.

Previous Category (if any) ....
Category now recommended "C"

Date 28th November 194[illegible].

(SGD) H.A. CHATER W/CDR
Commanding No. 7 Flying Instructors' School.

INSTRUCTIONS.

1. This report will be rendered in respect of any officer or airman pilot undergoing training or test as a Flying Instructor.

2. Distribution of the completed report will be as follows :—

The Air Ministry, S.7.d (2) (In respect of officers)	1 copy.
" " " D.P.2 (In respect of airmen)	1 copy.
Empire Central Flying School	1 copy.
Air Officer i/c Records (in respect of airmen)	1 copy.
Unit to which an instructor is posted on completion of training ...	1 copy.

3. Assessments of ability in Section 3 of the Form are to be one of the following :—

Exceptional.
Above Average.
Average.
Below Average.

4. Flying instructors are categorised on the following basis :—

B. Qualified to instruct (SE) (ME) or (Elementary).
C. Has the makings of an instructor with practice. Permitted to instruct on probation.

Single-Engine Aircraft				Multi-Engine Aircraft						Pass-enger	Instr/Cloud Flying [Incl. in cols. (1) to (10)]	
Day		Night		Day			Night					
Dual	Pilot	Dual	Pilot	Dual	1st Pilot	2nd Pilot	Dual	1st Pilot	2nd Pilot		Dual	Pilot
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)

SUMMARY OF FLYING & [illegible] FOR PERIOD FROM TO

	S.E. Aircraft		M.E. Aircraft		[illegible]	Total All Flying
	Day	Night	Day	Night	[illegible]	
DUAL	/	/	15.30	1.30	17.00	111.20
PILOT	/	/	19.40	1.30	21.10	1649.05
PASSENGER						

TOTAL HOURS AS FL[illegible] NIL

ASSESSMENT OF A[illegible]
(i) As Pilot Above Average
(ii) As Flying Instr[illegible] Average
(iii) B.A. Instructor

ANY SPECIAL REM[illegible]

Signature [signature]

Date 28/11/45 For Officer Comd[illegible] 7 Flying Instructors' School

Certified that F/O Haste R.M. has been categorised as a flying instructor and is awarded Category 'C'

[signature] W/Cdr.

Date 28th Nov. 45 No. 7 Flying Instructors School

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)	SINGLE-ENGINE AIRCRAFT DAY DUAL (1)	SINGLE-ENGINE DAY PILOT (2)	SINGLE-ENGINE NIGHT DUAL (3)	SINGLE-ENGINE NIGHT PILOT (4)	MULTI-ENGINE AIRCRAFT DAY DUAL (5)	MULTI-ENGINE DAY 1ST PILOT (6)	MULTI-ENGINE DAY 2ND PILOT (7)	MULTI-ENGINE NIGHT DUAL (8)	MULTI-ENGINE NIGHT 1ST PILOT (9)	MULTI-ENGINE NIGHT 2ND PILOT (10)	PASS-ENGER (11)	INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] DUAL (12)	INSTR/CLOUD FLYING PILOT (13)
MONTH	DATE	Type	No.																
–	–	–	–	–	–	— TOTALS BROUGHT FORWARD													
		TOTAL FLYING TIMES																	
		DAY.		NIGHT.	TOTAL.														
		44·00			44·00	No. 11 E.F.T.S. PERTH.	25·45	18·15											
		74·15		5·00	123·15	" 3.S.F.T.S. SOUTH CERNEY.					23·20	50·55		2·25	2·35				
		16·25			139·40	" 2. C.F.S. CRANWELL.	7·45	8·10			·20	·10							
		26·45			166·25	" 3.S.ofG.R. SQUIRES GATE.							26·45						
		108·00		16·00	290·25	" 6.O.T.U. THORNABY.					12·05	39·30	56·25	2·25	10·40	2·55			
		387·20		43·45	721·30	"53" SQUADRON.					387·20				43·45				
		15·20			736·50	" 2. O.T.U. CATFOSS.						12·25	2·55						
		42·45 517·55	L.I.B. MITCH.	5·05 64·50 }	1367·25	" 111. O.T.U. NASSAU.					10·10 5·10	10·00 509·15	22·35 3·30	1·55 2·15	4·45 62·85	2·25			
		31·15		9·20	1408·00	" 111. O.T.U. NASSAU						31·15				9·20			
		9·20		5·20	1422·40	MONTREAL To PRESTWICK.							9·20			5·20			
		72·20		206·15	1701·15	"223" SQUADRON. OULTON.						71·20	1·00		206·15				
GRAND TOTAL [Cols. (1) to (10)] ....Hrs..........Mins.						TOTALS CARRIED FORWARD													
							(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)

YEAR MONTH	DATE	AIRCRAFT Type	AIRCRAFT No.	PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
-	-	—	-	—	—	— TOTALS BROUGHT FORWARD
B/f.		DAY		NIGHT	1401.15 TOTAL	
		18.20			1419.35	No. 1688 B.D.T.F. FELTWELL
		35.10		3.00	1454.45	No. 4 F.I.S. LULSGATE BOTTOM.
		10.55			1468.40	" 1524 R.A.T. PRESTWICK
		28.15		5.40	1802.35	" 1332 H.C.U. RICCALL DISHFORTH

GRAND TOTAL [Cols. (1) to (10)] ....Hrs..........Mins.

TOTALS CARRIED FORWARD

SINGLE-ENGINE AIRCRAFT DAY DUAL	DAY PILOT	NIGHT DUAL	NIGHT PILOT	MULTI-ENGINE AIRCRAFT DAY DUAL	DAY 1ST PILOT	DAY 2ND PILOT	NIGHT DUAL	NIGHT 1ST PILOT	NIGHT 2ND PILOT	PASS-ENGER	INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] DUAL	PILOT
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)

RECORD OF LINK TRAINER PRACTICES

YEAR MONTH	DATE	PRACTICE	YEAR MONTH	DATE	PRACTICE

RECORD OF LINK TRAINER PRACTICES

YEAR 1951/52 MONTH	DATE	PRACTICE	
SEP	16	Q.G.H	·45
OCT	14	Q.G.H	·30
NOV	18	Q.G.H	1·15
DEC	9	Q.G.H	1·00
FEB	14	FAM. D.H	1·00
MAR	9	FAM. D.H.	1·10
APR	6	I/F	·30
	6	RANGE	1·00
MAY	10	BABS	1·45
	11	RANGE	2·45
	11	BABS	1·30
	11	Q.G.H	1·30
	12	I/F. PATT.B	1·00
	13	PATT. B	1·15
	14	BABS.	1·00
	16	PATT.B	1·00
	14	BABS.	1·00
			20·00

YEAR 1950 MONTH	DATE	PRACTICE	
			18·00
MAY	20	S.B.A	1·00
JUNY	4	I/F	1·00
			20·00
[illegible]		[illegible]	
1950/1		[illegible]	
OCT	10	I/F	·30
NOV	5	Q.D.M.	1·00
DEC	4	I/F	1·00
FEB	25	I/F	·30
MAR	11	Q.G.H.	1·00
APR	8		1·00
APR	29		1·00
MAY	6		1·00
	8	PATT. F	1·30
	9		1·30
	10		1·30
	11		·30
JUNE	6	INT. RATING	1·00
	6	C.F.S PATT	·30
	14	INT. QUAL.	1·00
JULY	8	C.F.S	1·00
	8	Q.G.H.	1·00
	16	Q.G.H.	·30
	16	Q.G.H	1·00

T9154 Wt. 6013 14,000 Bks. 11/40—S. & Co. Ltd.

INSTRUCTIONS

[see K.R. & A.C.I., para. 786]

1. This book is an official document and is the property of His Majesty's Government.

2. An accurate and detailed record is to be kept in the log of all flights undertaken by the individual to whom it relates.

3. Monthly flying will be analysed by aircraft types and inserted in red ink. The stamp will be inserted on the left-hand page appropriately aligned to the ruling.

4. The annual summary and assessment will be completed on Form 414A and inserted in the appropriate page of the log. This form will also be used when a pilot is posted or attached to another unit for flying duties.

CERTIFICATES OF QUALIFICATION AS FIRST PILOT

[K.R. & A.C.I., para. 805, clause 5]

Name ROBERT M. HASTIE Rank F./LT.

(i) Certified that the above named has qualified as a First Pilot (day only)

On (Type)	Date	Unit	Signature and Rank
TIGER MOTH			
BEAUFIGHTER			
AVRO TUTOR			

(ii) Certified that the above named has qualified as a First Pilot

On (Type)	Date	Unit	Signature and Rank
OXFORD			
HUDSON			
LIBERATOR			
MITCHELL			

Year (Month, Date)	Aircraft Type	Aircraft No.	Pilot, or 1st Pilot	2nd Pilot, Pupil or Passenger	Duty (Including Results and Remarks)
—	—	—	—	—	Totals Brought Forward
8 Dec. 1941	—		9 Mar. 1943	1st Tour	53 SQD. COASTAL COM.
1 Sep. 1944	—		18 July 1945	2nd & 3rd Tours	223 " BOMBER COM.
CARRIED FORWARD FROM PREVIOUS BOOK.					
			Grand Total [Cols. (1) to (10)] 1401 Hrs. 15 Mins.		Totals Carried Forward

Single-Engine Aircraft Day Dual (1)	Single-Engine Day Pilot (2)	Single-Engine Night Dual (3)	Single-Engine Night Pilot (4)	Multi-Engine Aircraft Day Dual (5)	Multi-Engine Day 1st Pilot (6)	Multi-Engine Day 2nd Pilot (7)	Multi-Engine Night Dual (8)	Multi-Engine Night 1st Pilot (9)	Multi-Engine Night 2nd Pilot (10)	Passenger (11)	Instr/Cloud Flying [Incl. in cols. (1) to (10)] Dual (12)	Instr/Cloud Flying Pilot (13)
OPERATIONAL HOURS					296.45			41.05	=	334.50		
	"				22.15			188.15	=	210.30 (39 SORTIES)		
33.30	26.25			81.50	1094.10	139.30	9.00	320.20	23.30		11.00	148.40

RECORD OF SERVICE

UNIT	DATES FROM	DATES TO	UNIT	DATES FROM	DATES TO
No 11 E.F.T.S. Perth.	8·12·40	26·2·41			
" 3.S.F.T.S. South Carney	12·3·41	23·5·41			
" 3 C.F.S. Cranwell	25·5·41	16·6·41			
" 3 Sch G.R. Squires Gate	5·7·41	15·9·41			
" 6 O.T.U. Thornaby	1·10·41	16·12·41			
" 53 Squad. St. Eval.	16·12·41	26·12·41			
" " " Limavady.	26·12·41	28·2·42			
" " " Nth Coates.	28·2·42	13·5·42			
" " " St. Eval.	13·5·42	14·7·42			
" " " Overseas	14·7·42	18·2·43			
" " " Bocking.	18·2·43	10·3·43			
" 2 O.T.U. Catfoss.	10·3·43	31·3·43			
" 111 O.T.U. Nassau.	23·4·43	25·7·44			
" 233 Squad. Ounton	31·8·44	17·7·45			
" 1688 B.D.T.F. Feltwell	18·7·45	19·9·45			
" 1332 H.C.U. Riccall	20·9·45	16·10·45			
" 4 F.I.S. Lulsgate Bottom	17·10·45	30·11·45			
" 1332 H.C.U. Dishforth	1·12·45	16·12·45			
" 1524 R.A.T. Prestwick	11·12·45	17·12·45			
" 1332 H.C.U. Dishforth	18·12·45	31·3·46			

THE PILOTS' TEN COMMANDMENTS.

1. As the telephone operator who giveth the wrong numbers, so is he who extolleth his exploits in the air.

2. He shall enlarge upon the dangers of his adventures, but in my sleeve shall be heard the tinkling of silvery laughter.

3. Let not thy familiarity with aeroplanes breed contempt, lest thou become exceedingly careless at a time when great care is necessary to thy well-being.

4. My son, obey the law and observe prudence. Spin thou not lower than 1,500 cubits, nor stunt above thine own domicile. For the hand of the law is heavy, and reacheth far and wide throughout the land.

5. Incur not the wrath of the official by breaking the rules; for he who maketh right-hand circuits shall be cast out into outer darkness.

6. Let not thy prowess in the air persuade thee that others cannot do even as thou doest; for he that showeth off in public places is an abomination unto his fellow pilots.

7. More praiseworthy is he who can touch tail-skid and wheels to earth at one time than he who loopeth and rolleth till some damsel stares in amazment at his daring.

8. He who breaketh an undercarriage in a forced landing may, in time, be forgiven; but he who taxieth into another plane shall be despised for ever.

9. Beware the man who taketh off without looking behind him, for there is no health in him; verily, I say unto you, his days are numbered.

10. Clever men take the reproofs of their instructor in the same wise, one like unto another; with witty hest; confessing their dumbness and regarding themselves with humour. Yet they try again, profitting by his wise counsel and takin no offence at aught that has been said.

RECORD OF LINK TRAINER PRACTICES

YEAR 1940 MONTH	DATE	PRACTICE	
Dec.	15	Ex 1	·45
	24	Ex 2 D. Kay	·45
	29	Ex 3 D. Kay	·45
1941 Jan.	4	Ex 4 D. Kay	·30
	8	Ex 5 D. Kay	·45
	8	Ex 6 D. Kay	·45
	13	Ex 7 D. Kay	·45
	15	Ex 8.9. D. Kay	·45
		No 11 E.F.T.S.	5·45
Mar.	15	Ex 1 Test.	1·00
	17	Ex. 2.3. Revision Rough Air.	·45
	19	Ex 3.4	1·00
	23	Ex. 5 Timed Courses.	1·00
	23	Ex. 6.7. T. & U. Tests	1·00
	30	Ex. 8 Z. Z.	1·00
Apr.	2	Ex. 9 Z.Z. Rough Air.	·30
	2	Ex. 10 Z.Z. With Drift.	·30
	11	Ex. 11 Z.Z.-O.T.U.	·30
	11	Ex. 12 Z.Z.-O.T.U. Rough Air Drift.	·30
	13	Ex. 21 Maltese X.	·45
	13	Gyro Hooded	·45
	20	Ex. 13.14. V.H.F. Short 8	1·00

YEAR 1941 MONTH	DATE	PRACTICE	
Apr.	25	Ex. 15 V.H.F. Long 8	·30
	25	Ex. 16 V.H.F. from Q.D.M.	·30
May	4	Ex. 17 V.H.F. from Q.D.M.	·30
"	4	Ex. 18 V.H.F. from Measuring	·30
"	9	Ex. 19 R.A. Measurment	·30
"	9	Ex. 20 R.A. Measurment · Drift.	·30
		No 3 S.F.T.S.	13.15.
		K.B. Palmer P/O.	
June	12	Ex. 1-2 D · Night Flying	1·30
	13	Z.Z. · Night Flying	1·40
		Total at No 2. C.F.S.	3·10
		R.O. Bell Sgt for Officer I/c. Link Trainer, No. 2 Central Flying School. [illegible]	
July	15	Ex 1	·30
August	1	" III	·30
"	6	" III	·50
		No 3 S. of G.R.	1·50

RECORD OF LINK TRAINER PRACTICES

YEAR 1941 MONTH	DATE	PRACTICE	
Oct.	25	S.B.A.	·30
Nov.	16	S.B.A.	1·00
"	21	Revision.	·30
Dec.	2	S.B.A.	·30
"	13	S.B.A.	·45
"			3.15.
		D. Woodcock SGT L.T.I. 14.12.41	
1942 Dec. 1943 Jan.	24	Instruments	1·00
	4	Beam Flying Ex. 6A·B	1·00
"	7	" " " 7A·B	1·00
"	7	" " " 8A·B 9A·B	1·00
"	7	" " " 10B	·30
"	8	" " " 9A·B	1·00
"	8	" " - Check Out	1·00
			6·30
R.A.F.F.C.		Dorval. Montreal.	
		Sgt. [illegible] - L.T.I	
		[illegible]	
		Chief Instructor (Link)	
		Dorval RAFFC Jan 11, 1943	

YEAR 1945 MONTH	DATE	PRACTICE	
May 1944	19	Instruments.	1·00
June	17	D.T.C.	·40
"	18	"	·40
"	19	Babs	·40
"	23	"	·40
"	26	"	·40
"	28	D.T.C.	·40
			5·00
		Certified correct 6/7/44. T.D. Zimmerman Sgt for Flt. Band..	
		111 O.T.U. Nassau.	

7/54 Haske

DESCRIPTION.

1. B.24 Aircraft.

(a) This airplane is a mid-wing monoplane of all metal construction. The four engine nacelles are fitted to the tapered, full cantilever wings. Fowler type wing flaps are fitted to the wing trailing edge. The main landing gear retracts into the wing between inboard and outboard nacelles. The nose-wheel retracts into the fuselage. The two main landing wheels are equipped with individually controllable dual brakes. The stabilizer is the full cantilever type with twin vertical fins and rudders supported at each outboard end. The aeroplane is powered by four Pratt & Whitney air cooled radial engines, with three bladed Hamilton fully feathering hydromatic propellors.

(b) The fuselage is divided into five main compart ments :-
1. Bomber's Compartment.
2. Nose Wheel Compartment.
3. Flight Deck (all Flight Controls & Engine Instruments are located here)
4. Bomb Bays.
5. Rear Compartment.

2. Hydraulic System.

(a) General Description: The hydraulic system is of the free flowing type with the fluid circulating in a completely closed circuit when no hydraulic mechanisms are in operation. A Vicker's positive displacement pump, driven by the right hand inboard (Number 3) engine, supplies the necessary fluid pressure. The system normally operates under a pressure at the pump equal to the friction losses throught the lines and filters.

When the flow is diverted to operate a hydraulic mechanism by closing a valve, pressure builds up only to that required yo operate the mechanism being used.

The mechanism operated by the hydraulics system are : the tricycle landing gear, wing flaps, bomb doors, power brakes and the gun charging mechanism for the lower turret on all airplanes except B-24C #40-2386.

An auxiliary line runs from the pressure line from the electrically-driven pump to the pressure line from the engine-driven pump, with a shut-off valve installed just aft and above the electric motor. Should the engine-driven pump fail, this emergency valve may be turned "ON" and the electrically-driven pump will furnish pressure for all services, through the open centre system.

Normally, with the emergency valve "OFF", the electrically-driven pump operates, through a pressure switch, to keep the accumulators charged.

The hydraulic system reservoir is mounted on the right side of the airplane between the fore and aft bomb bays under the wing tanks. Two seperate suction lines leave the tank at different levels, one from the bottom of the tank and the other from about the middle of the tank. The suction line from the middle of the reservoir is the line which is normally used, and only in emergency is the other line used.

The auxiliary electrically-driven hydraulic pump is mounted in the right side of the fuselage in the forward portion of the front bomb bay.

Its function is to keep the two pressure accumulators charged with fluid under pressure of approximately 900 to 1100 p.s.i. An automatic pressure switch controls the motor pump. An automatic unloading valve is incorporated in the engine-driven pump pressure line which wll operate to load the accumulators in the event of failure. An emergency auxiliary valve is located above the electrically-driven pump for use in event of engine-driven pump failure. With this valve "ON", the electric pump performs all of the operations of the engine pump.

Both accumilators are connected to the power brakes. They furnish the hydraulic pressure nedded for the brakes in landing and maneuvering as well as having an ample reservoir for parking. The forward accumulator furnishes fluid for the emergency and utility bomb door operation. A check valve seperates the accumulators in such a way that fluid cannot flow from the rear accumulator to the forward accumulator, thus preventing the loss of the brakes due to damage of the bomb door accumulator.

Three pressure guages on the co-pilot's panel indicate the pressure in the brake accumulator as well as in the circulating system.

The landing gear and flap retracting systems are not designed to be operated simultaneously, always operate them one at a time.

(b) Operation: Fluid, to the engine-driven pump, is drawn from the reservoir through two lines placed at different levels in the tank. The main supply of oil is normally taken through the upper line. The hydraulic fluid level is above the higher outlet in normal operation. In the event of a line failure on the pressure side of the pump, causing the pump to empty the system, the level cannot drop below this upper outlet, because the pump would then take in air. Thus the pump cannot completely empty the reservoir tank, but can only bring the fluid level down to the height of the upper outlet. This outlet is placed high enough to leave sufficient fluid for one complete operation of all services with no fluid being returned to the tank.

In the event of such loss of fluid, the engine-driven pump and the electrically-driven pump may be connected to the bottom of the reservoir by closing the valve provided in the upper outlet. This should be done only after steps have been taken to insure that no further loss of fluid can take place. These steps include repairing the broken line, isolating it from the system by closing valves, etc. In case of failure of any part of the main line from the reservoir to the engine pump, the hand pump may be used to complete the operation of all services without returning any fluid to the tank.

<u>CAUTION</u>: For all normal operations the valve from the reservoir must be kept open.

(c) Control Valves: The valves controlling the landing gear and bomb doors pressure, self-return type. That is, they have to be tripped for operation only. The valve remains open to the end of the operating cycle. When the cycle is completed the hydraulic pressure in the system builds up above normal and forces the control valve back to the neutral position. The landing gear valve control handle is located on the left side of the control pedestal.

The wing flap valve, located on the control pedestal, is an automatic hydraulic return type which returns to neutral as soon as released, provided the flaps have reached one of their extreme positions, up or down. It is necessary to manually return the handle to neutral after any other setting is obtained.

The bomb door valve forms part of the controls on the left side of the bomber's compartment, along with the "arm" and "salvo" levers. The utility valve which operates the bomb doors from the pressure accumulator is described in paragraph a. above.

The power brake valves are controlled by a mechanical linkage from the brake pedals.

(d) Hand Pump: The hydraulic hand pump, located outboard of the co-pilot's seat, is mounted on the floor and has a removable handle. This pump has a displacement of 2 cubic inches per cycle and delivers 1000 pounds pressure to the line for a 50 pound pressure at the handle. This pump draws fluid through line from the bottom of the reservoir and may be used to operate any hydraulic service, in emergency. It also operates a seperate line to the wing flaps.

(e) Normal Operating Pressure: The hydraulic pressure guage on the co-pilot's instrument panel should indicate not over 50 pounds per square inch pressure with no controls operating. With any service being used, this pressure should rise to between 100 and 1100 pounds per squre inch, depending on the mechanisms being operated. The wing flaps should be operated before flight to allow the pilot to check the system and also give the co-pilot a check on the operating pressures built up at the guage. The brake pressure guage should always show a pressure of approximately 900 - 1100 pounds in the accumulator.

3. Operation of Main & Nose Landing Gear.

Accidental retraction of the landing gear while the aircraft is on the ground is prevented by a system of electrical locks. A switch on the left oleo, a solenoid lock and a push button switch on the landing gear control valve handle make the main parts. The switch on the left oleo is operated when the the oleo is compressed causing the circuit to be open. When the oleo is extended the circuit is closed and current will flow to the landing gear lever switch. When this switch is pressed the solenoid is energised and allows the lever to be pushed forward to the "UP" position. It is not necessary to press the button to pull the lever to the "DOWN" position.

(1) To Retract Landing Gear.

Press button on top of lever and push lever to "UP" position. The hydraulic jacks on each wheel automatically releases the down latches on the drag links and raises gear to "UP" position and the latches automatically lock each gear in retracted position. When the jack reaches the end of its stroke the control valve lever returns to its neutral position automatically due to the excess pressure built up in the system. If the gear has not latched, push the control lever forward again to re-apply pressure to the jack. When the landing gear wheels have started towards their retracted positions the green light on the instrument panel will go out.

Retraction time will vary from approximately 22 secs. at 2700 r.p.m. to 49 secs. at 1200 r.p.m.

Crew members must not be in the nose compartment during the retraction period.

(2) To Extend the Gear.

Pull lever back to "DOWN" position, when the hydraulic jack on each gear will unlock the "UP" latches and lower the gear. The gear will be locked "DOWN" by latches.

When the landing gear is fully "DOWN and locked, a green light on the pilot's instrument panel will flash "ON".

The control lever will return to neutral, due to excess pressure built up in the system. If the gear is not locked, the lever should be pulled back and held until it latches lock.

In emergency retraction and extension operations, a hand pump can be used.

4. To Extend Landing Gear : EMERGENCY OPERATION.

In case the engine-driven, electrically-driven, and manually operated pumps have failed, making it impossible to lower the landing gear, the following procedure for emergency manual operation MUST be followed:

(a) Place the selector valve in the "DOWN" position and hold it there until the emergency operation has been completed.

(b) Turn the hand crank clockwise for approximately 30 turns. (Note: This hand crank and gearbox located on the forward side of the front spar atthe centreline of the airplane and may be reached while standing on the extreme forward end of the catwalk.)

The first few turns of the crank releases the main and nose gear up-latches and trips the nose gear dump valve.

The main gear will fall by its own weight as the crank is turned but the weight of the nose gear will create a tension on the cable and crank until it reaches its high point,from where it will then fall free to the down and locked position.

The crank must be turned, however, until the main gear is down and locked. During the turning of the crank, the pressure or effort required varies, increasing to above 30 lbs. after approximately 7 or 10 turns, decreasing until approximately 28 turns an then increasing to the final turn which locks the main gear in the down position.

(c) On the B-24D airplane check the indicator light on the pilot's instrument panel. As an additional precaution, check both gears visually to see if they are down and locked. If for any reason the nose gear fails to go down and lock, it may be forced down by a man in the nose wheel compartment.

(d) Before the gear is retracted again, or immediately if possible, these steps must be followed:

1. Return the hand crank to its original position by cranking counter-clockwise for approximately 30 turns. Be careful to avoid cranking too far and allowing the cable to jump off the drum.

2. Reset the overtravel lockpin (located on the left hand fitting of the rear nose gear drag link at Station #3) by pulling out the handle, turning 60° counter-clockwise and setting in shallow groove.

3. Reset the dump valve (located approximately 3½" aft of the nose gear upper left hand fuselage attachment fitting) by returning lever to its vertical position, replacing cable and pivoted arm bolt in slot and replacing safety lockwire on arm.

4. Reset the release lever(located on the nose landing gear upper left hand fuselage fitting) by pushing outboard on the curved trip arm and rotating the longest arm down to a position below horizontal at which the cable is taut. Replace saftely lockwire.

In the event that one or more units of the landing gear fails to fall into the down position, the following should be done:

(a) Return selector valve to neutral immediately.

(b) Return the emergency crank handle to its original position by cranking counter-clockwise approximately 30 turns.

(c) If only the nose gear has failed to fall completely down and locked, it may be forced down by a man in the nose compartment. (NOTE : Be careful and do not get in the way of the nose gear mechanism while it is operating.

(d) If either or both of the main landing gears fail to fall partly or at all, do the following :

1. Reset the dump valve as described in paragraph (3) (d) 3. above, or remove the spring from the dump valve lever and allow the lever to go automatically to the vertical or shut position.

2. Also reset the overtravel lockpin and the release lever of the nose gear as described in paragraph (3) (d) 2. and 4. above.

3. Put the selector valve in the "UP" position and attempt to raise any gear that is apparently jammed.

4. If either or both main gears fail to fully retract, a second attempt at emergency lowering the gear is not recommended on airplanes on which the dump valve on the nose gear allows the fluid to be lost. The loss fluid may prevent retraction of the gears that are working as well as the use of the other hydraulically operated mechanisms, such as flaps, bomb doors, etc. Also the partly lowered gear would present an increased hazard in the event that a belly landing is attempted.

5. Landing Gear Indicating System.

(a) A green light on the pilot's instrument panel is lighted whenever the landing gear is down and locked.

(b) Warning Signal: In addition to the green light failing to flash on, further warning of gear not down or improperly latched is given by an elebtric horn connected to the throttle controls. When the throttle is moved backward to approximately 3/4 closed, and any landing wheel or nose wheel is not extended and locked, the horn will blow until the gear has been extended and locked, or until the throttles are opened to higher engine speed. the horn may be silenced by pressing the pilot's interruption switch on the pilot's electrical switch board. The horn will then remain silent unless the throttles have bben opened again, resetting the horn relay so that another closing of the throttles would again actuate the horn. The horn interruption switch is useful in the event it is necessary to continue flight with one or more engines throttled.

6. Bomb Door Emergency Operation.

In case of failure of the bomb door pressure accumilator, the doors may be manually opened by engaging and turning the cranks, stowed at centre of bomb bay. N.B. Before opening doors manually, hydraulic selector valve must be in "OPEN" position.

7. To Jettison Bombs or Droppable Fuel Tank.

Pull emergency release handle on pilot's control pedestal.

(a) First part of pull will open bomb doors.

(b) Last part of pull will release bombs or fuel tank.

N.B. Indicator light should show bomb doors "OPEN" before completeing last part of pull.

8. Wing Flaps Emergency Manual Operation.

With hand pump, turn valve to main system in emergency selector at right of co-pilot's seat to "OFF" and turn flap valve "ON" as given on instruction plate. Operate hand pump until flaps are lowered.

9. Nose Wheel Doors Emergency Operation.

Operated by a cable connected to a lever on its respective side of the fuselage. To open doors in an emergency, each lever, located in the Navigators compartment should be pulled as far as it will travel.

10. Anti-Icer and De-Icer Equipment.

(a) Propellor Anti-Icer System: The anti-icer slinger rings are integral parts of the Hamilton-Standard Propellor hub used on this airplane. The fluid pump control switch and rheostat are located on the co-pilot's instrument panel. The fluid capacity of the anti-icer supply tank is 6 gallons. Fill with 85% denatured alcohol and 15% glycerine. To operate the system:

1. Turn the control switch "ON".
2. Set rheostat to desired rate of flow.

(b) Wing De-Icer System: Goodrich de-icer shoes are mounted on the wing leading edge and on the leading edges of the vertical and horizontal stabilizers. The vacuum pumps for shoe operation are driven by the two left.engines (#1 and #2).

An electrically driven distributor valve controls the inflation and deflation of the shoe sections. One complete revolution of the valve takes approximately 40 seconds. The de-icer system is controlled from a valve on the co-pilot's instrument panel. In order to allow the use of either vacuum pump for instruments or de-icing, a selector valve is located on the forward face of bulkhead #4.1. on the left side of the airplane. To operate the system:

Push the valve handle to the "ON" position.

This connects the de-icer pressure line to the system and starts the electric distributor valve.

11. Brakes.

(a) Description: Both main landing gear wheels are equipped with Hayes, dual hydraulic expander tube type brakes, individually controlled, in the conventional manner, by pedals on the tips of the rudder pedals. For taxying, brakes may be controlled by toe pressure applied to the brake pedals, which operate independently of the rudder pedal position.

(b) Parking: Pressure for parking with the brakes locked is supplied by a hydraulic accumulator. To set the brakes for parking the following procedure should be followed:

1. Depress both pedals fully.
2. Pull brake parking lever on control pedestal to "lock" position.
3. Release pedal pressure.
4. Brake pedals should remain depressed, indicating that the parking lock has engaged.

To release the parked brake, press on the rudder pedals and the parking lever will drop and disengage.

N.B. A cover is provided for the nose wheel door to close off the opening when the airplane is parked.

12. Brakes.

The aircraft must never be parked with brakes "ON", until time has been allowed for the cooling down of drums, shoes, etc., or damage will result to linings and drums owing to the great loading placed on these units by the contraction of the brake assembly.

13. Fuel System.

General Description.

The fuel system consists essentially of twelve self sealing cells in the wing centre section, four electrically-driven booster pumps, four engine-driven fuel pumps, and four strainers. All engine-driven fuel pumps are Army Type G-9. Engine primers are electrically controlled. An electrically powered fuel transfer system is provided on the B-24D.

The normal fuel flow is from the tanks through the booster pumps and the strainers, to the engine-driven fuel pumps in the nacelles, then to the carburettors.

The electric-driven primer control and the electrically-driven booster pump switches are mounted on the co-pilot's electric panel. A spring-loaded device is incorporated in the throttle controls so that they will move to approximately 65% power, and the waste gates will open full in the event of a break in the control system. The fuel transfer pump is mounted on the left side of the aeroplane above the wing rear spar. Its control is mounted on the rear face of the pump mounting brackets. The fuel shut-off valves are located under the wing front spar at the right and left side of Station #4.2. There is one valve for each set of three cells.

The fuel tanks are filled directly through filler fittings on the top of the wing.

1. Indicator Gauges.

Sight contents gauges (with shut off cocks) are mounted on the bulkhead behind the wireless operator's station to port. They should be read when the bubble in the bubble level., fitted aft and below the gauges, is central (when the aeroplane is in the 2° nose up position). The outboard tank gauges then read, on the average, 38 gallons high and the inboard 19 gallons high. As the tanks empty a further error tends to arise from the flexibility of the self-sealing cells.

2. Fuel Transfer Pump.

A fuel transfer pump is mounted on the rear spar at wing station #1, on the left side of the aeroplane. On the B-24D only, a Pesco Type G-10 electric pump is used.

Stowage for the fuel transfer hoses is provided on the drip pan below the fuel transfer pump.

In order to eliminate syphoning action it is necessary to remove the fuel transfer hoses and stow them whenever they are not in use.

3. Electrically-Driven Booster Pumps.

A Thompson electrically-driven booster pump is connected in series with each engine-driven fuel pump. Each booster pump is mounted at the tank outlet.

4. Engine Driven Fuel Pump.
Each engine is equipped with a Pesco G-9 Type engine-driven Fuel pump. These pumps draw their fuel from the fuel tanks through the booster pump.

5. Valves.
Located under the wing, on the right and left side of the aeroplane at Station #4.2. are the Fuel shut-off Valves.

6. To Transfer Fuel.
Connect one end of the short piece of hose to "Pump Inlet" and other end to connection for tahk to be drained. Then, using the second piece of hose provided, connect the outlet from the transfer pump to tank to be filled. Switch on the pump motor. Check the amount of fuel transferred on the appropriate fuel guage.

14. Oil System.

General.

(a) Description. Each engine nacelle contains its independent oil system. The removable tank at the rear of the engine mount has a maximum oil capacity of 39 gallons. Each system is also equipped with a 12 inch oil temperature regulator attached to the engine mount, a "Y" drain valve, and oil dilution valve and the necessary miscellaneous valves and fittings.

To accelerate warming up of the engine oil, each oil tank is fitted with a hopper or accelerating well extending from the outlet at the sump to the top of the tank. In operation, hot oil from the engine is discharged into the well at the top of the tank while oil from the engine is drawn off at the bottom. Thus, only a small volume of oil is actually circulated through the oil system, thereby allowing a more rapid engine warm-up. Oil from the rest of the tank only enters the well as oil is used up and the well level drops, causing fresh oil to flow in through holes in the sides of the wall.

(B.24D) : Oil flows from the well into the sump then forward through the "Y" drain fitting to the engine. The oil dilution valve is connected to this "Y" fitting. From the engine oil goes to the automatic oil temperature regulator. There a viscosity valve controls the routing of the oil through the radiator core for cooling or by-passes it around the shell. The oil then returns to the accelerating well in the tank to repeat its circulation cycle.

(B.24D #41-11630 and on) : Oil from the engine is automatically controlled by a thermostatic valve which passes the oil directly through the valve and back to the engine or through the core, depending on the temperature of the oil.

An oil line from the bottom of the oil tank sump extends to the oil line fitting on the supercharger. Another fitting, near the top of the tank, is connected to the main oil line from the engine and also to the supercharger oil-out line. The oil-in supercharger line is provided with a filter to keep the supercharger lines free from extraneous matter in case of engine failure. The supercharger regulator is also lubricated by the main oil system. Oil to the regulator is taken from the engine, passing through a relief valve before reaching the regulator; the return oil is led back into the top of the oil tank hopper.

(b) Controls & Indicators. : The oil dilution valve in each oil system assists cold weather starting. Its purpose is to dilute the oil with petrol at the end of each engine run so that the oil remaining in the engine will be thinned sufficiently to allow easier starting of the cold engine. The dilution valves are solenoid operated. The control switch is mounted on the co-pilots electrical panel. Particular attention should be paid to the amount of oil dilution allowed.

Petrol used for dilution will evaporate during warm up as oil warms up.
The co-pilot's panel carries dual oil pressure and temperature guages, Pressure is measured at the pressure side of the oil pump. The oil temperature is that of the oil entering the engine and is taken at the "Y" valve where the oil leaves the tank.

15. Controls. Engine.

Throttle Controls, and Mixture Controls.
The four throttle levers are mounted in the centre of the top of the control pedestal. There is no automatic boost control, and care is necessary to avoid exceeding the maximum permitted boost when opening the throttles or losing height. Spring catches are fitted on some aeroplanes at the take-off throttle setting. The four mixture levers are on the right of the throttle levers. Each has four positions marked IDLE CUT OFF, AUTO LEAN, AUTO RICH, FULL RICH EMERG. The last setting is for use only if the automatic control fails.

(a) THe Full Rich Position is obtained by opening the automatic mixture control by-pass valve thus making the carburettor irresponsive to changes in pressure and temperature (recommended only for emergency operation or when the automatic mixture control unit is believed defective.)

(b) Automatic Rich Position is the usual position for all operation except cruising, automatically maintaining the desired fuel/air ratios at all throttles position, engine speeds and loads, automatically compensating for changes in temperature and pressure.

(c) Automatic Lean Position is a leaner setting than Automatic Rich, suitable for cruising operation under favourable conditions. Automatic Lean is 10% to 15% leaner than Automatic Rich depending upon the particular carburettor setting.

(d) Idle Cut-Off Position will cut off fuel to the engine and will stop the engine regardless of throttle position and engine speed.
The accelerating pump is operated by and in proportion to the momentary changes of air pressure in the supercharger entrance and is not connected with the throttle or throttle controls. Hence, when the engine is not running, no fuel is pumped from the carburettor when the throttle is moved, no matter how rapidly.

(e) Propellor Controls.
The control switches are on the control pedestal but the feathering switches, which override the propellor controls, are located at the top cebtre of the instrument panel.

(f) Carburettor Inter Cooler Air Control.
The two positions of the carburettor air control switches, on the starboard wall of the cockpit, are marked "OPEN" and "CLOSED". The carburettor air control shall be set to the "CLOSED" position if ice forms at the carburettor screen. This condition is indicated by a loss of manifold pressure. Reduce power to avoid detonation. Watch for any rise in cylinder temperatures which would indicate detonation and overheating. When the ice has been cleared, the control shall be returned to the "OPEN" position as soon as possible to protect the engine against excessively high carburettor air temperatures. High carburettor air temperatures may be accompanied by detonation which must be avoided at all times. As long as icing conditions continue, leave sufficient preheat on to prevent icing.

(g) Engine Priming Switches.

Two switches are mounted on the starboard side of the instrument panel. Each has a central (OFF) position and each operating position is marked with an engine number. The priming switch is held to the engine to be primed, with the corresponding fuel booster pump switch ON.

(h) Engine Instruments.

The engine instruments are mounted on the main instrument panel. They are mainly of the dual autosyn type, i.e. one instrument, is used for two engines; two pointers being provided, one for each engine.

(i) Booster Fuel Pump.

Electrically-operated booster fuel pumps are fitted for each of the four engines fuel systems. These are required for high altitude flying to maintain proper fuel pressure. These pumps are also used to provide fuel pressure for starting. Individual control switches are provided on the electrical panel at the right of the main instrument panel.

(j) Fuel System Control Cocks.

Four fuel shut-off valves, two located on each side of the fuselage at the wing front spar, are provided for the purpose of cutting off fuel supply to any one of the four engines.

(k) Engine Cowl Flap Controls.

Four switches are mounted on the starboard side of the instrument panel, marked COWL FLAPS, OPEN and CLOSED. Holding the switch to either position operates the gill motor; the switch is released when the required gill setting is obtained.

16. Electrical System.

Discription. This aeroplane is equipped with a 24 volt single wire, direct current system as the source of power and 400 cycle alternating current is supplied at 26 volts for autosyn instruments, at 115 volts for flourescent lighting and at 3 volt for compass lighting. Power in the B-24D is generated by four 24 volt, 200 ampere, type P-1 generators, mounted one on each engine.

(B-24D. only) 24 volt stand-by power is obtained from three 24 volt 34 ampere-hour batteries, connected in parallel to form a single bank. The batteries are mounted to the left, under the flight deck.

(a) Location of Fuses.

Fuses are distributed throughout the aeroplane and are located in the following places :-

1. Bomber's switch panel.
2. Pilot's panel at L.H. side of cockpit.
3. Co-pilot's panel at R.H. side of cockpit.
4. Aft of bulkhead #4.
5. At station #5.4.

Fuses for radio equipment are located on or near the various pieces of equipment. All fuses are readily accessible during flight.

N.B. When using a battery cart, be sure that aeroplane battery switches, on the co-pilot's panel, are "OFF"

Flight Lieutenant Roy M. Hastie DFC AE ~~RAFVR~~ R Aux AF.

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