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AIR CLASS 27/1650



*298 24 and 1962 Apr  
~~298 24~~ 1962 May-June  
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Reference:-

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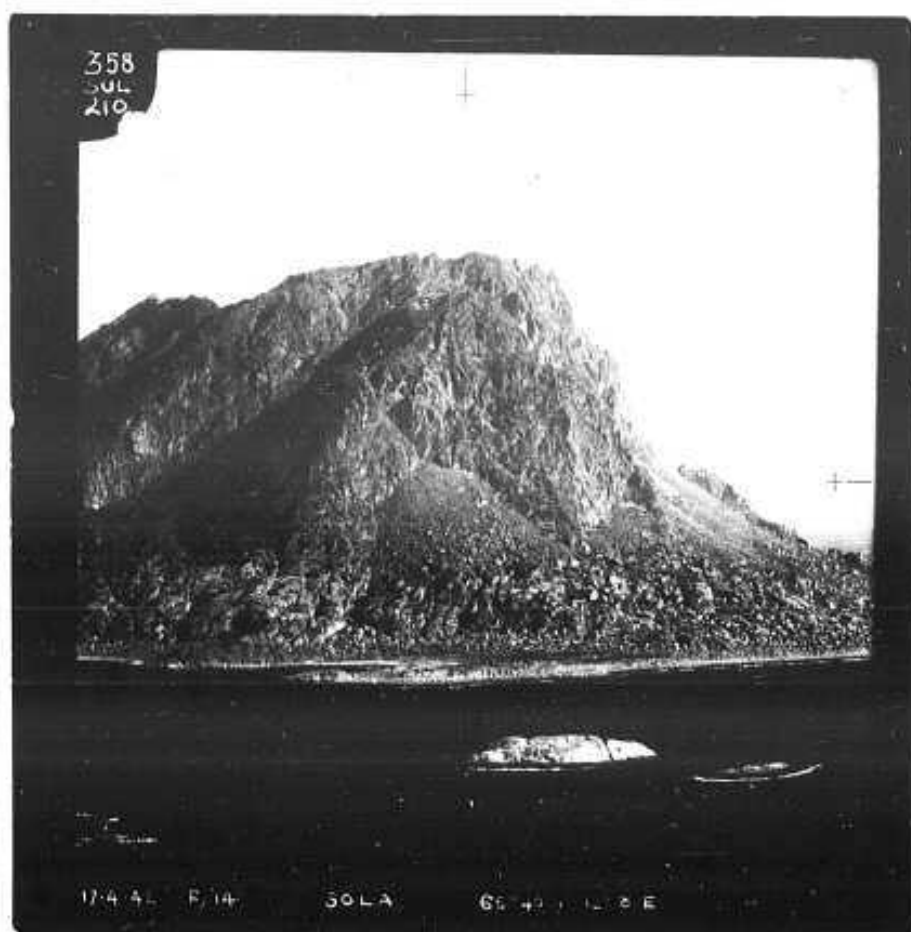
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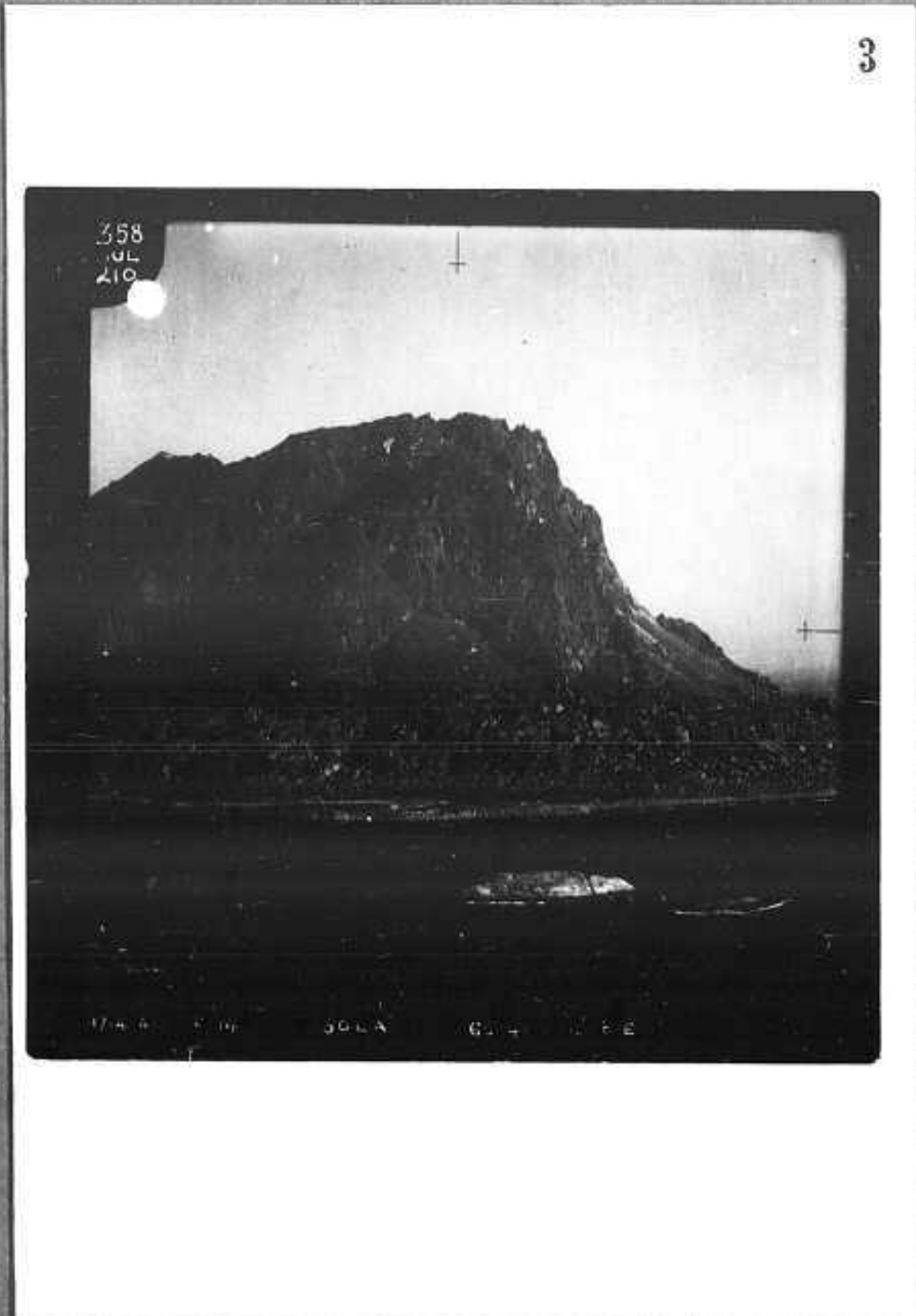
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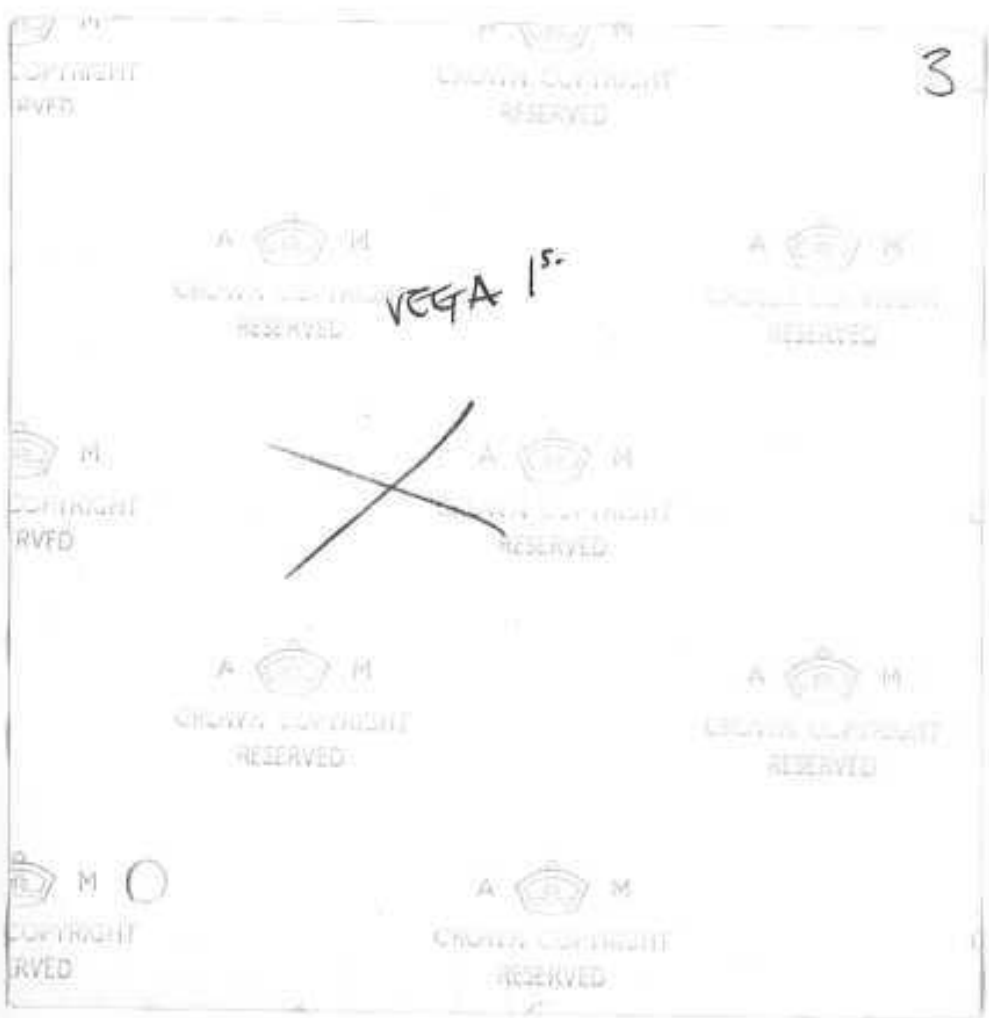
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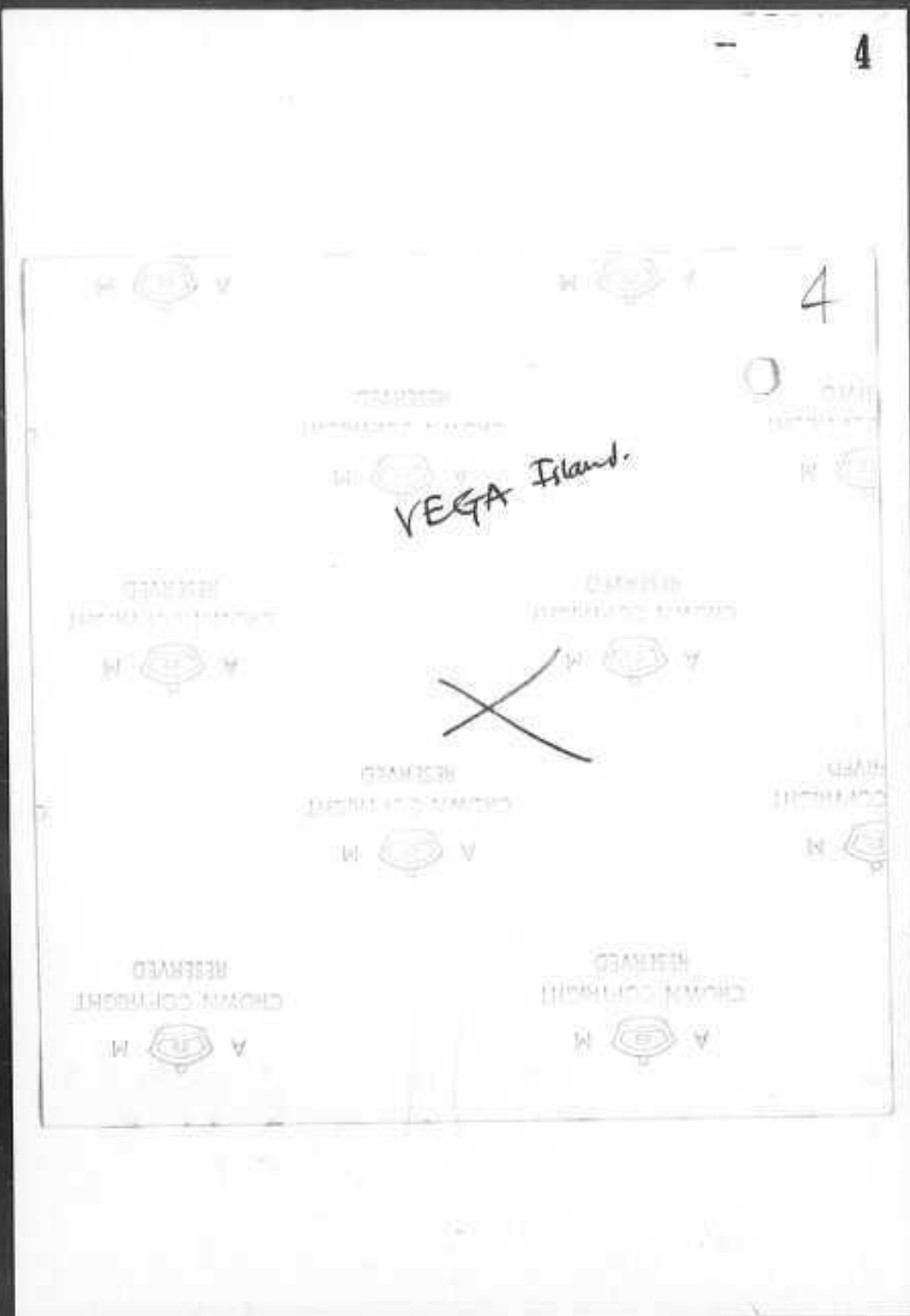


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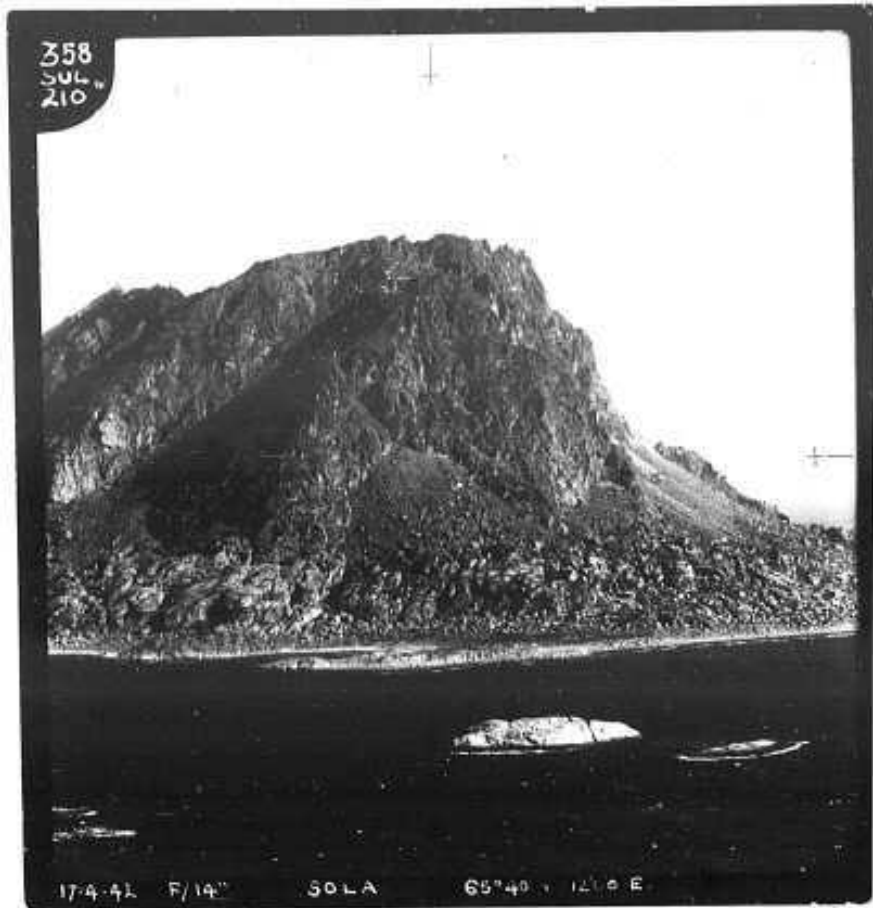
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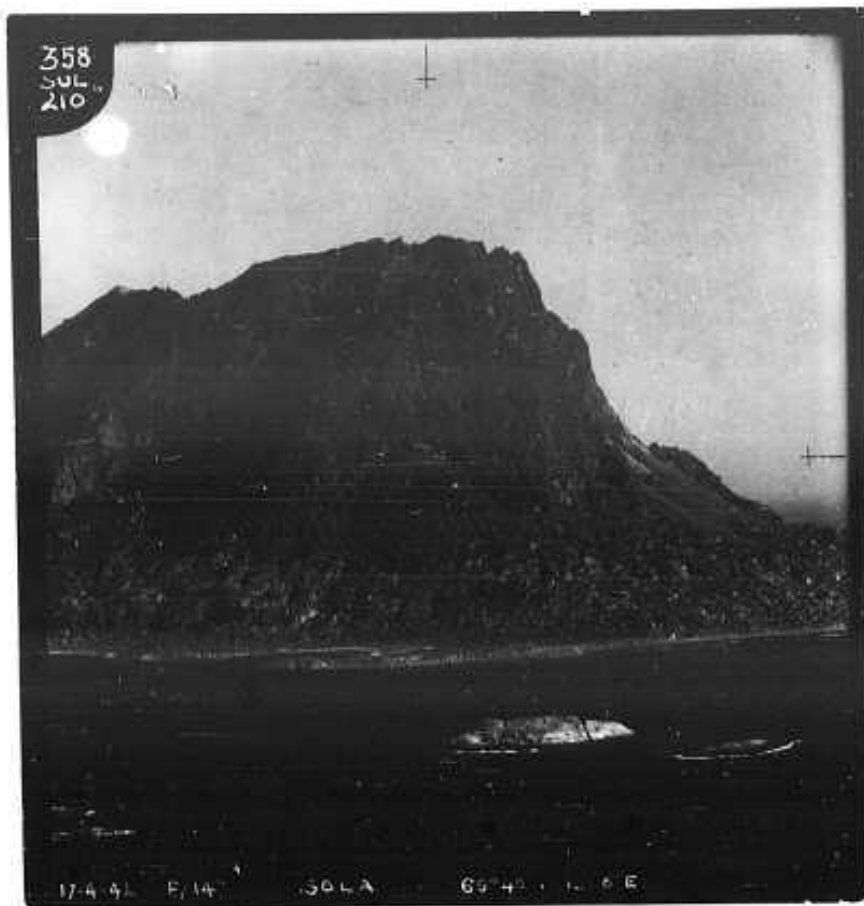
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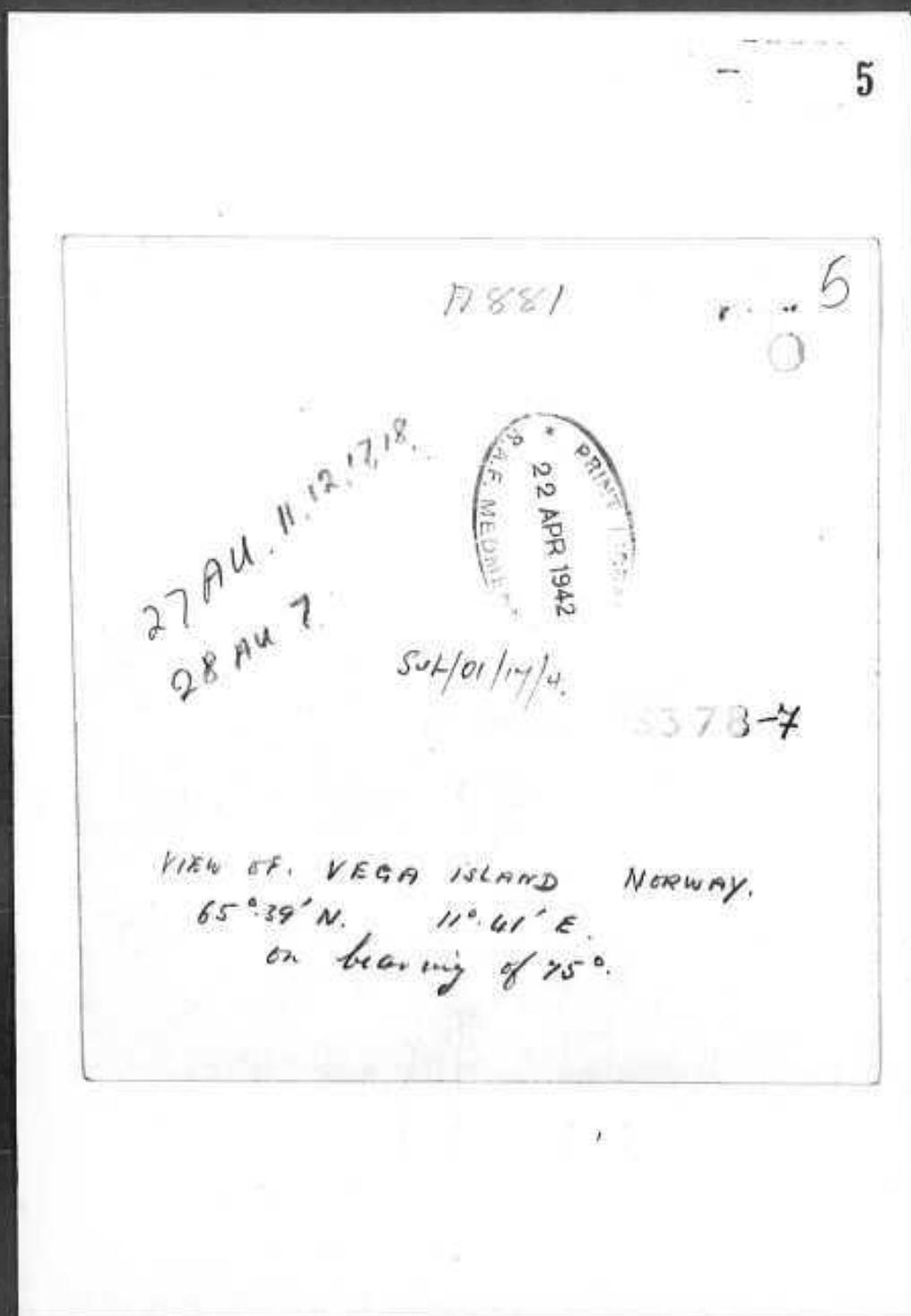
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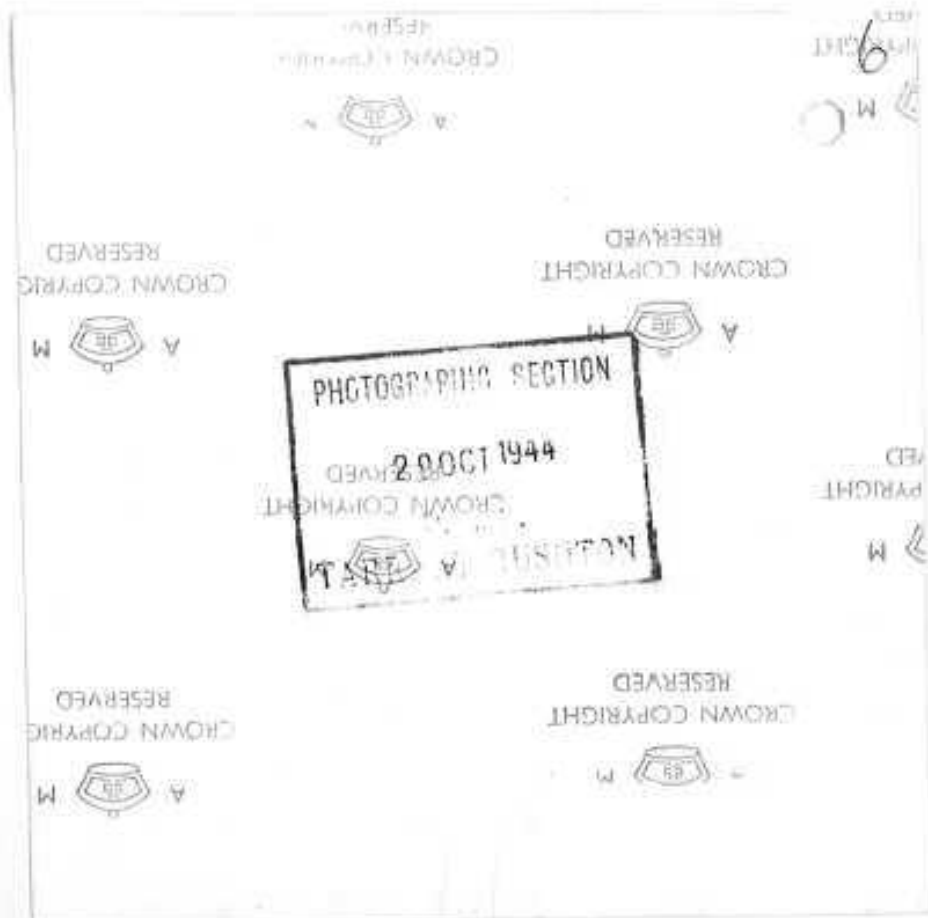
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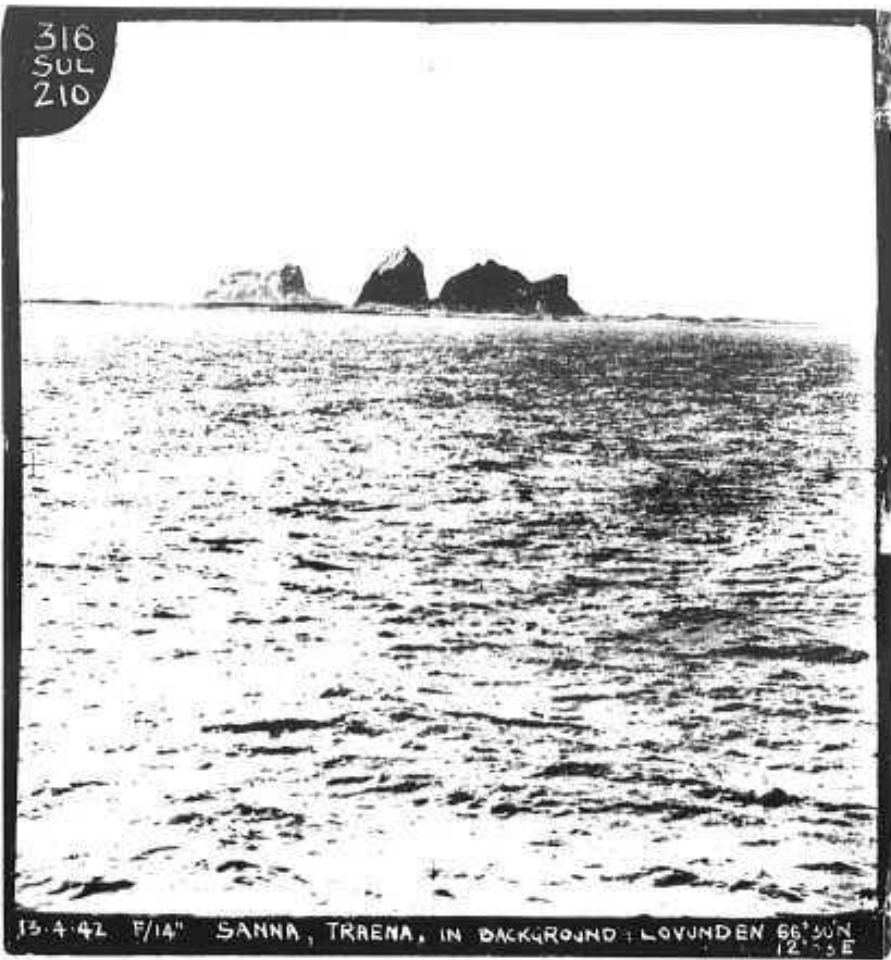
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13.4.42 F/14" SANNA, TRANA, IN BACKGROUND: LOVUNDEN 66°30'N 12°35'E

Reference

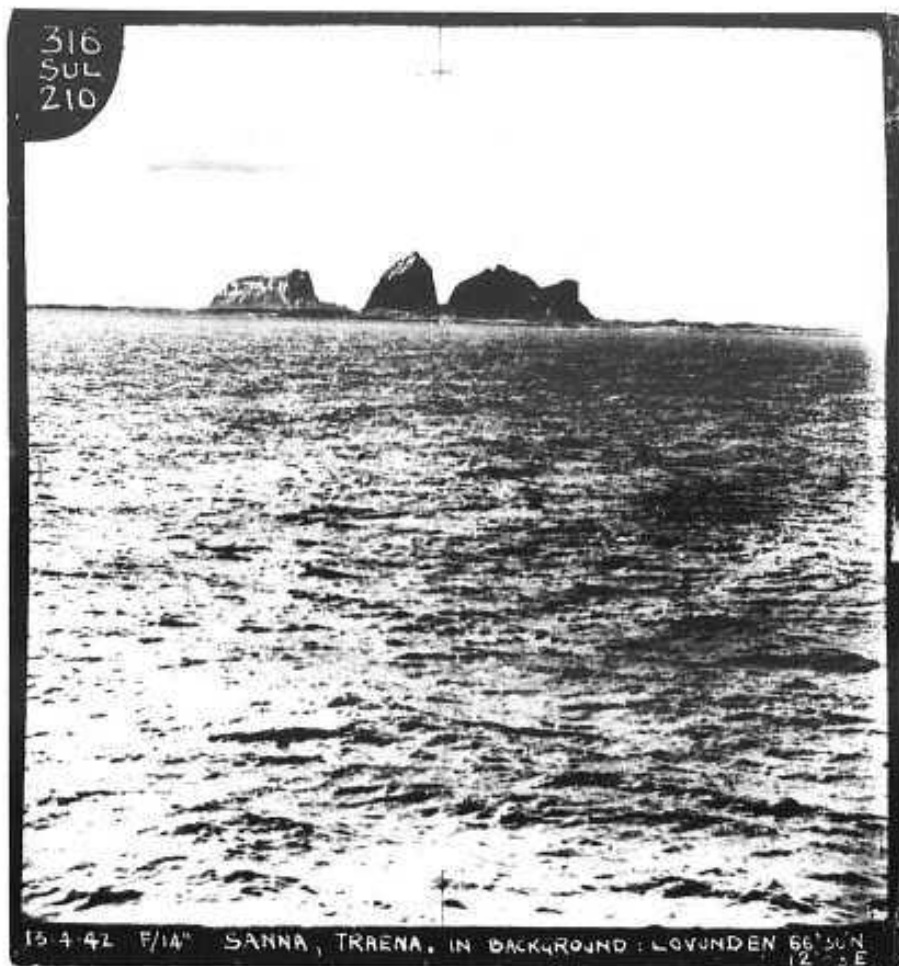
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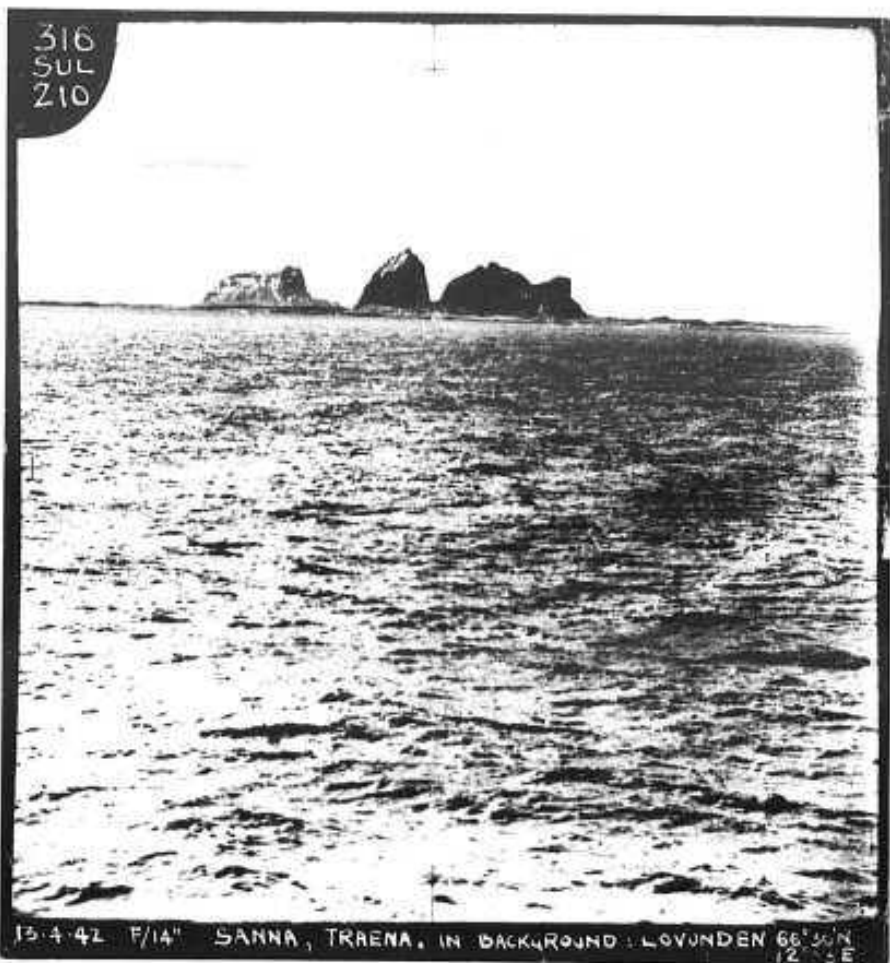
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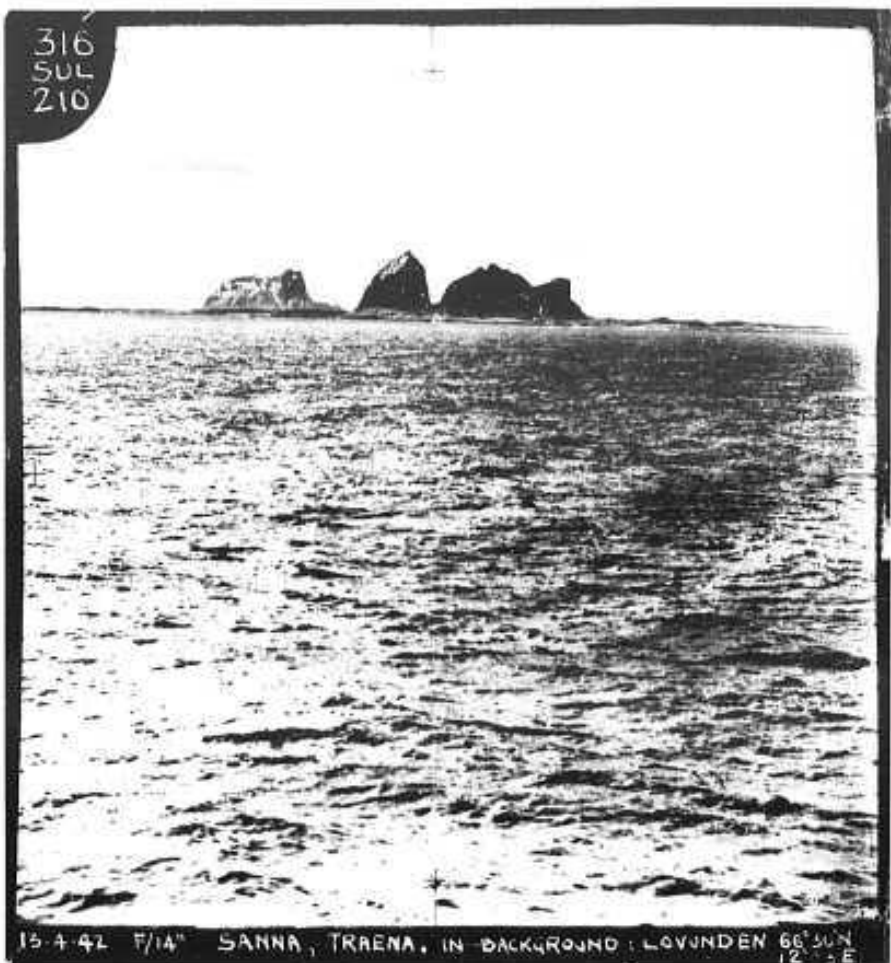
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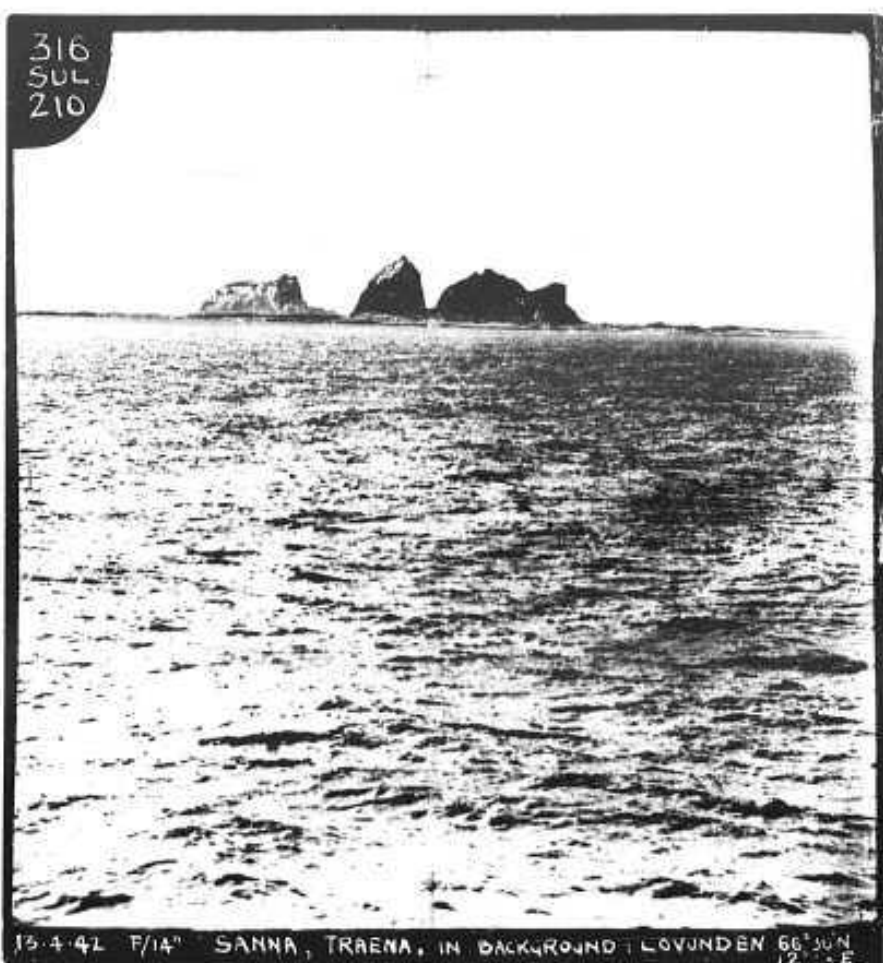
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15-4-42 F/14 Sanna, Traena, in background Lovunden 66° 30' N 12° 35' E

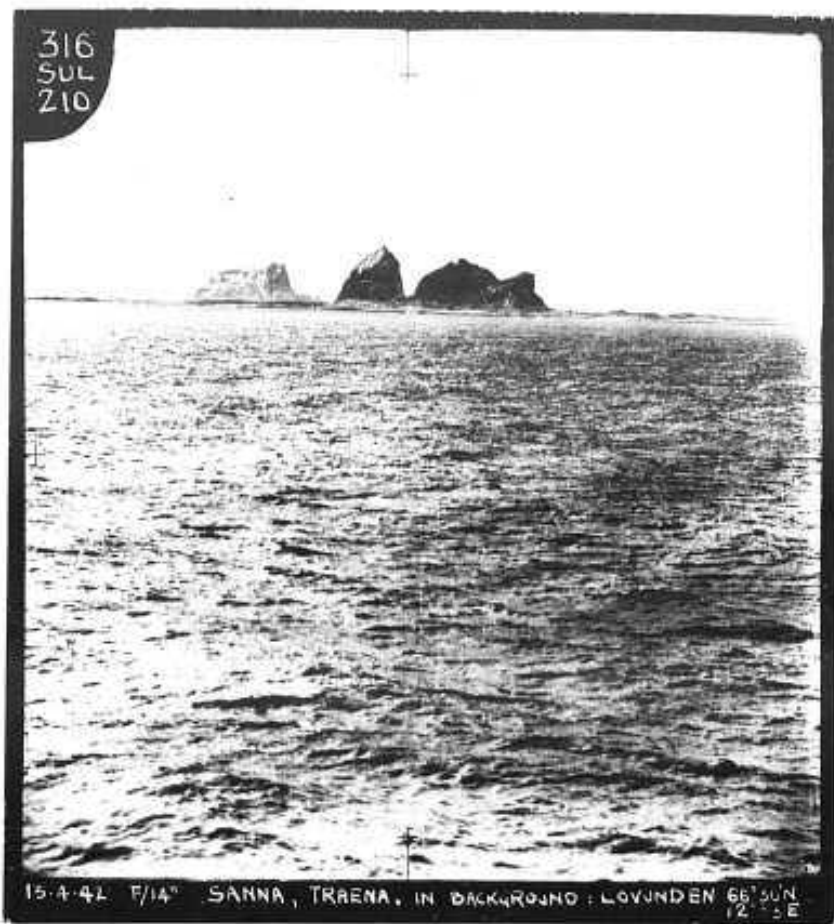
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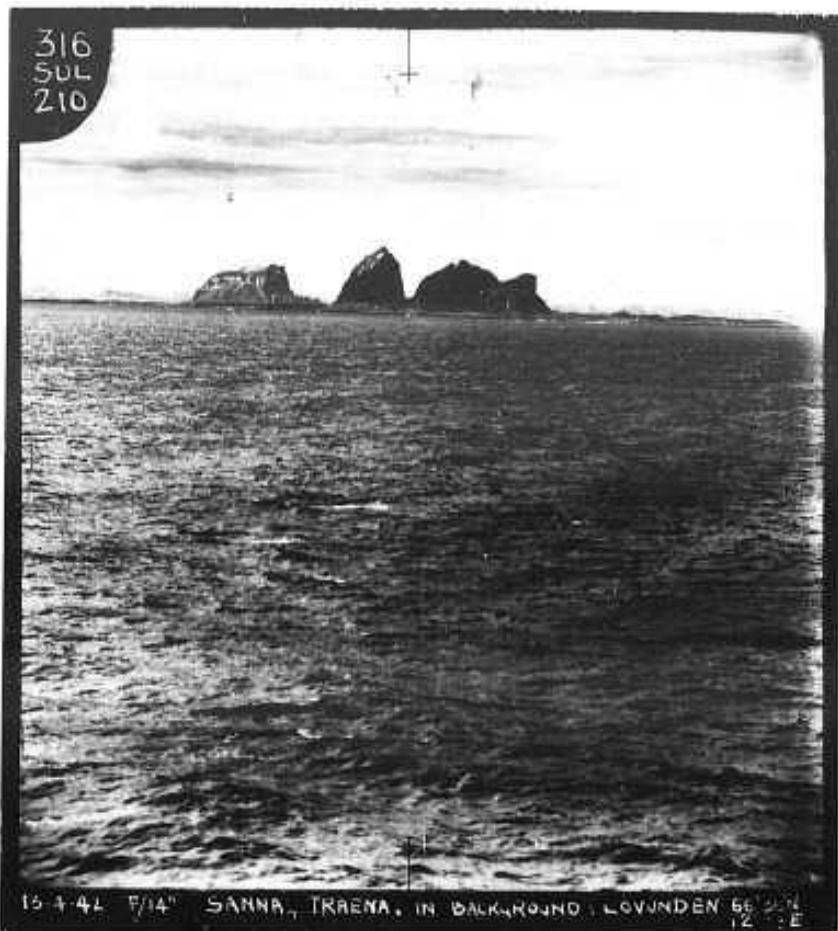
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15-4-42 F/14" SANNA, IRENA. IN DALKHOJNO. LOVJUNDEN 56 2/3 1/2

Reference -

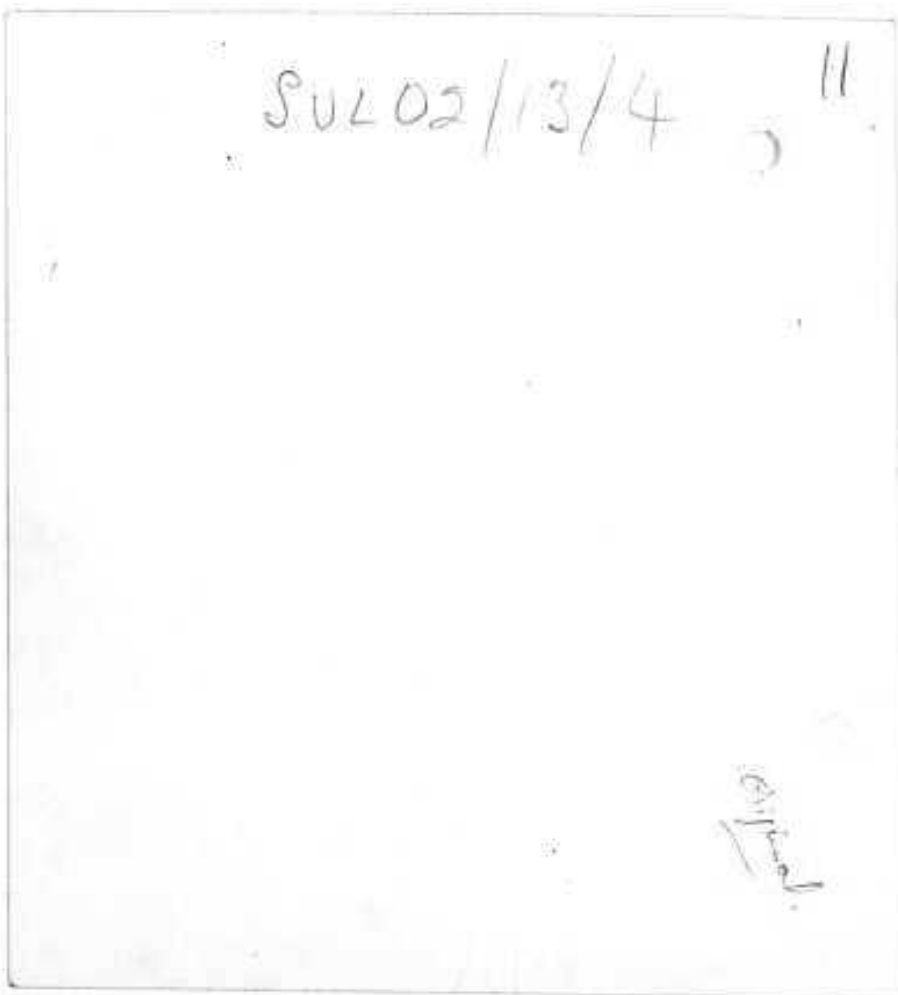
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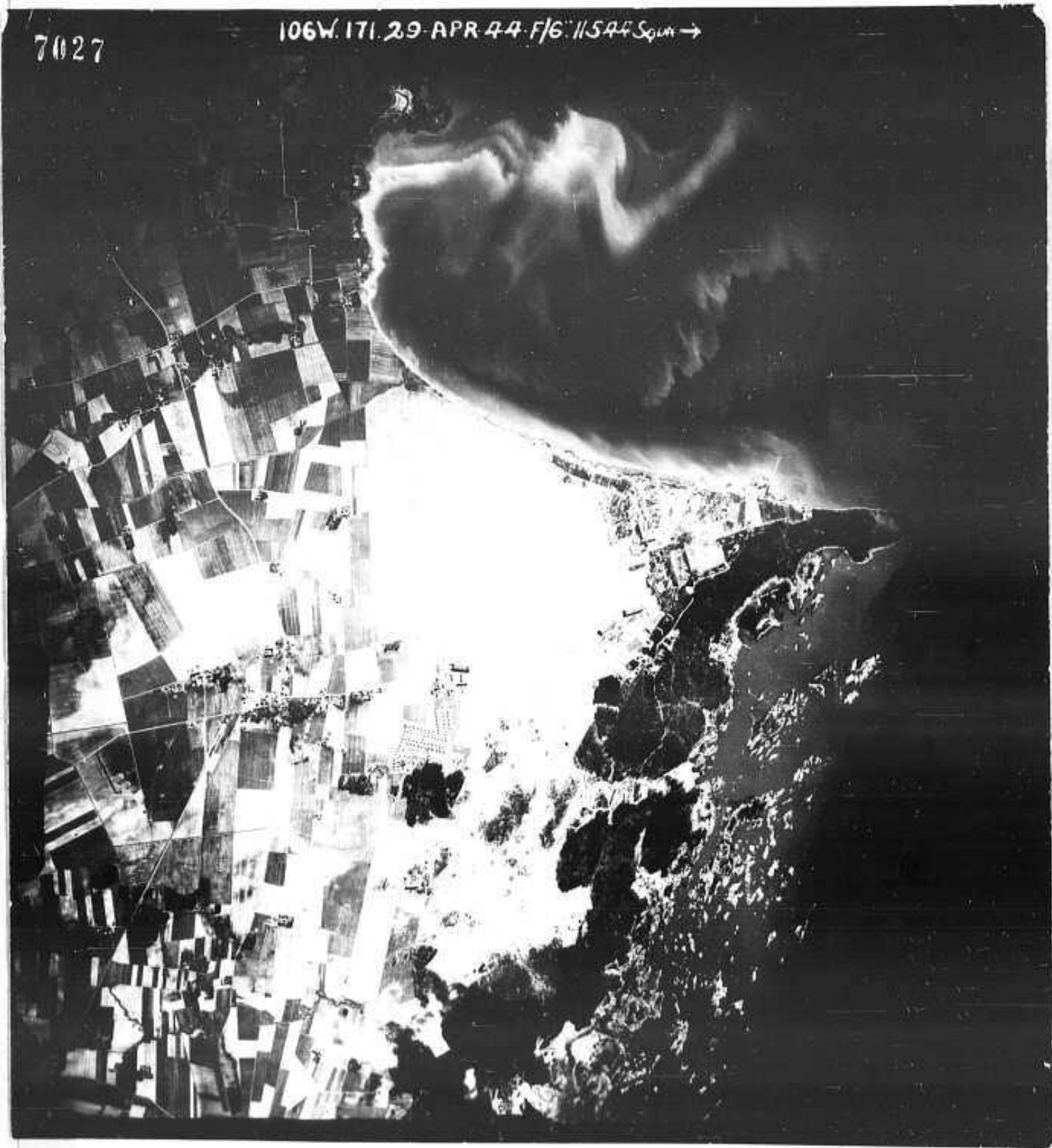
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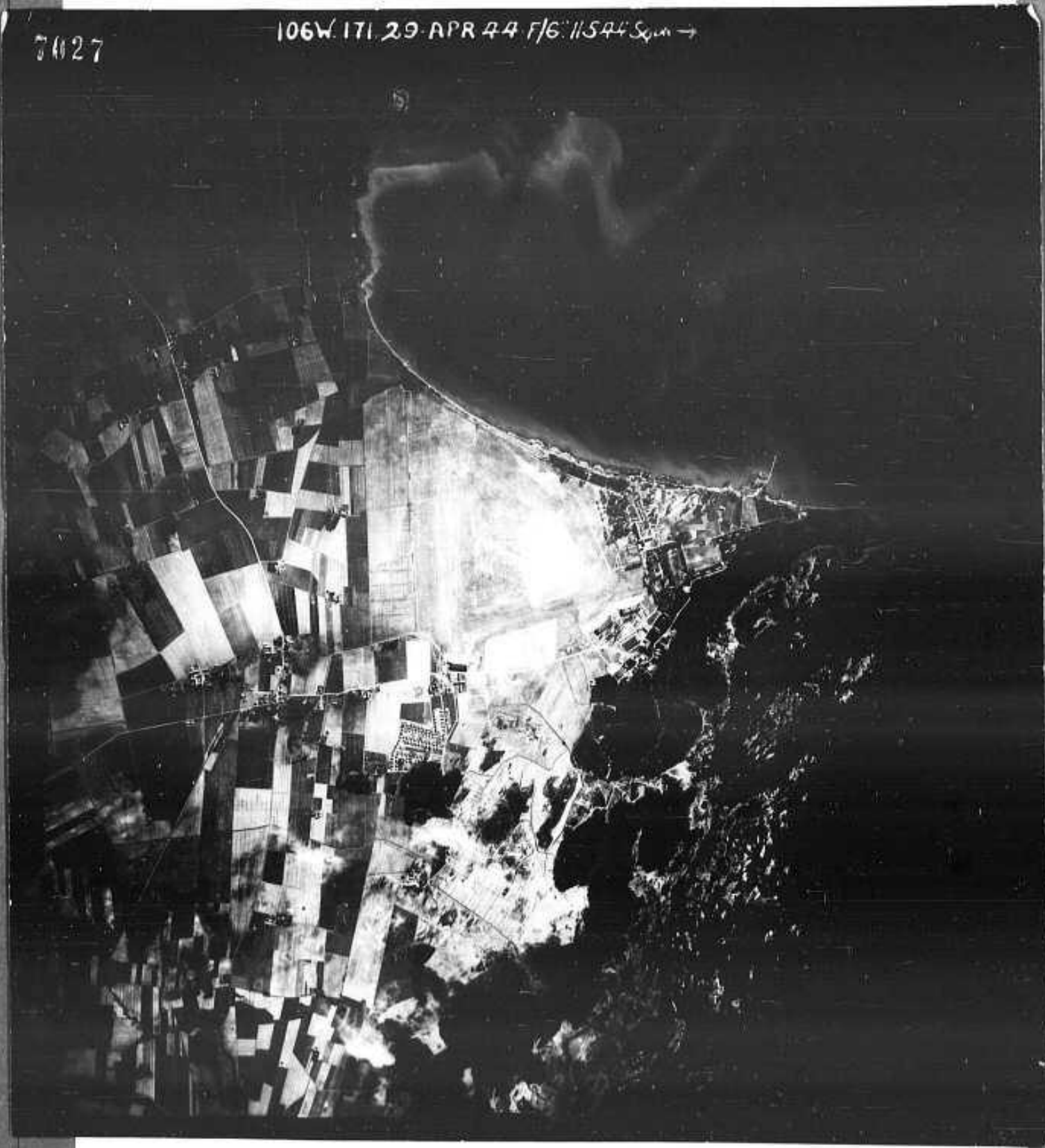
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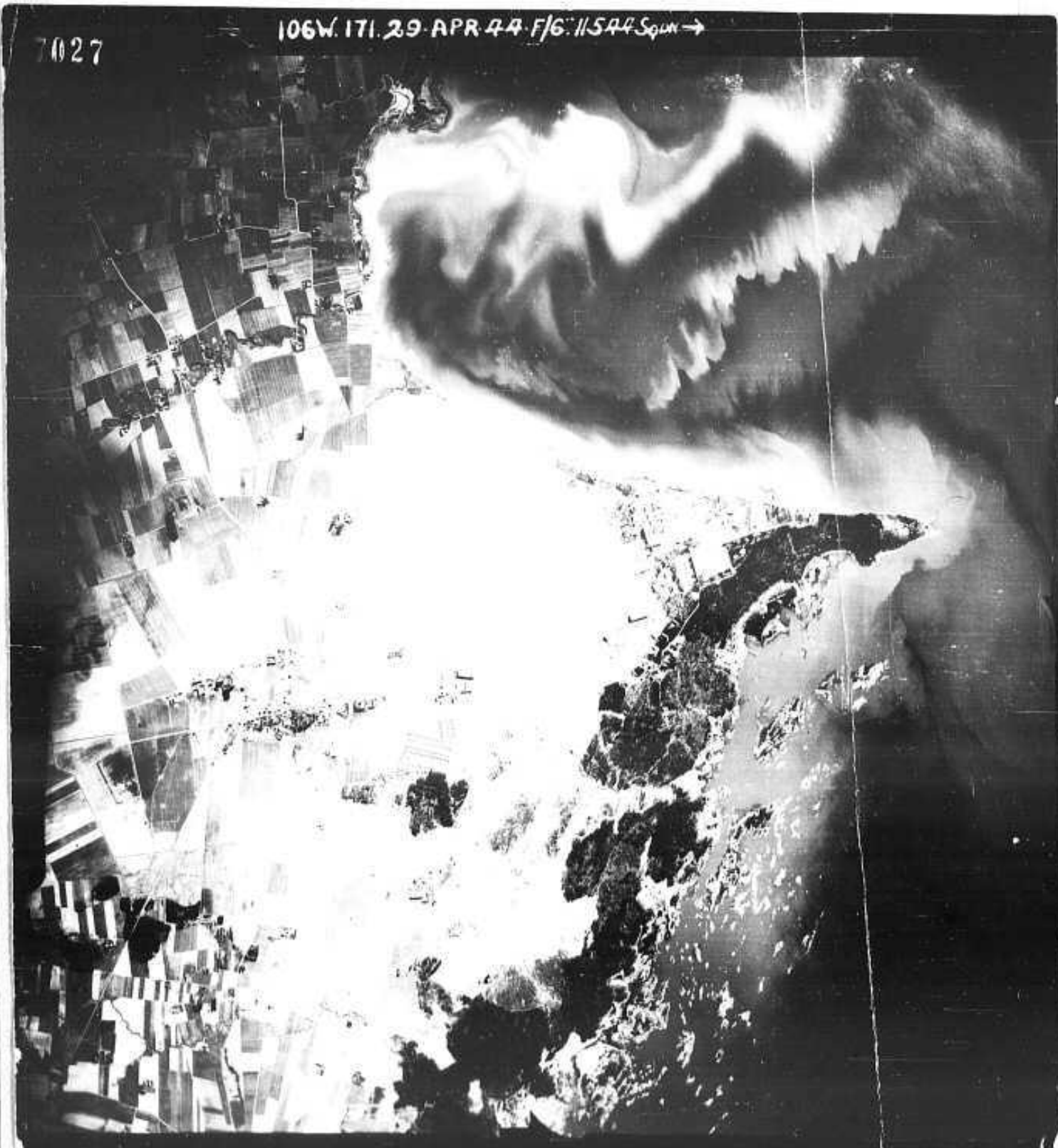
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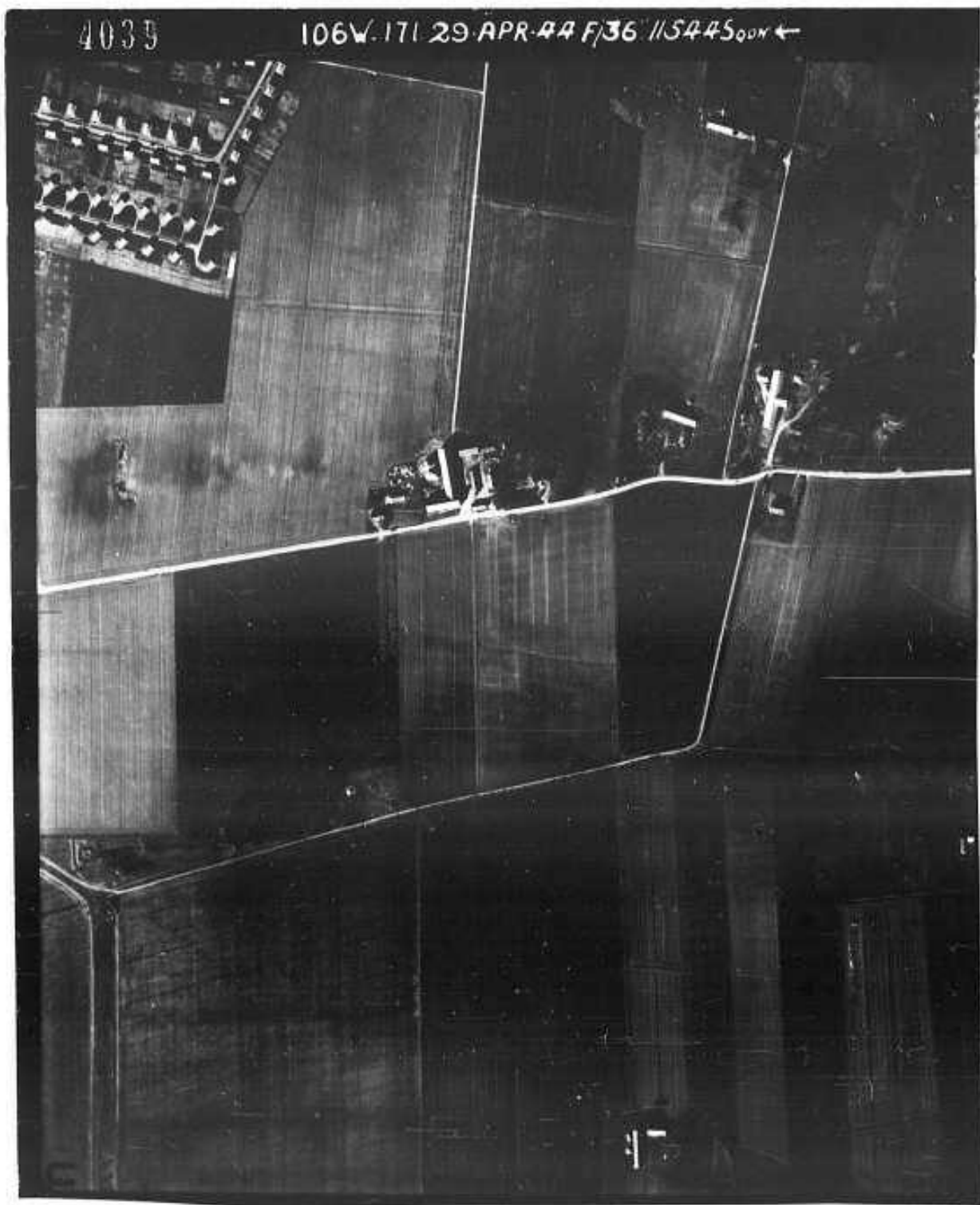
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**SATENAS AF**

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Copyright reserved notices and logos arranged in a grid pattern. A large 'X' is drawn over the central portion of the grid.

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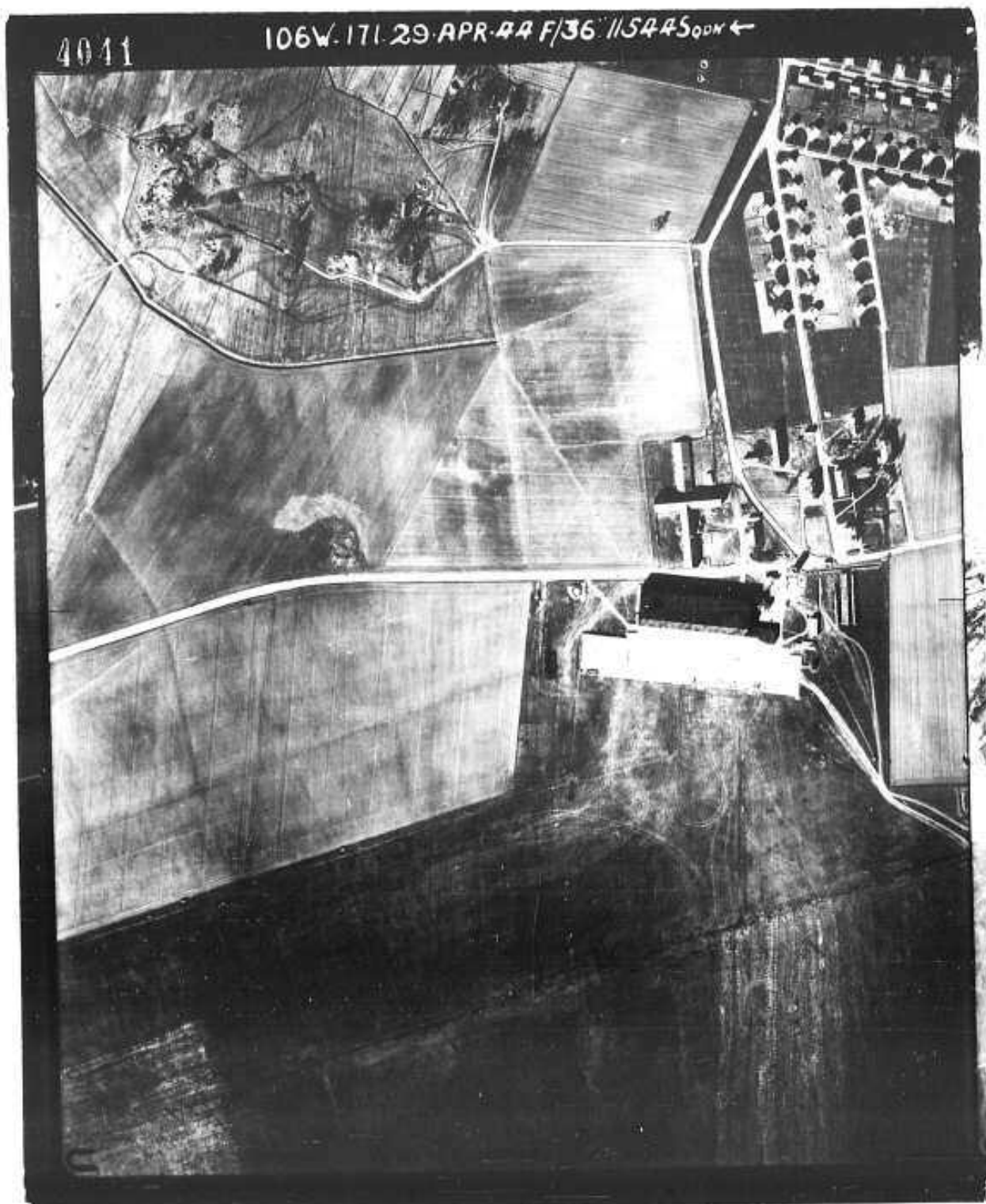
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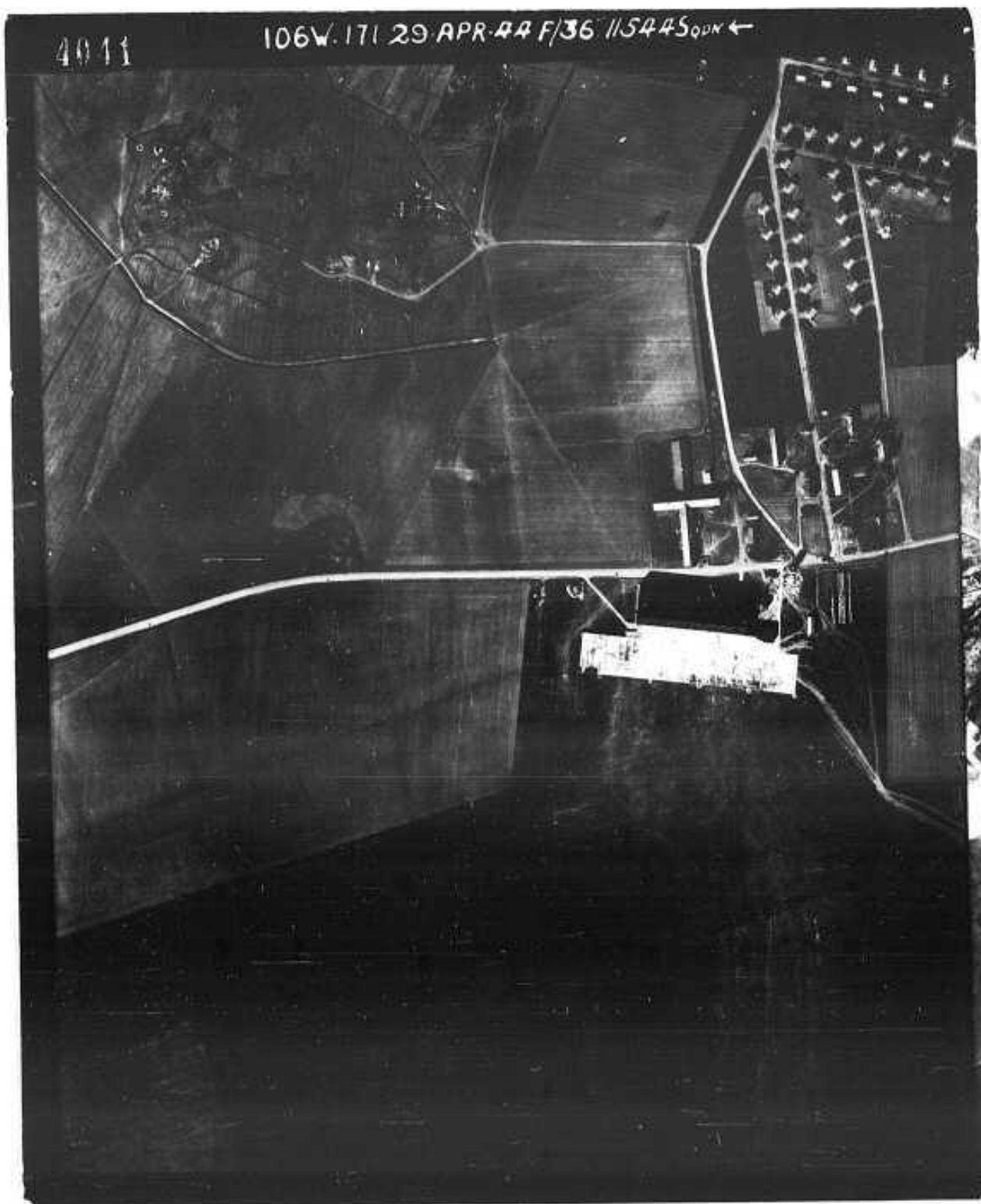
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A 4x4 grid of stamps. Each stamp contains a crown logo, the letters 'A' and 'M', and the text 'CROWN COPYRIGHT RESERVED'. The central stamp (row 2, column 2) is crossed out with a large 'X'. Above this stamp, the word 'SATENAS' is written in large, bold, handwritten letters. An arrow points from the word 'SATENAS' to the crossed-out stamp. The grid is labeled with 'A' and 'M' at various points, and the number '15' is written in the bottom right corner of the grid area.

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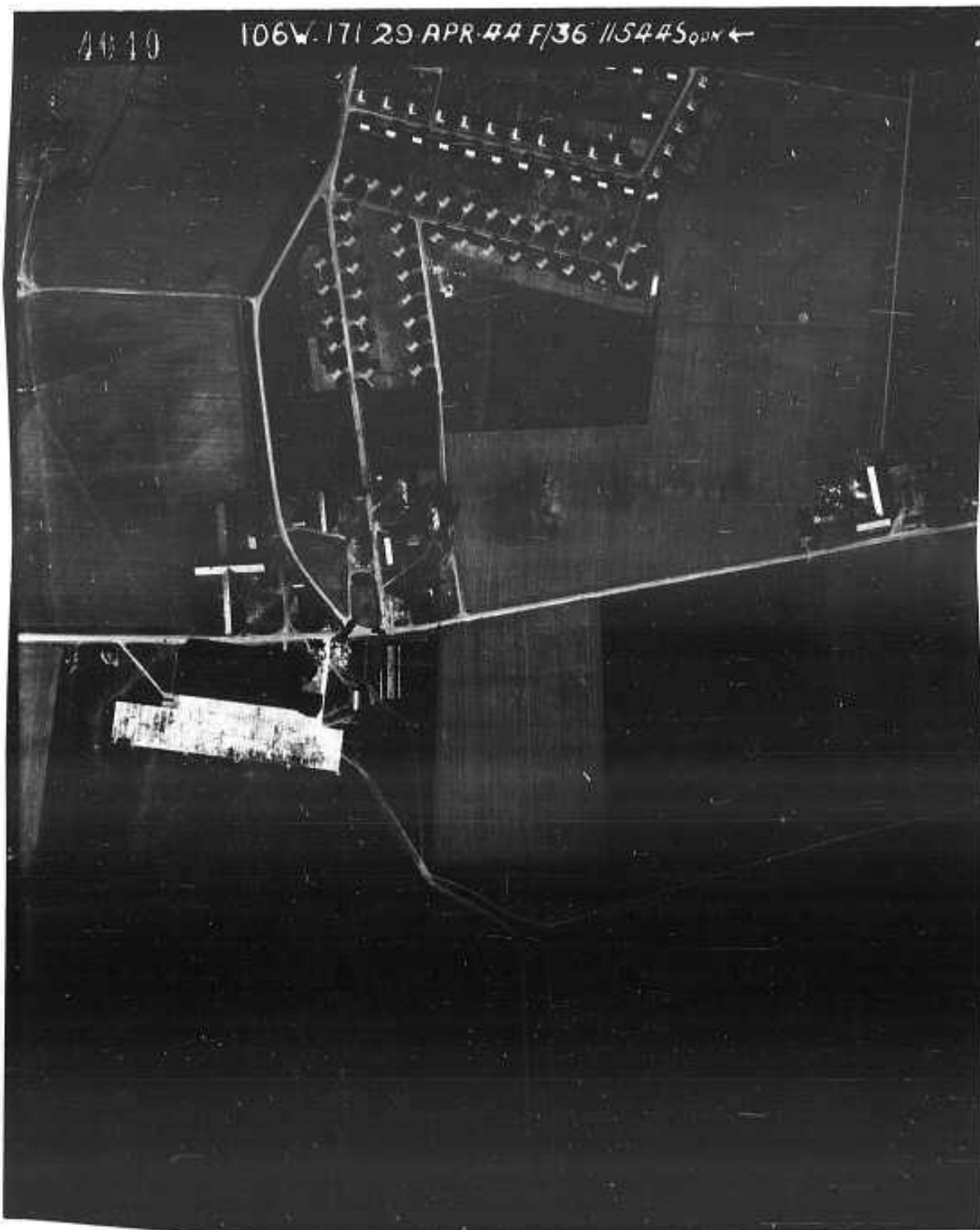


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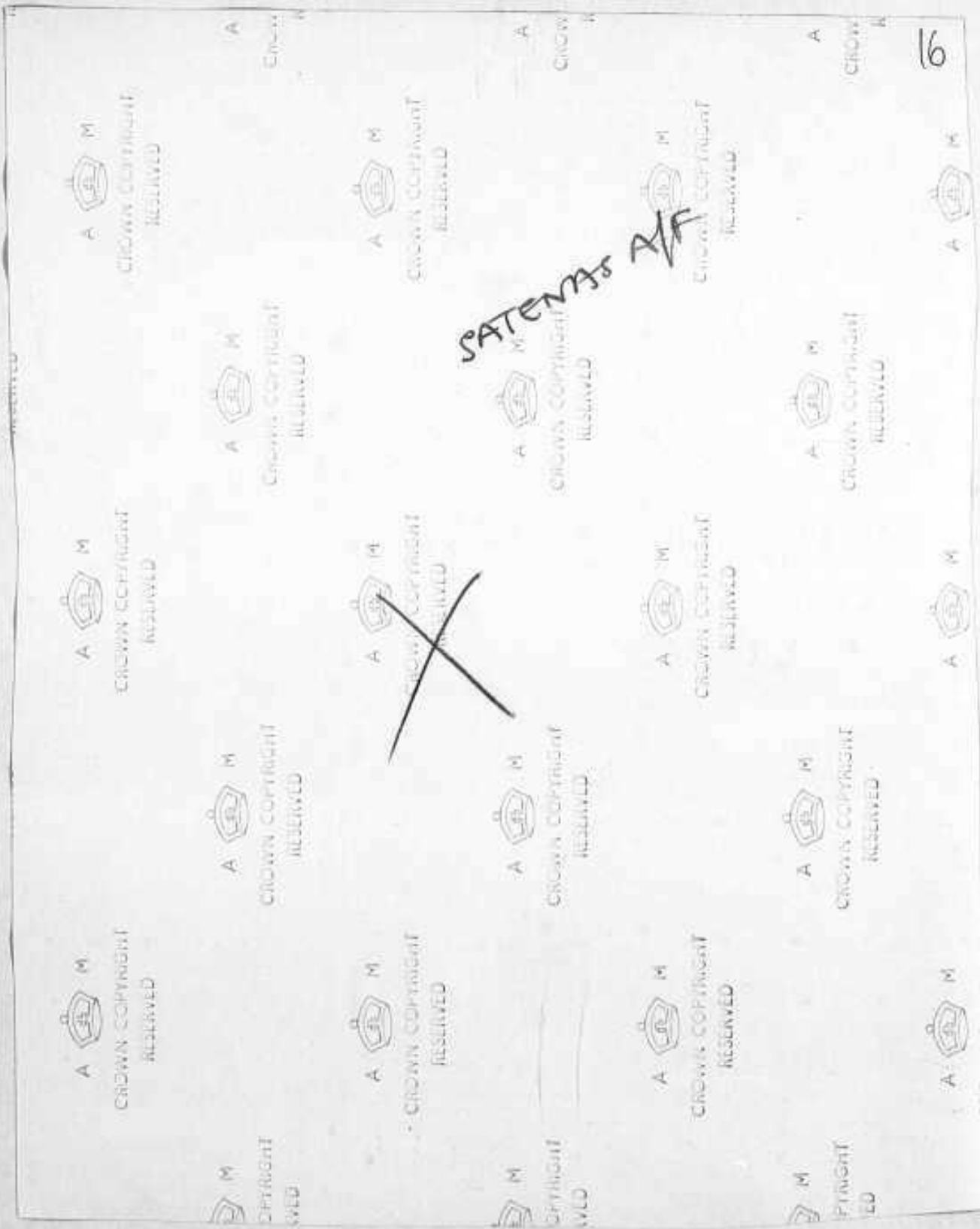
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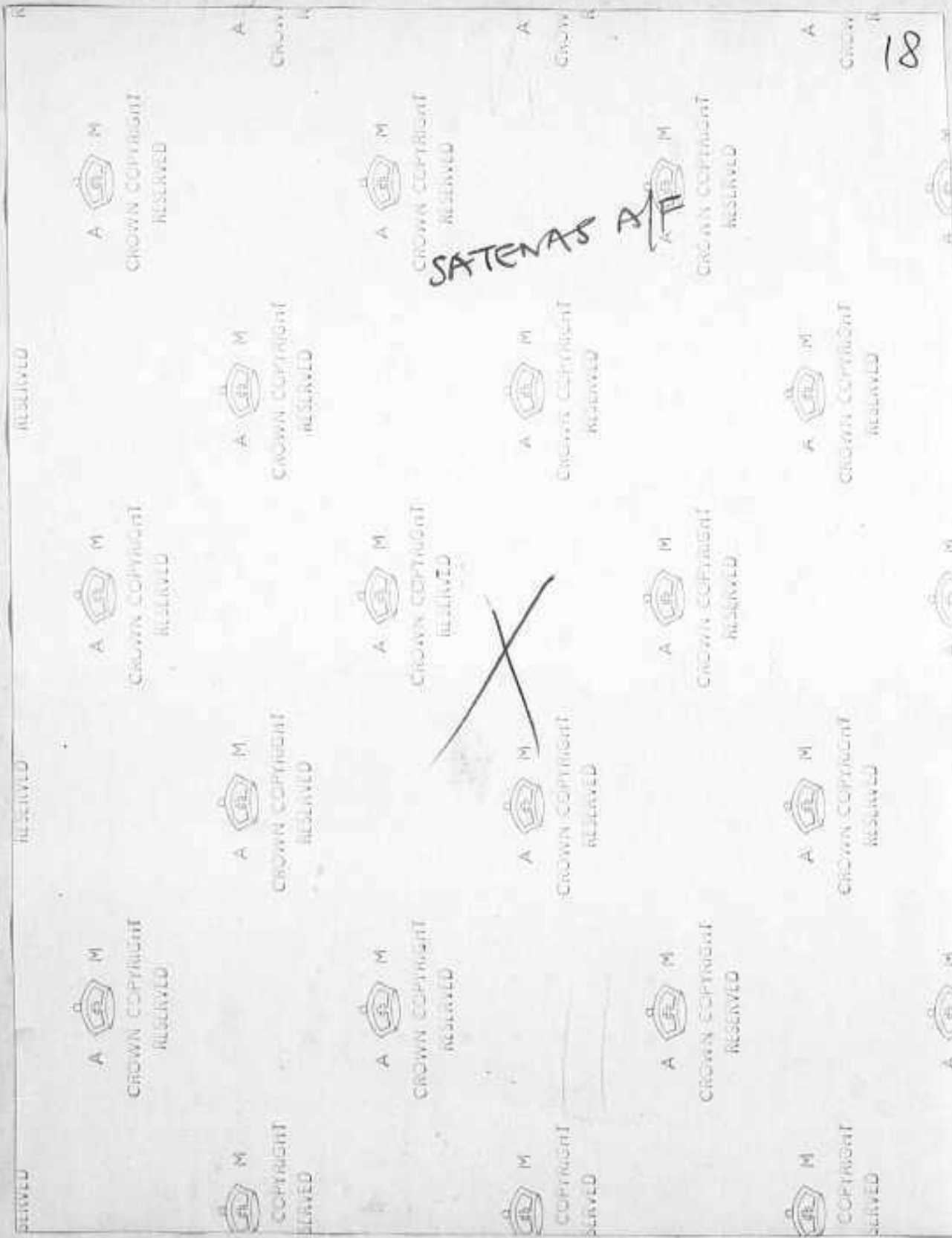
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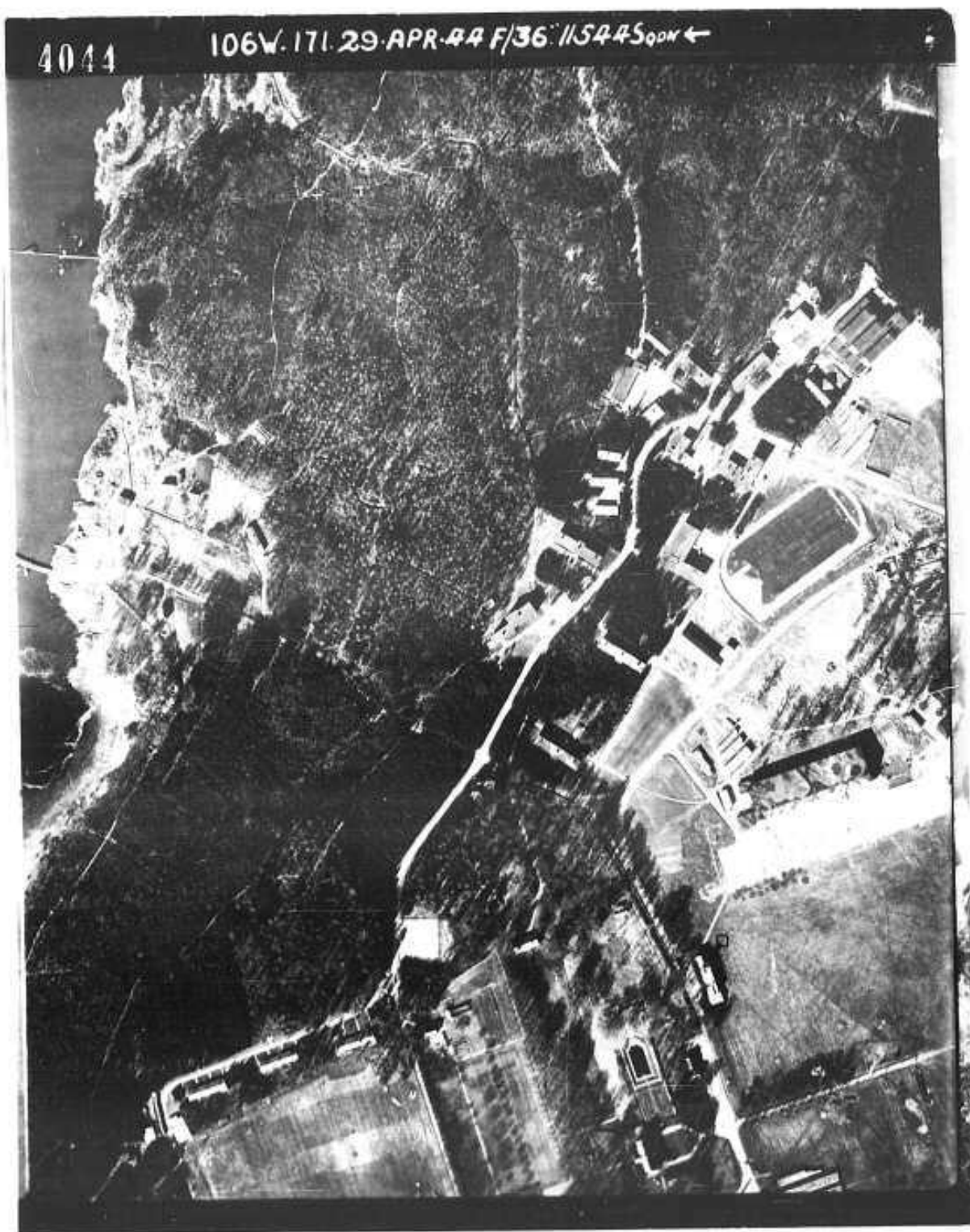
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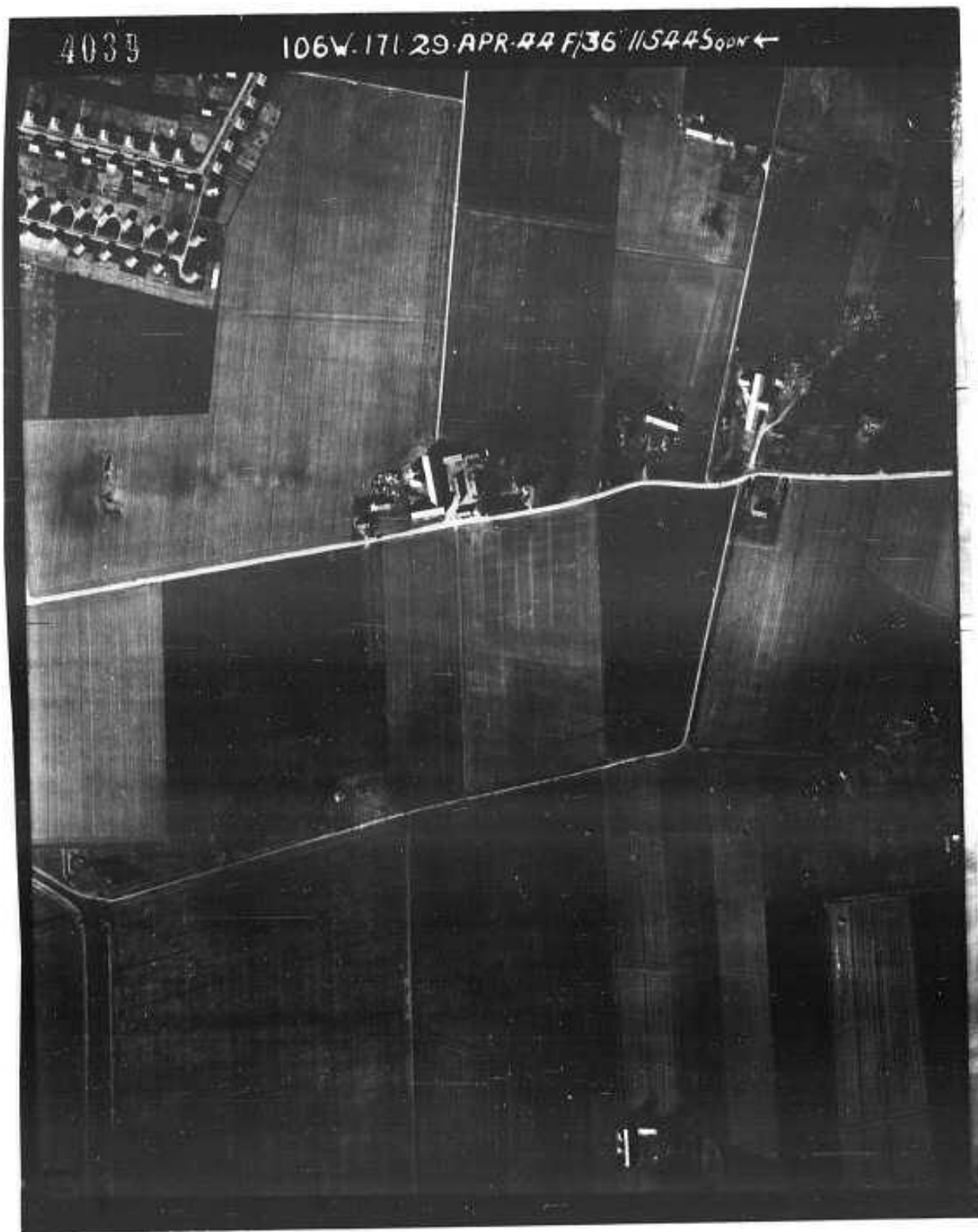
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**SATENAS A/F**

The grid consists of 20 squares arranged in 4 rows and 5 columns. Each square contains a logo with the letters 'A' and 'M' and the text 'CROWN COPYRIGHT RESERVED'. A large 'X' is drawn over the central four squares (rows 2-3, columns 2-3). The word 'SATENAS A/F' is written in the center of the grid.

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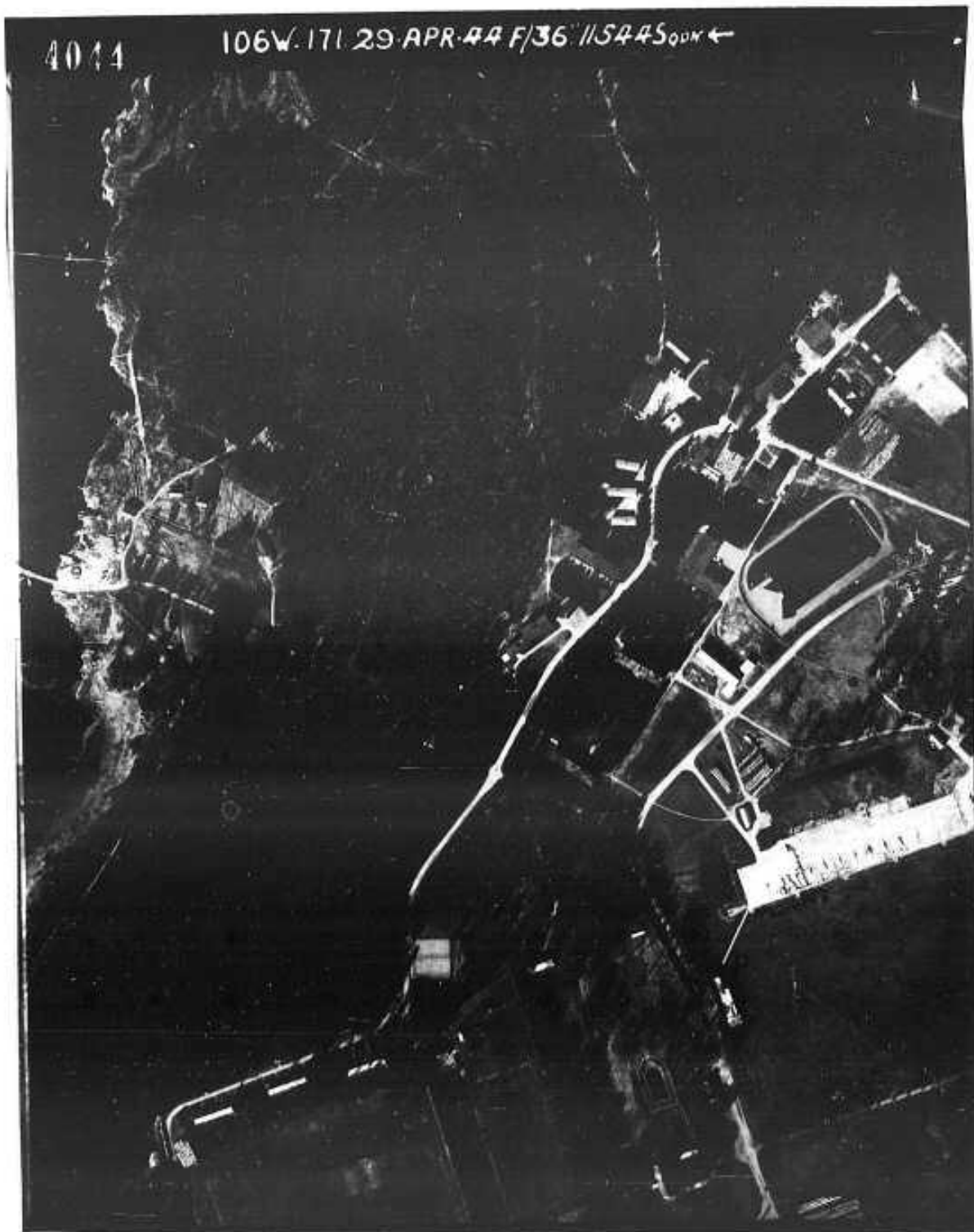


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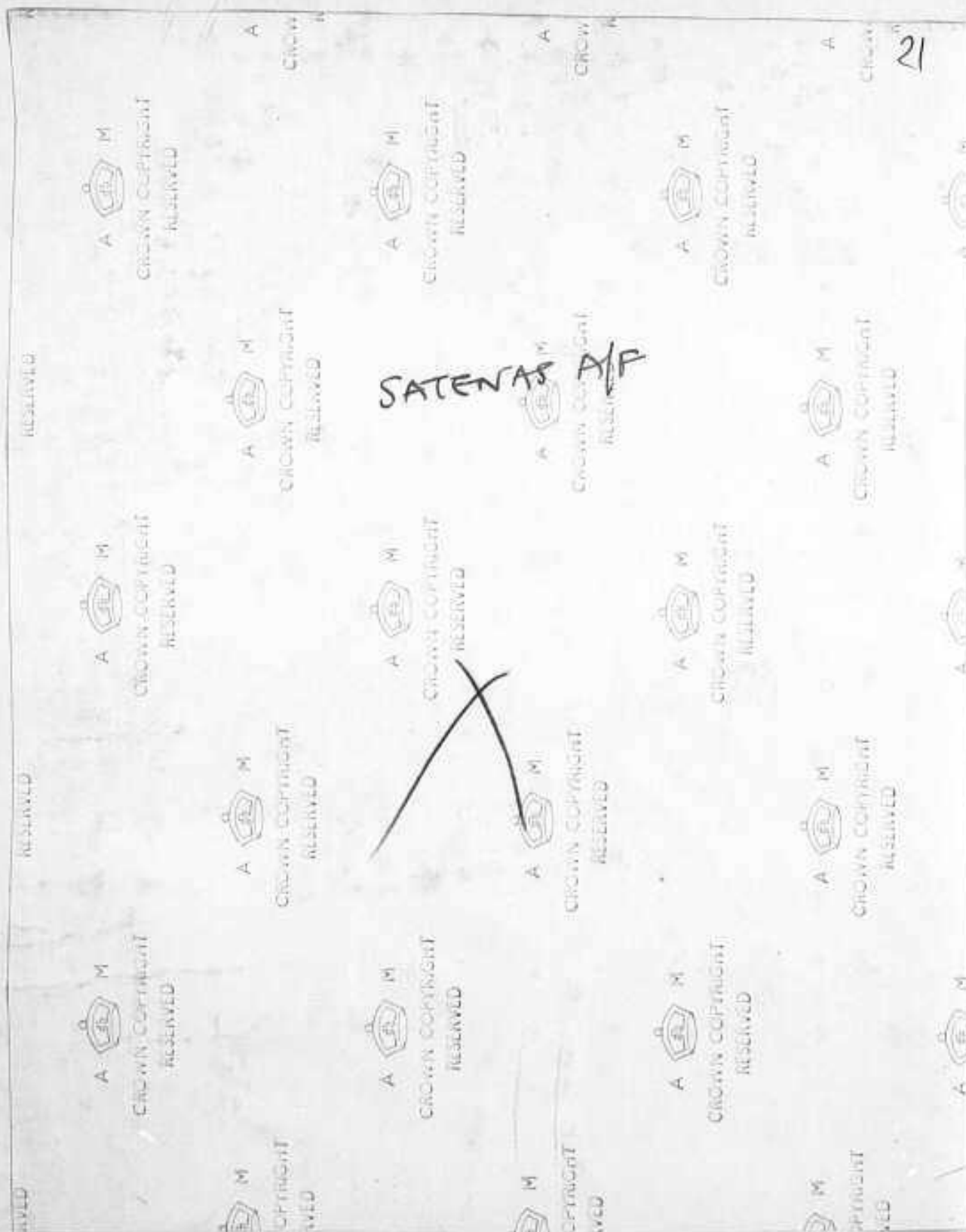
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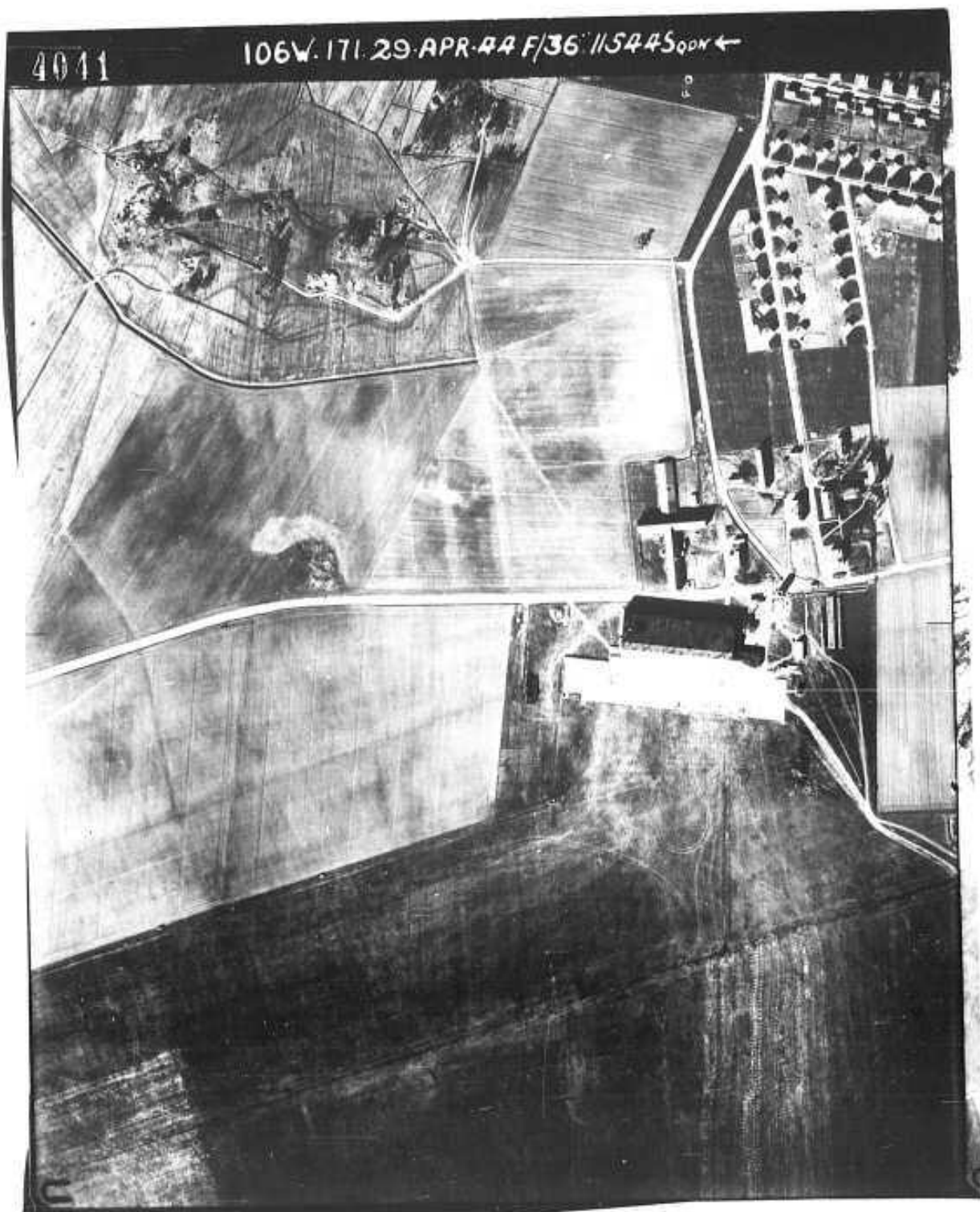
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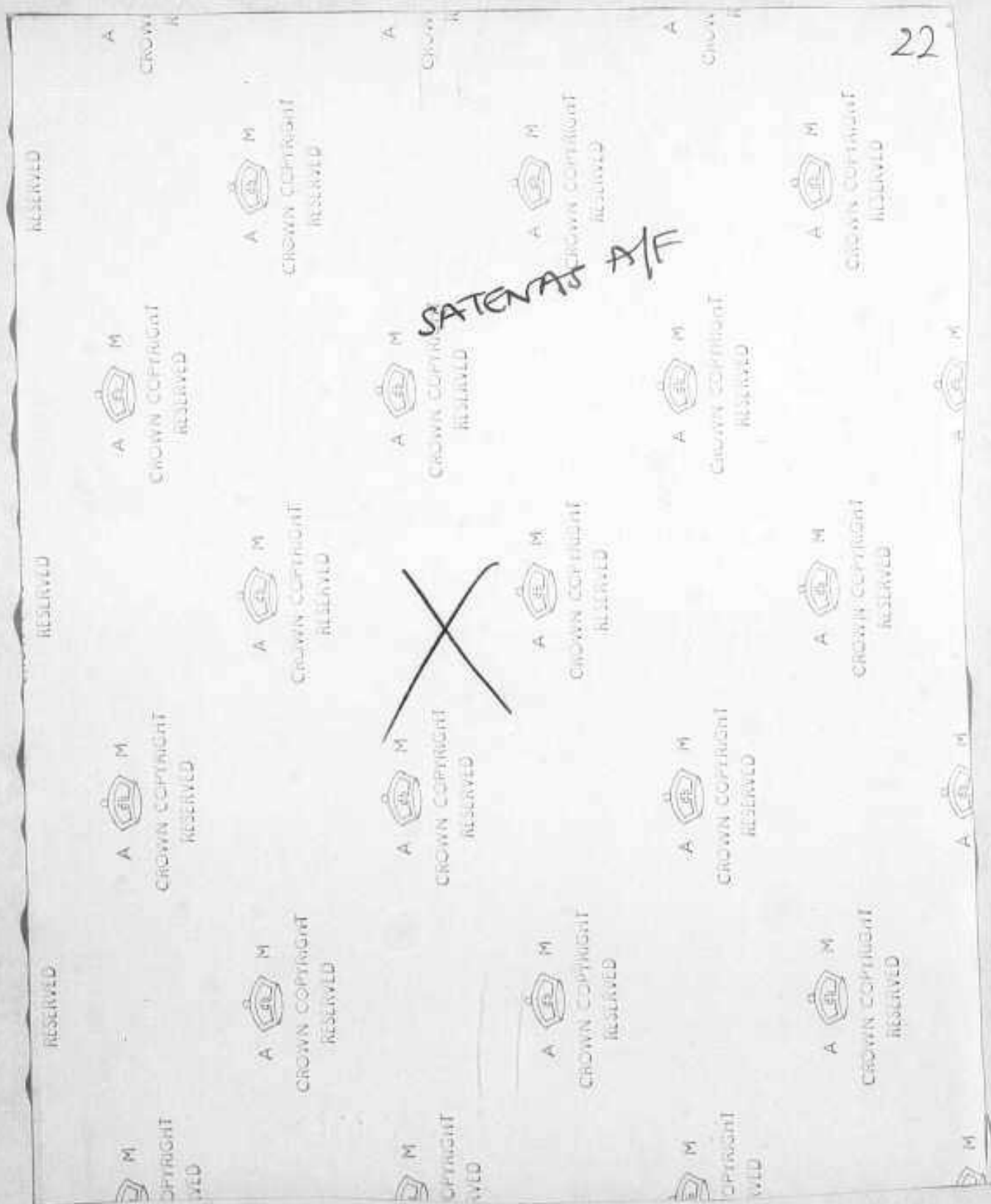
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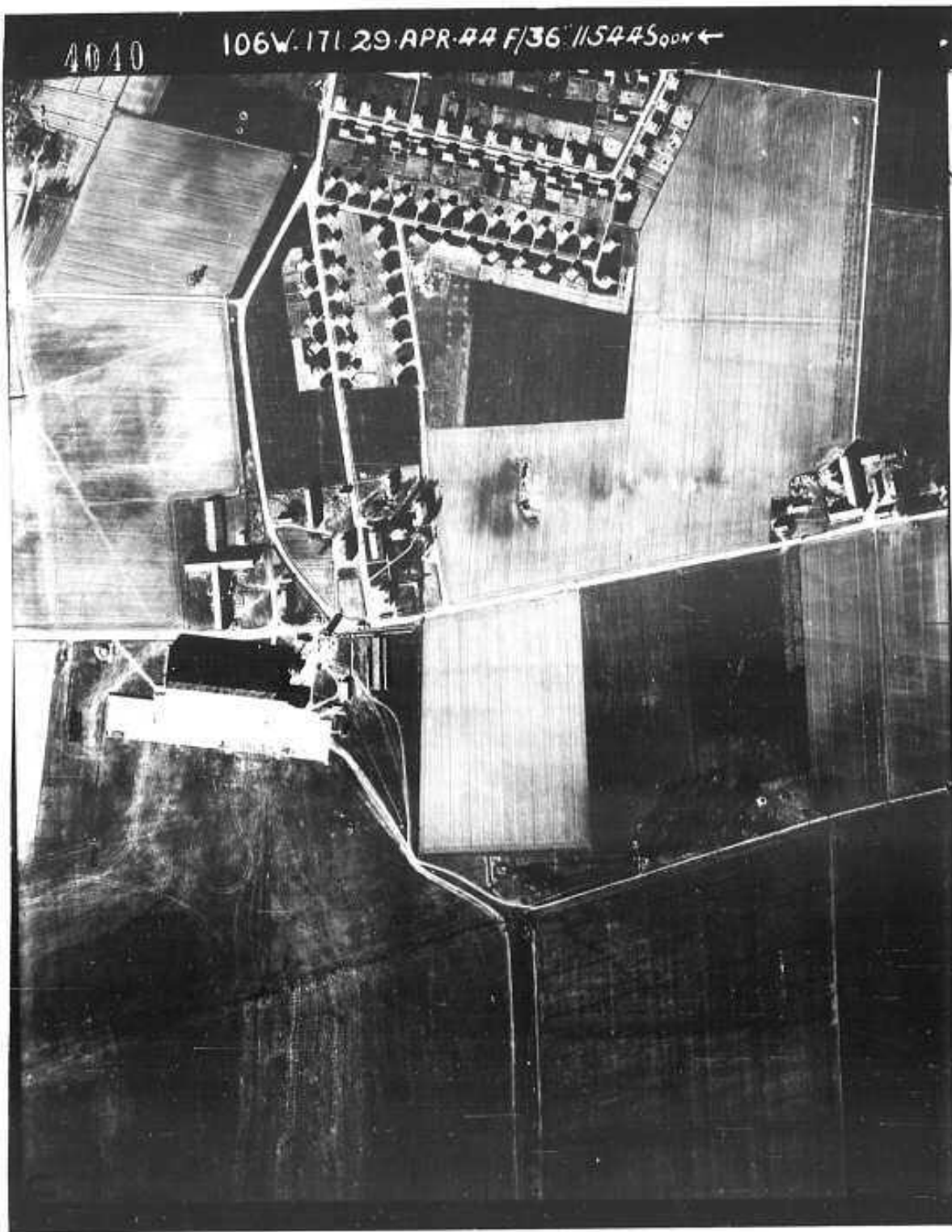
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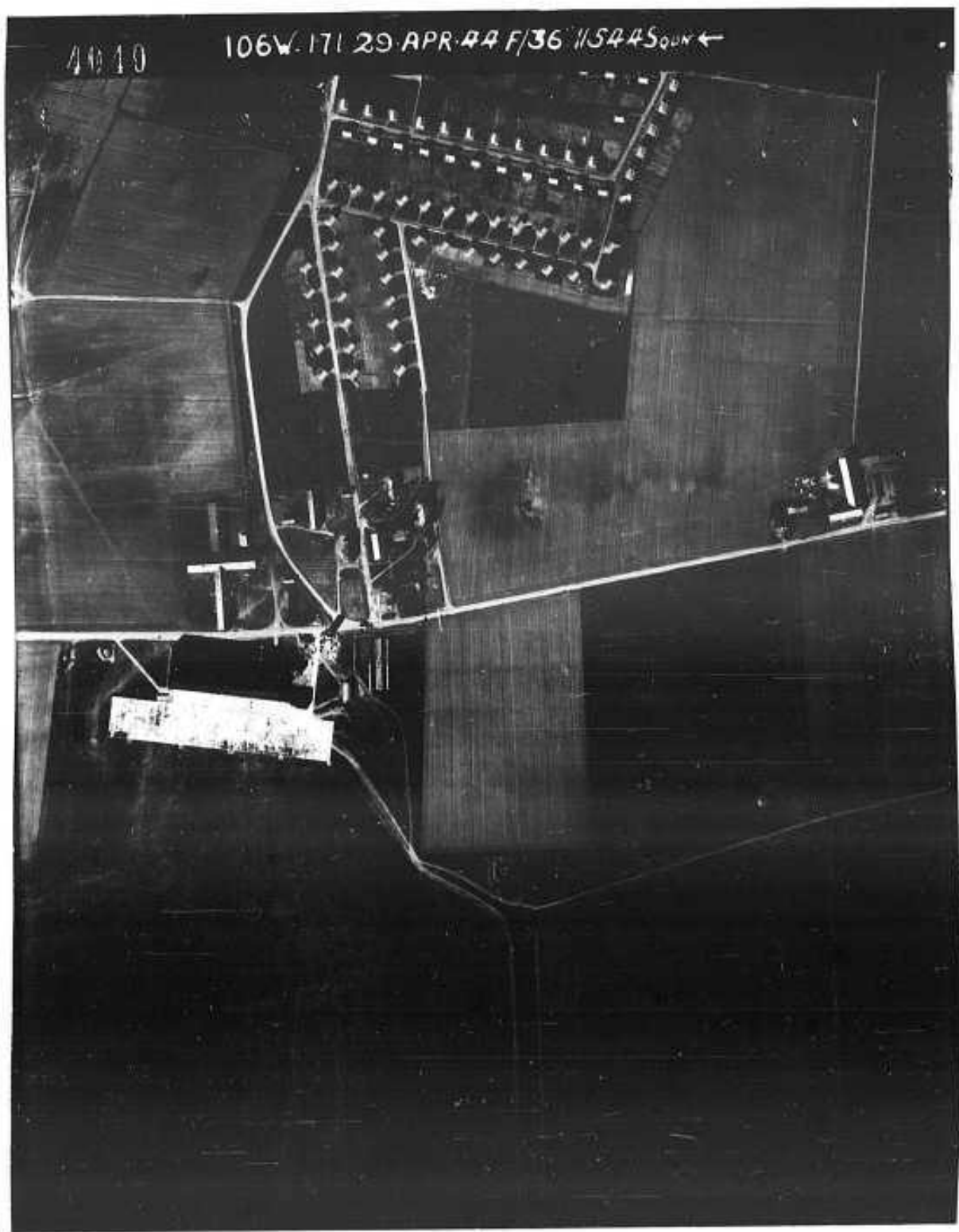


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**SATENAS A/P**

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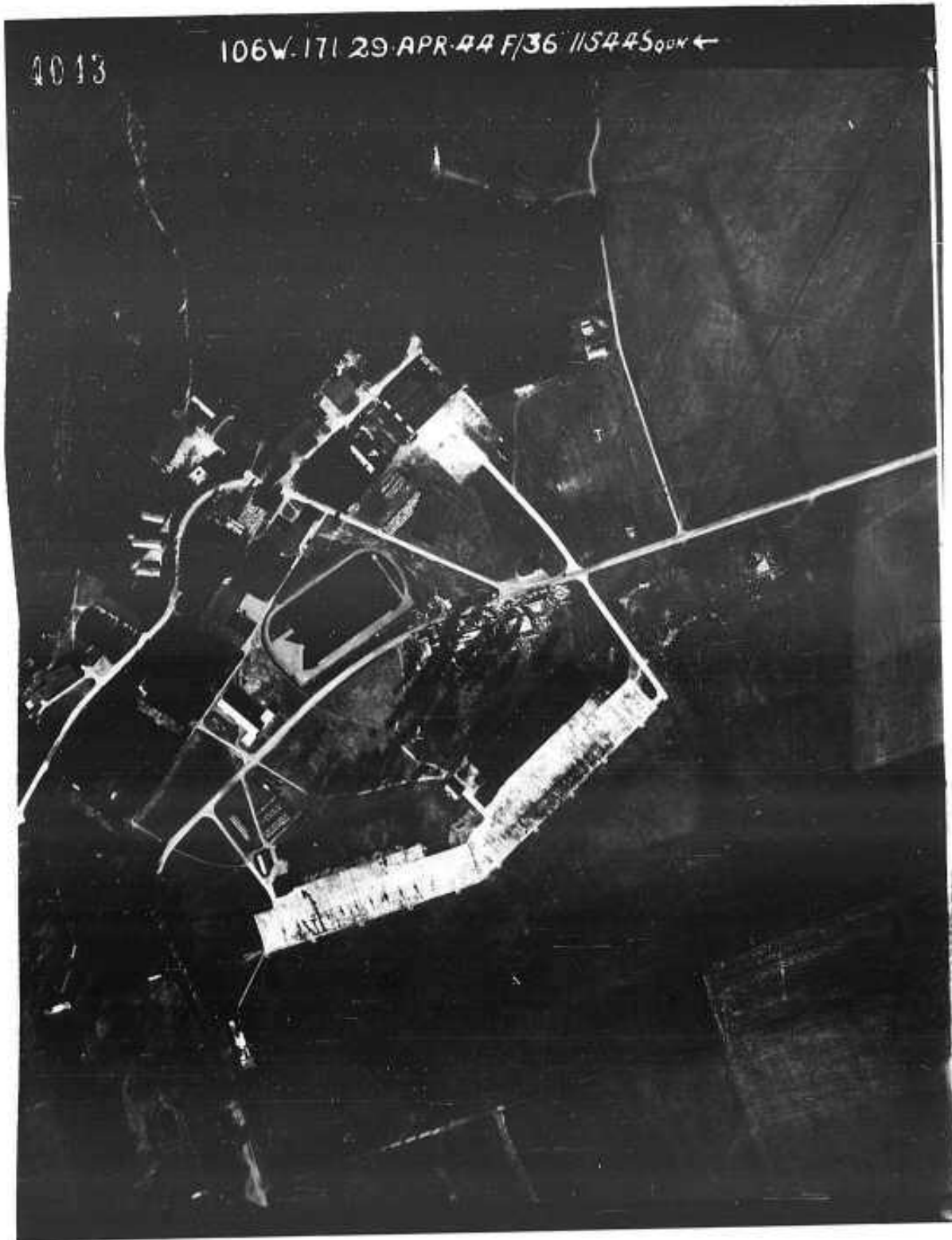


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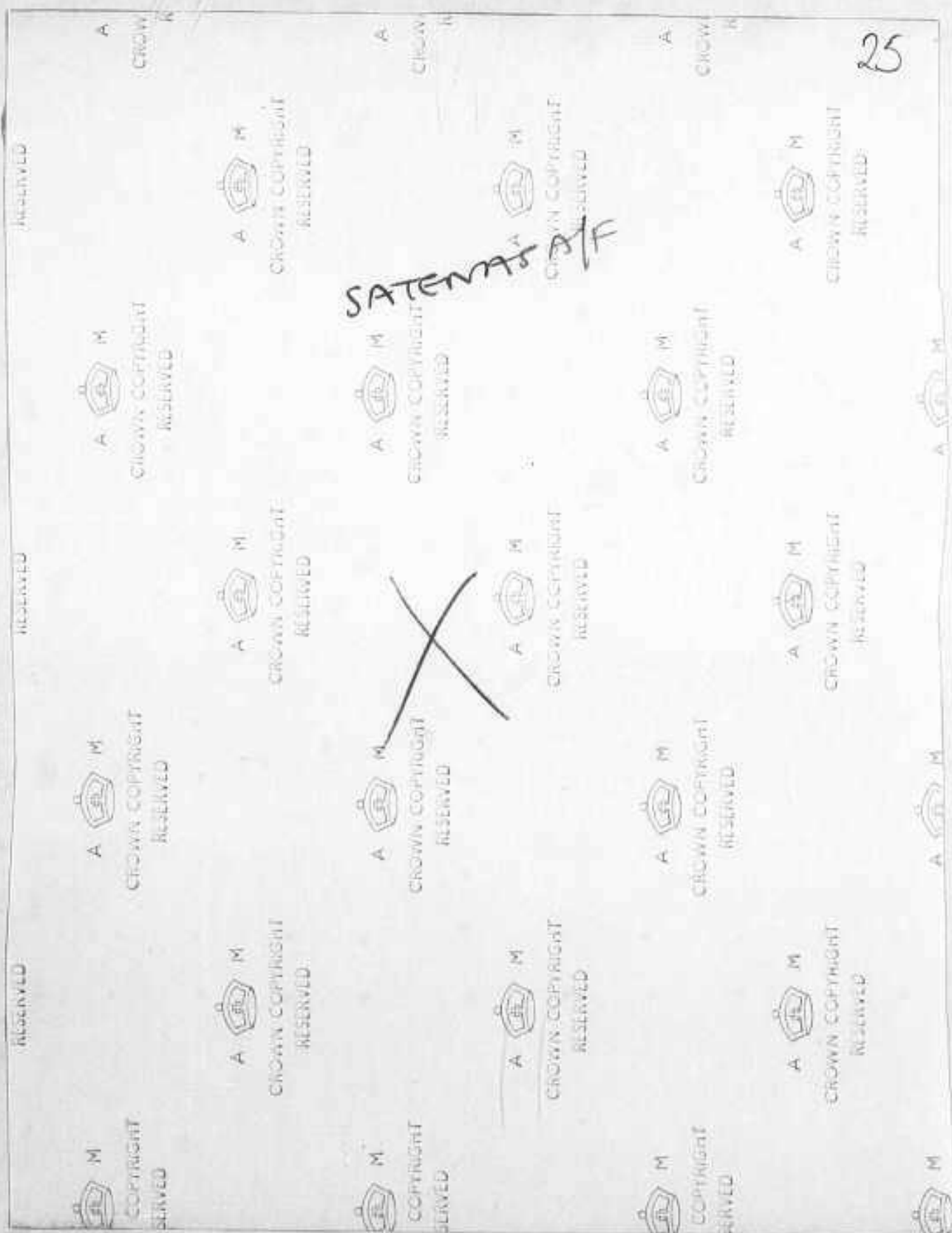
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MOST SECRET No.....  
REPORT ON OPERATIONS UNDERTAKEN BY  
.....298...SQUADRON, NIGHT, 30/31 MARCH 1944

1. Name of Operation. PAUL 72/60
2. Aircraft: HALIFAX No:   
1st Pilot: F/Lt. BARREN: W/Operator: F/U. PALMBY Des. atcher:   
2nd Pilot: R/Gunner: F/Sgt. NEWLING P/Eng: Sgt McCULLEN   
Navigator: P/O. NAALAREN
3. Personnel and Equipment carried:   
(a) Personnel (c) Containers 15. (e) Leaflets   
(b) Packages 2 (d) Pigeons (f) Coffee
4. Instructions to Captain of a/c   
(a) Area mesnes.  $44^{\circ} 29' 45'' N. 01^{\circ} 22' 06'' E.$    
(b) Action if pinpoint not located PAUL 60.  $44^{\circ} 38' 37'' N. 01^{\circ} 21' 37'' E.$    
(c) Reception arrangements C/N. (NOTS).
5. Result of Operation (if not completed, state reason) Not completed. Surplus of lights - but  
in ADS. No labels or lights on alt D.Z.
6. Times   
(a) Time off: 21.08 hours   
(b) Over target area from 23.40 hours to 00.17 hours   
(c) Landing 02.40 hours   
(d) Action taken on landing away from base -
7. Captains Report   
(a) Was exact pinpoint found?    
(b) How was pinpoint identified? Map R.   
(c) Estimated dropping points -   
(d) Time dropped:   
Height above ground -   
Course -   
I.A.S. in m.p.h. -   
(e) Description of Target Pinpoint (apart from lights) Large loop in the river <sup>N. of</sup> Cahors   
(f) Recommended/Not recommended for future use   
(g) Reception lights. Report by captain indicating suggested improvements:   
None seen   
(h) Leaflets dropped: Coffee dropped:   
Pigeons " : Chocolate " :   
(i) Routes (state place, time and heights when crossing coasts)   
3 - St. Catherine's Pt. 21.28 hrs 1000' A.S.L. -  $49^{\circ} 24' N, 01^{\circ} 00' W$    
21.46 hrs 8000' A.S.L. - 12 N.W. Towns - D.Z. - Same route on return   
\* N. Trévières 02.15 hrs, 8,000' A.S.L. - Bonnamouth 2500' A.S.L. 02.50 hrs

8. If load (or part of load) jettisoned   
(a) Place   
(b) Height   
(c) Time

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7. Report by Despatcher

Load wt dropped.

8. Enemy Opposition (state place, altitude and time)

None.

01.46 1 Searchlight. 8,400' A.S.L. W. Hencon

11. Meteorological Conditions

10/10 cl. 20 mts. from D.Z - in three layers  
(2<sup>nd</sup> layer 6,000' top 9,000' base) Slight icing in cloud 4,000' ASL

12. Captain's Personal Report

45° 15' N 01 10 E - fire seen. 28.26 hrs.  
(Hautfort.) 8,000' possible health fire  
Triangle of white lights 16 mts NW. Tulle, 8,000' 23.21 & 00.27

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

No see S. of 48° N. Navigator found good winds  
and reached target area, & returned without trouble.

R.B. Hockey Lt Col  
for Officer Commanding,  
R.A.F. Tarrant Rushton,

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" C "

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MOST SECRET No.....  
 REPORT ON OPERATIONS UNDERTAKEN BY  
 ....298...SQUADRON, NIGHT...30/31...MARCH 1944

1. Name of Operation. **PETER 60/38**
2. Aircraft: **HALIFAX** No: **FF**  
 1st Pilot: **W/O. BAIN** W/Operator: **Sgt. MANSEL** Despatcher: **Sgt. HOLDER**  
 2nd Pilot: **F/O. ROWELL** R/Gunner: **Sgt. WEEKS** P/Eng: **Sgt. BENSLEY**  
 Navigator: **F/O. ROWELL**
3. Personnel and Equipment carried:  
 (a) Personnel - (c) Containers 15 (e) Leaflets -  
 (b) Packages 2 (d) Pigeons - (f) Coffee -
4. Instructions to Captain of a/c  
 (a) Area **BOURGANEUF**  
 (b) Action if pinpoint not located **PETER 39 (THENOUILLE area)**  
 (c) Reception arrangements **C/F. C/R**
5. Result of Operation (if not completed, state reason)  
**COMPLETED AT PETER 38**
6. Times  
 (a) Time off: **2218**  
 (b) Over target area from **0115** hours to **0133** hours  
 (c) Landing **0350**  
 (d) Action taken on landing away from base **N/A**
7. Captains Report  
 (a) Was exact pinpoint found? **YES AT ALTERNATIVE. PRIMARY NOT LOCATED**  
 (b) How was pinpoint identified? **BY REBECCA CODING "R" AND 2 RED LIGHTS AND 1 WHITE LIGHT FLASHING "7" AND TURNING TO RED LIGHT. DROPPED ON RED LIGHTS**  
 (c) Estimated dropping points  
 (d) Time dropped: **0132**  
 Height above ground **700 ft.**  
 Course **330°**  
 I.A.S. in m.p.h. **135**  
 (e) Description of Target Pinpoint (apart from lights) **OPEN AREA WITHOUT DISTINGUISHING FEATURES. S.W. OF CERILLY. RAILWAY COULD BE SEEN 3 TO 4 MILES TO EAST ON RUN UP AND MAIN ROAD**  
 (f) Recommended/Not recommended for future use **RUNNING FROM CHARENTON TO THENEUVILLE**  
 (g) Reception lights. Report by captain indicating suggested improvements:  
**LIGHTS WERE GOOD IN THEMSELVES BUT COULD NOT BE SEEN MORE THAN 2 MILES AWAY**  
 (h) Leaflets dropped: Coffee dropped:  
 Pigeons " : **N/A** Chocolate " :
8. Routes (state place, time and heights when crossing coasts)  
**ST. CATHERINES POINT 2235 3000 ft - 49° 21' N 00° 46' W**  
**2301 8000 ft - 47° 17' N 00° 15' E - PRIMARY D.Z AREA -**  
**- SECONDARY D.Z. PICKED UP EUREKA 44 miles AWAY**  
**- VILLEFRANCHE - BELLEME - 49° 20' N 00° 00' E**  
**0302 8000 ft - ST. CATHERINES POINT 0335 3000 ft**
9. If load (or part of load) jettisoned  
 (a) Place  
 (b) Height **N/A.**  
 (c) Time

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10. Report by Despatcher 12 CONTAINERS DROPPED ON D.Z.  
 3 IN PORT WING HUNG UP AND WERE BROUGHT  
 BACK. ONE PACKAGE BROUGHT BACK OWING TO  
 PARACHUTE COMING OPEN. ONE PACKAGE FELL OUT  
 OF HOLE ABOUT 1 MILE BEFORE D.Z. OWING TO  
 10. Enemy Opposition (state place, altitude and time) A/C HITTING AIR POCKET.  
 NOTHING ENCOUNTERED

11. Meteorological Conditions  
~~NET AS FORECAST.~~ GROUND MIST  
 AVERAGE 6/10<sup>th</sup> MEDIUM CLOUD.

12. Captain's Personal Report  
 SATISFACTORY TRIP.

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton  
 Operation completed solely on Rebecca.  
 Hang-ups due to negative earth in release circuits.

R. G. Hockey *W/CDR*  
 for Officer Commanding,  
 R.A.F. Tarrant Rushton.

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**MOST SECRET**  
 REPORT ON OPERATIONS UNDER TAKEN  
 No. ....  
 ..... 298 ..... 30/31 ..... MARCH 1944

1. Name of Operation **PAUL 66/60**
2. Aircraft: **HALIFAX PP**  
 1st Pilot **W/C O. DUBER** W/Capt **W/O. McELHANNON** Despatcher **F/O LEE**  
 2nd Pilot **W/O. FISHER** R/Annor. **F/Sgt. DREW**  
 Navigator **F/O ORNE** P/Eng **F/O WALKER**
3. Personnel & Equipment carried  
 (a) Personnel (c) Containers **15** (e) Leaflets  
 (b) Packages **2** (d) Pigeons (f) Coffee
4. Instructions to Captain of A/C  
 (a) Area. **SEYCHES**  
 (b) Pinpoint **44° 25' 10" N. 00° 15' 19" E.**  
 (c) Alternate Pinpoint **Paul (GO. 44° 38' 37" N. 00° 21' 37" E. (GOURDON).**  
 (d) Action if pinpoint not located **R.T.B.**  
 (e) Reception arrangements **C/R (ROBERT).**  
 (f) A/Cs Recognition Signal to Reception
5. Result of Operation (if not completed, state reason) **Unsuccessful. Cloud 10 above**  
*in Cayenne at 500' A.S.L. 'Lee' faded before reaching target. Flew on to alternate in Libreville.*
6. Times  
 (a) Time off: **21.00** **00.27**  
 (b) Over target area from **21.50** hours to **27.** hours  
 (c) Landing **04.20.**  
 (d) Action taken on landing: **away from Base.**
7. Captain's Report  
 (a) Was exact pinpoint found? **No. low cloud in Cayenne 500' A.S.L.**  
 (b) How was pinpoint identified? **light but not those expected.**  
 (c) Estimated dropping points  
 (d) Time dropped:  
 Height above ground  
 Course  
 I.A.S. in m.p.h.  
 (e) Description of Target Pinpoint (apart from lights)  
 (f) Recommended for future use  
~~Not recommended~~  
 (g) Reception Lights. Report by Captain indicating suggested improvements:  
 (h) Leaflets dropped:  
 Pigeons "  
 Coffee "  
 Chocolate "  
 (k) Routes (state place, time and heights when crossing coasts)

Outwards	Pt. Catharine Pt	2000' A.S.L.	21.27
J.C.	47.25.20 N. out 00.17.10.	6000' A.S.L.	21.54
J.C.	Diappe	6000'	22.45
J.C.		67000	03.12

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8. If Load (or part of Load) jettisoned:

- (a) Place
- (b) Height
- (c) Time

9. Report by Despatcher

10. Enemy Opposition (state place, height and time)

*nil*

11. Meteorological Conditions

12. Captain's Personal Report

*Squares of light on river..*  
*46 42 N. 0016 E. 22. 15.*  
*46. 28 N. 0010 E. 27. 00.*

13. Remarks by O.C. Squadron

14. Remarks by Officer Commanding R.A.F. Station Harb.

*See jammed S. of 48°N. Crossed French coast near Dieppe, + English Coast E. of Rye. No winds found on return*

*R.G. Hockey w/cor*  
*fr*

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**MOST SECRET**

REPORT ON OPERATIONS UNDERTAKEN IN

..... 278..... SQUADRON, H.M.S. 20/31.3. MARCH 1944

1. Name of Operation PAUL 75/9

2. Aircraft: HALIFAX JJ

1st Pilot F/SGV SMITH

2nd Pilot

Navigator F/SGV LAWE

No.....

W/op: F/SGV GARDNER Despatcher Sgt. HALES.

R/Gunner: Sgt. HAZLEHURST.

F/Eng Sgt. AHERNE

3. Personnel & Equipment carried

(a) Personnel

(b) Packages 2

(c) Containers 15

(d) Pigeons

(e) Leaflets

(f) Coffee

4. Instructions to Captain of A/C

(a) Area. BEAULIEU - sur - DOR DOGNE.

(b) Pinpoint 44° 52' 39" N. 01° 52' 52" E.

(c) Alternate Pinpoint PAUL 9. ( 44° 51' 40" N 02° 05' 07" E - SOUSEYRAC area.

(d) Action if pinpoint not located R.T.B.

(e) Reception arrangements C/A (ACK) of an alternative c/c CHARLIE - on N WTS.

(f) A/Cs Recognition Signal to Reception

5. Result of Operation (if not completed, state reason). Not completed - failed to arrive at target. Map reading very difficult owing to much cloud & haze.

6. Times

(a) Time off: 21.15.

(b) Over target area from hours to hours

(c) Landing 01.45.

(d) Action taken on landing away from Base

7. Captain's Report

(a) Was exact pinpoint found?

(b) How was pinpoint identified?

(c) Estimated dropping points

(d) Time dropped:

Height above ground

Course

I.A.S. in m.p.h.

(e) Description of Target Pinpoint (apart from lights)

(f) Recommended for future use

Not recommended

(g) Reception Lights. Report by Captain indicating suggested improvements:

(h) Leaflets dropped:

Pigeons "

Coffee "

Chocolate "

(k) Routes (state place, time and heights when crossing coasts)

Outwards English Coast. St. Catherine's Pt. 21.34. 1000'.  
French Coast.. 6 miles East of Pointe de La Percee (St. Honoré) 22.03 6000'  
Inwards French Coast. 6 miles West Calouf. 00.46. 8000'  
English Coast. St. Catherine's Pt. 01.18 1300'.

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8. If Load (or part of Load) is attached:

- (a) Place
- (b) Height
- (c) Time

9. Report by Despatcher

10. Enemy Opposition (state place, height and time)

Accurate light flak 4 3 S.L.S. at Le Mans? 1000' A.G.L. 22.35 hrs.

11. Meteorological Conditions

Clear to French Coast. Vis good.  
8-10/10 cloud from French to Le Mans (?)  
No lane between medium & high cloud. Slight  
icing good. Base 2000', 8000' tops.

12. Captain's Personal Report

- 1 unidentified single etc. 5000' 15 miles S of Vinc. 22.17
- 1 unidentified high speed etc. 5 miles N of Vinc (?) 23.32.

13. Remarks by C.S. Squadron

14. Remarks by Officer Commanding R.A.F. Station Home.

lost lost + returned early

Rb Hockey w/cor

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MOST SECRET No.....  
 REPORT ON OPERATIONS UNDERTAKEN BY  
 ...298... SQUADRON, NIGHT 31<sup>st</sup> MCH/1<sup>st</sup> APR 1944

1. Name of Operation. **PHONO 3**

2. Aircraft: **HALIFAX PP** No:  
 1st Pilot: **F/O LEE** W/Operator: **Sgt HEASMAN** Despatcher: **Sgt SHARP**  
 2nd Pilot: R/Gunner: **Sgt FLINT** P/Eng: **Sgt SHEPHERD**  
 Navigator: **F/S WARD**

3. Personnel and Equipment carried:  
 (a) Personnel (c) Containers **15** (e) Leaflets  
 (b) Packages **3** (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
 (a) Area **SAINVILLE**  
 (b) Action if pinpoint not located **ALTERNATIVE PHONO 4**  
 (c) Reception arrangements **C/A : C/C**

5. Result of Operation (if not completed, state reason) **Target found, another a/c dropped just before & pt. lights went out - ATC returned to base without dropping.**

6. Times  
 (a) Time off: **2115**  
 (b) Over target area from **2248** hours to **2318** hours  
 (c) Landing **0045-0052**  
 (d) Action taken on landing away from base **N/A**

7. Captain's Report  
 (a) Was exact pinpoint found? **Yes.**  
 (b) How was pinpoint identified? **Recognised by position of lights & paper letter flash. Recognised & pinpointed position by railway line N.**  
 (c) Estimated dropping points **N/A**  
 (d) Time dropped: **N/A**  
 Height above ground **N/A**  
 Course **N/A**  
 I.A.S. in m.p.h. **N/A**

(e) Description of Target Pinpoint (apart from lights) / **(SE - 8/10 miles)**  
 (f) Recommended/Not recommended for future use **Recommended - possibly a prison camp. using to close vicinity of flood dyked enclosure.**  
 (g) Reception lights. Report by captain indicating suggested improvements: **None. Could not see lights.**

(h) Leaflets dropped: **N/A** Coffee dropped: **N/A**  
 Pigeons " : **N/A** Chocolate " : **N/A**

(i) Routes (state place, time and heights when crossing coasts)  
**St. Catharines Pt. 2130 1/2 hrs. NE Capr Armanchoo . 0008 hrs.**  
**Calourg. 2202 1/2. W. St. Catharines Pt. 0034.**

8. If load (or part of load) jettisoned  
 (a) Place **N/A**  
 (b) Height  
 (c) Time

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9. Report by Despatcher

N/A

10. Enemy Opposition (state place, height and time)

NIL.

N/A

11. Meteorological Conditions

Vis. hazy over France -, & over target -  
No cloud. Hazy over sea.

12. Captain's Personal Report

None.

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

Does not appear to have tried alternative target.

Rb. Hockey W/CD  
for Officer Commanding,  
R.A.F. Tarrant Rushton,

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MOST SECRET No.....  
REPORT ON OPERATIONS UNDERTAKEN BY  
...298... SQUADRON, NIGHT. 5/6.4.44

1. Name of Operation. *Whelwright 88*

2. Aircraft: *PP* No: \_\_\_\_\_  
1st Pilot: *PO CARPENTER* W/Operator: \_\_\_\_\_ Despatcher: \_\_\_\_\_  
2nd Pilot: \_\_\_\_\_ R/Gunner: \_\_\_\_\_ F/Eng: \_\_\_\_\_  
Navigator: *F/S Wright*

3. Personnel and Equipment carried:  
(a) Personnel \_\_\_\_\_ (c) Containers *15.* (e) Leaflets \_\_\_\_\_  
(b) Packages *3* (d) Pigeons \_\_\_\_\_ (f) Coffee \_\_\_\_\_

4. Instructions to Captain of a/c  
(a) Area *Whelwright 88*  
(b) Action if pinpoint not located  
(c) Reception arrangements

*A/C W/S*

5. Result of Operation (if not completed, state reason)

6. Times  
(A) Time off: \_\_\_\_\_  
(b) Over target area from \_\_\_\_\_ hours to \_\_\_\_\_ hours  
(c) Landing: \_\_\_\_\_  
(d) Action taken on landing away from base

7. Captains Report  
(a) Was exact pinpoint found?  
(b) How was pinpoint identified?  
(c) Estimated dropping points  
(d) Time dropped:  
Height above ground \_\_\_\_\_  
Course \_\_\_\_\_  
I.A.S. in m.p.h. \_\_\_\_\_  
(e) Description of Target Pinpoint (apart from lights)  
(f) Recommended/Not recommended for future use  
(g) Reception lights. Report by captain indicating suggested improvements:  
(h) Leaflets dropped: \_\_\_\_\_ Coffee dropped: \_\_\_\_\_  
Pigeons " : \_\_\_\_\_ Chocolate " : \_\_\_\_\_  
(i) Routes (state place, time and heights when crossing coasts)

8. If load (or part of load) jettisoned  
(a) Place  
(b) Height  
(c) Time

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9. Report by Despatcher

10. Enemy Opposition (state place, height and time)

11. Meteorological Conditions

12. Captain's Personal Report

R.T.B. landing 27.20 hrs found to be w/s.  
When tested mid channel.

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

Rb. Hockey W/Cdr  
for Officer Commanding,  
R.A.F. Tarrant Rushton.

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MOST SECRET No.....  
REPORT ON OPERATIONS UNDERTAKEN BY  
298.....SQUADRON, NIGHT...5/6th April 1944

Name of Operation. **WHEELWRIGHT 97/98**

Aircraft: **YY** No:   
1st Pilot: **W/O CROSSLEY** W/Operator: **F/O LINNING** Despatcher: **F/S JIMMY BLANN**  
2nd Pilot: R/Gunner: **F/S SMITH** F/Eng: **SGT HALL**  
Navigator: **F/O SMITH D.W.**

3. Personnel and Equipment carried:

- (a) Personnel
- (b) Packages *none.*
- (c) Containers **15.**
- (d) Pigeons
- (e) Leaflets
- (f) Coffee

4. Instructions to Captain of a/c

- (a) Area **Wheelwright 97/98**
- (b) Action if pinpoint not located **R.T.B. or alternative c/g**
- (c) Reception arrangements **c/p**

5. Result of Operation (if not completed, state reason)

*Uncompleted.*  
*No reception lights seen on 1st D.2. Insufficient petrol to*  
*stop round 2nd D.2.*

6. Times

- (a) Time off: **2156 hrs.**
- (b) Over target area from **0103** hours to **0128** hours
- (c) Landing **0454**
- (d) Action taken on landing away from base **—**

Captain's Report

- (a) Was exact pinpoint found? **No.**
- (b) How was pinpoint identified? **No.**
- (c) Estimated dropping points **—**
- (d) Time dropped:  
Height above ground **—**  
Course **—**  
I.A.S. in m.p.h. **—**

(e) Description of Target Pinpoint (apart from lights)

(f) Recommended/Not recommended for future use

(g) Reception lights. Report by captain indicating suggested improvements:

*None seen.*

(h) Leaflets dropped: **Not dropped.**  
Pigeons " :  
Coffee dropped:  
Chocolate " :

(i) Routes (state place, time and heights when crossing coasts)

*SE Callanna Point 2216 hrs 2000'*  
*49 22N.00 50W 2241 1/2 hrs 6000'*  
*47 17N. 00 17E.*  
*47 28N 00 19E. - 45 37N 00 02W - 44 18N 00 19E. = Target 1st D.2.*  
*- Over Target 2. 45 37N. 00 02W - 47 17N 00 17E. - 49 22N. 00 50W -*  
*SE Callanna Point*  
*49 22N 00 50W 0347 hrs 8000'*  
*SE Callanna Point 0417 hrs 2000'*

8. If load (or part of load) jettisoned

- (a) Place
- (b) Height
- (c) Time

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9. Report by Despatcher

10. Enemy Opposition (state place, date and time) Light float seen 024 hrs. at 45° 42N 00 19W. (Thought to be an aerodrome). This was also seen on return trip. S. of Cognac.

11. Meteorological Conditions

No briefing accurate.

12. Captain's Personal Report

Thought to see "light flashing" P but when seen it was found to be a house. Started search a square search but saw light flashing from house, so flew over it but each time a/c flew over, light was put out. Looked out for second target, but could not see it. No reception light seen at all.

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

Do not consider this a/c was short of petrol. Endurance safe 9 1/2 hours.

R. B. Hockey W/CD  
Officer Commanding,  
R.A.F. Tarrant Rushton.

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MOST SECRET No. ....  
 REPORT ON OPERATIONS UNDERTAKEN BY  
 298 ..... SQUADRON, NIGHT, 5/6 April 1944

1. Name of Operation.

2. Aircraft: 00  
 1st Pilot: F/L Ensor  
 2nd Pilot:  
 Navigator: F/S Brotherhood

No:  
 W/Operator: F/S Mowton  
 R/Gunner: F/S Smith R.

Despatcher: Sgt. Blann  
 F/Eng: Sgt. Hall

3. Personnel and Equipment carried:

- (a) Personnel
- (b) Packages **3**
- (c) Containers **15**
- (d) Pigeons
- (e) Leaflets
- (f) Coffee

4. Instructions to Captain of a/c

- (a) Area *Wesley Wright 93/98*
- (b) Action if pinpoint not located *R.T.B.*
- (c) Reception arrangements *C/B or at alternative C/G*

5. Result of Operation (if not completed, state reason) *Successful.*

6. Times

- (a) Time off: **23.24**
- (b) Over target area from **01.47** hours to **01.55** hours
- (c) Landing **04.45 Colerne.**
- (d) Action taken on landing away from base

7. Captains Report

- (a) Was exact pinpoint found? *Yes.*
- (b) How was pinpoint identified? *Map landing.*
- (c) Estimated dropping points *44 51 07 N - 001 47 E as briefed.*
- (d) Time dropped: *01.55 hrs.*  
 Height above ground *500' AGL*  
 Course *210° M*  
 I.A.S. in m.p.h. *140 mph.*
- (e) Description of Target Pinpoint (apart from lights) *In bend of river on South side.*

(f) Recommended/Not recommended for future use

- (g) Reception lights. Report by captain indicating suggested improvements:  
*Precisely as briefed - clear & symmetrical in layout. Slight difficulty in seeing lights from low level [3 reds & 1 white]*
- (h) Leaflets dropped: Coffee dropped: \_\_\_\_\_  
 Pigeons " : \_\_\_\_\_ Chocolate " : \_\_\_\_\_

8. Routes (state place, time and heights when crossing coasts)

Base — St. Catherine's Pt. [2000' ASL 03.39 hrs] — French Coast  
 00 50 W, 42 21 1/2 N [7000 ASL 00.06 hrs] — 47 21 N, 00 29 E [6000' ASL 00.54]  
 — D.Z. Return route same. French Coast 03.40 hrs 9,000' ASL  
 St. Catherine's Pt. 04.10 hrs ASL. — Base 04.25, directed to  
 Colerne. 04.45.

9. If load (or part of load) jettisoned

- (a) Place
- (b) Height
- (c) Time

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9. Report by Despatcher

Everything ok - chutes opened, no hang-ups.

10. Enemy Operations, latest night and day

Light flare seen 60 17 N, 01.12 N, 23.45 hrs.

11. Meteorological Conditions

No cloud - w2. good - slight cloud over channel on return. Light & variable winds (15 mph)

12. Captain's Personal Report

Engine failure over France on return route - (caused by coolant leak)

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

Rb. Hockey w/c  
for Officer Commanding,  
R.A.F. Tarrant Rushton.

Reference -

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MOST SECRET No.....  
 REPORT ON OPERATIONS UNDERTAKEN BY  
 ...298... SQUADRON, NIGHT... 27/6 April 1944

1. Name of Operation. **PETER 49/22/47**
2. Aircraft ~~ZZZZ~~ **JJ** No: \_\_\_\_\_  
 1st Pilot: **F/O Johnson** W/Operator: **Sgt. Owen** Despatcher: **F/S Pragnell**  
 2nd Pilot: \_\_\_\_\_ R/Gunner: **Sgt. Poulter** F/Eng: **Sgt. Sparks**  
 Navigator: **W/O Smith J.**
3. Personnel and Equipment carried:  
 (a) Personnel \_\_\_\_\_ (c) Containers **15** (e) Leaflets \_\_\_\_\_  
 (b) Packages **3** (d) Pigeons \_\_\_\_\_ (f) Coffee \_\_\_\_\_
4. Instructions to Captain of a/c  
 (a) Area **Peter 49/22/47**  
 (b) Action if pinpoint not located **R.T.B.**  
 (c) Reception arrangements **C/B or at 2<sup>nd</sup> target C/J or at 3<sup>rd</sup> target C/C.**
5. Result of Operation (if not completed, state reason)  
**Not completed.**
6. Times  
 (a) Time off: **2225**  
 (b) Over target area from **0045** hours to **0201** hours (**3 D.Z.**)  
 (c) Landing **0430 (Keeril)**  
 (d) Action taken on landing away from base  
**Keeril**
7. Captains Report  
 (a) Was exact pinpoint found? **Yes**  
 (b) How was pinpoint identified? **1, 2 subdivisions**  
**Road - railway crossing - ran over several times**  
 (c) Estimated dropping points \_\_\_\_\_  
 (d) Time dropped:  
 Height above ground \_\_\_\_\_  
 Course \_\_\_\_\_  
 I.A.S. in m.p.h. \_\_\_\_\_  
 (e) Description of Target Pinpoint (apart from lights) \_\_\_\_\_  
 (f) Recommended/Not recommended for future use \_\_\_\_\_  
 (g) Reception lights. Report by captain indicating suggested improvements:  
**Blue flashing "C" (4615N 0110E) No light in D.Z. area**  
 (h) Leaflets dropped: \_\_\_\_\_ Coffee dropped: \_\_\_\_\_  
 Pigeons " : \_\_\_\_\_ Chocolate " : \_\_\_\_\_  
 (i) Routes (state place, time and heights when crossing coasts)  

<b>St. Cath's Pt. 2242</b>	<b>D.Z. (left) 0201</b>
<b>F. Coast 2310</b>	<b>4701/N 0150E - 0250</b>
<b>Louis (4712/0022E) 2357</b>	<b>F. Coast 0346E</b>
<b>4600/0122E 0034</b>	<b>St. Cath's Pt. 0415</b>
<b>D.Z. 0045</b>	
8. If load (or part of load) jettisoned  
 (a) Place \_\_\_\_\_  
 (b) Height **N/A**  
 (c) Time \_\_\_\_\_

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10. Report by Despatcher

10. Specify Description (include place, height and time)

*nil*

11. Meteorological Conditions

12. Captain's Personal Report

*ocult 'Z' near Lamioges (W.)  
4552 N 0108 E. 0210 hrs.*

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

*R.B. Hockey w/c*  
for Officer Commanding,  
R.A.F. Tarrant Rushton,

Reference: -

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MOST SECRET No. ....  
REPORT ON OPERATIONS UNDERTAKEN BY  
..328.....SQUADRON, NIGHT..... 5/6 April 1944

1. Name of Operation.

2. Aircraft: AA No:  
1st Pilot: P/O Harbottle W/Operator: P/S Stafford Despatcher: Sgt. Lappin  
2nd Pilot: R/Gunner: P/S Dow F/Eng: Sgt. Walter  
Navigator: P/S Jones

3. Personnel and Equipment carried:  
(a) Personnel 3 (c) Containers 15 (e) Leaflets  
(b) Packages (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
(a) Area Wheelwright 83/98  
(b) Action if pinpoint not located: R.T.B.  
(c) Reception arrangements: C/B or at alternative C/G.

5. Result of Operation (if not completed, state reason)  
Unsuccessful - unable to locate RV or LZ.

6. Times  
(a) Time off: ~~2220~~ 2220  
(b) Over target area from ~~2230~~ 0230 hours to 0350 hours  
(c) Landing 0620 (at Boscawen Down)  
(d) Action taken on landing away from: Reported to Control Tower - asked for ground for a/c - told was not necessary as was

7. Captain's Report  
(a) Was exact pinpoint found? No. a/c not identified. Returned to base by air at 1245.  
(b) How was pinpoint identified? N/A.  
(c) Estimated dropping points: Did not drop.

(d) Time dropped:  
Height above ground: N/A  
Course: N/A  
I.A.S. in m.p.h.

(e) Description of Target Pinpoint (apart from lights): Impossible to locate pin. point owing maze of small rivers & roads. Difficultly identified by ground force.  
(f) Recommended/Not recommended for future use

(g) Reception lights. Report by captain indicating suggested improvements:  
N/A

(h) Leaflets dropped: } Nil  
Pigeons " : } Nil  
Coffee dropped: } Nil  
Chocolate " : } Nil

(i) Routes (state place, time and heights when crossing coasts)  
Brest - Mt. Callan Pt (2235h - 1500ft) - 49°22' / 00°50'W - (2305 1/2 h - 6000ft) - St. Brieuc - Confolens - River Dordogne at 00°59'W - LZ area - Marmontes - R. Loire 3 mi W. of TOURS - 49°22' / 00°50'W (0520h - 10000ft) - Mt. Callan Pt. (0547 1/2 h - 2000ft)

8. If load (or part of load) jettisoned  
(a) Place  
(b) Height  
(c) Time

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9. Report by Despatcher

*Nit.*

10. Report by Pilot (Name, rank, service number and wing)

*Nit.*

11. Meteorological Conditions

Broken Cloud base 2000, tops 5000 over Channel & N France, dispersing about 30 mts inland. Ground haze during early morning over inland area inland, thickening towards dawn. Coming back over Channel, fresh coast cloud in haze. Broken stratus, base 4500, top 1000.

12. Captain's Personal Report

fog very completely unaccounted - Very quite concentrated burst of flak over ANGOULÊME (0021) lasting about 10 sec. - Heavy desultory flak lasting about 15 min in area DOURNAZAC or CHALUS (0023hr). In target area could not get pinpoint at all owing to similarity of numerous rivers & roads. ~~30 min~~ after crossing French coast

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

incurred some large sudden flak lasting 2-3 sec at in MAYENNE area (2335hr).  
Six containers fell off on ground after bomb doors were opened on return.

*R.B. Hockey*  
for Officer Commanding,  
R.A.F. Tarrant Rushton.

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**MOST SECRET** No.....  
REPORT ON OPERATIONS UNDERTAKEN BY  
298... SQUADRON, NIGHT... 7th April 1944

1. Name of Operation. **HARRY 43**  
2. Aircraft: **AA HALIFAX** No: **LL 224**  
1st Pilot: **F/Lt Imber** W/Operator: **W/O Smith, L** Bombardier: **F/O Ellis**  
2nd Pilot: R/Gunner: **F/O Harwell** P/Eng: **Sgt Morris**  
Navigator: **F/S Flexman**

3. Personnel and Equipment carried:  
(a) Personnel (c) Containers **15** (e) Leaflets  
(b) Packages **3** (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
(a) Area **Argentan**  
(b) Action if pinpoint not located **R.T.B.**  
(c) Reception arrangements **C/F**

5. Result of Operation (if not completed, state reason)  
**Completed**

6. Times  
(a) Time off: **2033**  
(b) Over target area from **0002** hours to **0010** hours  
(c) Landing **0108**  
(d) Action taken on landing away from base

7. Captain's Report  
(a) Was exact pinpoint found? **Yes**  
(b) How was pinpoint identified? **Checked on Gee fix. Mouth of stream in wood**  
(c) Estimated dropping points **between 1<sup>st</sup> + 2<sup>nd</sup> red lights - slightly to south.**  
(d) Time dropped: **0006**  
Height above ground **500' AGL.**  
Course **045°(M)**  
I.A.S. in m.p.h. **130**

(e) Description of Target Pinpoint (apart from lights)  
**Clearing in wood near Rânes**  
(f) Recommended/Not recommended for future use

(g) Reception lights. Report by captain indicating suggested improvements:  
**As briefed - "F" + 3 reds. Lights were dimmed after dropping**  
(h) Leaflets dropped: Coffee dropped: Chocolate "

(k) Routes (state place, time and heights when crossing coasts)  
**St. Cath's (3000') 2259 D.Z. 0010**  
**Calony (6000) 2326 S/C on reciprocal track**  
**La Ferte 2346 French Coast 30030 (6000')**  
**D.Z. 0002 4922 N 0049 W**  
**I.O.W. 0053 1/2 (2500')**

8. If load (or part of load) jettisoned  
(a) Place  
(b) Height  
(c) Time **N/A**

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9. Report by Despatcher

Containers went O.K.

3<sup>rd</sup> package was out as last container left

10. Enemy Opposition (state place height and time)

None seen or encountered

11. Meteorological Conditions

Vis: 6 mls.

N.L. Cloud

12. Captain's Personal Report

Reception 1 1/2 miles N.W. of pinpoint as briefed.

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

I.S.R.B. to note para 12.

fr Rb Hockey W/C  
Officer Commanding  
R.A.F. Tarrant Rushton

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**MOST SECRET** No.....  
REPORT ON OPERATIONS UNDERTAKEN BY  
....298...SQUADRON, NIGHT...7th April 1944

1. Name of Operation. **HARRY 27**  
2. Aircraft: **HALIFAX KK** No: **DG 388**  
1st Pilot: **F/O Anderson** W/Operator: **Sgt Lewis** Bombardier: **F/O Evans**  
2nd Pilot: R/Gunner: ~~Sgt Humphreys~~ W/Eng: **Sgt Forest**  
Navigator: **Sgt Annon** **7/3 CANNON**

3. Personnel and Equipment carried:  
(a) Personnel (c) Containers (e) Leaflets  
(b) Mailbags (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
(a) Area  
(b) Action if pinpoint not located **R.T.B.**  
(c) Reception arrangements **C/P**

5. Result of Operation (if not completed, state reasons)

6. Times *(Timing system not completed. Only one sea light.)*  
(a) Time off: **2244**  
(b) Over target area from **0017** hours to **0040** hours  
(c) Landing **0142**  
(d) Action taken on landing away from base

7. Captain's Report  
(a) Was exact pinpoint found? **Yes**  
(b) How was pinpoint identified? **Yes**

(c) Estimated dropping points  
(d) Time dropped:  
Height above ground  
Course  
I.A.S. in m.p.h.

(e) Description of Target Pinpoint (apart from lights) **NW of St Andrew, blanking (W) of road from St Souvenier to Lymach.**  
(f) Recommended/Not recommended for future use

(g) Reception lights. Report by captain indicating suggested improvements:

(h) Leaflets dropped: Coffee dropped:  
Pigeons " ; Chocolate " ;

(k) Routes (state place, time and heights when crossing coasts)  
**Out** At Catho, 23.11, 1500'  
2 miles W Cabourg, 6000' 23.49  
**Return** 2 miles W Cabourg, 0052, 6000'  
St Catho, 0121, 1500'

8. If load (or part of load) jettisoned  
(a) Place  
(b) Height  
(c) Time

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9. Report by Despatcher

10. Enemy Opposition (state place height and time)

When some black at eye from Anke-  
-sur - Rids (S/W of height) (A/C <sup>reported</sup> ~~observed~~ fuselage  
- S/L picked up w/c for about a minute  
before 'black'.

11. Meteorological Conditions

12. Captain's Personal Report

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

Request confirmation of reception arrangements.

*Rb Hockey* <sup>15/CA</sup>  
for Officer Commanding,  
R.A.F. Tarrant Rushton.

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MOST SECRET No. ....  
REPORT ON OPERATIONS UNDERTAKEN BY  
298 ..... SQUADRON, NIGHT, 7th April 1944

1. Name of Operation. **HARRY 41**

2. Aircraft: **GG HALIFAX** No: **LK 654**  
1st Pilot: **P/O Stark** W/Operator: **Sgt Fraser** Despatcher: **P/Lt Hatton**  
2nd Pilot: **P/Lt Feathers** R/Gunner: **Sgt Buzza** W/Eng: **Sgt Marshall**  
Navigator: **P/Lt Feathers**

3. Personnel and Equipment carried:  
(a) Personnel (c) Containers (e) Leaflets  
(b) Packages (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
(a) Area  
(b) Action if pinpoint not located **R.T.B.**  
(c) Reception arrangements **C/A**

5. Result of Operation (if not completed, state reason)  
**NOT completed -**

6. Times  
(a) Time off: **2317**  
(b) Over target area from **0052** hours to **0152** hours **4 runs of**  
(c) Landing **0316** **(about 20 mls each)**  
(d) Action taken on landing away from base

7. Captain's Report  
(a) Was exact pinpoint found? **Yes**  
(b) How was pinpoint identified? **On Gee fixes & visually**

(c) Estimated dropping points

(d) Time dropped:  
Height above ground  
Course  
I.A.S. in m.p.h.

(e) Description of Target Pinpoint (apart from lights).  
**In R. Bois, SE. of lake & between woods.**

(f) Recommended/Not recommended for future use

(g) Reception lights. Report by captain indicating suggested improvements:  
**No lights seen on D.Z.**

(h) Leaflets dropped: Coffee dropped: -  
Pigeons " : Chocolate " 1

(k) Routes (state place, time and heights when crossing coast)

**St. Cath's Pt. 2335 (6000') D.Z. 0152**  
**492214 0050W 0004 (6000') Crank 0227 (3000')**  
**La Fleche 0052 5044N } 0258 (2000')**  
**0143W**  
**(Made 4 runs over D.Z.)**  
**2 from La Fleche**  
**2 - Railway junction 4742N/0025E.**

8. If load (or part of load) jetisoned

(a) Place  
(b) Height  
(c) Time  
**N/A.**

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9. Report by Despatcher

10. Enemy Opposition (state place height and time)

*None seen or encountered*

11. Meteorological Conditions

*Rain over target area  
Vis - very poor*

12. Captain's Personal Report

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

*Rb. Hockey w/c*  
for Officer Commanding,  
R.A.F. Tarrant Rushton,

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MOST SECRET No.....  
REPORT ON OPERATIONS UNDERTAKEN BY  
298 ..... SQUADRON, NIGHT..... 7th April 1944

1. Name of Operation. **HONOR 11/4**  
2. Aircraft: **RR** No: **LL 303**  
1st Pilot: **P/S Barry** W/Operator: **Sgt White** Bag/atcher: **Sgt Letts**  
2nd Pilot: R/Gunner: **Sgt Stewart** P/Eng: **Sgt Austen**  
Navigator: **Sgt Robert**

3. Personnel and Equipment carried:  
(a) Personnel (c) Containers (e) Leaflets  
(b) Packages (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
(a) Area  
(b) Action if pinpoint not located **R.T.B.**  
(c) Reception arrangements **G/K or at alternative C/C**

5. Result of Operation (if not completed, state reasons)

6. Times  
(a) Take off:  
(b) Over target area from ..... hours to ..... hours  
(c) Landing  
(d) Action taken on landing away from base

7. Captains Report  
(a) Was exact pinpoint found?  
(b) How was pinpoint identified?  
(c) Estimated dropping points  
(d) Time dropped:  
Height above ground .....  
Course .....  
I.A.S. in m.p.h. ....  
(e) Description of Target Pinpoint (apart from lights)  
(f) Recommended/Not recommended for future use  
(g) Reception lights. Report by captain indicating suggested improvements:  
(h) Leaflets dropped: ..... Coffee dropped: .....  
Pigeons " " Chocolate " " .....  
(k) Routes (state place, time and heights when crossing coasts)

8. If load (or part of load) jettisoned  
(a) Place  
(b) Height  
(c) Time

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9. Report by Despatcher

10. Enemy Opposition (state place height and time)

11. Meteorological Conditions

12. Captain's Personal Report

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

Rear turret feed assister U/S. Could not be made serviceable in time available.

*Rb. Hockley*  
for  
Officer Commanding,  
R.A.F. Tarrant Rushton,

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1. Name of Operation. PHONO 20/4

2. Aircraft: PP HALIFAX No: LL149  
1st Pilot: P/O Carpenter W/Operator: Sgt Murray Despatcher: P/O Bauman  
2nd Pilot: R/Gunner: Sgt Crossley P/Eng: Sgt Wilkinson  
Navigator: P/S Bright

3. Personnel and Equipment carried:

- (a) Personnel
- (b) Packages
- (c) Containers
- (d) Pigeons
- (e) Leaflets
- (f) Coffee

4. Instructions to Captain of a/c

- (a) Area *Near*
- (b) Action if pinpoint not located *R.T.B.*
- (c) Reception arrangements *C/D or at alternative, C/C*

5. Result of Operation (if not completed, state reasons)

*Completed on secondary*

6. Times

- (a) Time off: 2202
- (b) Over target area from *1st 0010* hours to *0020* hours
- (c) Landing 0235 *2nd 0055* hours to *0059* hours
- (d) Action taken on landing away from base

7. Captains Report

- (a) Was exact pinpoint found? *Yes*
- (b) How was pinpoint identified? *By Gee fix & rail/road*
- (c) Estimated dropping points *Dropped on white "C" along brook*
- (d) Time dropped: *0059*  
Height above ground *500' AGL*  
Course *130° (W)*  
A.S. in m.p.h. *135*

(e) Description of Target Pinpoint (apart from lights)  
*Off secondary road near Guilleville*

(f) Recommended/Not recommended for future use

(g) Reception lights. Report by captain indicating suggested improvements:  
*20 min. in PRIMARY area NO LIGHTS.*  
*Lights are briefed on secondary.*

(h) Leaflets dropped: Coffee dropped: -  
Pigeons " : Chocolate " 1

(k) Routes (state place, time and heights when crossing obstacles)

*1st D.Z. 0030*  
*2nd D.Z. - 0055*  
*Bellevue 0117*  
 Ft. Cath's 2229 (2000)  
 2 M.W. of Cabony 2307 (7000)  
 Bellevue 2332  
 R. Roni (islands) 2356  
 D.Z. (1st) 0010  
 2nd Col. 0145 (7000)  
 Ft. Cath's 0215 (2000)

8. If load (or part of load) jettisoned

- (a) Place
- (b) Height
- (c) Time

*N/A*

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9. Report by Despatcher

Packages went OK, with containers.

10. Enemy Opposition (state place height and time)

None seen or encountered

11. Meteorological Conditions

Vic : 2/3 miles

12. Captain's Personal Report

Fire small red glow	}	2338 hrs. - 20 mls. N.W.W. Belleme 2000', on route
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13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

*Rb. Hockey W/CD*  
 for  
 Officer Commanding,  
 R.A.F. Tarrant Rushton,

Reference -

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TOP SECRET No. ....  
REPORT ON OPERATIONS UNDERTAKEN BY  
...298... SQUADRON, HIGH, ...9-10-44

1. Name of Operation. DELEGATE 3.

2. Aircraft: Halifax AA. No: \_\_\_\_\_  
1st Pilot: Sgt. MUTTON W/Operator: Sgt. SALMONESE Des. Atcher: F. Sewell  
2nd Pilot: \_\_\_\_\_ R/Gunner: Sgt. NICOLSON. P/Eng: Sgt. McFARLANE  
Navigator: Sgt. Lee.

3. Personnel and Equipment carried:  
(a) Personnel \_\_\_\_\_ (c) Containers 15 (e) Leaflets \_\_\_\_\_  
(b) Packages 3 (d) Pigeons \_\_\_\_\_ (f) Coffee \_\_\_\_\_

4. Instructions to Captain of a/c  
(a) Area 14 Km. S.S.E. of MONTAUBAN DE BRETAGNE,  
(b) Action if pinpoint not located R.T.B. 23 Km W. of RENNES.  
(c) Reception arrangements C/G.  
Pinpoint: - { 48° 06' 30" N  
{ 01° 58' 58" W.

5. Result of Operation (if not completed, state reason)  
Unsuccessful. No reception

6. Times  
(a) Time off: 0206 0006  
(b) Over target area from 0150 hours to 0210 hours  
(c) Landing 0344 (Boscville Down)  
(d) Action taken on landing away from base Phoned base. Returned by air same day.

7. Captains Report  
(a) Was exact pinpoint found? Yes.  
(b) How was pinpoint identified? By lakes in large wood to SW & in small wood to NW. a road to W of DZ running NE-SW  
(c) Estimated dropping points N/A  
(d) Time dropped:  
Height above ground N/A  
Course  
I.A.S. in m.p.h.

(e) Description of Target Pinpoint (apart from lights)  
Crossland on slope of slight hill, running down to road.  
(f) Recommended/Not recommended for future use Easy to find.  
(g) Reception lights. Report by captain indicating suggested improvements:  
N/A.

(h) Leaflets dropped: \_\_\_\_\_ Coffee dropped: \_\_\_\_\_  
Pigeons " : / Chocolate " /

(k) Routes (state place, time and heights when crossing coasts). St. Catherine  
(0024h - 10,000 ft) - Pte. de La Parcie (0050 - 10,000 ft) -  
Lake 1 mi. N. of LA GUERCHE - due W. to Lake 2 mi. N.  
of PLOERNEL - DZ - 48° 36' N / 0231' W (0229h - 4000 ft) -  
49° 22' N / 0314' W - 5036' N / 0211' W (0318h - 2000) - Base -  
Boscville Down.

8. If load (or part of load) jettisoned  
(a) Place  
(b) Height  
(c) Time

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9. Report by Despatcher

Not dropped.

10. Enemy Opposition (state place height and time)

Nil.

11. Meteorological Conditions

as briefed.

12. Captain's Personal Report

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

*Rb. Hockey w/cdr*  
for Officer Commanding,  
R.A.F. Tarrant Rushton,

Reference:-  
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MOST SECRET No. ....  
 REPORT ON OPERATIONS UNDERTAKEN BY  
 ...298... SQUADRON, NIGHT... 11/12 APRIL

1. Name of Operation. **WHEELWRIGHT 91**

2. Aircraft: **HALIFAX** No: **FF**  
 1st Pilot: **F/O NORTHMORE** W/Operator: **F/S STAFFORD** Des. Atcher: **Sgt. LAPPIN**  
 2nd Pilot: **-** R/Comdr: **F/S CANNON** P/Eng: **F/S WALTER**  
 Navigator: **F/S JONES**

3. Personnel and Equipment carried:  
 (a) Personnel - (c) Containers **15** (e) Leaflets -  
 (b) Packages - (d) Pigeons - (f) Coffee -

4. Instructions to Captain of a/c  
 (a) Area **SAMATAN**  
 (b) Action if pinpoint not located **R/B**  
 (c) Reception arrangements **C/L for LONDON (C/O for GEORGE)**

5. Result of Operation (if not completed, state reason) **NOT COMPLETED**  
**R.V. to D.Z. on D.R. but did not identify or see any lights.**  
**Another run up was made from the south but with same result.**

6. Times  
 (a) Time off: **2149**  
 (b) Over target area from **0119** hours to **0224** hours  
 (c) Landing **0505**  
 (d) Action taken on landing away from base: **-**

7. Captains Report

- (a) Was exact pinpoint found? **-**
- (b) How was pinpoint identified? **-**
- (c) Estimated dropping points **-**
- (d) Time dropped:  
 Height above ground  
 Course  
 I.A.S. in m.p.h.
- (e) Description of Target Pinpoint (apart from lights)
- (f) Recommended/Not recommended for future use
- (g) Reception lights. Report by captain indicating suggested improvements:  
**NO lights visible.**
- (h) Leaflets dropped:                      Coffee dropped: **-**  
 Pigeons " :                                  Chocolate " : **-**

(k) Routes (state place, time and heights when crossing coasts)

ENEMY	49°22' N	00°50' W	2242 1/2	8,000'
ENGLISH	St. Catherine's Pt.		2208 1/2	1,000'
ENEMY	49°22' N	00°50' W	0419 1/2	8,000'
ENGLISH	St. Catherine's Pt.		0442	1,000'

8. If load (or part of load) jettisoned  
 (a) Place  
 (b) Height  
 (c) Time

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9. Report by Despatcher

10. Enemy Opposition (state place, height and time)

nil

11. Meteorological Conditions Scattered cloud 4,000' up to 150 miles from enemy coast. No cloud at D.Z. but slight ground haze.

12. Captain's Personal Report.

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

Rb. Hockey w/c  
for Officer Commanding,  
R.A.F. Tarrant Rushton.

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MOST SECRET No.....  
 REPORT ON OPERATIONS UNDERTAKEN BY  
 ....298...SQUADRON, NIGHT...11/12 APRIL

1. Name of Operation **TRAINER 224**
2. Aircraft: **HALIFAX** No: **JJ**  
 1st Pilot: **F/O STARK** W/Operator: **Sgt. FRASER** Des. Atcher: **F/L HATTON**  
 2nd Pilot: **-** R/Gunner: **Sgt. BURRA** P/Eng: **Sgt. FULLAR**  
 Navigator: **F/L FEATHERS**
3. Personnel and Equipment carried:  
 (a) Personnel **-** (c) Containers **14** (e) Leaflets **-**  
 (b) Packages **1** (d) Pigeons **-** (f) Coffee **-**
4. Instructions to Captain of a/c  
 (a) Area **JUSTIN**  
 (b) Action if pinpoint not located **R/B**  
 (c) Reception arrangements **C/C for CHARLIE.**
5. Result of Operation (if not completed, state reason) **NOT COMPLETED.**  
**MAP READ TO D.Z but NO lights visible.**
6. Times  
 (a) Time off: **2320**  
 (b) Over target area from **0231** hours to **0258** hours  
 (c) Landing **0548**  
 (d) Action taken on landing away from base **-**
7. Captains Report  
 (a) Was exact pinpoint found? **NO**  
 (b) How was pinpoint identified? **-**  
 (c) Estimated dropping points **-**  
 (d) Time dropped:  
 Height above ground **-**  
 Course **-**  
 I.A.S. in m.p.h. **-**  
 (e) Description of Target Pinpoint (apart from lights) **-**  
 (f) Recommended/Not recommended for future use **-**  
 (g) Reception lights. Report by captain indicating suggested improvements:  
**NO lights visible**  
 (h) Leaflets dropped: **-** Coffee dropped: **-**  
 Pigeons " " : **-** Chocolate " " : **-**  
 (k) Routes (state place, time and heights when crossing coasts)

COAST. ENGLISH :-	St Catherine's Pt	2330	6,500
ENEMY :-	49 22 1/2 N 00 50 W	0007	6,500
ENEMY :-	49 22 1/2 N 00 50 W	0500	3,000
ENGLISH :-	50 44 N 02 44 W	0529	2,000

8. If load (or part of load) jettisoned  
 (a) Place  
 (b) Height  
 (c) Time

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9. Report by Despatcher

10. Enemy Opposition (state place height and time)

*nil*

11. Meteorological Conditions

*Little or no cloud, no ground haze at D.Z.*

12. Captain's Personal Report

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

*R.L. Hockey W/Cdr*  
for  
Officer Commanding,  
R.A.F. Tarrant Rushton,

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**MOST SECRET** No.....  
REPORT ON OPERATIONS UNDERTAKEN BY  
...298... SQUADRON, NIGHT, 11/17 APRIL

1. Name of Operation. **FOOTMAN 27**

2. Aircraft: **HALIFAX** No: **AA**  
1st Pilot: **F/LT IMBER** W/Operator: **W/O SMITH L.B.** Despatcher: **F/O ELLIS**  
2nd Pilot: **-** R/Comer: **F/O HARTWELL** P/Eng: **Sgt MORRIS**  
Navigator: **F/S PLEXMAN**

3. Personnel and Equipment carried:  
(a) Personnel **-** (c) Containers **15** (e) Leaflets **-**  
(b) Packages **1** (d) Pigeons **-** (f) Coffee **-**

4. Instructions to Captain of a/c  
(a) Area **FUMEL**  
(b) Action if pinpoint not located **R/B**  
(c) Reception arrangements **c/c for Charlie (c/B).**

5. Result of Operation (if not completed, state reason)

*Completed on primary*

6. Times  
(a) Time off: **2249**  
(b) Over target area from **0220** hours to **0229** hours  
(c) Landing **0503**  
(d) Action taken on landing away from base

7. Captains Report

(a) Was exact pinpoint found? **Yes**  
(b) How was pinpoint identified? **Reception + clearing in woods near railway**  
(c) Estimated dropping points

(d) Time dropped: **0225**  
Height above ground **1200 A.S.L. (400' A.G.L.)**  
Course **360°**  
I.A.S. in m.p.h. **130**

(e) Description of Target Pinpoint (apart from lights)

*Clearing in woods*

(f) Recommended/Not recommended for future use

(g) Reception lights. Report by captain indicating suggested improvements:

*As briefed*

(h) Leaflets dropped: Coffee dropped: **-**  
Pigeons " : Chocolate " **1 1/2**

(k) Routes (state place, time and heights when crossing coasts)

*Ft. Cath's Pt. - 2205 (3000') D.Z. 1/2 0229*  
*F. Coast - 2341 (600') Cahors 0228*  
*4714N 0005E - 0034 on recip track*  
*Cahors - 0213 4721N 0229E*  
*D.Z. - 0220 F. Coast 0423 (6000')*  
*E. Coast 02149 (3000')*

8. If load (or part of load) jettisoned

(a) Place  
(b) Height **N/A**  
(c) Time

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9. Report by Despatcher

Containers fell on lights - on 2<sup>nd</sup> run could see containers on ground. Package with containers

10. Enemy Opposition (state place, height and time)

nil

11. Meteorological Conditions

Vii - very good. High thin cloud over France.

12. Captain's Personal Report

4235N 0031E.  
B 7.08 } Sin. Cl. Fine { looked clear }  
C 38.77 } { 1/2 on fine }  
0407 hrs - 6000'

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

R. Hockey W/Com  
for Officer Commanding,  
R.A.F. Tarrant Rushton,

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MOST SECRET No.....  
 REPORT ON OPERATIONS UNDERTAKEN BY  
 ..298... SQUADRON, NIGHT, 11/12 APRIL

1. Name of Operation. **FOOTMAN 25**
2. Aircraft: **HALIFAX** No: **DD**  
 1st Pilot: **F/O TAYLOR** W/Operator: **SGT. SPRINGATE** Bombardier: **SGT. FERGUSON**  
 2nd Pilot: **F/O SEYMOUR** W/Gunner: **SGT. HORWOOD** P/Eng: **SGT. JOHNSTON**  
 Navigator: **SGT. MCGEECHIE**
3. Personnel and Equipment carried:  
 (a) Personnel - (c) Containers **15** (e) Leaflets -  
 (b) Packages **1** (d) Pigeons - (f) Coffee -
4. Instructions to Captain of a/c  
 (a) Area **VAYRAC**  
 (b) Action if pinpoint not located **R/B**  
 (c) Reception arrangements **C/L for LONDON (C/B)**
5. Result of Operation (if not completed, state reason)  
**COMPLETED -**
6. Times  
 (a) Time off: **2233**  
 (b) Over target area from **0112** hours to **0155** hours  
 (c) Landing **0430**  
 (d) Action taken on landing away from base **N/A.**
7. Captains Report  
 (a) Was exact pinpoint found? **YES.**  
 (b) How was pinpoint identified? **BY LIGHTS AS BRIEFED.**  
 (c) Estimated dropping points **ON LIGHTS. "L" CLEARLY RECOGNISED.**  
 (d) Time dropped: **0155.**  
 Height above ground **500 ft.**  
 Course **240° T.**  
 I.A.S. in m.p.h. **135**  
 (e) Description of Target Pinpoint (apart from lights) **OPEN FIELD ON HILL JUST SOUTH OF RIVER -**  
 (f) Recommended/Not recommended for future use  
 (g) Reception lights. Report by captain indicating suggested improvements:  
**RED LIGHT NOT VERY CLEAR**  
 (h) Leaflets dropped: Coffee dropped: -  
 Pigeons " ; Chocolate " ;  
 (k) Routes (state place, time and heights when crossing coasts)  
**S<sup>t</sup> CATHERINES POINT - 2246 - 4000 ft. - 49°22'N - 00°50'W -**  
**23.14 - 7000 ft. 47°18'N - 00°20'E - 0008 - 3000 ft. -**  
**44°53'N - 01°25'E - 0109 - 2000 ft. - D.Z. - + RETURN.**  
**49°22'N - 00°50'W - 0357 - 7000 ft. - S<sup>t</sup> CATHERINES POINT.**  
**04.20 - 3000 ft. BASE.**
8. If load (or part of load) jettisoned  
 (a) Place **N/A.**  
 (b) Height  
 (c) Time

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9. Report by Despatcher

PACKAGE NOT DROPPED. NO 1 CONTAINER FAILED TO DROP ALTHOUGH SECOND RUN IN MADE TO RELEASE.

10. Enemy Opposition (state place, height and time)

TOURS - ~~0010~~ 0010 - 3000ft. - RED GLOW SEEN LOOKED LIKE PATHFINDER FLARE

11. Meteorological Conditions

GOOD - AS FORECAST  
BROKEN CLOUDS OVER SEA ON RETURN.  
8/10 - 7000ft. TOPS.

12. Captain's Personal Report

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

*R. Hockey w/c*  
for  
Officer Commanding,  
R.A.F. Tarrant Rushton

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SECRET No. ....  
 REPORT ON OPERATIONS UNDERTAKEN BY  
 ...298... SAUMUR, NIGHT. 11/12 APRIL

1. Name of Operation. **FOOTHAN 27**

2. Aircraft: **HALIFAX** No: **GG**  
 1st Pilot: **S/L BRIGGS** W/Operator: **P/O TONGE** Bom. Acher: **Sgt. LAW**  
 2nd Pilot: **-** R/Gunner: **P/O SEARLES** P/Eng: **F/S POPE**  
 Navigator: **P/O SEYMOUR**

3. Personnel and Equipment carried:  
 (a) Personnel **-** (c) Containers **15** (e) Leaflets **-**  
 (b) Packages **1** (d) Pigeons **-** (f) Coffee **-**

4. Instructions to Captain of **2/c**  
 (a) Area **FUMEL**  
 (b) Action if pinpoint not located **R/B**  
 (c) Reception arrangements **c/c for Charlie (C/B)**

5. Result of Operation (if not completed, state reasons)  
**Successful.**

6. Times  
 (a) Time off: **2220**  
 (b) Over target area from **0115** hours to **0125** hours  
 (c) Landing **0356**  
 (d) Action taken on landing away from base **-**

7. Captain's Report  
 (a) Was exact pinpoint found? **Yes.**  
 (b) How was pinpoint identified? **Road + Railway running N. & by**  
 (c) Estimated dropping points **run 3 miles S.**  
**Between 1st + 2nd lights.**  
 (d) Time dropped: **0125**  
 Height above ground **500 ft.**  
 Course **120° M**  
 I.A.S. in m.p.h. **125 mph.**

(e) Description of Target Pinpoint (apart from lights)  
**100 yds off main road running N-S in grass**  
**area enclosed by woods**

(f) Recommended/Not recommended for future use  
**Report by captain indicating suggested improvements:**  
**lights rather dim but spacing accurate.**  
**coffee amateurish.**  
 (h) Leaflets dropped: **-** Coffee dropped: **-**  
 Pigeons " **1** Chocolate " **1**

(k) Routes (state place, time and heights when crossing coasts)  
**Base - St Catherine Pt (2235 h - 3000 ft) -**  
**49°25'01"00 W (2305 h - 6000 ft - 090° SAUMUR 24.00)**  
**- CAHORS - DZ - 090° SAUMUR. 20 miles - 49°25'01"00 W**  
**(0309 1/2 h - 6000) - St. Catherine Pt (0322 h**  
**- 4000 ft) - Base.**

8. If load (or part of load) jettisoned  
 (a) Place  
 (b) Height  
 (c) Time

Reference: -

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9. Report by Despatcher *Dropped amongst cartridges.*

10. Enemy Opposition (state place, height and time)

*Nil.*

11. Metereological Conditions

*as briefed, except that  
winds stronger + more southerly. Fair to  
fine whole route.*

12. Captain's Personal Report

13. Remarks by Officer Commanding R. A. P. Tarrant Rushton

*R. G. Hockey W/cor*  
for Officer Commanding,  
R. A. P. Tarrant Rushton,

Reference: AIR 27/1650

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SECRET  
 REPORT ON OPERATIONS UNDERTAKEN BY  
 ... 298 ... S. WARDEN, NICO. 11/12 APRIL

1. Name of Operation: **WHEELWRIGHT 92**

2. Aircraft: **HALIFAX** No: **BB**  
 1st Pilot: **F/S REID** W/Operator: **F/S ORZAND** Base/Atcher: **SGT. MOREY**  
 2nd Pilot: **-** R/Gunner: **SGT. JONES, H.M.** P/Eng: **SGT. McMILLAN**  
 Navigator: **SGT. MARSH**

3. Personnel and Equipment carried:  
 (a) Personnel **-** (c) Containers **15** (e) Leaflets **-**  
 (b) Packages **1** (d) Pigeons **-** (f) Coffee **-**

4. Instructions to Captain of a/c  
 (a) Area **DOMME**  
 (b) Action if pinpoint not located **R/B**  
 (c) Reception arrangements **C/L for LONDON (C/G for GEORGE)**

5. Result of Operation (if not completed, state reason):  
**Completed.**

6. Times  
 (a) Time off: **2225**  
 (b) Over target area from **01.30** hours to **01.58** hours  
 (c) Landing **02.23**  
 (d) Action taken on landing away from base

7. Captains Report  
 (a) Was exact pinpoint found? **Yes.**  
 (b) How was pinpoint identified? **Map reading, physical features 3 red/yellow lights in line & white light flashes L.**  
 (c) Estimated dropping points **in curve line of lights**  
 (d) Time dropped: **01.55**  
 Height above ground **650 A.G.L.**  
 Course **030°T**  
 I.A.S. in m.p.h. **140.**

(e) Description of Target Pinpoint (apart from lights). **junction of roads on north of D.2. & 2. in clearing in wood line of trees**

(f) Recommended/Not recommended for future use

(g) Reception lights. Report by captain indicating suggested improvements:

(h) Leaflets dropped: Coffee dropped: **-**  
 Pigeons " : Chocolate " **1 1/2**

(k) Routes (state place, time and heights when crossing coast)

Out.	English Coast	St. Catherine's Pt.	3000 H.S.L.	22.54
	French Coast	Pointe de la Penne	6500 H.S.L.	23.26 1/2
	French Coast	" "	6500 H.S.L.	03.40
	English Coast	St. Catherine's Pt.	3000	04.05

8. If load (or part of load) jettisoned

- (a) Place
- (b) Height
- (c) Time

Reference: -

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9. Report by Despatcher

7 Pkg. went O.K. Saw certain articles open.  
Reas. Sumner. Saw all pkgs & containers hit ground with  
one green flash. also saw 3 bombs on D.2. & 4 km. from

10. Enemy Opposition (state place height and time)

hit

11. Meteorological Conditions

12. Captain's Personal Report

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

R. B. Hockey W/Cdr  
for Officer Commanding,  
R.A.F. Tarrant Rushton,

Reference:-

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MOST SECRET No.....  
REPORT ON OPERATIONS UNDERTAKEN BY  
...298...S. MURRAY, NIGHT...11/12 APRIL

1. Name of Operation. **PETER 68**

2. Aircraft: **HALIFAX** No: **KK**  
1st Pilot: **F/O ANDERSON** W/Operator: **SGT. LEWIS** Despatcher: **F/O EVANS**  
2nd Pilot: **-** R/Commer: **SGT. TURNER** B/Eng: **SGT. FORREST**  
Navigator: **SGT. ANNON**

3. Personnel and Equipment carried:  
(a) Personnel **-** (c) Containers **15** (e) Leaflets **-**  
(b) Packages **1** (d) Pigeons **-** (f) Coffee **-**

4. Instructions to Captain of a/c  
(a) Area **R10M**  
(b) Action if pinpoint not located **R15**  
(c) Reception arrangements **C/B for BEER (C/A)**

5. Result of Operation (if not completed, state reason)  
**Not completed - D.2. not reached.**

6. Times  
(a) Time off: **0023**  
(b) Over target area from **-** hours to **-** hours  
(c) Landing **0635**  
(d) Action taken on landing away from base

7. Captains Report  
(a) Was exact pinpoint found? **Not identified**  
(b) How was pinpoint identified?

(c) Estimated dropping points

(d) Time dropped:  
Height above ground  
Course  
I.A.S. in m.p.h.

(e) Description of Target Pinpoint (apart from lights)

**D.2. not seen**

(f) Recommended/Not recommended for future use

(g) Reception lights. Report by captain indicating suggested improvements:

(h) Leaflets dropped: Coffee dropped: **-**  
Pigeons " : Chocolate " **1 1/2**

(k) Routes (state place, time and heights when crossing coasts)

**St. Cath's Pt. - 0039 R. Loire 0456**  
**F. Coast - 0116 1/2 (7000) F. Coast 0545 (9000')**  
**R. Loire - 0200 1/2 E. 0622 (1500')**

8. If load (or part of load) jettisoned

(a) Place  
(b) Height  
(c) Time **N/A**

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9. Report by Despatcher

10. Enemy Opposition (state place, height and time)

Flare ~~light~~ light (2 or 3 guns)  
1500' - 0400 hrs. - R. Line (from illuminated camp)  
AGL

6-9 S/Ls - 0515 hrs - <sup>S. of</sup> Chabaudum - 4000' ASL

11. Meteorological Conditions

light flash intersive. Hit on tail & NE 4  
tank on port wing.

Vis - very clear

12. Captain's Personal Report

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

Bombaimer unable to map read.

R.B. Hockey w/c  
for Officer Commanding,  
R.A.F. Tarrant Rushton.

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MOST SECRET No.....  
REPORT ON OPERATIONS UNDERTAKEN BY  
.....298...SQUADRON, NIGHT, 27/28 APR 44

1. Name of Operation. ACTOR 3

2. Aircraft: GG No:  
1st Pilot: S/L BRIGGS W/Operator: F/O TONGE Despatcher: S/L LAW  
2nd Pilot: R/Gunner: F/O SEARLES P/Eng: F/S POPE  
Navigator: F/O SEYMOUR

3. Personnel and Equipment carried:  
(a) Personnel (c) Containers 15 (e) Leaflets  
(b) Packages 2 (d) Pigeons (f) Coffee

4. Instructions to Captain of a/o  
(a) Area BELIN  
(b) Action if pinpoint not located RTB  
(c) Reception arrangements C/R

5. Result of Operation (if not completed, state reason)  
on ascent Not completed lights seen on ascent but went out

6. Times  
(a) Time off: 0020  
(b) Over target area from 0042 hours to 0136 hours  
(c) Landing 0450  
(d) Action taken on landing away from base

7. Captain's Report  
(a) Was exact pinpoint found? Yes  
(b) How was pinpoint identified? Light was seen at 0058 with white flashing R but went out on ascent and could not be found again  
(c) Estimated dropping points  
(d) Time dropped:  
Height above ground  
Course  
I.A.S. in m.p.h.

(e) Description of Target Pinpoint (apart from 1)  
(f) Recommended/Not recommended for future use  
(g) Reception lights. Report by captain indicating suggested improvements:

(h) Leaflets dropped: Coffee dropped: -  
Pigeons " : Chocolate " :

(k) Routes (state place, time and heights when crossing coasts)  
St Catharines Pt 2236 3000' - Pt de la Penne 2200 3000' - R. Irois W  
de la Penne - 47°00' 05" 22'E - Lempen - Target - return same distance  
Pt de la Penne 0401 8000' - St Gath Bourneville 0435 4000' - base

8. If load (or part of load) jettisoned  
(a) Place  
(b) Height  
(c) Time

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9. Report by Despatcher

10. Enemy Opposition (state range height and time)

St Meteor 0023 1500' LIF from one gun accurate with first burst.

44° 38' N 01° 00' W on railway junction 0052 1000' } 1 LIF gun firing and  
0115 1000' }  
and gun fire

11. Meteorological Conditions

Clear blue over France visibility 5/8 Miles, very dark in  
horizon area as moon had gone very little light.

12. Captain's Personal Report

Casualty Aerodrome appeared to be light by flares may have  
been some with flares.

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

R. G. Hockey W/c  
Officer Commanding,  
R.A.F. Tarrant Rushton.

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**MOST SECRET** No.....  
 REPORT ON OPERATIONS UNDERTAKEN BY  
 ...298... SQUADRON, NIGHT... 27/28 APR 44

1. Name of Operation. **FIREMAN H/2**
2. Aircraft: **NN** No:  
 1st Pilot: **F/L S/L MUR** W/Operator: **MAJ RELHANNON** Despatcher: **F/O LEE F.H.C.**  
 2nd Pilot: R/Gunner: **F/S DREW** P/Eng: **P/O WALKER**  
 Navigator: **P/O ORME**
3. Personnel and Equipment carried:  
 (a) Personnel (c) Containers **15** (e) Leaflets  
 (b) Packages **2** (d) Pigeons (f) Coffee
4. Instructions to Captain of a/c  
 (a) Area **LAURIERE**  
 (b) Action if pinpoint not located **Fusion 2**  
 (c) Reception arrangements **C/K C/B**
5. Result of Operation (if not completed, state reasons) **No.**
6. Times  
 (a) Time off: **2255**  
 (b) Over target area from **(I) 0114** hours to **0131** hours **(II) 0141 - 0153 hrs**  
 (c) Landing **0402 0410**  
 (d) Action taken on landing away from base **N/A**
7. Captain's Report  
 (a) Was exact pinpoint found? **I. Area found, but no reception - 2 bouffies seen**  
 (b) How was pinpoint identified? **South of pinpoint**  
**II. on D.Z. saw dim light, but flashed only**  
 (c) Estimated dropping points **dots not letters**  
 (d) Time dropped:  
 Height above ground **N/A**  
 Course  
 I.A.S. in m.p.h.  
 (e) Description of Target Pinpoint (apart from **(I) Hill to N. of D.Z.**)  
**I. Junction of river & roads 6 miles E. of D.Z. Too dark to map read**  
 (f) Recommended/Not recommended for future use  
 (g) Reception lights. Report by captain indicating suggested improvements:  
**I. = no lights. II. Very dim. Flare seen from ground**  
 (h) Leaflets dropped: Coffee dropped: **N/A**  
 Pigeons " : **N/A** Chocolate " : **N/A**  
 (k) Routes (state place, time and heights when crossing coasts)  
**St. Catharins Pt. 2313 - 2000 ft.** **E. of Saumur - 0230 - 6000 ft**  
~~2313~~ **00-50 Pointe de la Perce - 2339 - 7000 ft.** **Poite de la P. 0322 - 7000 ft**  
**Junction Loire & Indre. 0026 - 2000 ft.** **St. Catharins. 0348 - 2000 ft.**  
**Tours. 0030 - 2000 ft.**  
**South of D.Z. I.**  
**II. D.Z.**
8. If load (or part of load) jettisoned  
 (a) Place **N/A**  
 (b) Height  
 (c) Time

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9. Report by Despatcher

N/A.

10. Enemy Opposition (state place height and time)

Machine gun fire from Toms. 0030 - 2000 ft.  
Accurate.

11. Meteorological Conditions Clear skies all way. Much haze all way. No cloud. Over Channel wind 20 m.p.h. increasing over target to 30 m.p.h.

12. Captain's Personal Report

Gen. helpful - date  
2 Squares of lights 46° 43' N - 00° 22' E. (0210 - 4/500 ft.)  
these lights remained on, probable prison camp. At 0221 hrs.  
at 47° 20' N. 00° 04' W., lights went out as KLC approached  
to starboard. KLC approx. 6000 ft.

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

R.B. Hockey w/c  
fr Officer Commanding,  
R.A.F. Tarrant Rushton.

CRW  
0500

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**MOST SECRET** No. ....  
REPORT ON OPERATIONS UNDERTAKEN BY  
...R.P.S...SQUADRON, NIGHT, 23/24: 4:44

1. Name of Operation. *Station 14*  
2. Aircraft: *DD* No: \_\_\_\_\_  
1st Pilot: *W/O Bain* W/Operator: *Apt. Housel* Des. atcher: *Apt. Housel*  
2nd Pilot: \_\_\_\_\_ R/Gunner: *Apt. Wright* E/Eng: *Apt. Barclay*  
Navigator: *F/L Aswell*

3. Personnel and Equipment carried:  
(a) Personnel (c) Containers *30* (e) Leaflets  
(b) Packages (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
(a) Area *Pierre Buffiere*  
(b) Action if pinpoint not located *Station 61*  
(c) Reception arrangements *C/A*

5. Result of Operation (if not completed, state reason)  
*Not completed. no recognition of DZs*

6. Times  
(a) Time off: *0325*  
(b) Over target area from *0141* hours to *0303* hours  
(c) Landing *0415*  
(d) Action taken on landing away from base

7. Captains Report  
(a) Was exact pinpoint found? *NO.*  
(b) How was pinpoint identified?  
(c) Estimated dropping points *N/A*  
(d) Time dropped:  
Height above ground  
Course *N/A.*  
I.A.S. in m.p.h.

(e) Description of Target <sup>area</sup> (apart from lights)  
*NE of ST. VRIEX, woods. S of MAGNAC.*

(f) Recommended ~~Not recommended~~  
(g) Reception lights. Report by captain indicating suggested improvements:  
*No lights seen*

(h) Leaflets dropped: \_\_\_\_\_ Coffee dropped: \_\_\_\_\_  
Pigeons " ; Chocolate " ;

(k) Routes (state place, time and heights when crossing coasts)  
*1. St Caths. 23.40, 3,000*  
*4922N 0050W, 7,000, 0004*  
~~2. St Caths. 0328, 3,000~~  
*2. St Caths. 0359, 3,000*

8. If load (or part of load) jettisoned  
(a) Place  
(b) Height  
(c) Time *N/A.*

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9. Report by Despatcher

N/A

10. Enemy Opposition (state place height and time)

N/A

11. Meteorological Conditions

no cloud, misty, westerly.

12. Captain's Personal Report

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

R. Hockey w/c  
Officer Commanding,  
R.A.F. Tarrant Rushton.

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MOST SECRET No. ....  
REPORT ON OPERATIONS UNDERTAKEN BY  
.... 298 SQUADRON, NIGHT, 25/29.4.44

1. Name of Operation. *Whulwright 2413*

2. Aircraft: *CC* No:  
1st Pilot: *F/S Smith* W/Operator: *W/O Gardner* Despatcher: *Sgt. Hales*  
2nd Pilot: R/Gunner: *Sgt. Hayhurst* W/Eng: *Sgt. Ahene*  
Navigator: *F/S Lane*

3. Personnel and Equipment carried:  
(a) Personnel (c) Containers *15* (e) Leaflets  
(b) Packages *3* (d) Pigeons (f) Coffee

4. Instructions to Captain of *1/0*  
(a) Area *Montesquieu*  
(b) Action if pinpoint not located *Whulwright 105*  
(c) Reception arrangements *C/A*

5. Result of Operation (if not completed, state reason)

6. Times *lights not completed, no*  
(a) Time off: *2215* *connective to 20*  
(b) Over target area from *0012* hours to *0124* hours (*Primary*)  
(c) Landing *0450* *0132* *0145* (*day*)  
(d) Action taken on landing away from base

7. Captains Report  
(a) Was exact pinpoint found? *YES (on secy) area of primary*  
(b) How was pinpoint identified?

(c) Estimated dropping points *N/A*

(d) Time dropped:  
Height above ground  
Course  
I.A.S. in m.p.h. *N/A*

(e) Description of Target Pinpoint (apart from lights)  
*Primary, small square search of area - nothing seen. Clear - Woods road 22 X woods S of 22.*

(f) Recommended/Not recommended *Woods road EAUZE 5 CAZUBON.*

(g) Reception lights. Report by captain indicating suggested improvements:  
*None seen*

(h) Leaflets dropped: Coffee dropped:  
Pigeons " ; Chocolate / " ;

(k) Routes (state place, time and heights when crossing coasts)  
*Out* *St Carth.* *2232, 1500'*  
*5 miles E Phe Riviere 2259, 7500'*  
*Return* *5 miles E Phe Riviere 0401, 7000'*  
*St Carth.* *0429, 2,000'*

8. If load (or part of load) jettisoned  
(a) Place  
(b) Height  
(c) Time *N/A*

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9. Report by Despatcher

N/A.

10. Enemy Opposition (state place, night and time)

2 fighters, green + red tracer at a/c. from port side, but about a mile away. - 5 miles W Berperac. 1000-1500, 00.45.

11. Meteorological Conditions

Vis 2-4 miles on DZ.  
Cloud, 1500 base  $\frac{3}{10}$  stratus cu. W. of DZ.

12. Captain's Personal Report

Halifax still <sup>seen</sup> at 23.42. 10 miles E SAMMUR. 1500!

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

Rb. Hockey w/c  
Officer Commanding,  
R.A.F. Tarrant Rushton.

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**MOST SECRET** No.....  
REPORT ON OPERATIONS UNDERTAKEN BY  
...298...SQUADRON, NIGHT, 28/29.4.44

1. Name of Operation. *Whulowight 90*  
2. Aircraft: *EE* No:  
1st Pilot: *F/L Tanker* W/Operator: *W/O Smith L.B.* Despatcher: *F/O Ellis*  
2nd Pilot: R/Gunner: *F/O Maxwell* E/Eng: *Sgt. Norris*  
Navigator: *S/S Pexner*

3. Personnel and Equipment carried:  
(a) Personnel (c) Containers *15* (e) Leaflets  
(b) Packages *3* (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
(a) Area *Milan*  
(b) Action if pinpoint not located *alt. Whulowight 105*  
(c) Reception arrangements *a/c*

5. Result of Operation (if not completed, state reason)  
*Not completed. No lights on either DZs.*

6. Times  
(a) Time off: *2216*  
(b) Over target area from *0131* hours to *0146* hours *Primary*  
(c) Landing *0541* *0204* *0220* *Secondary*  
(d) Action taken on landing away from base

7. Captains Report  
(a) Was exact pinpoint found? *YES.*  
(b) How was pinpoint identified?

(c) Estimated dropping points *N/A*  
(d) Time dropped: *N/A*  
Height above ground  
Course  
I.A.S. in m.p.h.

(e) Description of Target Pinpoint (apart from lights)  
*Both DZs by roads & junctions of primary & N of Leay DZs*

(f) Recommended/Not recommended for future use  
(g) Reception lights. Report by captain indicating suggested improvements:  
*None seen*

(h) Leaflets dropped: Coffee dropped:  
Pigeons " ; Chocolate "

(k) Routes (state place, time and heights when crossing coasts)  
*Out* *Mc Carls* *2254* *6000'*  
*Return* *On track* *2258* *6000'*  
*On track* *0451 1/2* *6000'*  
*Mc Carls* *0520* *3,000'*

8. If load (or part of load) jettisoned  
(a) Place  
(b) Height  
(c) Time  
*N/A*

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9. Report by Despatcher

N/A

10. Enemy Opposition (state place, height and time)

Nothing seen.

11. Meteorological Conditions

Vis 2-3 miles westwards, cloud base 500', broken, 9/10.

12. Captain's Personal Report

Houses & buildings seen on base of Paratroopers. approx 0300. 4,000'

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

Rb. Hockey w/c  
for Officer Commanding,  
R.A.F. Tarrant Rushton.

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MOST SECRET No. ....  
REPORT ON OPERATIONS UNDERTAKEN BY  
... 298... SQUADRON, NIGHT, .....

1. Name of Operation. *Star over 79*
2. Aircraft: *MM* No: \_\_\_\_\_  
 1st Pilot: *F/O Johnson* W/Operator: *F/SPOULTER* Observer: *F/S PRAGUE*  
 2nd Pilot: \_\_\_\_\_ R/Gunner: *F/S OWEN* F/Eng: *SPT STARKS*  
 Navigator: *W/O SMITH*
3. Personnel and Equipment carried:  
 (a) Personnel \_\_\_\_\_ (c) Containers *15* (e) Leaflets \_\_\_\_\_  
 (b) Packages *3* (d) Pigeons \_\_\_\_\_ (f) Coffee \_\_\_\_\_
4. Instructions to Captain of *3/c*  
 (a) Area *Vic le Comte*  
 (b) Action if pinpoint not located \_\_\_\_\_  
 (c) Reception arrangements *C/N*
5. Result of Operation (if not completed, state reason)  
*Area not reached.*
6. Times  
 (a) Time off: *2250*  
 (b) Over target area from \_\_\_\_\_ hours to \_\_\_\_\_ hours  
 (c) Landing *0435*  
 (d) Action taken on landing away from base \_\_\_\_\_
7. Captains Report  
 (a) Was exact pinpoint found? *NO*  
 (b) How was pinpoint identified? *N/A*  
 (c) Estimated dropping points *N/A*  
 (d) Time dropped:  
 Height above ground \_\_\_\_\_  
 Course \_\_\_\_\_  
 I.A.S. in m.p.h. *N/A*  
 (e) Description of Target Pinpoint (apart from lights) *N/A*  
 (f) Recommended/Not recommended for future use \_\_\_\_\_  
 (g) Reception lights. Report by captain indicating suggested improvements:  
*N/A*  
 (h) Leaflets dropped: \_\_\_\_\_ Coffee dropped: \_\_\_\_\_  
 Pigeons " : \_\_\_\_\_ Chocolate " : \_\_\_\_\_  
 (k) Routes (state place, time and heights when crossing coasts)  
*Out* *McCart's, 6000', 2310 1/2*  
*Return* *4917 N 0014 W, 6, 1000', 23:41*  
*4922 N 0050 W, 4, 000', 03:25*
8. If load (or part of load) jettisoned  
 (a) Place \_\_\_\_\_  
 (b) Height *N/A*  
 (c) Time \_\_\_\_\_

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9. Report by Despatcher

N/A

10. Enemy Opposition (state place height and time)

MM

N/A.

11. Meteorological Conditions

Last known point SANCEARE. A/R lost.  
Had wind mile to 2000' base cloud; 10'  
veg wh all area. A/E then joined  
back to base, not reaching 32 area.

12. Captain's Personal Report

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

Rb. Horney w/c  
for Officer Commanding,  
R.A.F. Tarrant Rushton.

Reference: -

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MOST SECRET No.....  
REPORT OF OPERATIONS UNDERTAKEN BY  
...298... SQUADRON, NIGHT, 28/29. Apr 1944

1. Name of Operation. *Hatious 14/61*  
2. Aircraft: *TT* No:   
1st Pilot: *F/O Lee* W/Operator: *Sgt. Henman* Despatcher: *Sgt. Sharp*  
2nd Pilot: R/Gunner: *Sgt. Flint* R/Eng: *Sgt. Shepherd*  
Navigator: *P/O Ward*

3. Personnel and Equipment carried:  
(a) Personnel (c) Containers *30* (e) Leaflets  
(b) Packages *3* (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
(a) Area *Pinna Buffin*  
(b) Action if pinpoint not located *Hatious 61*  
(c) Reception arrangements *C/A*

5. Result of Operation (if not completed, state reason)  
*N/S completed*

6. Times  
(a) Time off: *2301*  
(b) Over target area from *0217* hours to *0242* hours  
(c) Landing *0512*  
(d) Action taken on landing away from base

7. Captains Report  
(a) Was exact pinpoint found? *Yes*  
(b) How was pinpoint identified? *2 lakes and trees S. of D.Z.*  
(c) Estimated dropping points

(d) Time dropped:  
Height above ground  
Course  
I.A.S. in m.p.h.

(e) Description of Target Pinpoint (apart from lights)  
*In woods NW of 2 lakes*

(f) Recommended/Not recommended for future use

(g) Reception lights. Report by captain indicating suggested improvements:  
*No lights seen*

(h) Leaflets dropped: Coffee dropped: *-*  
Pigeons " Chocolate " *1 1/2*

(k) Routes (state place, time and heights when crossing coasts)

*English Coast 2318 (2000') D.Z. S/c 0242*  
*French (0550W) 2345 (9000')*  
*W/14N.0010E*  
*S.C. Junien (JUNIEN) French Coast 0422 (9000')*  
*D.Z. 0217 English " 0452 (2000')*

8. If load (or part of load) jettisoned

(a) Place  
(b) Height  
(c) Time

*N/A*

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9. Report by Despatcher

10. Enemy Opposition (state place, height and time)

None seen.

None seen to near Linnages 0217 hrs.  
switched off Nav. lights when 1500 yds away.

11. Meteorological Conditions

Vis. less than 1000 yds.  
No cloud

12. Captain's Personal Report

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

*R. B. Hockey W/c*  
for  
Officer Commanding,  
R.A.F. Tarrant Rushton.

Reference:-

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...298... DUNDROK, NIGHT... 29/30 Apr 1944

1. Name of Operation *Foreman 7/2*  
 2. Aircraft *NN*  
 1st Pilot: *F/S Reid* No. *W/Operator: F/S Ozard* Despatcher: *Sgt. Morrey*  
 2nd Pilot: *Sgt. Marsh* R/Gunner: *Sgt. Jones* P/Bag: *Sgt. McMillan*  
 Navigator: *Sgt. Marsh*

3. Personnel and Equipment carried:  
 (a) Personnel (b) Containers *15* (c) Leaflets  
 (d) Packages *3* (e) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
 (a) Area *Royere*  
 (b) Action if pinpoint not located  
 (c) Reception arrangements *c/L c/B*

5. Result of Operation (if not completed, state reason)  
*Not completed by deliberate lights on*  
 (a) Time off: *23157*  
 (b) Over target area from *0225* hours to *0255* hours (Primary)  
 (c) Landing: *0554* *0329* (Secondary)  
 (d) Action taken on landing away from base *0329* (Secondary)

7. Captain's Report  
 (a) Was exact pinpoint found? *Yes.*  
 (b) How was pinpoint identified?  
 (c) Estimated dropping points *N/A*  
 (d) Time dropped:  
 Height above ground: *N/A*  
 Course:  
 I.A.S. in m.p.h.

(e) Description of Target Pinpoint (apart from lights) *Primary by Road*  
*5-road junction at EYMOUTHIER, woods W of D2, river SW*  
 (f) Recommended/Not recommended for future use *Primary*  
*attached file sounds 2 sec - 3-road junction*  
 (g) Reception lights. Report by captain indicating suggested improvements *NAC*  
*wood SE*  
 (h) Leaflets dropped: *N/A* Coffee dropped:  
 Pigeons Chocolate "

(k) Routes (state place, time and heights when crossing coasts)

<i>Out</i>	<i>St Carth</i>	<i>0012</i>	<i>3,000'</i>
	<i>on track</i>	<i>0042</i>	<i>6,000'</i>
<i>Return</i>	<i>on track</i>	<i>0501</i>	<i>8,000'</i>
	<i>St Carth</i>	<i>0529 1/2</i>	<i>3,000'</i>

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8. If load (or part of load) lost.

- (a) place
- (b) height
- (c) time

N/A

9. Report by Despatcher

N/A

10. Enemy Opposition (state place height and time)

nothing seen

11. Meteorological Conditions

light ground haze, vis 2-3 miles. no cloud.

12. Captain's Personal Report

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*R. B. Hockey* w/c  
 for Officer Commanding,  
 R.A.F. Tarrant Rushton.

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...298... 29/30 Apr 1944

1. Name of Operation *Peter 53*  
 2. Aircraft *OO*  
 1st Pilot: *FILENSOR* W/Operator: *Lt. Morel* Dispatcher: *Lt. Blane*  
 2nd Pilot: R/Gunner: *Lt. Smith R.* P/Eng: *Lt. Hall*  
 Navigator: *F/S Brooker* F/O *Cooke*

3. Personnel and Equipment carried:  
 (a) Personnel (c) Containers *15* (e) Leaflets  
 (b) Packages *3* (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
 (a) Area *Montchamp*  
 (b) Action if pinpoint not located *R/B*  
 (c) Reception arrangements *C/P*

5. Result of Operation (if not completed, state reason) *unsuccessful*  
*going to check low cloud over*  
*high ground.*

Time  
 (a) Time off: *23.05*  
 (b) Over target area from *01.57* hours to *02.25* hours  
 (c) Landing *05.50*  
 (d) Action taken on landing away from base *N/A*.

7. Captain's Report  
 (a) Was exact pinpoint found? *no. Probably within 1 mile of DZ.*  
 (b) How was pinpoint identified? *N/A. unable to identify as obscured by cloud.*  
 (c) Estimated dropping points *N/A*.  
 (d) Time dropped:  
 Height above ground: *N/A*.  
 Course:  
 I.A.S. in m.p.h.  
 (e) Description of Target Pinpoint (apart from lights) *N/A*.  
 (f) Recommended/Not recommended for future use *only on clear nights.*  
 (g) Reception lights. Report by captain indicating suggested improvements:  
 (h) Leaflets dropped: Coffee dropped: *N/A*.  
 Pigeons *N/A*. Chocolate "  
 (k) Routes (state place, time and heights when crossing coasts)

*St. Catherine's Pt. 23.23 hrs. 2,000ft.*  
*49.17N 00.12W. 23.54 hrs. 8,000ft.*  
*Belleme* *Belleme*  
*Mer*  
*Saucesse* *49.17N 00.12W. 04.48 hrs. 8,000ft.*  
*46.20N 03.20E. St. Catherine's Pt. 05.21 hrs. 3,000ft.*  
*Issore*  
*Target.*  
*Clearmont Ferrand.*  
*Saucesse*  
*Mer*

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8. If load (or part of load) jettisoned.

- (a) place
- (b) height
- (c) time

*15 containers + 3 pags. brought back to base*

9. Report by Despatcher.

*N/A.*

10. Enemy Opposition (state place, height and time)

*nil.*

11. Metecrological Conditions

*Vis: - hazy 3 miles. Cloud: patches of 10/10ths  
and ~~clear~~ patches clear  
w/v. mainly Northwly 30. m.p.h. light over  
channel*

12. Captain's Personal Report

*nil.*

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*R.B. Hockey w/c*  
Officer Commanding,  
R.A.F. Tarrant Rushton.

*A. of air burn.  
06.48 hrs.*

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REPORT OF COMPLETION OF MISSION BY  
 No. ....  
 ...298... SQUADRON, NIGHT... 29/30 Apr. 1944

1. Name of Operation *Pimento 86*
2. Aircraft *PP* No. ....  
 Ist Pilot: *Sgt. Griffiths* / Operator: *Sgt. Whalton* / Despatcher: *Sgt. Helleny*  
 2nd Pilot: / R/Gunner: *Sgt. Dickson* / F/Eng: *Sgt. Heaps*  
 Navigator: *F/O Madill*
3. Personnel and Equipment carried:  
 (a) Personnel (b) Containers *15* (c) Leaflets  
 (d) Packages *3* (e) Pigeons (f) Coffee
4. Instructions to Captain of a/c  
 (a) Area *Condon*  
 (b) Action if pinpoint not located *R/B*  
 (c) Reception arrangements
5. Result of Operation (if not completed, state reason)  
*not completed. no lights*
6. Time  
 (a) Time off: *2237*  
 (b) Over target area from *1012* hours to *0228* hours  
 (c) Landing *0535*  
 (d) Action taken on landing away from base
7. Captain's Report  
 (a) Was exact pinpoint found? *Yes*  
 (b) How was pinpoint identified?  
 (c) Estimated dropping points *N/A*  
 (d) Time dropped:  
 Height above ground: *N/A*  
 Course:  
 I.A.S. in m.p.h.  
 (e) Description of Target Pinpoint (apart from lights) *From R/V on horizon  
 name B2; Lifarles & river Base W of B2*  
 (f) Recommended/Not recommended for future use  
 (g) Reception lights. Report by captain indicating suggested improvements:  
 (h) Leaflets dropped: *N/A* Coffee dropped:  
 Pigeons Chocolate "

Routes (state place, time and heights when crossing coast)

<i>Out</i>	<i>At Caths.</i>	<i>22.55 1/2</i>	<i>8,000'</i>
	<i>4922N 0050W</i>	<i>23.23</i>	<i>3,000'</i>
<i>Return</i>	<i>On track.</i>	<i>04.29 1/2</i>	<i>4,000'</i>
	<i>At Caths.</i>	<i>04.58</i>	<i>3,000'</i>

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8. If load (or part of load) jettisoned.

- (a) place
- (b) height
- (c) time

N/A

9. Report by Despatcher.

N/A

10. Enemy Opposition (state place, height and time)

Nothing seen.

11. Meteorological Conditions

vis 4 miles. No clouds over D2

12. Captain's Personal Report

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*Rb. Hockey W/c*  
 for Officer Commanding,  
R.A.F. Tarrant Rushton.

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REPORT ON OPERATIONS UNDERTAKEN BY  
 ... 29.8.44 SQUADRON, NIGHT. 29/20 Apr. 1944

1. Name of Operation *Whaleright 84/105*
2. Aircraft *SS*  
 1st Pilot: *F/S Barry* No.  W/Operator: *F/L White* Despatcher: *F/L Datto*  
 2nd Pilot:  R/Operator: *F/L Stewart* P/Eng: *F/L Austen*  
 Navigator: *F/S Roberts*
3. Personnel and Equipment carried:  
 (a) Personnel  (c) Containers *15* (e) Leaflets  
 (b) Packages *3* (d) Pigeons (f) Coffee
4. Instructions to   
 (a) Area *Montequion*  
 (b) Action by  not located *Whaleright 105*  
 (c) Reception arrangements *C/A C/A*
5. Result of Operation (if not completed, state reason) *Yes. Successful.*
6. *Time*  
 (a) Time off: *2231*  
 (b) Over target area from *0132* hours to *0154* hours  
 (c) Landing *0509*  
 (d) Action taken on landing away from base *N/A*
7. Captain's Report  
 (a) Was exact pinpoint found? *Yes.*  
 (b) How was pinpoint identified? *3 red & 1 white light.*  
 (c) Estimated dropping points *dropped on 1<sup>st</sup> red.*  
 (d) Time dropped: *0153 hrs.*  
 Height above ground: *500' AGL.*  
 Course: *020° T.*  
 I.A.S. in m.p.h. *135.*  
 (e) Description of Target Pinpoint (apart from lights) *Prominent building showing in tower in Vic-Roguesac; saw straight on from there.*  
 (f) Recommended/Not recommended for future use  
 (g) Reception lights. Report by captain indicating suggested improvements:  
*Very good.*  
 (h) Leaflets dropped: *N/A* Coffee dropped: *N/A*  
 Pigeons  Chocolate
- (k) Routes (state place, time and heights when crossing coasts)  

St. Catherine's Pt.	2000' ft.	2251 hrs.
Pte. de la Perceé	8000 "	2321 "
W. of Tours (bridge)	"	0005 "
W. of Angoulême	"	0042½ "
D.Z.	"	"
W. of Tours	"	0026½ "
Pte. de la Perceé	—	0419 "
St. Catherine's Pt.	—	0457 "

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8. If load (or part of load) jettisoned.

- (a) place
- (b) height
- (c) time

N/A.

9. Report by Despatcher.

2 seconds. Good despatch.

10. Enemy Opposition (state place height and time)

0225 hrs. 2000 ft. At 45° 01' 30" N. 50° 00' W. L.F.F., round MC. numerous  
guns, tracer. Alt. not hit - 0242 hrs. (5000'). L.F.F. & medium F.F.  
accurate from logue, several hits, B.F.P. smashed. None of crew  
injured.

11. Meteorological Conditions.

Vis: hazy throughout, but target area  
clearer. Winds stronger in N. than in target area - (30 m.p.h.)

12. Captain's Personal Report

On return at 0217 hrs. (2000') saw the  
beginning of attack on Bordeaux area, flares seen dropping in a  
good amount of flak going up (L.F.F.)

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

R.B. Hockey w/c  
for Officer Commanding,  
R.A.F. Tarrant Rushton.

020 . 0600 . .

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REPORT ON OPERATIONS UNDERTAKEN BY  
 No. ....  
 .... 29.8. SQUADRON, NIGHT. 29/30 Apr. 1944

1. Name of Operation *Peter 53*
2. Aircraft *# UU*  
 1st Pilot: *P/O Edie* W/Organiser: *Sgt. Innis* Dispatcher: *Sgt. Kottlyk*  
 2nd Pilot: R/Gunner: *Sgt. Rockhead* Bag: *Sgt. Gossfrey*  
 Navigator: *P/O Holmlund*
3. Personnel and Equipment carried:  
 (a) Personnel (c) Containers *15* (e) Leaflets  
 (b) Packages *3* (d) Pigeons (f) Coffee
4. Instructions to Captain of a/c  
 (a) Area *Montelamp*  
 (b) Action if pinpoint not located *R/B*  
 (c) Reception arrangements *C/P*
5. Result of Operation (if not completed, state reason)  
*Not completed. No lights.*
6. Time  
 (a) Time off: *2235*  
 (b) Over target area from *0134* hours to *0154* hours  
 (c) Landing *0530*  
 (d) Action taken on landing away from base
7. Captain's Report  
 (a) Was exact pinpoint found? *Yes*  
 (b) How was pinpoint identified?  
 (c) Estimated dropping points *N/A*  
 (d) Time dropped:  
 Height above ground: *N/A*  
 Course:  
 I.A.S. in m.p.h.  
 (e) Description of Target Pinpoint (apart from lights)  
*... .. R/V. ... ..*  
 (f) Recommended/Not recommended for future use  
 (g) Reception lights. Report by captain indicating suggested improvements:  
 (h) Leaflets dropped: *N/A* Coffee dropped:  
 Pigeons " " Chocolate "  
 (k) Routes (state place, time and heights when crossing coasts)  
*and*  

<i>off coast</i>	<i>2215</i>	<i>3,000'</i>
<i>approach</i>	<i>2333</i>	<i>8,000'</i>
<i>multi alt. off track</i>	<i>0350 1/2</i>	<i>8,000'</i>
<i>E of Baseman anch.</i>	<i>0435</i>	<i>3,000'</i>

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8. If load (or part of load) lost:

- (a) place
- (b) height
- (c) time

N/A.

9. Report by Despatcher:

N/A.

10. Enemy Opposition (state place, height and time)

Nothing seen.

11. Meteorological Conditions

Cloud over 82. 3000 ft. 1/10  
Vis 2 miles.

12. Captain's Personal Report

At 0110, 4 enemy aircraft  
seen to go down. 4 seen  
seen for minutes later.

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*Rb. Hockey W/c*  
for Officer Commanding,  
R.A.F. Tarrant Rushton.

Reference:-  
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...29/20 Opa. 1944

1. Name of Operation *Whelwright 82/105*
2. Aircraft *VV* No. *...*  
 1st Pilot: *F/O Brown* W/Operator: *Ct. Pearson* Despatcher: *F/O Hughes*  
 2nd Pilot: *F/O Macduff* R/Gunner: *Sgt. Smith* W/Eng: *Ct. Bradley*  
 Navigator: *F/O Macduff*
3. Personnel and Equipment carried:  
 (a) Personnel *3* (c) Containers *15* (e) Leaflets  
 (b) Packages *3* (d) Pigeons (f) Coffee
4. Instructions to the crew of a/c  
 (a) Area *Plaisance*  
 (b) Action if pinpoint not located *Went. 105*  
 (c) Reception arrangements *C/L C/A*
5. Result of Operation (if not completed, state reason) *Not completed.*  
*No lights seen.*
6. Times  
 (a) Time off: *2229*  
 (b) Over target area from *0139* hours to *0203* hours (*Primary & secondary*)  
 (c) Landing *0545*  
 (d) Action taken on landing away from base *N/A.*
7. Captain's Report  
 (a) Was exact pinpoint found? *Yes.*  
 (b) How was pinpoint identified? *Right angled bend in river*  
 (c) Estimated dropping points *N/A.*  
 (d) Time dropped: } *N/A.*  
 Height above ground: }  
 Course: }  
 I.A.S. in w.p.h. }  
 (e) Description of Target Pinpoint (apart from lights) *Flat area E of railway line.*  
 (f) Recommended/Not recommended for future use  
 (g) Reception lights. Report by captain indicating suggested improvements:  
 (h) Leaflets dropped: *None seen* Coffee dropped: *2*  
 Pigeons: *—* Chocolate: *—*  
 (k) Routes (state place, time and heights when crossing coasts)  
*Base - At Caerluis (2250 $\frac{1}{2}$ h - 3000) -*  
*49 $\circ$ 22 $\frac{1}{2}$ '/0050 W (2318h - 5000ft) - 47 $\circ$ 22'/0111 W -*  
*47 $\circ$ 25' N/0051 $\frac{1}{2}$  W - 4537 $\frac{1}{2}$ '/0000 $\frac{1}{2}$  W - 4435' N/0000 $\frac{1}{2}$  W -*  
*4433 $\frac{1}{2}$ '/0014 W - 4341'/0001 $\frac{1}{2}$  E (DZ) - Same*  
*route back to 49 $\circ$ 22 $\frac{1}{2}$ '/0050 $\circ$  W (0443h - 4000ft)*  
*- At Caerluis Pt (0511h - 2300) - Base*

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8. If load (or part of load) jettisoned.

- (a) place
- (b) height
- (c) time

None

9. Report by Lieutenant.

No despatches

10. Enemy Opposition (state place, height and time)

Nil.

11. Meteorological Conditions

Layer of cloud about 1000 ft thick at 3500-4500 over Channel. No cloud inland or over target area. Vis about 4-5 mls. Hazy. Winds approx. as briefed - rather weaker.

12. Captain's Personal Report

Bordeaux being bombed. (0215hr).

Area of primary & secondary searched - no lights at either.

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

R.G. Hockey W/c  
for Officer Commanding,  
R.A.F. Tarrant Rushton.

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**MOST SECRET**

REPORT ON OPERATIONS UNDERTAKEN BY

No. ....

298... SQUADRON, NIGHT 30/1/44

1. Name of Operation: *Stationer 83.*
2. Aircraft *MM* No. *No.*  
 1st Pilot: *F/Lt. Signart* W/Operator: *W/O McCallan* Dispatcher: *F/Ohea, F.N.R.*  
 2nd Pilot: R/Commander: *F/S Drew* P/ing: *F/O Walker*  
 Navigator: *F/O Oome*
3. Personnel and Equipment carried:  
 (a) Personnel (c) Containers *15* (e) Leaflets  
 (b) Bombs (d) Pigeons (f) Coffee
4. Instructions to Captain of a/c  
 (a) Area *Yoringana.*  
 (b) Action if pinpoint not located *RTB*  
 (c) Reception arrangements *C/L*
5. Result of Operation (if not completed, state reason)  
*Not completed. No reception.*
6. Times  
 (a) Time off: *22.20* *LO.00*  
 (b) Over target area from *2.11.28* hours to *1.01.22* hours *Primary*  
 (c) Landing *05.20* *2.11.28* hours to *2.01.35* hours *Alternative*  
 (d) Action taken on landing away from base
7. Captain's Report  
 (a) Was exact pinpoint found? *Yes.*  
 (b) How was pinpoint identified? *Map reading. Shape of woods bend in river*  
*High hill close by.*  
 (c) Estimated dropping points *N/A.*  
 (d) Time dropped:  
 Height above ground:  
 Course:  
 I.A.S. in a.p.h. *N/A*  
 (e) Description of Target Pinpoint (apart from lights)  
 (f) Recommended/Not recommended for future use  
*High ground & spot heights makes difficulty in seeing lights.*  
 (g) Reception lights. Report by captain indicating suggested improvements:  
 (h) Leaflets dropped: Coffee dropped:  
 Pigeons. Chocolate "  
 (k) Routes (state place, time and heights when crossing coasts)  

<i>English Coast</i>	<i>St Catherine's Pt</i>	<i>2000' ASL</i>	<i>22.31 1/2</i>
<i>French Coast</i>	<i>2 miles east of Cabourg</i>	<i>7000' ASL</i>	<i>23.03 1/2</i>
<i>French Coast</i>	<i>2 miles W of Cabourg</i>	<i>7000' ASL</i>	<i>03.35</i>
<i>English Coast</i>	<i>1 mile W of St Catherine's</i>	<i>2300' ASL</i>	<i>04.07</i>

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8. If load (or part of load) jettisoned.

- (a) Place
- (b) Height
- (c) Time

N/A

9. Report by Despatcher

N/A.

10. Enemy Disposition (state place height and time)

Fairly heavy light flak. Th. G. fire (2 m.g.s) + 3 8/2's while  
47 05 N. 02 32 ~~E~~ 3500. 02 35 hrs. Flak coming from position  
5 miles East of BOURGIES. Violent evasive action  
taken.

11. Meteorological Conditions

Clouds clear to 20 miles from target area broken  
cloud 4-6/10 in target area 01.00 hrs. 6000 ft.  
On return. Clear to 20 miles from F. Coast. Patchy across  
Channel to 20 miles from English Coast.  
Vis. Excellent. 10-15 miles (hazy at times)  
Winds As briefed

12. Captain's Personal Report

No lights seen on Primary. Proceeded  
to alternate. No reception here.

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

Rb. Hockey w/c  
for Officer Commanding,  
R.A.F. Tarrant Rushton.

References -

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SECRET  
 REPORT ON OPERATIONS UNDERTAKEN BY  
 ...298... SQUADRON, NIGHT 30/11/44 May 1944

1. Name of Operation *Tranier 238*
2. Aircraft *PP*  
 1st Pilot: *F/S Davies*      W/Operator: *w/o Sells*      Despatcher: *F/o Bubb*  
 2nd Pilot:                      R/Camer: *w/o Cole*              W/Eng: *Sgt. Woodcock*  
 Navigator: *F/o Carrow*
3. Personnel and Equipment carried:  
 (a) Personnel  
 (b) Containers *15*  
 (c) Pigeons  
 (d) Leaflets  
 (e) Coffee
4. Instructions to a pair of a/c  
 (a) Area *Nogaro*  
 (b) action if pinpoint not located *RTB*  
 (c) Reception arrangements *c/l*
5. Result of Operation (if not completed, state reason)  
*NOT completed - no reception*
6. Time  
 (a) Time off: *2220*  
 (b) Over target area from *0204* hours to *0230* hours  
 (c) Landing *0550*  
 (d) Action taken on landing away from base
7. Target's Report  
 (a) Was exact pinpoint found? *No*  
 (b) How was pinpoint identified?  
 (c) Estimated dropping points *set course on D.R. from R.V. at Langon (R. Garonne) - road could not be followed when it ran into woods. N. lights seen in D.Z. area.*  
 (d) Time dropped:  
 Height above ground:  
 Course:  
 I.A.S. in a.p.h.  
 (e) Description of Target Pinpoint (apart from lights)  
 (f) Recommended/Not recommended for future use  
 (g) Reception light. Report by captain indicating suggested improvements:  
*No reception seen*  
 (h) Leaflets dropped:                      Coffee dropped:  
 Pigeons                                      Chocolate "  
 (k) Routes (state place, time and heights when crossing coasts)  
*St. Cath's 2240 (6000')*  
*F. Coast 2307 (6000')*  
  
*F. Coast 0458 (6000')*  
*St. Cath's 0529 (3000')*  
  
*D.Z. area 0204*  
*1/4c 0230*  
  
*Returned on reciprocal route*

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1	1	1	1	1	1

8. If load (or part of load) witnessed.

- (a) place
- (b) height *N/A*
- (c) time

9. Report by Despatcher.

*/*

10. Enemy Opposition (state place height and time)

*None seen*

11. Meteorological Conditions

*Vis - haze in N. France - low stratus  
No of R. hoise*

12. Captain's Personal Report

*Damage to rth inner engine nacelle ?*

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*R.A. Hockley*  
 Officer Commanding,  
 R.A.F. Tarrant Rushton.

*Ed.*

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TOP SECRET No.....  
 REPORT ON OPERATIONS UNDERTAKEN BY  
 ...298... SQUADRON, NIGHT 30/1st May 1942

1. Name of Operation *A ctas 4*
2. Aircraft *59* No. *No.*  
 1st Pilot: *S/L Briggs* W/Operator: *P/O Tonge* Dispatcher: *Sgt. Lane*  
 2nd Pilot: *F/O Seymour* W/Number: *P/O Reader* W/Eng: *P/S Pope*  
 Navigator: *F/O Seymour*
3. Personnel and Equipment carried:  
 (a) Personnel (b) Containers *15* (c) Leaflets  
 (d) Rations (e) Riggers (f) Coffee
4. Instructions to Pilot in Charge:  
 (a) Area *Dax*  
 (b) Action if pinpoint not located *RTB*  
 (c) Reception arrangements *C/Q*
5. Result of Operation (if not completed, state reason)  
*Completed*
6. Times  
 (a) Time off: *22.00*  
 (b) Over target area from *0050* hours to *0113* hours  
 (c) Landing: *04.50*  
 (d) Action taken on landing away from base
7. Captain's Report  
 (a) Was exact pinpoint found? *Yes*  
 (b) How was pinpoint identified? *1/2 up reading, main junction road lights on ground.*  
 (c) Estimated dropping points. *as briefed on lights*  
 (d) Time dropped: *01.03*  
 Height above ground: *600 AGL*  
 Course: *090°M*  
 I.A.S. in m.p.h. *135*  
 (e) Description of Target Pinpoint (apart from lights) *Meeting in woods between road & river.*  
 (f) Recommended/Not recommended for future use  
 (g) Reception lights. Report by captain indicating suggested improvements:  
 (h) Leaflets dropped: Coffee dropped:  
 Rations Chocolate "  
 (k) Routes (state place, time and heights when crossing coasts)  
*English Coast St. Catherine's Pt. 3000 22.17*  
*French " 4925N 0100W 6000 22.43*  
*Lansues - Langon. DZ - F. Coast.*  
*French Coast. 4925N 0100W. 6000 03.26*  
*English Coast Bournemouth 3000 03.59*

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8. If load (or part of load) jettisoned.

- (a) place
- (b) height
- (c) time

9. Report by Despatcher

3 pkgs went OK. Saw all  
Chute open.

10. Enemy Opposition (state place height and time)

NIL.

11. Meteorological Conditions

Cloud. NIL to low, at sea.  
 Vis. 15 miles on return 10/10 1000' 4750 N 000 W  
 Winds as briefed. Continued to base with slight break at  
 French Coast.

12. Captain's Personal Report

NIL.

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

Rb. Hockey W/c  
 for Officer Commanding,  
 R.A.F. Tarrant Rushton.

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TOP SECRET No.....  
 REPORT ON OPERATIONS UNDERTAKEN BY  
 ...2.9.8... SQUADRON, NIGHT. 2.9/11. May 1944

1. Name of Operation *Wheelnight. 82A/105.*
  2. Aircraft *LL* No.   
 1st Pilot: *F/O Lee* W/Operator: *Sgt. Hoasman* Despatcher: *Sgt. Sharp*  
 2nd Pilot:  R/Gunner: *Sgt. Sharp.* W/Eng: *Sgt. Shephard.*  
 Navigator: *P/O Ward*
  3. Personnel and Equipment carried:  
 (a) Personnel  (c) Containers *15* (e) Leaflets  
 (b) Packages  (d) Rations  (f) Coffee
  4. Instructions to Captain of a/c  
 (a) Area *Plaisance*  
 (b) Action if pinpoint not located *Wheelnight 105*  
 (c) Reception arrangements *C/A ; C/A*
  5. Result of Operation (if not completed, state reason)  
*Successful.*
  6. Times  
 (a) Time off: *2202*  
 (b) Over target area from *0134* hours to *0143* hours  
 (c) Landing *0510*  
 (d) Action taken on landing away from base
  7. Captain's Report  
 (a) Was exact pinpoint found? *YES 1 red light only - white light*  
 (b) How was pinpoint identified? *railway.*  
 (c) Estimated dropping points  
 (d) Time dropped: *0138* Height above ground: *500 ft*  
 Course: *350*  
 I.A.S. in m.p.h. *135*  
 (e) Description of Target Pinpoint (apart from lights)   
 (f) Recommended/Not recommended for future use  
 (g) Reception lights. Report by captain indicating suggested improvements:  
 (h) Leaflets dropped:  Coffee dropped:   
 Rations  Chocolate   
 (k) Routes (state place, time and heights when crossing coasts)  
*as briefed.*
- |                          |              |                |
|--------------------------|--------------|----------------|
| <i>St. Catherine Pt.</i> | <i>2218½</i> | <i>2000 ft</i> |
| <i>0050W.</i>            | <i>2246</i>  | <i>9000 ft</i> |
| <i>0050W.</i>            | <i>0407</i>  | <i>9000 ft</i> |
| <i>St. Catherine Pt.</i> | <i>0436</i>  | <i>3000 ft</i> |

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8. If load (or part of load) tottisoned.  
(a) place  
(b) height  
(c) time

9. Report by Despatcher:

*All right.*

10. Enemy Opposition (state place height and time)

*going out/F. millage of LUSSAC - 4456N - 0006W -  
0040 - 2000 ft  
back 3 guns same position as above - 0921 -  
2000 ft - 2 S/L's Barcelona <sup>Carab</sup> area - 0154 -*

11. Weatherological Conditions *visibility very good except  
coming back ground fog -*

12. Captain's Personal Report

*Good trip -*

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*Rb. Hockey w/c*  
Officer Commanding,  
R.A.F. Tarrant Rushton.

*T.O.O. - 0615*

*Ryanov*  
*S/O*

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MOST SECRET  
 REPORT ON OPERATIONS UNDERTAKEN BY No. ....  
 .. 198... SQUADRON, NIGHT 30/1. April 1944

1. Name of Operation *Pimenta 86*
2. Aircraft  
 1st Pilot: *W/C Duder* No. *W/Operator: F/S Woolley* Despatcher: *Sgt. Smallway*  
 2nd Pilot: *F/O Forbes* R/Gunner: *Sgt. Turner* P/Eng: *Sgt. Elliott*
3. Personnel and Equipment carried:  
 (a) Personnel (c) Containers *15* (e) Leaflets  
 (b) Packages (d) Pigeons (f) Coffee
4. Instructions to Captain of a/c  
 (a) Area *Condom*  
 (b) Action if pinpoint not located *R/B* *2nd p. 2 "A" no. 4044*  
 (c) Reception arrangements *C/F*
5. Result of Operation (if not completed, state reason)  
*not completed*
6. Time  
 (a) Time off: *2225*  
 (b) Over target area from *0125 1/2* hours to *0202* hours *0210 - 0230*  
 (c) Landing *0530*  
 (d) Action taken on landing away from base
7. Captain's Report  
 (a) Was exact pinpoint found? *pinpoint and checked with GSE*  
 (b) How was pinpoint identified? *3 mounds -*  
*high way - 2 mounds -*  
 (c) Estimated dropping points  
 (d) Time dropped:  
 Height above ground:  
 Course:  
 I.A.S. in m.p.h.  
 (e) Description of Target Pinpoint (apart from lights)  
*NIL*  
 (f) Recommended/Not recommended for future use  
 (g) Reception lights. Report by captain indicating suggested improvements:  
 (h) Leaflets dropped: *2 pigeons* Coffee dropped:  
*Chocolate "*  
 (k) Routes (state place, time and heights when crossing coasts)  
*as briefed*  

<i>St. Catherine Pt.</i>	<i>2234</i>	<i>1000 ft.</i>
<i>0048 W.</i>	<i>2311</i>	<i>7000 ft.</i>
<i>0040 W.</i>	<i>0443</i>	<i>7000 ft.</i>
<i>St. Catherine Pt.</i>	<i>0518</i>	<i>3000 ft.</i>

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8. If load (or part of load) jettisoned.

- (a) place
- (b) height
- (c) time

9. Report by Despatcher

10. Enemy Opposition (state place height and time)

L/F. LABORNE - #2500ft 0100 -

11. Meteorological Conditions

visibility good - return  
journey ground mist.

12. Captain's Personal Report

unsatisfactory - no reception -  
small fires coming back 0200 - 5000 ft -  
0005E - 4510N.

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

Rb. Hockey w/c  
w Officer Commanding,  
R.A.F. Tarrant Rushton.

T.O.O 0530

Rearward  
S/O

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REPORT ON OPERATIONS OF CERTAIN BY  
 No. ....  
 ..298... 3/4 May 44.

1. Name of Operation: *Wheelwright 110/105*
2. Aircraft: *N.N.*  
 1st Pilot: *P/O Anderson* W/Operator: *Sgt. Lewis* Despatcher: *P/O Evans*  
 2nd Pilot: R/Gunner: *Sgt. Humphrey* P/Eng: *Sgt. Forrest*  
 Navigator: *Sgt. Annon*
3. Personnel and Equipment carried:  
 (a) Personnel (c) Containers *15* (e) Leaflets  
 (b) Packages (d) Pigeons (f) Coffee
4. Instructions to Captain of a/c  
 (a) Area: *Cancon / alt. Ganzel Wheelwright 105*  
 (b) Action if pinpoint not located: *C/L C/A*  
 (c) Reception arrangements: *C/L C/A*
5. Result of Operation (if not completed, state reason)  
*Unsuccessful: no lights seen.*
6. Times  
 (a) Time off: *22 15*  
 (b) Over target area from *0120* hours to *0140* hours  
 (c) Landing: *0445*  
 (d) Action taken on landing away from base
7. Captain's Report  
 (a) Was exact pinpoint found? *Yes*  
 (b) How was pinpoint identified? *25 small woods on left side of DZ: Road N of Allinatin D.Z. River a hill seen*  
 (c) Estimated dropping points  
 (d) Time dropped:  
 Height above ground:  
 Course:  
*I.A.S. in n.p.h.*  
 (e) Description of Target Pinpoint (apart from lights) *See 7 b.*  
 (f) Recommended/~~Not recommended~~ for future use. *Good points plenty of pm points, & DZ easily recognized*  
 (g) Reception lights. Report by captain indicating suggested improvements:  
 (h) Leaflets dropped: Coffee dropped:  
 Pigeons Chocolate  
 (k) Routes (state place, time and heights when crossing coasts)  
*English coast: 5038N 0215W 22.29 1500ft*  
*French coast: 4922N 0050W 23.07 6000ft*  
*4721 1/2 N 0110W 23.50 3000ft*  
*out*  
*4723N 0058 1/2 E 0302 1/2 4000ft*  
*French coast: 4922N 0050W 0357 6500ft*  
*English coast: 5037N 0213W 0434 2000ft*

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8. If load (or part of load) detached.

- (a) place
- (b) height
- (c) time

*load brought back*

9. Report by Despatcher

*/*

10. Enemy Opposition (state place height and time)

*hit*

11. Meteorological Conditions

*visibility - in miles 8-10 miles at D.Z.*

*approx 3 miles improving to 8 miles*

*Cloud. Varied in height of stratus cum. 3/10 to 8/10. tops from 2000-4000*

*Wind: 295/15. Channel. 2237-2247.*

*290/20. 4733N. 0107W. 2348.*

12. Captain's Personal Report

*Good trip up to D.Z. made 2 run ups.*

*from S.E. & S.W. circled about 10 times, then set course for base. Large red*

*fires seen approx 50 miles S of Bordeaux when at 4420N 0020E.*

*at 0104 1500ft. fired at by vessel at 0420 1/2. at 5013N 0132W*

*medium flak; bombs 3-4000 yds to rear & slightly below. no hits.*

*believed by R.N. fired colour of day & firing stopped.*

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*Rb. Hockey w/c  
Officer Commanding,  
R.A.F. Tarrant Rushton.*

*Warner No.*

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REPORT ON OPERATIONS PERTAINING TO  
..298... SQUADRON, NIGHT 3/4 May 44.

1. Name of Operation *Wheehright 113. / ~~113~~ 114.*  
2. Aircraft *V.V. Halifax No.*  
1st Pilot: *S/S. Smith* Operator: *F/S Christie* Despatcher: *Sgt. Karovich*  
2nd Pilot: *Sgt. Florence* R/Commander: *Sgt. Bates* W/air: *Sgt. Mustain*

3. Personnel and Equipment carried:  
(a) Personnel (c) Containers *15* (e) Leaflets  
(b) Packages *3* (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
(a) Area *Monflanquin / Alt Gausse*  
(b) Action if pinpoint not located *Wheehright ~~113~~ 114*  
(c) Reception arrangements *C/L C/A*

5. Result of Operation (if not completed, state reason)  
*Completed on secondary*

Time  
(a) Time off: *2219*  
(b) Over target area from *0155* hours to *0200* hours  
(c) Landing *0520* *0200* *0222*  
(d) Action taken on landing away from base

7. Captain's Report  
(a) Was exact pinpoint found? *Yes*  
(b) How was pinpoint identified? *Road on hill near 2<sup>nd</sup> D.Z.*  
(c) Estimated dropping points  
(d) Time dropped: *0222 (containers) 3 packages 0225*  
Height above ground: *1200 A.S.L. 600 A.S.L.*  
Course: *010 (M)*  
I.A.S. in m.p.h. *140*

(e) Description of Target Pinpoint (apart from lights)  
(f) Recommended/Not recommended for future use  
(g) Reception lights. Report by captain indicating suggested improvements:  
*3 white & one flashing white 20 yds left.*  
(h) Leaflets dropped: Coffee dropped:  
Pigeons Chocolate "

English Coast 2227  
French - 2306

DZ. 0155  
*1/2 0222 + returned on same track*

French Coast 0437  
English - 0514 1/2

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8. If load (or part of load) jettisoned.

- (a) place
  - (b) Height
  - (c) Time
- N/A

9. Report by Despatcher

1<sup>st</sup> two packages went OK.  
 Last package <sup>parachute</sup> shot tail wheel  
 One container chute failed to open.

10. Enemy Opposition (state place height and time)

Light Flak W + S of Town  
 2355 hrs 3000'.

11. Meteorological Conditions

In South. Hazy - Vis 3 miles near D.Z.  
 Vis OK at Com 5  
 No cloud away over, mod cloud on  
 return.

12. Captain's Personal Report

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

Rb. Hockey W/c  
 Officer Commanding,  
 R.A.F. Tarrant Rushton.

*Boyer*

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REPORT ON OPERATIONS IN TARGET AREA  
 No. ....  
 .29.8... TOWNSON, WILSON 3/4 May 44.

1. Name of Operation *Wheelwright 114/105*
2. Aircraft *LL Halifax* No. *114*  
 1st Pilot: *W/L Gensor* W/Operator: *Sgt Macleod* Despatcher: *W/S Brotherhood*  
 2nd Pilot: *Sgt Blann* R/Operator: *W/S Smith* W/Operator: *Sgt Hall*

3. Personnel and Equipment carried:  
 (a) Personnel *15* (e) Leaflets  
 (b) Mailbags *3* (f) Coffee

4. Instructions to Captain of a/c  
 (a) Area *Townson / Alt. Gauge*  
 (b) Action if pinpoint not located *Wheelwright 105*  
 (c) Reception arrangements *C/N. C/A.*

5. Result of Operation (if not completed, state reason)  
*Not completed - 10/10 stations in D.2 area*

6. Time  
 (a) Time off: *2242*  
 (b) Over target area from *0130* hours to *0204* hours  
 (c) Landing *0455*  
 (d) Action taken on landing away from base

7. Captain's Report  
 (a) Was exact pinpoint found? *No*  
 (b) How was pinpoint identified? *Not identified owing to low cloud in target area.*  
 (c) Estimated dropping points

- (d) Time dropped:  
 Height above ground:  
 Ground:  
 I.A.S. in m.p.h.

- (e) Description of Target Pinpoint (apart from lights)

- (f) Recommended/Not recommended for future use

- (g) Reception lights. Report by Captain indicating suggested improvements:

- (h) Leaflets dropped: *1* Coffee dropped:  
 Biscuits *1* Chocolate *"*

- (k) Routes (state place, time and heights when crossing coasts)

*E. Coast 2252 (3000')*  
*F. " 2327 (8000')*

*D.2. 0130*

*" Stc 0204*

*on reciprocal tracks*

*F. Coast 0402 (7000')*

*E. " 0435 (3000')*

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113

8. If load (or part of load) lost/over.

- (a) place
- (b) height *N/A*
- (c) Time

9. Report by Despatcher

10. Enemy Opposition (state place height and time)

*None seen or encountered*

11. Meteorological Conditions

*Stratus cloud down to 300' in patches  
in target area. 10710 @ 900'*

12. Captain's Personal Report

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*f* *Rb. Hockey w/c*  
 Officer Commanding,  
R.A.F. Tarrant Rushton.

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WILT TEST  
 REPORT ON OPERATIONS UNDERTAKEN BY  
 ...298... WILSON, WILSON, 3/4 May 44.

1. Name of Operation *Wheelwright 107. /105*  
 2. Aircraft *MM. Halifax No.*  
 1st Pilot: *Sgt. Guthrie* W/Operator: *Sgt. Whatmore* Despatcher: *Sgt. Healey*  
 2nd Pilot: *Sgt. Dickson* R/Gunner: *Sgt. Dickson* W/Bomb: *Sgt. Healey*  
 Navigator: *No Madell*

3. Personnel and Equipment carried:  
 (a) Personnel (c) Containers *15* (e) Leaflets  
 (b) Packages *3* (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c:  
 (a) Area *Castellones. /alt Equize*  
 (b) Action if pinpoint not located *Wheelwright 105.*  
 (c) Reception arrangements *C/L C/A*

5. Result of Operation (if not completed, state reason) *Yes*  
*Completed*

6. Time  
 (a) Time off: *2220* *0121*  
 (b) Over target area from ~~0115~~ hours to *0150* hours  
 (c) Landing *0450*  
 (d) Action taken on landing away from base *N/A*

7. Captain's Report  
 (a) Was exact pinpoint found? *Yes*  
 (b) How was pinpoint identified? *2 white x 2 red*  
 (c) Estimated dropping points *on 1st light (white)*  
 (d) Time dropped: *0150*  
 Height above ground: *700'*  
 Course: *301° M.*  
 I.A.S. in m.p.h. *135*

(e) Description of Target Pinpoint (apart from lights) *wood to NNW of target + road running S.E.*

(f) Recommended/Not recommended for future use

(g) Reception lights. Report by captain indicating suggested improvements:  
*Good*

(h) Leaflets dropped: Coffee dropped:  
 Pigeons *N/A* Chocolate *N/A*

(k) Routes (state place, time and heights when crossing coasts)

*Lulworth . 2235 hr . 5000 ft .*  
*Pte. de la Perce . 2208 " . 4000 "*  
*Mont Jean .*  
*45° 36' N. 40° 02' W .*

3.2  
*Return same .*  
*pte. de la Perce - 0402' - 4000 ft .*  
*Lulworth . 0438' - 5000 "*

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8. If load (or part of load) jettisoned.

- (a) place
- (b) height
- (c) time

N/A.

9. Report by Despatcher.

Good.

10. Enemy Opposition (state place height and time)

N/A.

11. Meteorological Conditions

Vis. 3-5 miles over Target & generally.  
 Cloud.  $\frac{10}{10}$  on return on French side, clear over Channel.  
 Wind: 10 m.p.h. generally 280°.

12. Captain's Personal Report

2 containers dropped 2 miles to W. of D.Z. owing to technical hitch  
 other 13 fell on D.Z. & 3 packages.  
 45° 17' N. 00° 00' 1/2' W. fire (building) seen. 0050 hrs.  
 Saw forest fire all time over Target area.  
 On return saw firing in Channel, 0410 hrs., not more than 2 bursts.

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

R/L Hockey w/c  
 Officer Commanding,  
 R.A.F. Tarrant Rushton.

0538

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REPORT ON OPERATIONS UNDERTAKEN BY  
..298... SQUADRON, NIGHT 3/4 May 44.

1. Name of Operation *Tramex 57*  
2. Aircraft *YY Halifax* No. *710 Brown*  
1st Pilot: *710 Brown* W/Operator: *Sgt Pearson* Despatcher: *710 Styles*  
2nd Pilot: *710 Brown* R/Operator: *Sgt Smith* W/Eng: *Sgt Bradley*  
Navigator: *710 McDuff*

3. Personnel and Equipment carried:  
(a) Personnel (c) Containers *30* (e) Leaflets  
(b) Packages (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
(a) Area *Honnelles*  
(b) Action if pinpoint not located  
(c) Reception arrangements *C/L*

5. Result of Operation (if not completed, state reason)  
*not completed. no ground reception.*

6. Times  
(a) Time off: *22.32*  
(b) Over target area from *01.23* hours to *01.36* hours  
(c) Landing *04.40*  
(d) Action taken on landing away from base

7. Captain's Report  
(a) Was exact pinpoint found? *Yes*  
(b) How was pinpoint identified? *By fire of area. That was a fire road time junction.*  
(c) Estimated dropping points *N/A*

(d) Time dropped: *N/A*  
Height above ground:  
Course:  
I.A.S. in m.p.h.

(e) Description of Target Pinpoint (apart from lights) *See above.*  
(f) Recommended/Notes for future use *providing conditions etc. as found*

(g) Reception lights. Report by captain indicating suggested improvements:  
*not seen.*  
(h) Leaflets dropped: Coffee dropped:  
Pigeons Chocolate "

(k) Routes (state place, time and heights when crossing coasts)  
*English Coast 5037N 0215W 5000' ATL 2214*  
*French Coast 4922N 0050W 6000' ATL 2316*  
*Ancemite*  
*French Coast 4922N 0050W 6000' ATL 0347*  
*English Coast 5037N 0215W 6000' ATL 0421*

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8. If load (or part of load) jettisoned.

- (a) place
- (b) height
- (c) Time

N/A

9. Report by Despatcher

N/A.

10. Enemy Opposition (state place height and time)

Nil

11. Metereological Conditions

12. Captain's Personal Report

At target large fire & series of smalls covering 1 mile square.  
 Two bombs seen in fire light burst out in middle of road.  
 Orbited area for 13 mins. Saw another Halifax but no  
 activity on ground. Set course base. Went down to  
 350' AGL at target

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*R. B. Hockey* w/c  
 f  
 Officer Commanding,  
 R.A.F. Tarrant Rushton.

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SECRET ON OPERATIONS TO BE TAKEN BY  
...298... SWP/GRON, MIBET, 3/4, May 44

1. Name of Operation *Wheelwright 108/105 ?*  
2. Aircraft *22 Halifax*  
1st Pilot: *P/O Edicks* W/O Operator: *Sgt. James* Despatcher: *P/O Kotykh*  
2nd Pilot: *Sgt. Hohmland* R/C Observer: *Sgt. Lockhead* Sgt: *Sgt. Godfrey*

3. Personnel and Equipment carried:  
(a) Personnel (c) Containers *15* (e) Leaflets  
(b) Packages (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
(a) Area *Cashlomes /alt Eause*  
(b) Action if pinpoint not located *Wheelwright 105*  
(c) Reception arrangements *C/C C/A*

5. Result of Operation (if not completed, state reason)  
*Successful*

6. Times  
(a) Time off: *2243*  
(b) Over target area from *0140* hours to *0145* hours  
(c) Landing *0144*  
(d) Action taken on landing away from base

7. Captain's Report  
(a) Was exact pinpoint found? *Yes*  
(b) How was pinpoint identified? *2 Red lights + white flashing light*  
(c) Estimated dropping points  
*Just over 1st red light + 1/2 right-angly from white light*  
(d) Time dropped: *0149* } Wind 15 mks before dropping  
Height above ground: *500'* } - 287° 16 1/2 mks  
Course: *005°*  
I.A.S. in m.p.h. *135*

(e) Description of Target Pinpoint (apart from lights)  
*DZ - flashing to sea to NE. Wood area 2 S. of D.Z.*  
(f) Recommended/Not recommended for future use  
*Recommended - Target easy to locate*  
(g) Reception lights. Report by Captain indicating suggested improvements:  
*Light good, but more best.*  
(h) Leaflets dropped: *Coffee dropped: -*  
Pigeons *Chocolate "*

(k) Routes (state place, time and heights when crossing coasts)  
*5037N - 0216W - 2257 h - 6000' (English Coast)*  
*4922N - 0051W - 2332; " 6000' (French Coast)*  
*4606N - 0018W -*  
*Faulet -*  
*D.Z.*  
*Returned by same route.*  
*4923N - 0055W - 0346 h - 8000' (French Coast)*  
*5058N - 0215W - 0423 .. 6000' (English Coast)*

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8. If load (or part of load) jettisoned.

- (a) place
- (b) Height
- (c) Time

N/A

9. Report by Despatcher.

All containers dropped. - Parachute seen.

10. Enemy Opposition (state place height and time)

N/A at all - but tracer ~~seen~~ & high flak seen  
on return journey - 15 mls on port side (Control area)  
at 0200 hrs (approx) approx.

11. Metereological Conditions

Cloud -  $\frac{5-7}{10}$  Stratus.

Vis - 2-3 mls.

Wind - 287 - 16 kts just before DZ.

295 - 18 kts - over channel on return journey.

12. Captain's Personal Report

Light flight - little delay before the shrouding of  
land on ship in channel. - 5010N - 0110W - 0406L  
Course generally NW. - Flak or light shell fired  
but not at all.

On return journey - 2 beams - from Co. CAEM area - flashing H

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

R. Hockey w/c  
Officer Commanding,  
R.A.F. Tarrant Rushton.

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MOST SECRET  
 REPORT ON OPERATIONS UNDERTAKEN BY  
 ...298... SQUADRON, NIGHT... 5/6 May 1944

1. Name of Operation *Trainer 57*
2. Aircraft *NN - Halifax*  
 1st Pilot: *F/O Taylor* W/Operator: *Sgt. Springate* Despatcher: *Sgt. Ferguson*  
 2nd Pilot: R/Gunner: *Sgt. Howard* F/Eng: *Sgt. Johnston*  
 Navigator: *Sgt. McGoachie*
3. Personnel and Equipment carried:  
 (a) Personnel (c) Containers (e) Leaflets  
 (b) Packages (d) Pigeons (f) Coffee
4. Instructions to Captain of a/c  
 (a) Area *Norve*  
 (b) Action if pinpoint not located *R/B*  
 (c) Reception arrangements *CH*
5. Result of Operation (if not completed, state reason) *Not completed*  
*letter seen flashing but no other lights*  
*working with signal letters.*  
 Time  
 (a) Time off: *2215*  
 (b) Over target area from *0158* hours to *0248* hours  
 (c) Landing *0550*  
 (d) Action taken on landing away from base
7. Captain's Report  
 (a) Was exact pinpoint found? *YES.*  
 (b) How was pinpoint identified?  
 (c) Estimated dropping points *N/A.*  
 (d) Time dropped:  
 Height above ground: *N/A*  
 Course:  
 I.A.S. in n.p.l.  
 (e) Description of Target Pinpoint (apart from lights) *By 4 road*  
*road (NE of DZ)*  
 (f) Recommended/Not recommended for future use  
 (g) Reception lights. Report by captain indicating suggested improvements:  
 (h) Leaflets dropped: Coffee dropped:  
 Pigeons Chocolate

<i>Out</i>	<i>hulworth</i>	<i>2308</i>	<i>2,500</i>
	<i>ben track</i>	<i>2342</i>	<i>5,500</i>
<i>Return</i>	<i>ben track</i>	<i>0505</i>	<i>11,000</i>
	<i>hulworth</i>	<i>0534</i>	<i>3,000</i>

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8. If load (or part of load) jettisoned.

- (a) place
- (b) height
- (c) time

N/A

9. Report by Despatcher.

N/A

10. Enemy Opposition (state place height and time)

None seen

11. Meteorological Conditions

Vis 10 miles, Cloudy base 2000.  $\frac{5}{10}$  WIND

12. Captain's Personal Report.

Over the area a approx 50 minutes, occasionally downhill searching saw two pale lights, but not for long enough period to warrant a deliberate reception lighting system.

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

No reception

R. B. Hockey W/c  
Officer Commanding,  
R.A.F. Tarrant Rushton.

References -

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MOST SECRET  
 REPORT ON OPERATIONS UNDERTAKEN BY  
 ...298... SQUADRON, NIGHT. 5/6 May 44

1. Name of Operation *Mason 8/5*

2. Aircraft *2* No. *F/O Ellis*  
 1st Pilot *F/O Imber* W/Operator: *W/O Smith* Despatcher: *F/O [unclear]*  
 2nd Pilot: R/Gunner *F/O Hartwell* E/Eng: *F/O [unclear]*  
 Navigator: *F/S Plesman*

3. Personnel and Equipment carried:

(a) Personnel (c) Containers (e) Leaflets  
 (b) Packages (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
 (a) Area *Bury*  
 (b) Action if pinpoint not located *Mason 5*  
 (c) Reception arrangements *C/N C/D*

5. Result of Operation (if not completed, state reason)  
*Not completed. No ground reception.*

6. Times  
 (a) Line off: *22.30* *001.23*  
 (b) Over target area from *01.03* hours to *02.11* hours *Primary again*  
 (c) Landing: *05.09* *01.35* *01.50* *01.55* *02.11*  
 (d) Action taken on landing away from base

7. Captain's Report  
 (a) Was exact pinpoint found? *No. Yes.*  
 (b) How was pinpoint identified?  
 (c) Estimated dropping points *N/A*  
 (d) Time dropped:  
 Height above ground? *N/A*  
 Gusts:  
 I.A.S. in use?

(e) Description of Target Pinpoint (apart from lights) *Small square set in woods  
road junction parallel to river due east of D.2.*  
 (f) Recommended/Not recommended for future use *Identified secondary by hill +  
village*  
 (g) Reception lights. Report by captain indicating suggested improvements:  
*None seen.*  
 (h) Leaflets dropped: Coffee dropped:  
 Pigeons Chocolate "

(k) Routes (state place, time and heights when crossing coasts)

Brit. English Coast	St. Catherine's Point	3500' ASL	22.53
French	<del>4920N 0012W</del>	6000' ASL	22.22
French	4920N 0012W	6000' ASL	04.13
English Coast	St. Catherine's Point	3000' ASL	02.46

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8. If load (or part of load) jettisoned.

- (a) place
- (b) height
- (c) time

9. Report by Despatcher

N/A

10. Enemy Opposition (state place height and time)

NIL

11. Metecorological Conditions

At Target. Cloud  $\frac{3}{10}$  4000'.  
 Vis. 10 miles

12. Captain's Personal Report

Orbited made 3 turns round on primary at first visit.  
 One turn on secondary.  
 Relieved to primary. Orbited 2nd time. probably  
 not correct position.  
 Bright Red glass in sky at Rouanne last in 5 sec. 00.41  
 4000'.

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*R.B. Hockey w/c*  
 Officer Commanding,  
 R.A.F. Tarrant Rushton.

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**MOST SECRET**  
REPORT ON OPERATIONS UNDERTAKEN BY  
...298... SQUADRON, NIGHT.. 5/6 May 44

1. Name of Operation *Donkeyman 48/49*  
2. Aircraft *RR Halifax*  
1st Pilot: *F/S Reid* No. *W/Operator: F/S Orrend* Despatcher: *Ct. Moran*  
2nd Pilot: *Sgt. Jones* R/Gunner: *Sgt. Jones* P/Eng: *Sgt. McMillan*  
Navigator: *Sgt. Marsh*

3. Personnel and Equipment carried:  
(a) Personnel (c) Containers *15* (e) Leaflets  
(b) Packages *3* (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
(a) Area *FIANEY*  
(b) Action if pinpoint not located *R/B*  
(c) Reception arrangements *C/S*

5. Result of Operation (if not completed, state reason)  
*Not completed on secondary*

6. Times  
(a) Time off: *0014 1/2*  
(b) Over target area from *0230* hours to *0242* hours  
(c) Landing *0522*  
(d) Action taken on landing away from base

7. Captain's Report  
(a) Was exact pinpoint found? *YES (Secondary)*  
(b) How was pinpoint located? *By lighting system*  
(c) Estimated drop height *Planes in lights, 5 packages in woods*  
(d) Time dropped: *0239* of *52*  
Height above ground: *300 M, 500-600' AGL*  
I, A, S, in A.P.H. *140*  
(e) Description of Target Pinpoint (apart from lights) *By railway E*  
(f) Recommended/Not recommended for future use  
(g) Reception lights. Report by captain indicating suggested improvements: *OK*  
(h) Leaflets dropped: Coffee dropped:  
Pigeons Chocolate "

(k) Routes (state place, time and heights when crossing coasts)  
*Out*  
*hurlwith* 0025 2,000  
*On track* 0106 1/2 3,500  
*Return*  
*020 W* 0423, 3,500'  
*hurlwith* 0507, 2,000'

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8. If load (or part of load) jettisoned.

- (a) place
- (b) height
- (c) Time

N/A.

9. Report by Inspector

Satisfactory. 2 packages in woods. S of DZ.

10. Enemy Opposition (state place height and time)

at 4803N 0125E, 2500, 288M. 190145050  
Spined out by light blast (9 fms)  
No hits on a/c.

2/LA downed at a/c, working with fms, R/C fired at <sup>(12 BURSTS)</sup> "S/C".  
blew up with "white flash".  
Saw R/C.

11. Meteorological Conditions

vis over DZ 15 miles. No cloud.

12. Captain's Personal Report

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

R. G. Hockney w/c  
for Officer Commanding,  
R.A.F. Tarrant Rushton.

References -

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REPORT ON OPERATIONS INITIATED BY  
.. 298... SQUADRON, WAAF, 5/6 May 44

1. Name of Operation *Dontoyman 49*  
2. Aircraft *OO Halifax* No. \_\_\_\_\_  
1st Pilot: *F/S Davies* W/Operator: *W/O Hales* Despatcher: *F/O Bubb*  
2nd Pilot: \_\_\_\_\_ R/Gunner: *W/O Cole* P/Eng: *W/O L. L. L.*  
Navigator: *F/O Cannon*

3. Personnel and Equipment carried:  
(a) Personnel \_\_\_\_\_ (c) Containers *15* (e) Leaflets \_\_\_\_\_  
(b) Packages *3* (d) Pigeons \_\_\_\_\_ (f) Coffee \_\_\_\_\_

4. Instructions to Captain of a/c  
(a) Area: *AIRNEY*  
(b) Action to be taken if target not located: *RTB Dontoyman 48*  
(c) Remarks: *C/L*

5. Result of Operation (if not completed, state reason): *Successful*

6. Times  
(a) Time off: *22.58 hrs.*  
(b) Over target area from *01.28* hours to *01.41* hours  
(c) Landing *04.45*  
(d) Action taken on landing away from base *N/A*

7. Captain's Report  
(a) Was exact pinpoint found? *yes*  
(b) How was pinpoint identified? *3 red light + 100 white flashing 'L'*  
(c) Estimated dropping point: *200 yds short of 1st red light.*  
(d) Time dropped: *01.38 1/2*  
Height above ground: *400 ft A.R.L.*  
Course: *210° 17'*  
I.A.S. in m.p.h. *140*

(e) Description of Target Pinpoint (apart from lights) *spur + woods to south of 122. Village of airway in line N.E. of 122.*  
(f) Recommended/Not recommended for future use \_\_\_\_\_

(g) Reception lights. Report by captain indicating suggested improvements: \_\_\_\_\_

(h) Leaflets dropped: \_\_\_\_\_ Coffee dropped: \_\_\_\_\_  
Pigeons \_\_\_\_\_ Chocolate \_\_\_\_\_

(k) Routes (state place, time and heights when crossing coasts)  
*English coast 02.55 W. 23.11 hrs. 2,000 ft.*  
*French coast 00.12 W. 23.53 hrs. 4,000 ft.*  
*Target*  
*French coast 00.12 W. 03.40 hrs. 4,000 ft.*  
*English coast 02.15 W. 04.28 hrs. 1,200 ft.*

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8. If load (or part of load) jettisoned.

- (a) Place
- (b) Height
- (c) Time

9. Report by Despatcher.

*packages dropped in middle of  
strip of containers.*

10. Enemy Opposition (state place height and time)

*Lt 4 Flak seen directed at a ~~target~~ 5 to  
(not directed at a/c) 5 to 6 miles  
ahead ~~at~~ at 49. ~~20~~ 25°N 00 12 W.  
23.49 hrs. 4,000 ft.*

11. Metereological Conditions *over target.*

*Vis: - 15 miles clear.*

12. Captain's Personal Report

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*R. B. Hockey w/c*  
\* Officer Commanding,  
R.A.F. Tarrant Rushton.

*ff air burn 9.6  
05.35 hrs.*

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MOST SECRET  
REPORT ON OPERATIONS UNDERTAKEN BY  
.....298... SQUADRON, NIGHT.....5/6. May 1944

1. Name of Operation *Trainer 207*

2. Aircraft *PP Halifax* No. *116 MONAGHAN*  
1st Pilot: *F/O Northmore* W/Operator: *F/O Stafford* Despatcher: *[Signature]*  
2nd Pilot: R/Gunner: *F/O Cannon* F/Eng: *[Signature]*  
Navigator: *[Signature]*

3. Personnel and Equipment carried:  
(a) Personnel (c) Containers (e) Leaflets  
(b) Packages (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
(a) Area *Mindour*  
(b) Action if pinpoint not located *R/B*  
(c) Reception arrangements *C/L*

5. Result of Operation (if not completed state reason)  
*Completed*

6. Time  
(a) Time off: *2209*  
(b) Over target area from *0057* hours to *0103* hours  
(c) Landing *0420*  
(d) Action taken on landing away from base

7. Captain's Report  
(a) Was exact pinpoint found? *YES*  
(b) How was pinpoint identified? *By lights (red & 1000 ft flat white) & light*  
(c) Estimated dropping points *Package across lights - containers*  
(d) Time dropped: *Package 0057. 4 0103 containers*  
Height above ground: *500 ft for both*  
Course: *Package 190° containers 280°*  
I.A.S. in a.p.: *145 package 4 145 containers*

(e) Description of Target Pinpoint (apart from lights) *Remain from MAISON. W. woods NE of 32 + main road*  
(f) Recommended/Not recommended for future *OK*

(g) Reception lights. Report by captain indicating suggested improvements:

(h) Leaflets dropped: Pigeons Coffee dropped: Chocolate

(k) Routes (state place, time and heights when crossing coasts)

*Out* *hullworth* *8000' 2228.*  
*on track.* *11,800 : 2305.*  
*Return* *on track* *10,800' : 0251.*  
*hullworth* *7700' : 0335 1/2*

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8. If load (or part of load) jettisoned.

- (a) place
- (b) height
- (c) time

9. Report by Despatcher

*Satisfactory.*

10. Enemy Opposition (state place height and time)

*None seen*

11. Metecrological Conditions

*Overcast - mid-levels  
Cloud - base 2,500 in layers  
Stratus at Cu. 1/10.*

12. Captain's Personal Report

*Package dropped on first run -  
in across lights. On the 2nd  
run in confusion dropped successfully.*

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*Rb. Hokey w/c*  
Officer Commanding,  
R.A.F. Tarrant Rushton.

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MOST SECRET No.....  
REPORT ON OPERATIONS UNDERTAKEN BY  
...298... SQUADRON, NIGHT. 5/6. 1944

1. Name of Operation *Trainer 57*

2. Aircraft *JJ-Halifax* No. \_\_\_\_\_  
1st Pilot: *F/O Alcock* W/Operator: *Ct. Fraser* Despatcher: *F/L Hutton*  
2nd Pilot: \_\_\_\_\_ R/Gunner: *Ct. Buzza* F/Eng: *Ct. Fuller*  
Navigator: *F/O Feathers*

3. Personnel and Equipment carried:  
(a) Personnel (c) Containers (e) Leaflets  
(b) Packages (d) Pigeons (f) Coffee

4. Instructions to Pilot in Charge:  
(a) Area *Noraa*  
(b) Action if pinpoint not located *R/B*  
(c) Reception arrangements *C/L*

5. Result of Operation (if not completed, state reason)  
*Completed (3 containers hung up miss 11, 13, 15)*

6. Time:  
(a) Time off: *22:48*  
(b) Over target area from *0127* hours to *0158* hours  
(c) Landing *0448*  
(d) Action taken on landing away from base

7. Captain's Report  
(a) Was exact pinpoint found? *YES.*  
(b) How was pinpoint identified? *By two red lights & signal*  
*flash in A + I. Briefed when seen 'L'*  
(c) Estimated dropping points: *on lights*  
(d) Time dropped: *0158*  
Height above ground: *500' AGL*  
Course: *065M*  
I.A.S. in m.p.h. *135*

(e) Description of Target Pinpoint (apart from lights) *Run up from*  
*R. Heronnd over road to 4 road x road 032*  
(f) Recommended/Not recommended for future use *Slightly E (west x road) is Bonified 032*  
(g) Reception lights. Report by captain indicating suggested improvements: *OK*  
(h) Leaflets dropped: \_\_\_\_\_ Coffee dropped: \_\_\_\_\_  
Pigeons \_\_\_\_\_ Chocolate \_\_\_\_\_

(k) Routes (state place, time and heights when crossing coast)  
*Repat* *hulworth* *2301, 3500*  
*on track (0050W)* *2333, 3500*  
*Return* *w of Pointe Perée* *0356, 2000*  
*hulworth* *0428, 4000*

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8. If load (or part of load) jettisoned.

- (a) place
- (b) height
- (c) Time

9. Report by Despatcher

Satisfactory, but few  
3 many ups (contaminated)

10. Enemy Opposition (state place height and time)

Nothing seen.

11. Meteorological Conditions

Vis was 22.5 miles  
Cloud 70, base 10,000.

12. Captain's Personal Report

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

Failure of port bomb door switch.

R. B. Hockey *w/c*  
Officer Commanding,  
R.A.F. Tarrant Rushton.

Reference -

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SECRET  
REPORT ON OPERATIONS UNDERTAKEN BY  
...288... SQUADRON, NIGHT... 5/6th May 1946

1. Name of Operation *Whelwright 130.*
2. Aircraft *CR* No. *No.*  
1st Pilot: *S/L Briggs* W/Operator: *R/O Toufe* Despatcher: *Sgt. A Law*  
2nd Pilot: *R/O Turner* W/Operator: *F/S Pope*  
Navigator: *R/O Symonds*
3. Personnel and Equipment carried:  
(a) Personnel (c) Containers *15* (e) Leaflets  
(b) Packages *3* (d) Pigeons (f) Coffee
4. Instructions to Captain of a/c  
(a) Area *TARBES*  
(b) Action if pinpoint not located *W/whright 105.*  
(c) Reception arrangements *C/L. CIA*
5. Result of Operation (if not completed, state reason) *successful at alternative DZ.*
6. Times  
(a) Time off: *21.55.* *W/whright 105.*  
(b) Over target area from *01.00* hours to *01.25* hours *01.43 hrs to 01.48 hrs*  
(c) Landing *05.00*  
(d) Action taken on landing away from base *N/A.*
7. Captain's Report  
(a) Was exact pinpoint found? *Yes.*  
(b) How was pinpoint identified? *3 red lights, white flashing 'A'*  
(c) Estimated dropping points *Between 2nd + 3rd. red light.*  
(d) Time dropped: *01.48 hrs.*  
Height above ground: *6,000 ft. AGL.*  
Course: *290° N.*  
I.A.S. in m.p.h. *135*  
(e) Description of Target Pinpoint (apart from lights) *clearing in wood by side of road.*  
(f) Recommended/Not recommended for future use  
(g) Reception lights. Report by captain indicating suggested improvements:  
(h) Leaflets dropped: Coffee dropped:  
Pigeons Chocolate "  
(k) Routes (state place, time and heights when crossing coasts)  
*route as briefed*  
*English coast. 50.37N 02.15W. 22.10 hrs. 3,500ft.*  
*French coast. 49.24N 01.00W. 22.42 hrs. 18,000ft.*  
*Target.*  
*French coast. 49.24N 01.00W. 03.57 hrs. 14,000ft.*  
*English coast. 50.37N 02.15W. 04.31 hrs. 4,000ft.*

Reference -

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8. If load (or part of load) jettisoned.

- (a) place
- (b) height
- (c) Time

9. Report by Despatcher

*phys. dropped in middle of stick of containers.*

10. Enemy Opposition (state place height and time)

*Nil*

11. Meteorological Conditions

*over W. weight 130 Vis: 1/2 mile. 10/10th cloud base 500ft.*

*over W. weight 105 ~~100~~ Vis: 2 miles 10/10th cloud - base 2,500 ft.*

12. Captain's Personal Report

*2 large fires (about 1 mile between each) seen at 47.42 N 00.05 E. 23.18 hrs. 6,000ft. Lighted flame path approx. 45.20 N 01.30 W. 00.30 hrs. 2,000ft.*

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*Rb. Hocking w/c*

*Officer Commanding,  
R.A.F. Tarrant Rushton.*

*A. J. Kirkman s/o.  
06.02 hrs.*

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SECRET  
HERBERT OPERATIONS UNDERTAKEN BY  
298 SQUADRON, NIGHT 6/7 May 44.

1. Name of Operation *Trainer 205*  
2. Aircraft *PP* No. *47 Spinnifate*  
1st Pilot: *C/O Taylor* Operator: *Sgt Spinnifate* Despatcher: *Sgt Langman*  
2nd Pilot: *Sgt Melchior* R/Cyber: *Sgt Harwood* S/G: *Sgt Johnson*  
Navigator: *Sgt Johnson*

3. Personnel and Equipment carried:  
(a) Personnel (c) Containers *15* (e) Leaflets  
(b) Packages *3* (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
(a) Area *MONT BERNARD*  
(b) Action if pinpoint not located *RTB*  
(c) Reception arrangements *CL*

5. Result of Operation (if not completed, state reason)  
*Completed*

6. Time  
(a) Time off: *2052*  
(b) Over target area from *0122 1/2* hours to *0129 1/2* hours  
(c) Landing *0435*  
(d) Action taken on landing away from base

7. Captain's Report  
(a) Was exact pinpoint found? *Yes*  
(b) How was pinpoint identified? *Ran up over woods lights came on*  
(c) Estimated dropping points  
(d) Time dropped: *0124 1/2*  
Height above ground: *500'*  
Course: *310°(M)*  
I.A.S. in m.p.h. *135*

(e) Description of Target Pinpoint (apart from lights)  
*Clearing - rectangular in woods*  
(f) Recommended/Not recommended for future use  
(g) Reception lights. Report by captain indicating suggested improvements:  
*Good lighting as briefed.*  
(h) Leaflets dropped: Coffee dropped:  
Pigeons Chocolate "

(k) Routes (state place, time and heights when crossing coasts)  
*E. Coast 2216 (2500')*  
*French " 2254 (6000') 0255 (9000')*  
*E. Coast - 0428 (2500')*  
*DZ 0122 1/2 to 0129 1/2*  
*1/2 on track*

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8. If load (or part of load) jettisoned.

- (a) place
- (b) height *N/A*
- (c) time

9. Report by Despatcher

*Packages sent with containers*

10. Enemy Opposition (state place height and time)

*None encountered*

*15-16 Ballons at Cholet - ~~2~~ close hauled  
0302 hrs. - 0306 hrs.  
@ 2000'*

11. Metereological Conditions

*Vis: good when moon increased  
Cloud -  $\frac{6}{10}$  well above probably 4000'.*

12. Captain's Personal Report

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*R. G. Hockey w/c*  
Officer Commanding,  
R.A.F. Tarrant Rushton.

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MOST SECRET  
REPORT ON OPERATIONS UNDERTAKEN BY  
288 SQUADRON, NIGHT

No. ....

1. Name of Operation *Trainer 238 / Wheelwright 105.*  
2. Aircraft *RR*  
No. *18 REID*  
1st Pilot: *18 REID* W/Operator: *H/S Ozard* Despatcher: *1st Mowley*  
2nd Pilot: R/Gunner: *1st Jones* F/Eng: *1st McMillan*  
Navigator: *1st Marsh*

3. Personnel and Equipment carried:  
(a) Personnel (c) Containers *15* (e) Leaflets  
(b) Packages *3* (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
(a) Area *NOGARO*  
(b) Action if pinpoint not located *Wheelwright 105.*  
(c) Reception arrangements *CL, C/A*

5. Result of Operation (if not completed, state reason)

*Completed on primary*

6. Time  
(a) Time off: *2207*  
(b) Over target area from *0728* hours to *0736* hours  
(c) Landing *0440*  
(d) Action taken on landing away from base

7. Captain's Report

(a) Was exact pinpoint found? *Yes*  
(b) How was pinpoint identified? *By lake and river SE of D2. Also X roads just before D2.*  
(c) Estimated dropping points *on first rd and slightly across line of lights*  
(d) Time dropped: *0732*  
Height above ground: *500'*  
Course: *350°(M) 500'*  
I.A.S. in m.p.h. *140*

(e) Description of Target Pinpoint (apart from lights)  
*Just NW of X roads.*  
(f) Recommended/Not recommended for future use  
(g) Reception lights. Report by captain indicating suggested improvements:  
*Good lights laid out as briefed.*  
(h) Leaflets dropped: Coffee dropped:  
Pigeons Chocolate "

(k) Routes (state place, time and heights when crossing coasts)  
E. Coast *2222 (3000')* F. Coast *0353 (7000')*  
French " *2300 (6500')* E. " *0429 (2000')*

D.2. *0728*  
*1/2 0736*

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8. If load (or part of load) jettisoned.

- (a) place
  - (b) Height
  - (c) Time
- N/A*

9. Report by Despatcher

*Packages went with container*

10. Enemy Opposition (state place height and time)

*None seen or encountered*

11. Metereological Conditions

*10% overcast in DZ area but no  
ground haze.  
Vis - good 6-8 miles "*

12. Captain's Personal Report

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*Rb. Hockey w/c*  
Officer Commanding,  
R.A.F. Tarrant Rushton.

*RM*

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MOST SECRET No.....  
 REPORT ON OPERATIONS UNDERTAKEN BY  
 298. SQUADRON, NIGHT 6/7 May 44

1. Name of Operation Mongrel 41/39.
2. Aircraft 29 No. O.K.  
 1st Pilot: S/S Smith Operator: S/S Christie Dispatcher: S/S Plarenick  
 2nd Pilot: S/S R/Gunner: Sgt Batley F/Eng: Sgt MacBain  
 Navigator: Sgt Florence
3. Personnel and Equipment carried:  
 (a) Personnel  
 (b) Packages 3  
 (c) Containers 15  
 (d) Pigeons  
 (e) Leaflets  
 (f) Coffee
4. Instructions to Captain of a/c  
 (a) Area THIVIERS  
 (b) Action if pinpoint not located Mongrel 39  
 (c) Reception arrangements CT. CTD
5. Result of Operation (if not completed, state reason) Completed on Primary.
6. Times  
 (a) Time off: 2335  
 (b) Over target area from 0209 hours to 0246 hours  
 (c) Landing 0525  
 (d) Action taken on landing away from base N/A.
7. Captain's Report  
 (a) Was exact pinpoint found? Yes.  
 (b) How was pinpoint identified? Between 2 woods - road on beyond it  
 (c) Estimated dropping points Row 1 and lights.  
 (d) Time dropped: 0238  
 Height above ground: 1500 ASL. ±  
 Course: 180°M.  
 I.A.S. in n.p.h. 135  
 (e) Description of Target Pinpoint (apart from lights) clearing between 2 woods.  
 (f) Recommended/Not recommended for future use  
 (g) Reception lights. Report by captain indicating suggested improvements: Very good.  
 (h) Leaflets dropped: - Coffee dropped: -  
 Pigeons - Chocolate -  
 (k) Routes (state place, time and heights when crossing coasts)  
Lulworth Cove (2342h - 3000ft) - 0050W  
(0021h - 8000) - 4724N/0011E -  
47.19N/0028E - 4553N/0038E -  
4511N/0049E - DZ - 4758N/0114W -  
coast at 0050W (0427h - 8000) -  
Lulworth (0504h - 3000ft) - base.

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8. If load (or part of load) lost.

- (a) Place
- (b) Height
- (c) Time

N/A.

9. Report by Descent

Yell with container.  
Last dropped on 2nd run + fell  
in middle of height.

10. Enemy Opposition (state place height and time)

NIL.

11. Meteorological Conditions

Good visibility. Clear.  
Practically free from cloud.

12. Captain's Personal Report

(?)

First 2nd/parachute committee (3 yellow  
lights - clear than 100 metres - no flashing  
light) about 130° M - 2 1/2 mls. from DZ.  
Missed crew - identified own, went  
away to do run-up + got onto other net.  
Realised error + found correct net again.

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

R. H. Horne  
Officer Commanding,  
R.A.F. Tarrant Rushton.

# 0615.

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SECRET  
REPORT OF OPERATIONS UNDERTAKEN BY  
398... SQUADRON, NIGHT... 6/7 May 44. No.....

- 1. Name of Operation *Inciner 222.*
- 2. Aircraft No. *99*  
 1st Pilot: *E/O STARK* W/Operator: *A/T Raser* Despatcher: *E/L Hutton*  
 2nd Pilot: R/Gunner: *A/T Buger* F/Eng: *A/T Fuller*  
 Navigator: *A/L feathers.*
- 3. Personnel and Equipment carried:  
 (a) Personnel (c) Containers *15* (e) Leaflets  
 (b) Packages *3* (d) Pigeons (f) Coffee
- 4. Instructions to Captain of a/c  
 (a) Area *MONTHNER*  
 (b) Action if pinpoint not located *R.T.B.*  
 (c) Reception arrangements *C/C*
- 5. Result of Operation (if not completed, state reason)  
*Not completed - D.R. compass 95° out after being serviceable at start of trip. No time left for search.*
- 6. Time  
 (a) Time off: *2142*  
 (b) Over target area from — hours to — hours  
 (c) Landing *0512*  
 (d) Action taken on landing away from base
- 7. Captain's Report  
 (a) Was exact pinpoint found? *No*  
 (b) How was pinpoint identified?  
 (c) Estimated dropping points  
 (d) Time dropped:  
 Height above ground:  
 Course:  
 I.A.S. in m.p.h.  
 (e) Description of Target Pinpoint (apart from lights)  
 (f) Recommended/Not recommended for future use  
 (g) Reception lights. Report by captain indicating suggested improvements:  
 (h) Leaflets dropped: Coffee dropped:  
 Pigeons Chocolate "  
 (k) Routes (state place, time and heights when crossing coasts)  
*English Coast 2152(2500) French Coast 0749 (4922N 5039W 0214W) (5044W)*  
*French " 2233(2500) Eng " 0430 (3000)*  
*4922 1/2 N 0050 W 5017 N 0212 W (2000)*  
*4421 N } 0741*  
*0014 W }*

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8. If load (or part of load) lost.

- (a) place
- (b) height *N/A*
- (c) Time

9. Report by Inspector

10. Enemy Opposition (state place height and time)

*None seen*

11. Meteorological Conditions

*Haze at turning point on route  
Vis 4-6 mls.*

12. Captain's Personal Report

*D.R. Company parked up*

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*R.L. Hoarey W/c*  
Officer Commanding,  
R.A.F. Tarrant Rushton.

*RS*

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MOST SECRET

REPORT ON OPERATIONS UNDERTAKEN BY No.....

298 SQUADRON, NIGHT... 9/17/44  
*Manguel 42/40*

1. Name of Operation

2. Aircraft *RR* No. *40*  
 1st Pilot: *40 Carpenter* Operator: *A/T Murray* Despatcher: *A/B Baumann*  
 2nd Pilot: *A/S Knight* P/Gunner: *A/T Crossley* P/Eng: *A/T Wilkinson*  
 Navigator: *A/S Knight*

3. Personnel and Equipment carried:  
 (a) Personnel (c) Containers *15* (e) Leaflets  
 (b) Packages *3* (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
 (a) Area *THIVIERS*  
 (b) Action if pinpoint not located *Manguel to.*  
 (c) Reception arrangements *CF C/E*

5. Result of Operation (if not completed, state reason) *Successful no lights.*

Time  
 (a) Time off: *23:17*  
 (b) Over target area from *01:35* hours to *01:57* hours *Manguel 40*  
 (c) Landing *05:20* *02:14* *02:28* *02:00 to 02:10*  
 (d) Action taken on landing away from base *N/A*

7. Captain's Report  
 (a) Was exact pinpoint found? *Yes*  
 (b) How was pinpoint identified?  
 (c) Estimated dropping points *N/A*  
 (d) Time dropped:  
 Height above ground:  
 Course: *N/A*  
 I.A.S. in n.p.h.

(e) Description of Target Pinpoint (apart from lights) *Manguel 42: 750m 1/2 mile E. S. 122. Manguel 40: - DIRM from Primary Target.*

(f) Recommended/Not recommended for future use

(g) Reception lights. Report by captain indicating suggested improvements:

(h) Leaflets dropped: Coffee dropped:  
 Pigeons Chocolate "

(k) Routes (state place, time and heights when crossing coasts)

*as briefed*

*English Coast 50.37N 02.50W 23.27 hrs. 2,000ft.*  
*French Coast 50.00N 02.00W 00.03 hrs. 6,000ft*  
*Target.*

*French Coast 50.00N 01.00W 04.10 hrs. 6,000ft*  
*English Coast 50.37N 02.50W 04.46 hrs. 2,000ft.*

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8. If load (or part of load) jettisoned.

- (a) place
- (b) height
- (c) time

9. Report by Despatcher

3 p.lgs and 15 containers brought back to base.

10. Enemy Opposition (state place height and time)

Flak ship fired at a/c off Charbourg Peninsula  
23.50 hrs. 4,500ft 200 I.A.S. - very inaccurate.

11. Meteorological Conditions seen Target area

Vis: - 6-10 miles no cloud.  
ground mist.

12. Captain's Personal Report

<sup>seen</sup> Fires 30-35 miles N.E. at 47.30N 00.80W.  
08.08 hrs 2,000ft.  
~~Flak ship fired at a/c off Charbourg Peninsula~~  
~~23.50 hrs. 4,500ft. 200 I.A.S. very inaccurate.~~  
Flying rations - sandwiches - not edible.

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

R. G. Horney w/c  
Officer Commanding,  
R.A.F. Tarrant Rushton.

A. Fairburn s/o.  
06.08 hrs.

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**MOST SECRET**

No.....

REPORT ON OPERATIONS UNDERTAKEN BY

V. 98... SQUADRON, NIGHT... 6/7 May 44

1. Name of Operation *Kronfuehl 41/39.*
2. Aircraft *1/15*  
 1st Pilot: *W/O Crossley* Operator: *W/O Linnings* Searcher: *W/O Grasse*  
 2nd Pilot: *W/O Crossley* Gunner: *W/O Downie* F/ing: *W/O Marshall*  
 Navigator: *W/O Smith*
3. Personnel and Equipment carried:  
 (a) Personnel (c) Containers (e) Leaflets  
 (b) Packages (d) Pigeons (f) Coffee
4. Instructions to Captain of a/c  
 (a) Area *TRIVIERS*  
 (b) Action if pinpoint not located *Kronfuehl 39.*  
 (c) Reception arrangements *CT, CD.*
5. Result of Operation (if not completed, state reason) *Not successful.*  
*No reception on I. Not certain of DZ II, area not pinpoint.*
6. Times  
 (a) Time off: *2350.*  
 (b) Over target area from *0244* hours to *0251* hours *II. 0255 - 0315*  
 (c) Landing *0600.*  
 (d) Action taken on landing away from base *N/A.*
7. Captain's Report  
 (a) Was exact pinpoint found? *on DZ. I.*  
 (b) How was pinpoint identified? */*  
 (c) Estimated dropping points */*  
 (d) Time dropped:  
 Height above ground: */*  
 Course: */*  
 I.A.S. in m.p.h. */*  
 (e) Description of Target Pinpoint (apart from lights) *I. Lake N.E. 2 miles.*  
*Secondary road to N.E. II. In area only.*  
 (f) Recommended/Not recommended for future use *I.*  
 (g) Reception lights. Report by captain indicating suggested improvements:  
 (h) Leaflets dropped: *N/A* Coffee dropped: *N/A.*  
 Pigeons *N/A* Chocolate *N/A.*  
 (k) Routes (state place, time and heights when crossing coasts)  
*Lulworth. 2000 ft. 0007 1/2 hrs.*  
*Pte. de la Percee. 7500' 0045 1/2.*  
*47° 21' N. 00° 29' E.*  
*45° 31' N 01° 12 1/2 E.*  
 D.Z. I  
 D.Z. II.  
*47° 58' N. 01° 14' W. (Lake)*  
*Pte. de la Percee. 7500' - 0509 hrs.*  
*Lulworth. 2000' - 0547 1/2 hrs.*

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8. If load (or part of load) jettisoned.

- (a) Place
- (b) Height
- (c) Time

No.

9. Report by Despatcher

N/A

10. Enemy Opposition (state place height and time)

N/A

11. Meteorological Conditions

Wind: -

Vis. over target = small patches of mist

12. Captain's Personal Report

On return saw fires (0423 hrs) N.W. in Nantes direction -, and another in Taus area (same time).

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

R. B. Hooney W/c  
Officer Commanding,  
R.A.F. Tarrant Rushton.

CHH

0645

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MOST SECRET  
REPORT ON OPERATIONS UNDER SECURITY  
198: 3 SQUADRON, NIG. FT. 8/3/44

No.....

1. Name of Operation *Relief for 19. HALIFAX.*  
2. Aircraft *CC*  
No. *W/O Gardner*  
1st Pilot: *F/S Smith* W/Operator: *Sgt Hales*  
2nd Pilot: *F/S Lane* R/Gunner: *Sgt Hagelhurst* R/Eng: *Sgt Ahern*  
Navigator: *F/S Lane*

3. Personnel and Equipment carried:  
(a) Personnel *3* (c) Containers *15* (e) Leaflets  
(b) Packages *3* (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
(a) Area *VILLAMBLARD*  
(b) Action if pinpoint not located *RTR. no lights*  
(c) Reception arrangements *C19.*

5. Result of Operation (if not completed, state reason)  
*Did not drop.*

6. Times  
(a) Time off: *2245*  
(b) Over target area from *0104 1/2* hours to *0150* hours  
(c) Landing *0430*  
(d) Action taken on landing away from base

7. Captain's Report  
(a) Was exact pinpoint found? *no lights*  
(b) How was pinpoint identified? *large wood.*  
(c) Estimated dropping points *N/A*  
(d) Time dropped: *N/A*  
Height above ground *N/A*  
Course: *N/A*  
I.A.S. in m.p.h. *N/A*

(e) Description of Target Pinpoint (apart from lights)  
(f) Recommended/Not recommended for future use  
(g) Reception lights. Report by captain indicating suggested improvements;  
(h) Leaflets dropped: Coffee dropped:  
Pigeons " Chocolate "

(k) Routes (state place, time and heights when crossing coasts)  
*ST. Catherine Pt. 2309 - 1000ft*  
*PT. la Percee*  
*(5 miles E of) 2339 - 7000ft*  
*— " — 0342 1/2 - 7000ft*  
*ST. Catherine Pt. 0407 - 1500ft.*

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8. If load (or part of load) jettisoned.

- (a) place
- (b) height
- (c) Time

9. Report by Despatcher

N/A

10. Enemy Opposition (state place height and time)

N/A

11. Metereological Conditions

very good - visibility 10-12 miles -

12. Captain's Personal Report

high flock "Cinq Mous in P" 4921N-0024E

4-5 bursts -  
 2 beacons on way ditch approx. 49 N - 0030W  
 4930N-0025W - flashing 1 white every 4 Sec.  
 large fire N.E. of Tours -

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*[Signature]*  
 Officer Commanding,  
 R.A.F. Tarrant Rushton.

T.O.O. 0510

R. Banon S/O

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MOST SECRET  
REPORT ON OPERATIONS UNDER  
No. ....  
277... 3 SQUADRON, NIGHT. 8/9/44

1. Name of Operation *Whisper 15/18 HALIFAX*  
2. Aircraft *99* No. ....  
1st Pilot: *C/O Anderson* W/Operator: *A/T Lemio* Despatcher: *P/O Evans*  
2nd Pilot: ... R/Gunner: *A/T Humphrey* W/Eng: *A/T Forest*  
Navigator: *A/T Annon*

3. Personnel and Equipment carried: *15*  
(a) Personnel (c) Containers (e) Leaflets  
(b) Packages *3* (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
(a) Area *MAURIAE*  
(b) Action if pinpoint not located *Whisper 18*  
(c) Reception arrangements *CP. C/C*

5. Result of Operation (if not completed, state reason)  
*Completed in Secondary*

6. Times  
(a) Time off: *2245*  
(b) Over target area from *0119* hours to *0141* hours (*Primary*)  
(c) Landing *0156 - 0222* (*Secy*)  
(d) Action taken on landing away from base

7. Captain's Report  
(a) Was exact pinpoint found? *YES - both primary & secondary*  
(b) How was pinpoint identified? *Secondary by reception*  
(c) Estimated dropping points *lights, hearing 'C' on & around the lights*  
(d) Time dropped: *0220*  
Height above ground *500*  
Course: *100 M*  
I.A.S. an n.p.h. *150*

(e) Description of Target Pinpoint (apart from lights) *Primary - a wedge of wood W of MONTIGNAC - between wood & main road*  
(f) Recommended/Not recommended for future use *Y.D. Secy on main road beyond highway & edge of wood parallel. Also R*  
(g) Reception lights. Report by captain indicating suggested *LEVERET N of D2*  
(h) Leaflets dropped: Coffee dropped: *LEVERET N of D2*  
Pigeons " Chocolate

(k) Routes (state place, time and heights when crossing coasts)  
*0220* *St Caths.* *> 3015* *2000*  
*On track* *23.3175* *7150*  
*→ D2*  
*Return* *On track* *0412* *6500*  
*St Caths* *0437* *2000'*

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8. If load (or part of load) jettisoned.

- (a) place
- (b) height
- (c) time

N/A

9. Report by Despatcher

Satisfactory. Contains  
sparkings seen on ground - faint  
about 150 yds. East of first light.

10. Enemy Opposition (state place, height and time)

Nothing seen.

11. Meteorological Conditions

Vis 10 miles. No cloud over 32.

12. Captain's Personal Report

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*[Signature]*  
 Officer Commanding,  
 R.A.F. Tarrant Rushton.

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150

HOST TARGET  
REPORT ON OPERATION SUBJECT SET BY  
298 3 SQUADRON, NIGHT. 9/19. May 44

No.....

1. Name of Operation *Whalewright 133*  
2. Aircraft *PP-Halifax* No. *105*  
1st Pilot: *F/O Taylor* W/Operator: *Sgt. Springale* Despatcher: *Sgt. Ferguson*  
2nd Pilot: *Sgt. McFachie* R/Gunner: *Sgt. Haswood* P/Eng: *Sgt. Johnson*  
Navigator: *Sgt. McFachie*

3. Personnel and Equipment carried:  
(a) Personnel (c) Containers *5* (e) Leaflets  
(b) Packages *3* (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
(a) Area *FUMEL*  
(b) Action if pinpoint not located *Wright 105*  
(c) Reception arrangements *C/A*

5. Result of Operation (if not completed, state reason)  
*Completed on primary*

6. Times  
(a) Time off: *2220*  
(b) Over target area from *0120* hours to *0157* hours  
(c) Landing *0515*  
(d) Action taken on landing away from base

7. Captain's Report  
(a) Was exact pinpoint found? *Yes*  
(b) How was pinpoint identified? *By reception light's beam up from R.V. (crossed main road through woods)*  
(c) Estimated dropping points  
*Dropped at angle to line flight*  
(d) Time dropped: *0149*  
Height above ground *500' AGL. (1250' ASL)*  
Course: *149 (M)*  
I.A.S. in m.p.h. *125*

(e) Description of Target Pinpoint (apart from lights)  
*Clearing in woods*  
(f) Recommended/Not recommended for future use  
(g) Reception lights. Report by captain indicating suggested improvements;  
*As briefed - good light*  
(h) Leaflets dropped: Coffee dropped:  
Pigeons " Chocolate "

(k) Routes (state place, time and heights when crossing coasts)  
*(6000') English Coast 2253 French Coast 0344 (6000')*  
*(6000') French " 2321 English " 0410 (5000')*

*DZ. 0120*

*+ 1/2 0157 on track*

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151

8. If load (or part of load) jettisoned.

- (a) place
- (b) height
- (c) Time

N/A

9. Report by Despatcher

Package went OK with containers

10. Enemy Opposition (state place height and time)

None seen

11. Meteorological Conditions

High cloud in target area  
Hazy.

12. Captain's Personal Report

2 lines of fire - very bright at  
4525N 0045E - 0059hrs - 2000'

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*[Signature]*  
 Officer Commanding,  
 R.A.F. Tarrant Rushton.

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*[Handwritten mark]*

MOST SECRET  
 REPORT ON OPERATIONS - UNCLASSIFIED BY  
 298. 3 MADRON, NIGHT. 9/10. May 44

No. ....

1. Name of Operation *Trainer 57c*

2. Aircraft *T-44* No. *115*  
 1st Pilot: *Cpt. Cumliffe* W/Operator: *Cpt. Clarke* Dispatcher: *F/O Kame*  
 2nd Pilot: *F/O Moreton* R/Gunner: *Cpt. Young* W/Eng: *Cpt. McIntosh*  
 Navigator: *F/O Moreton*

3. Personnel and Equipment carried:  
 (a) Personnel *3* (c) Containers *15* (e) Leaflets  
 (b) Packages *3* (d) Pigeons (f) Coffee

4. Instructions to Captain of a/c  
 (a) Area *NERAC*  
 (b) Action if pinpoint not located *Trainer 154*  
 (c) Reception arrangements *e/L*

5. Result of Operation (if not completed, state reason) *Unsuccessful, no Reception*

6. Times  
 (a) Time off: *2237*  
 (b) Over target area from *0138* hours to *0209* hours  
 (c) Landing *0520*  
 (d) Action taken on landing away from base *N/A*

7. Captain's Report  
 (a) Was exact pinpoint found? *Yes*  
 (b) How was pinpoint identified? *—*  
 (c) Estimated dropping points *—*  
 (d) Time dropped:  
 Height above ground *N/A*  
 Course:  
 I.A.S. in m.p.h.

(e) Description of Target Pinpoint (apart from lights) *4 crossroads NE of DZ.*

(f) Recommended/Not recommended for future use *—*

(g) Reception lights. Report by captain indicating suggested improvements;

(h) Leaflets dropped: *None* Coffee dropped: *N/A*  
 Pigeons " *N/A* Chocolate " *N/A*

(k) Routes (state place, time and heights when crossing coasts)

*St. Catherine's Pt. 3000' 2258 hrs.*  
*Pte. de la Perceé 6000' 2327 "*  
*Louis bridge W. of Tours .*  
*44° 19' N. 00° 20' E .*  
*D.Z.*  
*Return same .*  
*F. Coast 6000' 0412 hrs .*  
*E. Coast 3000' 0441 "*

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153

8. If load (or part of load) jettisoned.

- (a) place
- (b) height
- (c) Time

N/A

9. Report by Despatcher

N/A.

10. Enemy Opposition (state place height and time)

N/A.

11. Meteorological Conditions

Over Jersel, vis - good, no cloud -  
wind 090° / 25 m.p.h.

12. Captain's Personal Report

Possible air raid fires seen W. of Tours. (0315 hrs. 2000')  
going out when near F. Coast. Rak ships seen firing (2325 hrs.)

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*[Signature]*  
 Officer Commanding,  
 R.A.F. Tarrant Rushton.  
 CHJ  
 0605

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154

HOST REPORT  
 REPORT ON OPERATIONS UNLESS OTHERWISE BY  
 ..298. 3 JULIEN, NIGHT. 9/10. Hayles

1. Name of Operation *Trainer 57c/154*

2. Aircraft *CC - Halifax* No. *CC-154*  
 1st Pilot: *F/S Reid* W/Operator: *F/S Ozard* Despatcher: *Cpt. Money*  
 2nd Pilot: *F/S Marshall* R/Gunner: *C/S Jones* P/Eng: *C/S McMillan*  
 Navigator: *C/S Marshall*

3. Personnel and Equipment carried:  
 (a) Personnel (c) Containers *15* (e) Leaflets  
 (b) Packages *3* (d) Pigeons (f) Coffee

4. Instructions to Captain of a/o  
 (a) Area *NERAC*  
 (b) Action if pinpoint not located *Trainer 154*  
 (c) Reception arrangements *C/L*

5. Result of Operation (if not completed, state reason)  
*Not completed*

6. Times  
 (a) Time off: *2216*  
 (b) Over target area from *0124* hours to *0146* hours  
 (c) Landing *0525* *0146* *0204*  
 (d) Action taken on landing away from base

7. Captain's Report  
 (a) Was exact pinpoint found? *Yes.*  
 (b) How was pinpoint identified?  
*By road junction about 500 yds from D.Z. & run up*  
 (c) Estimated dropping points  
*from river.*  
 (d) Time dropped: *No response on Rebecca on*  
 Height above ground *2nd Target*  
 Course:  
*I.A.S. in n.p.h.*

(e) Description of Target Pinpoint (apart from lights)  
 (f) Recommended/Not recommended for future use  
 (g) Reception lights. Report by captain indicating suggested improvements;  
*No lights seen*  
 (h) Leaflets dropped: Coffee dropped:  
 Pigeons " Chocolate "

(k) Routes (state place, time and heights when crossing coasts)  
*St. Cathar's Pt. 2237 (2000') French 0420 1/2 (7000')*  
*French Coast 0050 (7500') English 0447 (2000')*  
*Coast*  
*DZ. 0124 1/2*  
*0204 1 1/2 on track*

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8. If load (or part of load) jettisoned.

- (a) place
- (b) height *N/A*
- (c) time

9. Report by Despatcher

10. Enemy Opposition (state place, height and time)

*None encountered*

11. Meteorological Conditions

*High stratus  $\frac{7}{10}$  -  $\frac{8}{10}$   
 Vis. 6-8 mls. slightly hazy*

12. Captain's Personal Report

*Saw Mc Do 217 near target at 0200 hrs - 1500' ASL  
 Halifax over 1st target 0146 hrs. - 1500' ASL*

13. Remarks by Officer Commanding R.A.F. Tarrant Ashton.

*[Signature]*  
 Officer Commanding,  
 R.A.F. Tarrant Ashton.

References -

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156

MOST RECENT  
 REPORT ON OPERATIONS CARRIED OUT BY  
 R.F.S. SQUADRON, NIGHT... 11/12... 12 May 1944

1. Name of Operation *W 116/*
2. Aircraft *V*  
 1st Pilot: *F/O Brown* No. W/Operator: *Sgt. PEARSON* Despatcher: *F/O SAYLES*  
 2nd Pilot: R/Gunner: *Sgt. SMITH* F/Eng: *Sgt. BRADLEY*  
 Navigator: *F/O McDUFF*
3. Personnel and Equipment carried:  
 (a) Personnel (c) Containers *15*  
 (b) Packages *3* (d) Pigeons (e) Leaflets  
 (f) Coffee
4. Instructions to Captain of a/c  
 (a) Area *Endeavour*  
 (b) Action if pinpoint not located  
 (c) Reception arrangements */C.*
5. Result of Operation (if not completed, state reason) *Successful*
6. Times  
 (a) Time off: *2351.*  
 (b) Over target area from *0233* hours to *0241* hours  
 (c) Landing *0507.*  
 (d) Action taken on landing away from base *N/A*
7. Captain's Report  
 (a) Was exact pinpoint found? *Yes.*  
 (b) How was pinpoint identified? *3 Red & 1 white.*  
 (c) Estimated dropping points *1<sup>st</sup> Red & white.*  
 (d) Time dropped: *0241.*  
 Height above ground *500'.*  
 Course: *160° M.*  
 I.A.S. in m.p.h. *138.*  
 (e) Description of Target Pinpoint (apart from lights) *woods to SW. & S.*  
 (f) Recommended/Not recommended for future use  
 (g) Reception lights. Report by captain indicating suggested improvements:  
*Fairly good.*  
 (h) Leaflets dropped: *N/A* Coffee dropped: *N/A*  
 Pigeons " " Chocolate " "  
 (k) Routes (state place, time and heights when crossing coasts)  
*St. Catherine's . 0007 hrs . 6000'.*  
*St. de la Perceé . 0036 " . 4000'.*  
*Beaufort .*  
*Angoulême*  
*D.Z.*  
*Same Return .*  
*F. Coast . 0423 " . 4000'*  
*E. Coast . 0447 " . 2,800'*

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8. If load (or part of load) jettisoned.

- (a) place
- (b) Height
- (c) Time

N/A

Report by Dispatcher

2 seconds -

10. Enemy Opposition (state place height and time)

N/A.

11. Metorological Conditions Over target, vis, hazy - wind 130<sup>7</sup>30.  
no cloud.

12. Captain's Personal Report

At Flew, cone of 4 S/L. (0050 hrs. 2000') but did not hold etc.  
Gen Large fires seen 48° 54' N 50° 42' W. 3 miles to port beam.  
(0415 hrs 2000'), 2

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*[Signature]*

Officer Commanding,  
R.A.F. Tarrant Rushton.

CHK

0600

Reference: -

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MOST SECRET  
 REPORT ON OPERATIONS UNDERWAY  
 298. V. GALRON, NIGHT. 11/12 May 1944

1. Name of Operation OSE Donkeyman S2
2. Aircraft U Sgt. Cunliffe No.             
 1st Pilot: Sgt. CLARK W/Operator: Sgt. CLARK Dispatcher: F/O MAINE  
 2nd Pilot:            R/Gunner: Sgt. YOUNG F/Eng: Sgt. Mcintosh  
 Navigator: F/O NORTON
3. Personnel and Equipment carried:  
 (a) Personnel            (c) Containers 15 (e) Leaflets  
 (b) Packages 3 (d) Pigeons (f) Coffee
4. Instructions to Captain of a/c  
 (a) Area SE NS  
 (b) Action if pinpoint not located  
 (c) Reception arrangements C/L
5. Result of Operation (if not completed, state reason) Completed.
6. Times  
 (a) Time off: 0010  
 (b) Over target area from 0247 hours to 0252 hours  
 (c) Landing 0450  
 (d) Action taken on landing away from base N/A.
7. Captain's Report  
 (a) Was exact pinpoint found? Yes.  
 (b) How was pinpoint identified? By road through wood.  
 (c) Estimated dropping points 2nd light.  
 (d) Time dropped: 0249½  
 Height above ground 500 AGL.  
 Course: 300° T.  
 I.A.S. in m.p.h. 135 mph.  
 (e) Description of Target Pinpoint (apart from lights)  
 (f) Recommended/Not recommended for future use  
 (g) Reception lights. Report by captain indicating suggested improvements;  
 (h) Leaflets dropped:            Coffee dropped: Good.  
 Pigeons            Chocolate             
 (k) Routes (state place, time and heights when crossing coasts)  
Base - St Catherine Pt (0034½ - 3000ft) -  
0050° W (0105hr - 6000) - FLEURS - BELLÈME -  
JOIGNY - ST. FLORENTIN - DZ - return by same  
route to 0050° W (0404½ - 7000ft) - St. Catherine  
Pt (0429 - 3000ft) - Base.

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8. If load (or part of load) jettisoned.  
(a) place  
(b) weight  
(c) Time

N/A

Report by Despatcher Will contain fall round 2nd light. Saw to strike ground.

10. Enemy Opposition (state place height and time)

~~Nil.~~

~~4 S/L's 8 miles NW of FLEURS~~  
NIL.

11. Metereological Conditions

Vis. poor - much ground haze, especially in river valleys.  
No cloud.

12. Captain's Personal Report

Very quiet trip

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton.

*[Signature]*  
Officer Commanding,  
R.A.F. Tarrant Rushton.

# 0540

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MOST SECRET  
 REPORT ON OPERATIONS UNDERTAKEN BY No. 100 Squadron, Night... 11/17 May 1944.

1. Name of Operation Dob Digger II
2. Aircraft NN No.                       
 1st Pilot: F/S MUTTON W/Operator: Sgt. SALMONS Despatcher: F/S. SEWELL  
 2nd Pilot:                      R/Gunner: Sgt. NICHOLSON F/Eng: Sgt. McFARLANE  
 Navigator: Sgt. LEE
3. Personnel and Equipment carried:  
 (a) Personnel 3 B (c) Containers 15 (e) Leaflets  
 (b) Packages                      (d) Pigeons                      (f) Coffee
4. Instructions to Captain of a/o  
 (a) Area SENS  
 (b) Action if pinpoint not located  
 (c) Reception arrangements c/B (white lights may be used instead of red)
5. Result of Operation (if not completed, state reason) Successful
6. Times  
 (a) Time off: 2342  
 (b) Over target area from 0210 hours to 0213 hours  
 (c) Landing 0422  
 (d) Action taken on landing away from base N/A
7. Captain's Report  
 (a) Was exact pinpoint found? Yes  
 (b) How was pinpoint identified? 1 Red & 1 Red & letter B  
 (c) Estimated dropping points on Red  
 (d) Time dropped: 0212  
 Height above ground 4500  
 Course: 153° M.  
 I.A.S. in m.p.h. 132  
 (e) Description of Target Pinpoint (apart from lights) Rly. & stream to NNE. + edge of wood to W.  
 (f) Recommended/Not recommended for future use  
 (g) Reception lights. Report by captain indicating suggested improvements:  
Very dim, letters not very clear.  
 (h) Leaflets dropped: Coffee dropped: N/A  
 Pigeons " Chocolate " N/A  
 (k) Routes (state place, time and heights when crossing coasts)  
St. Catherine's Pt. 4000' 2349 hrs  
Pt de la Perceé 10,000' 0029 "  
Bridge W. of Tours  
45° 36' N. 00° 02' W.  
 D.Z.  
 Return same.  
 F. Coast 4000' 0340 hrs  
 E. Coast 2000' 0404 "

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8. If load (or part of load) jettisoned.

- (a) place
- (b) Height
- (c) Time

N/A.

Report by Despatcher

Altogether.

10. Enemy Opposition (state place height and time)

On return (0333 hrs. 2000') L-Flak Condé (48° 51' N 00° 34' W) fairly accurate, 4 S/Ls held ok. from same place. No damage, 4/5 bursts.

11. Meteorological Conditions

Vis. 2/4 miles, hazy, no cloud, 0637 20.

12. Captain's Personal Report

Group in large fire seen at (0039 hrs. 2000') St. Owen des Bessacs (hwy. junction) fire looked like building. Seen also on return.

13. Remarks by Officer Commanding R.A.F. Tarrant Rushton

*[Signature]*  
 Officer Commanding,  
 R.A.F. Tarrant Rushton.  
 CWS

0505.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION HARWELL  
 Serial No. 282 Date 4/5 6 44 Squadron 208 Flight A-TARRANT RUMTON  
 A/C Type and Mark HALIFAX V Captain F/O NORTHMORE  
 A/C Letter & Call Sign 8A N Navigator F/Sgt JONES  
 Troops Carried NIL Flight Engineer Sgt WALTER  
 Containers Carried 6 W/Op F/Sgt STAFFORD  
~~Kit~~ Carried 2 Bomb Aimer F/O MONAGHAN  
 D.Z. 47 19 N - 03 56 1/2 E Gunner W/O CANNON  
 TIME OFF: 2358 T.O.D.Z: 0215 1/2 TIME DOWN: 0458

- 1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY.

NIL

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

- RAID REPORT OPERATION/EXERCISE HAMSWORTHY 28.
- 2. Route Outwards: BASE CHRISTCHURCH - 5000N - 0010W - 49 28 N, 00 05 W  
BELLEME - MER - LA CHERITE - 47 19 N, 03 37 E - DZ -  
 Homewards: Return same route.
  - 3. Time, height and place of crossing enemy coast, outwards and homewards.  
0056hrs 6000ft 49 20 N, 00 00  
0339 6000ft. return same
  - 4. Weather report. Visibility, cloud, wind speed and direction (mentioning height).  
15 miles vis. 5/10 cloud. 268/10mph  
return 287/19mph  
 (If weather differs greatly over different parts of route, give conditions for each part.)
  - 5. Was D.Z. reached? If not, reason for not reaching. Yes.
  - 6. How was D.Z. recognised? By Map reading and Eureka - 3 white lights
  - 7. Was drop done visually or blind (by Radar)? visually
  - 8. (a) Were troops dropped, and how many? N/A  
 (b) Were containers dropped, and how many? Yes  
 (c) Observations on stick length, time and heading. N/A.  
 (d) Further observations on drop (mention particularly number of refusals and number of containers hung up or jettisoned). PANNIERS: Yes. 1 dropped @ 47 19 N 03 57 E
  - 9. Observed activity of enemy ground defences in area of D.Z. 12 hrs SE of DZ.  
- NIL.
  - 10. Pilot's Personal Remarks.  
Grand Trip

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163

DEFECTS OR DAMAGE.

NIL

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.)

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

NIL

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
(b) E/A encountered, circumstances and tactics, noting especially:-

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners.

NIL

14. (a) Flak seen but not encountered. *Flak seen along the Libral route.*  
(b) Flak encountered. *CAMP D'AVORD.*  
(c) Type of flak. *LIGHT.*  
(d) Was a/c held in searchlights at time. *yes. One of 35/43. One shot out by Red Gunner.*  
(e) Position of burst relative to a/c. *at the centre of triangle.*  
(f) In cloud, above or below cloud. *Flak - Below cloud @ 3000ft.*

15. (a) Searchlights seen but not encountered,  
(b) Searchlights encountered.

NIL

16. Beacons, flare paths, recognition signals, etc. *Etretat white light to P. flashing 'F'*

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. *followed by fighter planes during first leg.*

18. General remarks.

*Gee and Rebecca O.K. but Gee faded out over DZ area.*

19. Time of Origin and Signature of Interrogating Officer.

*[Handwritten signature]*

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*In Wingfield.*

SECRET  
38G/FORM "R.4."

164

GLIDER RAID REPORT

STATION Tarrant Rushton.

Serial No. \_\_\_\_\_ Date 5/6th June Squadron 298  
 Tug A/C Type and Mark Halifax V Glider No. 124.  
 A/C Letter & Call Sign K "KOH" 1st Pilot S/Sgt. Davies.  
 Captain F/O Anderson. 2nd Pilot Sgt. Cavalli.  
 Navigator Sgt. Annon. Troops No. 5  
 Flight Engineer Sgt. Forrest. Equipment Jeep & Trailer.  
 W/Op Sgt. Lewis. L.Z. 'N'  
 Bomb Aimer F/O Evans.  
 Gunner P/O Reider.  
 Time Up 01.45.55 Time over L.Z. 05.20 Time Tug Down \_\_\_\_\_

1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS. Nil.
- (d) EXTREME ENEMY ACTIVITY

\* Any items under these headings to be telephoned at once to D.I.C., A.P.A.F.

RAID REPORT OPERATION/REFERENCE "TONGA"

2. Route Outward: Base - Worthy Down - Bognor Regis - Posn. B2 -  
 Target R.V. Posn. B2 - L.Z. 'N' - D.Z.  
 Homeward: \_\_\_\_\_

3. Time, height and place of crossing enemy coast, outwards and homewards. Not available as Navigator has not returned to base.

4. Weather report, visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)  
Over L.Z.: Vis: 5 miles  
Cloud 3/10ths base 1100 ft.

5. Was L.Z. reached? Yes.  
 If not, reasons for not reaching.

6. How was L.Z. recognised? Lights - Green 'N'

7. Was release done visually or blind (by Radar)? Visually.

8. Was glider release satisfactory? Yes.  
 Relation to L.Z. 2000 yds. S.E. of L.Z.  
 Height, time and heading. 1500 ft. 05.20 hrs. 245°

9. Tug pilot's Personal Remarks. 9 Containers released on D.Z. Captain baled out in wooded area West of Troarn and hid in longgrass till 21.00 hrs. on 6th June. Met up with British Paratroop Patrol South of Havent, thence to their Battalion H.Q., Div. H.Q. and by car to Beach West of Ouistreham. Crossed Channel in Infantry Landing Craft.  
 10. Observations by crew of tug. Craft.

Only Captain has so far returned to Base.

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(ii)

11. Observed activity of enemy ground defences in area of L.Z. Nil.

12. Subsequent remarks by glider pilot

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission Nil.  
(Details will appear in appropriate defect report)

14. Damage Due to Enemy Action

- (a) Cause, (T/A, Flak or Cable) Very accurate Heavy Flak.  
 (b) Estimated position, time, height N.E. of Caen approx. 700035  
 and I.S.A. when hit 02.50 hrs. 2000 ft. 145 I.A.S.  
 (c) Was A/C held by searchlights when hit? no.  
 (d) Crew casualties, time and cause no.  
 (e) Effect of damage on handling of A/C. Port wing low.  
 (f) Position of strikes, i.e. Wings, engines Port wing tank caught fire.  
 or fuselage AS soon as a/c on fire all surrounding flak posi-  
 tions directed their fire on a/c.  
 (g) Did A/C crash on landing? Fires spread and Captain gave order to bale out on track  
 East of Escoville. Captain last to bale out.

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered  
 (b) Enemy aircraft encountered, circumstances and tactics, noting especially: Nil.

- (i) Which crew member obtained first sight and where  
 (ii) Who fired first and range  
 (iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered  
 (b) Flak encountered 1 mile West of Cabourg.  
 (c) Type of Flak Light  
 (d) Was a/c held in searchlights at time No.  
 (e) Position of burst relative to a/c  
 (f) In cloud, above or below cloud in 5/10ths Cloud.

17. (a) Searchlights seen but not encountered Nil.  
 (b) Searchlights encountered

18. Beacons, flare paths, recognition signals, etc. Nil.

19. Miscellaneous items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Nil.  
 Any unusual items

20. Time of origin and signature of Interrogating Officer

F. Fairburn, S/O.  
 10.45 hrs. 9th June, 1944.

D.B. 102-4 5000 D/d 8566 4/44 R F 2

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION T.R

Serial No. 16 Date June 5/6 Squadron 298  
 Tug A/C Type and Mark Halifax V. Glider No. II2  
 A/C Letter & Call Sign G. K.O.R 1st Pilot S/S Statham  
 Captain S/L Briggs 2nd Pilot Sgt Boswell.  
 Navigator F/O Seymour Troops No. 3  
 Flight Engineer F/S Pope Equipment Jeep + 6 powder  
 W/Op F/O Tonge L.Z. N.  
 Bomb Aimer Sgt Law  
 Gunner F/O Searles  
 Time Up 0134 1/2 Time over L.Z. 0328 Time Tug Down 0529

1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT	OPERATION/EXERCISE	Tonga
2. Route	Outward:	as ordered
	Homeward:	as ordered
3. Time, height and place of crossing enemy coast, outwards and homewards.	N 0325hrs 900ft-Posn BI. Out 0356hrs-7000- 5mls N.E of fecamp	
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route give conditions for each part.	Good over channel loudy 9/10 4000 over enemy coast 9/10 at 1000 Inland 9/10 at 2000. Wind 3/10/20 at 2000	
5. Was L.Z. reached? If not, reasons for not reaching.	Yes	
6. How was L.Z. recognised?	By recognition lights on ground	
7. Was release done visually or blind (by Radar)?	Visual	
8. Was glider release satisfactory? Relation to L.Z. Height, time and heading.	Yes 2000yds E 1650ft 0328 hrs-270 M	
9. Tug pilot's Personal Remarks.	Weather poor for glider operation insufficient moon. Considerable light fäk	
10. Observations by crew of tug:	Sortie completed without incident IA/C seen in flames over L.Z. & 0330 hrs - 2000 ft at 0330hrs at 2000ft one other A/C seen to crash to East of D.Z. 0332.	

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11. Observed activity of enemy ground defences in area of L.Z. **Several Bofors type light flak guns in area of L.Z. Unable to pinpoint.**

12. Subsequent remarks by glider pilot.

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission. **Nil**  
(Details will appear in appropriate defect report.)

14. Damage Due to Enemy Action

- Nil**
- (a) Cause, (E/A, Flak or Cable)
  - (b) Estimated position, time, height and I.A.S. when hit.
  - (c) Was A/C held by searchlights when hit?
  - (d) Crew casualties, time and cause.
  - (e) Effect of damage on handling of A/C.
  - (f) Position of strikes, i.e. Wings, engines or fuselage.
  - (g) Did A/C crash on landing?

INTELLIGENCE.

15. (a) Enemy aircraft seen in air but not encountered. **Nil**  
(b) Enemy aircraft encountered, circumstances and tactics, noting especially: **Nil**
- (i) Which crew member obtained first sight and where
  - (ii) Who fired first and range.
  - (iii) Rounds fired by own gunners.

16. (a) Flak seen but not encountered. **Considerable light flak over whole area**  
(b) Flak encountered.  
(c) Type of Flak.  
(d) Was a/c held in searchlights at time.  
(e) Position of burst relative to a/c.  
(f) In cloud, above or below cloud.

17. (a) Searchlights seen but not encountered. **Nil**  
(b) Searchlights encountered.

18. Beacons, flare paths, recognition signals, etc. **Nil**

19. Miscellaneous Items, (Balloon Barrage, Activity on land or sea, black-out, etc.) **Coloured flares fired to illuminate beach.**  
Any unusual items.

20. Time of origin and signature of Interrogating Officer.

Signed N.H de V. Heathcote S/L

D 71323-3 2,000 D/a Q.883 2/44 R P

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION Tarrant Rushton  
 Serial No. 17 Date 5/6th June Squadron 298  
 Tug A/C Type and Mark Halifax Mk V Glider No. 113  
 A/C Letter & Call Sign U KOR 1st Pilot S/Sgt. Bashforth  
 Captain F/O Northmore 2nd Pilot Sgt Dray  
 Navigator F/Sgt. Jones Troops No. 3  
 Flight Engineer Sgt. Walter Equipment 1 Can 6 pdr. gun.  
 W/Op F/Sgt. Stafford L.Z. N  
 Bomb Aimer F/O Monaghan  
 Gunner F/Sgt Cannon  
 Time Up 0136 Time over L.Z. Not reached Time Tug Down 0301

1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS. NIL
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT	OPERATION/EXERCISE	TONEA
2. Route	Outward: <u>BASE - Worthy Down - C hichester - Base</u>	
	Homeward:	
3. Time, height and place of crossing enemy coast, outwards and homewards.		<u>&lt; NIL</u>
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.		<u>&lt;</u>
5. Was L.Z. reached? If not, reasons for not reaching.		<u>No (See Below)</u>
6. How was L.Z. recognised?	<u>N/A</u>	
7. Was release done visually or blind (by Radar)?	<u>No release over L.Z.</u>	
8. Was glider release satisfactory? Relation to L.Z. Height, time and heading.		
9. Tug pilot's Personal Remarks. After leaving Worthy Down	<u>met a minor bump</u> <u>glider shot out to port and shot off</u>	
10. Observations by crew of tug:	<u>2600', 0229 Glider estimated to have landed</u> <u>3-4 miles N.W. of Chichester.</u>	

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11. Observed activity of enemy ground defences in area of L.Z.

12. Subsequent remarks by glider pilot.

*Have landed at Ford RD  
Released after port rope pulled out at 2600' near Tangmere*

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.)

14. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable)  
(b) Estimated position, time, height and I.A.S. when hit.  
(c) Was A/C held by searchlights when hit?  
(d) Crew casualties, time and cause.  
(e) Effect of damage on handling of A/C.  
(f) Position of strikes, i.e. Wings, engines or fuselage.  
(g) Did A/C crash on landing?

INTELLIGENCE.

15. (a) Enemy aircraft seen in air but not encountered.  
(b) Enemy aircraft encountered, circumstances and tactics, noting especially:  
(i) Which crew member obtained first sight and where  
(ii) Who fired first and range.  
(iii) Rounds fired by own gunners.

16. (a) Flak seen but not encountered.  
(b) Flak encountered.  
(c) Type of Flak.  
(d) Was a/c held in searchlights at time.  
(e) Position of burst relative to a/c.  
(f) In cloud, above or below cloud.

17. (a) Searchlights seen but not encountered.  
(b) Searchlights encountered.

18. Beacons, flare paths, recognition signals, etc.

19. Miscellaneous Items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items.

20. Time of origin and signature of Interrogating Officer.

M. EVANS - P/O

6/0345

D 71323-3 2,000 D/d Q.883 2/44 R P

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION TARRANT RUSHTON.  
 Serial No. 19 Date 5/6 JUNE. Squadron 298.  
 Tug A/C Type and Mark HALIFAX V. Glider No. II4.  
 A/C Letter & Call Sign B "KOR". 1st Pilot S/S JOHNSON.  
 Captain p/O DOUGILL. 2nd Pilot Sgt DEATH.  
 Navigator F/O FORBES. Troops No. 3.  
 Flight Engineer Sgt ELLIOT. Equipment I CAR, I SIX PDR GUN.  
 W/Op F/S WOOLLEY. L.Z. N.  
 Bomb Aimer Sgt SMEDLEY.  
 Gunner F/S TURNER.  
 Time Up 01.36½ Time over L.Z. 0328. Time Tug Down 0519.

1. (a) ENEMY SHIP SIGHTINGS.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY  
 NIL.

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT OPERATION/EXERCISE TONGA.

2. Route Outward: AS BRIEFED.  
 Homeward:  
 3. Time, height and place of crossing enemy coast, outwards and homewards. 0325--1500' A.S.L. 1/3 miles West of Cabourg.  
 0349--7500' A.S.L. . \_ miles N.E. of Fecamp.  
 4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). Visibility fair, 5 miles. (If weather differs greatly over different parts of route, give conditions for each part.) Cloud 9-10/10 over French Coast. Wind 298/20.  
 5. Was L.Z. reached? YES.  
 If not, reasons for not reaching.  
 6. How was L.Z. recognised? Physical features crossroads and woods.  
 Green light on LZ.  
 7. Was release done visually or blind (by Radar)? VISUAL.  
 YES.  
 8. Was glider release satisfactory?  
 Relation to L.Z. 1½ miles due East of LZ.  
 Height, time and heading. 1500'--0328--240degs M.  
 9. Tug pilot's Personal Remarks. Inter-comm U/S, Glider cast off in own time on green. Very good trip!  
 10. Observations by crew of tug: REBECCA signals not received at Coast on going, nor at LZ. GEE O.K.  
 Nine containers went O.K. Slightly overshoot to East of DZ.  
 All parachutes seen to open.

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11. Observed activity of enemy ground defences in area of L.Z. NIL.

12. Subsequent remarks by glider pilot.

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL.

Damage Due to Enemy Action

- Flak.
- (a) Cause, (E/A, Flak or Cable)
  - (b) Estimated position, time, height On run in from Coast to LZ, and I.A.S. when hit. 1700' A.S.L. 0325-0328
  - (c) Was A/C held by searchlights when hit? 125, I.A.S. NO.
  - (d) Crew casualties, time and cause. NONE.
  - (e) Effect of damage on handling of A/C. NONE.
  - (f) Position of strikes, i.e. Wings, engines or Tail plane, leading fuselage. edge of port tail plane.
  - (g) Did A/C crash on landing? NO.

INTELLIGENCE.

15. (a) Enemy aircraft seen in air but not encountered.
- (b) Enemy aircraft encountered, circumstances and tactics, noting especially: NONE.
- (i) Which crew member obtained first sight and where
  - (ii) Who fired first and range.
  - (iii) Rounds fired by own gunners.

16. (a) Flak seen but not encountered. L.M.G. tracer various positions on run in; several bursts L.M.G. mixed tracer.
- (b) Flak encountered.
- (c) Type of Flak. NO.
- (d) Was a/c held in searchlights at time. Struck aircraft.
- (e) Position of burst relative to a/c.
- (f) In cloud, above or below cloud. Below cloud.

17. (a) Searchlights seen but not encountered. NONE.
- (b) Searchlights encountered.

18. Beacons, flare paths, recognition signals, etc. Green light seen on LZ.

19. Miscellaneous Items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. Much shipping in Channel, from English Coast to near French Coast.

20. Time of origin and signature of Interrogating Officer.

D 71323-3 2,000 D/a Q.883 2/44 R P

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SECRET  
38G/FORM "R.4."

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## GLIDER RAID REPORT

STATION T.R.  
 Serial No. 19 Date June 5/6 Squadron 298  
 Tug A/C Type and Mark Halifax V Glider No. II5  
 A/C Letter & Call Sign O KOR 1st Pilot S/Sgt White  
 Captain F/L Imber 2nd Pilot Sgt Eason  
 Navigator F/S Flexman Troops No. 3  
 Flight Engineer Sgt Morris Equipment I Jeep and Gun  
 W/O W/O Smith L.Z. N  
 Bomb Aimer F/O Ellis  
 Gunner F/O Hartwell  
 Time Up 0136½ Time over L.Z. 0327 Time Tug Down 0534

1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

## RAID REPORT

OPERATION/EXERCISE Tonga

2. Route  
 Outward: as ordered  
 Homeward: as ordered
3. Time, height and place of crossing 0324½ hrs-1600- W outskirts of  
enemy coast, outwards and homewards. Cabourg. 0356hrs-7000-49°48'0026E
4. Weather report. Visibility, cloud, wind speed 9/10 cloud at 3000as far  
and direction (mentioning height). (If weather as French coast. Belt of  
differs greatly over different parts of route, cloud 1000 to 2000ft inland  
give conditions for each part. Vis 7 miles Wind 290/25 at 2000.
5. Was L.Z. reached? Yes  
 If not, reasons for not reaching.
6. How was L.Z. recognised? By height and "M" being flashed on LZ
7. Was release done visually or blind (by Radar)? Visual
8. Was glider release satisfactory? Yes  
 Relation to L.Z. 1000yds E of L.Z.  
 Height, time and heading. 1500-0327-225° T
9. Tug pilot's Personal Remarks. Very satisfactory cloud flying on part  
of glider pilot, good co-operation between glider pilot and  
rear gunner with aldis.
10. Observations by crew of tug: 9 containers released O.K.  
(0327½hrs-2000ft-225°t)

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11. Observed activity of enemy ground defences in area of L.Z. Nil

12. Subsequent remarks by glider pilot

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission (Details will appear in appropriate defect report)

14. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable)
- (b) Estimated position, time, height and I.S.A. when hit
- (c) Was A/C held by searchlights when hit?
- (d) Crew casualties, time and cause
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage
- (g) Did A/C crash on landing?

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered  
 (b) Enemy aircraft encountered, circumstances Nil and tactics, noting especially: Nil

- (i) Which crew member obtained first sight and where
- (ii) Who fired first and range
- (iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered Very scattered light flak inland  
 (b) Flak encountered more concentrated near coast. Red green  
 (c) Type of Flak Accurate IAA on track from several scattered  
 (d) Was a/c held in searchlights at time (single and twin) from  
 (e) Position of burst relative to a/c 1ml inland on track to  
 (f) In cloud, above or below cloud about 2mls inland.

17. (a) Searchlights seen but not encountered  
 (b) Searchlights encountered 1 S/L (white) near cross roads about 600yds EOI62.

18. Beacons, flare paths, recognition signals, etc. Nil

19. Miscellaneous items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Nil, (apart from naval activity).  
 Any unusual items

20. Time of origin and signature of Interrogating Officer

Signed N.H. De V Heathcote. S/L 0720.

D.B.102-4 5000 D/d 8566 1/44 R P 2

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION TARRANT RUSHTON.  
Serial No. 2078 Date 5/6 June Squadron 298.  
Tug A/C Type and Mark HALIFAXV. Glider No. II6.  
A/C Letter & Call Sign W "WZP". 1st Pilot S/S HELME.  
Captain S/L BROWNRIGG. 2nd Pilot Sgt Hornsby.  
Navigator P/O HALLEY. Troops No. 5.  
Flight Engineer Sgt BROWN. Equipment JEEP;TRAILER;I M/C.  
W/Op F/S SUTTON. L.Z. N.  
Bomb Aimer P/O RICHARDSON.  
Gunner W/O EDGINTON. RELEASE  
Time Up 0138. Time over L.Z. 0332. Time Tug Down 0535.

1. (a) ENEMY SHIP SIGHTINGS.
  - (b) DINGHY SIGHTINGS.
  - (c) LIGHTS FLASHING SIGNALS.
  - (d) EXTREME ENEMY ACTIVITY
- NO.

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT OPERATION/EXERCISE TONGA.

2. Route  
Outward: Worthydown--Bognor--Cabourg.  
Homeward: Pos: C--D--Ypreville--E-Fecamp.
3. Time, height and place of crossing 0328-1600' < W. Cabourg.  
enemy coast, outwards and homewards. 0357-8500' < E. Fecamp.
4. Weather report. Visibility, cloud, wind speed Vis: very poor, cloud bad at  
and direction (mentioning height). (If weather < French coast..  
differs greatly over different parts of route, Wind 29I degs/20.  
give conditions for each part.
5. Was L.Z. reached? YES.  
If not, reasons for not reaching.
6. How was L.Z. recognised? Estuary. Flare path T laid out on LZ.
7. Was release done visually or blind (by Radar)? Visually.
8. Was glider release satisfactory? YES.  
Relation to L.Z. S.W.  
Height, time and heading. 1200'--0332Hrs--270degs M.  
Owing to cloud, aircraft had to dive down
9. Tug pilot's Personal Remarks. through cloud(thick low stratus)and correct  
track was not maintained, at E.T.A. LZ not  
sighted, did a 90deg turn to starboard, glider cast off. Approximately  
over the two bridges.
10. Observations by crew of tug:

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11. Observed activity of enemy ground defences in area of L.Z. NONE.

12. Subsequent remarks by glider pilot.

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission. NONE.  
(Details will appear in appropriate defect report.)

14. Damage Due to Enemy Action SEE SPECIAL REPORT.  
(a) Cause, (E/A, Flak or Cable)  
(b) Estimated position, time, height and I.A.S. when hit.  
(c) Was A/C held by searchlights when hit?  
(d) Crew casualties, time and cause.  
(e) Effect of damage on handling of A/C.  
(f) Position of strikes, i.e. Wings, engines or fuselage.  
(g) Did A/C crash on landing?

INTELLIGENCE.

15. (a) Enemy aircraft seen in air but not encountered. NONE.  
(b) Enemy aircraft encountered, circumstances and tactics, noting especially:

(i) Which crew member obtained first sight and where  
(ii) Who fired first and range. NONE.  
(iii) Rounds fired by own gunners.

16. (a) Flak seen but not encountered. H.F. seen over Cherbourg direction, 0318 Hrs--1600', also at Le Havre,  
(b) Flak encountered. L.F. along the coast and Caen estuary  
(c) Type of Flak. Area.  
(d) Was a/c held in searchlights at time. NO. (SEE REPORT)  
(e) Position of burst relative to a/c.  
(f) In cloud, above or below cloud.

17. (a) Searchlights seen but not encountered. NONE.  
(b) Searchlights encountered.

18. Beacons, flare paths, recognition signals, etc. NONE.

19. Miscellaneous Items, (Balloon Barrage, of Orne Canal. 0330 Hrs--1200'. Green Very lights observed to W. Activity on land or sea, black-out, etc.) Any unusual items.

20. Time of origin and signature of Interrogating Officer.

D 71323-3 2,000 D/A Q.883 2/44 R P

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION TARRANT RUSHTON.

Serial No. 219 Date 5/6 JUNE Squadron 298.  
 Tug A/C Type and Mark HALIFAX V Glider No. 117.  
 A/C Letter & Call Sign L "WZP". 1st Pilot S/S COOMBES.  
 Captain F/O BROWN 2nd Pilot Sgt USHER.  
 Navigator P/O McDUFF Troops No. 3.  
 Flight Engineer Sgt BRADLEY. Equipment JEEP, TRAILER, AND 1 M/C.  
 W/Op Sgt PEARSON L.Z. N.  
 Bomb Aimer F/O SAYLES. CONTAINERS 9.  
 Gunner Sgt SMITH.  
 Time Up 0138. Time over L.Z. 0327.15secs Time Tug Down 0510.

1. (a) ENEMY SHIP SIGHTINGS. White flares seen 10-15 miles to West at
- (b) DINGHY SIGHTINGS. 49.58N 0025W. 0400 Hrs at 3000'.
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT OPERATION/EXERCISE TONGA.

2. Route  
 Outward: BASE-WORTHYDOWN-BOGNOR-49.59N-0000-49I7N-0008W-LZ.  
 Homeward: 49.14N.-0030E-YPREVILLE-BOGNOR-WORTHYDOWN-BASE.
3. Time, height and place of crossing enemy coast, outwards and homewards. 0325 Hrs. 1600'-49.17N.-0008W.  
0352 " < 2500'-49.50N.-0032E.
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)  
LZ visibility very good  
Low cloud 4/10 over French Coast. W.V=2930/28 300 off  
W.V=2930/23 1600 of at LZ.
5. Was L.Z. reached? YES.  
 If not, reasons for not reaching. Bend in Canal to West of LZ and large wood
6. How was L.Z. recognised? to East of LZ.
7. Was release done visually or blind (by Radar)? Visua lly.
8. Was glider release satisfactory? YES.  
 Relation to L.Z. 1200 yards East of LZ.  
 Height, time and heading. 1600'-0327.15-1940 degs true.
9. Tug pilot's Personal Remarks.
10. Observations by crew of tug: Nine containers released on DZ. Time 0328  
Hrs. Height 2,000'. Heading 195 degs.  
DZ recognised by trees surrounding field  
to N.E. of DZ.

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(ii)

11. Observed activity of enemy ground defences in area of L.Z.  $\frac{1}{2}$  mile N.E of LZ, light flash.

12. Subsequent remarks by glider pilot

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission (Details will appear in appropriate defect report) NIL.

14. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable)  
 (b) Estimated position, time, height and I.S.A. when hit  
 (c) Was A/C held by searchlights when hit? NIL.  
 (d) Crew casualties, time and cause  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. Wings, engines or fuselage  
 (g) Did A/C crash on landing?

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered  
 (b) Enemy aircraft encountered, circumstances and tactics, noting especially: NIL.  
 (i) Which crew member obtained first sight and where  
 (ii) Who fired first and range  
 (iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered Cabourg, light flak.  
 (b) Flak encountered Le Havre, and one mile W. of 49.17N.00.00 W.  
 (c) Type of Flak Heavy from LE Havre-light from above pin point.  
 (d) Was a/c held in searchlights at time NIL.  
 (e) Position of burst relative to a/c To Port from Le Havre, and  
 (f) In cloud, above or below cloud surrounded from other position.  
 in cloud-broken cloud.

17. (a) Searchlights seen but not encountered  
 (b) Searchlights encountered 49.50 N.-00.32 E.0352 Hrs.5000'. S/L and light flak.

18. Beacons, flare paths, recognition signals, etc. NIL.

19. Miscellaneous items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items NIL.

20. Time of origin and signature of Interrogating Officer

D.B.102-4 5000 D/a 8566 1/44 R P

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*J. Fairman 870*  
*C/0636*

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38G/FORM "R.4."

GLIDER RAID REPORT

STATION Tarrant Rushton.

Serial No. **224** Date **5/6 June** Squadron **298**

Tug A/C Type and Mark **Halifax Mk. V.** Glider No. **118**

A/C Letter & Call Sign **G Kor** 1st Pilot **S/Sgt Downing**

Captain **W/O. Smith R.A.** 2nd Pilot **Sgt. Elliott**

Navigator **F/S. Lane.** Troops No. **5**

Flight Engineer **Sgt. Aberne** Equipment **Car, 6 in dr A/T Gun.**

W/Op **W/O. Gardiner** L.Z. **N**

Bomb Aimer **Sgt. Hales.**

Gunner **Sgt. Hazlehurst**

Time Up **0138. 20.** Time over L.Z. **0331½** Time Tug Down **0523**

1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS: **NIL**
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT	OPERATION/EXERCISE	TONGA
2. Route	Outward: <b>Worthy Down - Bognor Regis - Posn. 4959N.0000 - Cabourg - L.Z.</b> Homeward: <b>Worthy Down</b>	
3. Time, height and place of crossing enemy coast, outwards and homewards.	<b>0929... &lt; 270°</b> <b>0357½ &lt; 040°</b>	<b>Cabourg 3 1/2 miles. 1600'</b> <b>Pecamp 6 1/2 miles. 8000'</b>
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.	<b>8-10/10ths Cloud (s.cu) over Channel.</b> <b>W/V. 290/24. at 2000'</b> <b>2-4/10ths in Tracks in and over French coast.</b>	
5. Was L.Z. reached? If not, reasons for not reaching.	<b>Yes.</b>	
6. How was L.Z. recognised?	<b>Woods Cross roads.</b>	
7. Was release done visually or blind (by Radar)?	<b>Visually.</b>	
8. Was glider release satisfactory? Relation to L.Z. Height, time and heading.	<b>Yes.</b> <b>090° L.Z. 2 1/2 miles</b> <b>1600' 0331½ 210° M.</b>	
9. Tug pilot's Personal Remarks.	<b>Gee - satisfactory.</b> <b>Rebecca - unsatisfactory.</b>	
10. Observations by crew of tug:		

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11. Observed activity of enemy ground defences in area of L.Z. Rocket type gun(s) ? which fired a white trace. This trace subsequently exploded along the length. Positioned 1 mile E. of L.Z.

12. Subsequent remarks by glider pilot

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission (Details will appear in appropriate defect report) None

14. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable)
- (b) Estimated position, time, height and I.S.A. when hit N/A
- (c) Was A/C held by searchlights when hit?
- (d) Crew casualties, time and cause
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage
- (g) Did A/C crash on landing?

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered  
 (b) Enemy aircraft encountered, circumstances and tactics, noting especially: N/A

- (i) Which crew member obtained first sight and where
- (ii) Who fired first and range
- (iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered heavy at Ouisham. Heavy & L. flak at Le Havre. Light & med. leaving French Coast approx. 15 miles distant. Could have been burning ship. Aircraft observed crashing in flames at a position 4 miles N.E. of L.Z. The W/Gunner saw on object parachuting to earth. Believed to be a person.  
 (b) Flak encountered Light yellow tracer at Cabourg (3 guns) Light tracer also encountered on run in to L.Z. (3 guns)  
 (c) Type of Flak  
 (d) Was a/c held in searchlights at time No.  
 (e) Position of burst relative to a/c All around aircraft  
 (f) In cloud, above or below cloud Below.

17. (a) Searchlights seen but not encountered 3 searchlights 4 miles S. of Cabourg.  
 (b) Searchlights encountered None.

18. Beacons, flare paths, recognition signals, etc. Beacon N. on L.Z. and Flare Path.

19. Miscellaneous Items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items

20. Time of origin and signature of Interrogating Officer

C. Herbert Smith  
 s/o

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION Tarrant Rushton

Serial No. ~~2.3~~ 2.3 Date 5/6 June Squadron 298  
 Tug A/C Type and Mark Halifax Mk. V. Glider No. 119  
 A/C Letter & Call Sign S KOR 1st Pilot S/S. Musitano  
 Captain F/O. Stark 2nd Pilot Sgt. Perry  
 Navigator F/L. Feather Troops No. 3  
 Flight Engineer Sgt. Fuller Equipment Jeep and Gun  
 W/Op Sgt. Fraser L.Z. N  
 Bomb Aimer F/L. Hatton  
 Gunner Sgt. Buzza  
 Time Up 0139 Time over L.Z. 0327½ Time Tug Down 0521

1. (a) ENEMY SHIP SIGHTINGS. Believed to have seen Glider in sea
- (b) DIMCHY SIGHTINGS. 4920 N 05 W (2 miles N Houlgate) 0324 Hrs. (1600')
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT	OPERATION/ <del>MISSION</del>	TONGA
2. Route	Outward: Base-Worthy-Bognor- 4959 N 0000 - Target RV (4917 N 0080W) L.Z. area - 4914 N 0000 - 4929½ 0030 E - Ypreville Bognor Homeward: Worthy. - Base.	
3. Time, height and place of crossing	0325 - Cabourg 1600'	
enemy coast, outwards and homewards.	0350 - 4949 N 0029 E - 4000'	
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.	Vis. 10 Miles. Cloud. 1500' Base St.Gu. 296/25	
5. Was L.Z. reached? If not, reasons for not reaching.	Yes.	
6. How was L.Z. recognised?	Eureka O.K. ran in over two woods.	
7. Was release done visually or blind (by Radar)?	Visually - checked. by Gee	
8. Was glider release satisfactory? Relation to L.Z. Height, time and heading.	Yes. ½ mile E 1600' 0327½ 240 M.	
9. Tug pilot's Personal Remarks.	Trip very successful. Glider Pilot satisfied with release	
10. Observations by crew of tug:	Containers dropped as briefed. Gee - O. K.	

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11. Observed activity of enemy ground defences in area of L.Z. M.G. fire east of L.Z.

12. Subsequent remarks by glider pilot

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission (Details will appear in appropriate defect report) Nil

Damage Due to Enemy Action

- (a) Cause, (F/A, Flak or Cable)
- (b) Estimated position, time, height and I.S.A. when hit Nil
- (c) Was A/C held by searchlights when hit?
- (d) Crew casualties, time and cause
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage
- (g) Did A/C crash on landing?

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered  
 (b) Enemy aircraft encountered, circumstances and tactics, noting especially: None seen  
 (i) Which crew member obtained first sight and where  
 (ii) Who fired first and range  
 (iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered M/C gun fire on beaches & E. of L.Z.  
 (b) Flak encountered  
 (c) Type of Flak  
 (d) Was a/c held in searchlights at time  
 (e) Position of burst relative to a/c  
 (f) In cloud, above or below cloud

17. (a) Searchlights seen but not encountered Nil  
 (b) Searchlights encountered

18. Beacons, flare paths, recognition signals, etc. Nil

19. Miscellaneous items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items Nil

20. Time of origin and signature of Interrogating Officer

D.B. 102-4 5000 D/a 8566 1/44 R F

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Signed. M. EVANS. P/O.

06/0610

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION Tarrant Rushton.  
 Serial No. \_\_\_\_\_ Date 5/6th June Squadron 298.  
 Tug A/C Type and Mark Halifax V Glider No. 120  
 A/C Letter & Call Sign H "WZP" 1st Pilot S/Sg. Jolliffe.  
 Captain F/O Carpenter 2nd Pilot Sgt. Prentice.  
 Navigator F/S. Wright Troops No. 3  
 Flight Engineer Sgt. Wilkinson Equipment Jeep and 6 Pounder.  
 W/Up F/S Murray L.Z. N  
 Bomb Aimer F/O Baumann.  
 Gunner Sgt. Crossley.  
 Time Up 01.40 Time over L.Z. 03.23½ Time Tug Down 04.40.

1. (a) ENEMY SHIP SIGHTINGS.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS. Nil.  
 (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT OPERATION ~~XXXXXX~~ TONGA

2. Route Outward: Base-Worthy Down-Bognor Regis-Pos.A1-Pos.B1-LZ  
 Homeward: Pos.C-Pos.D-Pos.E- Bognor-Worthy Down-Base.
3. Time, height and place of crossing 03.19 hrs. 7000' A.S.L. 3 miles W. of Ca/  
enemy coast, outwards and homewards. 03.47 hrs. 7000' 3 miles N. of Fecamp
4. Weather report. Visibility, cloud, wind speed Vis: Fair 4-5 miles.  
 and direction (mentioning height). (If weather Cloud 9-10/10ths & broken cloud  
 differs greatly over different parts of route, over Channel 2000-7000  
 give conditions for each part. Winds 300/18 2,000'
5. Was L.Z. reached? Yes.  
 If not, reasons for not reaching.
6. How was L.Z. recognised? Pin pointed on Cabourg. Identified by physical  
features & flare-paths - Green light flashing 'N'
7. Was release done visually or blind (by Radar)? Visual
8. Was glider release satisfactory? Yes.  
 Relation to L.Z. ½ mile due East of L.Z.  
 Height, time and heading. 1600' A.S.L. 03.23½ hrs. 241° M.
9. Tug pilot's Personal Remarks. Glider seen to come away from tug over  
light at Worthy Down 2500 A.S.L. 02.24  
Very fine trip without much excitement.
10. Observations by crew of tug: Very much shipping observed between English  
Coast and Mid-Channel.  
Rear Gunner saw all chutes open when containers dropped (9 containers)  
No signals picked up on Rebecca.  
Gee good on frequency 105 only.

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11. Observed activity of enemy ground defences in area of L.Z. No.

12. Subsequent remarks by glider pilot

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission (Details will appear in appropriate defect report) No.

14. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable)  
 (b) Estimated position, time, height and I.S.A. when hit None.  
 (c) Was A/C held by searchlights when hit?  
 (d) Crew casualties, time and cause  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. Wings, engines or fuselage  
 (g) Did A/C crash on landing?

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered  
 (b) Enemy aircraft encountered, circumstances and tactics, noting especially: Nil.

- (i) Which crew member obtained first sight and where  
 (ii) Who fired first and range  
 (iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered Fair amount of light Flak in  
 (b) Flak encountered various positions inland to L.Z. Several bursts  
 (c) Type of Flak between Glider & Tug 3 miles from L.Z. 16,000'  
 (d) Was a/c held in searchlights at time 05.22 hrs. Light Tracer.  
 (e) Position of burst relative to a/c between Glider & Tug.  
 (f) In cloud, above or below cloud below cloud.

17. (a) Searchlights seen but not encountered  
 (b) Searchlights encountered None.

18. Beacons, flare paths, recognition Flarepath laid out on L.Z. 'S'  
 signals, etc. Chandelier flares seen in area of U.S. Landings  
 Letter 'N' flashed on L.Z.

19. Miscellaneous items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items None.

20. Time of origin and signature of Interrogating Officer

J. F. Moffatt, F/Lt.

D.B. 102-4 5000 D/a 8566 1/44 R P 2

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38C/FORM "R.4."

GLIDER RAID REPORT

STATION Tarrant Rushton.

Serial No. 25 Date 5/6th June Squadron 298.

Tug A/C Type and Mark Halifax V Glider No. 122.

A/C Letter & Call Sign W "WZP" 1st Pilot S/S England.

Captain F/S Davies 2nd Pilot Sgt. Plant.

Navigator F/L Carrow Troops No. 6.

Flight Engineer Sgt. Woodcock Equipment Jeep & Trailer.

W/Op W/O Sells. L.Z. N.

Bomb Aimer P/O Bubb.

Gunner W/O Cote.

Time Up 01.41 Time over L.Z. 03.28 Time Tug Down 05.35.

1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS. Nil.
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.I.A.F.

RAID REPORT OPERATION/XXXXXXXX TONGA.

2. Route Outward: As briefed.  
Homeward:
3. Time, height and place of crossing enemy coast, outwards and homewards. Outward: 03.25 hrs. 49.17N 00.08 W 1500 ft.  
Return 03.55 hrs. 49.48N 00.50E, 8000ft.
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part. Vis: 4 miles W/V 300/28 at 1500 ft. Cloud: 8/10th alto. cu. 3,000 ft. Over Target 5/10ths 1500 base.
5. Was L.Z. reached? Yes.  
If not, reasons for not reaching.
6. How was L.Z. recognised? Woods on run in. River and Canal.
7. Was release done visually or blind (by Radar)? Visually.
8. Was glider release satisfactory? Yes.  
Relation to L.Z. Mile East.  
Height, time and heading. 1600 ft. 03.28.55 hrs. 250° M.
9. Tug pilot's Personal Remarks.  
"Trip satisfactory"
10. Observations by crew of tug:  
Eureka not received.  
One container hung up.

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11. Observed activity of enemy ground defences in area of L.Z. rounds 03.30 hrs. 1600'. Light flak 2 guns 3 miles S.E. of L.Z. fired at by R/G about 200 S/L 1 mile South of guns.

12. Subsequent remarks by glider pilot

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission (Details will appear in appropriate defect report) Nil.

14. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable)
- (b) Estimated position, time, height and I.S.A. when hit
- (c) Was A/C held by searchlights when hit? Nil.
- (d) Crew casualties, time and cause
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage
- (g) Did A/C crash on landing?

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered
- (b) Enemy aircraft encountered, circumstances and tactics, noting especially:
- Nil.
- (i) Which crew member obtained first sight and where
  - (ii) Who fired first and range
  - (iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered M/c guns on beaches scattered round L.Z. area.
- (b) Flak encountered
  - (c) Type of Flak
  - (d) Was a/c held in searchlights at time
  - (e) Position of burst relative to a/c
  - (f) In cloud, above or below cloud

17. (a) Searchlights seen but not encountered S/L 4 miles S.S.E. of L.Z.
- (b) Searchlights encountered

18. Beacons, flare paths, recognition Ground aids seen. Good 'T' on L.Z. signals, etc.

19. Miscellaneous items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items Nil.

20. Time of origin and signature of Interrogating Officer

M. Evans P/O.

D.B. 102-4 5000 D/d 8566 4/44 R P

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GLIDER RAID REPORT

STATION Tarrant Rushton  
 Serial No. ~~42~~ 25 Date 5/6 June Squadron 298  
 Tug A/C Type and Mark Halifax Mk. V. Glider No. 121  
 A/C Letter & Call Sign T WZP 1st Pilot S/S. Stocker  
 Captain F/S. Griffiths. 2nd Pilot Sgt. Allan  
 Navigator F/O. Madill Troops No. 6  
 Flight Engineer Sgt. Heaps Equipment Car Trailer and M/G. Light.  
 W/Op Sgt. Whatmore L.Z. N.  
 Bomb Aimer F/S. Heely  
 Gunner Sgt. Dickson.  
 Time Up 0140 Time release over-brz. 0341 1/2 Time Tug Down 0500

1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS. None
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT	OPERATION/REMARKS	Tonca
2. Route	Outward: Worthy - Bognor - W. Cabourg Homeward: Pos. G.D. Ypreville - E. Pecamp -	
3. Time, height and place of crossing enemy coast, outwards and homewards.	0329 - W. Cabourg 1500' 0401 - E. Pecamp 8000'	
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)	Vis. Cloud base 1100' Wind. 295/25	
5. Was L.Z. reached? If not, reasons for not reaching.	Yes.	
6. How was L.Z. recognised?	Estuary - landing lights on L.Z. Wood	
7. Was release done visually or blind (by Radar)?	Visually	
8. Was glider release satisfactory? Relation to L.Z. Height, time and heading.	Yes. S.W. 1500' 0341 1/2 Hrs. 240 M.	
9. Tug pilot's Personal Remarks.	Low cloud interferred with given release height.	
10. Observations by crew of tug:	See very satisfactory.	

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(ii)

11. Observed activity of enemy ground defences in area of L.Z. None

12. Subsequent remarks by glider pilot /

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission None  
(Details will appear in appropriate defect report)

14. Damage Due to Enemy Action

- (a) Cause, (R/A, Flak or Cable)  
 (b) Estimated position, time, height and I.S.A. when hit See special report  
 (c) Was A/C held by searchlights when hit?  
 (d) Crew casualties, time and cause  
 (e) Effect of damage on handling of A/C. - Port wing kept dropping  
 (f) Position of strikes, i.e. Wings, engines or fuselage  
 (g) Did A/C crash on landing? No

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered None

(b) Enemy aircraft encountered, circumstances and tactics, noting especially:

- (i) Which crew member obtained first sight and where  
 (ii) Who fired first and range  
 (iii) Rounds fired by own gunners None

16. (a) Flak seen but not encountered H.F. seen at Le Havre 0321 Hrs. 1700'  
 (b) Flak encountered crossing Cabourg coast  
 (c) Type of Flak Light Before all colours.  
 (d) Was a/c held in searchlights at time  
 (e) Position of burst relative to a/c  
 (f) In cloud, above or below cloud No.

17. (a) Searchlights seen but not encountered  
 (b) Searchlights encountered None

18. Beacons, flare paths, recognition signals, etc. None

19. Miscellaneous items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items 0345 Hrs. 3 miles E. of L.Z. saw what appeared to be burning a/c on ground with Very cartridges exploding.

20. Time of origin and signature of Interrogating Officer

Signed. C. H. Smith. S/O.

D.B. 102-4 5000 D/a 8566 14/44 R P

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION TARRANT RUSHTON.  
 Serial No. ~~24~~ 27 Date 5/6 June Squadron 298  
 Tug A/C Type and Mark Halifax Mk.V. Glider No. 123  
 A/C Letter & Call Sign F WZP 1st Pilot S/S. Howe  
 Captain F/S. Cunliffe 2nd Pilot Sgt. Shammon.  
 Navigator F/O. Moreton. Troops No. 5  
 Flight Engineer Sgt. McIntosh Equipment Jeep. Trailer. W/C  
 W/Op Sgt. Clarke. L.Z. N  
 Bomb Aimer F/O. Kaine  
 Gunner Sgt. Young  
 Time Up 0143. Time over L.Z. 0326 Time Tug Down 0505

1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS. NONE
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT	OPERATION/EXERCISE	TONGA
2. Route	Outward: Worthy Down - Bognor - W. Cabourg Pos. G.D. Ypreville - E Pecamp - Bognor - <del>X2200</del> Homeward:	
3. Time, height and place of crossing enemy coast, outwards and homewards.	0325 hrs. 1600' W. Cabourg 0351 " 7000' E. Pecamp.	
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.	Vis. on French Coast low cloud and smoke Wind. 3000	
5. Was L.Z. reached? If not, reasons for not reaching.	Area. When 1-2 miles inland Glider began to weave violently during Flak engagement and cast off	
6. How was L.Z. recognised?	Estuary. Containers dropped on D.Z.	
7. Was release done visually or blind (by Radar)?	/	
8. Was glider release satisfactory? Relation to L.Z. Height, time and heading.	No / 1600' 0326 hrs 250 M.	
9. Tug pilot's Personal Remarks.	Not certain what happened to Glider.	

10. Observations by crew of tug:  
Gee P. K.

71223-3

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(ii)

11. Observed activity of enemy ground defences in area of L.Z. NO

12. Subsequent remarks by glider pilot.

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission. NONE  
(Details will appear in appropriate defect report.)

Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable)
- (b) Estimated position, time, height and I.A.S. when hit. NONE
- (c) Was A/C held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did A/C crash on landing?

INTELLIGENCE.

15. (a) Enemy aircraft seen in air but not encountered. NONE  
 (b) Enemy aircraft encountered, circumstances and tactics, noting especially:
- (i) Which crew member obtained first sight and where
  - (ii) Who fired first and range. NONE
  - (iii) Rounds fired by own gunners.

16. (a) Flak seen but not encountered. S. of L.Z. Rocket seen 1600' 0321 Hrs.  
 (b) Flak encountered on Cabourg coast. H.P. over le Havre. H.P. report at Pecamp  
 (c) Type of Flak. L.P. Red, Green, Yellow, Tracer.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c. NO.  
 (f) In cloud, above or below cloud.

17. (a) Searchlights seen but not encountered. 3 seen, Pecamp area  
 (b) Searchlights encountered. /

18. Beacons, flare paths, recognition signals, etc. NONE

19. Miscellaneous Items, (Balloon Barrage, Green very Lights seen fired from Oistreham area and le Havre area  
 Activity on land or sea, black-out, etc. 0317 Hrs. 1800'  
 Any unusual items. On return saw a square of 6 double flares (yellow) floating on water and both flashed landing in among them at 0355 hrs  
 7000' at approx 49.39 N. 01.00W

20. Time of origin and signature of Interrogating Officer.

Signed..... C. H. S. 06/0710.

D 71323-3 2,000 D/a Q.883 2/44 R P

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION T.R  
 Serial No. 28 Date 6 June Squadron 298  
 Tug A/C Type and Mark Halifax W Glider No. I25  
 A/C Letter & Call Sign H K.O.R 1st Pilot S/S Phillipott  
 Captain F/S Muston 2nd Pilot Sgt E. Taylor  
 Navigator F/S Lee Troops No. 7  
 Flight Engineer Sgt McParlane Equipment Jeep Trailer Lt/wt M/C  
 W/Op Sgt Salmonepe L.Z. N  
 Bomb Aimer F/S Sewell  
 Gunner Sgt Nicholson  
 Time Up 0145 Time over L.Z. \_\_\_\_\_ Time Tug Down 0437

1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS. Nil
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT OPERATION/EXERCISE Tonga

2. Route Outward: Base-Worthy-Hognor-4959N0003, Target (49I7N0072)W  
 Homeward: 50I0N000IE-Hognor-Worthy-Base.

3. Time, height and place of crossing enemy coast, outwards and homewards.  
 Out 0337, 1600' 08W  
 Return 0331 3,500' 05W

4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, similar over channel, give conditions for each part.)  
 Cloud over France 7/10  
 base 1000' 5-6 miles Vis

5. Was L.Z. reached? No Tow rope broke 2 miles from French coast  
 If not, reasons for not reaching. (08W)

6. How was L.Z. recognised? N/A.

7. Was release done visually or blind (by Radar)? N/A

8. Was glider release satisfactory?  
 Relation to L.Z. 0326, 1600' 22IM  
 Height, time and heading.

9. Tug pilot's Personal Remarks. Trip O.K but for broken tow rope  
reason for this not known not in cloud  
Believed that glider could have reached beaches.

10. Observations by crew of tug:

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(ii)

11. Observed activity of enemy ground defences in area of L.Z. None seen

12. Subsequent remarks by glider pilot.

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission. Broken tow rope (Details will appear in appropriate defect report.)

14. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable)
- (b) Estimated position, time, height and I.A.S. when hit.
- (c) Was A/C held by searchlights when hit? Nil
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did A/C crash on landing?

INTELLIGENCE.

15. (a) Enemy aircraft seen in air but not encountered.  
 (b) Enemy aircraft encountered, circumstances and tactics, noting especially:  
 (i) Which crew member obtained first sight and where  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

16. (a) Flak seen but not encountered. When A/C 49271N 003W 1700'  
 (b) Flak encountered. 0322 Flak (heavy) firing from Le Havre  
 (c) Type of Flak. Machine gun fire from  
 (d) Was a/c held in searchlights at time. beaches  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

17. (a) Searchlights seen but not encountered. None seen  
 (b) Searchlights encountered.

18. Beacons, flare paths, recognition signals, etc. Nil

19. Miscellaneous Items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Nil  
 Any unusual items.

20. Time of origin and signature of Interrogating Officer.

Signed M. Evans P/O 6/0520

D 71323-3 2,000 D/a Q.883 2/44 R P 2

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION Tarrant Rushton.

Serial No. ~~2829~~ Date 5/6 June Squadron 298  
 Tug A/C Type and Mark Halifax Mk.V Glider No. 126  
 A/C Letter & Call Sign Y WZP 1st Pilot a/s. Mackenzie  
 Captain P/S. O.K. Smith. 2nd Pilot Sgt. Argyle  
 Navigator Sgt. Florence Troops No. 5  
 Flight Engineer Sgt. Maslin Equipment Jeep, Trailer, Light W/C.  
 W/Op P/S. Christie L.Z. N  
 Bomb Aimer Sgt Laverick  
 Gunner Sgt. Batey  
 Time Up 01.45 Time over L.Z. 03.27. Time Tug Down 05.25  
 D.Z. 03.29

1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS. NIL
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.C., A.E.A.F.

RAID REPORT	OPERATION/EXERCISE	TONGA
2. Route	Outward: Base - Worthy Down - R.V.3 Pan A1 - Target RV - L.Z. 'N' - DZ Homeward: Pan. C.D.E. RV 3 Worthy Down - Base.	
3. Time, height and place of crossing enemy coast, outwards and homewards.	03.27. 1800' 49.17 N. 0013 W 03.49 9000' 49.49 N. 0030 E	
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.	LZ Vis. 4 miles. Cloud. 8/9 10ths. base 2000' Low cloud and smoke over French coast. W/V. 295/25. 1800'	
5. Was L.Z. reached? If not, reasons for not reaching.	Yes.	
6. How was L.Z. recognised?	River and canal west of L.Z.	
7. Was release done visually or blind (by Radar)?	Visually.	
8. Was glider release satisfactory? Relation to L.Z. Height, time and heading.	Glider cast off 1 1/2 miles before reaching French coast in cloud. (see Section 10)	
9. Tug pilot's Personal Remarks.		
10. Observations by crew of tug:	Flew through cloud; when coming out of cloud, Glider was full length of tow rope above tug. Then Glider cast-off. Tow rope released on dropping area at base. 9 Containers released on D.Z. one parachute failed to open. Times. 03.29 Height. 1700' Heading 2300 M See satisfactory.	

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(ii)

11. Observed activity of enemy ground defences in area of L.Z. Light Flak Northern and Eastern side of L.Z.

12. Subsequent remarks by glider pilot

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission (Details will appear in appropriate defect report) Nil

14. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable)  
 (b) Estimated position, time, height and I.S.A. when hit Nil  
 (c) Was A/C held by searchlights when hit?  
 (d) Crew casualties, time and cause  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. Wings, engines or fuselage  
 (g) Did A/C crash on landing?

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered  
 (b) Enemy aircraft encountered, circumstances and tactics, noting especially: Nil

- (i) Which crew member obtained first sight and where  
 (ii) Who fired first and range  
 (iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered 49.17 N 00.13 W  
 (b) Flak encountered French coast/ and at L.Z.  
 (c) Type of Flak Light.  
 (d) Was a/c held in searchlights at time No.  
 (e) Position of burst relative to a/c surrounded aircraft  
 (f) In cloud, above or below cloud in haze.

17. (a) Searchlights seen but not encountered one Cabburg area  
 (b) Searchlights encountered

18. Beacons, flare paths, recognition signals, etc. Nil

19. Miscellaneous items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Nil  
 Any unusual items

20. Time of origin and signature of Interrogating Officer

Signed. F. Fairburn. S/O.

D.B. 102-4 5000 D/d 8566 4/44 R P

2 07.20 Hours.

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION TARRANT RUSHTON.  
 Serial No. Date 5/6 June. Squadron 298.  
 Tug A/C Type and Mark HALIFAX V. Glider No. 501. *Hamilton*  
 A/C Letter & Call Sign J "KOR". 1st Pilot S/S RIDINGS.  
 Captain F/L SIZMUR 2nd Pilot  
 Navigator P/O ORME. Troops No.  
 Flight Engineer P/O WALKER. Equipment 17 pdr gun & 8 men  
 W/Op W/O McELHANNON. L.Z. N.  
 Bomb Aimer F/O LEE.  
 Gunner F/S DREW.  
 Time Up 0210. Time over L.Z. 0827½. Time Tug Down 0445.

- RELEASE
1. (a) ENEMY SHIP SIGHTINGS.
  - (b) DINGHY SIGHTINGS.
  - (c) LIGHTS FLASHING SIGNALS. NONE.
  - (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

- | RAID REPORT   | OPERATION/EXERCISE  | TONGA.   |
|---|---|--|
| 2. Route  | Outward: Worthydown-Bognor-Cabourg-Target.<br>Homeward: Pos: C-D-Ypreville-E.Fecamps-Bognor-Worthydown.<br>0325½ Hrs.- 1500' A.S.L. Cabourg(W.) |  |
| 3. Time, height and place of crossing enemy coast, outwards and homewards.  | 0347½ "   | <8000' Fecamps(E)<br>Vis becoming less near France |
| 4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part. | 8/10 cloud over target area. (2590')  | Wind, 293degs/21 1500'                             |
| 5. Was L.Z. reached? Rope broke 1 mile (estimated) before LZ; Pilot thinks Glider. If not, reasons for not reaching. made LZ; lights seen and both Eureka's.                  |   |  |
| 6. How was L.Z. recognised? Estuary (W) seen, road.   |   |  |
| 7. Was release done visually or blind (by Radar)?   | -----.  |  |
| 8. Was glider release satisfactory? Relation to L.Z. Height, time and heading.  | 0327½ Hrs. 1500'. 230degs T.  |  |
| 9. Tug pilot's Personal Remarks.  | Cloud patches. Stratus, very thick over French Coast.   |  |
| 10. Observations by crew of tug:  | 0321 Hrs. 1500' at 49degs 25' N. 00degs 0 8' W. saw a parachute floating down past aircraft, hit the starboard wing of glider.                  |  |

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(ii)

11. Observed activity of enemy ground defences in area of L.Z. M.G. fire seen all about LZ area.

12. Subsequent remarks by glider pilot.

DEFECTS OR DAMAGE NONE.

13. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NONE.

14. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable)  
 (b) Estimated position, time, height and I.A.S. when hit. NONE.  
 (c) Was A/C held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. Wings, engines or fuselage.  
 (g) Did A/C crash on landing?

INTELLIGENCE.

15. (a) Enemy aircraft seen in air but not encountered. NONE.  
 (b) Enemy aircraft encountered, circumstances and tactics, noting especially:  
 (i) Which crew member obtained first sight and where  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners. NONE.

16. (a) Flak seen but not encountered. M.G. fire on both sides of canal 1000 yds  
 (b) Flak encountered. 1600'. Heavy and light seen over Le Havre.  
 (c) Type of Flak. N.F. seen coming up from Caen.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c. NONE.  
 (f) In cloud, above or below cloud.

17. (a) Searchlights seen but not encountered. One seen in Fecamp area.  
 (b) Searchlights encountered.

18. Beacons, flare paths, recognition signals, etc. NONE.

19. Miscellaneous Items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NONE.

20. Time of origin and signature of Interrogating Officer.

D 71323-3 2,000 D/a Q.883 2/44 R P

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION Tarrant Rushton.

Serial No. \_\_\_\_\_ Date 5/6. June Squadron 298

Tug A/C Type and Mark Halifax Mk. V. Glider No. 502

A/C Letter & Call Sign O 'WZP' 1st Pilot S/S. Dent.

Captain F/L. Ensor 2nd Pilot Sgt. Rodgers

Navigator F/S. Brotherhood. Troops No. 8

Flight Engineer Sgt. Hall. Equipment Morris. 30cwt. 17 pounder gun.  
B bodies.

W/Op F/S. Merton. L.Z. N.

Bomb Aimer Sgt. Blann.

Gunner F/S. Smith.

Time Up 0211 Time over L.Z. ----- Time Tug Down 0320

1. (a) ENEMY SHIP SIGHTINGS.
  - (b) DINGHY SIGHTINGS.
  - (c) LIGHTS FLASHING SIGNALS.
  - (d) EXTREME ENEMY ACTIVITY
- NIL

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT	OPERATION/EXERCISE	TUNGA
2. Route	Outward: Base - Wortly down - Bognor - Base. Homeward:	
3. Time, height and place of crossing enemy coast, outwards and homewards.	<	N/A
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.	<	
5. Was L.Z. reached? If not, reasons for not reaching.	NO.	
6. How was L.Z. recognised?	---	N/A
7. Was release done visually or blind (by Radar)?		N/A
8. Was glider release satisfactory? Relation to L.Z. Height, time and heading.	NO.	
9. Tug pilot's Personal Remarks.	Rope broke when combination was over Bognor. Glider landed at Ford A/D. apparently undamaged.	
10. Observations by crew of tug:	NIL	

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11. Observed activity of enemy ground defences in area of L.Z. NIL

12. Subsequent remarks by glider pilot. NIL

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable)
- (b) Estimated position, time, height and I.A.S. when hit.
- (c) Was A/C held by searchlights when hit? NIL
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did A/C crash on landing?

INTELLIGENCE.

15. (a) Enemy aircraft seen in air but not encountered. NIL
- (b) Enemy aircraft encountered, circumstances and tactics, noting especially:
- (i) Which crew member obtained first sight and where
  - (ii) Who fired first and range.
  - (iii) Rounds fired by own gunners.

16. (a) Flak seen but not encountered.
- (b) Flak encountered.
- (c) Type of Flak. NIL
- (d) Was a/c held in searchlights at time.
- (e) Position of burst relative to a/c.
- (f) In cloud, above or below cloud.

17. (a) Searchlights seen but not encountered.
- (b) Searchlights encountered. NIL

18. Beacons, flare paths, recognition signals, etc. NIL

19. Miscellaneous Items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

20. Time of origin and signature of Interrogating Officer.

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SECRET

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FORM "OPREP B".

To : H.Q., No. 38 Group (one copy)  
 H.Q., A.E.A.F., (attention Ops. Record)  
 (One copy to be forwarded by No. 38 Group)

From: 208 Squadron, Tarrant Rushton.

Ref : -TR/S.124/1/AIR SECRET

OPREP B No. 5 for 24 hrs. ending sunset 6th June 1944

Mission or operation serial No. TR. 32

A. Short narrative of operation. A.  
 Two aircraft ~~detached to~~ released Hamilcar Gliders loaded with 17 pounder guns on L.Z. near Orne Canal.

B. Number by mark and type or model and series of aircraft:-  
 B. (a) 2 Halifax Mk. V.  
 (i) Despatched (a) Detailed (i)(b) " " (b) Despatched

(ii) Completing objective of mission (ii) One probably completed.

(iii) Abortive due to:- (iii)  
 (a) Weather (a)  
 (b) Personnel (b)  
 (c) Technical (c).....1  
 (d) Other reasons (d)

(iv) Missing (i.e. cause & place unknown). (iv) Nil

(v) Destroyed before reaching objective, giving cause when known (i.e. Flak, E/A). (v) Nil

(vi) Destroyed over or after reaching objective giving cause as in (v) above. (vi) Nil

(vii) Damaged, by category, giving cause. (vii) Nil

C. No. by type of GLIDERS:-  
 (i) Despatched C. (i) 2 Hamilcars

(ii) Released at L.Z. (ii) ---

(iii) Lost before L.Z. giving cause(s) (iii) Nil

(iv) Not released at L.Z. giving reason (iv) Released by rope breaking 1 mile before L.Z.

D. Total operational flying hours of aircraft that return, by type mark, or type model and series. D. 3 hrs. 44 mins.

E. Troops carried:-  
 (i) No. carried and organisation E. (i) 16

(ii) No. dropped or released at objective. (ii) 8

(iii) No. NOT dropped or released at objective - give reason (iii) 8

(iv) No. Missing, Killed, Wounded (Seriously, Slightly) (iv) Nil

H.B. 38-1A.

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N

F. Special equipment carried

F.

G. Own Personnel Casualties: G.  
 (Missing, Killed, seriously (i) Nil  
 wounded, slightly wounded) in:-  
 (i) Aircraft  
 (ii) Glider (ii)

Parts A. to G. of OPREP B. are to be completed for EACH Troop Carrier Combat Operation Mission carried out in the 24 hr. period ending sunset daily. Any Operation Mission still being carried out at Sunset will be reported in the Oprep pertaining to the next 24 hr. period.

Particulars H. to M. (covering sub-operational and non-operational flying) are to be completed by each R.A.F. Squadron at Sunset Daily.

H. Own aircraft wastage by type H.  
 and mark:- (a)  
 (a) On sub-operational sorties: (i)  
 (i) Missing (i.e. case unknown)  
 (ii) Destroyed (giving cause) (ii)  
 (Flak, E/A etc.)  
 (iii) Damaged, giving category (iii)  
 and cause  
 (b) On non-operational sorties (b)  
 (i) Destroyed or missing (i)  
 (ii) Damaged, giving category. (ii)  
 (c) On ground by enemy action (c)  
 (i) Destroyed (i)  
 (ii) Damaged, giving category. (ii)

J. Own personnel casualties (missing, J.  
 Killed, Seriously wounded, slightly  
 wounded) on sub-operational or  
 non-operational sorties.

K. (a) Total sub-operational sorties:- K. (a)  
 (i) Day, by type and mark of a/c (i)  
 (ii) Night " " " " "  
 (b) Total non-operational sorties: (b)  
 (i) By Day by type & mark of a/c (i)  
 (ii) By Night " " " " " (ii)

L. (a) TOTAL sub-operational hours L. (a)  
 flown (i)  
 (i) BY DAY by type & mark of a/c  
 (ii) BY NIGHT " " " " " (ii)  
 (b) TOTAL non-operational hours (b)  
 flown:- (i)  
 (i) BY DAY by type & mark of a/c  
 (ii) BY NIGHT " " " " " (ii)

M. On sub-operation missions by type M.  
 and mark of aircraft:- (i)  
 (i) Total no. passengers carried (i)  
 (ii) " " wounded evacuated (ii)  
 (iii) " weight (lbs) freight carried (iii)

H.B. 38-1A 2000 4/44.

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200

SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION Tarrant Rushton  
 Serial No. 2 Date 5/6th June Squadron 298  
 Tug A/C Type and Mark Halifax V Glider No. 92  
 A/C Letter & Call Sign K "WZP" 1st Pilot S/S Boland  
 Captain W/O Berry 2nd Pilot S/S Hobbs  
 Navigator F/S. Roberts Troops No. 28  
 Flight Engineer Sgt. Austin Equipment Nil  
 W/Op F/Sgt. White L.Z. Coup de Main  
 Bomb Aimer Sgt. Letts  
 Gunner Sgt. Stewart (F/Lt. Revley - Passenger)  
 Time Up 23.00 Time over L.Z. 0017½ Time Tug Down 0225

1. (a) ENEMY SHIP SIGHTINGS. Nothing seen over France or  
 (b) DINGHY SIGHTINGS. Channel  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

- | RAID REPORT                                       | OPERATION/EXERCISE   | Coup de Main |
|---|--|--------------|
| 2. Route  | Outward: Base- Worthy Down. Bognor- 5000. N. 0006 W. -Enemy <b>COAST</b><br>(4917-0000) - LZ- 4914 N 0000W - 4929.30 N 0030 E. - YPRESVILLE<br>Homeward: Bognor- Worthy Down- Base   |              |
| 3. Time, height and place of crossing out.        | 0017½ 4800 "ASL" 4917 N 0010W<br>enemy coast, outwards and homewards. Home. 0045, 7,000 "ASL" 4947 N 0028 E  |              |
| 4. Weather report.                                | Visibility, cloud, wind speed Over LZ - 10 miles<br>and direction (mentioning height). (If weather < 6/10 St. Cum. Base 5,500'<br>differs greatly over different parts of route, 10/10 Stratus Tops 7,000<br>give conditions for each part. Caen to English Coast 309/28 |              |
| 5. Was L.Z. reached?                              | YES<br>If not, reasons for not reaching.   |              |
| 6. How was L.Z. recognised?                       | <del>Canal</del> <b>QUISTRIM</b> over River mouth at <b>A</b> Canal to Starboard<br>Village to port. See Pixes   |              |
| 7. Was release done visually or blind (by Radar)? | Visually checked by Cee.   |              |
| 8. Was glider release satisfactory?               | YES<br>Relation to L.Z. 6 miles N.<br>Height, time and heading. 5,500' 0017½ 206° M.   |              |
| 9. Tug pilot's Personal Remarks.                  | Glider Pilot perfectly sure of position before and<br>at time of release. "Trip thoroughly satisfactory".  |              |
| 10. Observations by crew of tug:                  | "GEE" - Perfect<br>EUREKA & ground aids Perfect.   |              |

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(ii)

11. Observed activity of enemy ground defences in area of L.Z. Nothing Seen

12. Subsequent remarks by glider pilot.

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable)
- (b) Estimated position, time, height and I.A.S. when hit. Nothing Encountered.
- (c) Was A/C held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did A/C crash on landing?

INTELLIGENCE.

15. (a) Enemy aircraft seen in air but not encountered. 4 Fighter believed single-engined, seen 1225, 7000' over Caen heading toward Cherbourg.  
 (b) Enemy aircraft encountered, circumstances and tactics, noting especially: Mosquito or M.E.210 seen 1245, 7000' East of Pecamp  
 (i) Which crew member obtained first sight and where  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

16. (a) Flak seen but not encountered. Green & Red Flak seen over Cabourg-A/C over Bassenville 7,000'-0030 hours.  
 (b) Flak encountered.  
 (c) Type of Flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

17. (a) Searchlights seen but not encountered. Searchlights <sup>SEEN</sup> when entering French coast Le Havre -(Height 5,500)  
 (b) Searchlights encountered.

18. Beacons, flare paths, recognition signals, etc. Nothing Seen

19. Miscellaneous Items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

20. Time of origin and signature of Interrogating Officer.

M. EVANS P/O

6/0300 hrs.

D 71323-3 2,000 D/a Q.883 2/44 R P 2

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SECRET  
38G/FORM "R. 2."

BOMBING RAID REPORT

STATION Tarrant Rushton  
 Serial No. \_\_\_\_\_ Date 5/6th June Squadron 298 Flight \_\_\_\_\_  
 A/C Type and Mark Halifax V Captain W/O Berry  
 A/C Letter and Call Sign K "WZP" Navigator \_\_\_\_\_  
 Bomb Load and Fusing 2 x 500 lb. M.C. Bomb Aimer \_\_\_\_\_  
 Primary Target Instantaneous Powder Factory Flight Engineer \_\_\_\_\_  
 Alternative Target \_\_\_\_\_ W/Op \_\_\_\_\_  
 Time Up \_\_\_\_\_ Time Down \_\_\_\_\_ Gunner \_\_\_\_\_

1. (a) ENEMY SHIP SIGHTINGS
- (b) DINGHY SIGHTINGS
- (c) LIGHTS FLASHING AT SEA
- (d) ANY EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT

2. Route      Outwards:  
                 Homowards:
3. Time, height and place of crossing enemy coast, outwards and homowards
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.
5. Target Attacked:  
    (a) Primary target: Powder Factory 4909 N 0019W  
    (b) Alternative target:  
    If not reached, state reasons NIL
6. Time 0023  
    Height 6900'  
    Heading 240°M
7. How did you identify target? Not identified-bombed through cloud
8. Conditions of light, cloud, 10/10 St. Cu. Tops 7000' visibility in target area
9. (a) Was target in sights when bombs released? NO.  
    (b) Where did your Bombs go?  
        On target, over, under, right or left NOT KNOWN

RESULTS: NOT KNOWN

Reference: AIR 27/1650

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10. Did you see your bombs burst? NO
11. (a) Did you jettison any bombs? NO  
If so, state number, type, place, height, time, fused or safe, and reason
- (b) Did you bring any bombs back? NO  
State number, type and reason

## DEFECTS OR DAMAGE

12. Any defect in aircraft or equipment which prevented complete success of mission
13. Damage due to Enemy Action
- (a) Cause (E/A, Flak, Cable)
- (b) Estimated position, time, height, and I.A.S. when hit
- (c) Was a/c held by searchlights when hit?
- (d) What members of crew, if any, were injured? State roughly when casualty occurred and cause
- (e) Effect of damage on handling of aircraft
- (f) Position of strikes, i.e. Wings, engines or fuselage
- (g) Did a/c crash on landing?

## INTELLIGENCE (give time, height and place in all cases)

14. (a) Enemy aircraft seen in air, but not encountered
- (b) Enemy aircraft encountered. Circumstances, and tactics, noting especially:
- (i) Which crew member obtained first sight and where
- (ii) Who fired first and range
- (iii) Rounds fired by own gunners
15. (a) Flak seen, but not encountered
- (b) Flak encountered
- (c) Type of flak
- (d) Was a/c held in searchlights at time?
- (e) Position of burst relative to a/c.
- (f) In cloud, above or below cloud
16. (a) Searchlights seen, but not encountered
- (b) Searchlights encountered
17. Beacons, flare paths, recognition signals, etc.
18. Miscellaneous items. (Balloon Barrage, Activity on land or sea, Black-out, etc.) Any unusual items

19. General Remarks and Pilot's Personal Report

20. Time of Origin and Signature of Interrogating Officer

D.B.102-2 250 D/d 8566 4/44 R P

-2-

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SECRET  
38G/FORM "R.4."

## GLIDER RAID REPORT

STATION Tarrant Rushton.

Serial No. 1 Date 5/6th June Squadron 298.

Tug A/C Type and Mark Halifax V Glider No. 91

A/C Letter & Call Sign G 'WZP' 1st Pilot S/S Wallwork.

Captain W/Cdr. Duder. 2nd Pilot S/S Ainsworth.

Navigator P/O Maclaren. Troops No. 29

Flight Engineer Sgt. McCallum Equipment Nil.

W/Op F/Lt. Palmby L.Z. Coup de Main.

Bomb Aimer Sgt. Lappin.

Gunner F/S Newling.

Release Pt.

Time Up 22.59.20 Time over ~~XXZ~~ 00.18 Time Tug Down 02.30.

1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS. Nil.
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E.A.P.

RAID REPORT	OPERATION/ <del>EXERCISE</del>	Coup De Main
2. Route	Outward: Base-Worthy Down-Bognor-R.V. W. Cabourg-Target. Psn.C.-D-Ypreville- E. of Fecamp-Bognor-Worthy Down - Homeward: Base	
3. Time, height and place of crossing	00.17 hrs W. of Cabourg 4500 ft. A.S.I. enemy coast, outwards and homewards. 00.45 hrs. E. of Fecamp, 8000 ft. "	
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part. Wind: 3,000 ft. 274°/30.	Vis: 20/30 miles Target area cloud 6/10ths at 5,000 ft.	
5. Was L.Z. reached? If not, reasons for not reaching.	Yes.	
6. How was L.Z. recognised?	2 Estuaries, forked road, houses on left.	
7. Was release done visually or blind (by Radar)?	Visual.	
8. Was glider release satisfactory? Relation to L.Z. Height, time and heading.	Yes. 230° M. 4500 ft. A.S.I. 0018 hrs. 200° M.	
9. Tug pilot's Personal Remarks.	Satisfactory.	
10. Observations by crew of tug:		

71323-3

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(ii)

11. Observed activity of enemy ground Light Flak (white tracer) & Red pom-poms from Caen. defences in area of L.Z.

12. Subsequent remarks by glider pilot.

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission. Nil.  
(Details will appear in appropriate defect report.)

14. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable)  
(b) Estimated position, time, height and I.A.S. when hit.  
(c) Was A/C held by searchlights when hit? None.  
(d) Crew casualties, time and cause.  
(e) Effect of damage on handling of A/C.  
(f) Position of strikes, i.e. Wings, engines or fuselage.  
(g) Did A/C crash on landing?

INTELLIGENCE.

15. (a) Enemy aircraft seen in air but not encountered. None  
(b) Enemy aircraft encountered, circumstances and tactics, noting especially:  
(i) Which crew member obtained first sight and where  
(ii) Who fired first and range. None  
(iii) Rounds fired by own gunners.

16. (a) Flak seen but not encountered. Light flak seen from Ouistreham area  
(b) Flak encountered. 00.12 hrs, 4500' A.S.L.  
(c) Type of Flak.  
(d) Was a/c held in searchlights at time.  
(e) Position of burst relative to a/c.  
(f) In cloud, above or below cloud.

17. (a) Searchlights seen but not encountered. One seen in Le Havre area  
(b) Searchlights encountered. None 00.12 hrs. 4500' A.S.L.

18. Beacons, flare paths, recognition signals, etc. None.

19. Miscellaneous Items, (Balloon Barrage, Green & red flares seen Activity on land or sea, black-out, etc.) dropped on W. side of mouth of Any unusual items. Orne River 00.29 hrs. 5000' A.S.L.

20. Time of origin and signature of Interrogating Officer.

C. Herbert-Smith S/O  
03.30 hrs.

D 71323-3 2,000 D/a Q.883 2/44 R P

2

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SECRET  
38G/FORM "R. 2."

BOMBING RAID REPORT

STATION Tarrant Rushton.

Serial No. 1 Date 5/6th June Squadron 298 Flight  
 A/C Type and Mark Halifax V Captain W/Cdr. Duder.  
 A/C Letter and Call Sign G "WZP" Navigator  
 Bomb Load and Fusing Bomb Aimer  
 Primary Target Flight Engineer  
 Alternative Target W/Op  
 Bomb Aimer  
 Time Up Time Down Gunner

1. (a) ERELY SHIP SIGHTINGS
- (b) DINGHY SIGHTINGS
- (c) LIGHTS FLASHING AT SEA
- (d) ANY EXTREME WIGLY ACTIVITY

Any items under these headings to be telephoned at once to  
 D.I.O., A.E.A.F.

RAID REPORT

2. Route      Outwards:  
              Homewards:
3. Time, height and place of crossing enemy coast, outwards and homewards.
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.
5. Target Attacked:  
   (a) Primary target: Factory East of Caen.  
   (b) Alternative target:  
      If not reached, state reasons. Area found, but cloud obscured building.
6. Time, 00.25 hrs.  
   Height, 5000 A.S.L.  
   Heading, 190° T.
7. How did you identify target? Caen seen and river running N.
8. Conditions of light, cloud, Vis. poor owing to 6/10ths cloud. visibility in target area.
9. (a) Was target in sights when bombs released? Yes.  
   (b) Where did your Bombs go? Not known.  
      On target, over, under, right or left.

RESULTS:

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10. Did you see your bombs burst? No.
11. (a) Did you jettison any bombs?  
If so, state number, type, place,  
height, time, fused or safe, and reason. No.
- (b) Did you bring any bombs back?  
State number, type and reason.

## DEFECTS OR DAMAGE

12. Any defect in aircraft or equipment  
which prevented complete success of  
mission. No.
13. Damage due to Enemy Action
- (a) Cause (E/A, Flak, Cable).  
(b) Estimated position, time, height,  
and I.A.S. when hit.  
(c) Was a/c held by searchlights when hit?  
(d) What members of crew, if any, were  
injured? State roughly when casualty  
occurred and cause.  
(e) Effect of damage on handling of aircraft.  
(f) Position of strikes, i.e. Wings, engines  
or fuselage.  
(g) Did a/c crash on landing?

INTELLIGENCE (give time, height and place in all cases).

14. (a) Enemy aircraft seen in air,  
but not encountered.  
(b) Enemy aircraft encountered.  
Circumstances, and tactics, noting  
especially:
- (i) Which crew member obtained first sight and where.  
(ii) Who fired first and range.  
(iii) Rounds fired by own gunners.
15. (a) Flak seen, but not encountered.  
(b) Flak encountered.  
(c) Type of flak.  
(d) Was a/c held in searchlights at time?  
(e) Position of burst relative to a/c.  
(f) In cloud, above or below cloud.
16. (a) Searchlights seen, but not encountered.  
(b) Searchlights encountered.
17. Beacons, flare paths, recognition  
signals, etc.
18. Miscellaneous Items. (Balloon Barrage,  
Activity on land or sea, Black-cut, etc.)  
Any unusual items.
19. General Remarks and Pilot's Personal Report.
20. Time of Origin and Signature of Interrogating Officer.

D 71322-6 500 D/a Q.883 2/44

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C. Herbert-Smith, S/O  
03.35 hrs.

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION Tarrant Rushton  
 Serial No. 5 Date 5/6th June Squadron 298  
 Tug A/C Type and Mark Halifax V Glider No. 95  
 A/C Letter & Call Sign "T" KOR 1st Pilot S/S Pearson  
 Captain W/O Bain 2nd Pilot S/S. Guthrie  
 Navigator P/L Howell Troops No. 28  
 Flight Engineer Sgt. Bensley Equipment NIL  
 W/Op P/S Massell L.Z. Coup de Main  
 Bomb Aimer Sgt. Holder  
 Gunner Sgt. Weeks  
 Time Up 2300 Time over L.Z. 0022½ Time Tug Down 0230

1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS. NIL
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT	OPERATION/EXERCISE
	Coup De Main
2. Route	Outward: Base- Worthy Down-Bognor Regis- 5000 N 0006 W Release Point- Powder Factory 4914 N 0000 Homeward: 4929 N 0030 E Y Presville - Bognor Worthy Down Base
3. Time, height and place of crossing enemy coast, outwards and homewards.	Out 0020, 4,500', 4917 N 0008 W 0050, 7,000', 4946 N 0026 E
4. Weather report. Visibility, cloud, wind speed over LZ 6-12 miles and direction (mentioning height). (If weather differs greatly over different parts of route, on route 6 miles give conditions for each part.)	Over LZ 6-12 miles (If weather < Cloud 6/10 St. Cu. 4,500 312/18 differs greatly over different parts of route, on route 6 miles 7/10 st. Cu. 5000' 312/18
5. Was L.Z. reached? If not, reasons for not reaching.	YES
6. How was L.Z. recognised?	Mouth of River Canal to Starboard
7. Was release done visually or blind (by Radar)?	Visually
8. Was glider release satisfactory? Relation to L.Z. Height, time and heading.	Yes 5 miles North 4,500' 0022½ 245°
9. Tug pilot's Personal Remarks.	<del>Trip thoroughly satisfactory.</del> Trip thoroughly satisfactory- Glider Pilot was satisfied that he was over the correct release point.
10. Observations by crew of tug:	

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(ii)

11. Observed activity of enemy ground defences in area of L.Z. NOTHING SEEN

12. Subsequent remarks by glider pilot.

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable)
- (b) Estimated position, time, height and I.A.S. when hit. NIL
- (c) Was A/C held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did A/C crash on landing?

INTELLIGENCE.

- 15. (a) Enemy aircraft seen in air but not encountered. NIL
- (b) Enemy aircraft encountered, circumstances and tactics, noting especially: NIL
  - (i) Which crew member obtained first sight and where
  - (ii) Who fired first and range.
  - (iii) Rounds fired by own gunners.

- 16. (a) Flak seen but not encountered.
- (b) Flak encountered.
- (c) Type of Flak.
- (d) Was a/c held in searchlights at time. NIL
- (e) Position of burst relative to a/c.
- (f) In cloud, above or below cloud.

- 17. (a) Searchlights seen but not encountered. Searchlight seen from Caen
- (b) Searchlights encountered.

18. Beacons, flare paths, recognition signals, etc. NIL

19. Miscellaneous Items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

20. Time of origin and signature of Interrogating Officer.

M. Evans, P/O

6/0340

D 71323-3 2,000 D/a Q.883 2/44 R P 2

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SECRET  
38G/FORM "R.2."

BOMBING RAID REPORT

STATION Tarrant Rushton  
 Serial No. \_\_\_\_\_ Date \_\_\_\_\_ Squadron 298 Flight A  
 A/C Type and Mark \_\_\_\_\_ Captain W/O BAIN  
 A/C Letter and Call Sign \_\_\_\_\_ Navigator \_\_\_\_\_  
 Bomb Load and Fusing 2 x 500lb M.C. Bomb Aimer \_\_\_\_\_  
 Primary Target Powder Factory Flight Engineer \_\_\_\_\_  
 Alternative Target \_\_\_\_\_ W/Op \_\_\_\_\_  
 Bomb Aimer \_\_\_\_\_  
 Time Up \_\_\_\_\_ Time Down \_\_\_\_\_ Gunner \_\_\_\_\_

1. (a) ENEMY SHIP SIGHTINGS
- (b) DINGHY SIGHTINGS
- (c) LIGHTS FLASHING AT SEA
- (d) ANY EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to  
 D.I.G., A.E.A.F.

RAID REPORT

2. Route Outwards: \_\_\_\_\_  
 Homewards: \_\_\_\_\_
  3. Time, height and place of crossing enemy coast, outwards and homewards.
  4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.
  5. Target Attacked:  
 (a) Primary target: \_\_\_\_\_  
 (b) Alternative target: Powder Factory  
 If not reached, state reasons.
  6. Time, 0026.3/4  
 Height, 5,000  
 Heading, 243° M
  7. How did you identify target? Not identified
  8. Conditions of light, cloud, visibility in target area. Bombed through cloud base 4,500
  9. (a) Was target in sights when bombs released? NO.  
 (b) Where did your Bombs go? Estimated 4918N  
On target, over, under, right or left. 0017 W
- RESULTS: Not Known

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71322-6

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SECRET  
38G/FORM "R.2."

BOMBING RAID REPORT

STATION Tarrant Rushton  
 Serial No. \_\_\_\_\_ Date \_\_\_\_\_ Squadron 298 Flight A  
 A/C Type and Mark \_\_\_\_\_ Captain W/O BAIN  
 A/C Letter and Call Sign \_\_\_\_\_ Navigator \_\_\_\_\_  
 Bomb Load and Fusing 2 x 500lb M.C. Bomb Aimer \_\_\_\_\_  
 Primary Target Powder Factory Flight Engineer \_\_\_\_\_  
 Alternative Target \_\_\_\_\_ W/Op \_\_\_\_\_  
 Bomb Aimer \_\_\_\_\_  
 Time Up \_\_\_\_\_ Time Down \_\_\_\_\_ Gunner \_\_\_\_\_

1. (a) ENEMY SHIP SIGHTINGS
- (b) DINGHY SIGHTINGS
- (c) LIGHTS FLASHING AT SEA
- (d) ANY EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to  
D.I.O., A.E.A.F.

RAID REPORT

2. Route Outwards: \_\_\_\_\_  
     Homewards: \_\_\_\_\_
  3. Time, height and place of crossing enemy coast, outwards and homewards.
  4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.
  5. Target Attacked:  
     (a) Primary target: \_\_\_\_\_  
     (b) Alternative target: Powder Factory  
     If not reached, state reasons.
  6. Time, 0026.3/4  
     Height, 5,000  
     Heading, 243° M
  7. How did you identify target? Not identified
  8. Conditions of light, cloud, visibility in target area. Bombed through cloud base 4,500
  9. (a) Was target in sights when bombs released? NO.  
     (b) Where did your Bombs go? Estimated 4918N  
         On target, over, under, right or left. 0017 W
- RESULTS: Not Known

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10. Did you see your bombs burst? NO

11. (a) Did you jettison any bombs? NO  
If so, state number, type, place, height, time, fused or safe, and reason.
- (b) Did you bring any bombs back? NO  
State number, type and reason.

DEFECTS OR DAMAGE

12. Any defect in aircraft or equipment which prevented complete success of mission. NIL

13. Damage due to Enemy Action

- (a) Cause (E/A, Flak, Cable).  
(b) Estimated position, time, height, and I.A.S. when hit.  
(c) Was a/c held by searchlights when hit?  
(d) What members of crew, if any, were injured? State roughly when casualty occurred and cause.  
(e) Effect of damage on handling of aircraft.  
(f) Position of strikes, i.e. Wings, engines or fuselage.  
(g) Did a/c crash on landing?

INTELLIGENCE (give time, height and place in all cases).

14. (a) Enemy aircraft seen in air, but not encountered.  
(b) Enemy aircraft encountered. Circumstances, and tactics, noting especially:  
(i) Which crew member obtained first sight and where.  
(ii) Who fired first and range.  
(iii) Rounds fired by own gunners.

15. (a) Flak seen, but not encountered.  
(b) Flak encountered.  
(c) Type of flak.  
(d) Was a/c held in searchlights at time?  
(e) Position of burst relative to a/c.  
(f) In cloud, above or below cloud.

16. (a) Searchlights seen, but not encountered.  
(b) Searchlights encountered.

17. Beacons, flare paths, recognition signals, etc.

18. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, Black-out, etc.) Any unusual items.

19. General Remarks and Pilot's Personal Report.

20. Time of Origin and Signature of Interrogating Officer.

D 71322-6 500 D/a Q.883 2/44

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION **Tarrant Rushton.**

Serial No. **2.** Date **6th June** Squadron **298.**

Tug A/C Type and Mark **Halifax V** Glider No. **250 C**

A/C Letter & Call Sign **T "LNK"** 1st Pilot **S/Lgt. Bushforth**

Captain **W/O Bain.** 2nd Pilot

Navigator **F/L Rowell** Troops No. **3**

Flight Engineer **Sgt. Bensley.** Equipment **Jeep & 6 Pdr. A/T Gun.**

W/Cp **F/S Mansell** L.Z. **"N"**

Bomb Aimer **Sgt. Holder.**

Gunner **Sgt. Weeks.**

Time Up **19.28.5** Time over L.Z. **21.22** Time Tug Down **22.58**

- 1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS. Halifax and dinghy seen 49.28N 00.15W.
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT OPERATION/~~XXXXXXXX~~ MALLARD.

- 2. Route Outward: **Base-Old Sarum-Bognor-Posn. A1- Target R.V. B1- LZ 'N'**  
Homeward: **LZ-Posn. A2 - Bognor-Old Sarum-Base.**
- 3. Time, height and place of crossing In: **21.21 hrs. 1000 ft. Mouth of River Orne**  
enemy coast, outwards and homewards. Out: **21.27 1000 ft. " " " "**
- 4. Weather report. Visibility, cloud, wind speed Vis: **Good, 10 miles**  
and direction (mentioning height). (If weather < **Cloud 3/10ths.**  
differs greatly over different parts of route, Wind: **300/12 French Coast.**  
give conditions for each part.
- 5. Was L.Z. reached? **Yes.**  
If not, reasons for not reaching.
- 6. How was L.Z. recognised? **Map reading - physical features.**
- 7. Was release done visually or blind (by Radar)? **Visually.**
- 8. Was glider release satisfactory? **Yes.**  
Relation to L.Z. **1/2 mile due West.**  
Height, time and heading. **1,000 ft. A.S.L., 21.22 hrs. 212°M.**
- 9. Tug pilot's Personal Remarks. **Very satisfactory trip.**
- 10. Observations by crew of tug: **9 Containers went O.K. on D.Z. (083766**  
**Sheet 7F-2 1/50,000) All chutes seen to open.**  
**Gee and Rebecca O.K.**

*J.F. Hoffart*

21223-3

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(ii)

11. Observed activity of enemy ground defences in area of L.Z. Nil.

12. Subsequent remarks by glider pilot

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission (Details will appear in appropriate defect report) None.

14. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable)  
 (b) Estimated position, time, height and I.S.A. when hit Nil.  
 (c) Was A/C held by searchlights when hit?  
 (d) Crew casualties, time and cause  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. Wings, engines or fuselage  
 (g) Did A/C crash on landing?

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered  
 (b) Enemy aircraft encountered, circumstances and tactics, noting especially: Nil.  
 (i) Which crew member obtained first sight and where  
 (ii) Who fired first and range  
 (iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered  
 (b) Flak encountered  
 (c) Type of Flak  
 (d) Was a/c held in searchlights at time Nil.  
 (e) Position of burst relative to a/c  
 (f) In cloud, above or below cloud

17. (a) Searchlights seen but not encountered Nil.  
 (b) Searchlights encountered

18. Beacons, flare paths, recognition signals, etc. Ships in convoy with balloons.

19. Miscellaneous items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items

20. Time of origin and signature of Interrogating Officer

062325.

D.D. 102-4 5000 D/d 8566 1/44 R P

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION Tarrant Rushton.

Serial No. 3 Date 6th June Squadron 298  
 Tug A/C Type and Mark Halifax V Glider No. 221.  
 A/C Letter & Call Sign J "LNK" 1st Pilot Major Dale.  
 Captain W/Cdr. Duder. 2nd Pilot  
 Navigator P/O Orme Troops No. 3  
 Flight Engineer P/O Walker Equipment 1 Lt. Tank.  
 W/Cp W/O McElhannon L.Z. "N"  
 Bomb Aimer F/O Lee.  
 Gunner F/S Drew.  
 Passenger: Air Commodore Bladin  
 Time Up 19.29.30 Time over L.Z. 21.16 Time Tug Down 22.15

1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS. 2 dinghies seen 21.06 hrs. 300' 49.34N 00.12W
- (c) LIGHTS FLASHING SIGNALS. Stirling circling over.
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT

OPERATION ~~XXXXXXXX~~ MALLARD

2. Route  
 Outward: Base- Old Sarum-Rogner-Cabourg-LZ  
 Homeward: LZ.- Cabourg-Rogner-Old Sarum-Base.
3. Time, height and place of crossing enemy coast, outwards and homewards. 21.14 hrs 1,000 ft.  
 " 21.21 hrs 1,000ft.
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)  
 Vis: Excellent. Medium cloud at 4,5,000 ft.  
 Wind: 500%/25 m.p.h.
5. Was L.Z. reached? Yes.  
 If not, reasons for not reaching.
6. How was L.Z. recognised? Bridge over Orme - L.Z. "N" on South end.
7. Was release done visually or blind (by Radar)? Visual.
8. Was glider release satisfactory? Yes.  
 Relation to L.Z. Due West.  
 Height, time and heading. 1,000 ft. 21.16 hrs. 203°T.
9. Tug pilot's Personal Remarks. Marvellous trip. Very good formation kept by Homeleaders.
10. Observations by crew of tug:  
 Gee and Rebecca 100% O.K.

7123-3

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(ii)

11. Observed activity of enemy ground defences in area of L.Z. None.

12. Subsequent remarks by glider pilot

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission (Details will appear in appropriate defect report) None

14. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable)  
 (b) Estimated position, time, height and I.S.A. when hit None  
 (c) Was A/C held by searchlights when hit?  
 (d) Crew casualties, time and cause  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. Wings, engines or fuselage  
 (g) Did A/C crash on landing?

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered  
 (b) Enemy aircraft encountered, circumstances and tactics, noting especially: None

- (i) Which crew member obtained first sight and where  
 (ii) Who fired first and range  
 (iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered  
 (b) Flak encountered L.F. coming up 4 1/2 miles N.E. of Caen 1500 ft.  
 (c) Type of Flak 21.19 hrs.  
 (d) Was a/c held in searchlights at time No.  
 (e) Position of burst relative to a/c  
 (f) In cloud, above or below cloud

17. (a) Searchlights seen but not encountered  
 (b) Searchlights encountered None

18. Beacons, flare paths, recognition signals, etc. None.

19. Miscellaneous items, (Balloon Barrage, miles out to sea in bunches 3/4. Activity on land or sea, black-out, etc.) A/C seen to crash in sea in Any unusual items flames approaching Cabourg 21.10 hrs. 800 ft.  
Small balloons seen anchored 3/4.

20. Time of origin and signature of Interrogating Officer

C.M. Herbert-Smith S/O

23.10 hrs.

D.B.102-4 5000 D/d 8566 4/44 R P

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION Tarrant Rushton.  
 Serial No. 15 Date 6.6.44. Squadron 298  
 Tug A/C Type and Mark Halifax Mk. V. Glider No. 233  
 A/C Letter & Call Sign G 'ING' 1st Pilot Capt. Oxenford.  
 Captain F/Lt. Barren 2nd Pilot \_\_\_\_\_  
 Navigator F/O. MacLaren. Troops No. 3  
 Flight Engineer Sgt. McCullan Equipment One Light Tank.  
 W/Op F/Lt. Palsby L.Z. 'H'  
 Bomb Aimer Sgt. Lappin  
 Gunner F/S. Newling.  
 Time Up 1937.45 Time over L.Z. 2116 Time Tug Down 2230.

1. (a) ENEMY SHIP SIGHTINGS. Glider seen in sea at 434 N. 0010 W.  
 (b) DINGHY SIGHTINGS. 2124 Hrs. 200' 215'  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.F.A.F.

RAID REPORT OPERATION EXERCISE MALLARD

2. Route Outward: Base - Old Sarum - Bognor Regis - Pos A1 - Target RV - Pos B.1.  
 L.Z. 'H'  
 Homeward: L.Z. - Pos A2 - Bognor Regis - Old Sarum - Base.
3. Time, height and place of crossing Out. 2115 Hrs. 1200' on Track.  
 enemy coast, outwards and homewards. Return. 21.19 Hrs. 800' W. of Quistraham
4. Weather report. Visibility, cloud, wind speed Over L.Z. area. Vis. 20 miles.  
 and direction (mentioning height). (If weather Cloud. 3/10ths. Cu. at base 4000'  
 differs greatly over different parts of route, W/V. 205/26mph.  
 give conditions for each part.
5. Was L.Z. reached? YES  
 If not, reasons for not reaching.
6. How was L.Z. recognised? By Bridges on river and canal.
7. Was release done visually or blind (by Radar)? Visually.
8. Was glider release satisfactory? Yes.  
 Relation to L.Z. 1 mile W.  
 Height, time and heading. 1200'. 2116 hrs. 212 M. approx.
9. Tug pilot's Personal Remarks. Trip very satisfactory.  
 Glider Pilot flew perfectly.
10. Observations by crew of tug: Intercomm. between glider and tug went a/s  
 after take off.  
 Gee and Rebecca O.K.

74323-3

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(ii)

11. Observed activity of enemy ground defences in area of L.Z. None seen.

12. Subsequent remarks by glider pilot

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission (Details will appear in appropriate defect report) NIL

14. Damage Due to Enemy Action

- (a) Cause, (R/A, Flak or Cable) Flak. 1/Gun fired from Beuregarde. 2110 hrs  
 (b) Estimated position, time, height and I.S.A. when hit 140. I.A.S.  
 (c) Was A/C held by searchlights when hit? No.  
 (d) Crew casualties, time and cause NIL  
 (e) Effect of damage on handling of A/C. No  
 (f) Position of strikes, i.e. Wings, engines or fuselage nacelle. Port side of outer engine bottom of rear turret.  
 (g) Did A/C crash on landing? No.

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered NIL  
 (b) Enemy aircraft encountered, circumstances and tactics, noting especially: NIL  
 (i) Which crew member obtained first sight and where  
 (ii) Who fired first and range NIL  
 (iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered NIL  
 (b) Flak encountered Light Flak... machine gun.  
 (c) Type of Flak machine gun.  
 (d) Was a/c held in searchlights at time No.  
 (e) Position of burst relative to a/c hits as above (14 F)  
 (f) In cloud, above or below cloud below.

17. (a) Searchlights seen but not encountered None.  
 (b) Searchlights encountered

18. Beacons, flare paths, recognition signals, etc. None seen on L.Z. area

19. Miscellaneous Items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items NIL

20. Time of origin and signature of Interrogating Officer

Signed. M. EVANS. P/O. 06/2310.

D.B. 102-4 5000 D/d 8566 4/44 R P 2

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SECRET  
38C/FORM "R.4."

GLIDER RAID REPORT

STATION TARRANT RUSHTON

Serial No. 17 Date 6.6.44. Squadron 238  
 Tug A/C Type and Mark Halifax Mk. V. Glider No. 236  
 A/C Letter & Call Sign O. 'NWG' 1st Pilot S/Sgt. Lewis  
 Captain P/O. Lee 2nd Pilot  
 Navigator P/O. Ward Troops No. 3  
 Flight Engineer Sgt. Sheppard Equipment 1 Light Tank.  
 W/Op P/S. Heasman L.Z. 'N'  
 Bomb Aimer Sgt. Sharp  
 Gunner Sgt. Flint  
 Time Up 1940 Time over L.Z. 2119 Time Tug Down 2223

1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS. N/A
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.I.A.F.

RAID REPORT OPERATION/MISSION MALLARD

2. Route Outward: Base- Old Sarum - Bognor Regis - Pos A1 - Target RV - Pos B.1.  
 L.Z. 'N'  
 Homeward: L.Z. - Pos A2 - Bognor Regis - Old Sarum - Base.

3. Time, height and place of crossing Estuary of River. 2117 1000' ASL.  
 enemy coast, outwards and homewards. Orne Estuary 2121 Hrs. 1000'

4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)  
 W/V. 285/30. 1000' Fairly smooth.

5. Was L.Z. reached? Yes.  
 If not, reasons for not reaching.

6. How was L.Z. recognised? Estuary of R. Orne.

7. Was release done visually or blind (by Radar)? Visually.

8. Was glider release satisfactory? Yes.  
 Relation to L.Z. Over Bridge.  
 Height, time and heading. 1000' ASL 2119 193 N.

9. Tug pilot's Personal Remarks. Halifax ditched N of Ouistreham 2127 Hrs.  
 Aircraft were orbiting it. R/G. saw Albemarle hit water and come off again. 2105 Hrs. on track due W. of Le Havre. (I said this at 2105 Hrs. & 2105 Hrs. (I said this at 2105 Hrs. & 2105 Hrs.))

10. Observations by crew of tug: Explosion seen on water 2110 Hrs. Large column of smoke after flash (just before aircraft crossed French coast in) Gee and Rebecca both satisfactory.

71223-3

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11. Observed activity of enemy ground defences in area of L.Z. Nil

12. Subsequent remarks by glider pilot

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission None  
(Details will appear in appropriate defect report)

14. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable) Flak
- (b) Estimated position, time, height and I.S.A. when hit 2122 hrs. Gun position to W. of canal in woods. Green tracer cannon shell 200 m.p.h.
- (c) Was A/C held by searchlights when hit? No.
- (d) Crew casualties, time and cause Nil
- (e) Effect of damage on handling of A/C. Nil
- (f) Position of strikes, i.e. Wings, engines or fuselage Hits on rudder control and several wires to rear turret.
- (g) Did A/C crash on landing? No.

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered None  
 (b) Enemy aircraft encountered, circumstances and tactics, noting especially:  
     (i) Which crew member obtained first sight and where  
     (ii) Who fired first and range  
     (iii) Rounds fired by own gunners None

16. (a) Flak seen but not encountered  
 (b) Flak encountered at position above (14)  
 (c) Type of Flak Light cannon.  
 (d) Was a/c held in searchlights at time No  
 (e) Position of burst relative to a/c Hits on rudder  
 (f) In cloud, above or below cloud No cloud

17. (a) Searchlights seen but not encountered  
 (b) Searchlights encountered No

18. Beacons, flare paths, recognition signals, etc. No.

19. Miscellaneous items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items Balloons, 4957 N 0003 E on water with no visible support for cable marine type.

20. Time of origin and signature of Interrogating Officer

Signed. G. ALRD. P/O.  
06/1125.

D.B. 102-L 5000 D/d 8566 4/44 R F 2

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SECRET  
38G/FORM "R.4."

## GLIDER RAID REPORT

STATION Tarrant Rushton

Serial No. 18 Date 6/6/44 Squadron 298

Tug A/C Type and Mark Halifax V Glider No. 237

A/C Letter & Call Sign K "N.W.G." 1st Pilot S/Sgt Garnet

Captain F/S Juffitts 2nd Pilot Sgt Blair

Navigator F/O Madill Troops No. 3

Flight Engineer Sgt Heaps Equipment I Lt Tank

W/Op Sgt Whatmore L.Z. N

Bomb Aimer F/ Heeley

Gunner Sgt Dickson

Time Up 1940 Time over L.Z. 2119 Time Tug Down 2247

1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.P.A.F.

## RAID REPORT

## OPERATION/EXERCISE

MALLARD

2. Route
 

Outward: Base - Old Sarum - Bognor Regis - Pos A1 - Target RV - Pos B1 - L.Z. - N.

Homeward: L.Z. - Pos A2 - Bognor Regis - Old Sarum - Base.
3. Time, height and place of crossing 2117-2100' - River Estuary. A.S.L. 2120hrs enemy coast, outwards and homewards. Est. 2100'.
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part. No low cloud  
W/V 315/30  
Vis. excellent.
5. Was L.Z. reached? Yes.  
If not, reasons for not reaching.
6. How was L.Z. recognised? Estuary of River Orne.
7. Was release done visually or blind (by Radar)?
8. Was glider release satisfactory? Yes.  
Relation to L.Z. Over bridge.  
Height, time and heading. 1200' - 2119 - 205° (M).
9. Tug pilot's Personal Remarks. Horsa burning on L.Z.
10. Observations by crew of tug: Halifax ditched 2127hrs.  
4929N-0014. Stirlings and Halifax orbiting A/C. Ships near were signalled by Halifax orbiting they returned signal.  
tanks 4-5 mis-8 of Onistrenam fired at a/c. 2121hrs.

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11. Observed activity of enemy ground defences in area of L.Z. Nil.

12. Subsequent remarks by glider pilot

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission N/A  
(Details will appear in appropriate defect report)

14. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable)  
 (b) Estimated position, time, height and I.S.A. when hit  
 (c) Was A/C held by searchlights when hit?  
 (d) Crew casualties, time and cause No hits  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. Wings, engines or fuselage  
 (g) Did A/C crash on landing?

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered  
 (b) Enemy aircraft encountered, circumstances and tactics, noting especially: None

- (i) Which crew member obtained first sight and where  
 (ii) Who fired first and range  
 (iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered  
 (b) Flak encountered See Para. 10 fired on by tanks  
 (c) Type of Flak  
 (d) Was a/c held in searchlights at time  
 (e) Position of burst relative to a/c  
 (f) In cloud, above or below cloud

17. (a) Searchlights seen but not encountered  
 (b) Searchlights encountered None

18. Beacons, flare paths, recognition signals, etc.

19. Miscellaneous items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items

20. Time of origin and signature of Interrogating Officer.

Signed G.Aired F/O. 6/II50.

D.B. 102-4. 5000 D/d 8566 4/44 R F

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION Tarrant Rushton.  
 Serial No. 22 Date 6.6.44. Squadron 238  
 Tug A/C Type and Mark Halifax Mk.V. Glider No. 241.  
 A/C Letter & Call Sign B. 'MNC' 1st Pilot 1/Sgt. Millings,  
 Captain W/L. Broadbent. 2nd Pilot Sgt. Huard  
 Navigator 1/O. Halley Troops No. 8  
 Flight Engineer Sgt. Brown D.W. Equipment 2 Carriers Mk. 11.  
 W/Op 2/Sgt. Sutton, L.Z. 'N'  
 Bomb Aimer 2/O. Richardson,  
 Gunner W/O. Brighton.  
 Time Up 23.45. Time over L.Z. 21.21 1/2 Time Tug Down 23.15.

1. (a) ENEMY SHIP SIGHTINGS. Nil
- (b) DINGHY SIGHTINGS. Halifax ditched with dinghy - 49.25 N. 0020 W. 21.23 1/2 hrs. 2 fighters circling.
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT	OPERATION/EXERCISE	REMARKS
2. Route	Outward: <u>Base-Old Sarum-Bognor Regis - Pos A1 - Target B - Pos R</u> L.Z. - <u>'N'</u> Homeward: <u>L.Z. - Pos A2 - Bognor - Old Sarum - Base.</u>	
3. Time, height and place of crossing enemy coast, outwards and homewards.	<u>Orne River</u> < <u>1000'</u> <u>2120 hrs.</u> " " < <u>200'</u> <u>2122 1/2 "</u>	
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.	Vis. <u>Excellent.</u> < <u>Cloud. No. visible (Target area)</u> Wind. <u>310/20.</u>	
5. Was L.Z. reached? If not, reasons for not reaching.	<u>Yes.</u>	
6. How was L.Z. recognised?	<u>2 Bridges - Gliders all over L.Z..</u>	
7. Was release done visually or blind (by Radar)?	<u>Visual.</u>	
8. Was glider release satisfactory? Relation to L.Z. Height, time and heading.	<u>Perfect</u> <u>West</u> <u>1000'. 2122 1/2 hrs. 212 N.</u>	
9. Tug pilot's Personal Remarks.	<u>Whole sortie 100% satisfactory.</u>	
10. Observations by crew of tug:	<u>See O.K. Rebecca not used.</u>	

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(ii)

11. Observed activity of enemy ground defences in area of L.Z. None

12. Subsequent remarks by glider pilot Nil

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission NONE  
(Details will appear in appropriate defect report)

Damage Due to Enemy Action

- (a) Cause, (F/A, Flak or Cable) NONE
- (b) Estimated position, time, height and I.S.A. when hit
- (c) Was A/C held by searchlights when hit?
- (d) Crew casualties, time and cause
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage
- (g) Did A/C crash on landing?

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered NONE  
 (b) Enemy aircraft encountered, circumstances and tactics, noting especially:
- (i) Which crew member obtained first sight and where
  - (ii) Who fired first and range NONE
  - (iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered L.F. seen S.W. of L.Z. & across Canal.  
 (b) Flak encountered  
 (c) Type of Flak  
 (d) Was a/c held in searchlights at time  
 (e) Position of burst relative to a/c N/A  
 (f) In cloud, above or below cloud

17. (a) Searchlights seen but not encountered N/A  
 (b) Searchlights encountered

18. Beacons, flare paths, recognition signals, etc. None

19. Miscellaneous items, (Balloons Barrage, Activity on land or sea, black-out, etc.) Any unusual items  
 Pair of shore balloons stretcher area 600' up. A/C. 800' 2105 Hrs.  
 Many unattached balloons in sea S.W. of aircraft burning due West of Canal bridge.

20. Time of origin and signature of Interrogating Officer

Signed, C. H. Herbert Smith. 3/0.  
 07/0015.

D.B. 102-4 5000 D/d 8566 1/4 R P 2

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION Tarrant Rushton.

Serial No. 23 Date 6.6.44. Squadron 298

Tug A/C Type and Mark Halifax Mk.V. Glider No. 242

A/C Letter & Call Sign W 'NWG' 1st Pilot W/Sgt. White

Captain F/S. Davies. 2nd Pilot

Navigator F/Lt. Currow Troops No. Nil

Flight Engineer Sgt. Woodcock Equipment 3 Pota Trailers

W/Op W/O. Soils. L.Z. 'N'

Bomb Aimer F/O. Bibb

Gunner W/O. Goba.

Time Up 19.44. Time over L.Z. 2121.45. Time Tug Down 23.20.

1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS. N/A
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT	OPERATION/EXERCISE	MALLARD
2. Route	Outward: Base-Old Sarum-Bognor Regis-Sea - Target RV - Pos B.I. L.Z. - 'N'	
	Homeward: L.Z. - Pos. B.I. - Bognor - Old Sarum - Base.	
3. Time, height and place of crossing enemy coast, outwards and homewards.	< 2115 Hrs. Estuary. 1000' 2124 Hrs Estuary. 1000'	
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.	<	
5. Was L.Z. reached? If not, reasons for not reaching.	Yes.	
6. How was L.Z. recognised?	River Orno.	
7. Was release done visually or blind (by Radar)?	Visually.	
8. Was glider release satisfactory? Relation to L.Z. Height, time and heading.	Yes. Over bridge. 1000' 2121 Hrs. 213 H.	
9. Tug pilot's Personal Remarks.	nil	

10. Observations by crew of tug: Orbited Halifax which ditched till hospital ship came up. 4928 N 0015 W. Gee and Rebecca satisfactory.

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11. Observed activity of enemy ground defences in area of L.Z. Nil

12. Subsequent remarks by glider pilot

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission (Details will appear in appropriate defect report) None

14. Damage Due to Enemy Action

- (a) Cause, (F/A, Flak or Cable) N/A
- (b) Estimated position, time, height and I.S.A. when hit
- (c) Was A/C held by searchlights when hit?
- (d) Crew casualties, time and cause
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage
- (g) Did A/C crash on landing?

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered N/A  
 (b) Enemy aircraft encountered, circumstances and tactics, noting especially:

- (i) Which crew member obtained first sight and where
- (ii) Who fired first and range N/A
- (iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered  
 (b) Flak encountered  
 (c) Type of Flak N/A  
 (d) Was a/c held in searchlights at time  
 (e) Position of burst relative to a/c  
 (f) In cloud, above or below cloud

17. (a) Searchlights seen but not encountered  
 (b) Searchlights encountered N/A

18. Beacons, flare paths, recognition signals, etc. Nil

19. Miscellaneous Items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items Nil

20. Time of origin and signature of Interrogating Officer

Signed, G.AIRD. F/O. 06/1134

D.B. 102-4 5000 D/d 8566 1/4 R P 2

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION Tarrant Rushton.  
 Serial No. 24. Date 6.6.44. Squadron 298  
 Tug A/C Type and Mark Halifax Mk.V. Glider No. 249  
 A/C Letter & Call Sign S 'LNU' 1st Pilot S/Sgt. Chaswell  
 Captain P/O. Taylor. 2nd Pilot W/O. Taylor.  
 Navigator P/O. McGuire Troops No. ---  
 Flight Engineer Sgt. Campbell Equipment 3 Bomb Trailers  
 W/O Sgt. Springate L.Z. 'M'  
 Bomb Aimer Sgt. Ferguson  
 Gunner Sgt. Harwood.  
 Time Up 1944.45 Time over L.Z. 21.42. Time Tug Down 230.

1. (a) ENEMY SHIP SIGHTINGS. None
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT	OPERATION/EXERCISE	MARKED
2. Route	Outward: <u>Base - Old Sarum - Bognor - L.Z. - 'M'</u> Homeward: <u>L.Z. - Bognor - Old Sarum - Base.</u>	
3. Time, height and place of crossing enemy coast, outwards and homewards.	<u>Mouth of S. Sus. 1000' 2120 hrs.</u> <u>" " " 500' 2130 "</u>	
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.	<u>Vis. Good.</u> <u>Cloud. 1000m. Base, 3000'</u> <u>Wind. N.W. 15 m.p.h.</u>	
5. Was L.Z. reached? If not, reasons for not reaching.	<u>Yes.</u>	
6. How was L.Z. recognised?	<u>Bridge. Gliders all over it.</u>	
7. Was release done visually or blind (by Radar)?	<u>Visually.</u>	
8. Was glider release satisfactory? Relation to L.Z. Height, time and heading.	<u>Good.</u> <u>1000' 2120 hrs. 220 M.</u>	
9. Tug pilot's Personal Remarks.	<u>Nil.</u>	
10. Observations by crew of tug:	<u>Geo and Rebecca O.K.</u> <u>Geo shot up and u/s on return.</u>	

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(ii)

11. Observed activity of enemy ground defences in area of L.Z. NONE

12. Subsequent remarks by glider pilot /

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission NONE  
(Details will appear in appropriate defect report)

14. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable) Flak
- (b) Estimated position, time, height and I.S.A. when hit 3 miles N. of Caen. 1000' 160 mph 2123Hr
- (c) Was A/C held by searchlights when hit? No
- (d) Crew casualties, time and cause None
- (e) Effect of damage on handling of A/C. None
- (f) Position of strikes, i.e. Wings, engines or fuselage Shot up Gee and caused <sup>fire</sup> ~~enter~~ port engine damaged. <sup>Dingy</sup> shot off too. (see Report)
- (g) Did A/C crash on landing? No.

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered None
- (b) Enemy aircraft encountered, circumstances and tactics, noting especially:
- (i) Which crew member obtained first sight and where
  - (ii) Who fired first and range None
  - (iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered Rockets seen towards Caen, 2 miles to
- (b) Flak encountered 3 miles N. of Caen. <sup>airfield.</sup>
- (c) Type of Flak Not known.
- (d) Was a/c held in searchlights at time No.
- (e) Position of burst relative to a/c N/A
- (f) In cloud, above or below cloud N/A

17. (a) Searchlights seen but not encountered N/A
- (b) Searchlights encountered

18. Beacons, flare paths, recognition signals, etc. N/A

19. Miscellaneous Items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Balloons, unattached in sea and on ships. Glider on fire in middle of I.S.A.  
Any unusual items

20. Time of origin and signature of Interrogating Officer

Signed. C. H. Herbert Smith S/O. 07/0040.

D.B. 102-4 5000 D/d 8566 4/44 R P 2

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION Tarrant Rushton. (11)  
 Serial No. \_\_\_\_\_ Date 6/6/44 Squadron \_\_\_\_\_  
 Tug A/C Type and Mark 25 Glider No. 298  
 A/C Letter & Call Sign Halifax V 1st Pilot 244  
 Captain R L.NX 2nd Pilot S/Sgt Attwood  
 Navigator F/S Reid Troops No. \_\_\_\_\_  
 Flight Engineer Sgt Marsh Equipment Nil  
 W/Op Sgt McMillan L.Z. 3 Rota Trailers  
 Bomb Aimer F/S O'Leary  
 Gunner Sgt McCreay  
 Time Up Sgt Jones n.m. Time over L.Z. \_\_\_\_\_ Time Tug Down 2:10  
1943-40 2:12  
 1. (a) ENEMY SHIP SIGHTINGS. \_\_\_\_\_  
 (b) DINGHY SIGHTINGS. \_\_\_\_\_  
 (c) LIGHTS FLASHING SIGNALS. \_\_\_\_\_  
 (d) EXTREME ENEMY ACTIVITY. \_\_\_\_\_  
 N/A

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT

OPERATION/EXERCISE

2. Route: Outward: Base- Old Sarum-Bognor Regis- Pos A1-Target RV-POS B1  
 Homeward: L.Z.-N  
L.Z.-Pos A2-Bognor-Old Sarum-Base.
3. Time, height and place of crossing enemy coast, outwards and homeward: 2120-Estuary- 3000ft. S.I. 2124 Est 1000'
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part. \_\_\_\_\_)
5. Was L.Z. reached? Yes  
 If not, reasons for not reaching. \_\_\_\_\_
6. How was L.Z. recognised? Canal and estuary of river Orne
7. Was release done visually or blind (by Radar)? \_\_\_\_\_
8. Was glider release satisfactory? Yes  
 Relation to L.Z. \_\_\_\_\_  
 Height, time and heading: bridge-glider released in his own time 1050'-2122- 171°(M)
9. Tug pilot's Personal Remarks. \_\_\_\_\_
10. Observations by crew of tug: Gee and Rebecca O.K. Weak signals on R.F 27.

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(ii)

11. Observed activity of enemy ground defences in area of L.Z. Nil

12. Subsequent remarks by glider pilot

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission (Details will appear in appropriate defect report) None

14. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable) N/A  
 (b) Estimated position, time, height and I.S.A. when hit  
 (c) Was A/C held by searchlights when hit?  
 (d) Crew casualties, time and cause  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. Wings, engines or fuselage  
 (g) Did A/C crash on landing?

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered None  
 (b) Enemy aircraft encountered, circumstances and tactics, noting especially:

- (i) Which crew member obtained first sight and where  
 (ii) Who fired first and range  
 (iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered  
 (b) Flak encountered N/A  
 (c) Type of Flak  
 (d) Was a/c held in searchlights at time  
 (e) Position of burst relative to a/c  
 (f) In cloud, above or below cloud

17. (a) Searchlights seen but not encountered  
 (b) Searchlights encountered N/A

18. Beacons, flare paths, recognition signals, etc.

19. Miscellaneous Items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items

20. Time of origin and signature of Interrogating Officer

Signed G. Aired F/O 6/II40

D.B. 102-4 5000 D/a 8566 4/44 R P

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SECRET  
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GLIDER RAID REPORT

STATION TARRANT RUSHTON.  
Serial No. 26 Date 6.6.44. Squadron 298  
Tug A/C Type and Mark Halifax Mk.V. Glider No. 245  
A/C Letter & Call Sign L 'LNK' 1st Pilot S/Sgt. Desbora.  
Captain F/O. Johnson. 2nd Pilot  
Navigator W/O. Smith. J.S. Troops No. --  
Flight Engineer Sgt. Sparks. Equipment 3 Rota Trailers  
W/Op F/S. Owen. L.Z.  
Bomb Aimer F/S. Dragnell.  
Gunner F/S. Coulter  
Time Up 19.46.30 Time over L.Z. 21.22 Time Tug Down 23.05

- 1. (a) ENEMY SHIP SIGHTINGS. Ditched Halifax 49.33 N. 0015 W.
- (b) DINGHY SIGHTINGS. 2132 hrs. 500'.
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT

OPERATION/EXERCISE ~~SECRET~~ Mallard.

- 2. Route Outward: Base- Old Sarum-Boynor Regts-Pol Al - Target RV - Rts BL- L.Z. - 'N'  
Homeward: L.Z. - Rts A.2 - Boynor - Old Sarum - Base.
- 3. Time, height and place of crossing enemy coast, outwards and homewards. 21.20 hrs. 1000' Estuary of R. Orne. 21.26 hrs. 600' W. of Oustraham.
- 4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part. Over L.Z. Vis. 15 miles. Cloud. 9/10ths. Base about 3/4000' W/V. 300/32. 1000'.
- 5. Was L.Z. reached? Yes.  
If not, reasons for not reaching.
- 6. How was L.Z. recognised? Gliders and Bridges over River and Canal.
- 7. Was release done visually or blind (by Radar)? Visually.
- 8. Was glider release satisfactory? Yes.  
Relation to L.Z. One Mile N.W. of L.Z.  
Height, time and heading. 1000' 21.22 211 M.
- 9. Tug pilot's Personal Remarks. Nil
- 10. Observations by crew of tug: Gee and Rebecca satisfactory.

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11. Observed activity of enemy ground defences in area of L.Z. NIL

12. Subsequent remarks by glider pilot

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission NIL  
(Details will appear in appropriate defect report)

14. Damage Due to Enemy Action

- (a) Cause, (T/A, Flak or Cable)
- (b) Estimated position, time, height and L.S.A. when hit NIL
- (c) Was A/C held by searchlights when hit?
- (d) Crew casualties, time and cause
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage
- (g) Did A/C crash on landing?

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered NIL  
(b) Enemy aircraft encountered, circumstances and tactics, noting especially:

- (i) Which crew member obtained first sight and where
- (ii) Who fired first and range NIL
- (iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered 4 miles S of Dunscregan railway sidings NIL  
(b) Flak encountered N.E. of Ouen  
(c) Type of Flak Light.  
(d) Was a/c held in searchlights at time No  
(e) Position of burst relative to a/c Eastside  
(f) In cloud, above or below cloud Below cloud.

17. (a) Searchlights seen but not encountered NIL  
(b) Searchlights encountered

18. Beacons, flare paths, recognition signals, etc. NIL

19. Miscellaneous items, (Balloon Barrage, Activity on land or sea, black-out, etc.) NIL  
Any unusual items

20. Time of origin and signature of Interrogating Officer

Signed. P. Fairburn. S/O.  
07/0019

D.B. 102-4 5000 D/a 8566 1/44 R P 2

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION **TARRANT RUSHTON.**

Serial No. **27** Date **6.6.44.** Squadron **298**  
 Tug A/C Type and Mark **Halifax Mk.V.** Glider No. **246**  
 A/C Letter & Call Sign **U 'LUX'** 1st Pilot **S/Sgt. White.**  
 Captain **F/O. Northmore** 2nd Pilot \_\_\_\_\_  
 Navigator **Sgt. Jones. S.R.** Troops No. **2.**  
 Flight Engineer **Sgt. Walter** Equipment **2 Bren Carriers.**  
 W/Op **F/S. Stafford.**  
 Bomb Aimer **F/O. Monaghan**  
 Gunner **F/S. Cannon.**  
 Time Up **1947.25** Time over L.Z. **21.22½** Time Tug Down **22.45.**

1. (a) ENEMY SHIP SIGHTINGS. Halifax seen in sea. 42913 N. 00.16.30  
 (b) DINGHY SIGHTINGS. Crew in dinghy 2129 Hrs. 800' (Sits circling)  
 (c) LIGHTS FLASHING SIGNALS. Aircraft seen on fire in sea among shipping  
 (d) EXTREME ENEMY ACTIVITY 3 miles of shore N.E. of Ouistreham 21.27 Hrs.

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

- | RAID REPORT  | OPERATION/MISSION   | MALLARD  |
|--|---|--|
| 2. Route   | Outward: Base - Old Sarum - Bognor Regis - Pos A1 - Target RV - Pos B1<br>L.Z. - 'W'  | Homeward: L.Z. - Pos A2 - Bognor - Old Sarum - Base. |
| 3. Time, height and place of crossing enemy coast, outwards and homewards.   | 2121 Hrs. 1000' Target RV<br>2126 Hrs. 600' on track.   |  |
| 4. Weather report, visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.) | Over L.Z. Via 15-20 miles.<br>3/10ths. base. 3500'.<br>W/V. 30/17 mph.  |  |
| 5. Was L.Z. reached?<br>If not, reasons for not reaching.  | Yes.  |  |
| 6. How was L.Z. recognised?  | Two Bridges on Canal and River.   |  |
| 7. Was release done visually or blind (by Radar)?  | Visually.   |  |
| 8. Was glider release satisfactory?<br>Relation to L.Z.<br>Height, time and heading.   | Yes.<br>1 mile W.S.W.<br>1000' 21.22½ Hrs. 175 M.   |  |
| 9. Tug pilot's Personal Remarks.   | Trip was marvellous. Glider flew perfectly.   |  |
| 10. Observations by crew of tug:   | Hrsa seen on fire in LZ 'W' 2125 Hrs. a/c at 900'<br>Bridge over Canal appeared to have been blown but still serviceable.<br>Superstructure damaged. Seen from 5 miles to starboard 1000'.<br>Gee and Rebecca satisfactory. |  |

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11. Observed activity of enemy ground defences in area of L.Z. NIL

12. Subsequent remarks by glider pilot

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission (Details will appear in appropriate defect report) NIL

14. Damage Due to Enemy Action

- (a) Cause, (R/A, Flak or Cable) NIL  
 (b) Estimated position, time, height and I.S.A. when hit  
 (c) Was A/C held by searchlights when hit?  
 (d) Crew casualties, time and cause  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. Wings, engines or fuselage  
 (g) Did A/C crash on landing?

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered NONE SEEN  
 (b) Enemy aircraft encountered, circumstances and tactics, noting especially:

- (i) Which crew member obtained first sight and where  
 (ii) Who fired first and range NIL  
 (iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered Light Flak 050.720.  
 (b) Flak encountered NIL.  
 (c) Type of Flak Light.  
 (d) Was a/c held in searchlights at time No.  
 (e) Position of burst relative to a/c Well Off  
 (f) In cloud, above or below cloud Below.

17. (a) Searchlights seen but not encountered None.  
 (b) Searchlights encountered

18. Beacons, flare paths, recognition signals, etc. None seen.

19. Miscellaneous Items, (Balloon Barrage, Activity on land or sea, black-out, etc. Any unusual items) At 427 N. 0011 W 11 Balloons approx 200' above water. No visible attachment.

20. Time of origin and signature of Interrogating Officer

Signed. M. EVANS. P/O.  
06/2330.

D.B.102-4 5000 D/a 8566 1/4 R P

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION

Serial No. **Tarrant Rushton** Squadron  
 Date **6/6/44** Glider No. **298**  
 Tug A/C Type and Mark **Halifax V** 1st Pilot **247**  
 Captain **O. L.N.X.** 2nd Pilot **Sgt Roberts**  
 Navigator **F/L Imber** Troops No.  
 Flight Engineer **W/O Plexman** Equipment **2**  
 W/O **Sgt Marris** L.Z. **2 Carriers Mk 2**  
 Bomb Aimer **W/O Smith L.B.** N  
 Gunner **F/O Ellis**  
 Time Up **F/O Hartwell** over L.Z. Time Tag Down

**1948.10** **2127** **2252**  
 1. (a) ENEMY SHIP SIGHTINGS.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.I.A.F.

RAID REPORT OPERATION/EXERCISE

2. Route Outward: **MALLARD**  
 Homeward: **Base--Old Sarum-Bognor Regis-Pos A1-Target RV-Pos B1**  
**L.Z.-N**  
**L.Z-Pos A2-Bognor-Old Sarum-Base.**  
 3. Time, height and place of crossing enemy coast, outwards and homewards. **2121 800' 4918N 0012W**  
**2127 200' 4918N 0016W**  
 4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part. **Over L.Z. vis. 20 mls**  
**2-3/10 medium cloud base**  
**4/5000ft.**  
**W/V 310°/25**  
 5. Was L.Z. reached? **Yes**  
 If not, reasons for not reaching.  
 6. How was L.Z. recognised?  
 7. Was release done visually or blind (by radar)? **Gliders on L.Z. Bridges River Canal**  
 8. Was glider release satisfactory? **Visual**  
 Relation to L.Z. **Yes**  
 Height, time and heading.  
 9. Tug pilot's Personal Remarks. **1200 2124hrs 213°**  
**1 mile west of L.Z.**

10. Observations by crew of tug:

**Dahota in field just west of L.Z.**  
**Gee and Rebecca satisfactory.**

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(ii)

11. Observed activity of enemy ground defences in area of L.Z. No

12. Subsequent remarks by glider pilot

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission No  
(Details will appear in appropriate defect report)

14. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable)
- (b) Estimated position, time, height and I.S.A. when hit
- (c) Was A/C held by searchlights when hit? Nil
- (d) Crew casualties, time and cause
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage
- (g) Did A/C crash on landing?

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered  
(b) Enemy aircraft encountered, circumstances and tactics, noting especially: Nil  
(i) Which crew member obtained first sight and where  
(ii) Who fired first and range  
(iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered  
(b) Flak encountered Nil  
(c) Type of Flak  
(d) Was a/c held in searchlights at time  
(e) Position of burst relative to a/c  
(f) In cloud, above or below cloud

17. (a) Searchlights seen but not encountered  
(b) Searchlights encountered Nil

18. Beacons, flare paths, recognition signals, etc. Nil

19. Miscellaneous Items, (Balloon Barrage, Activity on land or sea, black-out, etc.)  
Any unusual items

20. Time of origin and signature of Interrogating Officer

Wend F. Fairburn S/O. 1207

D.B. 102-L 5000 D/d 8566 4/44 R F .2

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION TARRANT HUSHON

Serial No. 29. Date 6.6.44. Squadron 298

Tug A/C Type and Mark Halifax Mk.V. Glider No. 248 Division 248

A/C Letter & Call Sign G 'LXX' 1st Pilot Sgt. Gabbott

Captain 3/L. Briggs. 2nd Pilot

Navigator F/O. Seymour. Troops No. 13

Flight Engineer F/O. Pope. Equipment 1 x 3" Mortar Carrier 3 M/G's

W/Op F/O. Tonge.

Bomb Aimer Sgt. Law.

Gunner F/O. Searles.

Time Up 1949 Time over L.Z. 2121 Time Tug Down 2317

1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.E.A.P.

RAID REPORT OPERATION/EXERCISE MALLARD

2. Route Outward: Base - Old Sarum - Bognor - Pos A 1 - Target IV - Pos B 1  
L.Z. - 'N'  
Homeward: L.Z. - Pos A 2 - Bognor - Old Sarum - Base.
3. Time, height and place of crossing enemy coast, outwards and homewards. 2119 hrs. Estuary 1200'  
2125 " " 1000'
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.) Vis. V Good.  
Cloud. N. L. C.  
W/V. 300/30.
5. Was L.Z. reached? Yes.  
If not, reasons for not reaching.
6. How was L.Z. recognised? By River Orne.
7. Was release done visually or blind (by Radar)? Visually.
8. Was glider release satisfactory? Yes.  
Relation to L.Z. Over Bridge.  
Height, time and heading. 1100' - 2121hrs. 217 M.
9. Tug pilot's Personal Remarks. Orbed ditched Halifax 6 miles N. of Oustreham  
Attracted attention of convoy 4 miles away and guided one boat to Halifax.  
Crew picked up at 2150 (6 in dinghy)
10. Observations by crew of tug: Gee and Rebecca Satisfactory.

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(ii)

11. Observed activity of enemy ground defences in area of L.Z. Nil

12. Subsequent remarks by glider pilot

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission (Details will appear in appropriate defect report) Nil

14. Damage Due to Enemy Action

- (a) Cause, (N/A, Flak or Cable) None
- (b) Estimated position, time, height and I.S.A. when hit
- (c) Was A/C held by searchlights when hit?
- (d) Crew casualties, time and cause
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage
- (g) Did A/C crash on landing?

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered N/A  
 (b) Enemy aircraft encountered, circumstances and tactics, noting especially:

- (i) Which crew member obtained first sight and where
- (ii) Who fired first and range
- (iii) Rounds fired by own gunners N/A

16. (a) Flak seen but not encountered from slipways along River engaged by  
 (b) Flak encountered B/C and then ceased.  
 (c) Type of Flak  
 (d) Was a/c held in searchlights at time No.  
 (e) Position of burst relative to a/c -  
 (f) In cloud, above or below cloud No cloud

17. (a) Searchlights seen but not encountered N/A  
 (b) Searchlights encountered

18. Beacons, flare paths, recognition signals, etc. N/A

19. Miscellaneous items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items N/A

20. Time of origin and signature of Interrogating Officer

Signed. G. AIRD. P/O. 07/0001 Hrs

D.B.102-4 5000 D/a 8566 1/4 R P 2

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION Tarrant Rushton.

Serial No. 30 Date 6.6.44. Squadron 298

Tug A/C Type and Mark Halifax Mk. V. Glider No. 249

A/C Letter & Call Sign Y 'NWG' 1st Pilot Sgt. Jackson.

Captain P/O. Edick 2nd Pilot

Navigator P/S. Holmlund. Troops No. 13

Flight Engineer Sgt. Godfrey Equipment 1 Motor Carrier 8 m/c. ~~SECRET~~

W/Op P/S. Innes. L.Z. N

Bomb Aimer P/O. Kotyk

Gunner Sgt. Lookhead.

Time Up 1950 Time over L.Z. 2124 Time Tug Down 2312

1. (a) ENEMY SHIP SIGHTINGS.
  - (b) DINGHY SIGHTINGS.
  - (c) LIGHTS FLASHING SIGNALS.
  - (d) EXTREME ENEMY ACTIVITY
- N/A

Any items under these headings to be telephoned at once to D.I.C., A.P.A.F.

RAID REPORT

OPERATION/EXERCISE MALLARD

2. Route Outward: Base - Old Sarum - Boynor Regis - Pos. A1 - Target RV - Pos B.1.  
L.Z. 'H'  
Homeward: L.Z. - Pos A2 - Boynor Regis - Old Sarum - Base.

3. Time, height and place of crossing enemy coast, outwards and homewards.  
2122 Hrs. Estuary. 1100'  
2126 Hrs. Estuary. 1000'

4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)

5. Was L.Z. reached? Yes.  
If not, reasons for not reaching.

6. How was L.Z. recognised? River and Canal

7. Was release done visually or blind (by Radar)? Visually

8. Was glider release satisfactory? Yes.  
Relation to L.Z. Over Bridge.  
Height, time and heading. 1100' - 2124 Hrs. 200° H.

9. Tug pilot's Personal Remarks. Nil

10. Observations by crew of tug: Gee and Rebecca satisfactory.

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(11)

11. Observed activity of enemy ground defences in area of L.Z. Nil

12. Subsequent remarks by glider pilot

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission None  
(Details will appear in appropriate defect report)

14. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable)
- (b) Estimated position, time, height and I.S.A. when hit None
- (c) Was A/C held by searchlights when hit?
- (d) Crew casualties, time and cause
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage
- (g) Did A/C crash on landing?

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered  
(b) Enemy aircraft encountered, circumstances and tactics, noting especially: None  
(i) Which crew member obtained first sight and where  
(ii) Who fired first and range  
(iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered  
(b) Flak encountered  
(c) Type of Flak  
(d) Was a/c held in searchlights at time N/A  
(e) Position of burst relative to a/c  
(f) In cloud, above or below cloud

17. (a) Searchlights seen but not encountered  
(b) Searchlights encountered Nil

18. Beacons, flare paths, recognition signals, etc. Nil

19. Miscellaneous items, (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items Nil

20. Time of origin and signature of Interrogating Officer

Signed. G. AIRD. F/O. 06/2340.

D.B. 102-4 5000 D/d 8566 4/44 R F 2

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SECRET  
38C/FORM "R.4."

GLIDER RAID REPORT

STATION TARRANT RUSHTON.  
 Serial No. 31. Date 6.6.44. Squadron 298  
 Tug A/C Type and Mark Halifax Mk. V. Glider No: 250.  
 A/C Letter & Call Sign F 'WVG' 1st Pilot S/Sgt. Halten  
 Captain W/O. Crossley 2nd Pilot  
 Navigator F/O. Smith. D.W. Troops No. 6  
 Flight Engineer Sgt. Marshall. Equipment 1 slave carrier - 1 Jeep  
 W/Op F/O. Linning. L.Z. N  
 Bomb Aimer Sgt. Grasse  
 Gunner W/O. Fournier  
 Time Up 1951 Time over L.Z. 2124 Time Tug Down 2307

1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS. None
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.G., A.P.A.F.

RAID REPORT OPERATION/EXERCISE MALLARD

2. Route Outward: Base - Old Sarum - Bognor Regis - Pos A1 - Target RV - Pos B1  
Homeward: L.Z. - Pos A2 - Bognor Regis - Old Sarum - Base
3. Time, height and place of crossing River Orne -mouth- 1000' 2121 Hrs.  
 enemy coast, outwards and homewards. " " " 200' 2127 "
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part. Vis. Excellent.  
Cloud. 5/10ths. Base 4000'  
Wind. 34/20 mph.
5. Was L.Z. reached? Yes.  
 If not, reasons for not reaching.
6. How was L.Z. recognised? 2 bridges. Gliders on L.Z.
7. Was release done visually or blind (by Radar)? Visually.
8. Was glider release satisfactory? Very good.  
 Relation to L.Z. West  
 Height, time and heading. 1000' 2124 Hrs. 210 M.
9. Tug pilot's Personal Remarks. Very satisfactory.
10. Observations by crew of tug: Rebecca set w/s (O.K. on ground test)  
Geo O.K.

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(ii)

11. Observed activity of enemy ground defences in area of L.Z. NONE

12. Subsequent remarks by glider pilot /

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission (Details will appear in appropriate defect report) NONE

Damage Due to Enemy Action

- (a) Cause, (F/A, Flak or Cable) NONE
- (b) Estimated position, time, height and I.S.A. when hit
- (c) Was A/C held by searchlights when hit?
- (d) Crew casualties, time and cause
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage
- (g) Did A/C crash on landing?

INTELLIGENCE

- 15. (a) Enemy aircraft seen in air but not encountered NONE
- (b) Enemy aircraft encountered, circumstances and tactics, noting especially:
  - (i) Which crew member obtained first sight and where
  - (ii) Who fired first and range NONE
  - (iii) Rounds fired by own gunners

- 16. (a) Flak seen but not encountered L.P. seen over Ghen
- (b) Flak encountered
- (c) Type of Flak Tracer - yellow.
- (d) Was a/c held in searchlights at time N/A.
- (e) Position of burst relative to a/c
- (f) In cloud, above or below cloud

- 17. (a) Searchlights seen but not encountered N/A
- (b) Searchlights encountered

- 18. Beacons, flare paths, recognition signals, etc. N/A

19. Miscellaneous Items, (Balloon Barrage, ships, unattached balloons in sea/also from Horsa Glider in middle of Activity on land or sea, black-out, etc.) L.Z. on fire. 2124hrs. Any unusual items

20. Time of origin and signature of Interrogating Officer

Signed. C. M. Herbert Smith. 3/0. 07/0025.

D.B. 102-4. 5000 D/d 8566 4/44 R F 2

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*Pilot's net'd after crashing*

*ORS* 242

SECRET  
33G/FORM "R.4."

GLIDER RAID REPORT

STATION Tarrant Rushton  
 Serial No. \_\_\_\_\_ Date 6/6/44 Squadron 298  
 Tug A/C Type and Mark Halifax V Glider No. 235  
 A/C Letter & Call Sign H 'NNG' 1st Pilot S/Sgt Saunders  
 Captain P/O Carpenter 2nd Pilot \_\_\_\_\_  
 Navigator F/Sgt Wright Troops No. 3  
 Flight Engineer Sgt Wilkinson Equipment 1 Light tank Mk VII  
 W/Op \_\_\_\_\_ L.Z. N.  
 Bomb Aimer F/O Murray  
 Gunners Sgt Crossley  
 Passenger F/Sgt Brotherhood  
 Time Up 1939 Time over L.Z. 2123 Time Tug Down 2129

1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS. 121
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.F.A.P.

RAID REPORT                      OPERATION/EXERCISE HALLOED

2. Route Outward B  
     Base-Old Sarum-Bognor Regis-Rosn A1-Rosn B1  
     Homeward: L.Z. 'N'-Rosn A2-Bognor Regis-Old Sarum-Base.
3. Time, height and place of crossing 2120 1600 A.S.L  
     enemy coast, outwards and homewards. 2 25 200'
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)
5. Was L.Z. reached? Yes  
     If not, reasons for not reaching.
6. How was L.Z. recognised? Physical features and landing strips
7. Was release done visually or blind (by Radar)? Visual
8. Was glider release satisfactory? Yes  
     Relation to L.Z. 1/2 mile west  
     Height, time and heading. 2123 180 M
9. Tug pilot's Personal Remarks. Hit by flak crossing coast on return. Fuselage and p/wing and rear turret port engines all hit. Fire broke out in tyre cover storage. Extinguishers failed to put fire out. Unable to beat out flames. Increasing smoke and flames caused great distress to crew and finally Captain P/O Carpenter gave order to stand by for ditching. R.G., unable to take up ditching station owing to flames and exploding ammunition, stayed in turret.
10. Observations by crew of tug: a/o put to 800' and turned westward out of stream of returning a/o. Ditched at 2129. Dingy holed by flak partly submerged crew held on and supported R.G who suffered head injuries on ditching. Picked up by mine sweepers after 1hr in water transferred to L.S.T. day following finally landing Victoria D.K. London. Travelled back to base on admiralty warrant.

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11. Observed activity of enemy ground defences in area of L.Z. NIL

12. Subsequent remarks by glider pilot

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission (Details will appear in appropriate defect report) NIL

14. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable) Flak
- (b) Estimated position, time, height and I.S.A. when hit 200' *Fl. Beach Coast 21.25*  
180
- (c) Was A/C held by searchlights when hit? No
- (d) Crew casualties, time and cause No
- (e) Effect of damage on handling of A/C. NIL
- (f) Position of strikes, i.e. Wings, engines or fuselage *port engines both wings fusela.*
- (g) Did A/C crash on landing? Ditched

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered  
 (b) Enemy aircraft encountered, circumstances and tactics, noting especially: None

- (i) Which crew member obtained first sight and where
- (ii) Who fired first and range
- (iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered None  
 (b) Flak encountered crossing coast  
 (c) Type of Flak Heavy M.G. and light flak  
 (d) Was a/c held in searchlights at time No  
 (e) Position of burst relative to a/c *Strikes on fuselage, wings & pt. engine*  
 (f) In cloud, above or below cloud Below cloud

17. (a) Searchlights seen but not encountered  
 (b) Searchlights encountered None

18. Beacons, flare paths, recognition signals, etc. None

19. Miscellaneous items, (Balloon Barrage, Activity on land or sea, black-out, etc.) *much activity troop movements on land and shipping on sea*  
 Any unusual items

20. Time of origin and signature of Interrogating Officer

Signed J.F. Maffatt P/Lt 0921.30

D.B. 102-L 5000 D/a 8566 W/44 R F

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SECRET  
38G/FORM "R.3."

PARACHUTE RAID REPORT

STATION arrant-Rushton  
 Serial No. 4 Date 10 Dec 1944 Squadron 290 Flight 1  
 A/C Type and Mark Waco V Captain W/O Johnson  
 A/C Letter & Call Sign M KTT Navigator W/O J.S. Smith  
 Troops Carried None Flight Engineer SGT Sparks  
 Containers Carried 6 W/O P/S Owen  
 Kitbags Carried Jeep 6 pdr gun Bomb Aimer P/S Bragnell  
 D.Z. over D.Z. 0607h Gunner P/S Boulton  
 Time off 0457h Time down 0721

1. (a) ENEMY SHIP ACTIVITY
- (b) DINGHY SIGHTINGS
- (c) LIGHTS FLASHING SIGNALS
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.S. A.F.

RAID REPORT OPERATION/EXERCISE ROBROY. IV

2. Route  
 Outwards Base-Old Sarum-Little Hampton-Los AI-Target RV 114788-D.Z.W  
 Homewards: D.Z.W.-Target RV-Los AI-Little Hampton-Old Sarum-Base.
3. Time, height and place of crossing enemy coast, outwards and homewards.  
0607h 1000ft 114798  
0610hrs 1800ft Orne Estuary.
4. Weather report. Visibility, clouds, wind speed and direction (mentioning height if appropriate).  
over L.Z. W  
Vis. 7-8 mls 10/10 cloud base about 2,500ft  
over French coast 8-9/10 cu.  
 (If weather differs greatly over different parts of route, give conditions for each part.)  
base 1500ft  
W. 310/15 1000ft
5. Was D.Z. reached? If not, reason for not reaching. Yes
6. How was D.Z. recognised? Wood to west of D.Z. and Caen canal to East
7. Was drop done visually or blind (by Radar)? Visually
8. (a) Were troops dropped, and how many? Yes  
 (b) Were containers dropped, and how many? Yes 6  
 (c) Observations on stick length, time and heading. 2 secs 0607h 225 M  
 (d) Further observations on drop (mention particularly number of refusals and number of containers hung up or jettisoned). All chutes seen to open and dropped just inside eastern boundary of D.Z.
9. Observed activity of enemy ground defences in area of D.Z. No

10. Pilot's Personal Remarks.  
Rebecca O.K.  
Go very good

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(ii)

DEFECTS OR DAMAGE

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report). No

12. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. No
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- No  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered. Tracer from Le Havre  
 (c) Type of flak. Heavy M.G.  
 (d) Was a/c held in searchlights at time. 1 mile to port  
 (e) Position of burst relative to a/c. below cloud  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered. No  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. No

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) No  
 Any unusual items.

18. General remarks. Light tracer fired at A/C by 6 'E' boats off coast 3-4 mls N of Le Havre 0558hrs 1000ft

19. Time of Origin and Signature of Interrogating Officer.

Signed P. Fairburn S/O 0750hrs

D 71323-5 2,000 D/a Q.883 2/44 R P 2

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SECRET  
38G/FORM "R.3."

PARACHUTE RAID REPORT

STATION Tarrant Rushton

Serial No. 5 Date 10 June Squadron 298 Flight 'A'

A/C Type and Mark Halifax V Captain P/O Stark

A/C Letter & Call Sign A "KTT" Navigator P/L Peathers

Troops Carried None Flight Engineer Sgt Fuller

Containers Carried 6 W/Op Sgt Fraser

Kitbags Carried 6-containers  
Jeep 6 pdr gun Bomb Aimer P/L Hatton

D.Z. "M" Gunner Sgt Buzza Time down 0724

Time up 0438 Time of drop 0608

1. (a) ENEMY SHIP ACTIVITY 4 ships (2 destroyers and 2 m.l.s) steaming south seen 8 miles north of Le Havre 3 miles off shore, guns firing 8 mls off coast. 1000' A.S.L. 06.02 hrs.
- (b) DINGHY SIGHTINGS Nil
- (c) LIGHTS FLASHING SIGNALS Nil
- (d) EXTREME ENEMY ACTIVITY Nil

Any items under these headings to be telephoned at once to D.I.O., A.B. A.F.

RAID REPORT

OPERATION/~~EXERCISE~~

ROBOY. IV

2. Route Outwards Base-Old Sarum-Little Hampton-Los AI-Target HV 114788-DZW.

Homewards: DZW-Target HV-Los AI-Little Hampton-Old Sarum Base.

3. Time, height and place of crossing enemy coast, outwards and homewards. In Oustreham 1000' A.S.L. 0607.  
Out 1500' A.S.L. 0610 OUISTREHAM

4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). Vis 10mls  
Cloud 8/10 at 2000A.S.L. at D.Z.  
(If weather differs greatly over different parts of route, give conditions for each part.)  
1300' on coast, 5/10 at 2000 across channel. Wind 315/22

5. Was D.Z. reached? If not, reason for not reaching. Yes

6. How was D.Z. recognised? By number of gliders and physical features.

7. Was drop done visually or blind (by Radar)? Visual

8. (a) Were ~~troops~~ Jeep & Gun dropped, and how many? No
- (b) Were containers dropped, and how many? Yes 6
- (c) Observations on stick length, time and heading. 3 secs 222M 1000' A.S.L. 0608
- (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).

9. Observed activity of enemy ground defences in area of D.Z. Nil

10. Pilot's Personal Remarks. Pilots compass affected 17/100 by load. 35 mls after drop compass still 5/100 O.K. 1hr after drop. Very successful trip but uneventful

Rebecca U/S after airborne  
Geo O.K.

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(11)

DEFECTS OR DAMAGE

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report). No

12. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable). No
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered. None  
 (b) E/A encountered, circumstances and tactics, noting especially:- None

- (i) Which crew member obtained first sight and where. N/A
- (ii) Who fired first and range. N/A
- (iii) Rounds fired by own gunners. N/A

14. (a) Flak seen but not encountered. Coastal batterie seen firing from Le Havre 060  
 (b) Flak encountered. 1000' a/a 6-8 miles off shore  
 (c) Type of flak. light and medium and heavy M.C.  
 (d) Was a/c held in searchlights at time. No  
 (e) Position of burst relative to a/c. N/A  
 (f) In cloud, above or below cloud. Below

15. (a) Searchlights seen but not encountered. None  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. None

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Much shipping in channel and many landing craft on beachhead  
 Any unusual items.

18. General remarks.  
 Dropped 16 pdr and jeep dropped and 6 containers. All crates set to open. 3 guns and jeeps seen on ground

Rebecca O.K. on ground U/S when airborne  
 Gee O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed J.F. Maffatt P/Lt 1007/43

D 71323-5 2,000 D/a Q.883 2/44 RP 2

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SECRET  
38C/FORM "R.3."

PARACHUTE RAID REPORT

STATION Farrant Rushton  
 Serial No. 6 Date 10 June Squadron 393 Flight 13  
 A/C Type and Mark Halifax V Captain W/O Berry  
 A/C Letter & Call Sign Q KTT Navigator F/S Roberts  
 Troops Carried None Flight Engineer Sgt Austin  
 Containers Carried 6 W/O F/S White  
 Kitbags Carried Jeep 6pdr gun Bomb Aimer Sgt Letts  
 D.Z. "W" Gunner Sgt Stewart  
 Time off 0459 Time over 0603½ Time down 0722

1. (a) ENEMY SHIP ACTIVITY
- (b) DINGHY SIGHTINGS
- (c) LIGHTS FLASHING SIGNALS
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.H. A.F.

RAID REPORT      OPERATION/ROBINOV V  
 2. Route      Outward Base-Old Sarum-Little Hampton -Pos AI-Target RV 114788-D.Z.W  
                 Homeward D.Z. -Target RV-10s AI-Little Hampton-Old Sarum-Base.

3. Time, height and place of 0607hrs 1200ft-Target RV-114798  
 crossing enemy coast, outwards and 0610½ 1500ft.  
 homewards.

4. Weather report. Visibility, cloud, over D.Z.  
 wind speed and direction (mentioning height). Vis. 10-15 mls 8-9/10 base 1200ft  
 (If weather differs greatly over different parts of route, give conditions for each part.) Weather improved towards English coast  
302/15 1500ft

5. Was D.Z. reached? If not, reason for not reaching. Yes

6. How was D.Z. recognised? Wood 1 ml west of D.Z. and bend of Caen canal E of D.Z. also parachutes

7. Was drop done visually or blind (by Radar)? Visually

8. (a) Were Jeep 6pdr gun troops dropped, and how many? Yes  
 (b) Were containers dropped, and how many? Yes 6  
 (c) Observations on stick length, time and heading. 3 secs 0608½ hrs 222M  
 (d) Further observations on drop (mention particularly all chutes seen to open  
 number of refusals and number of containers hung and fall on D.Z.  
 up or jettisoned).

9. Observed activity of enemy ground defences in area of D.Z. No

10. Pilot's Personal Remarks.  
Rebecca Satisfactory  
Geo O.K.

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(ii)

DEFECTS OR DAMAGE

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report). No

12. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. NO
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:-  
 (i) Which crew member obtained first sight and where. No  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered. Off La Havre from 6 ships and the town  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered. No  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. No

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. No

18. General remarks.

19. Time of Origin and Signature of Interrogating Officer.

F. Fairbairn S/O. 0800hrs

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SECRET  
38G/FORM "R.3."

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON.  
 Serial No. 6 Date 13/14th June '44. Squadron 298 Flight B  
 A/C Type and Mark Halifax Mk. V. Captain F/O. Brown.  
 A/C Letter & Call Sign L WLL Navigator F/O. Macduff.  
 Troops Carried NIL Flight Engineer Sgt. Bradley  
 Containers Carried 15 W/Op Sgt. Pearson.  
 Packages Carried 2 Bomb Aimer F/O. Bayles.  
 D.Z. Sunflower 7 Dington Gunner Sgt. J. Smith (W/Air)  
 Time off. 23.40. Time over D.Z. 01.11 - 01.14. Time Down. 02.44.

1. (a) ENEMY SHIP ACTIVITY
  - (b) DINGHY SIGHTINGS
  - (c) LIGHTS FLASHING SIGNALS
  - (d) EXTREME ENEMY ACTIVITY
- NIL.

Any items under these headings to be telephoned at once to D.I.O., A.S. A.F.

- | RAID REPORT  | OPERATION/ <del>EXERCISE</del>   | SUNFLOWER 7 |
|--|--|-------------|
| 2. Route   | Outwards Base - Bridport - 4920N - 0310W - Eleneur - D.Z. 4841-0337 W.<br>Homewards: 4900N-0350W - Bridport - Base.  |             |
| 3. Time, height and place of crossing enemy coast, outwards and homewards.   | Eleneur - 7000' AIL 0053 hrs.<br>St. Michel. 7000' AIL 01.43 hrs.  |             |
| 4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.  | Broken cloud in patches over Channel and French coast, base 2000' tops 6000'. Clear over D.Z. with vis. 10-20 miles.   |             |
| 5. Was D.Z. reached? If not, reason for not reaching.  | Yes.   |             |
| 6. How was D.Z. recognised?  | Map reading. In pointed on lake to N of D.Z. Recognised on run in at this point. Light flashing (6 mls. distant) circled D.Z. Letter flashed. Red light 1/2 mile to N.W. of D.Z. |             |
| 7. Was drop done visually or blind (by Radar)?   | Visual.  |             |
| 8. (a) Were troops dropped, and how many?<br>(b) Were containers dropped, and how many?<br>(c) Observations on stick length, time and heading. to open.<br>(d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). | None.<br>Yes. 15 + 2 packages. O.K. Chute seen to open. 290.T. 01.13.<br>NIL.  |             |
| 9. Observed activity of enemy ground defences in area of D.Z.  | NIL  |             |
| 10. Pilot's Personal Remarks.  | Very pleasant and uneventful trip.   |             |

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(ii)

DEFECTS OR DAMAGE

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report). Nil

12. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable). Nil
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered. Nil  
 (b) E/A encountered, circumstances and tactics, noting especially:-

- (i) Which crew member obtained first sight and where. N/A
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. Flash light flak & tracer and flares seen in direction of Cherbourg. A/c. 30 miles distant. 7000' going in.  
 (b) Flak encountered. None.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c. N/A.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered. None  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. Beacon on D.Z.

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Nil  
 Any unusual items.

18. General remarks. Gee was u.s. over latter part of trip. Normal before landing. Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. J. P. MERRAT. P/Lt.  
 14/0330 Hrs.

D 71323-5 2,000 D/a Q.883 2/44 R P 2

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SECRET *Eastcote* 252  
38G/FORM "R. 3."

PARACHUTE RAID REPORT

STATION TARRANT HUGHTON,

Serial No. 10 Date 13/14th June Squadron 298 Flight A  
 A/C Type and Mark Halifax Mk. V. Captain F/O. Dougill  
 A/C Letter & Call Sign B JMF Navigator F/O. Forbes  
 Troops Carried Nil Flight Engineer Sgt. Elliott  
 Containers Carried 15 W/Op F/W. Woolley  
 Packages \_\_\_\_\_ Bomb Aimer Sgt. Medley  
 Kitsbags Carried 2  
 D.Z. Sunflower 7 Dingon. Gunner F/S. Turner  
 Time Off. 2356. Time over D.Z. 01.37 Hrs. Time Down. 0304 Hrs.

1. (a) ENEMY SHIP ACTIVITY  
 (b) DINGHY SIGHTINGS NIL  
 (c) LIGHTS FLASHING SIGNALS  
 (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E. A.F.

RAID REPORT OPERATION/~~EXERCISE~~ SUNFLOWER 7

2. Route  
 Outwards Base - Bridport - 4920N-0310W - Ileneuf - D.Z.  
 Homewards: 4841N - 0337W - 4900N-0350W - Bridport - Base.
3. Time, height and place of crossing enemy coast, outwards and homewards.  
 In. 0024 Hrs. 6000' Ileneuf.  
 Out. 02.08 Hrs. 7000' 4841N -0337 W.
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height).  
Vis. Over D.Z. good, 6 miles. high scattered cloud, base 4000'. Low stratus over French coast 5-6 miles in land.  
 (If weather differs greatly over different parts of route, give conditions for each part. W/V. 280/33. 3000'
5. Was D.Z. reached? If not, reason for not reaching. Yes.
6. How was D.Z. recognised? Lake about 10 miles N. of D.Z. 5 white lights 'T' shaped, one of which was flashing 'J'
7. Was drop done visually or blind (by Radar)? Visual.
8. (a) Were troops dropped, and how many? None.  
 (b) Were containers dropped, and how many? Yes. 15 Containers & 2 packages.  
 (c) Observations on stick length, time and heading. 2 secs. 270 M. 0137 hrs.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). 750' AGL. South side of lights about 100'.
9. Observed activity of enemy ground defences in area of D.Z. None.
10. Pilot's Personal Remarks. NIL

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(ii)

DEFECTS OR DAMAGE

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report). NIL

12. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. NIL
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL
- (i) Which crew member obtained first sight and where.
  - (ii) Who fired first and range. NIL
  - (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time. NIL  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered. 2 a/c's, 25 miles West of D.W. saw for only 5 mins. 01.28 Hrs.  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. Large yellow flares (presumably dropped from aircraft) over sea 5 miles to port. 4938N. 03.15 W. 0051 Hrs. 4000' heading 202 T.

18. General remarks. GLEE O.K.  
REBECCA O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. P. FAIRBURN. 3/0.  
14/0400.

D 71323-5 2,000 D/a Q.883 2/44 R P 2

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SECRET  
38G/FORM "R.3."

PARACHUTE RAID REPORT

STATION Tarrant Rushton.  
 Serial No. 9 Date 13/14th. June. '44. Squadron 208 Flight A  
 A/C Type and Mark Halifax II, V. Captain F/O. Taylor.  
 A/C Letter & Call Sign P JMF Navigator F/S. MacGeachie  
 Troops Carried Nil Flight Engineer Sgt. Campbell  
 Containers Carried 15 W/Op Sgt. Springate  
 Packages Carried 2 Bomb Aimer Sgt. Ferguson.  
 D.Z. Sunflower 7 Dinagon Gunner Sgt. Harwood.  
 Time Off. 23.52. Time over D.Z. 01.25 - 01.36. Time Down 0308.

1. (a) ENEMY SHIP ACTIVITY
  - (b) DINGHY SIGHTINGS
  - (c) LIGHTS FLASHING SIGNALS
  - (d) EXTREME ENEMY ACTIVITY
- NIL

Any items under these headings to be telephoned at once to D.I.O., A.E. A.F.

RAID REPORT	OPERATION/EXERCISE	SUNFLOWER 7
2. Route	Outwards	Base - Bridport - 4920N - 0310W - Pleneuf - D.Z.
	Homewards:	4841N - 0337 W - 4900 - 0350W - Bridport - Base.
3. Time, height and place of crossing enemy coast, outwards and homewards.		0107 - 6000' AIL 8 miles W. of Pleneuf. 0209 - 7000' St. Michel.
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.		Broken cloud in patches over Channel & French coast, base 2000' to 6000' Clear over D.Z. with vis. 10-20 miles.
5. Was D.Z. reached? If not, reason for not reaching.		NO. Cee fix placed aircraft within 2 miles to west of D.Z. R.G. saw flashing aircraft circanted light - not seen again.
6. How was D.Z. recognised?		N/A.
7. Was drop done visually or blind (by Radar)?		None
8. (a) Were troops dropped, and how many? (b) Were containers dropped, and how many? (c) Observations on stick length, time and heading. (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).		N/A
9. Observed activity of enemy ground defences in area of D.Z.		Nil
10. Pilot's Personal Remarks.		Very pleasant but disappointing trip.

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(ii)

## DEFECTS OR DAMAGE

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report). Nil

12. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. Nil  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. Wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- Nil  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners. N/A

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time. Nil  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered. Nil  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. Nil

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. Nil

18. General remarks. Gee. Very weak on way into target. O.K. on way back. Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. J. P. MEEFATT. P/Lt.  
 14. 0400.

D 71323-5 2,000 D/d Q.883 2/44 R P 2

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SECRET  
38G/FORM "R.3."

PARACHUTE RAID REPORT

STATION Tarrant Esbton.  
 Serial No. 8 Date 13/14 June Squadron 298 Flight B  
 A/C Type and Mark Halifax Mk. V. Captain P/Sgt. Smith. G.I.  
 A/C Letter & Call Sign R. W.L. Navigator Sgt. Floreme.  
 Troops Carried Nil Flight Engineer Sgt. Minkin  
 Containers Carried 15 W/Op P/S. Christie.  
 Packages   
 Kitsbags Carried 1 Bomb Aimer Sgt. Laverick  
 D.Z. Sunflower 7 Dingzon. Gunner Sgt. Batey  
 Time Off. 23.46. Time over D.Z. 0121. Time Down. 02.50.

1. (a) ENEMY SHIP ACTIVITY
  - (b) DINGHY SIGHTINGS
  - (c) LIGHTS FLASHING SIGNALS
  - (d) EXTREME ENEMY ACTIVITY
- See below (10.)

Any items under these headings to be telephoned at once to D.I.O., A.M. A.P.

RAID REPORT	OPERATION/EXERCISE	SUNFLOWER 7
2. Route	Outwards Base - Bridport - 4920N - 0310 W - Fleuve - D.Z. Homewards: 4841 N - 0337 W - 4900N - 0350 W - Bridport - Base.	
3. Time, height and place of crossing enemy coast, outwards and homewards.		0100 hrs. 7000' Fleuve. 0150 hrs. 7000' - 4841N - 0337 W
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.		Broken cloud in patches over Channel & French coast, base 2000' tops 6000'. Clear over D.Z with vis. 10-20 miles.
5. Was D.Z. reached? If not, reason for not reaching.		Yes.
6. How was D.Z. recognised?		Lights in form of 'T' and letter 'J' flashing in white.
7. Was drop done visually or blind (by Radar)?		Visually.
8. (a) Were troops dropped, and how many? (b) Were containers dropped, and how many? (c) Observations on stick length, time and heading. (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).		None. Yes. 15 + 1 package. 0121 hrs. 1100' ASL 040° 140 mph. No hang up.
9. Observed activity of enemy ground defences in area of D.Z.		None.
10. Pilot's Personal Remarks.		On Cherbourg Peninsula on W.Coast - heavy fire and flares seen both going in and coming out.

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(ii)

## DEFECTS OR DAMAGE

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report). NONE

12. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. NONE  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. Wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NONE  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time. NONE  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered. NONE  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. NONE

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) NONE.  
 Any unusual items.

18. General remarks. Gee O.K.  
 Rebecca O.K.

## 19. Time of Origin and Signature of Interrogating Officer.

Signed. G. AIRD. F/O.  
 14/0340.

D 71323-5 2,000 D/d Q.883 2/44 R P 2

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SECRET  
38G/FORM "R.3."

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON.

Serial No. 7 Date 13/14 June Squadron 298 Flight B  
 A/C Type and Mark Halifax Mk. V. Captain F/Lt. Enzor.  
 A/C Letter & Call Sign V. WML Navigator F/D. Salomon.  
 Troops Carried Nil Flight Engineer Sgt. Hall.  
 Containers Carried 15 W/Op F/S. Moreton.  
 Packages  
 Kitbags Carried 2 Bomb Aimer Sgt. Blam.  
 D.Z. Sunflower 7 Dingoon Gunner F/S. Smith  
 Time Off. 23.44. Time Over D.Z. 01.15-01.21. Time Down. 02.53.

1. (a) ENEMY SHIP ACTIVITY
- (b) DINGHY SIGHTINGS Nil
- (c) LIGHTS FLASHING SIGNALS
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.S. A.F.

RAID REPORT OPERATION/EXERCISE Sunflower 7.

2. Route  
 Outwards Base - Bridport - 4920N - 0310W - Pleneuf - D.Z.  
 Homewards: 4841N - 0337W - 4900N - 0350 W - Bridport - Base.
3. Time, height and place of crossing enemy coast, outwards and homewards.  
 Pleneuf - 0055 - 6000' ASL.  
 St. Michel area 01.51. 9000' ASL
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part).  
 Broken cloud in patches over Channel & French coast, base 2000' tops 6000'. Clear over D.Z. with vis. 10-20 miles.
5. Was D.Z. reached? If not, reason for not reaching. Yes.
6. How was D.Z. recognised? Geo Pines; saw flashing and orbited D.Z. recognised flashing letter 'J' ran in & dropped, line of 4 white lights in line
7. Was drop done visually or blind (by Radar)? Visual
8. (a) Were troops dropped, and how many? None open.  
 (b) Were containers dropped, and how many? Yes. 15 + 2 pkgs. O.K. chute seen to  
 (c) Observations on stick length, time and heading. 01.20. 320 W.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). Nil
9. Observed activity of enemy ground defences in area of D.Z. Nil
10. Pilot's Personal Remarks. Used Radar throughout trip.

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DEFECTS OR DAMAGE

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report). None

12. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. None
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- Nil  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range. N/A  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. Many star shells & tracer over sea 4850 N. 0220W  
 (b) Flak encountered. None A/c. 4900 N. 0253 W 6000' ASL. 0052 Hrs.  
 (c) Type of flak. N/A  
 (d) Was a/c held in searchlights at time. Nil  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered.  
 (b) Searchlights encountered. Nil

16. Beacons, flare paths, recognition signals, etc. Line of lights on D.Z. and white light flashing correct letter.

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. None.

18. General remarks. GEE O.K. Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. J. P. MEEHATT. P/Lt.  
 14/0345 Hrs.

D 71323-5 2,000 D/d Q.883 2/44 R P 2

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SECRET  
38C/FORM "R.3."

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON

Serial No. 5 Date 17/18 June '44. Squadron 298 Flight A  
 A/C Type and Mark Halifax Mk. V. Captain F/O. Northmore.  
 A/C Letter & Call Sign 'M' Navigator F/S. Jones. S.R.  
 Troops Carried 4 Flight Engineer Sgt. Walter.  
 Containers Carried Jeep & 5 containers. W/Op F/S. Stafford.  
 Kitbags Carried NL1 Bomb Aimer F/O. Monaghan.  
 Despatcher F/L. Denzey.  
 D.Z. SUNFLOWER BULBASKET 6 Gunner F/S. Cannon.  
 Time up. 2343. Time over D.Z. 0159½ Time Down. 0416.

1. (a) ENEMY SHIP ACTIVITY  
 (b) DINGHY SIGHTINGS  
 (c) LIGHTS FLASHING SIGNALS  
 (d) EXTREME ENEMY ACTIVITY
- NONE.

Any items under these headings to be telephoned at once to D.I.O., A.E. A.F.

RAID REPORT	OPERATION/ <del>EXERCISE</del>	SUNFLOWER BULBASKET 6
2. Route	Outwards	Base - Bridport - 4920N 0301 W - Fleneuf - Loire at 0100 W - Homewards: Chatellerault - D.Z. - and return.
3. Time, height and place of crossing enemy coast, outwards and homewards.	Fleneuf -	0048½ - 7000' " 0314½ 6000'
4. Weather report. Visibility; cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.	Vis. 8/10 miles all way. Cloud. NL1. Winds. 7000' 055/35 In. 7000' 010/35 Out.	
5. Was D.Z. reached? If not, reason for not reaching.	Yes.	
6. How was D.Z. recognised?	3 white lights & One red and one green flashing 'Z'	
7. Was drop done visually or blind (by Radar)?	Visually.	
8. (a) Were troops dropped, and how many? (b) Were containers dropped, and how many? (c) Observations on stick length, time and heading. (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).	Yes. 4. Yes. 5. 10 secs. 0159½ hrs. 180 M. Jeep & containers before men seen to fall.	
9. Observed activity of enemy ground defences in area of D.Z.	None.	
10. Pilot's Personal Remarks.	Successful.	

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## DEFECTS OR DAMAGE

11. Any defect in aircraft or equipment which prevented complete success of mission. will appear in appropriate defect report). (Details aircraft climbed to port. (separate report)) 'George' (on return) when put in

12. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. NONE  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. Wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NONE  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. Light flak seen over St. Malo area. 0149 Hrs. 7000'  
 (b) Flak encountered. Nil  
 (c) Type of flak. N/A  
 (d) Was a/c held in searchlights at time. No.  
 (e) Position of burst relative to a/c. N/A.  
 (f) In cloud, above or below cloud. Nil.

15. (a) Searchlights seen but not encountered. None.  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. 'Occult' and light flashing 'P' seen going in and coming out. 0056 hrs. 7000' at 4821 N. 0215 W.

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. Going In:- Landing strip (0137 Hrs. 6000') lit up approx 10 miles to port at Tours. Lights were doused as aircraft approached.

18. General remarks. Pilot said that had Gee not been working it would have been too dark to find D.Z.  
 Rebecca - no signal on port side of track. Signal response good.  
 Gee - O.K. D.Z. seemed to be at range limit of R.P. 27

19. Time of Origin and Signature of Interrogating Officer.

Signed. G. Herbert Smith. S/O.  
 18/0305 hrs.

D 71323-5 2,000 D/a Q.883 2/44 R P 2

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SECRET  
38G/FORI "R.3."

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON

Serial No. 2 Date 17/18 June '44 Squadron 298 Flight B

A/C Type and Mark Halifax Mark V. Captain F/Lt. Barren

A/C Letter & Call Sign 'Q' Navigator F/O. McLaren

Troops Carried 3 Flight Engineer Sgt. McCullan

Containers Carried Jeep & 3 containers. W/Op F/Lt. Palmsby

Kitbags Carried 2 spare wheels for Jeep Bomb Aimer Sgt. Lappin

D.Z. Sunflower Dingson 9 Despatcher Sgt. Robertson.

Time up. 2359. Time over D.Z. 0122. Gunner F/S. Newling.  
Time Down. 0300.

1. (a) ENEMY SHIP ACTIVITY
- (b) DINGHY SIGHTINGS NONE
- (c) LIGHTS FLASHING SIGNALS
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E. A.F.

RAID REPORT OPERATION/~~EXERCISE~~ SUNFLOWER DINGSON 9

2. Route Outwards Base - Bridport - 4920N - 0310W - Pleneuf - D.Z. - 4841N-0337W  
Homewards: 4900N - 0350W - Bridport - Base.

3. Time, height and place of crossing enemy coast, outwards and homewards. 0108 Hrs. 7000' Pleneuf.  
0200 " 4841N - 0337W - 7000'

4. Weather report. Visibility, cloud, wind speed and direction (mentioning height).  
(If weather differs greatly over different parts of route, give conditions for each part. In D.Z. area:-  
Vis:- 4-5 miles.  
Cloud:- Nil  
W/V. Met wind very good.

5. Was D.Z. reached? If not, reason for not reaching. Yes.

6. How was D.Z. recognised? By lights and Gee fixes.

7. Was drop done visually or blind (by Radar)? Visually.

8. (a) Were troops dropped, and how many? 3.  
(b) Were containers dropped, and how many? Yes. 3 Containers and jeep.  
(c) Observations on stick length, time and heading. 0133 (all in 1 stick) .280 M.  
130 IAS. 1400' AIL  
(d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). No hang up.

9. Observed activity of enemy ground defences in area of D.Z. NIL.

10. Pilot's Personal Remarks. 'Gee' jammed at French Coast.

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(ii)

DEFECTS OR DAMAGE

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report). NONE

12. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. NONE
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NONE
- (i) Which crew member obtained first sight and where.
  - (ii) Who fired first and range.
  - (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. Moderate Light flak 10 miles N.W. of D.Z. 0138 hrs. 1000' AGL.  
 (b) Flak encountered. Nil  
 (c) Type of flak. N/A  
 (d) Was a/c held in searchlights at time. No  
 (e) Position of burst relative to a/c. Nil  
 (f) In cloud, above or below cloud. N/A

15. (a) Searchlights seen but not encountered. 4 - N.W. of D.Z. (10 Miles) 0138hrs 1000' AGL.  
 (b) Searchlights encountered. Nil.

16. Beacons, flare paths, recognition signals, etc. Nil

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Nil.  
 Any unusual items.

18. General remarks. Rebecca. Set O.K. No signals received on D.Z.  
 Gee. Set O.K. No fades - Heavy Jamming.

19. Time of Origin and Signature of Interrogating Officer.

Signed. G. AIRD. F/O.  
 18/0410 Hrs.

D 71323-5 2,000 D/d Q.883 2/44 R P 2

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SECRET  
38G/FORM "R.3."

PARACHUTE RAID REPORT

STATION Tarrant Rushton  
 Serial No. / Date 17/18th June '44 Squadron 298 Flight A  
 A/C Type and Mark Halifax Mk. V. Captain W/O. Smith R.A.  
 A/C Letter & Call Sign 'A' Navigator W/O. Lane  
 Troops Carried 3 Flight Engineer Sgt. Aberne  
 Containers Carried Jeep & 3 containers W/Op W/O. Gardiner  
 Kitbags Carried 2 spare wheels for Jeeps. Bomb Aimer Sgt. Hales  
DISPATCHER --- SGT. COLL  
 D.Z. Sunflower Dingson 9 Gunner F/S. Hazlehurst  
 Time off. 2348. Time over D.Z. 0110. Time Down 0253

1. (a) ENEMY SHIP ACTIVITY
- (b) DINGHY SIGHTINGS
- (c) LIGHTS FLASHING SIGNALS
- (d) EXTREME ENEMY ACTIVITY

NIL

Any items under these headings to be telephoned at once to D.I.O., A.E. A.P.

RAID REPORT	OPERATION/ <del>SECRET</del>	SUNFLOWER DINGSON 9
2. Route	Outwards	Base-Bridport-4920N-0310W-Eleneuf- D.Z.-4841N-0337W-
	Homewards:	4900N-0350W- Bridport - Base.
3. Time, height and place of crossing enemy coast, outwards and homewards.		0053 Hrs. 7000' Eleneuf. 0145 " 7500'. 4841N.0337W
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height) (If weather differs greatly over different parts of route, give conditions for each part.	Vis.: Poor all the way - hazy. Cloud. Nil. Wind. 110/26mph. target area in, out. 330/26 over channel.	
5. Was D.Z. reached? If not, reason for not reaching.	Yes.	
6. How was D.Z. recognised?	3 White Lights. 1 white flashing 'X'	
7. Was drop done visually or blind (by Radar)?	Visually.	
8. (a) Were troops dropped, and how many? (b) Were containers dropped, and how many? (c) Observations on stick length, time and heading. (d) Further observations on drop (mention particularly, Jeep, containers, number of refusals and number of containers hung up or jettisoned).	Yes - 3 Yes - 3. 7 secs. - 0116hrs - 300 M 0116 hrs. 300 M.	
9. Observed activity of enemy ground defences in area of D.Z.	None.	
10. Pilot's Personal Remarks.	Good drop. (Jeep apparently causes deviation to Compass about 10-15 degrees)	

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DEFECTS OR DAMAGE

NONE

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report). NONE

12. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. NONE
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NONE  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. H.P. seen on way back in Morlaix area at 0140 hrs. 7000'  
 (b) Flak encountered. Nil  
 (c) Type of flak. N/A  
 (d) Was a/c held in searchlights at time. No  
 (e) Position of burst relative to a/c. N/A  
 (f) In cloud, above or below cloud. Nil

15. (a) Searchlights seen but not encountered. None  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. None

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) On return saw a fire at (0145 hrs. 7000') Fleuraret, probably building.  
 Any unusual items.

18. General remarks.

19. Time of Origin and Signature of Interrogating Officer.

Signed. C. Herbert Smith. S/O.  
 18/0345 hrs.

D 71323-5 2,000 D/d Q.883 2/44 R P 2

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S.A.S. 266

SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON

Serial No. 2 Date 4/7/44 Squadron 298 Flight \_\_\_\_\_

A/C Type and Mark HALIFAX Captain F/L BARREN

A/C Letter & Call Sign 'V' Navigator F/O MACLAREN

Troops Carried ONE Flight Engineer SGT McCULLEN

Containers Carried 5 + 1 Jeep W/Op F/L PALMBY

Packages Carried 3 + 1 Body Bomb Aimer SGT LARIN

D.Z. HOUNDSWORTH 20 A Gunner F/S NEWLING

TIME OFF: 23.37 T.O.D.R: 01.50 TIME DOWN: 05.30 HS  
Take off H.S. 07.30 " " TR 07.45

1. (a) ENEMY SHIP ACTIVITY.  
(b) DINGHY SIGHTINGS.  
(c) LIGHTS FLASHING SIGNALS. NIL  
(d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

- RAID REPORT OPERATION/~~MISSION~~ HOUNDSWORTH 20 A
2. Route Outwards: Base - Christchurch - 5000N - 0010 W - 4920N-0005W- 4920 N - 0000°  
Belleme - Mere - Chartre - 4711 N - 0337 E - D.Z. (4719N-0356E)  
Homewards: Reciprocal
3. Time, height and place of crossing enemy coast, outwards and homewards. 0029 hrs. 5000' ASL 6 miles east of Cabourg  
03.50 " 7000' ASL " " " " " "
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). VIS. Excellent but low cloud over D.Z.  
(If weather differs greatly over different parts of route, give conditions for each part. CLOUD. Below 2000' at times 6-7/10ths  
w/v. 27/17 mph. 0305 hrs. Chartre
5. Was D.Z. reached? If not, reason for not reaching. YES
6. How was D.Z. recognised? Map reading; identified woods and reservoir also river and lights on D.Z.
7. Was drop done visually or blind (by Radar)? Visual
8. (a) Were troops dropped, and how many? One container.  
(b) Were containers dropped, and how many? 5 + 1 jeep  
(c) Observations on stick length, time and heading. 2 pikes went. 1 brought back  
(d) Further observations on drop (mention particularly, All 'chutes opened number of refusals and number of containers hung up or jettisoned).  
(e) Height of drop 02.14 Hrs. 2400' ASL 270° M.
9. Observed activity of enemy ground defences in area of D.Z. NIL
10. Pilot's Personal Remarks. NIL

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit? NIL
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak. NIL  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered. NIL

16. Beacons, flare paths, recognition signals, etc. Line 3 white lights 3rd flashing 'Y' NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

NIL

19. Time of Origin and Signature of Interrogating Officer.

Signed. J. P. MOFFATT P/LT.  
 05/0835 Hrs.

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SECRET  
38G/FORM "R.4."

GLIDER RAID REPORT

STATION **TARRANT RUSHTON**

Serial No. **2.** Date **4.7.44.** Squadron **298**

Tug A/C Type and Mark **Halifax Mk. V.** Glider No. **HH 925**

A/C Letter & Call Sign **'O'** 1st Pilot **S/Sgt. Shaw**

Captain **F/Lt. Ensor** 2nd Pilot

Navigator **F/O. Solomon** Troops No. **Nil**

Flight Engineer **Sgt. Hall** Equipment **Spitfire Main Planes**

W/Op **F/O. Moreton** L.Z. **Strip B. 2**

Bomb Aimer **Sgt. Blam**

Gunner **F/S. Smith R.**

Time Up **17.23** Time over L.Z. **18.32½** Time Tug Down **19.28**

1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS. **NONE**
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.E.A.F.

RAID REPORT OPERATION/~~XXXXXXXX~~ **FERRYING**

2. Route  
Outward: **Base - Christchurch - Barfleur - Isigny - L.Z.**  
Homeward: **Reciprocal.**
3. Time, height and place of crossing  
**French** coast, outwards and homewards. **18.14 Hrs. Isigny 1200' ASL**  
**18.47 " < " 1200' "**
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)  
**Cloud. Considerable Cu. over land. Slight high and medium over sea.**
5. Was L.Z. reached? **YES**  
If not, reasons for not reaching.
6. How was L.Z. recognised? **Map reading and familiar on Airfield. Called up by R/T. ("O2 calling MYHOME")**
7. Was release done visually or blind (by Radar)? **Visually**
8. Was glider release satisfactory? **Yes - saw glider land.**  
Relation to L.Z.  
Height, time and heading. **1832½ Hrs - 340° - 1000' A.G.L.**
9. Tug pilot's Personal Remarks. **Escort of 4 Spitfires. R.V. at Christchurch.**
10. Observations by crew of tug: **'X' on rope dropping area 400 yards due south of Control Tower, which is on N. side of Strip about half way down. Too small to see properly.**

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(11)

11. Observed activity of enemy ground defences in area of L.Z. NONE

12. Subsequent remarks by glider pilot NIL

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission NIL  
(Details will appear in appropriate defect report)

14. Damage Due to Enemy Action

- (a) Cause, (I/A, Flak or Cable)
- (b) Estimated position, time, height and I.S.A. when hit NIL
- (c) Was A/C held by searchlights when hit?
- (d) Crew casualties, time and cause
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage
- (g) Did A/C crash on landing?

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered  
(b) Enemy aircraft encountered, circumstances and tactics, noting especially: NIL

- (i) Which crew member obtained first sight and where
- (ii) Who fired first and range NIL
- (iii) Rounds fired by own gunners

16. (a) Flak seen but not encountered  
(b) Flak encountered  
(c) Type of Flak NIL  
(d) Was a/c held in searchlights at time  
(e) Position of burst relative to a/c  
(f) In cloud, above or below cloud

17. (a) Searchlights seen but not encountered  
(b) Searchlights encountered NIL

18. Beacons, flare paths, recognition signals, etc. Only general smoke seen in direction of Caen. 18.30 hrs. 1000' AGL.

19. Miscellaneous Items, (Balloon Barrage, Activity on land or sea, black-out, etc.) NIL  
Any unusual items

20. Time of origin and signature of Interrogating Officer

Signed. G. ALRD. P/O.  
04/1955.Hrs.

D.B.102-4 5000 D/d 8566 14/44 R P 2

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON

Serial No. 4 Date 4/7/44 Squadron 298 Flight 'B'  
 A/C Type and Mark HALIFAX Captain F/S COHLIFFE  
 A/C Letter & Call Sign 'F' Navigator F/O MORRISON  
 Troops Carried NIL Flight Engineer SGT McINTOSH  
 Containers Carried 15 W/Op SGT CLARK  
~~Weapons Carried~~ PACKAGES 3 Bomb Aimer F/O KALNE  
 D.Z. STATIONER 150 Gunner F/S YOUNG  
 TIME OFF: 0025 T.O.D.Z: 0232 TIME DOWN: 0441

- 1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS. NIL
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

RAID REPORT OPERATION STATIONER 150

- 2. Route . Outwards: Bognor-E. of Cabourg-Bellême-Selles-D.Z.  
 Homewards: D.Z.-Selles-Bellême-Cabourg-E-Bognor-base.
- 3. Time, height and place of E. Cabourg-0132hrs 8000' -  
 crossing enemy coast, outwards and  
 homewards. E. Cabourg-0329hrs 7000'
- 4. Weather report. Visibility, cloud, ~~Target~~ Vis: 4-6-miles  
 wind speed and direction (mentioning height). Cloud haze.  
 (If weather differs greatly over different parts of route, give conditions for each part. Wind 270/20)
- 5. Was D.Z. reached? If not, reason for not reaching. Yes
- 6. How was D.Z. recognised? 3 white lights in line and one flashing 'G'  
Large woods to N. of D.Z.
- 7. Was drop done visually or blind (by Radar)? Visually
- 8. (a) Were troops dropped, and how many? NIL  
 (b) Were containers dropped, and how many? 15-0232 1/2 hrs 400' A.G.L. 030M 140mph.  
 (c) Observations on stick length, time and heading.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). Packages alright
- 9. Observed activity of enemy ground defences in area of D.Z. NIL
- 10. Pilot's Personal Remarks.

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) TEL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. TEL
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
(b) E/A encountered, circumstances and tactics, noting especially:- TEL

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
(b) Flak encountered.  
(c) Type of flak.  
(d) Was a/c held in searchlights at time.  
(e) Position of burst relative to a/c.  
(f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered,  
(b) Searchlights encountered.

16. Beacons, flare paths, recognition 3 (rooms and one red flares seen at signals, etc. 48 19°N 0044°E-01) (Gms 1000' A.C.L. 2 sets seen consecutively)

17. Miscellaneous Items. (Balloon Barrage, 3 clusters of yellow chandelier Activity on land or sea, black-out, etc.) flares seen ther also. Any unusual items.

18. General remarks.

Geo O.K.  
Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed G.M. Herbert-Smith, 3/0 0950.

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SECRET  
38G/FORM "R.5"

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON  
 Serial No. 3 Date 4.7.44. Squadron 298 Flight 'E'  
 A/C Type and Mark HALIFAX MK. V Captain F/O. Lee  
 A/C Letter & Call Sign 'M' Navigator P/O. Ward  
 Troops Carried Nil Flight Engineer Sgt. Sheppard  
 Containers Carried 15 W/Op F/S. Heasman  
 Packages Carried 3 Bomb Aimer Sgt. Sharp  
 D.Z. STATIONER 150 Gunner Sgt. Flint  
 TIME OFF: 0009 T.O.D.Z: 0150 TIME DOWN: 0953

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS. NIL  
 (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

- RAID REPORT OPERATION/EXERCISE S.B. E. Did not drop  
 2. Route Outwards: Bridport-Pleneuf-Loire-47.22N-0100 W - S.W.Poitiers-  
D.Z.  
 Homewards: Return same.  
 3. Time, height and place of crossing enemy coast, outwards and homewards. 0112 Hrs - Trouville - 6000'  
0235 hrs - Trouville - 6000'  
 4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part. Over Channel to D.Z. area and return. 10/10ths St.Cu. 1000-1500' base. cleared slightly near English coast on return.  
 5. Was D.Z. reached? If not, reason for not reaching. NO - weather, and 'GEE' very erratic  
 6. How was D.Z. recognised? N/A  
 7. Was drop done visually or blind (by Radar)? No drop  
 8. (a) Were troops dropped, and how many? Nil  
 (b) Were containers dropped, and how many? N/A  
 (c) Observations on stick length, time and heading.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). N/A  
 9. Observed activity of enemy ground defences in area of D.Z. Nil  
 10. Pilot's Personal Remarks. Nil

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## DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

## 12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit.  
 (c) Was a/c held by searchlights when hit? NIL  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

## INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered. At 0225 hrs, 48.25 N-0005 W, 6000', unknown E/A  
 (b) E/A encountered, circumstances and tactics, noting especially:- seen which did not attack. However, evasive action taken. At 0235 on coast at Trouville, 6000', unknown E/A seen. No attack.  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.
14. (a) Flak seen but not encountered. 0110 Hrs, heavy and light flak at  
 (b) Flak encountered. 4929N-0018W -4000'. 0112 Hrs - Trouville  
 (c) Type of flak. 5000' heavy flak. 0145 hrs Selles 5000' heavy flak. All the above flak aimed at  
 (d) Was a/c held in searchlights at time. aircraft - No hits. At  
 (e) Position of burst relative to a/c. Trouville nearest bursts 300 yds  
 (f) In cloud, above or below cloud. to starboard.
15. (a) Searchlights seen but not encountered, Scattered S/L'ts. seen  
 (b) Searchlights encountered. between coast and DZ.
16. Beacons, flare paths, recognition signals, etc. Nil
17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Nil  
 Any unusual items.
18. General remarks.  
 Gee was inaccurate over enemy territory but O.K. in Channel area.  
 Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. M. EVANS. P/O.  
 04/0510.Hrs.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON

Serial No. 2 Date 4/7/44 Squadron 298 Flight 'A'  
 A/C Type and Mark HALIFAX Captain W/O MUTTON  
 A/C Letter & Call Sign 'H' Navigator F/S LEE  
 Troops Carried NIL Flight Engineer SGT McFARLANE  
 Containers Carried 15 W/Op SGT SALMONESE  
 Parachutes Carried PACKAGES 3 Bomb Aimer F/S SEWELL  
 D.E. PERCY 23 Gunner SGT MICHALSON  
 TIME OFF: 2310 T.O.D.Z: 0138 TIME DOWN: 0412

- 1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS. NIL
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

- RAID REPORT                      OPERATION/EXERCISE PERCY 23
- 2. Route                      Outwards: BRIDPORT-Fleneuf-Loire Islands -01'W-Chatellerault- D.Z.  
                                  Homewards: D.Z.-Chatellerault-01'W-Loire Islands-Fleneuf-Bridport-Base.
  - 3. Time, height and place of Fleneuf 0024hrs 8000'  
     crossing enemy coast, outwards and  
     homewards.                      Fleneuf 0308hrs 5000'
  - 4. Weather report.      Visibility, cloud, Over target Vis: 6 miles  
     wind speed and direction (mentioning height), Cloud None  
     (If weather differs greatly over different parts of route, give conditions for each part. Wind 284/20
  - 5. Was D.Z. reached?      If not, reason for not reaching. Yes
  - 6. How was D.Z. recognised? Main road, to N.W. stream to N. Village N.N.E. 3 red lights in line and white light flashing 'C'.
  - 7. Was drop done visually or blind (by Radar)? Visually
  - 8. (a) Were troops dropped, and how many? NIL Package  
     (b) Were containers dropped, and how many? 15 (1 chute streamed but did not open)  
     (c) Observations on stick length, time and heading. 0138hrs-500A.G.L. 030 M 145 M.P.H.  
     (d) Further observations on drop (mention particularly number of refusals and number of containers hung up or jettisoned). packages fell before containers.
  - 9. Observed activity of enemy ground defences in area of D.Z. NIL.
  - 10. Pilot's Personal Remarks.  
                                  Good D.Z.

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.)
12. Damage Due to Enemy Action.
- (a) Cause, (E/A, Flak or Cable).
  - (b) Estimated position, time, height, and I.L.L. I.A.S. when hit.
  - (c) Was a/c held by searchlights when hit?
  - (d) Crew casualties, time and cause.
  - (e) Effect of damage on handling of A/C.
  - (f) Position of strikes, i.e. wings, engines or fuselage.
  - (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:-  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.
14. (a) Flak seen but not encountered. I.L.L.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time. N I  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.
15. (a) Searchlights seen but not encountered. 8/10 at St Cyr en B (near R Loire)  
 (b) Searchlights encountered. 0225hrs 7000'
16. Beacons, flare paths, recognition signals, etc. ~~White beacon rotating 40 11°/0208W~~  
 0208W at 0225hrs 7000' 2025hrs. 5000'
17. Miscellaneous Items. (Balloon Barrage, ~~Flare seen over ANGERS 0225hrs 7000'~~  
 Activity on land or sea, black-out, etc.)  
 Any unusual items.
18. General remarks. ~~Straight line of yellow flares parallel to track at same position as 3/12 entry 15) and one parachute flare, 0221hrs 5000ft~~  
 Gun flashes seen in channel on return 0347hrs 3,500ft heading 019 M  
 Reported to 38 Group D, R pos 50 12 N 0255W bearing 095 distance 4/5 miles
- See O.K. Signed G.M. Herbert-Smith 3/0. 0500hrs  
 Beacon not needed  
 8.107 I.M.
19. Time of Origin and Signature of Interrogating Officer.

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SECRET  
38G/FORM "R.3"

## PARACHUTE RAID REPORT

STATION TARRANT RUSHTON

Serial No. / Date 4/7/44 Squadron 298 Flight 'A'  
 A/C Type and Mark HALIFAX Captain F/O STARK  
 A/C Letter & Call Sign 'D' Navigator F/L FEATHERS  
 Troops Carried PACKAGES 3 Flight Engineer SGT FULLER  
 Containers Carried 15 W/Op SGT FRASER  
 Kitbags Carried Bomb Aimer F/L HATTON  
 D.Z. STA MERCY 27 Gunner SGT BUZZER  
 TIME OFF: 2315 T.O.D.Z: 0152 TIME DOWN: 0454

1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS. Nil
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

RAID REPORT OPERATION/EXERCISE

2. Route  
Outwards Bridport-Fleneuf-Loire Islands-01'W Chatellerault-D.Z.  
Homewards D.Z.-01'W Chatellerault-Loire Islands-Fleneuf-Bridport-Base
3. Time, height and place of crossing enemy coast, outwards and homewards.  
0021 4836 N 0230 W 4000'  
0333 4836 N 0230 W 2000'
4. Weather report. Visibility, cloud, 10/10 low stratus, base 1000' from French coast to Loire over D.Z. 10/10 base (If weather differs greatly over different parts of route, give conditions for each part.)  
2,000' Vis: 2-3 mls.
5. Was D.Z. reached? If not, reason for not reaching.  
Yes "R"
6. How was D.Z. recognised? lighting system letter flashing 'R' (robort) 3 bonfires in triangle on D.Z.
7. Was drop done visually or blind (by Radar)?  
Visually
8. (a) Were troops dropped, and how many? Yes 15 plus 3 packages  
(b) Were containers dropped, and how many?  
(c) Observations on stick length, time and heading. 0152hrs 140I.A.S. 251 M  
(d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). 400 A.G.L.
9. Observed activity of enemy ground defences in area of D.Z.  
Nil
10. Pilot's Personal Remarks. According to Gee D.Z. was 16 mls N.E. of briefed D.Z. All necessary lighting and recognition signals were seen on this D.Z.  
Position recognised by lights "D2 4631½ N 0213 E (R.R pos)

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) None

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. Nil
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- Nothing seen

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered. Nothing seen  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered. Nil

16. Beacons, flare paths, recognition signals, etc. Nil

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. Nil

18. General remarks.

Gee O.K.  
 Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed H. Evans /O 4/0545.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION HARWELL  
 Serial No. 281 Date 4/5 JULY 1941 Squadron 29B Flight "A" TARRANT RUSHTON  
 A/C Type and Mark HALIFAX V Captain P/O DOUGILL  
 A/C Letter & Call Sign B LL271 Navigator F/O FORBES  
 Troops Carried - Flight Engineer Sy ELLIOTT  
 Containers Carried 15 W/Op F/S WOOLLEY  
PACKAGES  
 Kitsbags Carried 3 Bomb Aimer F/S JMEDLEY  
 D.Z. MINISTER 10 Gunner F/S TURNER  
 TIME OFF: T.R. 2350 F.O.D.Z.: 0150 TIME DOWN: 0435  
HARWELL

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY. NIL

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

- RAID REPORT OPERATION/EXERCISE S.O.E. Harwell
2. Route Outwards: BASE - CHRISTCHURCH - 50°00'N 00°10'W - 49°30'N  
 Homewards: 60°05'W - BELLEME - 48°02'N 02°47'E - D.Z.  
BACK SAME ROUTE
3. Time, height and place of crossing enemy coast, outwards and homewards. 0046 8000ft - 49°19'N 00°04'W  
0306 9000ft. TROUVILLE
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part. VIS. GOOD.  
CLOUD VARIABLE.  
CLEARED 60 MILES IN FRANCE 280/23 3000ft
5. Was D.Z. reached? If not, reason for not reaching. YES.
6. How was D.Z. recognised? BY BEND IN RIVER SEINE & WOOD TO N.
7. Was drop done visually or blind (by Radar)? VISUAL
8. (a) Were troops dropped, and how many? YES 15  
 (b) Were containers dropped, and how many? YES 3 PACKAGES  
 (c) Observations on stick length, time and heading. TO FALL SEEN 10N GROUND  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). SLIGHTLY STBD OF LIGHTS. 020°M  
HEIGHT 500 FT AGL. 0150 HRS.
9. Observed activity of enemy ground defences in area of D.Z. NIL
10. Pilot's Personal Remarks.  
3 WHITE LIGHTS SEEN IN ~~WATER~~ LINE PLUS ONE FLASHING "G" AS BRIEFED VERY GOOD TRIP.

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) *NIL*
12. Damage Due to Enemy Action.
- (a) Cause, (E/A, Flak or Cable).
  - (b) Estimated position, time, height, and I.A.S. when hit. *NIL*
  - (c) Was a/c held by searchlights when hit?
  - (d) Crew casualties, time and cause.
  - (e) Effect of damage on handling of A/C.
  - (f) Position of strikes, i.e. wings, engines or fuselage.
  - (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered. *NIL*  
 (b) E/A encountered, circumstances and tactics, noting especially:-  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.
14. (a) Flak seen but not encountered. *LIF SEEN FIRING AT*  
 (b) Flak encountered. *FLARES FROM LE HAYRE*  
 (c) Type of flak. *0046 HRS 8000 FT.*  
 (d) Was a/c held in searchlights at time. *CROSSING COAST.*  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.
15. (a) Searchlights seen but not encountered, *NIL*  
 (b) Searchlights encountered.
16. Beacons, flare paths, recognition signals, etc. *NIL*
17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. *NIL*
18. General remarks. *GEE WORKED WELL.*  
*GOOD TRIP, FOREST OF MONTARGIS HAS A VERY DISTINCT CLEARING IN MIDDLE WHICH MAKES GOOD PINPOINT. D.Z. WAS*

19. Time of Origin and Signature of Interrogating Officer.  
*EASY TO FIND,*  
*D. J. [Signature] 0545*

Reference: AIR 27/1650

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION HARWELL. TARRANT RUSHTON.  
 Serial No. 283 Date 4<sup>th</sup> JULY 44 Squadron 298 Flight A.  
 A/C Type and Mark HALIFAX V Captain FLO. M<sup>c</sup> GILLIVRAY.  
 A/C Letter & Call Sign K. Navigator Sgt WALKER  
 Troops Carried NIL. Flight Engineer Sgt M<sup>c</sup> KAINÉ  
 Containers Carried 15 W/Op P/O DIXON  
PANNIERS Carried 3 Bomb Aimer FLO. CARR  
 D.Z. 48°25'30"N-02°58'E. Gunner Sgt BUNN.  
 TIME OFF: 2352 T.O.D.Z: 0201½ TIME DOWN: 0422

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY. } NIL.

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

- RAID REPORT OPERATION/ ~~XXXXXXXX~~ DONKEYMAN 65
2. Route Outwards: TARRANT RUSHTON - XCHURCH - 58°N 0°10'W -  
 Homewards: 49°27'N 0°5'W - BELLEME - 48°02'N 02°47'E  
DZ AND RETURN.
3. Time, height and place of crossing enemy coast, outwards and homewards. 0056 HRS. - 6,000ft.  
0310 HRS. - 7,000ft.
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). FAIR - VISIBILITY GOOD  
 (If weather differs greatly over different parts of route, give conditions for each part. AT DZ. SLIGHT CLOUD OVER FRENCH COAST. CLEAR OVER DZ.
5. Was D.Z. reached? If not, reason for not reaching. YES.
6. How was D.Z. recognised? LIGHTS AS BRIEFED "L"
7. Was drop done visually or blind (by Radar)? VISUAL.
8. (a) Were troops dropped, and how many? N/A.  
 (b) Were containers dropped, and how many? 15 + 3 PANNIERS.  
 (c) Observations on stick length, time and heading.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). 0201½ - 400ft. 0220 M.
9. Observed activity of enemy ground defences in area of D.Z. NIL.
10. Pilot's Personal Remarks.

GOOD TRIP.

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) **DR. COMPAS - SUSPECTED DROP IN VOLTAGE**

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
  - (b) Estimated position, time, height, and I.A.S. when hit.
  - (c) Was a/c held by searchlights when hit?
  - (d) Crew casualties, time and cause.
  - (e) Effect of damage on handling of A/C.
  - (f) Position of strikes, i.e. wings, engines or fuselage.
  - (g) Did aircraft crash on landing?
- ) NIL.

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:-  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

) NIL.

14. (a) Flak seen but not encountered. **L/F SEEN ALONG COAST AND SOME OFF LE HAVRE**  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time. **48°10'N**  
 (e) Position of burst relative to a/c. **02°E - 0137 -**  
 (f) In cloud, above or below cloud. **3000ft - 20M/M. BURST CLOSE TO A/C.**

15. (a) Searchlights seen but not encountered, **SEVERAL SEEN IN DISTANCE.**  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. **NIL.**

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) **0335 hrs. - 50°23'N - 01°W**  
 Any unusual items. **3000ft. - CONVOY SEEN WITH BALLOONS FLYING.**

18. General remarks.

**NO FURTHER REMARKS.**

19. Time of Origin and Signature of Interrogating Officer.

**0545 hrs.**

**Blucas**  
 T/H

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S.O.E. 282

SECRET  
38G/FORM "R.3."

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON  
 Serial No. 4 Date 4.5. July '44 Squadron 298 Flight B  
 A/C Type and Mark Halifax Mk. V. Captain F/S. Griffiths  
 A/C Letter & Call Sign 'T' Navigator F/O. Madill  
 Troops Carried Nil Flight Engineer Sgt. Heaps  
 Containers Carried 15 W/Op Sgt. Whatmore  
 Packages Carried 3 Bomb Aimer F/S. Hesley  
 D.Z. BERCY 14 Gunner Sgt. Dickson.  
 Time off 2308 Time over D.Z. 0141 Time Down 0402.

1. (a) ENEMY SHIP ACTIVITY  
 (b) DINGHY SIGHTINGS  
 (c) LIGHTS FLASHING SIGNALS NONE  
 (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.N. A.F.

RAID REPORT OPERATION/~~SECRET~~ BERCY 14

2. Route Outwards Base - Christchurch - 50 N - 0003 W - - 4928 N - 0005 W -  
 Homewards: Belleme - Mere - D.Z.  
Reciprocal.
3. Time, height and place of crossing enemy coast, outwards and homewards. 0003 W - 0003 Hrs. 5500' ASL  
0000° - 0312 " " "
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). CLOUD. 10/10ths Cu. Base 3100' ASL  
 (If weather differs greatly over different parts of route, give conditions for each part.)
5. Was D.Z. reached? If not, reason for not reaching. YES
6. How was D.Z. recognised? Reception O.K.
7. Was drop done visually or blind (by Radar)? Visually.
8. (a) Were troops dropped, and how many? Nil  
 (b) Were containers dropped, and how many? Yes. 15 containers & 3 pkges  
 (c) Observations on stick length, time and heading. 315 M. 135 I.A.S. 350' AGL  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). Containers and packages went O.K.
9. Observed activity of enemy ground defences in area of D.Z. None
10. Pilot's Personal Remarks. Nil

71323-5

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(ii)

## DEFECTS OR DAMAGE

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report). Escape hatch lost over French coast going out.

12. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. NIL  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. Wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL
- (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered. NIL  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered.  
 (b) Searchlights encountered. NIL

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

See very good all the way.  
 Rebecca quite good - range 40 miles.

## 19. Time of Origin and Signature of Interrogating Officer.

Signed. G. AIRD. F/O.  
 05/0500 Hrs

D 71323-5 2,000 D/d Q.883 2/44 R P 2

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S. A. S.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON  
 Serial No. 1 Date 4/5th July 1944. Squadron 298 Flight 'A'  
 A/C Type and Mark Halifax Mk. V. Captain F/O. Johnson  
 A/C Letter & Call Sign 'S' Navigator F/O. Smith  
 Troops Carried Nil Flight Engineer Sgt. Sparks.  
 Containers Carried 5 Containers & 1 jeep. W/Op F/S. Owen  
 Packages 3 Carried 3 parniers. Bomb Aimer F/S. Dragnell  
 D.Z. HOUNDSWORTH Gunner F/S. Poulton  
 TIME OFF: 23.36 T.O.D.E: 0200 TIME DOWN: 0413

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY. **NIL**  
 Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

- | RAID REPORT  | OPERATION/ <del>DETAILS</del>  | HOUNDSWORTH                    |
|--|--|--------------------------------|
| 2. Route   | Outwards: Base - Christchurch - 5000N-0010W - 4920N-0005W - 4920N-0000<br>Homewards: Belleme- Mere- Chartre - 4711 N - 0337 E - D.Z. (4719N-0356E)<br>Reciprocal |                                |
| 3. Time, height and place of crossing enemy coast, outwards and homewards.   | 0000° - 0034 Hrs. 6500' ASL<br>0000° - 0324 Hrs 6500' ASL  |                                |
| 4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.  |  | 5-6/10ths cloud at 2500' base. |
| 5. Was D.Z. reached? If not, reason for not reaching.  |  | Yes.                           |
| 6. How was D.Z. recognised?  |  | Reception O.K.                 |
| 7. Was drop done visually or blind (by Radar)?   |  | Visually                       |
| 8. (a) Were troops dropped, and how many?<br>(b) Were containers dropped, and how many?<br>(c) Observations on stick length, time and heading.<br>(d) Further observations on drop (mention particularly number of refusals and number of containers hung up or jettisoned). | No.<br>5 containers. 3 pkgs. 1 jeep.<br>0200 250° M. 135 I.A.S. 2350' ASL<br>Jeep went down O.K.<br>No hang up nothing jettisoned.                               |                                |
| 9. Observed activity of enemy ground defences in area of D.Z.  |  | None                           |
| 10. Pilot's Personal Remarks.  |  | Nil                            |

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) **NONE**

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. **NONE**
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

- 13. (a) E/A seen in air, but not encountered.
- (b) E/A encountered, circumstances and tactics, noting especially:- **NONE**
- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners.

- 14. (a) Flak seen but not encountered. Seen at Le Havre - moderate light flak.
- (b) Flak encountered. **Nil** 0030 Hrs. 6000' ASL
- (c) Type of flak. **N/A**
- (d) Was a/c held in searchlights at time. **No.**
- (e) Position of burst relative to a/c.
- (f) In cloud, above or below cloud. **N/A**

- 15. (a) Searchlights seen but not encountered, **NONE**
- (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. **NONE**

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. **NONE**

18. General remarks.

REBECCA O.K. on D.Z. Beacon.  
GEE O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. G. AIRD. F/O.  
05/0510 Hrs.

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SECRET  
38C/FORM "R.4."

GLIDER RAID REPORT

STATION TARRANT RUSHTON

Serial No. \_\_\_\_\_ Date **6.7.44** Squadron **298**  
 Tug A/C Type and Mark **Halifax mk. V** Glider No. \_\_\_\_\_  
 A/C Letter & Call Sign **Ø** 1st Pilot **S/Sgt. Shaw**  
 Captain **F/L Barren** 2nd Pilot \_\_\_\_\_  
 Navigator **F/O McLaren** Troops No. \_\_\_\_\_  
 Flight Engineer \_\_\_\_\_ Equipment \_\_\_\_\_  
 W/Op **Sgt. McCullan** L.Z. \_\_\_\_\_  
**F/L Palmy**  
 Bomb Aimer **Sgt. Lajin**  
 Gunner **F/S Newling**  
 Time Up **10.17** Time over L.Z. **1430** Time Tug Down **1120 @ B2.**  
**(B2) 1330** **1433 @ Tarrant Rushton**

1. (a) ENEMY SHIP SIGHTINGS.
- (b) DINGHY SIGHTINGS. **None**
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.C., A.E.A.P.

- RAID REPORT OPERATION/~~MISSION~~ **Ferrying**
2. Route Outward: **Base- Christchurch- Burflour- B2.**  
Homeward: **Reciprocal route**
  3. Time, height and place of crossing **1055hrs, French Coast 2000'**  
**1340 hrs on track** **1000'**  
**French coast, outwards and homewards.** **track**
  4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part. **Vis. unlimited**  
**Small amounts of cloud over France**
  5. Was L.Z. reached? **N/A**  
If not, reasons for not reaching **Handlcar was released at Tarrant Rushton**
  6. How was L.Z. recognised? **1**
  7. Was release done visually or blind (by Radar)? **Visually**
  8. Was glider release satisfactory? **Yes**  
Relation to L.Z. **1000' 1430hrs.**  
Height, time and heading.
  9. Tug pilot's Personal Remarks. **Quite satisfactory**
  10. Observations by crew of tug: **Fighter escort R.Vd. at Christchurch at 1020hrs and escorted A/C half way over Channel. Also from 1/3 to half way across Channel on return.**  
**The runway is 2000yds. wire mesh tracking. Rather dusty for towing for the Glider pilot. There are full R/T control.**

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11. Observed activity of enemy ground defences in area of L.Z. NIL

12. Subsequent remarks by glider pilot NIL

DEFECTS OR DAMAGE

13. Any defect in aircraft or equipment which prevented complete success of mission NIL  
(Details will appear in appropriate defect report)

14. Damage Due to Enemy Action

(a)	Cause, (T/A, Flak or Cable)	NIL
(b)	Estimated position, time, height and I.S.A. when hit	
(c)	Was A/C held by searchlights when hit?	
(d)	Crew casualties, time and cause	
(e)	Effect of damage on handling of A/C.	NIL
(f)	Position of strikes, i.e. Wings, engines or fuselage	
(g)	Did A/C crash on landing?	

INTELLIGENCE

15. (a) Enemy aircraft seen in air but not encountered NIL  
(b) Enemy aircraft encountered, circumstances and tactics, noting especially:

(i)	Which crew member obtained first sight and where	
(ii)	Who fired first and range	
(iii)	Rounds fired by own gunners	NIL

16. (a) Flak seen but not encountered  
(b) Flak encountered NIL  
(c) Type of Flak  
(d) Was a/c held in searchlights at time  
(e) Position of burst relative to a/c  
(f) In cloud, above or below cloud

17. (a) Searchlights seen but not encountered NIL  
(b) Searchlights encountered

18. Beacons, flare paths, recognition signals, etc. NIL

19. Miscellaneous Items, (Balloon Barrage, Activity on land or sea, black-out, etc.) NIL  
Any unusual items

20. Time of origin and signature of Interrogating Officer

Signed. G. ALIB. P/O. 06/1515 Hrs

D.B.102-4 5000 D/d 8566 4/44 R P 2

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT BUSHYON

Serial No. 6 Date 6-7th July '44 Squadron 298 Flight 'A'  
 A/C Type and Mark Halifax Mk. V. Captain F/Lt. Imber  
 A/C Letter & Call Sign '0' Navigator W/O. Flesman  
 Troops Carried Nil Flight Engineer Sgt. Howie  
 Containers Carried 15 W/Op W/O. Smith H.B.  
 Packages Carried 3 Bomb Aimer F/S. Ellis  
 D.Z. FLEMAN 13 Gunner F/O. Hartwell  
 TIME OFF: 22.44 T.O.D.Z: Not reached TIME DOWN: 03.35

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS. 4 small boats leaving large wake for their  
 (c) LIGHTS FLASHING SIGNALS. size heading S.W. parallel to coast off Trou-  
 (d) EXTREME ENEMY ACTIVITY. ville 02.51 hrs. (7000' ht of a/c.)

Any items under these headings to be telephoned at once to D.I.O., Am., A.F.

- | RAID REPORT  | OPERATION/EXERCISE   | S.O.E. | not completed. |
|--|--|--------|----------------|
| 2. Route   | Outwards: Base-Christchurch-50N-00.10W - 4828N-0005W - French coast 0000°<br>Homewards: Bellec - 47.17N-0008E - Châtelleraut - Le Blans - D.Z.<br>Return reciprocal.   |        |                |
| 3. Time, height and place of crossing enemy coast, outwards and homewards.   | In French coast- 0000° - 23.51 hrs. 6000'<br>Out " " 0000° - 02.25 hrs. 7000'  |        |                |
| 4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part)  | Vis. 10 miles over channel- in clear patch south of Loire - otherwise NIL. Electrical storms encountered along entire route. D.Z. area 10/10ths cloud clear patch S. of Loire no cloud. Closed completely on return. |        |                |
| 5. Was D.Z. reached? If not, reason for not reaching.  | No. Unable to locate R.V. owing to weather. (W/V.D.Z. area 180/45)   |        |                |
| 6. How was D.Z. recognised?  | N/A  |        |                |
| 7. Was drop done visually or blind (by Radar)?   | N/A  |        |                |
| 8. (a) Were troops dropped, and how many?<br>(b) Were containers dropped, and how many?<br>(c) Observations on stick length, time and heading.<br>(d) Further observations on drop (mention particularly number of refusals and number of containers hung up or jettisoned). | Nil<br>No.<br>N/A.<br>Containers and packages brought back to base.  |        |                |
| 9. Observed activity of enemy ground defences in area of D.Z.  | N/A  |        |                |
| 10. Pilot's Personal Remarks.  | O/298 Pt. W/O Smith reports seeing Halifax 2 mins from D.Z. flying on homeward course. We also saw u/1 aircraft soon after setting course for base.  |        |                |

Reference: AIR 27/1650

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit, NIL
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range. NIL  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. Light orange tracer probably from Cabourg  
 (b) Flak encountered from Trouville (49°25'N 00°5'W) (2342 hrs-2346 hrs, 5,600'  
 (c) Type of flak. Light orange, very meagre.  
 (d) Was a/c held in searchlights at time. No. NIL  
 (e) Position of burst relative to a/c, below aircraft  
 (f) In cloud, above or below cloud. (No hits)

15. (a) Searchlights seen but not encountered, NIL  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. Half dozen yellow orange flares off Trouville 02.50 hrs. 7000'

17. Miscellaneous Items. (Balloon Barrage, Beacon flashing white 'F' 5600'  
 Activity on land or sea, black-out, etc.) (49.40N-00.10W, 23.38 hrs) near ESTERAT on coast. Beacon  
 Any unusual items. flashing white 'E' 3 miles N. of Le Havre (00.10E-49.30N, 23.43 hrs, 5,600')

18. General remarks.  
 Gee O.K. Rebecca range very good.

19. Time of Origin and Signature of Interrogating Officer.

Signed, F. PALMER, 07/0440 hrs  
 S/O.

References:-

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT HUGHTON  
 Serial No. 8 Date 6/7-7-44 Squadron 299 Flight 1A  
 A/C Type and Mark Halifax Captain P/O Anderson  
 A/C Letter & Call Sign 1H Navigator Sgt AMYON  
 Troops Carried \_\_\_\_\_ Flight Engineer \_\_\_\_\_  
 Containers Carried 15 W/Op F/S Lewis  
 Kitbags Carried 3 Packages Bomb Aimer F/O EVANS  
 D.Z. BOB 243 Gunner P/O Reader  
 TIME OFF: 2259 T.O.D.Z: \_\_\_\_\_ TIME DOWN: 0442

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY. Nil

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

- RAID REPORT OPERATION/EXERCISE BOB Not completed
2. Route  
 Outwards: Base-Christchurch-50 N 0010 W-Coast 0°-Belleme-Mer-  
 Homewards: Lacharite-4711 N 0337 E-D2  
D2-4711 N 0337 E-Lacharite-Mer-Belleme-Coast 0°-4928 N
3. Time, height and place of crossing enemy coast, outwards and homewards.  
 Outwards: 0605 W 50° N 0010 W-Christchurch-Base, Cabourg 6,000'  
 Homewards: 0345 Cabourg 6,000'
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height) and Vis: 10-15 miles overlast  
 (If weather differs greatly over different parts of route, give conditions for each part. Storms rest of route.
5. Was D.Z. reached? If not, reason for not reaching. No
6. How was D.Z. recognised? D.Z. area not reached.
7. Was drop done visually or blind (by Radar)? No release.
8. (a) Were troops dropped, and how many?  
 (b) Were containers dropped, and how many?  
 (c) Observations on stick length, time and heading. Load R.T.B.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).
9. Observed activity of enemy ground defences in area of D.Z. Nil
10. Pilot's Personal Remarks.

Last known position 4720 N 0227 E at 0121 hrs

87599-1

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) No damage

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. Nil  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- Nil  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time. Nil  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered. None

16. Beacons, flare paths; recognition signals, etc. Nil

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. Nil

18. General remarks.

Gee O.K.  
 Rebecca-not used.

19. Time of Origin and Signature of Interrogating Officer.

Signed. M.Evans P/O 0630

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT HIGHTON  
 Serial No. 07 Date 6-7th July '44. Squadron 298 Flight 'B'  
 A/C Type and Mark Halifax Mk.V. Captain F/S. Mackrill  
 A/C Letter & Call Sign 'H' Navigator Sgt. Healy  
 Troops Carried Nil Flight Engineer Sgt. McBurney  
 Containers Carried 15 W/Op Sgt. Wall  
~~Weapons~~ Carried 3 packages Bomb Aimer Sgt. Tremain  
 D.Z. ROVER 10 Gunner Sgt. Bridge  
 TIME OFF: 22.55. T.O.D.Z: 01.55. TIME DOWN: 0405.

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS. NIL  
 (d) EXTREME ENEMY ACTIVITY..

Any items under these headings to be telephoned at once to D.I.O., A.B., A.P.

RAID REPORT OPERATION/~~XXXXXXXX~~ S.O.E. COMPLETED.

2. Route Outwards: Base - Christchurch - 50.00N - 00.10W - 49.28N-00.05W - French coast 0000° - Belleme - 47.17N - 00.18E - Chateleault- DZ.  
 Homewards: Return same route.

3. Time, height and place of crossing enemy coast, outwards and homewards. In French Coast - 0000° - 23.55 $\frac{1}{2}$ . 6000'  
 Out " " - 0000° - 03.16 $\frac{1}{2}$  6000'

4. Weather report. Visibility, cloud, Thunderstorms throughout route. DZ area wind speed and direction (mentioning height). 4/10ths high cloud. base about (If weather differs greatly over different 10000' Vis. 6-8 miles. Heavy parts of route, give conditions for each part electrical storms Tours area and wind changing from 175/30 to 260/20.

5. Was D.Z. reached? If not, reason for not reaching. YES.

6. How was D.Z. recognised? No reception on D.Z. as briefed. About 5 <sup>miles</sup> S.E. of briefed D.Z. 2 red lights and one white flashing 'R'

7. Was drop done visually or blind (by Radar)? Visually.

8. (a) Were troops dropped, and how many? Nil  
 (b) Were containers dropped, and how many? 15 containers and 3 packages.  
 (c) Observations on stick length, time and heading. 01.55 hrs. 330 T.  
 (d) Further observations on drop (mention particularly, Containers fell 50 yards number of refusals and number of containers hung to west of row of lights. up or jettisoned).  
 (e) Height 400' A.GL.

9. Observed activity of enemy ground defences in area of D.Z. NIL

10. Pilot's Personal Remarks. Lights on D.Z. laid down wind.

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. NIL
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners. NIL

14. (a) Flak seen but not encountered. L. Flak (mag) Deadhead area 4920.0030W  
 (b) Flak encountered. NIL (23.55 hrs. 6000' French coast 00 00°)  
 (c) Type of flak. NIL  
 (d) Was a/c held in searchlights at time. NIL  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, low 4 3/4 hrs. at 1000' at 02.26 hrs  
 (b) Searchlights encountered. NIL

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.  
 Gee - slightly inaccurate - jittery time base.  
 Abbots not used.

19. Time of Origin and Signature of Interrogating Officer.  
 Signed. P. Fairburn. W/O.  
 07/010 Hrs.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT. WELTON

Serial No. 10 Date 6-7th July '44. Squadron 258 Flight 'B'

A/C Type and Mark Hallam Mk. V. Captain W/O. Crossley

A/C Letter & Call Sign 'X' Navigator P/O. Smith D.W.

Troops Carried NIL Flight Engineer Sgt. Marshall

Containers Carried 15 W/Op P/O. Lindsay

~~Parachutes~~  
Parachutes Carried 3 Bomb Aimer Sgt. Grasso

D.Z. NOVER LO Gunner W/O Fournier

TIME OFF: 22.57 T.O.D.Z: 0146 - 0156 TIME DOWN: 0413

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS. NIL  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY.
- Any items under these headings to be telephoned at once to D.I.O., A.E., A.P.

- RAID REPORT OPERATION/EXERCISES. S.O.E. Completed.
2. Route  
 Outwards: Base - Christchurch - 50 N - 0030 W - 4928N - 0005W -  
Coast at 0° - Belleme - 4717N - 0013E - Guitallerault - D.Z.  
 Homewards: Return same route.
3. Time, height and place of crossing enemy coast, outwards and homewards. 23.55 - Gabourg 6000'  
0323 " 5500'
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). Cloud. 5000' 9/10ths.  
 (If weather differs greatly over different parts of route, give conditions for each part. Vis. 4 miles over D.Z.  
Storms in and out.
5. Was D.Z. reached? If not, reason for not reaching. Yes.
6. How was D.Z. recognised? Lighting system letter flashing 'R'
7. Was drop done visually or blind (by Radar)? Visually
8. (a) Were troops dropped, and how many? NIL  
 (b) Were containers dropped, and how many? Yes. load dropped.  
 (c) Observations on stick length, time and heading. at 0156 Hrs. 130 I.A.S. 150 M  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).  
 (e) Height 500' A.GL.
9. Observed activity of enemy ground defences in area of D.Z. NIL
10. Pilot's Personal Remarks.

Load landed on and around lights.

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## DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NO DAMAGE

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable). NIL  
 (b) Estimated position, time, height, and I.A.S. when hit.  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

## INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL

- (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners. NIL

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak. NIL  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered. NIL

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

GMS AND REBECCA O.X.

19. Time of Origin and Signature of Interrogating Officer.

Signed. M. EVANS. M/O.  
 07/0515 Hrs.

D 87599-1 1,000 D/d Q.925 3/44 R P 2

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT BRIDGE  
 Serial No. 11 Date 6-7th July 1944 Squadron 298 'B' 'B'  
 A/C Type and Mark HAMILTON H. V. Captain P/O. Lee  
 A/C Letter & Call Sign 101 Navigator P/O. Ward  
 Troops Carried NIL Flight Engineer Sgt. Sheppard  
 Containers Carried 15 W/Op P/O. Hoarman  
~~Messages~~  
~~Kitbags~~ Carried 3 Bomb Aimer Sgt. Ward  
 D.Z. BOB 243 Gunner Sgt. Flint  
 TIME OFF: 22.4 T.O.D.Z: 0240 - 0255 TIME DOWN: 03.0

1. (a) ENEMY SHIP ACTIVITY. NIL  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY.
- Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

RAID REPORT	OPERATION/EXERCISE	Observed
2. Route	Outwards: <u>BOB - TARRANT BRIDGE - 215 - 215 W - Coast 7 - Millers - Mar-</u> <u>La Charite - 47121-0378 - D.Z. and</u>	
	Homewards: <u>Return same route.</u>	
3. Time, height and place of crossing enemy coast, outwards and homewards.	<u>0255 - 3000 ft</u>	<u>6000'</u>
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)	<u>No cloud, Vi. 13 miles</u>	<u>over D.Z. - 2000 ft.</u>
5. Was D.Z. reached? If not, reason for not reaching.	<u>Yes</u>	
6. How was D.Z. recognised?	<u>Lights and letter flashing 'B'</u>	
7. Was drop done visually or blind (by Radar)?	<u>Visually.</u>	
8. (a) Were troops dropped, and how many? (b) Were containers dropped, and how many? (c) Observations on stick length, time and heading. (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or attached). (e) <u>400' A.S.L.</u>	<u>NIL</u> <u>Yes. Load dropped at 032 hrs.</u> <u>200 M. 240 I.A.S.</u>	
9. Observed activity of enemy ground defences in area of D.Z.	<u>NIL</u>	
10. Pilot's Personal Remarks.	<u>Load seen on and around lights.</u>	

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NO DAMAGE

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. NIL
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time. NIL  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered. NIL

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

ONE O.K. RECORDED O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed, H. BWARD, W/O.  
 07/05/43 H.R.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT KILBURN  
 Serial No. 17 Date 6-7th July '44. Squadron 298 Flight 'B'  
 A/C Type and Mark Halifax Mk. V. Captain F/O. Carpenter  
 A/C Letter & Call Sign 'G' Navigator F/S. Wright  
 Troops Carried NIL Flight Engineer Sgt. Williams  
 Containers Carried 15 W/Op F/S. Murray  
~~Messages~~ Carried 3 Bomb Aimer F/O. Baumann D.F.M.  
 D.Z. BOB 47 Gunner Sgt. McRobb  
 TIME OFF: 2303. F.O.D.Z: 0153-0155 TIME DOWN: 0411

1. (a) ENEMY SHIP ACTIVITY. NIL  
 (b) DINGHY SIGHTINGS. •  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY.  
 Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

RAID REPORT OPERATION/EXERCISE S.O.R. (Completed)  
 Outwards: BOB - BELLEUSE - MAR- LA GAURITE - 4711N-0337E - Coast 0° -  
 2. Route Belleuse - Mar- La Gaurite - 4711N-0337E - D.Z.  
 Homewards: Return same route

3. Time, height and place of crossing enemy coast, outwards and homewards.  
0255 - N. of Cabourg. 7000'  
0320 " " 6000'

4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part).  
NO CLOUD, Vis. 20 miles over D.Z.

5. Was D.Z. reached? If not, reason for not reaching. YES

6. How was D.Z. recognised? Lighting system, letter 'A'. Run in over wood and two parallel rivers

7. Was drop done visually or blind (by Radar)? Visually.

8. (a) Were troops dropped, and how many? NIL  
 (b) Were containers dropped, and how many? Yes. Everything dropped.  
 (c) Observations on stick length, time and heading. 0155 hrs. 270 M. 140 IAS  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).  
400' A.G.L.

9. Observed activity of enemy ground defences in area of D.Z. NIL

10. Pilot's Personal Remarks.  
NIL

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. NIL  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL

- (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range. NIL  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak. NIL  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, NIL  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

ONE O.K. REBODJA O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. H. EVANS. I/O.

07/0450,hrs

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**SECRET**  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT IUSHTON

Serial No. 18 Date 6-7th July '44 Squadron 298 Flight 'A'

A/C Type and Mark Halifax Mk.V. Captain W/O. Smith R.A.

A/C Letter & Call Sign 'G' Navigator W/O. Lane

Troops Carried 'NIL' Flight Engineer Sgt. Aherne

Containers Carried 15 W/Op W/O. Gardiner

Parachutes Carried 3 Bomb Aimer Sgt. Ihlen

D.Z. FLEMMAN 13. Gunner P/S. Haskelhorst

TIME OFF: 22.48. T.O.D.Z: 0131-0139 TIME DOWN: 0340.

- 1. (a) ENEMY SHIP ACTIVITY.
  - (b) DINGHY SIGHTINGS. NIL
  - (c) LIGHTS FLASHING SIGNALS.
  - (d) EXTREME ENEMY ACTIVITY.
- Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

RAID REPORT	OPERATION/EXERCISE	SOE	(Completed)
2. Route	Outwards: Base - Christchurch - 50N - 0010W - 4925N-0005W - Coast at 00 -		
	Homewards: Belleme - 4717N-0013E - Gintallerauit - Le Blanc - D.Z. and RETURN same route.		
3. Time, height and place of crossing enemy coast, outwards and homewards.	6000 hrs. East of Oubourg. 6300'	6332 "	" " " 6300'
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.	Cloud. 10/10ths. base 4000'. Vis. 12-15 miles over D.Z. Thunder-storm from coast to D.Z. Clear near Loire		
5. Was D.Z. reached? If not, reason for not reaching.	Yes.		
6. How was D.Z. recognised?	Lighting system, letter flashing 'Z' and railway to wood straight into DZ.		Run in over lake
7. Was drop done visually or blind (by Radar)?	Visually.		
8. (a) Were troops dropped, and how many?	NIL		
(b) Were containers dropped, and how many?	Yes. 15 containers and 3 packages.		
(c) Observations on stick length, time and heading.	0135 hrs. 135 IAS 090 W.		
(d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).			
(e) Height	400' A.GL.		
9. Observed activity of enemy ground defences in area of D.Z.	NIL		
10. Pilot's Personal Remarks.			

AT 4632N - 0010E - another D.Z. seen. Full reception lights, flashing 'G'

0113 - 0121 hrs. (D.Z. lighting system could not be seen from north side when running up)

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## DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. NIL  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

## INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL

- (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners. NIL

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c. NIL  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, NIL  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

GEE O.K. REBECCA Very good.

19. Time of Origin and Signature of Interrogating Officer.

SIGNED. H. EVANS. /O. 07/0430 Hrs.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON  
 Serial No. 44 Date 7/7/44 Squadron 298 Flight A  
 A/C Type and Mark R Halifax V Captain F/O Stark  
 A/C Letter & Call Sign D Navigator F/Lt. Feathers  
 Troops Carried Nil Flight Engineer Sgt. Fuller  
 Containers Carried 15 W/Op F/Sgt. Frazer  
 Pkgs Carried 3 packages Bomb Aimer F/Lt. Hatton  
 D.Z. Hermit 6 Gunner Sgt. Buzza  
 TIME OFF: 0053 T.O.D.Z.: 0250 TIME DOWN: 0445

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS. None  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY.
- Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

RAID REPORT OPERATION/EXERCISE S.O.E. Hermit 6

2. Route Outwards: Base, Church, 50N 0010W, 4928N 0005W Coast 0°  
Belleme, Mer, D.Z.  
 Homewards: Return same route.

3. Time, height and place of crossing enemy coast, outwards and homewards.  
0152 1/2 hrs. 4920N 0000° - 4000'  
0342 1/2 hrs. ditto 3500'

4. Weather report. Visibility, cloud, wind speed and direction (mentioning height).  
 (If weather differs greatly over different parts of route, give conditions for each part. Vis 15 mb.  
Cloud 5/10 alt/amin

5. Was D.Z. reached? If not, reason for not reaching. Yes

6. How was D.Z. recognised? Reception lights - good.

7. Was drop done visually or blind (by Radar)? Visually

8. (a) Were troops dropped, and how many? None  
 (b) Were containers dropped, and how many? 15 containers & 3 pkgs.  
 (c) Observations on stick length, time and heading. 0250 310° M.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). 600' AGL 145 I.A.S

9. Observed activity of enemy ground defences in area of D.Z. None

10. Pilot's Personal Remarks.

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303

DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) None

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit? Nil
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:-  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range. Nil  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. Blois - 0248 - 0252 hrs.  
 (b) Flak encountered. Meagre light flak. up to 2,000' - not  
 (c) Type of flak. fired at A/C. (0248-0252 hrs - 6500 ft)  
 (d) Was a/c held in searchlights at time. (D. 2, 0248 - 0252 hrs.  
 (e) Position of burst relative to a/c. 650' AGL).  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, Nil  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. Nil

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. Nil

18. General remarks.

Gee O.K.

19. Time of Origin and Signature of Interrogating Officer.

G.S. Aird, F/O

08/0520.

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304

SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT BUSHTON  
 Serial No. 3 Date 7/7/44 Squadron 293 Flight B  
 A/C Type and Mark Halifax V. Captain F/Lt. Ensor  
 A/C Letter & Call Sign 0 Navigator F/O Solomon  
 Troops Carried Nil Flight Engineer Sgt. Hall  
 Containers Carried 15 W/Op P/O Norton  
 Packages  
 Kits/eggs Carried 3 Bomb Aimer F/S. Blann  
 D.Z. Hermit 6 Gunner F/S. Smith  
 TIME OFF: 00.35 T.O.D.Z: 02.22½ TIME DOWN: 04.52

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS. Nil  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

RAID REPORT OPERATION/EXERCISE HERMIT 6 (Successful)

2. Route Outwards: Ch'church. E. of Cabourg. Belleme. Mar. D.Z.

Homewards: Return same.

3. Time, height and place of crossing enemy coast, outwards and homewards. E. Cabourg. 01.56 hrs. 6,500'  
 " 0.546 hrs. "

4. Weather report. Visibility, cloud, Over Target. Unlimited.  
 wind speed and direction (mentioning height). Cloud: Thin high, 10,000  
 (If weather differs greatly over different Base  
 parts of route, give conditions for each part. Wind: 204/21

5. Was D.Z. reached? If not, reason for not reaching. Yes.

6. How was D.Z. recognised? 4 (weak) lights in T. shape & one flashing  
 F edge of large wood to N. & main road to

7. Was drop done visually or blind (by Radar)? Visual.

8. (a) Were troops dropped, and how many? No.  
 (b) Were containers dropped, and how many? (See 10)  
 (c) Observations on stick length, time and heading.  
 (d) Further observations on drop (mention particularly, 600' A.G.L.  
 number of refusals and number of containers hung 040° M. 140 m.p.h  
 up or jettisoned). 02.26 hrs.

9. Observed activity of enemy ground defences in area of D.Z.

10. Pilot's Personal Remarks.  
 Containers dropped at 02.26 hrs. (see 8) packages were blocked as hole was sealed. Eventually hole was opened pilot meanwhile left D.Z. and circled around Lestion (bend in Loire) when hole was cleared. A/C returned to D.Z. and dropped packages about ¼ mile to S.W., heading 250°M. 03.00½ hrs., 500' A.G.L. 140 mph.

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305

DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. NIL
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered. L.C. (orange tracer) seen over BLOIS  
 (c) Type of flak. 02.35 hrs. 1000' A.G.L., A/C 1/2 mile.  
 (d) Was a/c held in searchlights at time. to E. measure accurate.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, NIL  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

Gee O.K.

19. Time of Origin and Signature of Interrogating Officer.

C.M. Herbert-Smith S/O.

07/0525

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON

Serial No. 2 Date 7/7/44 Squadron 298 Flight A 8A  
 A/C Type and Mark Halifax V Captain F/Lt. Sizmur  
 A/C Letter & Call Sign J Navigator P/O Orme  
 Troops Carried Nil Flight Engineer F/O Walker  
 Containers Carried 15 W/Op W/O McElhannan  
~~pkgs~~ pkgs Carried 3 Bomb Aimer F/O Lee  
 D.Z. Hermit 6 Gunner F/O Drew  
 TIME OFF: 0034 T.O.D.Z: 0237 TIME DOWN: 0405

1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS. Nil
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

- | RAID REPORT  | OPERATION/EXERCISE   | HERMIT                      | 6             |
|--|--|-----------------------------|---------------|
| 2. Route   | Outwards: Ch'church. E. Cabourg Belleme Mer. D.Z.<br>Homewards: Same return.           |                             |               |
| 3. Time, height and place of crossing enemy coast, outwards and homewards.   | E. Cabourg.  | 0138½ hrs.                  | 6000'         |
|  | "  | 0318 "                      | 6000'         |
| 4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.  | Over target. Unlimited.  | Cloud: Medium, base 10,000' | Wind: 220°/30 |
| 5. Was D.Z. reached? If not, reason for not reaching.  | Yes  |                             |               |
| 6. How was D.Z. recognised?  | 3 white lights in line, flashing F<br>Triangular wood to NW, & coppice to E & SE of DZ |                             |               |
| 7. Was drop done visually or blind (by Radar)?   | Visual.  |                             |               |
| 8. (a) Were troops dropped, and how many?<br>(b) Were containers dropped, and how many?<br>(c) Observations on stick length, time and heading. AGL.<br>(d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). | No<br>15 & 3 pkgs. 0237hrs. 400'<br>140 Mph.<br>207° M.                                |                             |               |
| 9. Observed activity of enemy ground defences in area of D.Z.  | Nil  |                             |               |
| 10. Pilot's Personal Remarks.  | Good D.Z. Lights very efficient. Saw somebody else's chutes lying on D.Z.              |                             |               |

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) Nil

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. Nil
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- Nil

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. Medium, trace (white) & some  
 (b) Flak encountered. H.E. seen coming up from beachheads.  
 (c) Type of flak. (01.35 hrs. 6000')  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, Nil  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. Nil

17. Miscellaneous Items. (Balloon Barrage, Small boats (possible E Activity on land or sea, black-out, etc.) boats) seen firing tracer & Any unusual items. star shells at other small boats. 49°26'N 00°05'W  
 01.35 hrs. 6,000'.

18. General remarks.

Gee O.K.

19. Time of Origin and Signature of Interrogating Officer.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON  
 Serial No. 1 Date 8/7/44 Squadron 298 Flight B  
 A/C Type and Mark Halifax V Captain F/O Edick  
 A/C Letter & Call Sign W Navigator W/O Holmund  
 Troops Carried Nil Flight Engineer Sgt. Godfrey  
 Containers Carried 15 W/Op W/O Innes  
 Pkgs. 3 Bomb Aimer P/O Ketyk  
 D.Z. HERMIT Gunner Sgt. Lockheed  
 TIME OFF: 00.18 T.O.D.Z: 02.11 - 02.20 TIME DOWN: 03.51

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS. Nil  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY.  
 Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

RAID REPORT OPERATION/EXERCISE ~~HARRYWOODS~~ Hermit 6  
 2. Route Outwards: Base, Ch'church. 50°N 0010W 4928N 0005W Coast at 0°  
 Homewards: Belleme, Mer, D.Z. ~~Hermit 6~~  
 Return same route.

3. Time, height and place of crossing enemy coast, outwards and homewards.  
 01.19 6 miles E. of Cabourg 6000 ASL  
 03.00 " " 6000 ASL

4. Weather report. Visibility, cloud, wind speed and direction (mentioning height).  
 Vis: 15 miles at D.Z. Cloud: 5/10 alto cirrus at DZ  
 (If weather differs greatly over different parts of route, give conditions for each part.)  
 Wind: 192/19 at DZ.

5. Was D.Z. reached? If not, reason for not reaching. Yes

6. How was D.Z. recognised? Map reading Gee fixes 2 rows of lights "L" ground lights. 2 white 100 yds apart 3rd. white flashing F.

7. Was drop done visually or blind (by Radar)? Visual.  
 8. (a) Were troops dropped, and how many? No.  
 (b) Were containers dropped, and how many? Yes 15 & 3 pkgs.  
 (c) Observations on stick length, time and heading. 02.19 180°M. 135 Ind.  
 (d) Further observations on drop (mention particularly, All chutes seen to number of refusals and number of containers hung open containers in up or jettisoned). centre of D.Z. Height. 500' A.G.L.

9. Observed activity of enemy ground defences in area of D.Z. Nil

10. Pilot's Personal Remarks. Nil

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) Nil

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable). Nil
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- Nil  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered. Nil  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered. Nil

16. Beacons, flare paths, recognition signals, etc. Lights on D.Z.

17. Miscellaneous Items. (Balloons Barrage, Tracer fired over sea. Activity on land or sea, black-out, etc.) 300 yds. apart 0109hrs.  
 Any unusual items. 4935N 0005W. 6,000' A/C over head (t.o ships)  
 Convoy seen 5020N 0100 W (07.30 hrs. 6,000'  
 A/C overhead - 8 ships.

18. General remarks.

Gee O.K.

19. Time of Origin and Signature of Interrogating Officer.

J.F. Moffatt F/Lt.

080425

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SECRET  
38G/FORM "R. 3"

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON  
 Serial No. 2 Date July 10/11 Squadron 298 Flight B  
 A/C Type and Mark Halifax V Captain F/S Smith  
 A/C Letter & Call Sign Y Navigator W/O Florence  
 Troops Carried NL1 Flight Engineer Sgt. Crane  
 Containers Carried 15 W/Op F/S Christie  
~~Pages~~ Carried 3 Bomb Aimer Sgt. Laverick  
 D.Z. HARRY 50 Gunner Sgt. Batey  
 TIME OFF: 0106 T.O.D.Z: 0255/0312 TIME DOWN: 0506

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS. None  
 (d) EXTREME ENEMY ACTIVITY.  
 Any items under these headings to be telephoned at once to D.I.O., A.R., A.F.

- RAID REPORT OPERATION/~~REMARKS~~ HARRY 50 S.O.E. (Not completed)  
 2. Route Outwards: Bridport, Plencouf, Jugon, 48 21N 02 39E D.Z.  
 Homewards: Return same.  
 3. Time, height and place of crossing enemy coast, outwards and homewards.  
 Outwards: Plencouf; 0215 hrs. 7,000'  
 Homewards: " 0356 hrs "  
 4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)  
 Target area vis: 6 miles  
 Cloud: 10/10 2,500'  
 Wind: 325/30  
 5. Was D.Z. reached? If not, reason for not reaching. Area found  
 6. How was D.Z. recognised? X roads & road form S. of D.Z. Oblong wood to N.  
 7. Was drop done visually or blind (by Radar)? N/A  
 8. (a) Were troops dropped, and how many? NL1  
 (b) Were containers dropped, and how many? Returned load to base  
 (c) Observations on stick length, time and heading.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). No reception - 051 M 135 I.A.S. 1100' A.S.L.  
 9. Observed activity of enemy ground defences in area of D.Z. NL1  
 10. Pilot's Personal Remarks.

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) **ML**

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause. **ML**
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- **ML**

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. H.F. in Rennes area, going in,  
 (b) ~~Flak encountered.~~ (0225 hrs. 12 miles N.E. of Rennes  
 (c) Type of flak. - 2,500'  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c. **W/A**  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, **ML**  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition 48 20°N 01 37W Occult seen flashing "B" signals, etc. (0921 hrs. 2,500' 1 mile S.W.) ~~rotating~~  
 rotating beacon seen at same point

17. Miscellaneous Items. (Balloon Barrage, flashing dots, Activity on land or sea, black-out, etc.) Any unusual items.

18. General remarks.

*OK - Good*  
*REP. OK.*

19. Time of Origin and Signature of Interrogating Officer.

G. M. Herbert-Smith S/O

110600 B

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION BARRAGE BARRAGE  
 Serial No. 16 Date 21/12th July 1944 Squadron 233 Flight 'D'  
 A/C Type and Mark Halifax 12, V. Captain W.O. Davies  
 A/C Letter & Call Sign 'D' Navigator D/L. Garrow  
 Troops Carried Nil Flight Engineer Sgt. Woodcock  
 Containers Carried 15 W/Op Sgt. Hall  
~~Parachutes~~ Carried 3 Bomb Aimer W/O. Babb  
 D.Z. DUNDEE 83 Gunner W/O. Gole  
 TIME OFF: 23.29 T.O.D.Z. Area 0221-0230 TIME DOWN: 05.22

1. (a) ENEMY SHIP ACTIVITY. 2 'B' a/c. 060 T 6 miles Course 330° - 1500° - in  
 (b) DINGHY SIGHTINGS. Portsmouth direction. One seen to blow up.  
 (c) LIGHTS FLASHING SIGNALS. (5000H-0016 - 0444 hrs - 3000-1500°)  
 (d) EXTREME ENEMY ACTIVITY. 1000°

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

- RAID REPORT OPERATION/EXERCISE S.O.E. (DUNDEE 83) NOT COMPLETED
2. Route Outwards: Base - Christchurch - 500-0107 - 4000-0000 - Coast at 0°  
 Homewards: Dundee - La Sarrate - R.V. - D.Z.  
Return same route.
3. Time, height and place of crossing enemy coast, outwards and homewards. 0037 hrs. E. of Sabourg. 6000' ASL  
0422 " " " " " "
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). Cloud. 10/10ths at 2000'  
 (If weather differs greatly over different parts of route, give conditions for each part. Vis. 1 mile. (1-3 miles in D.Z. area)
5. Was D.Z. reached? If not, reason for not reaching. NO. Too far taken in area. Wood  
recognised but other details on ground not recognisable owing to cloud and little moonlight.
6. How was D.Z. recognised? SEE ABOVE
7. Was drop done visually or blind (by Radar)? NO DROP
8. (a) Were troops dropped, and how many? Nil  
 (b) Were containers dropped, and how many? No drop. Load brought back.  
 (c) Observations on stick length, time and heading.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).
9. Observed activity of enemy ground defences in area of D.Z. Nil
10. Pilot's Personal Remarks.

Nil

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## DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) **NONE**

## 12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. **NONE**  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

## INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- **NONE BUT SEE PARA. 1.**

- (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered. **NONE**  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, **NIL**  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. **NIL**

17. Miscellaneous items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. **NIL**

## 18. General remarks.

**Gea and Rebecca O.K.**

19. Time of Origin and Signature of Interrogating Officer.

Signed. G. ALD. B/O.  
 12/0740 Hrs.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON

Serial No. 9 Date 11/12th July '44 Squadron 298 Flight 'A'  
 A/C Type and Mark Halifax Mk. V. Captain W/O R.A. Smith  
 A/C Letter & Call Sign 'C' Navigator W/O Lane  
 Troops Carried Nil Flight Engineer Sgt. Aherna  
 Containers Carried 15 W/Op W/O Gardiner  
 Packages 3 Bomb Aimer F/O. Hales  
~~Carried~~  
 D.Z. DONALD 96 Gunner F/S. Hazlehurst  
 TIME OFF: 0016 hrs. T.O.D.Z: 02.20-0245 TIME DOWN: 04.52

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS. NIL  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY.
- Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

- RAID REPORT OPERATION ~~XXXXXXXX~~ S.O.E. (DONALD 96) Not completed
2. Route Outwards: Base - Christchurch-50N-0010W - 4928N-0005W - Coast at 0°  
 Homewards: Belleme - La Charite - R.V. - D.Z.  
Return same route.
3. Time, height and place of crossing enemy coast, outwards and homewards.  
01.14 Hrs. 6 miles E. of Cabourg. 5500' ASL  
03.59 Hrs " " " " " 6000' ASL
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height).  
 (If weather differs greatly over different parts of route, give conditions for each part.)  
Vis. 5-10 Miles.  
Mainly cloudy with ~~with~~ local breaks inland.  
W/V. 310/20 mph.
5. Was D.Z. reached? If not, reason for not reaching. D.Z. area reached
6. How was D.Z. recognised? Identified visually and by Gee fixes.
7. Was drop done visually or blind (by Radar)? No drop. No reception.
8. (a) Were troops dropped, and how many? Nil  
 (b) Were containers dropped, and how many? No. NO RECEPTION.  
 (c) Observations on stick length, time and heading.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). N/A
9. Observed activity of enemy ground defences in area of D.Z. NIL
10. Pilot's Personal Remarks: NIL

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. NIL
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners. NIL

14. (a) Flak seen but not encountered.  
 (b) Flak encountered. NIL  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, NIL  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. White Beacon flashing 'YM' 10 mls. 100 T. from Chartres (03.18 hrs. 12 mls S.E. Chartres 1500' ASL)

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Nil  
 Any unusual items.

18. General remarks:

Section 16 above cont'd:- Going in, white beacon flashing steadily 1 second intervals. 3 miles to starb'd of a/c. (01.16 hrs. 10 miles S. of Trouville. 5500' ASL)

19. Time of Origin and Signature of Interrogating Officer.

Signed. J. F. MOFFATT. E/LT.

12/0520 Hrs.

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316

SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION PARADISE MOUNTAIN  
 Serial No. 13 Date 11/12th July '44 Squadron 293 Flight "B"  
 A/C Type and Mark Halifax Mk. V. Captain F/O. Brown W.W.  
 A/C Letter & Call Sign "L" Navigator F/O. HARRIS  
 Troops Carried 151 Flight Engineer Sgt. HANLEY  
 Containers Carried 15 W/Op Sgt. BARSON  
 Packages Carried 3 Bomb Aimer F/O. DAYLES  
 D.Z. DONKEYMAN 67 Gunner Sgt. SMITH JB  
 TIME OFF: 00.07 T.O.D.Z: 02.19 - 02.30 TIME DOWN: 04.46

1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS. NIL
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

RAID REPORT OPERATION EXERCISE S.O.B. (DONKEYMAN 67) Completed.

2. Route  
 Outwards: Buss - Christchurch - 300-000W - 4000-000W - Coast at 0°  
Bellona - P.V. - P.Z.  
 Homewards: Return same route.
3. Time, height and place of crossing enemy coast, outwards and homewards.  
01.04 hrs - 6000' AGL - 6 mls E. of Gabourg  
03.15 hrs - 6000' " " " " "
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)  
Vis. 5-10 miles.  
Mainly cloudy with local breaks inland.  
W/V. 310/20 mph.
5. Was D.Z. reached? If not, reason for not reaching. Yes.
6. How was D.Z. recognised? Identified roads, woods and railways up to D.Z.  
On D.Z. 2 white lights, 100 yards apart, 3rd flashing "B"
7. Was drop done visually or blind (by Radar)? Visually
8. (a) Were troops dropped, and how many? 110.  
 (b) Were containers dropped, and how many? Yes. 15 Containers and 3 packages  
 (c) Observations on stick length, time and heading. 180 T. 02.29 hrs.  
 (d) Further observations on drop (mention particularly number of refusals and number of containers hung and load fell between lights and a coupe.  
 (e) Height 300' AGL.
9. Observed activity of enemy ground defences in area of D.Z. N
10. Pilot's Personal Remarks.  
NIL

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit? NIL
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL
- (i) Which crew member obtained first sight and where.
  - (ii) Who fired first and range.
  - (iii) Rounds fired by own gunners. NIL

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak. NIL  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered. NIL

16. Beacons, flare paths, recognition signals, etc.

17. ~~Beacons on land or sea, etc.~~  
 Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

Go and Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. J. P. MERRANT F/Lt.

17/0510 Hrs

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318

SECRET  
386/FORM "R.3"

PARACHUTE RAID REPORT

STATION **TARRANT RUSHTON**

Serial No. **//** Date **11/12th July '44**. Squadron **298** Flight **'B'**  
 A/C Type and Mark **Halifax Mk. V.** Captain **F/S. Omliffe**  
 A/C Letter & Call Sign **'F'** Navigator **F/O. Morton**  
 Troops Carried **Nil** Flight Engineer **Sgt. McIntyre**  
 Containers Carried **15** W/Op **Sgt. Clark**  
 Packages **7** Bomb Aimer **F/O. Hains**  
 D.Z. **DUK 28** Gunner **F/O. Young**  
 TIME OFF: **23.35** T.O.D.Z: **0155-0205** TIME DOWN: **04.20**

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY.
- NIL

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

- RAID REPORT OPERATION/EXERCISE **Dink 28**
2. Route  
 Outwards: **Base - Christchurch - 508-0010W - 4928N-0009W - Coast at 0°**  
 Homewards: **Belleme - La Charite - R.V. - D.Z.**  
 Return same route
3. Time, height and place of crossing enemy coast, outwards and homewards.  
 00.28 hrs. 6 miles E. of Cabourg 6000'  
 23.35 hrs 6 " " " 6000'
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)  
 Vis. 5-10 miles. **Mainly cloudy with local breaks inland.**  
 W/V. - 310/20 mph.
5. Was D.Z. reached? If not, reason for not reaching. **YES.**
6. How was D.Z. recognised? **Pinpointed & identified late to S.W. of D.Z. 3 Bonfires on D.Z. which were replaced by line of 3 white lights with 4th**
7. Was drop done visually or blind (by Radar)? **white light flashing 'G'**  
 VISUALLY
8. (a) Were troops dropped, and how many? **NIL**  
 (b) Were containers dropped, and how many? **Yes. 15 Containers & 7 packages.**  
 (c) Observations on stick length, time and heading. **Two drops made. 1st drop 01.55, 270 M-750' A.G.L. 140 I.A.S.**  
 (d) Further observations on drop (mention particularly number of refusals and number of containers going up or jettisoned). **15 Containers & 3 pkgs. 2nd drop 0202 hrs / 750' AGL 140 IAS. 4 pkgs dropped. All chutes seen to open. One chute undeveloped.**
9. Observed activity of enemy ground defences in area of D.Z. **NIL**
10. Pilot's Personal Remarks.  
**Two runs necessary because aircraft carried 7 packages.**

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) **NIL**

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. **NIL**
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered. **NIL**  
 (b) E/A encountered, circumstances and tactics, noting especially:-

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range. **NIL**
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. **NIL**  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was s/c held in searchlights at time.  
 (e) Position of burst relative to s/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, **NIL**  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. ~~STAYS ON D.Z.~~ **NICK**

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. **NIL**

18. General remarks.

**Cee and Rebecca O.K.**

19. Time of Origin and Signature of Interrogating Officer.

**Signed. J. F. MEEHATT E/LT.**

**12/0450 hrs.**

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT HUSHTON

Serial No. 12 Date 11/12th July '44 Squadron 298 Flight 'A'  
 A/C Type and Mark Halifax Mk. V. Captain W/O. Mitton  
 A/C Letter & Call Sign 'H' Navigator F/S. Lee  
 Troops Carried NIL Flight Engineer Sgt. McParlane  
 Containers Carried 15 W/Op Sgt. Salmonese  
 Packages Carried 3 Bomb Aimer F/S. Sewell  
 D.Z. DONALD 101 Gunner Sgt. Nicolson  
 TIME OFF: 00.11 T.O.D.Z: 02.17 TIME DOWN: 04.30

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS. NIL  
 (d) EXTREME ENEMY ACTIVITY.
- Any items under these headings to be telephoned at once to D.I.O., A.B., A.P.

RAID REPORT OPERATION ~~XXXXXXXX~~ S.O.E. (DONALD 101) COMPLETED

2. Route  
 Outwards: Base - Christchurch - 50N-0010W - 4928N-0005W - Coast at 0°  
 Homewards: Belleme - La Charite - R.V. - D.Z.  
Return same route.
3. Time, height and place of crossing enemy coast, outwards and homewards.  
00.57½ Hrs. 6 miles E. Cabourg - 6000' ASL  
09.37 Hrs " " " " 6000' "
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)  
Vis. 5-10 Miles.  
Mainly cloudy with local breaks inland.  
w/v. 310/20 mph.
5. Was D.Z. reached? If not, reason for not reaching. YES.
6. How was D.Z. recognised? Identified lake to south of D.Z. at beginning of run in. Village and woods N. & S. On D.Z. 2 white lights 100 yds. apart, 3rd white
7. Was drop done visually or blind (by Radar)? light flashing 'N'  
Visually.
8. (a) Were troops dropped, and how many? No.  
 (b) Were containers dropped, and how many? Yes. 15 containers & 3 packages.  
 (c) Observations on stick length, time and heading. 02.17 hrs. 340 M.  
 (d) Further observations on drop (mention particularly, All chutes seen to open. number of refusals and number of containers hung up or jettisoned).  
 (e) Height of drop 400' AGL
9. Observed activity of enemy ground defences in area of D.Z. NIL
10. Pilot's Personal Remarks.  
One Container fell off as Bomb doors opened and drifted to 1 mile south of D.Z.

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. NIL
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners. NIL

14. (a) Flak seen but not encountered,  
 (b) Flak encountered.  
 (c) Type of flak, NIL  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. ~~Lights on D.2.~~ 2 white pundits seen on port beam 1 mile apart 6 miles from a/c. and 1 white pundit on starb'd 10 miles from a/c. flashing 'IW' 'OA' 'MV' respectively  
 (08.00 Hrs. 48.13N - 01.38W 3000' ASL)

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

Geo O.K.  
 Rebecca - U.S. Switch Motor very slow.

19. Time of Origin and Signature of Interrogating Officer.

Signed. J.F. MOFFATT F/LT.  
 12/0500 Hrs.

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C O P Y

FROM:- Officer Commanding, Servicing Wing Headquarters 322  
 TO:- Senior Operations Officer.  
 Copy To:- O.C. 298 Squadron.  
 REF:- TRSW/1641/10/Eng/J.153  
 DATE:- 14th July 1944.

S.O.E. Operations - Container Failure - Halifax V.LL.355(BW/G)

Following is a copy of a report by F/Lt. Robinson, Elec. Eng. Officer on above subject:

"The above aircraft returned from an operational flight on 14th July 1944, with all containers in position. The Bomb Aimer had reported that all the load had dropped"

"On examination by an electrical N.C.O. and the Wing Armament Officer, it was found that the Selector Box Drum Switch was set in such a manner that the contacting strip was off the spring contacts. The switch box was fully serviceable but was very sensitive to the drum switch position.

"It is considered that the Bomb Aimer did not examine the Selector Box to ensure that the indicator lamp was alight before operating the Distributor"

Signed. W. J. HENDLEY. W/Cdr.  
 Commanding Servicing Wing Headquarters.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON

Serial No. 16 Date 13/14th July '44 Squadron 238 Flight 'D'  
 A/C Type and Mark Halifax Mk. V. Captain F/Lt. Ensor  
 A/C Letter & Call Sign 'G' Navigator F/O. Tolsons.  
 Troops Carried 181 Flight Engineer Sgt. Hall  
 Containers Carried 15 W/Op A/O. Marston  
 Packages Carried 3 Bomb Aimer Sgt. Mann  
 D.Z. HARLISH 4 Gunner F/S. Smith  
 TIME OFF: 23.15. T.O.D.Z: 01.15. TIME DOWN: 02.35

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS. NIL  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

RAID REPORT OPERATION/REPORTS BY S/OE (HARLISH 4) PART COMPLETED

2. Route  
 Outwards: Base - Christchurch - 50F-04L07 - East of Cabourg - Belleme-  
 Homewards: Seller - D.Z. and return same route
3. Time, height, and place of crossing coast, outwards and homewards.  
 0005 hrs - E. of Cabourg - 6000' ASL  
 0235 hrs - " " " 6000' "
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height).  
 (If weather differs greatly over different parts of route, give conditions for each part.)  
 Vis. 5 miles.  
 Cloud. No cloud in target area
5. Was D.Z. reached? If not, reason for not reaching. Yes
6. How was D.Z. recognised? D.R. from 4673H-0155 E and triangle of bonfires and letter flashing 'X'
7. Was drop done visually or blind (by Radar)? Visually
8. (a) Were troops dropped, and how many? 181  
 (b) Were containers dropped, and how many? No, 3 packages dropped and went O.K.  
 (c) Observations on stick length, time and heading. 0115 hrs. 320 M.IAS 180.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).  
 (e) Height 500' AGL
9. Observed activity of enemy ground defences in area of D.Z. None
10. Pilot's Personal Remarks.  
Container failure - all 15 brought back. Crew did not know until they got back to Tarrant Rushton.

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. *See attached Report* (Details will appear in appropriate defect report.)

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. NIL
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL
- (i) Which crew member obtained first sight and where.
  - (ii) Who fired first and range.
  - (iii) Rounds fired by own gunners. NIL

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak. NIL  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered. NIL

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

*Gee and Rebecca O.K.*

19. Time of Origin and Signature of Interrogating Officer.

Signed. G. AIRD P/O.

14/0400 hrs.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION **TARRANT HUSHTON**  
 Serial No. **15** Date **13/14th July '44** Squadron **298** Flight **'A'**  
 A/C Type and Mark **Halifax Mk. V.** Captain **F/S. Reid**  
 A/C Letter & Call Sign **'R'** Navigator **Sgt. Marsh**  
 Troops Carried **Nil** Flight Engineer **Sgt. MacMillan**  
 Containers Carried **15** W/Op **F/S. Oard**  
 Packages **3** Bomb Aimer **Sgt. Money**  
 D.Z. **STATIONER 110/174** Gunner **Sgt. Jones.**  
 TIME OFF: **23.20.** T.O.D.Z: **01.45 - 01.52** TIME DOWN: **04.30.**

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS. **NIL**  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY.
- Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

- RAID REPORT OPERATION/EXERCISE SOE (STATIONER 110/174 COMPLETED)
2. Route  
 Outwards: **Base - Christchurch-50N-0010W - 4928N-0005W - Coast at 0° -**  
 Homewards: **Belleme - 4717N-0018E - Châtellerault - 4553N - 0040E -**  
**return same route.**
3. Time, height and place of crossing enemy coast, outwards and homewards.  
**0019½ Hrs. E. of Cabourg - 6000' ASL**  
**0032½ " " " " 6000' "**
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height).  
**Vis. 4-5 miles.**  
 (If weather differs greatly over different parts of route, give conditions for each part. **No cloud in D.Z. area**
5. Was D.Z. reached? If not, reason for not reaching. **Yes.**
6. How was D.Z. recognised? **River near Limoges and D.Z.'s to N. & S of D.Z.**
7. Was drop done visually or blind (by Radar)? **Visually**
8. (a) Were troops dropped, and how many? **Nil**  
 (b) Were containers dropped, and how many? **Yes. 15 containers & 3 packages**  
 (c) Observations on stick length, time and heading. **0152 hrs. 094 M - IAS 140**  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung **NO HANG UP**  
 (e) ~~Height~~ **Height** **470' AGL**
9. Observed activity of enemy ground defences in area of D.Z. **Nil**

10. Pilot's Personal Remarks.  
**Dropped on Stationer 174 as Characteristic was recognized ('W'). Letter not identified (bad Morse) on Stationer 110 so dropped on Stat.174.**

Reference -

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326

DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) W T.u/s. on way back.  
0930 Hrs.

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. NIL
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered. NIL  
 (b) E/A encountered, circumstances and tactics, noting especially:-  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range. NIL  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered. NIL  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered. NIL

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

Goe and Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. G. AHD. F/O.

14/0435 hrs.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION ~~TARRANT~~ NUMBER

Serial No. 14 Date 13/14th July '44 Squadron 258 Flight 'A'  
 A/C Type and Mark Halifax Mk.V Captain W/O. Bain  
 A/C Letter & Call Sign 'T' Navigator F/Lt. Rowell  
 Troops Carried NIL Flight Engineer F/S. Donahy  
 Containers Carried 14 - before T.O. W/Op F/S. Marshall  
 Packages Carried 3 Bomb Aimer Sgt. Holder  
 D.Z. STATIONER 131 Gunner F/Sgt. Weeks  
 TIME OFF: 23.07. T.O.D.Z: 01.42 - 01.48 TIME DOWN: 0405 at Ford.

1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS. NIL
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

- RAID REPORT OPERATION/EXERCISE 30E (STATIONER 131) COLLECTED.
2. Route  
 Outwards: Base-Christchurch-30E-0019-4923N-0007E-Coast at 0°  
Bolton-4717E-0018E-Chatellerault-4733N-0040E-DZ.  
 Homewards: 4733N-0055E-Chatellerault-and return same route.
  3. Time, height and place of crossing enemy coast, outwards and homewards.  
23.35 hrs. 7000' 6 miles E. of Cabourg.  
03.24 hrs. 8000' 6 " " "
  4. Weather report. Visibility, cloud, wind speed and direction (mentioning height).  
 (If weather differs greatly over different parts of route, give conditions for each part.)  
Vis. 10 miles.  
Cloud. NIL  
Wind. 270/12 mph.
  5. Was D.Z. reached? If not, reason for not reaching. YES.
  6. How was D.Z. recognised? Man in on D.R. from airport. See fix 4 minutes before D.Z. 3 bonfires forming triangle. White light flashing
  7. Was drop done visually or blind (by Radar)? 'X'  
Visual.
  8. (a) Were troops dropped, and how many? No.  
 (b) Were containers dropped, and how many? Yes, 14 containers & 3 packages.  
 (c) Observations on stick length, time and heading. 01.45 hrs. 270 N. IAS 145  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).  
 (e) Height 300' AGL.
  9. Observed activity of enemy ground defences in area of D.Z. NIL
  10. Pilot's Personal Remarks.  
NIL

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) **NIL**

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. **NIL**
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- **NIL**

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range. **NIL**
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered. **NIL**  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, **NIL**  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. ~~signals, etc.~~

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. **NIL**

18. General remarks.

Geo O.K. RESEARCH O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. J. P. Maffett. P/Lt.

14/11/53 hrs.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON

Serial No. 13 Date 13/14th July '44 Squadron 298 Flight 'A'  
 A/C Type and Mark Halifax Mk. V. Captain F/O. Dougill  
 A/C Letter & Call Sign 'B' Navigator F/O. Forbes  
 Troops Carried NIL Flight Engineer Sgt. Elliott  
 Containers Carried 15 W/Op F/S. Woolley  
 Packages Carried 3 Bomb Aimer Sgt. Smedley  
 D.Z. STATIONER 110/174 Gunner F/S. Turner

TIME OFF: 23.30 T.O.D.Z: 02.12-02.42 TIME DOWN: 05.30  
 (7a)

1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS. NIL
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

RAID REPORT OPERATION/MISSION SOE (STATIONER 110/174) COMPLETED

2. Route Outwards: Base-Christchurch-50N-0010W-4928N-005W-Coast at 0° -  
Bellers-4717N-0018E-Chatellerault-4553N-0125E-D.Z.  
 Homewards: 4553N-0040E-Chatellerault-and return same route.

3. Time, height and place of crossing enemy coast, outwards and homewards.  
 00.28 hrs. 6 mls.E. of Cabourg. 7000' ASL  
 04.17 hrs. 6 " " " " 5000' "

4. Weather report. Visibility, cloud, wind speed and direction (mentioning height).  
 (If weather differs greatly over different parts of route, give conditions for each part.)  
 Vis. 10-15 miles.  
 Cloud. NIL  
 Wind. Light & variable.

5. Was D.Z. reached? If not, reason for not reaching. Yes.

6. How was D.Z. recognised? D.R. from pinpoint R.V. (Limoges) On D.Z. 3 white lights in line 100 yds apart, 4th white flashing in

7. Was drop done visually or blind (by Radar)? Visual

8. (a) Were troops dropped, and how many? No. On Primary.  
 (b) Were containers dropped, and how many? Yes. 15 containers and 3 packages on  
 (c) Observations on stick length, time and heading. Primary. 02.41 hrs. 050 M.  
 (d) Further observations on drop (mention particularly, I.A.S. 130. number of refusals and number of containers hung up or jettisoned). All chutes opened. Packages overshot 200 yards  
 (e) Height 500' AGL.

9. Observed activity of enemy ground defences in area of D.Z. NIL

10. Pilot's Personal Remarks.  
Very many lights from other D.Z.'s and much headlights likely to cause confusion.

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AIR 27/1650

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## DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) **NIL**

## 12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable). **NIL**  
 (b) Estimated position, time, height, and I.A.S. when hit.  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

## INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered. **NIL**  
 (b) E/A encountered, circumstances and tactics, noting especially:-  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. **NIL**  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, **NIL**  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. **Lights on D.Z.**

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. **NIL**

## 18. General remarks.

**Geo and Rebecca O.K.**

19. Time of Origin and Signature of Interrogating Officer.

**Signed. J. P. MOTTATT F/Lt.**

**14/125 hrs.**

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SECRET  
38G/FORM "R.3"

## PARACHUTE RAID REPORT

STATION TARRANT HUGHTON.

Serial No. 12 Date 13/14th July '44 Squadron 298 Flight 'A'  
 A/C Type and Mark Halifax Mk. V. Captain F/O. Johnson  
 A/C Letter & Call Sign 'L' Navigator P/O J.S. Smith  
 Troops Carried Nil Flight Engineer Sgt. Sparks.  
 Containers Carried 15 W/Op F/S. Owen  
 Packages Carried 3 Bomb Aimer F/S. Pragnell  
 D.Z. STATIONER 174 Gunner F/S. Roulter  
 TIME OFF: 23.34. T.O.D.Z: 0205 - 0231 TIME DOWN: 0500 at Ford.

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS. Nil  
 (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.R., A.F.

RAID REPORT	OPERATION/KNOWLEDGE	SOE (STATIONER 174)	NOT COMPLETED
2. Route	Outwards: <u>Base-Christchurch-50N-0010W-4928N-0005W-Coast at 0° -</u> Homewards: <u>Belleme-4717N-0018E-Chatellerault-4553N-0125E-D.Z. 4553½N-0040E-Chatellerault-and return same route.</u>		
3. Time, height and place of crossing enemy coast, outwards and homewards.		<u>0027 hrs. 6 mls. E. of Gabourg. 6000' ASL</u> <u>0421½ " 6 " " " " 6000' "4</u>	
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)		<u>NO CLOUD.</u> <u>VE. 3 mls over D.Z.</u>	
5. Was D.Z. reached? If not, reason for not reaching.		<u>YES</u>	
6. How was D.Z. recognised?		<u>Ban in from St. Priest over La Vienne. Crossroads, railways to D.Z. area W. of Hills. Bonfires seen.</u>	
7. Was drop done visually or blind (by Radar)?		<u>No drop.</u>	
8. (a) Were troops dropped, and how many? (b) Were containers dropped, and how many? (c) Observations on stick length, time and heading. (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).		<u>No.</u> <u>No. No drop. Whole load R.T.B</u>	
9. Observed activity of enemy ground defences in area of D.Z.		<u>Nil</u>	
10. Pilot's Personal Remarks.		<u>Bonfires seen on D.Z. area but correct signal letter was NOT flashed.</u>	

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) **NO DAMAGE**

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable). **NIL**
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- **NIL**

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak. **NIL**  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, **NIL**  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. **NIL**

17. Miscellaneous items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. **NIL**

18. General remarks.

Gee and Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. M. EVANS P/O.  
 14/1405 hrs.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT MURKIN  
 Serial No. 11 Date 12/14th July '44 Squadron 338 Flight 1A  
 A/C Type and Mark Halifax Mk.V Captain P/O Taylor  
 A/C Letter & Call Sign 11 Navigator Sgt. McGeehan  
 Troops Carried Nil Flight Engineer Sgt. Campbell  
 Containers Carried 15 W/Op Sgt. S. S. S.  
 Packages Carried 2 Bomb Aimer P/O Ferguson  
 D.Z. STATIONER 110/174 Gunner Sgt. Harwood  
 TIME OFF: 23.04 T.O.D.Z: 01.00 TIME DOWN: 04.15 at

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS. NIL  
 (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.R., A.P.

- RAID REPORT OPERATION/REMARKS: 338 (PATROL 110/174) COMPLETED
2. Route  
 Outwards: Base-Jourdainville-50N-0610-4723H-005E-Const at 0° -  
 Homewards: Belleme-47.7N-0019E-Chatellerault - 453N-0125E- D.Z.  
and return same route.
3. Time, height and place of crossing enemy coast, outwards and homewards. 2400 Hrs - 6 miles E of Caubourg. 6500' ASL  
0315 " " " " " "
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). Vis. 5 miles.  
 (If weather differs greatly over different parts of route, give conditions for each part. Cloud. Nil over Target  
W/V. 290/10 mph.
5. Was D.Z. reached? If not, reason for not reaching. Yes.
6. How was D.Z. recognised? By lighting system only. Letter 'W' flashing.
7. Was drop done visually or blind (by Radar)? Visually.
8. (a) Were troops dropped, and how many? No.  
 (b) Were containers dropped, and how many? Yes, 14 (one hang-up) at 01.00 hrs.  
 (c) Observations on stick length, time and heading. 035 H. 130 IAS.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).  
 (e) 500' ASL.
9. Observed activity of enemy ground defences in area of D.Z. NIL
10. Pilot's Personal Remarks.  
Load not dropped on primary D.Z. as no signal letter was seen.  
R/Gunner saw containers and packages drop O.K. Halifax seen when over  
D.Z. area. 01.42 hrs.

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## DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NO DAMAGE

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable). NIL  
 (b) Estimated position, time, height, and I.A.S. when hit.  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

## INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NOTHING SEEN

- (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time. NIL  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered. NIL

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

Cos and Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. M. EVANS. M/O.

14/1210 Hqs.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION BARRAGE BUNTON  
 Serial No. 10 Date 13/14th July '44 Squadron RBR Flight 'B'  
 A/C Type and Mark Halifax Mk. V. Captain F/S. Griffiths  
 A/C Letter & Call Sign 'A' Navigator F/O. Halliwell  
 Troops Carried NIL Flight Engineer Sgt. Brown  
 Containers Carried 15 W/Op Sgt. Andrews  
~~Parabags~~ Carried 3 Bomb Aimer F/S. Healey  
 D.Z. STATIONER 181 Gunner Sgt. Dickson  
 TIME OFF: 23.3<sup>7</sup> T.O.D.Z: 0256 - 0216 TIME DOWN: 0445

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS. NIL  
 (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.R., A.F.

RAID REPORT	OPERATION/EXERCISE	STATIONER 181
2. Route	Outwards: <u>Base - Christchurch - 501-0010N-4920W - Coast at 0<sup>0</sup></u> Homewards: <u>Belleme - 4717N-0015E - Chatelleraut - 4553<sup>1</sup>N-0040E - D.Z. and return same route.</u>	
3. Time, height and place of crossing enemy coast, outwards and homewards.	<u>00.20 hrs. 6000' ASL. 6 mls. E Oubourg</u> <u>05.42 hrs " " " " " "</u>	
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.	<u>Vis. 4-6 miles at D.Z.</u> <u>Cloud. NIL</u> <u>Wind. 26/12 mph</u>	
5. Was D.Z. reached? If not, reason for not reaching.	<u>Yes</u>	
6. How was D.Z. recognised?	<u>D.R. run in to D.Z. Square search. 3 Bonfires forming triangle. White light (very faint) flashing 'X'</u>	
7. Was drop done visually or blind (by Radar)?	<u>Visual</u>	
8. (a) Were troops dropped, and how many? (b) Were containers dropped, and how many? (c) Observations on stick length, time and heading. (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). (e) Height of drop.	<u>NIL</u> <u>Yes, 15 containers &amp; 3 packages</u> <u>0015 hrs. 325 H. 143.140.</u> <u>400' AGL</u>	
9. Observed activity of enemy ground defences in area of D.Z.	<u>NIL</u>	
10. Pilot's Personal Remarks.	<u>NIL</u>	

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable). NIL
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered. NIL  
 (b) E/A encountered, circumstances and tactics, noting especially:-

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range. NIL
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. NIL  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, NIL  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

Gee and Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. J. F. MOFFATT E/Lt.  
 14/0543 hrs

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT HUGHTON

Serial No. 18 Date 13/14th July 1944 Squadron 208 Flight 'B'  
 A/C Type and Mark Halifax Mk. V. Captain P/O. Lee  
 A/C Letter & Call Sign 'M' Navigator P/O. Ward  
 Troops Carried Nil Flight Engineer Sgt. Hayward  
 Containers Carried 15 W/Op P/S. Hoasman  
 Packages Carried 3 Bomb Aimer Sgt. Sharp  
 D.Z. HAMISH 4 Gunner Sgt. Flint  
 TIME OFF: 23.36 T.O.D.Z: 01.00 - 01.12 TIME DOWN: 04.13 at Ford.

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY.
- NIL

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

- RAID REPORT OPERATION/EXERCISE SOB (HAMISH 4) COMPLETED
2. Route  
 Outwards: Base-Christchurch-50N-0010W-4928N-0005W-Coast at 0°  
 Homewards: Belleme-Mere-Solles-4653N-0157E-D.Z. - 4648N-0133E-  
 Solles - Return same route.
3. Time, height and place of crossing enemy coast, outwards and homewards.  
 23.47 hrs. 6 mls. E of Cabourg. 6000' ASL  
 02.33 " " " " " " " "
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). Vls. 10 miles.  
 (If weather differs greatly over different parts of route, give conditions for each part. Cloud. 2/10ths at 6000'  
 W/V. 310/15 mph.
5. Was D.Z. reached? If not, reason for not reaching. YES
6. How was D.Z. recognised? Ran in on D.R. from pinpoint (RV)  
 No lights on D.Z. Aircraft circled for 5 minutes; then
7. Was drop done visually or blind (by Radar)? 3 bonfires were lit and a white light flashed 'X'  
 VISUAL.
8. (a) Were troops dropped, and how many? No.  
 (b) Were containers dropped, and how many? Yes, 15 containers & 3 packages.  
 (c) Observations on stick length, time and heading. 01.05 hrs. 200 M. 140 IAS.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). All chutes opened.  
 An accurate drop.  
 (e) Height 500' AGL.
9. Observed activity of enemy ground defences in area of D.Z. NIL
10. Pilot's Personal Remarks. NIL

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL
12. Damage Due to Enemy Action.
- (a) Cause, (E/A, Flak or Cable).
  - (b) Estimated position, time, height, and L.A.S. when hit. NIL
  - (c) Was a/c held by searchlights when hit?
  - (d) Crew casualties, time and cause.
  - (e) Effect of damage on handling of A/C.
  - (f) Position of strikes, i.e. wings, engines or fuselage.
  - (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL
- (i) Which crew member obtained first sight and where.
  - (ii) Who fired first and range.
  - (iii) Rounds fired by own gunners.
14. (a) Flak seen but not encountered. *Inaccurate & vague light flak.*  
 (b) Flak encountered. *430L-0007W. (Geo Fix)*  
 (c) Type of flak. *Light.* *(2.40 hrs. a/c overhead 4000')*  
 (d) Was a/c held in searchlights at time. *No.*  
 (e) Position of burst relative to a/c. *300 yds astern. a/c level.*  
 (f) In cloud, above or below cloud. *Below cloud.*
15. (a) Searchlights seen but not encountered, NIL  
 (b) Searchlights encountered.
16. Beacons, flare paths, recognition signals, etc. NIL
17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL
18. General remarks.

Geo and Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. J. P. MEEFATT P/Lt.  
 14/1730 Hours.

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SECRET  
38G/FORM "R.3"

## PARACHUTE RAID REPORT

STATION FARRANT RUBTON

Serial No. 7817 Date 13/14th July 1944 Squadron 298 Flight 'B'

A/C Type and Mark Halifax Mk. V. Captain P/S. Mackrill

A/C Letter & Call Sign "H" Navigator Sgt. Healey

Troops Carried NIL Flight Engineer Sgt. McBurnay

Containers Carried 15 W/Op Sgt. Wall

Parachutes Carried 3 Bomb Aimer Sgt. Bridger Tremaine

D.Z. STATIONER 181 Gunner Sgt. Bridger

TIME OFF: 2301. T.O.D.Z.: 0150-0203. TIME DOWN 0500 at 7000 ft.

1. (a) ENEMY SHIP ACTIVITY.  
(b) DINGHY SIGHTINGS. NIL  
(c) LIGHTS FLASHING SIGNALS.  
(d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

- RAID REPORT OPERATION EXERCISE SOE (STATIONER 181) NOT COMPLETED
2. Route  
Outwards: Base - Christchurch- 50N-0010W - 4228N-0005W - Coast at 0°  
Homewards: Buller-4717N-0018E - Chatellerault-4533N-0046E - D.Z.  
4533N-0035E - Chatellerault - return same route.
3. Time, height and place of crossing enemy coast, outwards and homewards.  
00.05 at 6 miles E of Gebourg, 6000' ASL  
03.46 " " " " " 6000' "
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)  
Vis. 10-15 miles. Cloud. Nil. Wind. 30/15 mph.
5. Was D.Z. reached? If not, reason for not reaching. Yes - D.Z. area
6. How was D.Z. recognised? Ran in on D.R. Made square search. No reception seen.
7. Was drop done visually or blind (by Radar)? No drop
8. (a) Were troops dropped, and how many? Nil  
(b) Were containers dropped, and how many? No - no reception.  
(c) Observations on stick length, time and heading.  
(d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). N/A
9. Observed activity of enemy ground defences in area of D.Z. Nil
10. Pilot's Personal Remarks. Nil

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable). NIL
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics. At D.Z. area a JU 88 approached from starboard & 50 yds astern. R/Gunner gave burst. E/A approached a second time and again R/G gave bursts. Strikes observed by Engineer, and E/A turned away to starboard.  
 (i) Which crew member obtained first sight and where. E/G. 200yds to Strbd. & astern.  
 (ii) Who fired first and range... R/G. 50 yds.  
 (iii) Rounds fired by own gunners. 300 (2 bursts). E/A did not open fire.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered. NIL  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, NIL  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) NIL  
 Any unusual items.

18. General remarks.

Gee and Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. J. F. McPATT P/LT.  
 14/1440 hrs.

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SECRET  
38G/FORM "R.3."

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PARACHUTE RAID REPORT

STATION Tarrant Rushton.

Serial No. \_\_\_\_\_ Date I4/I5 July. Squadron 293. Flight A  
 A/C Type and Mark Halifax. V Captain W/O Smith.  
 A/C Letter & Call Sign K Navigator W/O Lane.  
 Troops Carried Nil Flight Engineer Sgt. Aherne.  
 Containers Carried I5 W/Op W/O Gardiner  
 Packages. \_\_\_\_\_  
 Kits Carried Containers 3 Bomb Aimer P/O Hales.  
 D.Z. Digger 30 Gunner F/S Hazelhurst. (Boscumbe  
 TO. 2335. DZ. 0210/0232. Time Down. 0525 own)

1. (a) ENEMY SHIP ACTIVITY None  
 (b) DINGHY SIGHTINGS  
 (c) LIGHTS FLASHING SIGNALS  
 (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E. A.F.

RAID REPORT OPERATION/~~EXERCISE~~

2. Route Outwards Christchurch. E Cabourg. Belleme. Chatellerault. DZ  
Homewards: Return same.

3. Time, height and place of crossing enemy coast, outwards and homewards. E Cabourg. 0023 hrs. 6000 ft  
" " 0442 " "

4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.) Vis .Hazy  
No cloud.

5. Was D.Z. reached? If not, reason for not reaching. Yes

6. How was D.Z. recognised? By woods near Montream

7. Was drop done visually or blind (by Radar)? N/A

8. (a) Were troops dropped, and how many? No. No reception. Load brought  
 (b) Were containers dropped, and how many? back to base.  
 (c) Observations on stick length, time and heading.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).

9. Observed activity of enemy ground defences in area of D.Z. None

10. Pilot's Personal Remarks.  
At 45°03'N. 00°43' a DZ with triangle of bonfires and morse flashed but indiscriminate A's-N's-(0210-0232 hrs. 2000 ft. ASL)

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(11)

## DEFECTS OR DAMAGE

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report). None.

12. Damage Due to Enemy Action

None

- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit.  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. Wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered. Nil  
 (b) E/A encountered, circumstances and tactics, noting especially:-  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. Nil  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered. Nil  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. 5 white flares 1 mile to port below A/C for about 10 secs. (0013 hrs. 6000 ft. 49°43'N. 00°06'W)

17. Miscellaneous items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. A/D lit up, circuit lights and approaches in red near Cognac. (0247 hrs. 2000 ft. 45°40'N. 00°19'W)

18. General remarks. Object falling in flames just S. of Loire, presumed A/C (0124 hrs. 2000 ft. 46°50'N. 00°23'E)

Gee and Rebecca OK

19. Time of Origin and Signature of Interrogating Officer.

G. Aird. F/O  
 1330 hrs. 16/7/44

D 71323-5 2,000 D/a Q.883 2/44 R P 2

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION Tarrant Rushton.  
 Serial No. \_\_\_\_\_ Date 14/15 July Squadron 298. Flight A  
 A/C Type and Mark Halifax V Captain F/S Reid.  
 A/C Letter & Call Sign R Navigator Sgt. Marsh  
 Troops Carried Nil Flight Engineer Sgt. McMillan  
 Containers Carried 15 W/Op F/S Ozard.  
 Packages Carried 3 Bomb Aimer Sgt. Murray  
 D.Z. Digger 30 Gunner Sgt. Jones.  
 TIME OFF: 2315 T.O.D.Z. 0150/0207 Boscombe Down  
 TIME DOWN: 0515

1. (a) ENEMY SHIP ACTIVITY. Nil  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

RAID REPORT	OPERATION/EXERCISE
2. Route	Outwards: <u>Christchurch. E. Cabourg. BELLEME - 4717 N</u> Homewards: <u>ORIBE CHATELERAULT LE BLANC DR</u> <u>RETURN SAME ROUTE.</u>
3. Time, height and place of crossing enemy coast, outwards and homewards.	<u>E Cabourg. 0006 hrs. 6000ft.</u> <u>" " 0402 " 6000 ft.</u>
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.	<u>Vis. Hazy.</u> <u>No cloud in DZ area.</u>
5. Was D.Z. reached? If not, reason for not reaching.	<u>Yes.</u>
6. How was D.Z. recognised?	<u>By crossing over river Isle in and out.</u>
7. Was drop done visually or blind (by Radar)?	<u>N/A</u>
8. (a) Were troops dropped, and how many? (b) Were containers dropped, and how many? (c) Observations on stick length, time and heading. (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).	<u>No. No reception. Load brought back.</u>
9. Observed activity of enemy ground defences in area of D.Z.	<u>None.</u>

10. Pilot's Personal Remarks.

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) None

12. Damage Due to Enemy Action. None  
 (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit.  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered. Nil  
 (b) E/A encountered, circumstances and tactics, noting especially:-  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. LF. near Poitiers)0250. 4 miles  
 (b) Flak encountered. E of Poitiers, 1200 ft ASI - On way in 15  
 (c) Type of flak. miles to starboard 160°(relative) intense  
 (d) Was a/c held in searchlights at time. LF. Poitiers)0114, 1500 ft.  
 (e) Position of burst relative to a/c. 46°30'N 00°30'E.)  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, Nil  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. Nil

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Nil  
 Any unusual items.

18. General remarks.  
 Gee and Rebecca OK.

19. Time of Origin and Signature of Interrogating Officer.  
 G. Aird. F/O  
 1345 hrs. 16/7/44.

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SECRET  
38G/FORM "R.3."

PARACHUTE RAID REPORT

STATION Tarrant Rushton

Serial No. \_\_\_\_\_ Date 15/16th July Squadron 644 Flight \_\_\_\_\_

A/C Type and Mark Halifax V Captain F/O Bretherton

A/C Letter & Call Sign Y Navigator F/L Eaton

Troops Carried Nil Flight Engineer P/O Dyson

Containers Carried 15 W/Op F/O Rothe

Packages

~~Parabombs~~ Carried 3 Bomb Aimer Sgt. Richard

D.Z. Stationer 174 Gunner F/S Abbott

T.O. 2323 T.O.D.Z. 0157 T. Down 0502 Bovington

1. (a) ENEMY SHIP ACTIVITY
- (b) DINGHY SIGHTINGS
- (c) LIGHTS FLASHING SIGNALS None
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E. A.F.

RAID REPORT OPERATION/~~service~~ S.D.E. Stationer 174

2. Route Outwards Ch'church, 5000 ft, 6 miles E. of Cabourg, Belleme, Chatel-  
lerault, D.Z.,  
Homewards: same route.

3. Time, height and place of crossing enemy coast, outwards and homewards.

0024, 0000	6000'	ASL
0330, 0000	6000'	"

4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). Clear, good vis.  
(If weather differs greatly over different parts of route, give conditions for each part. No cloud.

5. Was D.Z. reached? If not, reason for not reaching. Yes

6. How was D.Z. recognised? River on portside of run in and woods, reception very good.

7. Was drop done visually or blind (by Radar)? Visually.

8. (a) Were troops dropped, and how many? Nil
- (b) Were containers dropped, and how many? Yes, 15 containers, 3 packages.
- (c) Observations on stick length, time and heading. 0157 hrs. 2600' ASL
- (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). 180 M 135IAS. No hang ups.

9. Observed activity of enemy ground defences in area of D.Z. None

10. Pilot's Personal Remarks.

3 unidentified a/c presumably fighters, 2 owing to speed, 2 parallel with track of Halifax(6000') going inland, and one crossed behind A/C at right angles (NE-SW) (0020 - 0000 - 6000) 0025

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(ii)

DEFECTS OR DAMAGE

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report). None

12. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit? None
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- Nil  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered. Nil  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered. Nil  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. Nil

17. Miscellaneous Items. (Balloon Barrage, A/C shot down, exploded to port and behind Activity on land or sea, black-out, etc.) in direction of Tours. (0118 Chatellerault Any unusual items. 1500' ASL)

18. General remarks.

Gee O.K. Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

G. Aird, F/O.

D 71323-5 2,000 D/a Q.883 2/44 R P 2 16 0330 B.

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SECRET  
38C/FORM "R.3."

PARACHUTE RAID REPORT

STATION Tarrant Rushton  
 Serial No. \_\_\_\_\_ Date 15/16 July Squadron 298 Flight A  
 A/C Type and Mark Halifax V Captain F/O Stark  
 A/C Letter & Call Sign D Navigator F/L Peathers  
 Troops Carried N/L Flight Engineer Sgt. Fuller  
 Containers Carried 15 W/Op Sgt. Fraser  
 Packages Carried 3 Bomb Aimer F/L Hatton  
 D.Z. Footman 27 Gunner Sgt. Buzz  
 T.O. 2302 T.O.T. 0148 - 0229 T.Down 0620 Methwold

1. (a) ENEMY SHIP ACTIVITY  
 (b) DINGHY SIGHTINGS  
 (c) LIGHTS FLASHING SIGNALS Nil  
 (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E. A.F.

RAID REPORT	OPERATION/ <del>SECTION</del> S.O.E.	Not completed.
2. Route	Outwards: <u>Ch'church, 50 N 001W, 4928N 000W</u> Homewards: <u>Return same route.</u>	<u>Belleme, 4717N 0015E</u> <u>Chatellerault, 4553 004E, 4509N 0035E. D.Z.</u>
3. Time, height and place of crossing enemy coast, outwards and homewards.	<u>2356</u> <u>0428</u>	<u>6 miles E. of Cabourg 5,000'</u> <u>6 miles E. of Cabourg 2,000'</u>
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.		<u>Vis. 10 miles</u> <u>over D.Z.</u> <u>No cloud</u>
5. Was D.Z. reached? If not, reason for not reaching.		<u>Yes. (Area reached)</u>
6. How was D.Z. recognised?		<u>No drop</u>
7. Was drop done visually or blind (by Radar)?		<u>No drop</u>
8. (a) Were troops dropped, and how many? (b) Were containers dropped, and how many? (c) Observations on stick length, time and heading. (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).		<u>No drop</u>
9. Observed activity of enemy ground defences in area of D.Z.		<u>Nil</u>

10. Pilot's Personal Remarks.

A/C made a 45 minute square search of D.Z. area. Saw no definite reception lights or signals in D.Z. area. Diverted to Methwold, weather at base suitable

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(ii)

DEFECTS OR DAMAGE

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report). No damage

12. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause. Nil
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- Nil

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered. Nil  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered. Nil  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. Nil

17. Miscellaneous Items. (Balloon Barrage, 2 large camps seen lit up 2 miles N. of Activity on land or sea, black-out, etc.) Montaut D'Isdegar, during whole of square search. Nil (2,000'ASL)  
 Any unusual items.

18. General remarks.

Geo O.K.

Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

M. Evans P/O

16 1315 B

D 71323-5 2,000 D/d Q.883 2/44 R P 2

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION Thrrant Rushton  
 Serial No. / Date 14/15th July Squadron 298 Flight A  
 A/C Type and Mark Halifax V Captain F/Lt Isher  
 A/C Letter & Call Sign 0 Navigator W/O Flexman  
 Troops Carried - Flight Engineer Sgt. Morris  
 Containers Carried 15 W/Op W/O Smith  
 Kitbags Carried 3 Bomb Aimer F/O Ellis  
 D.Z. Digger 46 (alternative) Gunner F/O Hartwell  
 TIME OFF: 2302 T.O.D.Z: 0224 TIME DOWN: 0501

1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY.

Nil

Any items under these headings to be telephoned at once to D.L.O., A.R., A.F.

RAID REPORT	OPERATION/ <del>REFERENCE</del>	Completed on alternative <u>Digger 46</u>	
2. Route	Outwards: <u>Ch'church, 500010W 4928N 0005W</u>	<u>Belleme, 4717N 0018E</u>	
	Homewards: <u>Ch'church, 500010W 4928N 0005W</u>	<u>D.Z.</u>	
3. Time, height and place of crossing enemy coast, outwards and homewards.		<u>0004 - 6000'</u>	<u>2 4928N 0'</u>
		<u>0406 7000'</u>	<u>2 4928N 0'</u>
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.		Vis: <u>10 miles</u> W/V <u>Variable 310/15 to 180/10</u> Cloud: <u>Nil over D.Z.</u>	
5. Was D.Z. reached? If not, reason for not reaching.		Yes	
6. How was D.Z. recognised?	<u>San in from lake S.W. of D.Z. to wood, W. of Barn, Full reception E. of wood.</u>		
7. Was drop done visually or blind (by Radar)?	Visual		
8. (a) Were troops dropped, and how many?	No		
(b) Were containers dropped, and how many?	at 0224 hrs		
(c) Observations on stick length, time and heading.	450 AG.		
(d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).	120 M 149 I.A.S.		
9. Observed activity of enemy ground defences in area of D.Z.	None		
10. Pilot's Personal Remarks.			

F/C saw full load on ground on D.Z. near lights.

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350

DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) **No**

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. **None**
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- **None**

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. **Red tracer seen fired from Poitiers**  
 (b) ~~Flak encountered~~ **(A/C approx. 12 miles South 0930 hrs. 1500'**  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, **Nil**  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc.

17. Miscellaneous items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items.

18. General remarks.

**Geo O.K.**

**Rebecca O.K.**

19. Time of Origin and Signature of Interrogating Officer.

**M. Evans R/O**

**15/0605 B**

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION Tarrant Dighton  
 Serial No. 4 Date 14/15th July Squadron 298 Flight \_\_\_\_\_  
 A/C Type and Mark Halifax V Captain W/O Anderson  
 A/C Letter & Call Sign Q Navigator Sgt. Annon  
 Troops Carried \_\_\_\_\_ Flight Engineer Sgt. Mackin  
 Containers Carried 15 W/Op P/S Lewis  
 Kitbags Carried 3 Bomb Aimer P/O Evans  
 D.Z. Digger 55 Gunner W/O Reader  
 TIME OFF: 2314 T.O.D.Z: 0155 to 0220 TIME DOWN: 0451

- 1. (a) ENEMY SHIP ACTIVITY.
- (b) BINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY.

Nil

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

RAID REPORT	OPERATION/EXERCISE	B.O.E. Digger 55, Completed.	
2. Route	Outwards: <u>St. Church, 507 0010N 4928N 0005W</u>	<u>Belleuse 4717N 0018E</u>	
	Homewards: <u>Chatellerault, 4928N 0005W</u>	<u>D.Z. 4507N 0018E</u>	
3. Time, height and place of crossing enemy coast, outwards and homewards.	<u>0012 1/2</u>	<u>E. of Cabourg</u>	<u>7,000'</u>
	<u>0401 1/2</u>	<u>" "</u>	<u>7,000'</u>
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.	<u>On D.Z. vis. 10-15 miles</u> <u>No cloud</u>		
5. Was D.Z. reached? If not, reason for not reaching.	<u>Yes</u>		
6. How was D.Z. recognised?	<u>Ran in from W. of Gourdon over Gourdon to clearing in wood NE of St. Projet Full reception.</u>		
7. Was drop done visually or blind (by Radar)?	<u>Visually</u>		
8. (a) Were troops dropped, and how many?	<u>Full load dropped</u>		
(b) Were containers dropped, and how many?	<u>at 0214 500 AGL</u>		
(c) Observations on stick length, time and heading.	<u>142 I.A.S.</u>		
(d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).	<u>315 M.</u>		
9. Observed activity of enemy ground defences in area of D.Z.	<u>Nil</u>		
10. Pilot's Personal Remarks.			

W/O saw 'chutes open.

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit? NIL
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time. NIL  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc.

17. Miscellaneous items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items.

18. General remarks.

Geo O.K. Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

M. Evans P/O

150600 B.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION Barrant Rushton  
 Serial No. 9 Date 14/15th July Squadron 298 Flight B  
 A/C Type and Mark Halifax V Captain S/L Brownrigg  
 A/C Letter & Call Sign J Navigator F/O Halley  
 Troops Carried NL1 Flight Engineer Sgt. Brown D.  
 Containers Carried 15 W/Op F/S Sutton  
 Kitbags Carried 3 Bomb Aimer F/O Richardson  
 D.Z. Digger 58 Gunner F/O Cooke  
 TIME OFF: 2333 T.O.D.Z: 0204/0210 TIME DOWN: 0455

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS. None  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.R., A.F.

RAID REPORT OPERATION/~~SECRET~~ Digger 58 completed.  
 2. Route Outwards: Ch'church, E. of Cabourg, Bellene, Chateaulerault,  
 Homewards: D.Z.  
Return same.  
 3. Time, height and place of crossing enemy coast, outwards and homewards. E. of Cabourg, 0015 hrs, 6000'  
" 0358 hrs, 6000'  
 4. Weather report. Visibility, cloud, Over target vis. excellent.  
 wind speed and direction (mentioning height). Cloud: No cloud  
 (If weather differs greatly over different parts of route, give conditions for each part. Wind: Negligible.  
 5. Was D.Z. reached? If not, reason for not reaching. Yes.  
 6. How was D.Z. recognised? Triangle of bonfires, white light C.  
Followed river Dordogne & flew over village to SW of  
 7. Was drop done visually or blind (by Radar)? Visually D.Z.  
 8. (a) Were troops dropped, and how many? No  
 (b) Were containers dropped, and how many? 15 + 3 0210 hrs, 400' AG.  
 (c) Observations on stick length, time and heading. 137/140 mph  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). 350 M.  
 9. Observed activity of enemy ground defences in area of D.Z. NL1  
 10. Pilot's Personal Remarks.

Last package probably about 1/4 4/500 yds. overshoot, being very heavy.

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) **Nil**

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. **Nil**
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered. **One S.E. seen 1000 yds. astern, flying E to W**  
 (b) ~~E/A encountered~~, circumstances and tactics, **A/C at 49 15N 002 W. 0354 hrs. 7000ft.**
- (i) Which crew member obtained first sight and where.
  - (ii) Who fired first and range.
  - (iii) Rounds fired by own gunners. **N/A**
14. (a) Flak seen but not encountered. **(Battle area light Flak when crossing coast both ways. TOURS, L.F. 2000' 030hrs. A/C 15 miles W. Road bridge over canal at Chateaulerault)**  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time. **Tracer Coloured, accurate, 2000' 027hrs. evasive action taken**  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud. **but no hits registered 2 long bursts from one gun.**

15. (a) Searchlights seen but not encountered, **Nil**  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. **Nil**

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. **Nil**

18. General remarks.

**See 2 Q.E. Rebecca Not used.**  
**Large convoy seen S.E. of Isle of Wight heading S.E. A/C returning 0407hrs 1500' ASL.**

19. Time of Origin and Signature of Interrogating Officer.

G.M. Herbert-Smith S/O

15050 B.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION ~~Current~~ ~~Rushdon~~  
 Serial No. 7 Date 14.7.44 Squadron 290 Flight E  
 A/C Type and Mark Halifax V Captain F/S Smith O.K.  
 A/C Letter & Call Sign Z Navigator F/S Florence  
 Troops Carried Nil Flight Engineer Sgt. McCarthy, Sgt. Boyce  
 Containers Carried 15 W/Op F/S Christie  
 Kitbags Carried 3 Bomb Aimer F/S Iavarick  
 D.Z. Wrecon 16 Gunner Sgt. Day  
 TIME OFF: 2325 T.O.D.Z: 0503/0210 TIME DOWN: 0555

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY.

Nil

Any items under these headings to be telephoned at once to D.L.O., A.E., A.F.

RAID REPORT OPERATION/EXERCISE Wrecon 16 Completed.  
 2. Route Outwards: Ch'church, E. of Cabourg, Belles, Gateauherault, D.Z.  
 Homewards: Return same.  
 3. Time, height and place of crossing enemy coast, outwards and homewards.  
 E. of Cabourg. 0030 hrs. 7000'  
 " 0345 " 7000'  
 4. Weather report. Visibility, cloud, wind speed and direction (mentioning height).  
 (If weather differs greatly over different parts of route, give conditions for each part.)  
 Vis: Over Target. 8 miles  
 Cloud: None  
 Wind: 270/20  
 5. Was D.Z. reached? If not, reason for not reaching. Yes  
 6. How was D.Z. recognised? 3 lights in line & flashing F. Village to S.E. (the line) woods in neighbourhood.  
 7. Was drop done visually or blind (by Radar)? Visually.  
 8. (a) Were troops dropped, and how many? No.  
 (b) Were containers dropped, and how many? 15 + 3  
 (c) Observations on stick length, time and heading. 0217 hrs. 450' AGL  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). 135mph 251 M.  
 9. Observed activity of enemy ground defences in area of D.Z. Nil

10. Pilot's Personal Remarks.

On first run lights were on but no xps signal. On second run saw lights & dropped. After A/C had left D.Z. 30/40 miles off saw L.V. being fired from D.Z. vicinity. 0220 hrs. 2000' not fired at A/C.

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause. NIL
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. *see serial No. 10*  
 (b) Flak encountered. 16 miles N.E. Argentan, N.F. & L.P. inaccurate.  
 (c) Type of flak. & range (3000' 0000 hrs.) 47 39N 0020E, L.P. inacc.  
 (d) Was a/c held in searchlights at time. range. 1500' 0312 hrs.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, NIL  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous items. (Balloon Barrage, Convoy seen in Channel sailing S.E. from Isle of Wight. A/C at Activity on land or sea, black-out, etc.) S.W. of Isle of W. 20 miles 2000' Any unusual items. 0410 hrs.

18. General remarks.

See O.K. Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

C. M. Herbert-Smith S/O

150610 B.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION Tarrant Riston  
 Serial No. 5 Date 14/15th July Squadron 293 Flight B  
 A/C Type and Mark Halifax V Captain F/O Brown  
 A/C Letter & Call Sign F Navigator F/O Macdonald  
 Troops Carried 12 Flight Engineer Sgt. Bradley  
 Containers Carried 15 W/Op F/S Pearson  
 Kitbags Carried 9 Bomb Aimer F/O Bayles  
 D.Z. Digger 62 Gunner F/S Smith  
 TIME OFF: 2315 T.O.D.Z: 0157 - 0225 TIME DOWN: 0520

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY.

Nil

Any items under these headings to be telephoned at once to D.I.O., A.R., A.F.

RAID REPORT OPERATION/~~EXERCISE~~ Digger 62 Unsuccessful  
 2. Route Outwards: Ch'church, E. of Cabourg, Belleme, Gatecaulerault, D.Z.,  
 Homewards: Return same.  
 3. Time, height and place of crossing enemy coast, outwards and homewards. E. of Cabourg, 0811 hrs. 6000'  
 " " 0425 hrs "  
 4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part. Vis. Over Target Good  
Clouds: No low cloud  
Wind: Negligible.  
 5. Was D.Z. reached? If not, reason for not reaching. Area reached.  
 6. How was D.Z. recognised? Not recognized & no lights seen on D.Z.  
 7. Was drop done visually or blind (by Radar)? N/A  
 8. (a) Were troops dropped, and how many? None  
 (b) Were containers dropped, and how many? Brought back to base  
 (c) Observations on stick length, time and heading.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).  
 9. Observed activity of enemy ground defences in area of D.Z. None  
 10. Pilot's Personal Remarks.

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) **Nil**

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause. **Nil**
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

- 13. (a) E/A seen in air, but not encountered.
- (b) E/A encountered, circumstances and tactics, noting especially:-
  - (i) Which crew member obtained first sight and where. **Nil**
  - (ii) Who fired first and range.
  - (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. **Nil**  
 (b) ~~Flak encountered.~~ *N/C at 5 miles E. of Le Mans*  
 (c) ~~Type of flak.~~ *saw 3 L.P. guns at 3 1/2,*  
 (d) ~~Was a/c held in searchlights at time.~~ *0936 hrs. 1500' - From*  
 (e) ~~Position of burst relative to a/c.~~ *from LE MANS.*  
 (f) ~~In cloud, above or below cloud.~~

15. (a) Searchlights seen but not encountered, **Nil**  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. **Nil**

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. **Nil**

18. General remarks.

Geo O.K. Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

C.M. Herbert Smith S/O.

150620 B.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION HARWELL

Serial No. HAR/327 Date 15/6.74 Squadron 298 Flight B TARRANT RUMBY

A/C Type and Mark HALIFAX V Captain W/O DAVIES

A/C Letter & Call Sign M Navigator F/L CARROW

Troops Carried - Flight Engineer Sgt WOODCOCK

Containers Carried 15 W/O W/O SELLS

Packages Carried 3 Bomb Aimer F/O BUBB

D.Z. 46° 17' N 0105 E Gunner W/O COTE

TIME OFF: 2326 T.O.D.Z: 0144-0150 TIME DOWN: 0435

- 1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY.

NIL.

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

- RAID REPORT OPERATION/EXERCISE STATIONER 175
2. Route 0000 - BELLEITE - 47° 17' N, 0018 E - CHATELERAULT - 02  
 Outwards: Base - L'PRETHERM - 50 00 17 00 10 W - 49° 28' N 0005 W -  
 Homewards: R.C.R.
3. Time, height and place of crossing enemy coast, outwards and homewards.  
 0019 hrs. 6000 ft. 0000  
 0314. 6000 ft. same.
4. Weather report. Visibility, cloud, U.S. 6-7 miles, hazy. Wind light variable  
 wind speed and direction (mentioning height). @ 500 AGL  
 (If weather differs greatly over different parts of route, give conditions for each part. N. W. 18 cloud 2000 ft  
 280/20 mph.
5. Was D.Z. reached? If not, reason for not reaching. YES.
6. How was D.Z. recognised? lights flashing A: correct num - in from R.V.
7. Was drop done visually or blind (by Radar)? Visual.
8. (a) Were troops dropped, and how many? N/A.  
 (b) Were containers dropped, and how many? 15 - yes.  
 (c) Observations on stick length, time and heading. 0144 hrs 190 17  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). Packages 3.  
 (e) Height A.G.L. 500 ft.
9. Observed activity of enemy ground defences in area of D.Z. NIL
10. Pilot's Personal Remarks.

Completely without incident

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.)

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

NIL

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:-  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

NIL.

15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc.

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items.

18. General remarks.

Intermittent failure of fuel due to faulty D.C supply in a/c.

19. Time of Origin and Signature of Interrogating Officer.

*[Handwritten Signature]*

0510.

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SECRET  
38G/FORM "R.3."

361

PARACHUTE RAID REPORT

STATION FAIRFORD  
 Serial No. \_\_\_\_\_ Date 16 July 1944 Squadron 298 Flight B  
 A/C Type and Mark HALIFAX Captain W/O BAIN  
 A/C Letter & Call Sign T Navigator F/L ROWELL  
 Troops Carried — Flight Engineer F/S BEVSLY  
 Containers Carried 15 + 3 packages W/Op F/S MANSFELL  
 Kitbags Carried — Bomb Aimer Sgt HOLDER  
 D.Z. Digger 30 Gunner F/S WEEKES  
 Time up 2327; Time over DZ 0152; Time down 0457

1. (a) ENEMY SHIP ACTIVITY
- (b) DINGHY SIGHTINGS
- (c) LIGHTS FLASHING SIGNALS
- (d) EXTREME ENEMY ACTIVITY

Any items under these headings to be telephoned at once to D.I.O., A.E. A.F.

- | RAID REPORT  | OPERATION/EXERCISE   |
|--|--|
| 2. Route   | Outwards <u>Base - Coast 00 - Belleme - Chateaufort</u><br>Homewards: <u>4504 N 0035 E - DZ - 4536 N 0002 W</u><br><u>- same route</u> |
| 3. Time, height and place of crossing enemy coast, outwards and homewards.   | <u>0013 hrs 7000' 00</u><br><u>0345 7000 00</u>  |
| 4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.  | <u>Fair over DZ</u><br><u>Vis 4-6 mls</u><br><u>Cloud Nd</u>   |
| 5. Was D.Z. reached? If not, reason for not reaching.  | <u>Yes</u>   |
| 6. How was D.Z. recognised?  | <u>Visually by the Barbed</u>  |
| 7. Was drop done visually or blind (by Radar)?   | <u>Visually</u>  |
| 8. (a) Were troops dropped, and how many?<br>(b) Were containers dropped, and how many?<br>(c) Observations on stick length, time and heading.<br>(d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).<br>(e) Height of drop. | <u>15 + 3 packages</u><br><u>0152 040' M</u><br><u>135 ASI</u><br><u>500 AGL</u>   |
| 9. Observed activity of enemy ground defences in area of D.Z.  | <u>—</u>   |
| 10. Pilot's Personal Remarks.  | <u>Successful Drop</u>   |

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(ii)

## DEFECTS OR DAMAGE

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report).

12. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:-
- (i) Which crew member obtained first sight and where.
  - (ii) Who fired first and range.
  - (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered.  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc.

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items.

18. General remarks.

19. Time of Origin and Signature of Interrogating Officer.

*W. G. Barber/O*

D 71323-5 2,000 D/a Q.883 2/44 R P 2

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J 363

SECRET  
38G/FORM "R.3."

PARACHUTE RAID REPORT

STATION FAIRFORD  
 Serial No. 76 Date 16th July 1944 Squadron 298 Flight A  
 A/C Type and Mark HALIFAX MKS. Captain P/O Taylor  
 A/C Letter & Call Sign J Navigator P/O MACGEECHIE  
 Troops Carried NIL Flight Engineer SGT CAMPBELL  
 Containers Carried 15 Containers & Packages W/Op SGT SPRINGATE  
 Kitbags Carried NIL Bomb Aimer F/S. FERGUSON  
 D.Z. STATIONER 175 Gunner P/O MORWOOD  
 Time up 23.40 ; Time over D.Z. 02.15 ; Time down 04.30

1. (a) ENEMY SHIP ACTIVITY
- (b) DINGHY SIGHTINGS
- (c) LIGHTS FLASHING SIGNALS
- (d) EXTREME ENEMY ACTIVITY

NIL

Any items under these headings to be telephoned at once to D.I.O., A.E. A.P.

RAID REPORT	OPERATION/EXERCISE
2. Route	Outwards <u>BASE (THARNT) - CHRISTCHURCH - 50.00N</u> Homewards: <u>00.10W. - 49.28N. 00.05W - BELLEME -</u> <u>47.17N. 00.18E - CHATELLEVAULT - LE BLANC -</u>
3. Time, height and place of crossing enemy coast, outwards and homewards.	<u>D.Z. same return landing at</u> <u>00.45 6500 ft. 49.20N. Fairford.</u> <u>00.45 6500 ft. do.</u>
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.	<u>vis 4-6 miles in</u> <u>D.Z. area 1/4 cloud for</u> <u>150-100 miles of route.</u>
5. Was D.Z. reached? If not, reason for not reaching.	<u>Yes.</u>
6. How was D.Z. recognised?	<u>Visually.</u>
7. Was drop done visually or blind (by Radar)?	<u>Visually.</u>
8. (a) Were troops dropped, and how many? (b) Were containers dropped, and how many? (c) Observations on stick length, time and heading. (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). (e) Height of drop.	<u>Yes 15 containers &amp; packages</u> <u>02.15 - 2400m.</u>
9. Observed activity of enemy ground defences in area of D.Z.	<u>Nil.</u>

10. Pilot's Personal Remarks.

Satisfactory trip

71323-5

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(11)

## DEFECTS OR DAMAGE

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report).

12. Damage Due to Enemy Action

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:-
- (i) Which crew member obtained first sight and where.
  - (ii) Who fired first and range.
  - (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered.  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc.

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items.

18. General remarks.

19. Time of Origin and Signature of Interrogating Officer.

*Ahucan Sgt.*  
*06.20*

D 71323-5 2,000 D/d Q.883 2/44 R P 2

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SECRET  
38G/FORM "R.3"

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PARACHUTE RAID REPORT

STATION HARWELL (TARRANT RUSHTON)

Serial No. HAR/326 Date 16/7/44 Squadron 298 Flight A  
 A/C Type and Mark HALIFAX V Captain S/L BRIGGS  
 A/C Letter & Call Sign G Navigator P/O SEYMOUR  
 Troops Carried NIL Flight Engineer P/O POPE  
 Containers Carried 15 W/Op P/O TONGE  
 Parabags Carried 3 Bomb Aimer S/L LAW  
 D.Z. FOOTMAN 27 Gunner P/O SEARLES  
 TIME OFF: 2159 T.O.D.Z: 0148 TIME DOWN: 0550

- 1. (a) ENEMY SHIP ACTIVITY. NIL
- (b) BIRCHY SIGHTINGS. NIL
- (c) LIGHTS FLASHING SIGNALS. NUMEROUS
- (d) EXTREME ENEMY ACTIVITY. NIL

Any items under these headings to be telephoned at once to D.I.O., A.R., A.P.

- RAID REPORT                      OPERATION/~~MISSION~~ FOOTMAN 27
- 2. Route                      Outwards: BASE - CHRIST CHURCH - 50N 10W - 49 48N - 06 W - Belleme - 44 17N - 18 E - 44N - 33 E - 45 13N - 40 E - Homewards: 45 09N - 35 E - 44 33 1/2 N - 59 E and back
  - 3. Time, height and place of crossing enemy coast, outwards and homewards.                      0000 - 5000 ft. 49 20N - 00  
0406 - 5000 ft. 49 20N - 00
  - 4. Weather report. Visibility, cloud, wind speed and direction (mentioning height) (If weather differs greatly over different parts of route, give conditions for each part.                      cloud to 20 miles French coast. (inside) - 10-15 miles - 280/15 - 5000 ft -
  - 5. Was D.Z. reached? If not, reason for not reaching.                      YES
  - 6. How was D.Z. recognised?                      railway and river - town of Fumel
  - 7. Was drop done visually or blind (by Radar)?                      VIS -
  - 8. (a) Were troops dropped, and how many?  
    (b) Were containers dropped, and how many?  
    (c) Observations on stick length, time and heading.  
    (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).                      15 containers & 3 parabags  
0210 - 500 ft AGL  
145 -
  - 9. Observed activity of enemy ground defences in area of D.Z.                      ? NIL
  - 10. Pilot's Personal Remarks.

VERY SATISFACTORY.

87599-1

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) *Nil*

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause. *Nil*
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

- 13. (a) E/A seen in air, but not encountered.
- (b) E/A encountered, circumstances and tactics, noting especially:-
  - (i) Which crew member obtained first sight and where.
  - (ii) Who fired first and range.
  - (iii) Rounds fired by own gunners. *Nil*

- 14. (a) Flak seen but not encountered. *L/F LEHARDG*
- (b) Flak encountered.
- (c) Type of flak.
- (d) Was a/c held in searchlights at time.
- (e) Position of burst relative to a/c.
- (f) In cloud, above or below cloud.

- 15. (a) Searchlights seen but not encountered. *Nil*
- (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. *Group (beacons) (white)*

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) *As per the main document - 0142 - 1000*  
*0220 - 4450M - 1000*  
*looked like daylight*

18. General remarks.

19. Time of Origin and Signature of Interrogating Officer.

0635

*Barrow 3/0*

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SECRET  
38G/FORM "R.5"

PARACHUTE RAID REPORT

STATION Tarrant Rushton  
 Serial No. 3 Date 17/18 July Squadron 298 Flight B  
 A/C Type and Mark Halifax V Captain F/S Macmill  
 A/C Letter & Call Sign T Navigator F/S Healey  
 Troops Carried Nil Flight Engineer Sgt. McMurtry  
 Containers Carried 15 W/Op Sgt Wall  
 Packages 3 Bomb Aimer Sgt. Brown  
 Messages Carried 3 Gunner Sgt. Bridge  
 D.Z. Glos 5  
 TIME OFF: 2336 T.O.D.Z: 007 - 037 TIME DOWN: 0909

1. (a) ENEMY SHIP ACTIVITY.
  - (b) DINGHY SIGHTINGS.
  - (c) LIGHTS FLASHING SIGNALS. None
  - (d) EXTREME ENEMY ACTIVITY.
- Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

RAID REPORT OPERATION/EXERCISE S.O.E.

2. Route Outwards: Lynn Regis, Penvenan, 6000' ASL R.V., D.Z.,  
 Homewards: same route.

3. Time, height and place of crossing enemy coast, outwards and homewards. 0038 Penvenan, 6000' ASL  
0200 do do

4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). 8/10 in D.Z. area  
 (If weather differs greatly over different parts of route, give conditions for each part. None.

5. Was D.Z. reached? If not, reason for not reaching. Yes

6. How was D.Z. recognised? Sea and lights on 1st. run.

7. Was drop done visually or blind (by Radar)? N/A

8. (a) Were troops dropped, and how many? None  
 (b) Were containers dropped, and how many? No - reception lights were  
 (c) Observations on stick length, time and heading. put out on 2nd. run over D.Z.  
 (d) Further observations on drop (mention particularly number of refusals and number of containers hung up or jettisoned). and were not put on again. Load brought back.

9. Observed activity of enemy ground defences in area of D.Z. None

10. Pilot's Personal Remarks.  
Circled D.Z. at 500' AGL but reception lights were switched off and did not come on again.

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) D.R. compass will need swinging.

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit? None
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:-  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners. NI1

14. (a) Flak seen but not encountered. 0036 hrs. magno light flak (on track)  
 (b) Flak encountered. near In Roche - ~~Down~~ (0036) hrs. on track 6000'  
 (c) Type of flak. ASL 4344HQ203  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, NI1  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. NI1

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NI1

18. General remarks.

Geo O.K. Rebecca O.K. Geo to D.Z.

19. Time of Origin and Signature of Interrogating Officer.

C. Aird W/O

14/030

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION Tarrant Rushton

Serial No. 2 Date 17/13 July Squadron 298 Flight 3  
 A/C Type and Mark Halifax V Captain W/O Barry  
 A/C Letter & Call Sign K Navigator F/S Roberts  
 Troops Carried 141 Flight Engineer F/O Austin  
 Containers Carried 15 W/Op F/S White  
 Packages 3 Bomb Aimer F/O Letts  
 D.Z. Giles 5 Gunner F/S Stewart  
 TIME OFF: 2315 T.O.D.Z: 0046 - 0048 1/2 TIME DOWN: 0215

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS. None  
 (d) EXTREME ENEMY ACTIVITY.
- Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

RAID REPORT OPERATION/EXERCISE S.O.T.

2. Route Outwards: Lyme Regis, Penvenen, R.V., D.Z.,  
 Homewards: same route

3. Time, height and place of crossing enemy coast, outwards and homewards. 0048 Penvenen - 7000' ASL  
0106 do do

4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)  
8/10 to 10/10 cloud over D.Z. at 6000'  
Vis. 1-3 miles.

5. Was D.Z. reached? If not, reason for not reaching. Yes

6. How was D.Z. recognised? See fixer triangular wood near D.Z. & lights

7. Was drop done visually or blind (by Radar)? Visually

8. (a) Were troops dropped, and how many? No  
 (b) Were containers dropped, and how many? Yes - 0048 1/2 hrs. 15 containers  
 (c) Observations on stick length, time and heading. 3 packages  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). 1500 ASL - 008 M 135 I.A.S. No hung ups.

9. Observed activity of enemy ground defences in area of D.Z. None

10. Pilot's Personal Remarks.  
 1) Instantaneous flash below a/c after drop on D.Z. (0048 1/2 hrs. D.Z. 500' AGL)  
 2) Unidentified a/c approached Halifax near D.Z. A/c broke away to port and below when about 1200 yds. away. (0047 hrs. 2 miles, S W. of D.Z. 500' AGL)

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) None

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C. None
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered. 0028 hrs. (French Coast 4852 -  
 (c) Type of flak. 014\*) Moderate light & heavy. (0028-4940H -  
 (d) Was a/c held in searchlights at time. 012W - 7000' ASL)  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, NIL  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

Geo O.K.

Rebecca O.K.

Geo to D.Z.

19. Time of Origin and Signature of Interrogating Officer.

G. Aird P/O  
 18/015

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION Barrant Bushton  
 Serial No. 1 Date 17/13 July Squadron 298 Flight A  
 A/C Type and Mark Halifax V Captain W/O McMillivan  
 A/C Letter & Call Sign K Navigator P/S Walker  
 Troops Carried M1 Flight Engineer Sgt. McKinn  
 Containers Carried 15 W/O W/O Dixon  
 Packages Carried 3 Bomb Aimer P/O Carr  
 D.Z. Glac 5 Gunner Sgt. Dunn  
 TIME OFF: 23.03 T.O.D.Z: 0038 - 0040 TIME DOWN: 21.47

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY. None.

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

RAID REPORT	OPERATION/EXERCISE	S.O.E.
2. Route	Outwards: <u>Lyme Regis, Bournemouth R.V., D.Z.,</u> Homewards: <u>same route.</u>	
3. Time, height and place of crossing enemy coast, outwards and homewards.	<u>0057 1/2 Bournemouth</u> <u>6000' ASL</u> <u>0047 " " 4000' ASL</u>	
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)	<u>Fine to mid-channel. High level thunderstorm off Channel Isles, with mil. 8-10/10 cloud at 4/3000 over D.Z. Thick haze below. Vis. 1-3 miles Wind. 130/18mph</u> <u>400' ft.</u>	
5. Was D.Z. reached? If not, reason for not reaching.	<u>Yes</u>	
6. How was D.Z. recognised?	<u>Lake at R.V. &amp; reception lights.</u>	
7. Was drop done visually or blind (by Radar)?	<u>Visually</u>	
8. (a) Were troops dropped, and how many? (b) Were containers dropped, and how many? (c) Observations on stick length, time and heading. (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).	<u>M1</u> <u>0039 - 15 containers - 3 packages</u> <u>400' AGL 120M 140 IAS</u> <u>No hang ups.</u>	
9. Observed activity of enemy ground defences in area of D.Z.	<u>None</u>	
10. Pilot's Personal Remarks.	<u>Reception for lights not bonfires.</u>	

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) E/A. map reading light u/s.

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. None
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered. NIL  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, NIL  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

Gee and Rebecca O.K.      Gee to D.Z.

19. Time of Origin and Signature of Interrogating Officer.

G. Aird      E/O

18/0300 hrs.  
E. II

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SECRET  
386/FORM "R.3"

PARACHUTE RAID REPORT

STATION **PARANT HUSION**  
 Serial No. **5** Date **14/17th July 44** Squadron **298** Flight **'A'**  
 A/C Type and Mark **Halifax B.V.** Captain **P/O. Anderson.**  
 A/C Letter & Call Sign **'J'** Navigator **Sgt. Amos**  
 Troops Carried **Nil** Flight Engineer **Sgt. Maslin**  
 Containers Carried **15** W/Op **P/O. Lewis.**  
 Kitbags Carried **3** Bomb Aimer **P/O. Threlkeld.**  
 D.Z. **POUBAN 40.** Gunner **P/O. Bondar**  
 TIME OFF: **2339** T.O.D.Z: **030-0338** TIME DOWN: **0440**

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS. **Nil**  
 (d) EXTREME ENEMY ACTIVITY.
- Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

RAID REPORT OPERATION/EXERCISES **SOE (POUBAN 40)** COMPLETED.

2. Route  
 Outwards: **Base - La Rochelle - 500 - 0010 - 4220 - 0000 - Coast at 30 - Ballers - 4710 - 0010 - Gantallier - 5790 - 0040 - 5100 - 0040 - D.Z.**  
 Homewards: **4300 - 0020 - Charvoux - Gantallier - return same route.**

3. Time, height and place of crossing enemy coast, outwards and homewards.  
**0006 hrs. E. of Jubourg. 7000' ASL**  
**0332 " " " " 7000' ASL**

4. Weather report, Visibility, cloud, wind speed and direction (mentioning height).  
 (If weather differs greatly over different parts of route, give conditions for each part.)  
**No cloud.**  
**Vis. 3 miles over DZ.**

5. Was D.Z. reached? If not, reason for not reaching. **Yes.**

6. How was D.Z. recognised? **Nil in over river Dordogne N.W. of Couze at 2000' where full reception lights were seen. Village of Rempdes W. of D.Z.**

7. Was drop done visually or blind (by Radar)? **Visually.**

8. (a) Were troops dropped, and how many? **No.**  
 (b) Were containers dropped, and how many? **Yes. 15 containers & 3 packages.**  
 (c) Observations on stick length, time and heading. **at 0334 hrs. 230 N. 132 LAS.**  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung  
 (e) **Height jettisoned. 300' ASL.**

9. Observed activity of enemy ground defences in area of D.Z. **Nil**

10. Pilot's Personal Remarks.  
**Rear Gunner saw all parachutes open and leave aircraft safely.**

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NO DAMAGE
- 
12. Damage Due to Enemy Action.
- (a) Cause, (E/A, Flak or Cable). NIL
  - (b) Estimated position, time, height, and I.A.S. when hit.
  - (c) Was a/c held by searchlights when hit?
  - (d) Crew casualties, time and cause.
  - (e) Effect of damage on handling of A/C.
  - (f) Position of strikes, i.e. Wings, engines or fuselage.
  - (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL
- (i) Which crew member obtained first sight and where.
  - (ii) Who fired first and range.
  - (iii) Rounds fired by own gunners.
- 
14. (a) Flak seen but not encountered.  
 (b) Flak encountered. NIL  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.
- 
15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered. NIL
- 
16. Beacons, flare paths, recognition signals, etc. NIL
- 
17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

Geo and Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. M. M. W. P.O.  
 19/05/45.

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375

SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT MUSHTON

Serial No. 4 Date 18/19th July '44 Squadron 298 Flight 'A'  
 A/C Type and Mark Halifax Mk. V. Captain F/O. Dougill  
 A/C Letter & Call Sign 'B' Navigator F/O. Forbes  
 Troops Carried NIL Flight Engineer Sgt. Elliott  
 Containers Carried 15 W/Op F/S. Wooley  
 Packages Carried 1 Bomb Aimer F/S. Smedley  
 D.Z. FLESMAN 16 Gunner F/S. Turner  
 TIME OFF: 23.05 T.O.D.Z: 0132 - 0208 TIME DOWN: 04.07

- 1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS. NIL
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

RAID REPORT	OPERATION/REMARKS	SOE (FLESMAN 16) COMPLETED
2. Route	Outwards: <u>Base-Christchurch-50N-0010W-4023N-0005W-Coast at 00 -Belleme-</u> Homewards: <u>4717N-0018E-Chatellerault-553 1/2 N-0040E-D.Z.- Chatellerault-</u> <u>and return same route.</u>	
3. Time, height and place of crossing enemy coast, outwards and homewards.	<u>0011 hrs. E. of Cabourg. 7000' ASL</u> <u>0320 " " " " 5500' ASL</u>	
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.	<u>No cloud over D.Z.</u> <u>Via. 3-6 miles and conditions very good S. of LOIRE</u>	
5. Was D.Z. reached? If not, reason for not reaching.	<u>YES.</u>	
6. How was D.Z. recognised?	<u>San in from St. Julien, over X-road at Champagne to D.Z.</u> <u>Lights between 3 woods, 4 road X-roads at Chalua (S.E. of DZ)</u>	
7. Was drop done visually or blind (by Radar)?	<u>visually.</u>	
8. (a) Were troops dropped, and how many? (b) Were containers dropped, and how many? (c) Observations on stick length, time and heading. (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). (e) Height	<u>NIL</u> <u>Yes, 15 Containers and 1 package at 0203 hrs. 190 M. IAS 130.</u> <u>500' AGL</u>	
9. Observed activity of enemy ground defences in area of D.Z.	<u>NIL</u>	
10. Pilot's Personal Remarks.	<u>D.Z.'s seen flashing N. of Dournasio, S.W. of Champagne. D.Z. also at 4614N-0046 flashing 'D' (DOG) 0108 hrs.</u>	

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## DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NO DAMAGE
12. Damage Due to Enemy Action.
- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. Nil  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. Wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

## INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- Nil  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range. Nil  
 (iii) Rounds fired by own gunners.
14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak. Nil  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.
15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered. Nil
16. Beacons, flare paths, recognition signals, etc. Green Verrey fired 1 mile W. of Chalus, 0135 hrs. 5 flares fired in line from ground at a/c, burning about 1 mile starboard of a/c. (4906N-0012E.6000'. 0310 hrs). Bursting at same height as aircraft.
17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL
18. General remarks.  
 Gee - very good.  
 Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. M. EVANS. P/O.

19/0445 hrs.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION **TARRANT HURSTON**

Serial No. **3** Date **14/19th July '44** Squadron **298** Flight **'B'**  
 A/C Type and Mark **Halifax Mk. V.** Captain **W/Cdr. Duder**  
 A/C Letter & Call Sign **'P'** Navigator **P/O. Halley**  
 Troops Carried **NIL** Flight Engineer **Sgt. Brown**  
 Containers Carried **15** W/Op **P/O. Cooke**  
~~Parachutes~~  
 Kitbags Carried **1** Bomb Aimer **P/O. Richardson**  
 D.Z. **DICK 94** Gunner **P/S. Sutton.**  
 TIME OFF: **2231** T.O.D.Z: **007 $\frac{1}{2}$ -0101** TIME DOWN: **0321**

1. (a) ENEMY SHIP ACTIVITY.
  - (b) DINGHY SIGHTINGS.
  - (c) LIGHTS FLASHING SIGNALS.
  - (d) EXTREME ENEMY ACTIVITY.
- NIL**

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

- RAID REPORT OPERATION/EXERCISE **WILLYCOCK SOB (DICK 94) COMPLETED.**
2. Route  
 Outwards: **Base-Christchurch-50N-0010W-4/28N-0005E-Coast at 09 -**  
 Homewards: **Belleme-More-4717N-0133E-La Charite-4711N-0337E-D.Z.-La Charite**  
**return same route.**
  3. Time, height and place of crossing enemy coast, outwards and homewards.  
**2330 hrs. E. of Cabourg. 6000' ASL.**  
**0235 hrs. " " " " "**
  4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). Over Target. Vis. **5 miles.**  
 (If weather differs greatly over different parts of route, give conditions for each part. **Cloud. 1000fts. at 4000**  
**Wind, Light & variable.**
  5. Was D.Z. reached? If not, reason for not reaching. **Yes.**
  6. How was D.Z. recognised? **3 white lights in line, 1 flashing 'P'. Open space in trees to N.W. of D.Z.**
  7. Was drop done visually or blind (by Radar)? **Visually.**
  8. (a) Were troops dropped, and how many? **No.**  
 (b) Were containers dropped, and how many? **Yes. 15 containers and 1 package.**  
 (c) Observations on stick length, time and heading. **at 0079 $\frac{1}{2}$  hrs. 300 M. IAS 140**  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung  
 (e) ~~height~~ **Height 2800' ASL.**
  9. Observed activity of enemy ground defences in area of D.Z. **NIL**
  10. Pilot's Personal Remarks.  
**NIL**

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. NIL
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered. NIL  
 (b) E/A encountered, circumstances and tactics, noting especially:-  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered. NIL  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, NIL  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, 2 large buildings on fire and what Activity on land or sea, black-out, etc.) looked like incendiaries in between Any unusual items. (4/12/44) a/s. 1 mile to S. of this. (0133 hrs. 20 ASI)

18. General remarks.  
 See very good.  
 Rebecca - not used. O.K. on test.

19. Time of Origin and Signature of Interrogating Officer.

Signed. C.M. Herbert Smith. S/O.  
 19/0410 hrs.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

TARRANT BUSHTON.

STATION.....  
 Serial No. **2** Date **18/19th July '44** Squadron **298** Flight **'B'**  
 A/C Type and Mark **Halifax M. V.** Captain **F/O. Edick**  
 A/C Letter & Call Sign **'T'** Navigator **W/O. Harland**  
 Troops Carried **Nil** Flight Engineer **Sgt. Godfrey**  
 Containers Carried **15** W/Op **W/O. Innes**  
 Packages Carried **1** Bomb Aimer **F/O. Estyn**  
 D.Z. **FIRMAN 16** Gunner **F/S. Lockhead**  
 TIME OFF: **2347** T.O.D.Z.: **0219-0223** TIME DOWN: **0438**

1. (a) ENEMY SHIP ACTIVITY, **Nil**  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

RAID REPORT **OPERATION EXERCISE** ~~OPERATION SOE (FIRMAN 16) COMPLETED.~~

Outwards: **Base - Chatellerault - 50-000W - 49-28N - 0005W - Coast at 0° - Belleme-**

2. Route **4717N-0008E - Chatellerault - 50-000W - 0040E - D.Z. Chatellerault - return**  
 Homewards: **same route.**

3. Time, height and place of crossing enemy coast, outwards and homewards. **0039 hrs. N. of Cabourg. 6000' AGL.**  
**0345 hrs. " " " " "**

4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). **Over Target. Vis. 2-4 miles.**  
 (If weather differs greatly over different parts of route, give conditions for each part. **Cloud. 5/10ths at 3000'**  
**Wind. 315/10 mph.**

5. Was D.Z. reached? If not, reason for not reaching. **YES.**

6. How was D.Z. recognised? **3 white lights in a row and 1 flashing 'T'. Trees all round (R.V. found) Visual.**

7. Was drop done visually or blind (by Radar)? **No.**

8. (a) Were troops dropped, and how many? **Yes. 15 containers and 1 package.**  
 (b) Were containers dropped, and how many? **at 0220 hrs. 090 M. 130 IAS**  
 (c) Observations on stick length, time and heading. **700-1000 yds. to S. of lights**  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). **but still on D.Z. 500' AGL.**  
 (e) **Height**

9. Observed activity of enemy ground defences in area of D.Z. **Nil**

10. Pilot's Personal Remarks. **Owing to trees, lights were difficult to see until aircraft was immediately over them.**

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL
12. Damage Due to Enemy Action.
- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. NIL  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range. NIL  
 (iii) Rounds fired by own gunners.
14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak. NIL  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.
15. (a) Searchlights seen but not encountered, NIL  
 (b) Searchlights encountered.
16. Beacons, flare paths, recognition signals, etc. NIL
17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

Gee and Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. C.M. Herbert-Smith. S/O.

19/0325 hrs.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION **TARRANT HUSHON**  
 Serial No. **1** Date **18/19th July '44** Squadron **298** Flight **'A'**  
 A/C Type and Mark **Halifax Mk. V.** Captain **F/O. Northmore**  
 A/C Letter & Call Sign **'U'** Navigator **F/O. Jones G.R.**  
 Troops Carried **NIL** Flight Engineer **Sgt. Walter**  
 Containers Carried **15** W/Op **W/O. Stafford**  
 Packages **1**  
 Kettles Carried **1** Bomb Aimer **F/O. Monaghan**  
 D.Z. **FOOTMAN 40** Gunner **W/O. Cannon**  
 TIME OFF: **23.19** T.O.D.Z: **0203 - 0223** TIME DOWN: **04.52**

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS. **NIL**  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.L.O., A.E., A.F.

- RAID REPORT OPERATION/EXERCISE ~~XXXXXXXX~~ SOE (FOOTMAN 40) COMPLETED
2. Route  
 Outwards: **Base-Christchurch-50E-0010W-422N-0007W-Coast at 0° - Belleme**  
**4717N-0018E-Chatellerault-4733N-0034E-D.Z.-4536N-0002W-**  
 Homewards: **Charroux-Chatellerault-return same route.**
3. Time, height and place of crossing enemy coast, outwards and homewards.  
**0014 hrs. E. of Cabourg. 8000' ASL**  
**0405 1/2 " " " " 7500' "**
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height).  
 (If weather differs greatly over different parts of route, give conditions for each part.)  
**CLOUD. NIL.**  
**VIS. 5 miles over D.Z**
5. Was D.Z. reached? If not, reason for not reaching. **Yes.**
6. How was D.Z. recognised? **Geo Fixes. D.Z. seen from 20 miles on run in.**
7. Was drop done visually or blind (by Radar)? **Visually**
8. (a) Were troops dropped, and how many? **No.**  
 (b) Were containers dropped, and how many? **Yes. 14 Containers & 1 package. at**  
 (c) Observations on stick length, time and heading. **0210 1/2 hrs. 179 K. IAS 145.**  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). **(One container hung up.)**  
 (e) Height **550' AGL**
9. Observed activity of enemy ground defences in area of D.Z. **NIL**
10. Pilot's Personal Remarks.  
**One container hung up.**  
**Containers seen to fall on lights.**

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## DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) **NO DAMAGE**
12. Damage Due to Enemy Action.
- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. **NIL**  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

## INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- **NIL**
- (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range. **NIL**  
 (iii) Rounds fired by own gunners.
14. (a) Flak seen but not encountered.  
 (b) Flak encountered. **NIL**  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.
15. (a) Searchlights seen but not encountered, **NIL**  
 (b) Searchlights encountered.
16. Beacons, flare paths, recognition signals, etc. **Green Veroy seen above height of a/c. 8000' , 3 miles S. of Ballena. 0101 hrs. Flares seen on return from Ballena to coast burning at 6000' ASL**
17. Miscellaneous items. (Balloon Barrage, Activity on land or sea, black-out, etc.) **NIL**  
 Any unusual items.
18. General remarks.

Gee and Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. M. EVANS. P/O.

19/0550 Hrs.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION Barrant Rushton  
 Serial No. 10 Date 20/21 July Squadron 298 Flight A  
 A/C Type and Mark Halifax V Captain F/Lt. Imber  
 A/C Letter & Call Sign 0 Navigator W/O. Ilexmu  
 Troops Carried 1 package Nickels Flight Engineer Sgt. Morris  
 Containers Carried 15 W/Op. W/O Smith L.B.  
 Hqs. ~~Carried~~ 1 Bomb Aimer F/O Ellis  
 D.Z. Astor 23 Gunner F/O Hartwell  
 TIME OFF: 2302 T.O.D.E: area 0154/0222 TIME DOWN: 0500

1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS. NLI
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.L.O., A.S., A.F.

- | RAID REPORT  | OPERATION/MESSAGE  | not successful    |
|--|--|-------------------|
| 2. Route   | Outwards: <u>Bridport, Plennuf, 436N 0002 W</u>  | <u>D.Z. area</u>  |
|  | Homewards: <u>return same route.</u>   |                   |
| 3. Time, height and place of crossing enemy coast, outwards and homewards.   | <u>Plennuf, 0013 hrs. 6000'</u>  | <u>" 0350 " "</u> |
| 4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.  | Vis. in area: <u>None</u><br>Cloud: <u>Patches base 500'</u><br>Wind: <u>Light variable.</u> |                   |
| 5. Was D.Z. reached? If not, reason for not reaching.  | <u>Yes. No lights seen. on D.Z.</u>  |                   |
| 6. How was D.Z. recognised?  | <u>D.R. run from Six Chateauxuf to D.Z.</u>  |                   |
| 7. Was drop done visually or blind (by Radar)?   | <u>N/A</u>   |                   |
| 8. (a) Were troops dropped, and how many?<br>(b) Were containers dropped, and how many?<br>(c) Observations on stick length, time and heading.<br>(d) Further observations on drop (mention particularly number of refusals and number of containers hung up or jettisoned). | <u>NLI</u><br><u>Load brought back</u>   |                   |
| 9. Observed activity of enemy ground defences in area of D.Z.  | <u>None</u>  |                   |
| 10. Pilot's Personal Remarks.  |  |                   |

Were Nickels dropped? Yes.  
 Number position and height. 4 packets, between Angouleme & Chateauxuf  
 Time and heading. 0231 hrs. 337 M 4000' ASL.

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit? NIL
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. *A/C at Cognac (4000' 0221 hrs.)*  
 (b) Flak encountered. *L.F. 6 guns opened up, accurate, magre, no hits registered, dived to port, covering 1 mile square*  
 (c) Type of flak. *about small single flashes*  
 (d) Was a/c held in searchlights at time. *small arms 2 S/Ls did not hold A/C*  
 (e) Position of burst relative to a/c. *In cloud, above or below cloud.*

15. (a) Searchlights seen but not encountered, *Small S/L., N.W. of Rennes*  
 (b) Searchlights encountered. *about 20 miles appeared to be signalling (A/C 4815W BELOW 0340 hrs. 6000')*

16. Beacons, flare paths, recognition signals, etc.

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items.

18. General remarks.

Gee O.K. Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

G. H. Herbert-Smith S/O

21 0600.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT HUGHTON  
 Serial No. 7 Date 20/21st. July '44 Squadron 298 Flight 'A'  
 A/C Type and Mark Halifax Mk. V. Captain P/O. Taylor  
 A/C Letter & Call Sign 'P' Navigator P/O. McGoehle  
 Troops Carried Nil Flight Engineer Sgt. M&E Campbell  
 Containers Carried 15 W/Op Sgt. Springate  
 Messages Carried 1 Bomb Aimer F/S. Ferguson  
 D.Z. DIGGER 32 Gunner P/O. Harwood  
 TIME OFF: 213 T.O.D.Z: 0201 - 0220 TIME DOWN: 04.44.

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS. Nil  
 (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.L.O., A.S., A.F.

RAID REPORT SON - OPERATION/EXERCISE DIGGER 32 - Not completed.

2. Route  
 Outwards: Base - Bridport - Elanout - 47247 - 0051 W - D.Z. area -  
 Homewards: Return same route.
3. Time, height and place of crossing enemy coast, outwards and homewards.  
Elanout - 0010 Hrs - 7000' ASL  
" - 0944 Hrs - 8500' ASL
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)  
Target Area - Vis. Hazy - about 1 m  
Cloud. Very low.  
Wind. Very light.
5. Was D.Z. reached? If not, reason for not reaching. D.Z. area reached
6. How was D.Z. recognised? lights unrecognisable owing to bad visibility
7. Was drop done visually or blind (by Radar)? No drop
8. (a) Were troops dropped, and how many? No.  
 (b) Were containers dropped, and how many? No. Load returned to base.  
 (c) Observations on stick length, time and heading.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).
9. Observed activity of enemy ground defences in area of D.Z. Nil
10. Pilot's Personal Remarks.  
Approx. 40/50 miles in from French Coast ran into bad weather rain and thunderstorms.

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## DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) Electrical system went of order owing to thunderstorms.

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. NIL  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

## INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL

- (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range. NIL  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time. NIL  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.)  
 Any unusual items. NIL

18. General remarks.

Gee and Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. G. M. Herbert Smith. S/O.  
 21/033 hrs.

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386/FORM "R.3"

PARACHUTE RAID REPORT

STATION FARRANT HUGHTON.

Serial No. 6 Date 20/21st July '44 Squadron 298 Flight A

A/C Type and Mark Halifax Mk.V Captain F/O. Anderson

A/C Letter & Call Sign 'Q' Navigator Sgt. Innon

Troops Carried NIL. Flight Engineer Sgt. Muskin

Containers Carried 13 W/Op F/S. Lewis

Parachutes Carried 1 Bomb Aimer F/S. Trolkeld.

D.Z. ACTOR 24 Gunner F/O. Reader

TIME OFF: 227 T.O.D.Z: 02.14 - 02.35 TIME DOWN: 0457

- 1. (a) ENEMY SHIP ACTIVITY.
  - (b) DINGHY SIGHTINGS.
  - (c) LIGHTS FLASHING SIGNALS.
  - (d) EXTREME ENEMY ACTIVITY.
- NIL.

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

RAID REPORT ~~386~~ OPERATION/EXERCISE ACTOR 24 - NOT COMPLETED.

2. Route

Outwards: Base - Fieldport - 4920N-0312W - Pleneuf - 4824N-0219W

Homewards: 4723N-0100W - 4724N-0051W - 536N-0002W - D.Z.

Homewards: Return same route.

3. Time, height and place of crossing enemy coast, outwards and homewards.

In. 4836N-0231W- 00.43 hrs. 7000' ASL

Out. " " 04.03 hrs. 7000' ASL

4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.

Continuous Thunderstorms from French coast to 46N. D.Z. area heavy. 10/10ths medium cloud 5/10ths low S.C. Base 500' W.V. 110/12 mph.

5. Was D.Z. reached? If not, reason for not reaching. YES D.Z. area by D/R.

6. How was D.Z. recognised? No reception lights.

7. Was drop done visually or blind (by Radar)? No drop.

8. (a) Were troops dropped, and how many? No.

(b) Were containers dropped, and how many? No. Load brought back to base.

(c) Observations on stick length, time and heading.

(d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).

9. Observed activity of enemy ground defences in area of D.Z. NIL.

10. Pilot's Personal Remarks.

NIL.

Reference: AIR 27/1650

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.  
 (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. NIL  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range. NIL  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time. NIL  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered. NIL

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

Geo and Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed F. Fairburn S/O.

22/0555 hrs.

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SECRET  
388/FORM "R.3"

## PARACHUTE RAID REPORT

STATION **TARRANT HUSHTON**

Serial No. **5** Date **20/21st July '44** Squadron **298** Flight **'B'**

A/C Type and Mark **Halifax Mk. V.** Captain **F/O. Carpenter**

A/C Letter & Call Sign **'P'** Navigator **F/O. Wright**

Troops Carried **NIL** Flight Engineer **Sgt. Wilkinson**

Containers Carried **15** W/Op **F/S. Murray**

~~Parachutes~~ Carried **1** Bomb Aimer **F/S. Bauman DFM.**

D.Z. **VENTRILOQUIST 46** Gunner **Sgt. McRobb.**

TIME OFF: **23.44.** T.O.D.Z: **0256 - 0213** TIME DOWN: **0400 Hrs**

1. (a) ENEMY SHIP ACTIVITY,  
(b) DINGHY SIGHTINGS,  
(c) LIGHTS FLASHING SIGNALS,  
(d) EXTREME ENEMY ACTIVITY.

NIL

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

RAID REPORT ~~SECRET/SECRET~~ SOE OPERATION (VENTRILOQUIST 46) NOT COMPLETED

2. Route  
Outwards: **Base-Christchurch-50N-0010W-4928N-0005W-Coast at 0° - Belleme-**  
Homewards: **Mer-Selles - D.Z.,**  
**Return same route.**
3. Time, height and place of crossing enemy coast, outwards and homewards.  
0043 hrs. (<sup>6 miles</sup> E. of Gabourg. 6000' ASL  
0215 hrs. " " 6000' ASL
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height).  
Over D.Z. 10/10ths cloud.  
500' AGL. Vis. 100 yds  
(If weather differs greatly over different parts of route, give conditions for each part.)
5. Was D.Z. reached? If not, reason for not reaching. **YES.**
6. How was D.Z. recognised? **See fixes (14 in all) over D.Z. area.**
7. Was drop done visually or blind (by Radar)? **No drop**
8. (a) Were troops dropped, and how many? **No.**  
(b) Were containers dropped, and how many? **No.** **Load returned to base.**  
(c) Observations on stick length, time and heading.  
(d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).
9. Observed activity of enemy ground defences in area of D.Z. **NIL**
10. Pilot's Personal Remarks.

NO RECEPTION

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## DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NO DAMAGE

## 12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable). NIL  
 (b) Estimated position, time, height, and I.A.S. when hit. NIL  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

## INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL

- (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range. NIL  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c. NIL  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered. NIL

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

## 18. General remarks.

Gea and Rebecca O.K.

## 19. Time of Origin and Signature of Interrogating Officer.

Signed. M. EVANS P/O.

21/0440 Hrs.

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SECRET  
386/FORM "R.3"

## PARACHUTE RAID REPORT

STATION TARRANT BUSHTON

Serial No. 44 Date 20-21st July '44 Squadron 298 Flight 'B'

A/C Type and Mark Halifax Mk. V. Captain F/S. Smith O.K.

A/C Letter & Call Sign 'Y' Navigator F/S. Florence

Troops Carried NIL Flight Engineer Sgt. Boyle & Sgt. Johnson

Containers Carried 15 W/Op F/S. Christie

~~Parachutes~~ Carried 1 Bomb Aimer F/S. Laverick

D.Z. HISTORIAN 42 Gunner Sgt. Batey

TIME OFF: 00.15 T.O.D.Z.: Not reached TIME DOWN: 0341.

1. (a) ENEMY SHIP ACTIVITY,  
(b) DINGHY SIGHTINGS.  
(c) LIGHTS FLASHING SIGNALS.  
(d) EXTREME ENEMY ACTIVITY.

NIL

Any items under these headings to be telephoned at once to D.I.O., L.A.S., A.F.

- RAID REPORT SOE OPERATION ~~XXXXXXXX~~ HISTORIAN 42 (Not completed) (weather)
2. Route Outwards: Base - Cristobalch-E. of Cabourg - Belleme - (approx 48 N-0148E)  
Homewards: Return same route.
3. Time, height and place of crossing enemy coast, outwards and homewards.
- |             |            |       |
|-------------|------------|-------|
| E. Cabourg. | 0116½ hrs. | 7000' |
| " "         | 0241       | " "   |
4. Weather report, Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)
- Target not reached
5. Was D.Z. reached? If not, reason for not reaching. No - weather very bad. Compasses went u/s (probably owing to thunderstorms)
6. How was D.Z. recognised? N/A
7. Was drop done visually or blind (by Radar)? N/A
8. (a) Were troops dropped, and how many? No.  
(b) Were containers dropped, and how many? No. Load brought back to base.  
(c) Observations on stick length, time and heading.  
(d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).
9. Observed activity of enemy ground defences in area of D.Z. NIL
10. Pilot's Personal Remarks.

After crossing E. coast bad weather began; cloud base 2500'. Thunderstorms began about 4/8, getting worse towards Loire. Pilot turned back as compasses were u/s and Gee had faded out.

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## DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) **Compasses U/S.**

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. **NIL**  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

## INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- **NIL**

- (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range. **NIL**  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak. **NIL**  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, **NIL**  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. **NIL**

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. **NIL**

18. General remarks.

**Gee and Rebecca O.K.**

19. Time of Origin and Signature of Interrogating Officer.

Signed, C. M. Herbert Smith S/O.

21/0445 hrs.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT BUSHEM,  
 Serial No. 3 Date 20/21st July '44 Squadron 298 Flight 'B'  
 A/C Type and Mark Halifax Mk. V. Captain P/O Griffiths,  
 A/C Letter & Call Sign 'P' Navigator F/O MacMill  
 Troops Carried NIL Flight Engineer Sgt. Deays  
 Containers Carried 15 W/Op F/S. Whitmore  
 Packages Carried 1 Bomb Aimer F/S. Healey  
 D.Z. HISTORIAN 42 Gunner Sgt. Dickson,  
 TIME OFF: 23.30. T.O.D.Z: 0335 - 0342. TIME DOWN: 0321

1. (a) ENEMY SHIP ACTIVITY.
  - (b) DINGHY SIGHTINGS.
  - (c) LIGHTS FLASHING SIGNALS.
  - (d) EXTREME ENEMY ACTIVITY.
- NIL

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

- RAID REPORT SOE OPERATION/ ~~XXXXXXXX~~ HISTORIAN 42 (COMPLETED)
2. Route  
 Outwards: Base Christchurch - 50E-00L0W-428E-0007N-Coast at 0°  
 Homewards: Mar - 4750N-0217E - D.Z. 4804N-0213E- Bellene- return  
same route
  3. Time, height and place of crossing enemy coast, outwards and homewards:  
 Outwards: 0029 hrs. 6 miles E. Cabourg. 5000' ASL  
 Homewards: 0232 hrs " " " " 5000' ASL
  4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)  
Thunder and rain over D.Z.  
Vis. approx. 3 miles.  
10/10ths cloud base 1500'
  5. Was D.Z. reached? If not, reason for not reaching. YES.
  6. How was D.Z. recognised? Rak in over Loire and road at Gorpigny and road running N. from Bray. Triangle of bonfires and flashing letter 'X'
  7. Was drop done visually or blind (by Radar)? Visually.
  8. (a) Were troops dropped, and how many? No.  
 (b) Were containers dropped, and how many? Yes. 15 containers and 1 package at  
 (c) Observations on stick length, time and heading. 0142 hrs. 085 M. 135 IAS  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).  
 (e) Height 450' AGL.
  9. Observed activity of enemy ground defences in area of D.Z. NIL.
  10. Pilot's Personal Remarks.

Load seen to drop in triangle of lights, all parachutes opening.

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## DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NO DAMAGE

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. NIL  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. Wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

## INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL

- (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range. NIL  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak. NIL  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered. NIL

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

Ge and Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. M. EVANS. P/O.

21/0435 Hrs.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON

Serial No. 2 Date 20/21st. July '44 Squadron 298 Flight 'A'  
 A/C Type and Mark Halifax Mk. V. Captain W/O. Bain  
 A/C Letter & Call Sign 'H' Navigator F/L. Rowell  
 Troops Carried NIL Flight Engineer F/S. Densley  
 Containers Carried 15 W/Op F/S. Mansell  
~~Parachutes~~ Carried 1 Bomb Aimer Sgt. Holder  
 D.Z. PETER 52 Gunner F/S. Weeks.  
 TIME OFF: 22.34. T.O.D.Z.: Not reached TIME DOWN: 0252

1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS. **NIL**
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., I.C.S., A.F.

RAID REPORT ~~SOE OPERATION/EXTENSION~~ PETER 52 - NOT COMPLETED.

2. Route  
 Outwards: Base -Christchurch-50N-000W-4925N-000W Coast at 0° - Bellens-  
Mar-4717N-0133E - 496N-000W (at 0055 hrs). Returned from  
 Homewards: Last position on reciprocal.
3. Time, height and place of crossing enemy coast, outwards and homewards.  
 2334 hrs. 6 miles E. of Osbourg. 7500' ASL  
 0206 hrs. 4939/0003W. 7500' ASL
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)  
**Rain over Channel. Clear to Bellens then very bad thunder and lightning storms continually.**
5. Was D.Z. reached? If not, reason for not reaching. **NO.**
6. How was D.Z. recognised? **D.Z. area not reached.**
7. Was drop done visually or blind (by Radar)? **No drop**
8. (a) Were troops dropped, and how many? **No.**  
 (b) Were containers dropped, and how many? **No.**  
 (c) Observations on stick length, time and heading. **No drop**  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).
9. Observed activity of enemy ground defences in area of D.Z. **NIL.**
10. Pilot's Personal Remarks.

**Aircraft returned to base owing to very severe thunder storms, not reached D.Z. area. Full load returned to base.**

87599-1

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## DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) **NO DAMAGE**

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable). **NIL**  
 (b) Estimated position, time, height, and I.A.S. when hit.  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. Wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

## INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered. **NIL**  
 (b) E/A encountered, circumstances and tactics, noting especially:-

- (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range. **NIL**  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. **NIL**  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, **NIL**  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. **NIL**

17. Miscellaneous items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. **NIL**

18. General remarks.

Gee and Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. M. EVANS. P/O.

21/0330 Hrs.

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*Int*

SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION Marant Bickton

Serial No. / Date 20/21 July Squadron 298 Flight A

A/C Type and Mark Halifax V Captain F/O McGillivray

A/C Letter & Call Sign Z Navigator F/S Walker

Traces Carried 1 package of nickels Flight Engineer Sgt. McKinn

Containers Carried 15 W/Op F/O Dixon

Kitbags Carried 1 package Bomb Aimer F/O Carr

D.Z. Porter 71 Gunner Sgt. Burn

TIME OFF: 22.50 T.O.D.Z: \_\_\_\_\_ TIME DOWN: 18.29

1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS. NIL
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

- | RAID REPORT   | OPERATION/EXERCISE  |
|---|---|
| 2. Route  | Outwards: <u>Ch'church, 50N 0010W 4928N 0050W Belleme, 4742N 0130E</u><br>Homewards: <u>4717N 0133E 4639N 0214E 4557N 0328E. D.Z.,</u><br><u>return same route.</u> |
| 3. Time, height and place of crossing enemy coast, outwards and homewards.  | In French coast 0 2348 hrs. 6000ft.<br>out. French Coast 0 0228hrs 6000 ft.   |
| 4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.   | Vis. <u>NIL</u> Cloud: <u>10/30</u> tds below 48 N<br>Electrical storms on outward and return journey. W/V 10/25  |
| 5. Was D.Z. reached? If not, reason for not reaching.   | <u>No.</u> Turned about 20 mins from D.Z. owing to storms and visibility.   |
| 6. How was D.Z. recognised?   | <u>N/A</u>  |
| 7. Was drop done visually or blind (by Radar)?  | <u>N/A</u>  |
| 8. (a) Were troops dropped, and how many?<br>(b) Were containers dropped, and how many?<br>(c) Observations on stick length, time and heading.<br>(d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). | Containers, <u>packages</u> , & <u>nickels</u> brought back to base.  |
| 9. Observed activity of enemy ground defences in area of D.Z.   | <u>N/A</u>  |
| 10. Pilot's Personal Remarks.   |   |

Were nickels dropped? No. area not reached.  
Number, positions, & height.  
Time and heading.

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.)

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit? **Nil**
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:-

- (i) Which crew member obtained first sight and where. **Nil**
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. **Light flak moderate from Cabourg about**  
 (b) Flak encountered. **129 mins, accurate. (NE of Cabourg 0225 hrs. 6000'**  
 (c) Type of flak. **12 guns**  
 (d) Was a/c held in searchlights at time. **No**  
 (e) Position of burst relative to a/c. **150° to port.**  
 (f) In cloud, above or below cloud. **Below cloud.**

15. (a) Searchlights seen but not encountered, **3 S/l's, & amber fighter flares**  
 (b) Searchlights encountered. **at 6/10 miles due south of**  
**Cabourg (4912N 0°23'50 hrs. 6000' and on**

16. Beacons, flare paths, recognition signals, etc. **homeward trip 0225 hrs. A/c not coded by S/l's, on both trips.**

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) **Triangle 3 white lights & one flashing 'Q' 4/3 (at 0130E (A/C 1/2 mile West 0034 hrs. 3000')**  
 Any unusual items.

18. General remarks.

**Large convoy seen at 5020N 0050W 0350hrs, 3000' A/C challenged frequently with colours of the day. (Heading of convoy could not be seen.)**

**Geo O.K. Rebecca O.K.**

19. Time of Origin and Signature of Interrogating Officer.

**P. Fairburn S/O.**

**0440 hrs.**

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*Ints*

SECRET  
38C/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT BUNTON  
 Serial No. // Date 20-21st July '44 Squadron 83 Flight 'B'  
 A/C Type and Mark Halifax Mk. V. Captain W/O. Barry  
 A/C Letter & Call Sign 'K' Navigator P/S. Roberts  
 Troops Carried Nil Flight Engineer P/O. Austin  
 Containers Carried 15 W/Op P/S. White  
 Packages Carried 1 Bomb Aimer P/O. Letts  
 D.Z. HISTORIAN 42 Gunner P/S. Stewart  
 TIME OFF: 23.17. T.O.D.Z: 01.23 - 01.41 TIME DOWN: 0322

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS. Nil  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

RAID REPORT SOE OPERATION/EXERCISE HISTORIAN 42 - COMPLETED

2. Route  
 Outwards: Base - Charlestown - H. of Cabourg - Belleme - Mer - D.Z.  
 Homewards: Return same route.
3. Time, height and place of crossing enemy coast, outwards and homewards.  
B. Cabourg - 0026 hrs - 7000' ASL.  
" " 0030 hrs - 7000' ASL.
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height).  
 (If weather differs greatly over different parts of route, give conditions for each part.)  
Over target - Vis. - hazy. Wind. 070/17
5. Was D.Z. reached? If not, reason for not reaching. Yes.
6. How was D.Z. recognised? 2 bonfires. 1 light flashing 'X'. Crossed Loire River - string of lakes to S.W. of D.Z.
7. Was drop done visually or blind (by Radar)? Visually
8. (a) Were troops dropped, and how many? No.  
 (b) Were containers dropped, and how many? Yes. 15 Containers and 1 package.  
 (c) Observations on stick length, time and heading. 070 M. IAS 140.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung  
 (e) Height 400' AGL
9. Observed activity of enemy ground defences in area of D.Z. Nil

10. Pilot's Personal Remarks.

Starting south of Belleme, going and returning, intense thunderstorms and heavy clouds.

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable). NIL
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

- 13. (a) E/A seen in air, but not encountered.
- (b) E/A encountered, circumstances and tactics, noting especially:- NIL
- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners. NIL

- 14. (a) Flak seen but not encountered.
- (b) Flak encountered.
- (c) Type of flak.
- (d) Was a/c held in searchlights at time. NIL
- (e) Position of burst relative to a/c.
- (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, (Approx. 10 miles W. of Belleme over Belleme) going and coming  
 (b) Searchlights encountered. 3 (3000' Alt) 0045 hrs. 0211

16. Beacons, flare paths, recognition signals, etc. Numerous Chandelier flares seen over Rough area. (1/2 crossing coast 7000' 0026 and 0230 hrs)

17. Miscellaneous Items. (Balloon Barrage, All way across Channel, regular Activity on land or sea, black-out, etc.) light, white, approx 1 to 5 miles Any unusual items. apart, closer together nearer French Coast; along aircraft track.

18. General remarks.

Oce and Rebecca O. K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. G. M. Herbert Smith. S/O.

21/0415 hrs

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SECRET  
38C/FORM "R.3"

401

PARACHUTE RAID REPORT

STATION Tarrant Rushton  
 Serial No. 59 Date 2021 July Squadron 298 Flight B  
 A/C Type and Mark Halifax Captain F/O Lee  
 A/C Letter & Call Sign M Navigator P/O Ward  
 Troops Carried Nil Flight Engineer Sgt. Sheppard  
 Containers Carried 15 W/Op F/Sgt. Heasman  
 Packages Carried 1 Bomb Aimer Sgt. Sharp  
 D.Z. Historian 42 Gunner F/Sgt. Flint  
 TIME OFF: 2:01 T.O.D.Z: 0110 to 0132 TIME DOWN: 0309

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS. Nil  
 (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

RAID REPORT OPERATION/EXERCISE S.O.W. completed on Historian 42

2. Route Outwards: Ch'church, 50N 0010W 4928N 0005W Belleme,  
 Homewards: 4750N 0213E D.Z.  
4804N 0213E Belleme, return same route.
3. Time, height and place of crossing enemy coast, outwards and homewards. 0004 0 miles E. Cabourg 6000'  
0222 " " 6000'
4. Weather report, Visibility, cloud, Thunder & lightning over D.Z. wind speed and direction (mentioning height). vis. approx. 1 - 2 miles.  
 (If weather differs greatly over different parts of route, give conditions for each part.)
5. Was D.Z. reached? If not, reason for not reaching. Rm in over Loire and road at Germigny to D.Z. Very bad vis. map reading. two run ups made. On second road not seen by three lights & letter flashing
6. How was D.Z. recognised? X. confirmed D.Z.
7. Was drop done visually or blind (by Radar)? Visually
8. (a) Were troops dropped, and how many? Full load at 0130 hrs.  
 (b) Were containers dropped, and how many? 500' AGL 070 M  
 (c) Observations on stick length, time and heading. 140 I.A.S.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).
9. Observed activity of enemy ground defences in area of D.Z. While a/c over D.Z. area stream of tracer seen fired 2 miles S. of D.Z. (believed at target on the ground) 0120 hrs. Chandelier flare seen one mile
10. Pilot's Personal Remarks. N.W. of D.Z. 0133 hrs. lasting for some minutes. Parachutes seen to open, load falling lightly N. of light

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) No damage

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. Nil
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- Nil  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered. Nil  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, Nil  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. Nil

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. Nil

18. General remarks.

Gee O.K. Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

M. EVANS P/O

210400

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**SECRET**  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION Tarrant Rushton  
 Serial No. 8 Date 20/21 July Squadron 293 Flight A  
 A/C Type and Mark Halifax V Captain F/O Johnson  
 A/C Letter & Call Sign L Navigator P/O Smith I.S.  
 Drops Carried 1 package & nickels Flight Engineer Sgt. Sparks  
 Containers Carried 15 W/Op F/S Owen  
 Packages Carried 1 Bomb Aimer F/S Bragnell  
 D.Z. Peter 52 Gunner F/S Poulter  
 TIME OFF: 2248 T.O.D.Z: 0204 - 0235 TIME DOWN: 0505

1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

RAID REPORT	OPERATION/EXERCISE
2. Route	Outwards: <u>Ch'charcha 50N 0010W 4928N 0005W Belleme</u> Homewards: <u>4717N 0135E 4533N 0317E D.Z. 4524N 0315E</u> <u>return same route</u>
3. Time, height and place of crossing enemy coast, outwards and homewards.	In French coast 0 2355hrs. 5500' Out French Coast " 0410hrs. 5500'
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.	Thunderstorms from Loire to 4530N D.Z. area cloud 8/9/10 tops 7000' W/V 230/25
5. Was D.Z. reached? If not, reason for not reaching.	Yes
6. How was D.Z. recognised?	On run in Pow 3 hite lights & triangle of white lights no signals letter flashed.
7. Was drop done visually or blind (by Radar)?	Over D.Z. in cloud & lights not visible. N/A
8. (a) Were troops dropped, and how many? (b) Were containers dropped, and how many? (c) Observations on stick length, time and heading. (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).	N/A 15 containers & 1 pkgs brought back to base.
9. Observed activity of enemy ground defences in area of D.Z.	Nil
10. Pilot's Personal Remarks.	

Were nickels dropped? Yes  
 Number, position & height. 4524N 0317E 2000' AGL  
 Time and heading. 0249hrs. 052 M.

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details Nil will appear in appropriate defect report.)

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit? Nil
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- Nil  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak. Nil  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, Nil  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. Illuminated flare with a white occulting light 4-5 miles East of Clermont Ferrand (A/C over A/F 014hr. 5000')

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Nil  
 Any unusual items.

18. General remarks.

No reception on Rebecca in D.Z. area.  
 Rebecca range did not vary in spite of actual range. O.K. on base.

19. Time of Origin and Signature of Interrogating Officer.

(10) 2 orange fighter flares 10 miles West at French Coast O  
 2055hrs. 5500'  
 2 orange fighter flares 8 miles West at 4732N 0152E  
 0045hrs. 3500'.

F. Fairburn S/O  
 210620.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION **TARRANT RUSHTON**  
 Serial No. **3** Date **22-23rd July '44** Squadron **298** Flight **'B'**  
 A/C Type and Mark **Halifax Mk. V.** Captain **F/O, Brown W.W.**  
 A/C Letter & Call Sign **'L'** Navigator **F/O, McDuff**  
 Troops Carried **Nil** Flight Engineer **Sgt. Bradley**  
 Containers Carried **15** W/Op **F/S, Pearson**  
 Package **1** Bomb Aimer **F/O, Sayles**  
~~Parachutes~~ Carried **1** Gunner **F/S, Smith J.B.**  
 D.Z. **PETER 71.**  
 TIME OFF: **23.05.** T.O.D.Z: **01.34 - 01.45.** TIME DOWN: **04.22.**

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY. **NIL.**

Any items under these headings to be telephoned at once to D.I.O., A.B., A.F.

- RAID REPORT **SOE OPERATION/EXERCISE** **PETER 71.**
2. Route  
 Outwards: **Base - Christchurch - 500N-0010W - French Coast 0° - Belleme -**  
 Homewards: **471N-0133E - D.Z. and return same route.**
3. Time, height and place of crossing enemy coast, outwards and homewards.  
**French Coast at 0° - 23.59 hrs - 6000' ASL**  
**" " " " 03.29 " 5500' "**
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)  
**Cloud. 6/10ths. Stratus along route. D.Z. AREA - 7-8/10ths stratus tops 5500'. Vis. 4 miles. W/V. N. of 40° - 017/12 mph. S " " - 345/12 "**
5. Was D.Z. reached? If not, reason for not reaching.  
**Due to cloud, unable to identify ground features and lights.**
6. How was D.Z. recognised?  
**Not recognised.**
7. Was drop done visually or blind (by Radar)?  
**No drop.**
8. (a) Were troops dropped, and how many?  
 (b) Were containers dropped, and how many?  
 (c) Observations on stick length, time and heading.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).  
**No. No. Load brought back to base.**
9. Observed activity of enemy ground defences in area of D.Z.  
**Nil.**
10. Pilot's Personal Remarks.  
**Nil**

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## DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL
12. Damage Due to Enemy Action.
- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. NIL  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

## INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.
14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time. NIL  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.
15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered.
16. Beacons, flare paths, recognition signals, etc. NIL
17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL
18. General remarks.

Gee and Rebecca OED

19. Time of Origin and Signature of Interrogating Officer.

Signed. F. FAIRBURN S/O.  
 23/0510 Hrs

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SECRET  
38G/FORM "R. 3"

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON.

Serial No. 5 Date 22-23rd July '44 Squadron 298 Flight 'B'

A/C Type and Mark Halifax Mk.V. Captain W/O. Edick

A/C Letter & Call Sign 'P' Navigator W/O. Hulmlund.

Troops Carried Nil Flight Engineer Sgt. Godfrey

Containers Carried 15 W/Op W/O. Innes.

Package ~~Knives~~ Carried 1 Bomb Aimer F/O. Kotyk

D.Z. HISTORIAN 43 Gunner F/S. Lockhead.

TIME OFF: 23.15. T.O.D.Z: 01.23 - 0140. TIME DOWN: 03.45.

- 1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS. NIL.
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.L.O., A.E., A.F.

RAID REPORT SOE OPERATION ~~XXXXXXXX~~ HISTORIAN 43 Not completed.

2. Route Outwards: Base - Christchurch - E. of Cabourg - Belleme - 4750N-0217E-  
Homewards: D.Z. and reciprocal.

3. Time, height and place of crossing enemy coast, outwards and homewards. 00.11 hrs. 6 Mls. E. Cabourg - 6000' ASL.  
02.47 " " " " " " " "

4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). Vis. 10 miles at D.Z.  
(If weather differs greatly over different parts of route, give conditions for each part. Cloud. Nil. ~~10/10ths~~ at D.Z.  
(10/10ths 2000' base from Eng. Coast to Loire)  
W/V 275/20 mph.

5. Was D.Z. reached? / If not, reason for not reaching. Identified woods, railway junctions and cross roads. 3 Gee fixes over D.Z. Ran in from pinpoint on D.P.R.V. fixed by 'G'

6. How was D.Z. recognised? see above (5)

7. Was drop done visually or blind (by Radar)? NO DROP. No reception

- 8. (a) Were troops dropped, and how many? No.
- (b) Were containers dropped, and how many? No. Load brought back to base.
- (c) Observations on stick length, time and heading.
- (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).

9. Observed activity of enemy ground defences in area of D.Z. NIL

10. Pilot's Personal Remarks. NIL

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408

DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. NIL  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. Wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL

- (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range. NIL  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered. NIL  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered. NIL

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

Gee and Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. J. P. MOFFATT P/Lt.  
 23/0425 hrs.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION **TARRANT RUSHTON**

Serial No. **8** Date **22/23rd July '44** Squadron **298** Flight **'A'**  
 A/C Type and Mark **Halifax Mk.V.** Captain **F/L. Simeur.**  
 A/C Letter & Call Sign **'F'** Navigator **P/O ORME**  
 Troops Carried **NIL** Flight Engineer **F/O. Walker.**  
 Containers Carried **15** W/Op **W/O. McElharmen**  
~~Containers~~ Carried **1** Bomb Aimer **F/O. Lee.**  
 D.Z. **WHEELWRIGHT 160.** Gunner **P/O. Drew**  
 TIME OFF: **23.55** T.O.D.Z: **0225 - 0243.** TIME DOWN: **0523**

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY. **NIL.**

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

RAID REPORT **SOE OPERATION/~~XXXXXXXX~~ **WHEELWRIGHT 160.** (Not completed)**

2. Route  
 Outwards: **Base - Bridport - Fleneuf - 472CN-0120W-4536N-0002W- D.Z.**  
 Homewards: **Return same route.**
3. Time, height and place of crossing enemy coast, outwards and homewards.  
**Fleneuf - 0051½ hrs - 6000' ASL.**  
**" 0424 " " "**
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)  
**Vis. in Target area. Very poor. Hazy.**  
**Wind. 320/10 mph.**
5. Was D.Z. reached? If not, reason for not reaching. **Yes.**
6. How was D.Z. recognised? **River Garonne 'U' shape bend, road to N.W. of D.Z. Also Marmaude. No reception.**
7. Was drop done visually or blind (by Radar)? **No drop.**
8. (a) Were troops dropped, and how many? **No.**  
 (b) Were containers dropped, and how many? **No. Load brought back to base.**  
 (c) Observations on stick length, time and heading.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).
9. Observed activity of enemy ground defences in area of D.Z. **NIL.**
10. Pilot's Personal Remarks.  
**NIL**

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410

## DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) Generator w/s.

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. NIL  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

## INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL

- (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range. NIL  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak. NIL  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, NIL  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

Gee and Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. G. M. Herbert Smith. S/O.

23/0612. Hrs.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT RUGHTON.

Serial No. /0 Date 22-23rd July '44 Squadron 298 Flight 'A'  
 A/C Type and Mark Halifax Mk. V. Captain S/Ldr. Briggs.  
 A/C Letter & Call Sign 'G' Navigator F/O. Seymour.  
 Troops Carried Nil Flight Engineer F/O. Pope  
 Containers Carried 15 W/Op F/O. Tonge  
 Packages Carried 1 Bomb Aimer Sgt. Law  
 D.Z. WHEELWRIGHT 160. Gunner F/O. Searles.  
 TIME OFF: 2304 T.O.D.E: 0152 - 0232 TIME DOWN: 0525

1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS. NIL
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

RAID REPORT SOE OPERATION/~~XXXXXXXX~~ WHEELWRIGHT 160. Not completed.

2. Route  
 Outwards: Base - Bridport - Pleneuf - 4724N-0051W - 4432N-0003E - D.Z.  
 Homewards: Return same route.
3. Time, height and place of crossing enemy coast, outwards and homewards.  
 Pleneuf - 0001 hrs. 7000' ASL.  
 " 0419 " " "
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). Target Area:- Vis. 1000 yards.  
 (If weather differs greatly over different parts of route, give conditions for each part. Cloud. Base 1500' 5/10ths.  
 W/V. 340/20 mph.
5. Was D.Z. reached? If not, reason for not reaching. YES.
6. How was D.Z. recognised? No lights but recognized by map reading, R. Caronne and town of Tonneins which had no 'black out' and from which 7 runs were made unsuccessfully.
7. Was drop done visually or blind (by Radar)? NO DROP.
8. (a) Were troops dropped, and how many? No.  
 (b) Were containers dropped, and how many? No. Load brought back to base.  
 (c) Observations on stick length, time and heading.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).
9. Observed activity of enemy ground defences in area of D.Z. Nil.
10. Pilot's Personal Remarks.

Nil

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. NIL  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL

- (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range. NIL  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time. NIL  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered. NIL

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

Gee and Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. C. M. Herbert Smith. S/O.

23/0605 Hrs.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON

Serial No. 14 Date 22/23rd July '44. Squadron 298 Flight 'A'

A/C Type and Mark Halifax Mk. V. Captain P/O. Dougill

A/C Letter & Call Sign 'B' Navigator P/O. Forbes

Troops Carried NIL Flight Engineer Sgt. Elliott

Containers Carried 15 W/Op F/S. Wooley

Packages ~~15~~ Carried 1 Bomb Aimer F/S. Smedley

D.Z. DIGGER 57/59 Gunner F/S. Turner

TIME OFF: 2324 T.O.D.Z: 0202 - 0223 TIME DOWN 0459

1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS. NIL.
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.E., A.F.

RAID REPORT SOE OPERATION/RESCUE DIGGER 57/59 Completed.

2. Route  
Outwards: Base - Christchurch - 50N-0010W - Belleme - 4718N-0018E -  
Châtellerault - 4553N-0040E - 44.52N-0133E - D.Z.  
Homewards: Return - same route.

3. Time, height and place of crossing enemy coast, outwards and homewards.  
French Coast at 0° - 0020 Hrs. 5500' ASL  
Out Trouville 0407 hrs. 5700' ASL

4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)  
10/10ths. Cloud on route. D.Z. area broken cloud 8/10ths.  
Vis. 2/3 miles.  
W/V. 330/10 mph.

5. Was D.Z. reached? If not, reason for not reaching. Yes.

6. How was D.Z. recognised? Main road N. of D.Z. Row of 3 bonfires and light flashing G

7. Was drop done visually or blind (by Radar)? Visually.

8. (a) Were troops dropped, and how many? No.
- (b) Were containers dropped, and how many? Yes. 15 containers & 1 package.
- (c) Observations on stick length, time and heading. 02.21 hrs. 130 IAS. 030 M.
- (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). Went down over lights.
- (e) Height of drop. 1800' ASL.

9. Observed activity of enemy ground defences in area of D.Z. NIL.

10. Pilot's Personal Remarks.

NIL

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL
12. Damage Due to Enemy Action.
- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. NIL  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. Wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL
- (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range. NIL  
 (iii) Rounds fired by own gunners.
14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak. NIL  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.
15. (a) Searchlights seen but not encountered, NIL  
 (b) Searchlights encountered.
16. Beacons, flare paths, recognition signals, etc. NIL
17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL
18. General remarks.

Gee and Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. F. FAIRBURN. S/O.

23/0542 Hrs.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION FARRANT RUSHFORD  
 Serial No. 17 Date 29/23rd July '44 Squadron 298 Flight 'B'  
 A/C Type and Mark Halifax Mk. V. Captain F/O. Lee  
 A/C Letter & Call Sign 'M' Navigator F/O. Ward  
 Troops Carried NIL Flight Engineer Sgt. Sheppard  
 Containers Carried 15 W/Op F/S. Hoaman  
 Packages Carried 1 Bomb Aimer Sgt. Sharp  
 D.Z. ACTOR 24 Gunner P/S. Flint.  
 TIME OFF: 23.40. T.O.D.Z. area. 02.16 - 02.30. TIME DOWN: 05.52.

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS. NIL.  
 (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

- RAID REPORT OPERATION EXERCISE 'ACTOR 24' Not completed.  
 2. Route Outwards: Base - Bridport - Hennef - 4723N-0100W - 4536N-0002W - D.Z.  
 Homewards: Return same route.  
 3. Time, height and place of crossing enemy coast, outwards and homewards. Hennef - 0045 hrs. 6000'  
Hennef 0435 hrs. 6000'  
 4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). 10/10ths. Cloud as far as Loire. 8/10 cloud S. of Loire. Top 4500'.  
 (If weather differs greatly over different parts of route, give conditions for each part. Vis. 1 mile. ~~Chapelle~~ W/V. 010/13 mph. Bordeaux area W/O. 320/13 mph.  
 5. Was D.Z. reached? If not, reason for not reaching. Unable to obtain pin points owing to cloud and darkness.  
 6. How was D.Z. recognised? N/A  
 7. Was drop done visually or blind (by Radar)? N/A  
 8. (a) Were troops dropped, and how many? No.  
 (b) Were containers dropped, and how many? No. Load brought back to base.  
 (c) Observations on stick length, time and heading.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).  
 9. Observed activity of enemy ground defences in area of D.Z. NIL.  
 10. Pilot's Personal Remarks.  
NIL

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) A.P.I. U/s.

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. NIL
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range. NIL
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. Barrage.  
 (b) Flak encountered. L. Flak, intense (12-15 guns) accurate - believed to be Angoulême (D.R. posn. 4936N-0002W) 0255 hrs. 1500'  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time. No. (No hits)  
 (e) Position of burst relative to a/c. ~~W/A~~ above  
 (f) In cloud, above or below cloud. Below cloud.

15. (a) Searchlights seen but not encountered, NIL  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

One and Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

Signed. F. Fairburn. S/O.

23/0645 hrs.

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SECRET  
38G/FORM "R. 3"

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON

Serial No. 16 Date 22/23rd July '44 Squadron 298 Flight 'B'  
 A/C Type and Mark Halifax Mk. V. Captain W/O. Davies.  
 A/C Letter & Call Sign 'W' Navigator F/Lt. Carrow  
 Troops Carried Nil. Flight Engineer Sgt. Woodcock  
 Containers Carried 15 W/Op W/O. Sells.  
 Packages Carried 1 Bomb Aimer F/O. Bubb  
 D.Z. BETER 71. Gunner W/O. Cote.  
 TIME OFF: 23.17. T.O.D.Z.: 0206 - Not identified D.Z. TIME DOWN: 04.55.

1. (a) ENEMY SHIP ACTIVITY.
  - (b) DINGHY SIGHTINGS.
  - (c) LIGHTS FLASHING SIGNALS.
  - (d) EXTREME ENEMY ACTIVITY.
- NIL.

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

- RAID REPORT SOE OPERATION ~~XXXXXXXX~~ 'BETER 71' Not completed.
2. Route  
 Outwards: Base - ~~Chichester~~ - Carbourg - Belleme - Mar-Selles sur Chere-  
 Homewards: Vichy - D.Z. and reciprocal to base.
  3. Time, height and place of crossing enemy coast, outwards and homewards.  
 00.08 hrs. 6 miles E. Carbourg. 6000' ASL  
 09.58 " " " " " " " "
  4. Weather report. Visibility, cloud, wind speed and direction (mentioning height).  
 (If weather differs greatly over different parts of route, give conditions for each part.)  
 Vis. Nil. Cloud on hill.  
 Cloud. 10/10ths. ground level.
  5. Was D.Z. reached? If not, reason for not reaching.  
 Pinpointed 5 miles N. of D.Z. on run in, a/c climbed owing to low cloud.
  6. How was D.Z. recognised? Not identified - low cloud.
  7. Was drop done visually or blind (by Radar)? N/A
  8. (a) Were troops dropped, and how many? No.  
 (b) Were containers dropped, and how many? No. Load brought back to base.  
 (c) Observations on stick length, time and heading.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).
  9. Observed activity of enemy ground defences in area of D.Z. N/A
  10. Pilot's Personal Remarks.  
 NIL

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. NIL  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL

- (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners. NIL

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak. NIL  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered. NIL

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

Geo O.K.

Rebecca Not used.

19. Time of Origin and Signature of Interrogating Officer.

Signed. J. F. Moffatt. P/Lt.

23/0540 Hrs

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON  
 Serial No. 19 Date 22/23rd July '44 Squadron            Flight             
 A/C Type and Mark Halifax Mk. V. Captain R/Lt. Buxton  
 A/C Letter & Call Sign            Navigator R/O. McLaron  
 Troops Carried NIL Flight Engineer Sgt. McOllan  
 Containers Carried 15 W/Op R/Lt. Polby  
~~Chalmers~~ Carried ONE Bomb Aimer Sgt. Lamin  
 D.Z. ACTOR 23 Gunner P/S. Newling  
 TIME OFF: 2325 T.O.D.Z: 0146/0207 TIME DOWN Zonal 50  
T.O. 0630  
T.R. 0645

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS. NIL  
 (d) EXTREME ENEMY ACTIVITY.
- Any items under these headings to be telephoned at once to D.I.O., A.D., A.P.

RAID REPORT SEE OPERATION/EXERCISE: ACTOR 23 (Not completed)

2. Route  
 Outwards: Base - Bridport - Emsay - 4824N-0219W-4723N-0100W - D.Z.  
 Homewards: Return same route.
3. Time, height and place of crossing enemy coast, outwards and homewards.  
Emsay - 0033 hrs - 6000' A.L.  
" 0340 " - 6000' A.L.
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). Vis. over Target. Very poor. 1-2 mil  
 (If weather differs greatly over different parts of route, give conditions for each part. Cloud. 1500' patches.  
Wind. 32/13 mph.
5. Was D.Z. reached? If not, reason for not reaching. Yes.
6. How was D.Z. recognised? See to within 30 miles. D.R. to D.Z.  
No visibility at all. No lights seen.
7. Was drop done visually or blind (by Radar)? No drop
8. (a) Were troops dropped, and how many? No.  
 (b) Were containers dropped, and how many? No. Load brought back to base.  
 (c) Observations on stick length, time and heading.  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).
9. Observed activity of enemy ground defences in area of D.Z. NIL.
10. Pilot's Personal Remarks.  
NIL

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420

DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit. NIL  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. Wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- NIL

- (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners. NIL

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time. NIL  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, NIL  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks.

Gee and Rebecca O.K.  
 Landed at Zeals owing to navigational error.

19. Time of Origin and Signature of Interrogating Officer.

Signed. G. M. Herbert Smith. 3/0.

23/0725 hrs.

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421

SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT RUSHTON

Serial No. 2/ Date 22/23rd July '44. Squadron 298 Flight '3'

A/C Type and Mark Halifax Mk. V. Captain S/L. Brownrigg.

A/C Letter & Call Sign 'V' Navigator F/O. Halley

Troops Carried Nil Flight Engineer Sgt. Brown

Containers Carried 6 W/Op F/S. Sutton

Bombers None Bomb Aimer F/O. Richardson

Jeep... 1 Gunner F/O. Cooke.

D.Z. HOUNDSWORTH 35' TIME OFF: 23.25 Hrs. T.O.D.Z: 0147 1/2 0204 1/2 TIME DOWN: 031

1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS. See para.17.
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

RAID REPORT SAS OPERATION/~~XXXXXXXX~~ HOUNDSWORTH 35 (Not completed)

2. Route Outwards: Base - ~~Manchester~~ - E. of Cabourg - Belleme - Mer- La Charité - D.Z. and return same route.

3. Time, height and place of crossing enemy coast, outwards and homewards. E. Cabourg - 0024 Hrs. 6000' ASL.  
" " 031 1/2 " 6000' ASL

4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). Over Target area. Vis. Nil.  
(If weather differs greatly over different parts of route, give conditions for each part. Cloud base 300' AGL. 10/10ths.

5. Was D.Z. reached? If not, reason for not reaching. YES.

6. How was D.Z. recognised? Flickering of fires seen through cloud, but no letter identifiable; letter on Eureka 'J'

7. Was drop done visually or blind (by Radar)? NO DROP

8. (a) Were troops dropped, and how many? No.
- (b) Were containers dropped, and how many? No. Load brought back to base.
- (c) Observations on stick length, time and heading.
- (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).

9. Observed activity of enemy ground defences in area of D.Z. Nil

10. Pilot's Personal Remarks.  
Could have dropped on 'Eureka', but were briefed not to if cloud base was lower than 800'

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422

DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable). NIL
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered. NIL  
 (b) E/A encountered, circumstances and tactics, noting especially:-

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range. NIL
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak. NIL  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, NIL  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, 6 small vessels in action exchanging Activity on land or sea, black-out, etc.) red tracer. 50.21N-00.52W. Any unusual items. (0404.a/c overhead 2500')

18. General remarks.

~~OSIE & REBECCA~~ O.K. REBECCA. Range of 18 miles at D.Z.

19. Time of Origin and Signature of Interrogating Officer.

Signed. C. M. Herbert Smith.

23/0535 hrs.

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423

SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION Tarrant Rushton  
 Serial No. 2 Date 23/24 July Squadron 298 Flight A  
 A/C Type and Mark Halifax V Captain F/O Northmore  
 A/C Letter & Call Sign V Navigator P/O Jones  
 Troops Carried One jeep Flight Engineer Sgt. Walker  
 Containers Carried 6 W/O W/O Stafford  
 Packages Carried *Panniers* 2 Bomb Aimer F/O Monighan  
 D.Z. Houndsworth 36 Gunner W/O Cannon  
 TIME OFF: 2326 T.O.D.Z: 0147 - 0152 TIME DOWN: 0355

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS. Nil  
 (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.S., A.P.

RAID REPORT	OPERATION/EXERCISE	S.A.S.	Completed.
2. Route	Outwards: Ch'church, 50 N0010W Homewards: Belleme, 4750N 0217 E. return same route.	4928N 0005W 4711N 0337E	D.Z.
3. Time, height and place of crossing enemy coast, outwards and homewards.	0020 on track E. Cabourg 0308 " " "	6000' 5400'	
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)	On D.Z. cloud base 1500' AGL very scattered 5/10 . vis. 3 miles.		
5. Was D.Z. reached? If not, reason for not reaching.	Yes		
6. How was D.Z. recognised?	Eureka, ran in over lakes at Aron & Vault over D.Z. returning from reservoir 2 miles E. of D.Z. Lights seen with reception letter (No ground detail -ls seen.)		
7. Was drop done visually or blind (by Radar)?	Visually.		
8. (a) Were troops dropped, and how many? (b) Were containers dropped, and how many? (c) Observations on stick length, time and heading. (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).	No Yes, 6, 2 panniers one jeep, 0147 (one pannier) 0152. 098 M 1000' AGL, 140 IAS		
9. Observed activity of enemy ground defences in area of D.Z.	Nil		
10. Pilot's Personal Remarks.	R/G saw jeep in middle of D.Z. on second run up.		

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) No damage

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. Nil
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- Nil  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c. Nil  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, Nil  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. Nil

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. Nil

18. General remarks.

Gee O.K. Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

M. Evans P/O

240445

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425

SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION TARRANT HUSHTON  
 Serial No. 18 Date 22/23rd July '44 Squadron 298 Flight 'A'  
 A/C Type and Mark Halifax Mk. V. Captain F/S. Reid  
 A/C Letter & Call Sign 'R' Navigator F/S. Marsh  
 Troops Carried Nil Flight Engineer Sgt. McMillan  
 Containers Carried 15 W/Op F/S. Ozard  
 Packages Carried 1 Bomb Aimer F/S. Morrey  
 D.Z. FOOTMAN 45 Gunner Sgt. Jones, H.M.  
 TIME OFF: 23.14. T.O.D.Z: 02.25 - 02.33 TIME DOWN: 05.30.

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS. NIL.  
 (d) EXTREME ENEMY ACTIVITY.  
 Any items under these headings to be telephoned at once to D.I.O., A.S., A.P.

RAID REPORT SOE OPERATION/~~XXXXXXXX~~ FOOTMAN 45 (Completed)

2. Route Outwards: Base- Bridport - Pleneuf - 4536N-0002W - D.Z.  
 Homewards: and reciprocal to base.

3. Time, height and place of crossing enemy coast, outwards and homewards. 00.29hrs. 6000' ASL Pleneuf.  
04.20 5500' " "

4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). Vis. 2 miles in D.Z.  
 (If weather differs greatly over different parts of route, give conditions for each part. Cloud. 10/10ths. 500' Base.  
W/V. Light & variable.

5. Was D.Z. reached? If not, reason for not reaching. YES.

6. How was D.Z. recognised? Ran in on D.R. Saw lights on ground through cloud 1600'. Overshot to river S. of D.Z. Returned on reciprocal. 3

7. Was drop done visually or blind (by Radar)? Bonfires forming triangle; white light flashing 'C'  
VISUAL.

8. (a) Were troops dropped, and how many? No.  
 (b) Were containers dropped, and how many? Yes. 15 containers and one package.  
 (c) Observations on stick length, time and heading. at 02.33 hrs. 300 M. 140 IAS.  
 (d) Further observations on drop (mention particularly, All 'chutes seen to open. number of refusals and number of containers hung up or jettisoned).  
 (e) Height 350' AGL.

9. Observed activity of enemy ground defences in area of D.Z. NIL

10. Pilot's Personal Remarks. Nil

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## DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) NIL

## 12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable). NIL  
 (b) Estimated position, time, height, and I.A.S. when hit.  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

## INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- SEE SECTION 13

- (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time. NIL  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, NIL  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. NIL

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. NIL

18. General remarks. Gee and Rebecca O.K.

SECTION 13 As aircraft ran in to railway track one mile west of D.Z. 2 white flares were dropped from above, 3 miles S.W. of D.Z. Aircraft made sharp turn and ran in to D.Z. from West to East (0232.1 mile W. of D.Z. 1400' ASL) As aircraft was leaving D.Z. and climbing, Rear Gunner saw twin engined unidentified aircraft emerge from cloud 150 yards dead astern and level. Rear Gunner gave two short bursts (200 rounds). Unidentified aircraft turned to North and disappeared into cloud. (0233 hrs. at D.Z. 400' AGL) U/I a/c did not open fire

19. Time of Origin and Signature of Interrogating Officer.

Signed. J. P. MOFFATT. P/LT.

23/0620 Hrs.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION Tarrant Rushton  
 Serial No. 5 Date 23/24 July Squadron 298 Flight A  
 A/C Type and Mark Halifax V Captain F/O Taylor  
 A/C Letter & Call Sign P Navigator P/O McCachie  
 Troops Carried Nil Flight Engineer Sgt. Campbell  
 Containers Carried 15 W/Op Sgt. Springate  
 packages Carried 1 Bomb Aimer F/S. Ferguson  
 D.Z. Wheelwright 80 Gunner P/O Harwood  
 TIME OFF: 2315 T.O.D.Z: 0222 TIME DOWN: 0504

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS. None  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

- RAID REPORT OPERATION/~~EXERCISE~~ S.O.E.
2. Route Outwards: Base, Bridport, Pleneuf, Jugn. -4821N-0139W- 4723N-0100W  
 Homewards: 4724N-0051W-4558N-0002W - 4536N-0002W -4451N-0020E - D.Z.-  
 4536N-0002W and-- same route return.
3. Time, height and place of crossing enemy coast, outwards and homewards. 0022 hrs. Pleneuf - 6500 ASL  
 0400 do. do.
4. Weather report. Visibility, cloud, Hazy but no cloud in D.Z. area.  
 wind speed and direction (mentioning height).  
 (If weather differs greatly over different parts of route, give conditions for each part.)
5. Was D.Z. reached? If not, reason for not reaching. Yes
6. How was D.Z. recognised? By R. Dordogne and also river S. of D.Z.
7. Was drop done visually or blind (by Radar)? Visually
8. (a) Were troops dropped, and how many? Nil  
 (b) Were containers dropped, and how many? 0222 15 containers  
 (c) Observations on stick length, time and heading. 1 package  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). 400 AGL 040M 135 R.A.S.
9. Observed activity of enemy ground defences in area of D.Z. None
10. Pilot's Personal Remarks.

The "P" was flashed from both ends of the line of lights on the D.Z. One small torch and one large bright light.

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) None

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. None
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- Nil  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) ~~Flak seen but not encountered.~~ One burst under a/c while  
 (b) Flak encountered. crossing coast at Bridport on track  
 (c) Type of flak. A/C above cloud 10/10 at 6000'  
 (d) Was a/c held in searchlights at time. (0022 Bridport 6000')  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, Nil  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition Chandelier flares ahead of a/c signals, etc. 4 clusters N.E. of Rennes and also dropping behind A/C on track (00354820N 0140W 4000') (lasting 5 mins)

17. Miscellaneous items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items.

18. General remarks.

Gee O.K. Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

G. Aird V/O

240600 hrs.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION Tarrant Rushton  
 Serial No. 4 Date 25/24 July Squadron 298 Flight A  
 A/C Type and Mark Halifax V Captain W/O Smith R.A.  
 A/C Letter & Call Sign C Navigator W/O Lane  
 Troops Carried Nil Flight Engineer Sgt. Aherne  
 Containers Carried 15 W/Op W/O Gardiner  
~~xxxx~~ ~~xxxx~~ ~~xxxx~~ ~~xxxx~~ ~~xxxx~~ ~~xxxx~~ ~~xxxx~~ ~~xxxx~~ ~~xxxx~~ ~~xxxx~~  
 Parags Carried 1 Bomb Aimer P/O Hales  
 D.Z. Wheelwright 80 Gunner F/S Hazlehurst  
 TIME OFF: 2207 T.O.D.Z: 0200 - 0218 TIME DOWN: 0457

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS. Nil  
 (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

RAID REPORT	OPERATION/EXERCISE	S.O.E.	Completed.
2. Route	Outwards: Bridport, 4920N 0312W Pleneuf Jugon 4821N 0139W Homewards: 4723N 0100W 4724N 0051W 4558N 0002W 4536N 0002W 4451N 0002W D.Z. return same route.		
3. Time, height and place of crossing enemy coast, outwards and homewards.	0024 0357	Pleneuf "	6500' 6500'
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.	No cloud. Vis. 8 - 10 miles over D.Z.		
5. Was D.Z. reached? If not, reason for not reaching.	Yes		
6. How was D.Z. recognised?	Ran in from Lamonzie on R. Dordogne to D.Z.		
7. Was drop done visually or blind (by Radar)?	where bonfires were seen being lit as A/C ran up to D.Z., Good W. of Badillac seen. visually.		
8. (a) Were troops dropped, and how many? (b) Were containers dropped, and how many? (c) Observations on stick length, time and heading. (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).	No Full load dropped at 0215 hrs. 180 M 485 AGL 150 I.A.S.		
9. Observed activity of enemy ground defences in area of D.Z.	Nil		
10. Pilot's Personal Remarks.			

D.Z. very difficult to see if running in from N. to S. as high ground round D.Z. ~~observed~~ lights.  
*observed*

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Reference -

AIR 27/1650

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**DEFECTS OR DAMAGE.**

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) No damage
12. Damage Due to Enemy Action.
- (a) Cause, (E/A, Flak or Cable).
  - (b) Estimated position, time, height, and I.A.S. when hit.
  - (c) Was a/c held by searchlights when hit? Nil
  - (d) Crew casualties, time and cause.
  - (e) Effect of damage on handling of A/C.
  - (f) Position of strikes, i.e. wings, engines or fuselage.
  - (g) Did aircraft crash on landing?

**INTELLIGENCE (Give time, height and place in all cases)**

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- Nil
- (i) Which crew member obtained first sight and where.
  - (ii) Who fired first and range.
  - (iii) Rounds fired by own gunners.
14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c. Nil  
 (f) In cloud, above or below cloud.
15. (a) Searchlights seen but not encountered, Nil  
 (b) Searchlights encountered.
16. Beacons, flare paths, recognition 3 chandelier flares dropped about signals, etc. a mile behind a/c when Over La Guerche de B 4000' 0045hrs. Flares hanging for exactly 4 1/2 mins.
17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Nil  
 Any unusual items.

**18. General remarks.**

Gee OK. Rebecca O.K.

**19. Time of Origin and Signature of Interrogating Officer.**

M. Evans P/O

240540.

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431

SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION Tarrant Rushton  
 Serial No. 3 Date 25/26 July Squadron 298 Flight B  
 A/C Type and Mark Halifax V Captain F/O Carpenter  
 A/C Letter & Call Sign M Navigator F/O Wright  
 Troops Carried Nil Flight Engineer Sgt. Wilkinson  
 Containers Carried 15 W/Op F/S Murray  
 Packages Carried 1 Bomb Aimer F/O Bauman  
 D.Z. 2338 Donkeyman 70 Gunner Sgt. Bridge  
 TIME OFF: 2230 T.O.D.Z: 0059 - 0107 TIME DOWN: 021

1. (a) ENEMY SHIP ACTIVITY,  
 (b) DINGHY SIGHTINGS,  
 (c) LIGHTS FLASHING SIGNALS,  
 (d) EXTREME ENEMY ACTIVITY. NIL

Any items under these headings to be telephoned at once to D.I.O., L., A.P.

- | RAID REPORT   | OPERATION/REFERENCE  |
|---|--|
| 2. Route  | Outwards: Gh'church, 5000N 0010W 6 miles E. of Cabourg Bellem, Mere, 4750N 0217E 4702N 0247E D.Z.<br>Homewards: & return same route. |
| 3. Time, height and place of crossing enemy coast, outwards and homewards.  | 2336 7000 ASL 6 miles E. of Cabourg.<br>0228½ 6000 ASL " "   |
| 4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.   | Vis. 3 - 5 miles in D.Z. area cloud: Nil<br>Wind: 170/30 2000'ASL.   |
| 5. Was D.Z. reached? If not, reason for not reaching.   | Yes DZ area reached.   |
| 6. How was D.Z. recognised?   | DZ area reached by run in on IR & Rebecca homing - flashed B then L. One light on ground flashing BC no other lights on DZ Ran       |
| 7. Was drop done visually or blind (by Radar)?  | in DR until picked up Gee signals 8 mls SW of DZ.<br>No drop - Incorrect reception.  |
| 8. (a) Were troops dropped, and how many?<br>(b) Were containers dropped, and how many?<br>(c) Observations on stick length, time and heading.<br>(d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). | No.  |
| 9. Observed activity of enemy ground defences in area of D.Z.   | No   |
| 10. Pilot's Personal Remarks.   |  |

NIL

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## DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) Nil

## 12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit.  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause. Nil  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. Wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

## INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- Nil  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.
14. (a) Flak seen but not encountered. Much light flak beachhead area going in.  
 (b) Flak encountered. (2336 Cabourg 7000 ASL)  
 (c) Type of flak. Nil  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.
15. (a) Searchlights seen but not encountered, 9 in beachhead area  
 (b) Searchlights encountered. (2336 Cabourg 7000 ASL)
16. Beacons, flare paths, recognition signals, etc. Nil
17. Miscellaneous Items. (Balloon Barrage, 3 sets chandelier flares 10 miles Activity on land or sea, black-out, etc.) N. of Belleme.  
 Any unusual items. (0214 A/C 1 mile south 3000')
18. General remarks.  
 Gee O.K. Eureka O.K. Eureka received on D.Z. range 8 miles.

19. Time of Origin and Signature of Interrogating Officer.

J. P. Moffatt E/Lt.

26045

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433

SECRET  
386/FORM "R.3"

PARACHUTE RAID REPORT

STATION Tarrant Buxton  
 Serial No. 2 Date 25/26 July Squadron 296 Flight A  
 A/C Type and Mark Halifax V Captain W/O Bain  
 A/C Letter & Call Sign T Navigator E/L Howell  
 Troops Carried Nil Flight Engineer E/S Brisley  
 Containers Carried 15 W/Op E/S Mansell  
 Packages 1  
 Kits/ Bags Carried 1 Bomb Aimer Sgt. Holder  
 D.Z. Digger 29/64 Gunner E/S Weeks  
 TIME OFF: 2256 T.O.D.Z: 0146 & 0155 TIME DOWN: 0417

1. (a) ENEMY SHIP ACTIVITY.
  - (b) DINGHY SIGHTINGS.
  - (c) LIGHTS FLASHING SIGNALS.
  - (d) EXTREME ENEMY ACTIVITY.
- NIL

Any items under these headings to be telephoned at once to D.I.O., RAF

RAID REPORT	OPERATION/EXERCISE	completed
2. Route	Outwards: Base, Ch'church, 50N 02W 491N 0150W, 481N 002W, 471N 005E, Chateaufort, 455N 004E, 451N 005E Homewards: D.Z. & return same route.	
3. Time, height and place of crossing enemy coast, outwards and homewards.	0059 49N 0134W 0228 " "	8000 ASL 8000 ASL
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.	Vls. 6 - 8 miles in D.Z. area cloud NIL Wind light & variable.	
5. Was D.Z. reached? If not, reason for not reaching.	Yes	
6. How was D.Z. recognised?	ran in on RR. St. Mathieu, Gas fires on route 20 miles N. of D.Z. 3 bonfires forming triangle white light flashing K.	
7. Was drop done visually or blind (by Radar)?	Visual	
8. (a) Were troops dropped, and how many? (b) Were containers dropped, and how many? (c) Observations on stick length, time and heading. (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).	No Yes. 15 conts. & 1 pkg. 2504, 0153 1351B 500 AL	
9. Observed activity of enemy ground defences in area of D.Z.	NIL	
10. Pilot's Personal Remarks.		

In D.Z. area saw another D.Z. 450N 005E Flashing J flew 8 miles E identified own D.Z.

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) **ML1**
12. Damage Due to Enemy Action.
- (a) Cause, (E/A, Flak or Cable).
  - (b) Estimated position, time, height, and I.A.S. when hit. **ML1**
  - (c) Was a/c held by searchlights when hit?
  - (d) Crew casualties, time and cause.
  - (e) Effect of damage on handling of A/C.
  - (f) Position of strikes, i.e. wings, engines or fuselage.
  - (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- **ML1**
- (i) Which crew member obtained first sight and where.
  - (ii) Who fired first and range.
  - (iii) Rounds fired by own gunners.
14. (a) Flak seen but not encountered. **ML1**  
 (b) Flak encountered. 5 bursts light flak 300 yds. from A/C  
 (c) Type of flak. From Constances (0101 hrs. S. (Constances 8000ASL)  
 (d) Was a/c held in searchlights at time. No  
 (e) Position of burst relative to a/c. 300 yds. north  
 (f) In cloud, above or below cloud. No cloud.
15. (a) Searchlights seen but not encountered, **ML1**  
 (b) Searchlights encountered.
16. Beacons, flare paths, recognition signals, etc. **ML1**
17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. **ML1**

18. General remarks.

Geo O.K. Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

J. F. Moffatt P/Lt.  
 26050

References-

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION Tarrant Rushton  
 Serial No. 1 Date 25/26 July Squadron 209 Flight B  
 A/C Type and Mark Halifax V Captain F/S Cunliffe  
 A/C Letter & Call Sign T Navigator F/O Moreton  
 Troops Carried NIL Flight Engineer Sgt. McIntosh  
 Containers Carried 15 W/Op Sgt. Clark  
~~Paras~~ Carried 1 Bomb Aimer Sgt F/O Kaine  
 D.Z. Lake 109 Gunner F/S Young  
 TIME OFF: 2218 T.O.D.Z: 0136 - 0201 TIME DOWN: 0446

1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY. NIL

Any items under these headings to be telephoned at once to D.I.O., L..., A.P.

RAID REPORT	OPERATION/EXERCISE	S.O.E.	not completed.
2. Route	Outwards: <u>Ch'church, 50N 001W - 4728N 0007W, Belleme, 4717N 0018E, Chatelle rault, 4553N 0040E, 4428N 0139E, D.Z.</u> Homewards: <u>return same route.</u>		
3. Time, height and place of crossing enemy coast, outwards and homewards.	<u>xxx, 2318 1/2</u>	<u>7000ASL</u>	<u>6 miles E. Cabourg</u>
	<u>0533 1/2</u>	<u>6000ASL</u>	<u>" "</u>
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.	<u>Vis. 6 miles</u>	<u>Cloud. NIL</u>	<u>D.Z. area</u>
	<u>Wind 195/18</u>	<u>2500 ASL</u>	
5. Was D.Z. reached? If not, reason for not reaching.	<u>Yes</u>		
	<u>Timed</u>		
6. How was D.Z. recognised?/ <u>ran in DR from R.V. on river East of Cahors. Circled area &amp; returned to RV 2nd timed run in made.</u>			
7. Was drop done visually or blind (by Radar)?	<u>No drop</u>		<u>No reception</u>
8. (a) Were troops dropped, and how many?	<u>NIL</u>		
(b) Were containers dropped, and how many?	<u>No</u>		
(c) Observations on stick length, time and heading.			
(d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).			<u>N/A</u>
9. Observed activity of enemy ground defences in area of D.Z.	<u>NIL</u>		
10. Pilot's Personal Remarks.			
		<u>NIL</u>	

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) Nil

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit? Nil
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- Nil

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. Intense light flak in bridgehead area (2318 $\frac{1}{2}$  Cabourg area 7000ASL)  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c. Nil  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, 52/ 5 S/Ls. in bridge-  
 (b) Searchlights encountered. head area.

16. Beacons, flare paths, recognition signals, etc. Nil

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. Nil

18. General remarks. Nil

Oce O.K. Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

J.F. Moffatt F/Lt.

26035

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TARRANT RUSHFON A/C.

437

SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION BRIZE NORTON.

Serial No. \_\_\_\_\_ Date 28/28 July '44 Squadron 298 Flight A.  
 A/C Type and Mark Halifax V. Captain F/O Stark  
 A/C Letter & Call Sign D Navigator F/L Feathers  
 Troops Carried \_\_\_\_\_ Flight Engineer Sgt. Fuller  
 Containers Carried 15 W/Op F/S Fraser  
 Packages Carried 1 Bomb Aimer F/L Hatton.  
 D.Z. Gondolier 18. Gunner Sgt. BUZZA  
 Tarrant R BRIZE NORTON  
 TIME OFF: 2235 T.O.D.Z: 0104 -0119½ TIME DOWN: 0410

1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS. Nil.
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

- RAID REPORT OPERATION/AREA/DATE Gondolier 18
2. Route Outwards: CHRISTCHURCH- 50N 0010W- 4928N 0005W- Bellene- Mer-  
La Charite- 4711N 0337E- D.Z.  
Homewards: D.Z.-La Charite- thence R.S.R.
  3. Time, height and place of crossing enemy coast, outwards and homewards.
 

2327	5500'	4921N 0003E
0246½	2500'	4919N 0003W
  4. Weather report. Visibility, cloud, Very low broken cloud over D.Z. wind speed and direction (mentioning height), Top layer Base 7/8000 out. (If weather differs greatly over different parts of route, give conditions for each part. Rain on way home Wind variable. 300/18 2500 out 220/25 Home.
  5. Was D.Z. reached? If not, reason for not reaching. O.K.
  6. How was D.Z. recognised? E.T.A and light flashing "F"
  7. Was drop done visually or blind (by Radar)? Visual.
  8. (a) Were troops dropped, and how many?  
 (b) Were containers dropped, and how many? 15  
 (c) Observations on stick length, time and heading. 1 setting -0117 218- IAS 140  
 (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). No.  
 (e) Height of Drop AGL. 500'
  9. Observed activity of enemy ground defences in area of D.Z. None.
  10. Pilot's Personal Remarks. Successful trip.

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Is a/c serviceable Yes.

DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) None.

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit. No.
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- No.  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered. 0010 2500' Mer  
 (b) Flak encountered. HAA & LAA  
 (c) Type of flak. Moderate at Orleans  
 (d) Was a/c held in searchlights at time. No.  
 (e) Position of burst relative to a/c. Not aimed 12m distant.  
 (f) In cloud, above or below cloud. Below clouds

15. (a) Searchlights seen but not encountered, about 8 seen at Orleans  
 (b) Searchlights encountered. 0010 2500 Mer.

16. Beacons, flare paths, recognition signals, etc. Pundit seen flashing PL on German a/c about 4705N 0245E 0140hrs 2500' La Charite.

17. Miscellaneous items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items.

18. General remarks.

19. Time of Origin and Signature of Interrogating Officer.

0450  
 W.D. Cregeen P/O.

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION Tarrant Rishton  
 Serial No. 1 Date 27/28 July Squadron 298 Flight B  
 A/C Type and Mark Halifax V Captain F/S Mackrill  
 A/C Letter & Call Sign H Navigator F/S Healey  
 Troops Carried Nil Flight Engineer Sgt. McBurney  
 Containers Carried 15 W/Op Sgt. Wall  
 Panniers 1  
 Kitsbags Carried 1 Bomb Aimer Sgt. Tremin  
 D.Z. Harry 24 Gunner Sgt. Bridge  
 TIME OFF: 2305 T.O.D.Z: 0045/0104 TIME DOWN: 0235

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS. Nil  
 (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.C.O., RAF

RAID REPORT	OPERATION/EXERCISE	Successful
2. Route	Outwards: <u>Ch'church, 4859N 0133W</u> Homewards: <u>return same route.</u>	<u>4818N 0032W</u> D.Z.
3. Time, height and place of crossing enemy coast, outwards and homewards.	F. Coast <u>4859N</u> " <u>0133W</u>	<u>0011hrs 6000'</u> <u>0146 hrs 6000'</u>
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.	Vis. over target. <u>Wood but dark.</u> Cloud. <u>7/10 varying from 600' down</u> Wind. <u>28/30.</u>	
5. Was D.Z. reached? If not, reason for not reaching.	<u>Yes</u>	
6. How was D.Z. recognised?	<u>3 white lights in line &amp; 1 flashing P. Lake to E, road running N. of D.Z.</u>	
7. Was drop done visually or blind (by Radar)?	<u>Visual</u>	
8. (a) Were troops dropped, and how many? (b) Were containers dropped, and how many? (c) Observations on stick length, time and heading. (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).	<u>Nil</u> <u>All fell together.</u> <u>0109 1/2 hrs. 400' AGL</u> <u>220 T 140 IAS</u>	
9. Observed activity of enemy ground defences in area of D.Z.	<u>Nil</u>	
10. Pilot's Personal Remarks.		

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) Nil

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable). Nil  
 (b) Estimated position, time, height, and I.A.S. when hit.  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:-  
 (i) Which crew member obtained first sight and where. Nil  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered. At ~~0020~~ 0020 hrs. 4000' ASL. 4850N 0117W 141T  
 (c) Type of flak. 1 burst of L.F. fired from 1 gun about  $\frac{1}{2}$  mile  
 (d) Was a/c held in searchlights at time. to port, bursting 1000' below  
 (e) Position of burst relative to a/c. A/C. (no damage reported)  
 (f) In cloud, above or below cloud. but in front.

15. (a) Searchlights seen but not encountered.  
 (b) Searchlights encountered. Nil

16. Beacons, flare paths, recognition signals, etc. Nil

17. Miscellaneous Items. (Balloon Barrage, White fighter flares seen to drop Activity on land or sea, black-out, etc.) when A/C going in towards F. coast Any unusual items. about 7 miles ahead, (4925N 0158W 0001 hrs. 6000')

18. General remarks.

Gee good Rebecca good.

19. Time of Origin and Signature of Interrogating Officer.

C. M. Herbert Smith S/O

28030

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SECRET  
38G/FORM "R-3"

PARACHUTE RAID REPORT

STATION Tarrant, Rushton  
 Serial No. 2 Date 27/28 July Squadron 298 Flight A  
 A/C Type and Mark Halifax V Captain F/O McGillivray  
 A/C Letter & Call Sign K Navigator F/S Walker  
 Troops Carried Nil Flight Engineer Sgt. McKaine  
 Containers Carried 15 W/Op F/O Dison  
 Rannier  
 Kits Carried 1 Bomb Aimer F/O Carr  
 D.Z. Francis 2 Gunner Sgt. Binner  
 TIME OFF: 2310 T.O.D.Z: 002/0047 TIME DOWN: 0156

1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS. Nil
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., ...

RAID REPORT	OPERATION/EXERCISE	Successful
2. Route	Outwards: <u>Bridport, St. Gildas, 4812N 0325W</u> Homewards: <u>return same route.</u>	<u>Forest</u> D.Z.
3. Time, height and place of crossing enemy coast, outwards and homewards.	<u>St. Gildas</u>	<u>0012hrs. 6000'</u> <u>0100 " "</u>
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.	<u>cloud. 6/10</u> <u>Wind. 325/28</u>	<u>Vis over target. 5 - 10 miles</u> <u>900'</u>
5. Was D.Z. reached? If not, reason for not reaching.	<u>Yes</u>	
6. How was D.Z. recognised?	<u>3 lights in row &amp; 1 flashing W. E of target, forest to S.E.</u>	<u>3 road intersection</u>
7. Was drop done visually or blind (by Radar)?	<u>Visual</u>	
8. (a) Were troops dropped, and how many? (b) Were containers dropped, and how many? (c) Observations on stick length, time and heading. (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).	<u>Nil</u> <u>Rannier fell in middle of containers. 0043hrs. 1100 ASL</u> <u>280 M 140 IAS</u>	
9. Observed activity of enemy ground defences in area of D.Z.	<u>None</u>	
10. Pilot's Personal Remarks.		

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) Nil

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit? Nil
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered. At 0114 hrs. 6000' 49 23N  
 (b) E/A encountered, circumstances and tactics, 0314W, heading 006 M noting especially:- saw a T.E. w/ a/c on port beam which passed under nose to starboard bow down, I.F.F. put on for 2", pilot dived to starboard & enemy passed to rear & disappeared presumed to be a DO.217.  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time. Nil  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered,  
 (b) Searchlights encountered. Nil

16. Beacons, flare paths, recognition signals, etc. Nil

17. Miscellaneous items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. Nil

18. General remarks.

Gee Good Rebecca Good.

19. Time of Origin and Signature of Interrogating Officer.

C. M. Herbert-Smith S/O

280255

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION Tarrant Rushton  
 Serial No. 3 Date 27/28 July Squadron 298 Flight A  
 A/C Type and Mark Halifax V Captain B/Lt. Inber  
 A/C Letter & Call Sign H Navigator W/O Flexman  
 Troops Carried Nil Flight Engineer Sgt. Morris  
 Containers Carried 15 W/Op W/O Smith  
 Pkgs. 1 Bomb Aimer F/O Ellis  
 D.Z. Footman 27 Gunner F/O Hartwell  
 TIME OFF: 2312 T.O.D.Z: 0202 - 0206 TIME DOWN: 0456

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS.  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY. Nil

Any items under these headings to be telephoned at once to D.I.O., RAF

RAID REPORT	OPERATION/EXERCISE	Successful
2. Route	Outwards: <u>Ch'church, 4859N 0152W</u> Homewards: <u>Return same route.</u>	<u>4717N 0018E, 4553N 0040E, D.Z.</u>
3. Time, height and place of crossing enemy coast, outwards and homewards.	<u>F. Coast 4859N</u> " <u>2</u>	<u>0012 hrs. 6000'</u> <u>0400 hrs. 6000'</u>
4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.)	<u>Vis over target. Good</u> <u>Cloud. Nil</u> <u>Wind 27/25</u>	
5. Was D.Z. reached? If not, reason for not reaching.	<u>Yes</u>	
6. How was D.Z. recognised?	<u>Triangle of bonfires &amp; light flashing Z to S. of D.Z.</u>	<u>Le Lot river seen</u>
7. Was drop done visually or blind (by Radar)?	<u>Visual.</u>	
8. (a) Were troops dropped, and how many? (b) Were containers dropped, and how many? (c) Observations on stick length, time and heading. (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).	<u>Nil</u> <u>Containers &amp; pkgs 0204 hrs.</u> <u>400' AGL 130IAS</u> <u>290 M.</u>	
9. Observed activity of enemy ground defences in area of D.Z.	<u>Nil</u>	
10. Pilot's Personal Remarks.	<u>very good morse.</u>	

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.)

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable). Nil  
 (b) Estimated position, time, height, and I.A.S. when hit.  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause.  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:- Nil  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak.  
 (d) Was a/c held in searchlights at time. Nil  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, Nil  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. Nil

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items. Nil

18. General remarks.

Gee O.K. Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

C. M. Herbert Smith S/O

280605

D 87599-1 1,000 D/a Q.925 3/44 R P

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION Tarrant Dushton  
 Serial No. 4 Date 27/28 July Squadron 298 Flight B  
 A/C Type and Mark Halifax V Captain F/Lt. Ensor  
 A/C Letter & Call Sign 0 Navigator F/S Brotherhood  
 Troops Carried Nil Flight Engineer Sgt. Hall  
 Containers Carried 15 W/Op W/O Sills  
Pkgs  
Kitbags Carried 1 Bomb Aiser F/S Blann  
 D.Z. Historian 44 Gunner F/S Smith  
 TIME OFF: 2357 T.O.D.Z: 0200 TIME DOWN: 0406

1. (a) ENEMY SHIP ACTIVITY.  
 (b) DINGHY SIGHTINGS. Nil  
 (c) LIGHTS FLASHING SIGNALS.  
 (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

- | RAID REPORT   | OPERATION/MISSION  | S.O.E.   |
|---|--|--|
| 2. Route  | Outwards: <u>Ch'church, 50N 0010W - 4928N 0005W, Belleme, Mer, 4750N 0217E, 48 02N 0247E, D.Z.</u><br>Homewards: <u>return same route.</u> |  |
| 3. Time, height and place of crossing enemy coast, outwards and homewards.  | <u>Frenchcoast</u>   | 0 0053 hrs. 5000'<br>" " 0314 hrs. "   |
| 4. Weather report. Visibility, cloud, wind speed and direction (mentioning height). (If weather differs greatly over different parts of route, give conditions for each part.   |  | D.Z. area vis. <u>moderate.</u><br><u>5/10th cloud base 2500'</u><br><u>W/V S.W./15 - 25</u> |
| 5. Was D.Z. reached? If not, reason for not reaching.   |  | <u>Yes</u>   |
| 6. How was D.Z. recognised?   | <u>Large wood S.W. of D.Z. Row 3 greenish lights &amp; 1 white flashing X.</u>   |  |
| 7. Was drop done visually or blind (by Radar)?  |  | <u>Visually</u>  |
| 8. (a) Were troops dropped, and how many?<br>(b) Were containers dropped, and how many?<br>(c) Observations on stick length, time and heading.<br>(d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned). |  | <u>15 containers &amp; 1 pkg.</u><br><u>0200 hrs. 3200 M</u><br><u>900 AGL 140 IAS</u>       |
| 9. Observed activity of enemy ground defences in area of D.Z.   |  | <u>Nil</u>   |
| 10. Pilot's Personal Remarks.   |  |  |

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DEFECTS OR DAMAGE.

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details Nil will appear in appropriate defect report.)

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable).  
 (b) Estimated position, time, height, and I.A.S. when hit.  
 (c) Was a/c held by searchlights when hit?  
 (d) Crew casualties, time and cause. Nil  
 (e) Effect of damage on handling of A/C.  
 (f) Position of strikes, i.e. wings, engines or fuselage.  
 (g) Did aircraft crash on landing?

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered. One v/i a/c with single  
 (b) E/A encountered, circumstances and tactics, white light followed noting especially:- for two minutes & disappeared to starboard. (2000' 0154 hrs.)  
 (i) Which crew member obtained first sight and where.  
 (ii) Who fired first and range.  
 (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered.  
 (c) Type of flak. Nil  
 (d) Was a/c held in searchlights at time.  
 (e) Position of burst relative to a/c.  
 (f) In cloud, above or below cloud.

15. (a) Searchlights seen but not encountered, 12 S/Ls. or rotating beacons  
 (b) Searchlights encountered. in forest N.W. of D.Z. (Fontainebleu)

16. Beacons, flare paths, recognition signals, etc. Nil

17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Nil  
 Any unusual items.

18. General remarks.

See O.K. Rebecca O.K.

19. Time of Origin and Signature of Interrogating Officer.

F. Fairburn S/O

28 0450

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION Tarrant Rushton

Serial No. \_\_\_\_\_ Date 29.7.44 Squadron 298 Flight A

A/C Type and Mark Halifax MkV Captain F/lt Sizmur

A/C Letter & Call Sign E Navigator P/O Orme

Troops Carried 3 Flight Engineer F/o Walker

Containers Carried 4 W/O W/O Macelhannen

Kitbags Carried 1 Jeep 1 Pannier Bomb Aiser F/o Lee

D.Z. 47 19 30N 03 57 E Gunner P/o Drew

TIME OFF: 2230 T.O.D.Z: 0118- 0146 TIME DOWN: 0404

1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.I.O., A.S., A.F.

- RAID REPORT OPERATION/EXERCISE HOUNDSWORTH 40 (SAS)
2. Route Outwards: Base Christchurch- 50N 0.10W -Bellevue Mers -  
La cherite- 4711N 0337E -DZ  
Homewards: Return same route to BN.
  3. Time, height and place of crossing enemy coast, outwards and homewards. 23 39½ hrs 5000' ASL 0°  
02 57 hrs 5000'ASL
  4. Weather report. Visibility, cloud, Vis.1) Variable.2) Good. 3). Variable wind speed and direction (mentioning height). Cloud 1).7/10 2000' 2) Alto/str (If weather differs greatly over different parts of route, give conditions for each part. Wind 250. 20. 250.15. 210 36
  5. Was D.Z. reached? If not, reason for not reaching. Yes
  6. How was D.Z. recognised? M.R. 1 Gee Position. Eureka picked up. Rec lights all OK. Flashing R.
  7. Was drop done visually or blind (by Radar)? Visual
  8. (a) Were troops dropped, and how many? 3. OK  
(b) Were containers dropped, and how many? 4 containers 1 Jeep. 1 Pannier.  
(c) Observations on stick length, time and heading. 0130hrs (Troops 0138)  
(d) Further observations on drop (mention particularly, 1000'AGL 260 M. number of refusals and number of containers hung up or missed). Height of drop 500'AGL
  9. Observed activity of enemy ground defences in area of D.Z. Nil
  10. Pilot's Personal Remarks. Successful  
Saw another DZ 2 miles W. WITH light flashing K.Circled here approx 3 times, when own DZ lights seen illuminated

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## DEFECTS OR DAMAGE.

A/c serviceable

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.)
12. Damage Due to Enemy Action.
- (a) Cause, (E/A, Flak or Cable).
  - (b) Estimated position, time, height, and I.A.S. when hit.
  - (c) Was a/c held by searchlights when hit?
  - (d) Crew casualties, time and cause.
  - (e) Effect of damage on handling of A/C.
  - (f) Position of strikes, i.e. Wings, engines or fuselage.
  - (g) Did aircraft crash on landing?

## INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
(b) E/A encountered, circumstances and tactics, noting especially:-
- (i) Which crew member obtained first sight and where.
  - (ii) Who fired first and range.
  - (iii) Rounds fired by own gunners.
14. (a) Flak seen but not encountered.  
(b) Flak encountered.  
(c) Type of flak.  
(d) Was a/c held in searchlights at time.  
(e) Position of burst relative to a/c.  
(f) In cloud, above or below cloud.
15. (a) Searchlights seen but not encountered,  
(b) Searchlights encountered.
16. Beacons, flare paths, recognition signals, etc.
17. Miscellaneous Items. (Balloon Barrage, Activity on land or sea, black-out, etc.) Any unusual items.
18. General remarks.

19. Time of Origin and Signature of Interrogating Officer.

I.C. Priestman S/O

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SECRET  
38G/FORM "R.3"

PARACHUTE RAID REPORT

STATION Tarrant Rushton  
 Serial No. \_\_\_\_\_ Date 29/7/44 Squadron 298 Flight B  
 A/C Type and Mark Halifax V Captain F/Sgt Cunliffe  
 A/C Letter & Call Sign F Navigator F/O Morton  
 Troops Carried \_\_\_\_\_ Flight Engineer Sgt Macintosh  
 Containers Carried 15 W/Op Sgt Clark  
 Package \_\_\_\_\_ Bomb Aimer F/O Kaine  
~~Package~~ Carried 1 Gunner F/Sgt Young  
 D.Z. IAN 1  
 TIME OFF: 2302 T.O.D.Z: 0115-0135 TIME DOWN: 0403 B.N.

1. (a) ENEMY SHIP ACTIVITY.
- (b) DINGHY SIGHTINGS.
- (c) LIGHTS FLASHING SIGNALS.
- (d) EXTREME ENEMY ACTIVITY.

Any items under these headings to be telephoned at once to D.L.O., A.S., A.P.

- RAID REPORT      OPERATION/EXERCISE IAN 1
2. Route      Outwards: Base Christchurch- 4928N 0005W - Belleme-4717N 0016E  
                   Chatellerault- 4608N 0023E-DZ  
                   Homewards: Return same route to Brize Norton.
  3. Time, height and place of crossing enemy coast, outwards and homewards.
 

2358 hrs	6000'	6 mls E. Cabourg
0249	6000'	" "
  4. Weather report. Visibility, cloud, Belleme. Cloud base 2500' Showers Cloud wind speed and direction (mentioning height). top 6000' well broken. (If weather differs greatly over different parts of route, give conditions for each part. Wind 274° 16mph 2500'
  5. Was D.Z. reached? If not, reason for not reaching.      Yes
  6. How was D.Z. recognised?      Gee fix . MR No reception
  7. Was drop done visually or blind (by Radar)?      No drop
  8. (a) Were troops dropped, and how many?      -  
     (b) Were containers dropped, and how many?      -  
     (c) Observations on stick length, time and heading.      -  
     (d) Further observations on drop (mention particularly, number of refusals and number of containers hung up or jettisoned).      -
  9. Observed activity of enemy ground defences in area of D.Z.      A building practically on DZ burning. No other lights
  10. Pilot's Personal Remarks.      Successful trip no reception.

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DEFECTS OR DAMAGE. A/C serviceable

11. Any defect in aircraft or equipment which prevented complete success of mission. (Details will appear in appropriate defect report.) -

12. Damage Due to Enemy Action.

- (a) Cause, (E/A, Flak or Cable). -
- (b) Estimated position, time, height, and I.A.S. when hit.
- (c) Was a/c held by searchlights when hit?
- (d) Crew casualties, time and cause.
- (e) Effect of damage on handling of A/C.
- (f) Position of strikes, i.e. Wings, engines or fuselage.
- (g) Did aircraft crash on landing? -

INTELLIGENCE (Give time, height and place in all cases)

13. (a) E/A seen in air, but not encountered.  
 (b) E/A encountered, circumstances and tactics, noting especially:-

- (i) Which crew member obtained first sight and where.
- (ii) Who fired first and range.
- (iii) Rounds fired by own gunners.

14. (a) Flak seen but not encountered.  
 (b) Flak encountered. Seen at Tours 0038 hrs 3000'  
 (c) Type of flak. -  
 (d) Was a/c held in searchlights at time. LAA tracer  
 (e) Position of burst relative to a/c. No  
 (f) In cloud, above or below cloud. Not aimed at a/c  
 BELOW cloud

15. (a) Searchlights seen but not encountered, 3 s/l's probably 90 cm not predicted about 30 secs.  
 (b) Searchlights encountered.

16. Beacons, flare paths, recognition signals, etc. A/C 4755N 0024E -3000' ASL 0218hrs  
 5/4 8 mls W. of position.  
 3 miles South Tours A/D Pandit  
 G.N. 0045 hrs 3000'

17. Miscellaneous items. (Balloon Barrage, Activity on land or sea, black-out, etc.) -  
 Any unusual items.

18. General remarks.

19. Time of Origin and Signature of Interrogating Officer.

0500

Sgd W.D. Cregean P/O

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PARACHUTE RAID REPORT.

SECRET.

PART I.  
380/FORM "R.3."

STATION.. TARRANT. RUSHTON..... Serial No. 1..... Date.. 30th July 1944...  
Squadron.. 298..... Flight.. 'A'.....  
A/C. Type & Mark. Halifax Mk. V..... A/C. letter & call sign... JYQ.....  
Captain.. W/O. Smith..... Navigator... W/O. Kane.....  
Flight Engineer... Sgt. Ahern..... W/O... W/O. Gardiner.....  
Bomb Aimer... P/O. Hales..... Gunner... P/S. Haslehurst.....

2. LOAD CARRIED.

(a) Troops	<u>Nil</u>	(b) Containers,	<u>15</u>	(c) Panniers,	<u>Nil</u>
(d) Packages	<u>1</u>	(e) Jeeps	<u>Nil</u>	(f) Leaflets,	<u>Nil</u>

3. INSTRUCTION TO CAPTAIN.

(a) D.Z.	<u>PIMENTO 93</u>
(b) Reception arrangements.	<u>C/R</u>
(c) Action if D.Z. not located.	<u>R.T.B.</u>

4. QUICK REPORT.

(a) Enemy ship activity.	
(b) Dinghy sightings.	
(c) Lights flashing signals.	<u>NIL</u>
(d) Extreme enemy activity.	

Any items under these headings to be telephoned at once to DIO. ARAF.

5. RAID REPORT.

SOE..... OPERATION/XXXXXX. PIMENTO 93.

6. RESULT OF OPERATION. (if not completed state reason).

COMPLETED

7. TIMES.

(a) Time off.	<u>23.09</u>
(b) Over D.Z. area from	<u>02.06</u> hours to <u>02.19</u> hours.
(c) Time landed.	<u>04.57</u>

8. (a) Was exact D.Z. found. Yes.  
 (b) How was D.Z. identified. Made D.R. run from R.V. on river; identified woods on River Bank and small village nearby. On D.Z. 3 white lights in line, the fourth white light flashing 'R'.  
 (c) Estimated dropping point. Stick dropped slightly west of line of lights.  
 (d) Time dropped; 02.19 hrs.  
     Height (above ground) 450' AGL.  
     Course 000°  
     I.A.S. in m.p.h. 145  
     Stick length. 1.3 secs.  
 Further observations on drop. 1 hang up. Light test at D.Z.O.K. and jettison  
 (State number of refusals and number of containers hung up) found 1 hang up RPB

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9. ROUTES Outwards. 2322 $\frac{1}{2}$  Hrs. 3000'. 0004 Hrs. 6000'  
 (give place time Base-Christchurch- 6 miles E. of Gabourg-Belleme-  
 height of coast Mere-La Charite-4609N-0446E- D.Z. (~~16100005000~~  
 crossings). and return  
 Inwards. Gabourg - 04.10Hrs. 6500'. Christchurch 04.40 hrs.  
 3000'

10. WEATHER. AT D.Z.  
 Vis. 10-15 miles.  
 Cloud. Nil  
 Wind.

11. IF LOAD OR PART OF LOAD JETTISONED.

(a) Place N/A  
 (b) Time N/A  
 (c) Height. N/A

12. ANY DEFECT IN AIRCRAFT OR EQUIPMENT WHICH PREVENTED COMPLETE SUCCESS OF MISSION (DETAILS WILL APPEAR IN APPROPRIATE DEFECT REPORT). O.K.

13. DAMAGE DUE TO ENEMY ACTION.  
 (a) Cause (E/L. Flak, etc.)  
 (b) Place, time, height, I.A.S.  
 (c) Crew casualties. NIL  
 (d) Effect of damage on a/c.  
 (e) Position of strikes.  
 (f) Did a/c crash on landing.

14. PILOTS PERSONAL REPORT.

Lights came on as aircraft flew over D.Z. making it difficult for accurate dropping.  
 Gee and Rebecca O.K.

15. TIME OF ORIGIN AND SIGNATURE OF INTERROGATING OFFICER.

T.O.O. 31.0530 SIGNATURE. J. P. MOFFATT. F/LT.

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PART II.

PARACHUTE RAID REPORT.

INTELLIGENCE.

Give place, time, height of a/c in all cases.

1. ENCOUNTERS.

- (a) A/C. seen and engaged.  
 State: (1) Which crew member obtained first sight. NIL  
 (2) Who fired first and range.  
 (3) Rounds fired by own guns.
- (b) Flak.  
 State: (1) Type of flak. NIL  
 (2) Whether co-operation with S/L's.  
 (3) Whether fired at a/c.
- (c) Searchlights. NIL

2. OBSERVATIONS.

- (a) A/C. seen not engaged. Going In. 0020 hrs. 4840N-0024E-3000'. Single engine aircraft, probably M.E.109, proceeded in opposite direction. 200 yards to the west of track and slightly below. No encounter.
- (b) A/C. seen shot down. NIL
- (c) Aerodrome activity. NIL
- (d) Ships. East towards Le Havre. Aircraft overhead. 10 white flares fired from ships, dead ahead of aircraft and below, burning 1 1/2 minutes. On
- (e) Other observations. coast, one set of Chandelier flares seen, including flares ~~beats~~, etc.

Reference: -

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PARACHUTE RAID REPORT.

SECRET.

PART I.  
38G/FORM "R.3."

STATION **TARRANT RUSHTON** Serial No. .... Date **31/7/44** .....  
 Squadron **298** Flight **B** .....  
 A/C. Type & Mark **Halifax V** A/C. letter & call sign **Q** .....  
 Captain **P/O. Edick** Navigator **W/O. Holmsund** .....  
 Flight Engineer **Sgt. Godfrey** W/O. **W/O. Lanea** .....  
 Bomb Aimer **F/O. Kotyk** Gunner **F/Sgt. Lookhead** .....  
**F/O. Burkby** 2nd. Pilot

2. LOAD CARRIED.

(a) Troops - (b) Containers. **6** (c) Panniers. **1**  
 (d) Packages - (e) Jeeps **1** (f) Leaflets. -

3. INSTRUCTION TO CAPTAIN.

(a) D.Z. **47 20'N. 03'57E**  
 (b) Reception arrangements. **F**  
 (c) Action if D.Z. not located. **R.T.B.**

4. QUICK REPORT.

(a) Enemy ship activity.  
 (b) Dinghy sightings.  
 (c) Lights flashing signals. **None**  
 (d) Extreme enemy activity.

Any items under these headings to be telephoned at once to DIO. AMAF.

5. RAID REPORT.

OPERATION/~~XXXXXXXX~~ **Houndsworth 41 (SAS)**

6. RESULT OF OPERATION. (if not completed state reason).  
**Successful**

7. TIMES.

(a) Time off. **2220 Tarrant Rushton**  
 (b) Over D.Z. area from **0056** hours to **0103** hours.  
 (c) Time landed. **0350 Brize Norton**

8. (a) Was exact D.Z. found. **Yes**  
 (b) How was D.Z. identified. **MR. Gee, Rebecca.**  
 (c) Estimated dropping point. **500' off to South**

(d) Time dropped: **0059**  
 Height (above ground) **800'**  
 Course **240**  
 I.A.S. in m.p.h. **130**  
 Stick length. **4 setting**  
 Further observations on drop. **None**  
 (State number of refusals and number of containers hung up)

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9. ROUTES  
 Outwards. 2238 )  
 ..... Christchurch 3000ft) -50°N.00.10W.-  
 (give place time 4928N-0005W.- 0000 2325 )  
 height of coast ..... 6000ft) -Bellevue-Mer- La Charite-  
 crossings). ..... -D.Z.  
 Inwards: .....  
 R.S.R.

10. WEATHER. (a) Hazy (b) Hazy (c) clear little cloud  
 Return Clear to I.O.W. then hazy.  
 Wind 320/10

11. IF LOAD OR PART OF LOAD JETTISONED.

- (a) Place
- (b) Time N/A
- (c) Height.

12. ANY DEFECT IN AIRCRAFT OR EQUIPMENT WHICH PREVENTED COMPLETE SUCCESS OF MISSION (DETAILS WILL APPEAR IN APPROPRIATE DEFECT REPORT).  
 Generator U/S and M/F shorting (Wireless)  
 Brake pressure low.

13. DAMAGE DUE TO ENEMY ACTION.

- (a) Cause (E/L. Flak, etc.)
- (b) Place, time, height, I.A.S.
- (c) Crew casualties.
- (d) Effect of damage on a/c. None
- (e) Position of strikes.
- (f) Did a/c crash on landing.

14. PILOTS PERSONAL REPORT.

Consider D.Z. very poor - Narrow lanes between trees.

15. TIME OF ORIGIN AND SIGNATURE OF INTERROGATING OFFICER.

T.O.O. 0435

SIGNATURE.

W.D. Cregeen

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PART II.

PARACHUTE RAID REPORT.

INTELLIGENCE.

Give place, time, height of a/c in all cases.

1. ENCOUNTERS.

- (a) A/C. seen and engaged.  
 State: (1) Which crew member obtained first sight. **None.**  
 (2) Who fired first and range.  
 (3) Rounds fired by own guns.
- (b) Flak. **None encountered.**  
 State: (1) Type of flak. **see 2 (8) for Flak & S/L seen.**  
 (2) Whether co-operation with S/L's.  
 (3) Whether fired at a/c.
- (c) Searchlights. **None encountered.**

2. OBSERVATIONS.

- (a) A/C. seen not engaged. **None.**
- (b) A/C. seen shot down. **None.**
- (c) Aerodrome activity. **None.**
- (d) Ships. **Friendly shipping in Channel.**
- (e) Other observations. **Mer- R.V. 0012 hrs 3000'. saw A/C**  
 including flares ~~beats~~ etc. **caught in one S/L at same height &**  
**flak bursts seen behind him. No resu.**  
**observed.**

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PARACHUTE RAID REPORT.

SECRET.

PART I.  
38G/FORM "R.3."

Tarrant Rushton.  
 STATION..... Serial No..... Date..... 31 st July 1944.  
 Squadron...298..... Flight..... B..... W.  
 A/C. Type & Mark. Halifax V..... A/C. letter & tail sign.....  
 Captain. P/O Barry..... Navigator... F/S Roberts.....  
 Flight Engineer. Sgt Johnston..... W/Op... F/Sgt Whive.....  
 Bomb Aimer. P/O Latta..... Gunner... F/Sgt Stewart.....

2. LOAD CARRIED.

(a) Troops - 1. (b) Containers. 15. (c) Panniers. -  
 (d) Packages 1. (e) Jeeps - (f) Leaflets. -

3. INSTRUCTION TO CAPTAIN.

(a) D.Z. Pimento.  
 (b) Reception arrangements. Q.  
 (c) Action if D.Z. not located. R.T.B.

4. QUICK REPORT.

(a) Enemy ship activity.  
 (b) Dinghy sightings. None.  
 (c) Lights flashing signals.  
 (d) Extreme enemy activity.  
 Any items under these headings to be telephoned at once to DIO. AEMF.

5. RAID REPORT.

OPERATION/~~XXXXXXXX~~ Pimento 116 (S.O.E.)

6. RESULT OF OPERATION. (if not completed state reason).

Successful.

7. TIMES.

(a) Time off. 2245 Tarrant Rushton.  
 (b) Over D.Z. area from 0128½ hours to 0137 hours.  
 (c) Time landed. 0457. Base Norton.

8. (a) Was exact D.Z. found. Yes.  
 (b) How was D.Z. identified. M.R. and E.T.A.  
 (c) Estimated dropping point. Landed by last of D.Z. lights.

(d) Time dropped: 0135½  
 Height (above ground) 500'  
 Course 310 M.  
 I.A.S. in m.p.h. 135  
 Stick length. 1 Setting.  
 Further observations on drop. None.  
 (State number of refusals and number of containers hung up)

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9. ROUTES... Christchurch 3000 2258z - 50.N 0010.W -  
 (give place time  
 height of coast  
 crossings).  
 Outwards. 49.28.N. 00.05.W.-0000- Belleme-Mer-  
 La.Charite-R.V.-D.Z.

Inwards. R.S.R.

10. WEATHER. Haze 3/10th alto Stratus  
 Alto Cm 3/10ths low stratus and mist over here.  
 W.S.D. 330/12 m.p.h.

11. IF LOAD OR PART OF LOAD JETTISONED.

- (a) Place
- (b) Time Nil
- (c) Height.

12. ANY DEFECT IN AIRCRAFT OR EQUIPMENT WHICH PREVENTED COMPLETE SUCCESS OF MISSION (DETAILS WILL APPEAR IN APPROPRIATE DEFECT REPORT). Yes

13. DAMAGE DUE TO ENEMY ACTION.

- (a) Cause (E/L. Flak, etc.)
- (b) Place, time, height, I.A.S. None
- (c) Crew casualties.
- (d) Effect of damage on a/c.
- (e) Position of strikes.
- (f) Did a/c crash on landing.

14. PILOTS PERSONAL REPORT.

Lights somewhat obscured by woods.  
 Good R.V. Good Morse.

15. TIME OF ORIGIN AND SIGNATURE OF INTERROGATING OFFICER.

T.O.O. 0535 SIGNATURE. W.D. Cregeen.

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END

PART II.

PARACHUTE RAID REPORT.

INTELLIGENCE.

Give place, time, height of a/c in all cases.

1. ENCOUNTERS.

- (a) A/C. seen and engaged.  
 State: (1) Which crew member obtained first sight. None.  
 (2) Who fired first and range.  
 (3) Rounds fired by own guns.
- (b) Flak.  
 State: (1) Type of flak. None  
 (2) Whether co-operation with S/L's.  
 (3) Whether fired at a/c.
- (c) Searchlights. None.

2. OBSERVATIONS.

- (a) A/C. seen not engaged. A/C u/i seen just after R.V. 0150 hrs 3500 S.E. Biplane looked liked trainer. No Lights going N. same height.
- (b) A/C. seen shot down. None.
- (c) Aerodrome activity. Enemy A/F seen. Double runway seen between LaCharite and R.V. Log not available at Brize Norton details will be given at Tarrant.
- (d) Ships. Friendly ships in Channel
- (e) Other observations. Orleans and Nr Rouen and Beechhead area including flares ~~beats~~ etc. Fighter Flares.

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