

Recollections of Wartime

From 20,000 feet to Stalag Luft III

Kenneth Pipe

Editor: John Pipe

*info*grid*pacific*

AUCKLAND LONDON PUNE SINGAPORE

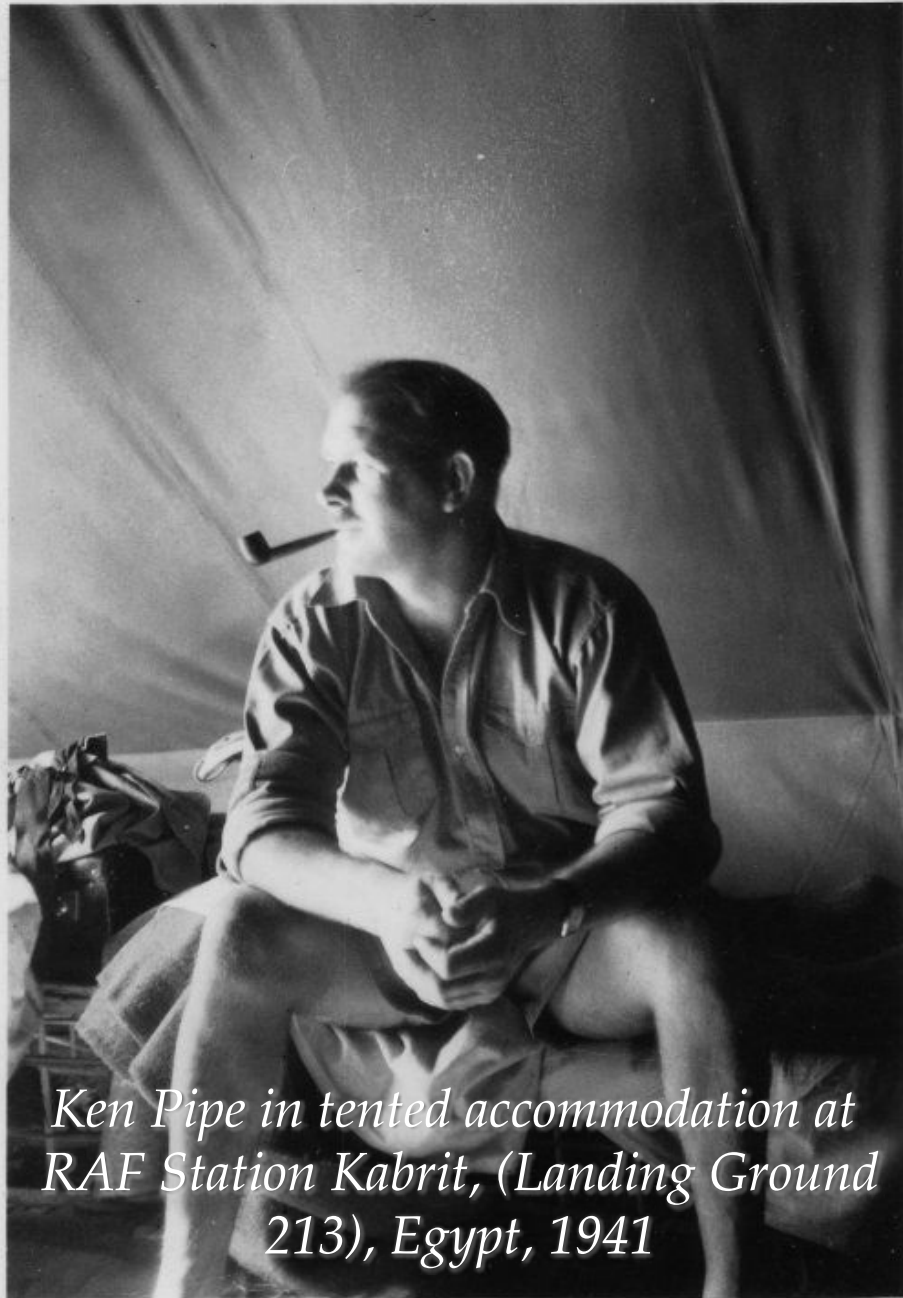


Recollection

From 20,000 feet

Kenn
Editor:

AUCKLAND LOND



*Ken Pipe in tented accommodation at
RAF Station Kabrit, (Landing Ground
213), Egypt, 1941*

From 20,000 feet
to
Stalug Luft III



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INFOGRID PACIFIC
AUCKLAND LONDON PUNE SINGAPORE

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Dedication

*To Mum
Lots of love
Xmas, 1996*

*To Dad
a wonderful husband,
and father*

Foreword

The following article, including the comments below, appeared in the publication: "*News and Views*" (The official Organ of the Western Union Cable Employees Association, European Division).

This article was not originally written for the "*News and Views*" but was intended as a letter home to "Mum and Dad".

The writer wishes to remain "Anon", but I believe a number of the Tfc. lads did see this D.F.C. warrior on the 4th floor recently and, although he was wrapped up in 16lbs of plaster (results of this experience) his spirit was typical of thousands of his comrades who took part in smashing up Hitler's Reich.

This article is hopefully ended with "To be continued"!!!! Possibly an account of his P.O.W. experiences will follow. We hope so. Life at Stalag Luft 3 was pretty grim, anyway.

About the Cover

The Lancaster crew ready to fly

Conditions on the plane were basic. It was noisy, cramped and cold. The temperature could drop to -40°C, cold enough to freeze exposed flesh if it touched metal. Early in the war, crews had to pile on layers of clothing.

Losses on each flight varied enormously during the war. The acceptable rate was set around five per cent, and the average between 1942-44 was four per cent. This arithmetic is more brutal than it sounds. Less than one crew in eight would survive fifty missions. Half of all aircrew were lost

before they had even completed ten missions.

Bomber Command crews also suffered an extremely high casualty rate: 55,573 killed out of a total of 125,000 aircrew (a 44.4% death rate), a further 8,403 were wounded in action and 9,838 became prisoners of war. A Bomber Command crew member had a worse chance of survival than an infantry officer in World War I.

Introduction

This is part of the World War Two story and the flying log of (then) Pilot Officer Kenneth Alfred Sydney Pipe, MBE, DFC. AKA Dad!

Ken Pipe was born in Suffolk 18 September 1910. He enlisted in the RNZAF 4 June 1940 and completed service in the Middle East with 70th Squadron before undertaking European Operations. On his 58th sortie he was shot down over Hanover on the night of 22-23 September 1943.

Unconscious, he fell a considerable distance before coming-to just in time to pull his rip cord. He landed in trees and was taken prisoner of war. His back was severely damaged in the fall.

He was imprisoned in the infamous Stalag Luft III, scene of the Great Escape. As a NZ Air Force Officer, Dad was involved in the tunnelling operation although because of his damaged back this was the more passive role of turning empty tin-cans into air-ducts.

He remained a POW until May 1945. After his return to New Zealand he remained in the RNZAF, firstly with the Northern Reserve and ATC, and later in RNZAF Supply based in Whenuapai. He retired 16 April 1962 and died 31 Jul 1974.

DFC Award 18 January 1944 (115 Squadron - Lancaster). "This officer has completed numerous operations against the enemy, in the course of which he has invariably displayed the utmost fortitude, courage and devotion to duty."

MBE Award New Year Honours 1963, for dedicated service.

Caterpillar Badge awarded because his life was saved by a parachute jump.

The medals and badge can be seen on the title page.

In addition Ken had service medals and crosses awarded for Africa, Europe, and the Atlantic.

BOMBER MISSION PART ONE

A true story

This story starts from Pages 81-82 of the Flying Log

Afternoon of 22 September, 1943...

Target for tonight just announced; navigators busy drawing charts, maps, etc., and working out flight plans, discussing target generally, prior to main briefing which was due in an hour's time.

Well—briefing over; target Hanover.

It was to be the first big attack on Hanover; everybody more or less happy, crews busy collecting 'chutes and harness, rubber dinghies and other items air-crew carry along with them. Packing into crew vans and off to the dispersal points in plenty of time to permit last minute check-ups and a last quiet smoke, coupled with that last nervous contraction of "inner works" which always accompanies itself with operations.

Twenty five minutes to take off; everyone in aircraft starter acks connected, ground crews waiting the word to go, a truck rolls up—it's the flying rations. We had given them up for this trip. Also from the truck steps the Navigation Officer wishing us "*all the best*"; words bandied back and forth and then the words "*Port outer*", followed by a stutter then a steady roar, "*Port inner*", the roar is much louder, "*Starboard inner*," "*Starboard outer*". All engines start very easily, the ground boys trundle away the starter battery just visible in the gathering dusk.

Then the Skipper's voice is heard over the inter-com: *"OK chaps, check your mikes."* Each in turn calls up, making sure all is working clearly; everything must be in perfect working order on the ground, for at 20,000 feet temperatures of twenty to thirty below zero are met with and moisture in a mike means that it will freeze and that's the finish!

Oxygen equipment checked, all report OK. Navigator checking his instruments, setting first course on "D.R." compass. Engineer checks his instruments for the order *"chocks away"*, and we taxi out on to the perimeter track towards the start of a long line of flares leading away out into the darkness.

A green flash from an Aldis lamp and we are on the runway, Skipper signals OK and one feels the acceleration pushing one back into his seat, watch the air speed indicator, sixty, seventy, eighty, ninety, one hundred - and we are off. Skip's words, *"wheels up"*, twenty four hundred revs, then a few minutes later *"climbing power"*, and now we have to watch the altimeter, high above the earth; time to turn on oxygen, for we have to make more than twice this height.

Setting course and we are on our way. Now that we are airborne everybody seems quite cheerful. Over the sea, gunners try out their guns and everything working fine. English coast passed from sight, everyone settles down to three, maybe four hours of intense concentration.

"Enemy coast-pin point-track OK. E.T.A. OK". One knows and feels other aircraft around but nothing is seen, the night is very dark. Alteration of course, another hour-and-a-half should bring us to the target. *"Nav."* checks re-checks, ground speed, wind, busy plotting on chart—everything depends on TIME.

Zero hour 21.30. Turning point, course for last leg, very short, twenty odd miles. Then dead ahead the target indicators drop in correct sequence almost one after the other.

Bomb aimer takes over, he has twelve thousand pounds of bombs to drop—one eight thousand pounder and the rest fire bombs. *"Right—steady. Bomb doors open—hold it—Bombs gone! Steady for photograph"*

—*photo taken. Bomb doors closed.*”

Course set out of target area almost clear, Rear gunner announces “*Fighter port quarter! Prepare to corkscrew port... go!*” The sound of gun fire, our gunners firing, rear and mid upper both firing, a stream of cannon shells past the nose, another just above, we make a hard target to hit. Enemy aircraft breaks off attack and falls away, one engine belching smoke and flame.

A quick check-up proves that the aircraft has not been hit. “*Bloody good show, gunners! OK pilot turn on to Navigator to give the next course.*” Rear-gunner breaks in “*Enemy aircraft Starboard quarter!*” followed by mid-upper: “*Enemy aircraft port beam!*” “*OK chaps, take one each,*” and Pilot commences corkscrew; enemy attacks—smell of cordite all over aircraft, suddenly another sound, that of tortured metal being torn apart. An engine coughs and whines as if in agony.

We have been attacked from below and realise the other two enemy planes were decoys. Pilot feathers propeller on the dead engine and we carry on. Have we shaken them off? A call is made on the inter-com—no response from the mid-upper back—what has happened? Engineer answers he will see, he is at flare chute. Compass is now useless and Navigator checks. Pilot orders “*Prepare to abandon aircraft*”—still no answer from gunners.

Another underneath attack, can feel cannon shells strike aircraft with a ripping, tearing sound, the Navigator's table suddenly scatters. Exploding shells, a hit in the leg, splinters flying, hit in the head—nothing serious but blood flows freely. “*Controls gone, abandon aircraft*”, but no one moves, the aircraft is spinning and try as we might—it seems we are each and every one glued to our places. No panic—the aircraft hurtling earthwards and yet inside everyone calm, concerned about the gunners who did not answer. The Wireless Operator staring back into the darkness, the thought “*Well boys, this is it—tough luck, anyway had a fair spin.*”

Suddenly the aircraft seemed to stop in mid air, the tremendous pressure

was lifted and I was conscious of being hurled forward, striking part of the aircraft, and then everything quiet and a queer sense of freedom coupled with a floating sensation and it dawned on me that I am free of aircraft and I pull ripcord of the 'chute; the canopy opens. What quietness after the screaming of the aircraft—it seems uncanny.

A muffled bang and down below a pin-point of light gradually growing larger, it dawns on you it's your aircraft burning. Your mind is troubled, trying to recall the last glimpses of your comrades, how many got out—was fate working her funny little tricks? You offer up a small prayer, perhaps you are not religious in the strict sense of the word, yet it comes natural.

Woosh!

Branches, trees, a jerk and one is hanging, the 'chute, caught in the topmost branches of the trees. Just hanging and it's very dark. One feels numb, can see and hear aircraft ammunition exploding about five hundred yards away. Feeling around and kicking legs, but can make no contact and you realise you must be too far out to reach branches. Harness starting to cut off circulation of legs, so reach up and grasp harness above head to ease the strain and find a lot of loose cords. You realise that half the 'chute has collapsed and is hanging loosely down.

At this moment a German fighter drops a stick of flares across the forest, marking the track of the bomber force out for his mates, I suppose? Anyway, it makes a light and I can see around. I can see the nearest branch, very small, about seven or eight feet away and a bit below. Try swing 'chute—no can't make it. Can also make out ground, it looks miles down. A torch zigzagging through the woods and I hang quiet. This person is evidently making for the burning aircraft.

He has passed on and I get out my knife (I remember it is one I bought in Suez) and cut eight or nine of the silk cords that are hanging loose and knot these firmly together, each one would be about six or seven feet long. Whilst cutting the cords I find broken branches tangled in them and pick out the heaviest which I tie on to the end and then pay out the cord.

I am trying to get some idea of the height. I get to the end of my cord and the stick still seems to be off the ground, whether it had caught in a branch lower down I could not say, anyway, estimated height at sixty to seventy feet. I hauled in the line and decided to try and slide down.

Each of these cords are tested for a breaking strain of 400 lb and, as you know, silk is very strong. You can guess that they are not very thick—about the thickness of window sash cord I should say. By this time my legs were completely numb, so feeling in the harness above my head I tied the cord securely and the other end I tied to my leg so that if it did get away from me would get pulled up before hitting the ground. Was very careful and paid the surplus line over my knee so that it would run evenly.

It was still very dark, the flares had gone out and was doing most of this by feel—very muddled feel at that, for head was banging away as if a flak battery was firing all its guns at one time. I turned the safety buckle, gave it a bang with the palm of my hand, at the same time holding on to the harness with the other Blessed release! I grasped the harness with both hands and hung on letting the blood circulation return to my legs.

Now for the big try out. I felt around, grasped the cord and started down. It began to burn my hands and just at that moment something went wrong, for I turned completely upside down and was hanging by one leg about ten feet below where the harness joined the chute. There was I, gently turning round and round. I since wonder if it was God who had a hand in it for, looking back, I have no doubt that had it not got tangled I should never have made it.

Taking stock of my position I realised that I could now make out shapes around me, due to the moon rising, which automatically registered direction. I could see twiggy branches, some seven or eight feet away, and by desperate efforts got myself swinging in their direction. At last I could reach, but unfortunately as soon as the weight came on them they broke away, and another swing out into space. Back again—a wild clutch and I would grasp a solitary leaf which would come away in my hand. I wonder, have you ever experienced that thought of frustration only to

grip your teeth and carry out whatever you intended despite the consequences? I can say right here that I was crying with rage and cursed everything and everybody, and then I grasped a twig that held! Gingerly I felt my way along it, the twig joined another giving it added strength and myself added confidence. I pulled some more, another junction, I was blessing and praying now.

What a difference changed circumstances make. A man will be definite when he thinks there is no chance, yet give him a straw and he feverishly grasps it. You take a breath and a life time passes. You are a boy again, your home scenes that have lain dormant in your subconsciousness now rises to the surface.

A loud explosion brings you back to the present. Part of the aircraft has blown up. God! What about Goldie, Reg, Pat, Don? Another breath, another flash, back to the forgotten past. Omar Khayyan this time. Have you every read Omar Khayyam's "Rubaiyat"? Do so as soon as possible and you will find this which passed through my mind -

"This all a chequer board of nights and days,
Where Destiny with Man for pieces plays,
Hither and thither moves, and mates, and slays
And one by one back in the closet lays"

To be continued...

BOMBER MISSION PART TWO

The continuation

Another bang and back to earth conscious of the fact that the cord attached to one's leg has become very tight and cannot make any further headway, pull and tug all useless, so decide to cut the cord, difficulty in getting knife out of pocket, then opening blade with teeth, to find that being outstretched could not reach the cord to cut it.

Try, make a wild slash, miss, try again, miss and all the time edging further out on this small branch to get sufficient play to allow the cutting of this silk cord and then made it, to recover consciousness six hours later laying at the foot of a very large tree having no recollection of falling whatsoever. Try to move, agony, at last manage it by dragging oneself with the aid of the tree stagger a few yards collapse, up again, one thought must hide, must get away, only to pass out again.

Another four hours, six o'clock, first early light filtering through the trees, again the thought must get away, must hide. Endeavour to get up, terrible pain, coughing blood but manage and with the help of a stout stick manage to stumble along a few yards, a rest and on again stopping here and there to examine what are quite obviously parts of our aircraft—a piece of plywood, a twisted duralinium piece, the lids from my sextant case. Poor old E for Edward, what an inglorious finish, yet I guess that's how you wanted it. After all you were built for fighting and you went out that way, a pity you had to take the boys with you, but perhaps you know best for who can look into the future to see what it holds.

A track, follow it and eventually strike a rough country lane leading through the wood, proceed along this, resting every few yards and arrive

at the spot where it leaves the wood. Take bearing of what is before, and it seems as seen in the early morning light as if it's a small valley entirely surrounded by large fir forests.

I can look across and about a mile and a half away can make out a small village, cultivated fields in the immediate foreground with a stream wandering through. A few wisps of smoke from one or two of the chimneys give the fact away that life is in existence. Follow the road down with my eye and notice that it branches down by a bridge, one arm going over the bridge and into the village, the other leading up and over a small hill into the woods again.

Close at hand and standing back in one of the fields I notice a shed and decide that it will be a good place to head for and lay up for the day, try to dry my clothes and examine my injuries, struggled on and upon arrival find that it is about half filled with hay. Ah! A good place, can get really organised, take out my escape kit which I always carried sewn in the back pocket of my battle dress, checked the compass, tried sucking a couple of malted milk tablets but think I must have swallowed too much blood for they made me sick, so lay down to rest, but must have passed out, guess that journey must have been too much, couldn't even clamber on top of the hay.

Next thing a scream and one wakes up with a German girl, one hand to mouth and pointing at me with the other; she had apparently driven up in a bullock wagon to load some of the hay for feeding cattle. Flaxen haired and braided into two long plaids and with a certain amount of terror in her eyes, she made a most impressive picture.

She asked me in German if I was English. I nodded my head. She then asked if I could speak German, to which I shook my head, her father then arrived. They placed me in the cart and took me along to the house.

I must now skip the next week or ten days; sufficient is it to say that I was held in solitary confinement, asking all the time for medical attention which was denied me and eventually travelling down to

Frankfort on Maine with eight other chaps who had been picked up. I might say that if it had not been for them I should never have made that trip.

More solitary confinement, hard wooden bench to lay upon, food terrible, couldn't eat anyway, interrogation, threats, Gestapo, still asking for doctor and still no response. At last after eleven days was taken out and placed with ten or dozen other chaps, we were told that we were being transferred to a transit camp situated in a park in the city, which turned out to be true.

There I met all sorts of aircrew, Yanks etc. and everybody conscious that the other chap might be a plant by the Germans and acting accordingly. This camp was run by the P.O.W.'s themselves and this is where a new P.O.W. first comes into contact with what the Red Cross was doing and something I might say which comes as a great surprise, something also which the longer one was a prisoner the more one came to the conclusion that it was what was keeping us alive, as events proved later.

Here I had my first shave in three weeks, and a clean singlet, a couple of handkerchiefs which were drastically needed; we also found that the amount of food we could consume was definitely limited even after so short a while.

Tried to get more medical attention, but that night a raid on the city of Frankfort stirred up the people so that the guards would not take the risk of taking us along to the local hospital.

Next day a party of eight was made up to be sent to the main P.O.W. camp at Sagan, Stalag Luft III—was assured that first class medical attention would be available there.

The transport turned out to be cattle trucks with barbed wire strung around them, and forty chaps to a truck, and to cap all, the German officer in charge wanted us to remove our boots, to ensure that we would not try and escape, but we kicked up such a row that finally we were allowed to keep them on and have two Luftwaffe guards placed in each truck with us.

ARRIVING AT STALAG LUFT III

That journey was one long nightmare and once more the boys did all they could to make it easier for me. After two days and two nights we arrived at our destination, sore, weary and hungry, but we were to get no food yet. First we were marched, myself being helped by two of the camp in which the offices, stores, guardroom, etc. are situated.

Here we were searched, taken outside, photographed and finger prints taken. We could see about seventy-eight yards away a mob of chaps collected behind barbed wire watching us.

We shouted, were told to shut up, they shouted, and were told the same thing, so we shouted again. This got the Germans really mad, one sarcastic security officer asked us the price of rats in England now, and someone answered about the same as your mice. That chap firmly believed that England was starving.

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durch Giro
Papan, den 13. 10 1943
Devisenstelle
119 1/2, Alfred Hermann's, Klotzsche 8, 43 — Din A 6

A membership certificate of some rarity.

We were quickly formed up and away again, the American boys who had been with us up to this point were taken away first, as at that time each nationality was kept separate.

We learned we were to go into the North Compound and away we went, as we marched up to the main gate another large crowd of chaps, little did I think then, that I should be one of that crowd searching each face of a new purge, as it was called, for an old friend or squadron cobbler and to be disappointed so many times.

This was a funny crowd, us on one side of the double fence, they on the other, both sides completely silent, guards unlocking the gates, when one chap could not stand it any longer and shouted, "For God's Sake say something, somebody" where upon the funny side struck everybody and a great laugh went round.

One cannot in writing express the feeling of passing through the gates of a prison camp, that feeling of being out of everything, a thing that I can honestly say ninety-nine percent of the aircrew never contemplated. It was either the chop or safe to base.

Interrogation by the camp security, each man had to identify himself, so that there was no chance of the Germans planting an outsider in the camp and everybody must try and find somebody who can vouch for him personally. This security I might say is run by the P.O.W.'s themselves to protect themselves and every man entering a compound was subjected to this scrutiny.

Well everybody housed satisfactorily and being asked all sorts of questions on the progress of the war, only to find that the old *Kriegies* as P.O.W. called themselves, short for *Krieeps-Getangenen'* knew far more about it than we did, it was the camp's chief occupation, keeping genned up and where we could only name the large places on the Russian front, they could fill in with all the small villages, and I do believe even hamlets.

When we arrived the camp was suffering from an acute shortage of potatoes, due the Germans said to Gibson VC bursting the Mohne Dam and flooding all that large potato growing area, and potatoes at all times were our main diet. Well I received treatment at last. Volunteer Masseurs and aspro—Doc's universal remedy, after the fourth day, had to give up as it was absolute agony, so decided just to rest it while the Doc negotiated with the Germans to get it x-rayed.

Weeks passed, the chaps fitted into the routine of the camp, and one came to appreciate the efforts of the Red Cross more and more, the fiction library, the technical library, sports equipment for football, Rugby, Cricket and indoor games and not forgetting the all-important Red Cross food parcels. everybody had unstinted praise for the organisations that were helping to make life a little less unbearable.



A relatively rare photograph from inside Stalug Luft III. Apparently taken by a German who had been bribed with Red Cross offerings. Ken Pipe is at the back with the beard.

We had all the sporting events of the world in our small camp, Soccer—we had England and Scotland matches, England versus the Rest, Rugger—New Zealand versus South Africans, New Zealand versus England and so it went on, sometimes matches were arranged to cover up other activities, for the guards would get as interested as the Kriegie spectators over a keen match.

Most will have read in some magazine or newspaper about the big break from North Compound Luft III in which some fifty officers were shot. Well it was at this time it was being dug and making great headway, and the Germans having got wind of something were busy purging the camp and transporting these chaps to another compound, some ten kilometres distance on the other side of the town, Sagan. It happened that I was one of these lots and so left the compound for Belaria.

TRANSFER TO BELARIA

Belaria was a very small place compared with North Compound, only capable of holding roughly about four hundred and fifty men and comprising of six blocks, wash-houses and cook house. It was much better situated than the others however. Whereas they were completely surrounded by pine trees, here we were on top of a hill overlooking the town itself and also on a fairly busy road, which gave us much more interest in things outside the camp.

It was shortly after arriving in this camp that I received my first mail. What a red letter day! I know that my people had heard that I was a P.O.W.

Well life passed on from month to month, the occasional rumour would go through the camp like wildfire. I can recall at least three different occasions when the invasion had taken place, previous to it actually happening, then of course it was taken with a grain of salt by a great many.

New chaps coming in, camp overcrowded, yes it would all be over by

October, making great headway, no doubt home for Christmas, that brings bitter memories, I wonder how many P.O.W.'s said at Christmas time "Well chaps this will be the last one behind wires", only to repeat it the following year and the following year and I have no doubt would still be saying it if necessary, but July and August 1944 it was different, as each new purge came in, it was in the bag, only to see August turn into September, September to October and realise that it wouldn't be this year after all.

Came January, the Russians who had been marking time for quite a while suddenly decided to push ahead again, bypassed Warsaw, swept across to Kronigsburg and on all their fronts made tremendous advances, Breslen reached and the road past our camp became full of refugees, German refugees.

It was obvious that only a few days separated us from freedom, when it was rumoured that the Germans intended shifting us further to the West. This eventuated and I will quote from notes written at the time and headed "The Quitting of Belaria".

THE QUITTING OF BELARIA

Saturday night 27 January, 1945, Johnny burst into the room at about half past eight "Hurry chaps, we are getting out within half an hour".

Just imagine the looks and stares, then the burst "Get out. You can't panic us!" "Bull." "Don't believe it." "Another rumour."

The camp had been seething with rumours for days past—would the Germans shift us? "Yes." "No." "Where were the Russians?" For days past refugees had been streaming past with horses and farm wagons. We had read of such things but never did we expect to see these events, especially through the barbed wire fence of a Kriegie camp.

Well it was no rumour this time, we were on the move, which of course gave rise to more rumour. The Russian was almost here, he was across the Oder to the North, he had struck for Berlin, he was only fifty, forty,

thirty, fifteen miles from the city. Berlin evacuated. They had divided, half the army had struck South and would cut us off.

This was lent strength to by the fact that after packing what bit we could manage to carry and hustled out of the barracks by guards armed with tommy guns into the snow, we were brought to a stop about three hundred yards from the starting point, and after waiting three quarters of an hour, word passed around, return to barracks, as we would not be going for another two to two and half hours.

What a chance for the rumour boys now and the "I told you so's". We wouldn't be shifted, it was too late, the Russians had advanced too far, the guards would leave us etc. Well back to the barracks.

While waiting to leave the first time I had peeled a pot of potatoes and put them on the fire hoping we would have time to eat them. When we went out and left them on the fire, we couldn't have cared less if the pot burnt out. We had put all our carefully hoarded supply of fuel on to the fire, fuel, which we had begged, stolen and scrounged for emergencies. Anyway upon returning we found it boiling merrily and the spuds just right, so mashed them with what margarine we had left and all filled up the old tum.

Another thing our short march had told us - our packs were too big. We would never manage with them as they were, so the whole camp more or less was turned over to sledge making, bed boards, coal boxes, cupboards, forms, tables, anything was hurriedly turned into sledges and at six the next morning when we were again turned out, a wonderful assortment met the eye. Four men, three men, one man and several extra big of six men, pulled out heavily laden with each man's most prized possessions.

As we had continuous frosts from the middle of December onwards, the roads and tracks were coated with ice, which made it very easy sledging.

As we passed out of the main gates we were handed a Red Cross parcel and our last per man for a very long time. What a sight, twelve hundred men with their sledges, wondering what was in store. Just another move

on that old chequer board I guess and it proved the last move for quite a few of the chaps, even the Germans themselves had no idea of our final destination.

We were counted, we had been given our parcel, the guards strung out along each side of us, and we set out like so many refugees, down the road from Belaria into Sagan. Here we met the same old line of farm wagons loaded with women and children and what few goods and chattels they could gather together.

It certainly brought war home to one, and one hopes to the Germans. They were getting a taste of their own medicine of the '39-'40 days, the difference being that they were not subject to straffing aircraft.

Well we passed through Sagan, curious stares from the people over the river; it was the same route that I had traversed almost twelve months before, when I was shifted from north Compound to Belaria.

Saw the Germans putting in gun emplacements on the west side of the river. So along until we were passing along by Karlswalde where the main camps Centre, East, North, South and West are situated, we drew to a halt, speculation again was rife. Were we just being brought over the river? Were we going into one of these camps? We couldn't believe it, for all of them were deserted with this exception.

Where we stopped we overlooked Centre Camp and could see the Censor girls and Luftwaffe searching the camp. They had suitcases and kitbags, packages of cigarettes, clothing and goodness knows what. They must have got a real haul, for if the camp was left anything like ours, there was pounds worth of stuff left behind. It made us mad to think that we could do nothing only wish them harm and it was with a certain amount of satisfaction we learned weeks later that Sagan had surrendered to the Russians.

Well the column moved on past the Vorlager-North Camp. I noticed hut 103 burnt down—the boys must have got gay—then West Camp, all deserted. Apparently we were the last to leave, the road began to be strewn with different articles, chaps who had not had the luck of being

able to construct sledges, but started out with packs too heavy, potatoes, clothing and books etc..

On we walked, dragging our sledges; stopped thirty minutes for lunch, then on again, the sun very watery trying to shine, air crisp, pulling well and by late afternoon, about 20 kilometres travelled we reached a place called Kunau, the clouds had lowered, it started snowing, and it had grown much colder.

We were taken into a large farmyard, were counted and allotted sleeping quarters in barns, cow sheds, pig stys, etc.. It was almost dark, hands and feet, one hardly knew they belonged. Managed to get some bread out of kit, margarine so hard it came away in chips, impossible to spread, had to put it into mouth then bite a piece of bread, a drink of cold milk, milk powder mixed with cold water, and so to bed—a bed made on sheaves of stacked linseed.

What a night! Will I ever forget it? I doubt it very much. Time, it is said, is a great softener, well it needs to be, for I would shiver violently for about ten minutes, which must have restored the circulation, for I would warm up for half an hour and the same thing would occur, one could hear chaps shivering violently all over the barn, some crying out with the cold.

It was one of those times when one is glad morning arrives, no matter how bad it might be; raucous "*Aus Aus*" (German for "out") and out the boys rolled stiff with the cold, hacking off a couple of slices of German bread and putting on whatever they fancied. I used margarine, jam and cheese. That was being very extravagant I knew, but felt I must have something to march on and keep out the cold.

Counted once more, twelve missing, mostly French boys who could mix with French workers. They had slipped away during the night. Had to wish them the best of luck and hope that they made it.

On the road once more, fewer refugees, the going still very good, a stop for ten minutes then on again. One thing that struck us was the attitude of the German civilian population. We expected to be shown hostility on

all sides, but it was quite the reverse, the women would meet us at the road side with water and very often hot water.

Early afternoon we reached a place called Goosse-Selten; this the 13th January, lined up in the streets in fives and counted once more; we then learned we were to spend the night there. After a walk of 13 kilometres, we were then marched off to the farm we were to occupy. I must describe one of these farms.

They are invariably built in the form of a large square, the buildings forming the outside walls with a large yard, approximately between eighty to a hundred yards square. The buildings all open on to this, including quite often, several houses in which the farm workers live, the farmer's house itself is usually separate.

After hunting around for places to sleep, eventually settled in an old pig sty which looked warm anyway, carried clean straw from one of the barns, got cracking on a fire, anything that comes to hand does for fuel and we made a real good stew, using the ingredients from our Red Cross parcels, we also had an issue of cooked barley which went down very well, and so to bed.

Next day were told no move as the other camps ahead of us were blocking the way, so got socks and boots dry, sore feet attended to and rest etc.. A detachment of panzers arrived, they had abandoned their tanks—lack of petrol. One truck with bullet holes through the door and steering wheel told its own story. Significant of the effectiveness was a wooden cross in the back of the truck with the driver's name painted on. They hadn't had time to erect it.

Pole and French farm workers seemed everywhere, girls and men, one wonders how the German agricultural situation would carry on without them for never does one see a young German worker. We stayed at Grosse-Selten two days—30th and 31st January.

On the morning of 1st February we were on the move again and I guess that the farmer was glad to see the back of us, it looked as if a hurricane had hit the place. Well a march of seventeen kilometres brought us to

Birkenstadt. We passed through the town, evidently brown coal was mined there and made into briquettes.

Again we took over a farm, this by far the best that we had seen so far. We passed under an arch and were counted as we passed. This was amazing for goons—slang for Germans. Inside the yard everything looked cleaner and newer.

Well the same old story hunting for beds, eventually everybody fixed up, it's amazing where a thousand to twelve hundred men get to, fires springing up in the yard, brews being made, the usual trade etc..

That night the thaw set in and what a mess next morning, but word was given out that we would spend another day and night there so once again got cracking and cooked food etc., everybody hoping that it would freeze again, for if the thaw stayed we would have to pack our kit and carry it on our backs.

Well that is what it came to, books and all sorts of odd little things were thrown away to lighten loads. Some more adventurous tried sledges but had to give up after a very short distance.

The American boys who had been with us up to this point were separated, rumour saying that they were going to Nuremberg. Needless to say rumour was strong at all times as to our final destination.

Another walk of twenty odd kilometres and we arrived at Granstein on the 3rd February. I must say that on this trip my back gave in. For quite a while I behaved very pig-headedly, refusing help, until the Doctor found me and went mad, so I allowed my pack to be put on the sick wagon (a wagon and horse which the Doc had purchased with chocolate, cigarettes and tea from one of the Germans fleeing from the Russians) for the last two kilometres.

At Granstein for the first time we were split up into smaller parties as no one farm was big enough to accommodate us altogether.

I had now joined the so-called sick party and must say my billet for this night was the best yet, made myself comfortable under an old chaff

cutter with a fair packing of clean straw. Food getting low and broke into my reserve, a reserve we all carried just in case—meaning of course just in case an opportunity presented itself for a break.

Out early next morning and on again. I found that by holding on to a rope tied on the back of the wagon I could get along passably even though each kilometre got longer and longer. I must confess it was with a certain amount of satisfaction that a larger town seemed to lay ahead of us.

A rumour had it that we were to finish the rest of the journey by rail. The town turned out to be Spremburg and we were taken through part of it to a large German Military Camp, placed in large sheds and told that a meal was being prepared. It was quite obvious that this was a training school for budding tank units, for they had numerous tanks fitted with colossal gas producer units; again the German shortage of petrol and oil was exemplified.

We got our meal, universal tucker but very welcome nevertheless. Barley stew—the first meal served by the Germans. We later marched another three kilometres through Spremburg (quite a large town) and exposed to the curious stare of the people—mostly girls, old women and old men, to the railway station.

Then the train, yes it was true, cattle trucks again, forty to a truck, the door shut and locked and eventually got under way just at dark, still no clues to our destination. A ration of sixth of a loaf of bread per man to last till God knows when. Each man rummaged in his bag and made a meal of sorts then settled down as best as possible for the night. It was under exactly the same circumstances that I had travelled from Dulag Luft Frankfort to Sagan in October, 1943.

One could only half sit, half lay—body would ache but no chance of moving. We travelled through the night. At times we seemed to go into reverse, at others stopped for long periods, every minute registering as sleep was impossible. Soon the effects of our soup wore off and all were just as hungry as ever.

A slight greying in the East indicated that a new day was breaking and what a day that was. At any moment we expected to be shot at by our own planes for it was a day of one continuous air raid warning. Move... Stop... Move... Stop, until once more as the evening settled.

The Flight Log

Kenneth Pipe

The next 51 pages have images of each Flying Log page-spread annotations where they may be helpful or interesting. Some of the expanding pictures.

The log starts in New Zealand with training at Ohakea and then to North Africa for the Western Desert Campaign, and finally to England. The first date entry is 10 July 1940 with training on Vincents at Ohakea, New Zealand.

The training was completed on the 26 October 1940 and the next entries starting from 3 March 1941 are from 70 Squadron in Kabrit, Egypt.

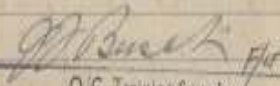
He was posted to the U.K. on the 3 February 1942.

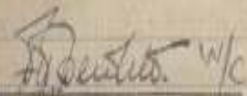
The next few months were in various Operational Training Units in New Zealand, Wellingtons, and then conversion training for the Lancaster started in 1943.

Flying in 115 Squadron commenced on the 9 August 1943. Several missions were flown, interspersed with training and other operations until he was shot down and went missing on 22 September 1943 on his 53rd active mission (Page 85).

The remainder of the log entries are after the war and are an informal record of his flights during his peace-time service in the RNZAF. Pages 85-90 highlight his work as Air Movements Officer at Whenuapai Airport in Auckland (New Zealand) and his work as Air Movements Officer at Whenuapai Airport in Singapore (Singapore) airlifts from 1958 to 1961 for which he was awarded the

Date	Time	Aircraft Type and No.	Pilot	Duty	Time spent forward	
					Remarks (including results of bombing, primary, secondary, etc.)	Excess Time Day Nights
10-7-40	0805	VINCENT NZ 302	F/O Major	Simple Deflection CANNON GUN	Passenger	0-35
10-7-40	0945	NZ 359	F/O MERRINGTON	ADVANCED DEFLECT CANNON GUN		0-10
10-7-40	10-05	NZ 359	F/O MERRINGTON	ADVANCED DEFLECT CANNON GUN		0-25
10-7-40	11-10	NZ 311	F/O WILES	ADVANCED DEFLECT CANNON GUN		0-30
11-7-40	0815	NZ 314	F/O WILES	COMBAT CANNON GUN		0-15
11-7-40	0850	NZ 304	F/O WILES	CANNON GUN		0-30
12-7-40	0910	NZ 312	F/O MERRINGTON	Simple Deflection Cannon Gun		0-10
15-7-40	0900	NZ 359	F/O Griffiths	Simple Deflection Cannon Gun		0-50
15-7-40	1040	NZ 314	F/O Edwards	Simple Deflection Cannon Gun		0-25
15-7-40	1310	NZ 304	F/O Wiles	Simple Deflection Cannon Gun		0-40
17-7-40	0910	NZ 315	F/O Wiles	Pass - 2000 yds Cannon Gun	0-60	
17-7-40	1405	NZ 307	F/O MERRINGTON	Simple Deflection Cannon Gun	0-40	
18-7-40	0820	NZ 303	F/O ROSS	Simple Deflection Cannon Gun	0-30	
18-7-40	1520	NZ 315	F/O Wiles	Simple Deflection Cannon Gun	0-30	


 O.C. Training Squadron,
 R.N.Z.A.F. OHAKEA
 14/9/40

 July Month Total 7h 10m

 Commanding R.N.Z.A.F. Station, Ohakea.
 26.10.40
 Total Time

They aerial footage

7. 10 12

Date	Time	Aircraft (Type and No.)	Pilot	Duty	Remarks (including results of bombing, gunnery, exercises, etc.)	Flares Tons	
						Qty	Shot
15-8-40		DH 86 N2553	P/L WILTSHIRE	W.S+D exercise		16	4
21-8-40		N2553	P/L WILTSHIRE	DR. map reading		14	52
27-8-40		DH 89 N2555	P/L TURNER	W.S+D. Scouting		55	
29-8-40		DH 87 N2555	P/O GRITTHS	W.S+D. Scouting		50	
29-8-40		DH 88 N2553	P/L BRAYE	DR+MAP reading		2-13	
<p><i>J. B. B. B.</i></p> <p>O.C. Training Squadron, R.N.Z.A.F. OHAKEA 12-9-40</p>							
<p><i>Always Monitor Time The Map</i></p>							
4-9-40		DH 86 N2552	P/L WHITE	DR+MAP TDS		2-5	
5-9-40		N2553	P/L WALKER	DR+MAP reading		2-20	
6-9-40		DH 89 N2555	P/L BRAYE	PHOTOGRAPHY		1-5	
12-9-40	0955	VINEY 338 N2	P/O SEIVERS	Hand Held Ob. Japan.		45	
12-9-40		A4 DH 89 N2555	P/L ROBERTSON	D.F. BR+DR. exercise		2-15	
13-9-40	09	A1 DH 86 N2552	P/L BRAYE	Pia Plotting exercise		2-10	
18-9-40	0825	B6	P/O THOMPSON	H.B.1 Bombing		1-	
18-9-40	1155	B2	P/O JAMES	PHOTOGRAPHY	STEREO PAIR ABANDONED LOW cloud.	18	
18-9-40	1420	B2	P/O ROYSTON	"	" " " "	20	
18-9-40	1605	C6	P/O JAMES	H.B.2 Bombing		1-10	
19-9-40	0920	B7	P/O MAJOR	Bombing PASSENGER.		1-	
19-9-40	1155	C4	P/O THOMPSON	PHOTOGRAPHY	STEREO PAIRS.	45	
19-9-40	1606	B5	P/O CHAMBERLAIN	H.B.		50	
Total Flares						30-21	

Date	Time	Aircraft Type and No.	Pilot	Duty	Remarks (including results of bombing, gunnery, exercises, etc.)	Time carried forward	
						30-21	Period Time
						Day	Night
21-9-40	0910	VINCENT C.1	F/O MAJOR	BOMBING PA	SENGER	-	55
25-9-40	1420	152 NR301	F/O JOHNSTONE	BOMBING PA	SENGER	-	45
26-9-40	0950	DN A6	F/L WHITE	DR + DF	NAVIGATION EX	1-45	3-10
27-9-40	1345	DN A7	F/O JOHNSTONE	DR + DF		3-10	
28-9-40	0920	VIN B2	P/O CLARKE	PR POINTING	DR. wind fuel; 3 course.	2-20	
28-9-40	1355	DN A5	F/O STEWART	DR + DF	NAVIGATION 4N 3 course.	2-25	
30-9-40	0910	N2 310	P/O PENNICKET	Photography	due breakfast.	1-05	
29-9-40	0905	52 NR 305	F/O WILKS	BOMBING PA	SENGER		55
29-9-40	0500	07 NR 305	P/O DENVERS	BOMBING HB	SB.		50
30-9-40	1455	CL NR 315	P/O BRINDLEY	BOMBING HB	SB.	1-30	
<i>J. M. ...</i> O.C. Training Squadron, RN.Z.A.F. OHAKEA 25.10.40.							
<i>Exercises during 21st 31st 50 miles</i>							
2-10-40	1345	C5	F/L BRAYE	PATROL	SEARCH F/O MAJOR.	3-5	
2-10-40	1640	DN 04 A2 NR 553	F/L WHITE	DR + DF	Exercise	4-45	1-45
3-10-40	1810	NR 553	F/L WINTSHIRE	DR + DF	Ex	3-05	
4-10-40	0905	VIN N2 314	P/O BIRD	PHOTOGRAPHY	(ABANDONED) low cloud.	1-05	
7-10-40	0905	N2 552	F/L HARRISON	DR + DF	Ex	2-50	
Total Time						55 60	7 10

Time carried forward: 65 50 7 20


Date.	Hour.	Aircraft Type and No.	Flt.	Duty.	Remarks (including number of landing, primary, exercises, etc.)	Flight Hours.	
						Day.	Night.

A. Russell 1/11
O/C Training Squadron,
R.N.Z.A.F. OHAKEA 22-10-40

Observer Murray James 13 hrs 30 mins

A. Russell w/c
Commanding R.N.Z.A.F. Station, Ohakea.
26-10-40

Total Time ..

Date	Hour	Altitude Type and No.	Pilot	Day	Remarks (including route of bombing, gunnery, exercises, etc.)	Time actual forward	
						SS-80	7-20
						Flares Used	
						Day	Night
3-3-41	1055-1100	WELLINGTON T2609	F/LT IRVING	NAV.	TO HELIO + BACK.	1	05
15-3-41	1458	W P9250	SGT PERKINS	PASS.	CIRCUITS	1	05
21-3-41	0945-1058	W P9250	S/LR DE FREITAS	PASS.	X COUNTRY	2	10
25-3-41	0930 1100	W T2995	F/O HARCOURT	NAV.	AIR FIRING GULF of SUEZ.	1	20
25-3-41	1030 1010	W T2995	F/O HARCOURT	NAV.	AIR FIRING GULF of SUEZ.	1	10
26-3-41	0915	W T2995	F/O HARCOURT	NAV.	KABRI.		15
26-3-41	1215	W T2995	"	NAV.	SHA.		15
26-3-41	1445	W T2995	"	NAV.	AIR FIRING	1	30
27-3-41	0950	W T2995	"	NAV.	X COUNTRY W.V. FINDING.	3	30
29-3-41							
31-3-41	1325	W T2995	"	NAV.	X COUNTRY H.L. GOMBING.	3	10
1-4-41	1445	W T2995	"	NAV.	X COUNTRY	3	00
 OR. OTU F/LT RAF - SHALUFH EGYPT.							
MARCH MONTHLY TOTAL - 15 HRS 45 MINS							
						Total Time	75 30 7 20

42 - 40 SQDN. KABRIT.

Date	Time	Aircraft Type and No.	Pilot	Duty	Remarks (including results of bombing, primary, exercises, etc.)	Time carried forward	
						Day	Night
1-4-41	1445	Wellington T2995	FP HARCOURT	NAV.	x COUNTRY.	11-30	7-20
6-4-41	1110	T2995	FP HARCOURT	NAVIGATOR	PRE OP - EL ADJEM.	3-00	
6-4-41	1505	T2995	"	"	" " SIDI AZIEL.	3-30	
7-4-41	1225	T2995	"	"	TO FUKA FORCED LANDING CRASHED OWING TO ENGINE FAILURE.	1-15	
5-4-41	1105	T2543	"	"	TEST FLIGHT.	45	
18-4-41	1320	T2543	"	"	TO ADVANCE BASE.	2-05	
16/4/41	2300	T2543	"	"	RAID ON SHIPPING BENGASI HARBOUR		7-10
19-4-41	0730	T2543	"	"	TO BASE.		45
<p>Chas. Jackson S/Lt. o.c. B. Flight 70 Sqdn.</p>							
OPERATIONAL HRS. 11-00							
APRIL MONTHLY TOTAL 20-05							
						Total Time	84-55 14-30

Time carried forward: 84-55 23-40

Date	Time	Aircraft Type and No.	Pilot	Duty	Remarks (Including results of locating, gunnery, exercises, etc.)	Period Time		
						Day	Night	
8-6-41		WELLINGTON T 2829	S/L DE FREITAS	OBS.	AIR TEST	0-35		
9-6-41		T 2829	S/L DE FREITAS	"	AIR TEST = SHALLUGA	15		
9-6-41		T 2829	S/L DE FREITAS	"	SHALLUGA - KABIT	15		
22-6-41		T 2829	S/L DE FREITAS	"	AIR TEST	30		
23-6-41		T 2829	SGT DALTON	"	CONSUMPTION TEST BOMBING + AIR FIRING GULF of GUEZ.	2-00		
27-6-41		T 2829	SGT DALTON	"	AIR TEST	20		
27-6-41	1645	T 2829	SGT DALTON	"	OPERATIONS TO ADVANCE BARR KABIT - FUKA SAT	2-20		
27-6-41	2230	T 2829	SGT DALTON	"	OPERATIONS SHIPPING BENCASI HARBOUR		7-20	
27-6-41	0905	T 2829	SGT DALTON	"	FUKA SAT - KABIT	1-55		
<p><i>Chas. J. ... S/L</i></p> <p>AC. FLIGHT TO SQDN.</p> <p>JUNE MAY MONTHLY TOTAL 760 20 NIGHT 840 10 DAY.</p>								
TOTAL OPERATIONAL						31-45	93-05	31-00

Date	Hour	Aircraft Type and No.	Pilot	Duty	Remarks (Including results of bombing, gunnery, exercises, etc.)	Time aerial (hours):	
						Day	Night
1-7-41	0135	WELINGTON R 12829	SGT DALTON SGT HAWKES	OBSERVER	RAID ON SHIPPING + DOCKS BEIRUT SYRIA BOMB CAR 5-Scudon 4-280 SAT 1-250 DELAY 1 CAN HIT ENGINE.	93-05	31-00
"	02-20	T2829	SGT DALTON SGT HAWKES	OBSERVER	KABRIT - EL AMIRIYA	1-20	
"	15-40	T2829	SGT DALTON SGT HAWKES	"	EL AMIRIYA - KABRIT	1-05	
13-7-41		T2829	SGT DALTON	"	AIR TEST	20	
13-7-41	1645	T2829	SGT DALTON	"	KABRIT - FUKA SAT	2-10	
13-7-41	22-45	T2829	SGT DALTON	OBSERVER	RAID ON BENGASI		7-15
14-7-41	07-30	T2829	SGT DALTON	"	FUKA SAT - KABRIT	1-55	
15-7-41	1230	T2829	SGT DALTON	"	AIR TEST	25	
15-7-41	1700	T2829	SGT DALTON	"	RRE OP - 060.	2-10	
15-7-41	2245	T2829	SGT DALTON 70 OWEN JONES	"	060 - BENGASI - TURNED BACK DUE TO ENGINE FAILURE		6-10
Total Time						102-30	49-15

					Time started forward:-		
Date	Hour	Aircraft Type and No. SERIAL NO.	Pilot	Tidy.	OPERATIONS (Including results of landing, ground, exercises, etc.)	Flying Time	
						Day	Night
17-		T2829	SGT DALTON	OBSERVER	AIR TEST	25	
17-7-41	1645	T2829	SGT DALTON	"	KABRIT - FUKA SAT.	1-50	
18-7-41	11-50	T2829	SGT DALTON	"	FUKA - KABRIT	1-50	
20-7-41	1700	T2829	SGT DALTON	"	KABRIT - FUKA SAT.	2-00	
20-7-41	22-25	T2829	SGT DALTON	"	MAINTAINING DOCKS + SHIPPING		
			SGT HAWKES	"	BENGASI HARBOUR		8-20
24-7-41	17-00	T2829	SGT DALTON	"	KABRIT - FUKA SAT.	2-05	
24-7-41	22-20	T2829	SGT DALTON	"	RAID ON BENGASI		8-30
28-7-41	1700	T2829	SGT DALTON	"	KABRIT FUKA SAT.	1-50	
28-7-41	22-25	T2829	SGT DALTON	"	RAID ON BENGASI		8-30
<i>Chadwick's</i> a.c. B. FLIGHT 70 SQDN TOTAL OPERATIONAL HRS. 87-30 July Monthly TOTAL NIGHT 43-30 DAY 19-20.						Total Time	
						112-30	74-35

Date	Time	Aircraft Type and No.	Pilot	Duty	REMARKS (Including results of landing, emergency, etc.)	Time on/Off Ground	
						Day	Night
1-8-41	1045	2829	SGT DALTON	OBS.	Z Z PRACTICE	1	00
2-8-41	1000	2829	SGT DALTON	OBS	AIR TEST		30
2-8-41	1635	2829	SGT DALTON	OBS.	KABRIT - FUKA SAT.	1	50
2-8-41	2205	2829	SGT DALTON	OBS.	FUKA - BENGASI - EL AMIRIYA		8 00
3-8-41	0830	2829	SGT DALTON	OBS	EL AMIRIYA - KABRIT.	1	10
6-8-41	0945	2829	SGT DALTON	OBS.	AIR TEST		30
7-8-41	1715	2829	SGT DALTON	OBS	KABRIT - FUKA SAT	2	00
7-8-41	2325	2829	SGT DALTON	OBS.	FUKA - BENGASI. RECALLED TO ATTEND SMT GARDIA HARBOR.		7 10
8-8-41	1655	2829	SGT DALTON.	OBS	KABRIT - LEBO.	2	20
8-8-41	2205	2829	SGT DALTON.	OBS.	LG-60 - CORINTH CANAL		9 10
10-8-41	1900	2829	SGT DALTON.	OBS.	KABRIT-FUKA SAT.	1	55
Total Time						123	53 25 55

Date	Hour	Aircraft Type and No.	Pilot	Duty	Time carried forward	
					123:55	45:55
					FIXING TIMES	
					Day	
					Night	
10-8-41	13:00	2829	SGT DALTON	OBS	FUKA - BENGAY 2 > 1000 ft. BADLY HIT FABRIC STRIPPED BOMBS CAARING STAGBOARD WING PLATES WINDSTROEN SMASHED SANDPIL.	7:35
10-8-41	09:15	2829	SGT DALTON	OBS	FUKA - KABRII	2:00
18-8-41	17:05		SGT DALTON	OBS	KABRII - GENIFA - ISMAHIA - SEARCHLIGHT CALIBRATION.	1:30
18-8-41	20:40	L	SGT DALTON	OBS	SEARCHLIGHT COOPERATION. CANAL AREA.	2:00
27-8-41	13:35	28803	SGT DALTON	OBS	KABRII - FUKA SAT	2:00
27-8-41	19:15	28803	SGT DALTON	OBS	KABRII ON MEMIDI AERODROME (CANAL)	1:00 7:00
28-8-41	06:35	28803	SGT DALTON	OBS	FUKA SAT - BURE EL ARAB. 2 FIGHTER PILOT PASSENGERS.	1:00
28-8-41	07:45	28803	SGT DALTON	OBS	BURE - EL - ARAB. - KABRII	1:20
					TOTAL TIME	
					132:45 115:30	

Date	Time	Altitude Type and No.	Pilot	Duty
29-8-41	1530	K. 2805 WILLINGTON	SGT DALTON	OBS.
29-8-41	1935	Z 8803	SGT DALTON	OBS.
29-8-41	0625	Z 8803	SGT DALTON	OBS.
				NIGHT
				DAY

Remarks (including results of bombing, gunnery, exercises, etc.)	Time carried forward	
	Day	Night
KARIT - FUNA SAI.	2-00	
RAID ON FIARITZA (RICKES ISLAND)		
DISPERSED A/C SET ON FIRE	00-30	5-00
FUNA SAI - KARIT.	1-50	
AUGUST MONTHLY TOTAL	45hr 55	
" " "	24hr 35	
OPERATIONAL TOTAL	151-20	
Photo parties S/LD AC. B. FLIGHT. 70 SQDN.		
Total Time	137-05	120-30

Date	Time	Altitude Feet and M.	Pilot	Data	Remarks (Including results of bombing, gunnery, exercises, etc.)	Time used for each	
						Day	Night
2-9-41	13:50	28803	SGT DALTON SGT HAWKES	OBS.	KABRIT - FUKA GAT.	2-00	
2-9-41	0015	28803	SGT DALTON SGT HAWKES	OBS.	FUKA - DERNA RAID ON STORES + AT.		8-50
3-9-41	0905	28803	SGT DALTON SGT HAWKES	OBS.	FUKA GAT. - KABRIT	1-50	
4-9-41	1705	28803	SGT DALTON SGT HAWKES	OBS.	KABRIT - FUKA.	2-05	
4-9-41	2300	28803	SGT DALTON SGT HAWKES	OBS.	RAID ON ASPERED A/c + BUILDING NA ETC ISARCE		8-00
6-9-41	1130	28803	SGT DALTON SGT HAWKES	OBS.	AIR TEST.	30	
6-9-41	16:50	28803	SGT DALTON SGT HAWKES	OBS.	KABRIT - FUKA.	2-00	
6-9-41	2255	28803	SGT DALTON SGT HAWKES	OBS.	BENCASI		8-35
8-9-41	1005	28803	SGT DALTON SGT HAWKES	OBS.	AIR TEST		35
8-9-41	1655	28803	SGT DALTON SGT HAWKES	OBS.	KABRIT - FUKA	2-00	
Total Time						148-15	148-55

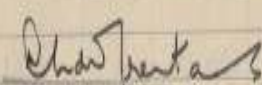
Total carried forward 157-05 120-30

Date	Time	Altitude Type and No.	Pos.	Duty
9-9-41	2205	Z 8803 WAWINGEON	SGT DALTON SGT HAWKES	OBS. 9
11-9-41	1650	Z 8803	SGT DALTON SGT HAWKES	OBS.
11-9-41	2230	Z 8803	SGT DALTON SGT HAWKES	OBS.
16-9-41	1010	Z 8803	SGT DALTON	OBS.
16-9-41	1540	Z 8803	SGT DALTON SGT HAWKES	OBS.
18-9-41	2230	Z 8803	SGT DALTON	OBS.
19-9-41	0740	Z 8803	SGT DALTON	OBS.
26-9-41	1100	Z 8766	P/O DUGAN	OBS.
26-9-41	1350	Z 8766	P/O DUGAN	OBS.
26-9-41	1418	Z 8766	P/O DUGAN	OBS.
26-9-41	0550	Z 8766	P/O DUGAN	OBS.

Time carried forward:		148-15	142-55
Remarks (including results of bombing, gunnery, exercises, etc.)		Zero Time	
		Day	Night
RAID CORINTH CANAL DIRECT HILLS		1	8-45
WALLS SEEN TO CAVEIN			
BASE - L.G. 21 - L.G. 09.		2-10	
RAID ON GUINAMA HOLE (BENGASI)		2-0	8-45
AIR TEST			30
KABRIT - FUKA		1	50
BENGASI			7-45
FUKA - KABRIT		2-10	
AIR TEST			15
KABRIT - L.G. 104.		2-20	
BENGASI		2-21	7-25
L.G. 104 - KABRIT		1-30	
Total Time		159-00	175-35

Date	Time	Serial Type and No.	Place	Duty
		WELLINGTON		
26-9-41	1515	28766	P/O DUGAN	OBS.
25-9-41	1755	28766	P/O DUGAN	OBS.
29-9-41	0550	28766	P/O DUGAN	OBS.
				NIGHT
				DAY

Time carried forward: 159-00 178-35

Remarks (including results of bombing, gunnery, exercises, etc.)	Flyso Time	
	Day	Night
KABRIT - FUKA	1-58	
BARDIA		3-35
FUKA - KABRIT	1-50	
SEPT MONTHLY TOTAL 58-40		
SEPT " " 25-35		
 SQUADRON LEADER COMMANDING FLIGHT No. 20 SQUADRON		
	Total Time	162-45 199-10

Date	Hour	Aircraft Type and No.	Flt.	Duty	Remarks (including points of landing, gravity, exercises, etc.)	Time carried forward	
						162-48	199-10
						Hours From	
						Day	Night
31-10-41	1045	WELLSINGTON T2881	P/O KITTO	OBS.	To FORCE LANDED A/E GULF of ARABS & RETURN.	3	00
"	1840	T2881	"	"			
2-10-41	1405	Z8766	P/O DUGAN.	"	KABRII - FUKA.	1	40
2-10-41	19:15	Z8766	P/O DUGAN	"	RAID ON SHIPPING BENGASI HARBOUR.	1	6-45
3-10-41	0800	Z8766	P/O DUGAN.	"	FUKA - KABRII.	2	00
4-10-41	1020	Z8766	P/O DUGAN	"	AIR TEST.		30
4-10-41	14-00	Z8766	P/O DUGAN.	"	KABRII - FUKA.	1	55
6-10-41	20:10	Z8766	P/O DUGAN.	"	RAID ON SHIPPING BENGASI HARBOUR.	1	6-45
8-10-41	0615	Z8766	P/O DUGAN.	"	FUKA - KABRII.	1	55
6-10-41	0945	Z8766	P/O DUGAN.	"	AIR TEST.		30
0-10-41	1445	Z8766	P/O DUGAN.	"	KABRII - FUKA.	1	50
						Total Time	145-25 192-40

Time serial forward 148-28 192-40

Date	Hour	Aircraft Type and No.	Dist.	Duty	Remarks (Including results of bombing, gunnery, exercises, etc.)	Flying Time	
						Day	Night
6-10-41	2120	WALLINGSTON 28766	Pb DUISAN	OBS	RAID SHIPPING PIRAEUS (GREECE) + OIL REFINERY.		7.30
7-10-41	0630	28766	Pb DUISAN		FUNA - KABRII	1.58	
				NIGHT	MONTHLY TOTAL 20.00		
				DAY	MONTHLY TOTAL 14.15		
<p><i>Shawpenta</i></p> <p>SQUADRON LEADER COMMANDING OFFICER No. 70. SQUADRON</p>							
TOTAL TIME						117.20	200.10

Time started forward: **177-20 200-10**

Date	Time	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, accuracy, weather, etc.)	Flight Time	
						Day	Night
16-11-41	1500	WALLWORTH 21042	SGT PEACH	OBS	BASE - LG 60	2-05	
19-11-41	0830	21042	SGT PEACH SGT HAWES	OBS	BERNA AIRFIELD	(27)	5-30
19-11-41	0730	21042	SGT PEACH	"	LG 60 - BASE	1-50	
20-11-41	1510	21042	SGT PEACH	"	BASE - LG 60	2-05	
20-11-41	2127	21042	SGT PEACH SGT GRANT	"	RAID GAZALA AERO (NORTH)	27	4 30
21-11-41	0600	21042	SGT PEACH	"	LG 60 - BASE	1-55	
22-11-41	1405	21042	SGT PEACH	"	BASE - LG 60	2-00	
22-11-41	2210	21042	SGT PEACH SGT GRANT	"	BANINA - (BENGASI)	27	4-00
23-11-41	0655	21042	SGT PEACH	"	LG 60 - BASE	1-50	
24	1150	21042	SGT PEACH	"	BASE - LG 60	2-00	
24-11-41	2315	21042	SGT PEACH	"	BERNA AERO (BENGASI)	30	6-05
TOTAL TIME						191	05 223 15

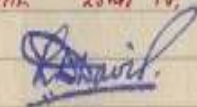
Date	Hour	Aircraft Type and No.	Pilot	Duty	Remarks (Including results of bombing, gunnery, exercises, etc.)	Time carried forward:	
						Day	Night
						17	05
						223	15
		WELLINGTON					
25-11-41	0645	1042	SGT PEACH	OBS.	60 - BASE	2	05
27-11-41	1110	1042	SGT PEACH	"	BASE - LG 60.	2	10
28-11-41	0025	1042	SGT PEACH SGT GRANT	-	RAID DENNA AERODROME	31	4 50
28-11-41	0640	1042	SGT PEACH	"	LG 60 - BASE	2	00
19-11-41	1310	1042	SGT PEACH	"	BASE - LG 60	2	00
19-11-41	2000	1042	SGT PEACH SGT GRANT	-	BENGASI	32	6 05
20-11-41	0830	1042	SGT PEACH	-	LG 60 - BASE	2	05
				DAY	MONTHLY TOTAL	23	58
				NIGHT	MONTHLY TOTAL	35	10
					<p><i>Chas. Penton</i></p> <p>SQUADRON LEADER COMMANDING OFFICER No. 70 SQUADRON</p>		
					Total Time	201	26
						384	10

Date	Hour	Aircraft Type and No.	Pilot	Duty	Remarks (Including results of bombing, gunnery, exercises, etc.)	Time carried forward: 201-25 284-10	
						Flying Time	
						Day	Night
2-12-41	1400	1042	SGT PEACH	OBS.	BASE - L.C. 60.	2-15	
3-12-41	1825	1042	SGT PEACH SGT GRANT	"	RAID ON EL ADAM AERODROME	33	3-40
3-12-41	0640	1042	SGT PEACH	"	L.C. 60 - KABRIT	2-00	
6-12-41	1410	1042	SGT PEACH	"	KABRIT - L.C. 60.	2-15	
6-12-41	2040	1042	SGT PEACH SGT GRANT	"	RAID AEROMA & EL ADAM BY PHASE ROAD	37	3-30
7-12-41	0210	1042	SGT PEACH SGT GRANT	"	RAID ON DISPERSED TANKS MT. ETC. EL ADAM AEROMA AREA	75	3-45
7-12-41	0610	1042	SGT PEACH	"	L.C. 60 - KABRIT.	1-55	
9-12-41	1345	21042	SGT PEACH	"	KABRIT - 60.	2-00	
9-12-41	2180	21042	SGT PEACH SGT GRANT	"	DERNA AERO. ONE MACHINE SHOT DOWN	36	5-18
10-12-41	0540	1042	SGT PEACH	"	L.C. 60 - KABRIT.	1-50	
12-12-41	1440	1042	SGT PEACH	"	KABRIT - L.C. 60.	2-05	
TOTAL TIME						24-45	280-20

Date	Time	Aircraft Type and No.	Pilot	Duty	Remarks (including results of bombing, gunnery, exercises, etc.)	PLANNED TIME	
						Day	Night
						Time carried forward: 214-45 250-20	
15-12-41	0100	Z 1042	SGT PEACH SGT GRANT	OBS.	RAID MT. ROMOS + DERAD AERO.	27	4-50
15-12-41	0745	1042	SGT PEACH	"	L.G. 60 - KABRIT.	1	50
16-12-41	14 25	1042	SGT PEACH	"	KABRIT - L.G. 60	2	05
17-12-41	17-20	Z 1042	SGT PEACH SGT GRANT	"	RAID BENINA AERO. + KABRIT. HEAVILY DEFENDED 20/40MM.	38	1-55
17-12-41	18 25	Z 1042	SGT PEACH	"	KABRIT - L.G. 60	2	00
18-12-41	2115	Z 1042	SGT PEACH SGT GRANT	"	RAID BENINA AERO. PHOTO TAKEN TWO MACHINES SHOT DOWN.	29	6-25
20-12-41	0845	1042	SGT PEACH	"	L.G. 60 - KABRIT	1	55
22-12-41	0800	1042	SGT PEACH	"	KABRIT - L.G. 09.	2	05
22-12-41	1435	1042	SGT PEACH	"	L.G. 09 - KABRIT	1	35
31-12-41	1510	1042	SGT PEACH	"	KABRIT - L.G. 60	2	00
						TOTAL TIME 256 15 269 50	

Date	Hour	Aircraft Type and No.	Pda.	Duty	Remarks (including results of bombing, gunnery, exercises, etc.)	Fuel Use	
						Day	Night
						Time carried forward: 23 15 269.50	
12-12-41	2030	WALLINGTON 21042	SET PEACH SET GRANT	OBS.	SALAMIS OP ABANDONED ¹⁰ / ₁₀ TO CLOUD. BOMBED HERAKLION CRETE	40	3.50
1-1-42	0555	1042	SET PEACH	"	LG 60 - KABRIT	0 46	1.00
				DAY	MONTHLY TOTAL	27	25.
				NIGHT	MONTHLY TOTAL	40	10.
					<i>R. Davis</i> SQUADRON LEADER COMMANDING OFFICER FLIGHT No. 70 SQUADRON		
						Total Fuel	239.00 274.40

Date	Time	Aircraft Type and No.	Pilot	Duty	Remarks (Including results of bombing, gunnery, exercises, etc.)	Time used forward		
						From	To	
						Day	Night	
2-1-42	1400	WALLINGTON 21042	F/O PANTER	OBS	KABRIT - L.G. 60	2-20		
2-1-42	2030	21042	F/O PANTER	"	RIND M ^o JETTY RAS. H. BOLI. DIRECT HIT ON JETTY.	4	17-20	
3-1-42	0530	1042	F/O PANTER	"	L.G. 60 - KABRIT.	1-50		
4-1-42	1415	1042	F/O PANTER	"	KABRIT - L.G. 60	2-10		
4-1-42	0550	1042	F/O PANTER	"	L.G. 60 - KABRIT	1-00	1-00	
5-1-42	1525	1042	F/O PANTER	"	DIR CONSTRUCTION TEST.	1-15		
8-1-42	1140	29023	F/Sgt SADD	"	KABRIT - L.G. 60	2-00		
8-1-42	1435	9025	F/Sgt SADD	"	L.G. 60 KABRIT	2-10		
9-1-42	0920	9025	F/Sgt SADD	"	KABRIT - L.G. 60	2-10		
9-1-42	1430	9025	F/Sgt SADD	"	L.G. 60 - EL MORM.	2-00		
10-1-42	0955	9025	F/Sgt SADD	"	EL MORM - L.G. 60	1-30		
10-1-42	1410	9025	F/Sgt SADD	"	L.G. 60 - SAND STORM - 09-	2-10		
						Total Time	247-37	263-00

Date	Hour	Aircraft Type and No.	Pilot	Duty	Remarks (including results of bombing, gunnery, exercises, etc.)	Time on fuel used -	
						249-50	281-00
						Flying Time	
						Day	Night
11-1-42	0930	24023	F1/SET SAAD	OBS	LG 09 - EL ADM.	2	00
11-1-42	1200	9023	F1/SET SAAD	"	EL ADM - LG 60	1	30
11-1-42	1440	9023	F1/SET SAAD	"	LG 60 - KARAT.	2	00
11-1-42	0920	21042	F1/SET GRANT	"	KARAT. - LG 75.	3	25
22-1-42	1305	1042	F1/SET GRANT SET THOMAS	"	RAID QUAY GUANT - AL HSBM	4	05
23-1-42	0935	1042	F1/SET GRANT	"	LG 05 - LG 75.	2	00
25-1-42	2050	1042	F1/SET GRANT SET THOMAS	"	RAID JEDABIA - ANKLET MAEA MT TROOPS TANKS ETC.	4	50
				DAY	MONTHLY TOTAL	29	50
				NIGHT	MONTHLY TOTAL	23	15
						 289-50 297-85	
						Total Time 289-50 297-85	

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (Including results of bombing, gunnery, exercises, etc.)	Time actual forward	
						Day	Night
2-42	2045	1042	F/LT. GRANT	OBS.	ASADABIA ANTENNAS TROOPS TANKS ETC.	47	5-10
3-2-42	1020	-	F/LT. FISHER	FROM L.G.	PASSENGER TO HELIOPOLIS	1	20
3-2-42	1545	-	SET SALMON	-	PASSENGER TO KARAIT	30	
TOTAL FEB. TO DATE 2-10 DAY 5-10 NIGHT.							
POSTED U.K. 3-2-42. EX 70 SQDN.							
						Total Time	261-00 305-05

BASSINGDOWN I.I.O.T.U.

Date	Hour	Aircraft Type and No.	Pilot	Duty
15-7-42	1045	WELLINGTON 814	P/O TAYLOR	SCREEN OBS.
26-7-42	1130	WELLINGTON DV612	P/O BONEY	"
28-7-42	1440	WELLINGTON 21688	P/O HUDSON	OBS.
29-7-42	1510	WELLINGTON 85586	P/O GEORGE	"
29-7-42	1555	WELLINGTON 85586	P/O GEORGE	"
29-7-42	2045	WELLINGTON 85586	P/O GEORGE	"
30-7-42	1010	WELLINGTON 85586	P/O DAVIES	"
31-7-42	1805	WELLINGTON 21655	P/O HUDSON	"

Remarks (including route of heading, priority, exercise, etc.)	Time used for	
	Day	Night
MOSAIC, AERODROME & VICINITY.	30	
AIR TEST	30	
SPECIAL NAV FLIGHT COURSE. T.R. 1835.	3-10	
BASSINGDOWN - HARHAM.	40	
HARHAM X COUNTRY. FIXS TR 1835.	1-20	
HARHAM - BASSINGDOWN. HOMING TR. 1835.	1-10	
X country exercise, TR. FIXS HOMING ETC.	3-20	
X country exercise as above.	4-5	
TOTAL FOR MONTH. 14 hrs. 45 mins		
SQUADRON LEADER, COMMANDING A FLIGHT.	J. L. ...	
I.I.O.T.U.	TOTAL TIME	275-45 308-05

11 O.T.U. BASSINGBOURN.

Date	Hour	Aircraft Type and No.	Pilot	Duty
12-8-42	2115	1274 WALL I.C.	3/S WALKER	SCREEN OBS
16-9-42	2045	1870	3/S TAYLOR	"

Total aerial hours: 275.45 203.05

Remarks (including results of bombing, gunnery, exercises, etc.)	Fares	
	Day	Night
X COUNTRY, BASE - CAM - SCARFORD - SPALDING GILLINGHAM BASE		4.00
X COUNTRY, BASE - PETEBORO - CATTERICK - CAM CATTERICK - BASE		4.00

Ave. MONTHLY TOTAL NIGHT 8.00

Shore

SQUADRON LEADER,
COMMANDING B FLIGHT,
11. O.T.U.

Shore

Officer Commanding Wing,
R.A.F. BASSINGBOURN, HERTS.

Total Total 275.45 211.05

11 OTU RAF OAKLEY

Date	Time	Aircraft Type and No.	Pos.	Duty
9-9-42	15:40	WELL TC. 923	P/O MUNRO. SGT BINDRE	SCREEN.
10-9-42	2030	WELL TC. 1139	FT/SGT HODGE	NAVIGATOR
12-9-42	1500	WELL TC. 923	P/O BLYTH.	SCREEN
14-9-42	1335	889	FT/SGT HODGE FT/SGT EMERSON	SCREEN
30-9-42	1135 1205	2502	SGT/PL MAX.	NAV.

Sept.
"

Time carried forward 24845 311.05

Remarks (including results of bombing, gunnery, exercises, etc.)	Period Total	
	Day	Night
GEE INSTRUCTION.	2.40	
OP. DUSSELDORF.		4.55
GEE INSTRUCTION.	2.55	
" "	2.35	
STEEPLE MORDEN - OAKLEY OAKLEY - S.M. S.M. OAKLEY		1.20
MONTHLY TOTAL DAY	9h 30.	
" " NIGHT		4.55.
SOON FOR C.O. B FLIGHT. 11. OTU OAKLEY		
	26515	316.00

Time Total 26515 316.00

Date	Hour	Aircraft Type and No.	Pilot	Duty
10-10-42	14-50	W/L 1C 1337	W/R CONROALE	SCREENS OPS
8-11-42	1045	2802	P/O CAMMELL	" "
15-11-42	1030	924	P/O CHAMBERS	" "

Time carried forward: 285.15.316.00

Remarks (Including route of bombing, primary, alternate, etc.)	Period Time	
	Day	Night
DUAL GEE INSTRUCTION	2.30	
" " "	2.35	
" " "	5.00	

MONTHLY TOTAL Oct - Nov. 8.05 DAY

Kohas
S/LDR
D.C. 8 F/LT
RAF. OAKLEY.

Total Time 285.20.316.00

Date	Hour	Account Type and No.	POA	Duty
4-12-42	1120	2502 WALL. I.E.	SGT HONEY	SCREEN OBS
9-12-42	1105	777	PT/SGT. HODGE	" "
14-12-42	1130	1337	4/C CLUBE	" "
31-12-42	1120	1337	SGT WHITEHEAD	" "

This carried forward 298.20 316.00.

Remarks (including results of bombing, gunnery, exercises, etc.)	Payroll Total	
	Day	Night
DUAL GEE INSTRUCTION.	3.00	
" " "	1.15	
" " "	4.40	
" " "	2.40	

Monthly Total Dec. 11.35

Blas S/LDR.
O.C. S.P.H.
RAF. 2115-31

TOTAL TEST 304.55 316.00.

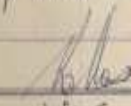
Time spent forward: 304.55 116.00

Date	Hour	Aircraft Type and No.	Pilot	Duty	Remarks (Including results of bombing, primary, secondary, etc)	Flown Time	
						Day	Night
9-1-43	1110	928	SET WILLIAMS	SCREEN OBS	DUAL GEE INSTRUCTION	3.20	
20-1-43	1125	1139	SET BAILLIE	PASS.	TO HIXON	1.20	
21-1-43	1015	8973	W/O McHILLAN	NAV.	HIXON - BASE	1.00	
25-1-43	1020	8866	F/O CAMMEL	SCREEN.	DUAL BOMBING	2.15	
27-1-43	1040	1337	SET BLOCK	"	DUAL GEE INSTRUCTION.	3.20	

MONTHLY TOTAL 11-35 DAY.

Blair
 DC. B.F.T
 R.A.F. OAKLEY

Total Time 316.30 316.00



Date	Hour	Aircraft Type and No.	Pilot	Duty	Remarks (including results of bombing, gunnery, exercises, etc.)	Time used forward	
						Period	
						Day	Night
24.2.43	1825	923	F/O CAHREL	SCREEN OBL	DUAL GEE INSTRUCTION	2	40
3.3.43	1140	923	F/O CALLANDER	"	DUAL GEE INSTRUCTION	4	30
6.3.43	1240	2884	SGT MOORE	"	"	2	05
8.3.43	1710	704	F/O PARKER	NAV	N.F.T.		30
MONTHLY TOTAL FEB-MARCH 945							
 S/LDR OC BFLT RAF. OAKLEY.							
TOTAL TIME						326	15 316 etc.

Date	Hour	Aircraft Type and No.	Pilot	Duty	Remarks (including results of landings, ground, exercises, etc.)	Time carried forward	
						Day	Night
3.4.43	10.30	WEL I.C. 2894	W/O BORNE	SCREEN OPS	DUAL GEE INSTRUCTION	2.45	326.18 316.00
9.4.43	10.55	889	F/O PARKER	" "	" " "	2.50	
9.4.43	15.30	734	F/O PARKER	" "	N.F.T.	30	
16.4.43	11.25	2894	SET CURTIS	" "	DUAL GEE INSTRUCTION	2.25	
20.4.43	16.25	734	S/LDR HAZELDEN	" "	GEE TEST	45	
27.4.43	10.50	2894	W/O McMILLAN	" "	DUAL GEE INSTRUCTION	2.30	
29.4.43	11.05	2894	W/O McMILLAN	" "	" " "	2.40	

MONTHLY TOTAL APRIL 14.25

S/LDR Hazelden
O.C. "B" FLT
RAF OAKLEY

Total Time 340.40 316.00

Date	Time	Aircraft Type and No.	Pilot	Duty	REMARKS (Including results of bombing, gunnery, exercises, etc.)	Time carried forward	
						Day	Night
1.5.43	1045	WELL T.C. 1337	W/SGT HASSLER	SCREEN OBS	DUAL GEE INSTRUCTION	3.20	
2.5.43	1410	1337	F/O CALLANDER	"	"	3.15	
16.5.43	1545	9980	W/O McHILLAN	"	BARFORD + RETURN	1.00	
23.5.43	1215	5724	W/O McHILLAN	"	HOME GUARD AFFILIATION MEETING		55
26.5.43	1700	9847	W/O McHILLAN	"	MORNING IN MARCH + RETURN	1.00	
MONTHLY TOTAL MAY 9.30							
 O.C. B. FLI. RAF. OAKLEY							
 O.C. RAF. STATION OAKLEY						350.10	316.00
Total Time						340.40	316.00

1678 CON UNIT EAST WRETHAM.

Time carried forward 3.50 hr 316.00

Date	Hour	Aircraft Type and No.	Pilot	Duty	Remarks (including results of bombing, gunnery, exercises, etc.)	Fixed Time	
						Day	Night
5.7.43		LANCASTER MKII N.	P/O THOMAS	-	C + L.O.	1.00	
6.7.43	1000	"	P/O ROGERS	-	C + L.O.	1.00	
6.7.43	1100	"	P/O O'FARRELL	-	C + L.O.	1.00	
6.7.43	1500	"	P/O O'FARRELL	NAV.	AIR TO SEA FIRING (WASH.)	1.00	
7.7.43		"	P/O O'FARRELL	NAV.	D.R. RUNS.	1.15	
7.7.43		"	P/O O'FARRELL	NAV.	LOW LEVEL BOMBING.	1.15	
8.7.43		"	P/O O'FARRELL	NAV.	HT TEST - 19000'	1.30	
9.7.43		"	P/O O'FARRELL	NAV.	FORMATION FIRING.	1.15	
12.7.43	1405	623	P/O O'FARRELL	NAV.	FIGHTER AFFR	1.30	
12.7.43	0100	613	P/O ROGERS P/O O'FARRELL		C. L.O. DUAL Solo.		15 1.30
TOTAL TIME						30.55	27.45

Date	Hour	Aircraft Type and No.	Plat.	Duty.
15.7.45	2330	LAMP 610	P/O O'FARRELL	NAV
16.7.45	2330	654	P/O O'FARRELL	NAV
24.7.45	2325	608	P/O O'FARRELL	NAV
29.7.45	2540	608	P/O O'FARRELL	NAV

Time saved forward: 36.55 317.45

Remarks (including meals of landing, garrison, etc.)	Fixing Time	
	Day	Night
X COUNTRY EX.		4.15
BULLSEYE PARTS + BASTOL		3.20
BULLSEYE LONDON + RECALLED		2.10
GARDENING (FRIESIAN'S)		3.20

1674 COM UNIT
 TOTAL DAY 10.45
 TOTAL NIGHT 14.50
 TOTAL 25.35

[Signature]
 O.C. 1678 COM UNIT
 R.A.F. EAST WRETHAM

Total Time 36.55 330.30

115 SQDN RAF

Date	Hour	Aircraft Type and No.	Pilot	Duty
9.8.45	1025	LANARK 667 G	P/O O'FARRELL	NAV
10.8.45	1030	667 G	P/O O'FARRELL	NAV
10.8.45	2200	664 X	P/O O'FARRELL	NAV
12.8.45	1105	668 S	P/O O'FARRELL	NAV
12.8.45	2105	668 S	P/O O'FARRELL	NAV
14.8.45	1155	B	P/O O'FARRELL	NAV
15.8.45	1105	668 S	P/O O'FARRELL	NAV
16.8.45	2020	667 G	P/O O'FARRELL	NAV
17.8.45	0940	667 G	P/O O'FARRELL	NAV
18.8.45	1100	680 L	P/O O'FARRELL	NAV
20.8.45	1435	675 E	P/O O'FARRELL	NAV

Time aerial hours:-

30.55 36.50

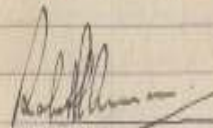
REMARKS (including results of bombing, gunnery, exercises, etc.)	Flt hrs	
	Day	Night
AIR TEST		28
AIR TEST		30
NURENBOURG		7.20
M. L. BOMBING		1.30
MILAN		8.35
FIGHTER AFFIL.		40
AIR TEST		30
TURIN LANDED WYTON		8.25
WYTON - BASE.		20
MIDDLE WATLEY + RETURN		2.00
AIR TEST		1.00
TOTAL TIME	368.40	335.10

Date	Hour	Aircraft Type and No.	Pilot	Duty	Remarks (Including results of landing, gunnery, exercises, etc.)	Time carried forward	
						Day	Night
22-8-43	1120	675 E	P/O O'FARRELL	NAV	AIR TEST	38.40	355.10
22-8-43	1535	675 E	W/C RAINSFORD	NAV	FIGHTER AFFLI.		1.00
23-8-43	2110	675 E	P/O O'FARRELL	NAV	BERLIN		6.10
24-8-43	1455	675 E	P/O O'FARRELL	NAV	AIR TEST - OIL COOLER		35
25-8-43	1520	675 E	P/O O'FARRELL	NAV	FIGHTER AFFLI.		1.00
28-8-43	2135	675 E	P/O O'FARRELL	NAV	NUREMBURG		4.00
31-8-43	0035	675 E	P/O O'FARRELL	NAV	MUNCHEN - GLADISACH 1 - 8000 6 - 5000		8.10
31-8-43	2100	675 E	P/O O'FARRELL	NAV	BERLIN		6.35
				AUGUST.	TOTAL DAY	9.45	
					TOTAL NIGHT	49.25	
						TOTAL TIME	371.80
							376.05
							371.80

1943

Total carried forward: 371.30 378.05

Date	Hour	Aircraft Type and No.	Pilot	Duty	STRADES (including meals of landing, priority, services, etc.)	Flyover Time	
						Day	Night
1-9-43	1540	678 P	F/O CADE	-	GH TRAINING	2.00	
2-9-43	1000	765 A	P/O O'FARRELL			2.30	
2-9-43	1420	765 A	F/O CADE			2.30	
3-9-43	2145	F	P/O O'FARRELL			2.15	
3-9-43	1420	P	F/Sgt PEAKE			2.30	
5-9-43	1035	675 E	P/O O'FARRELL		AIR TEST		30
5-9-43	1320	765 A	P/O O'FARRELL	NAV.	WALKS		4.15
6-9-43	0945	678 P	P/O O'FARRELL	NAV.	WALKS	3.00	
14-9-43	1430	K	P/O O'FARRELL	NAV.	AIR TEST		40
15-9-43	1100	H	P/O O'FARRELL F/O CADE	NAV.	H. L. B. CODDERSSTONE	1.30	
15-9-43	1500	S	F/O HARRIS	NAV.	INSTRUCTOR	2.30	
						Total Time	395.30 378.05

Date	Hour	Aircraft Type and No.	Pilot	Duty	Remarks (including results of landing, gear, compass, etc.)	Time carried forward	
						Day	Night
19-9-43	1034	675 E	P/O O'FARRELL	NAV	H.L.C. ABANDONED. LOW CLOUD.	595.30	578.05
21-9-43	1100	675 E	P/O O'FARRELL	NAV	AIR TEST.		0.30
22-9-43	1100	675 E	P/O O'FARRELL	NAV	AIR TEST.		0.30
23-9-43	1720	675 E	P/O O'FARRELL	NAV.	HANDOVER MISSING.		4.00
 COMMANDING OFFICER FLIGHT, No. 115 SQUADRON.							
TOTAL TIME						347.10	352.05

Date	Hour	Aircraft Type and No.	Flt.	Duty	Remarks (Including route of landing, gateway, exercise, etc.)	Time (as of forward)	
						Day	Night
		ANOVIC- DANOTA	-	-	REPATARIUM. TO BRUSSELS.	297-10	322-05
		LANCASHIRE			" BRUSSELS - U.K.	1-10	
		LANCASHIRE			RUOK - CH. CH.	3-50	
		" "			CH. CH. - RUOK	3-40	
		RAF. 12.	SOMERSET HILL	RUOK.	RUOK. PANGLOSS	3-10	
		RAF. 12.	" "	"	LANA - RUOK	3-25	
		DANOTA	F.T. W. CLIVER		RUOK - WINDGARDEN. LORRAINE HYPING	2-30	
		RAF. 12.	RAF. 12. G. WINDGARDEN		RUOK - WINDGARDEN	4-10	
		"	" "		WINDGARDEN - RUOK	4-15	
						425-30	322-05
Total Time							

Date	Hour	Aircraft Type and No.	Pilot	Duty
27-10-58	0730	HASTEN 1425802	Sgt Blair	Super Crew
28-10-58	0800	"	"	" "
29-10-58	0705	"	"	" "
6-11-58	0605	"	"	" "
7-11-58	0705	"	"	" "
7-11-58	0700	"	"	" "

9-12-59	0940	HASTEN 1425801	Pt Lt Acker	Super Crew
10-12-59	0800	"	" "	" "
11-12-59	0700	"	" "	" "
13-12-59	0600	"	" "	" "
14-12-59	0735	"	" "	" "
15-12-59	0800	"	" "	" "

Time carried forward		19710	58205
BRIEFING (including results of briefing, gunnery, exercises, etc.)		Days	Night
WP - Amberley - Aust		6.55	
AMB - Darwin		7.45	
Darwin - CHANGI - Singapore		9.10	
CHANGI - Darwin		10.00	
Darwin - AMB		8.20	
AMB - WP		6.00	

Total Oct/Nov 1958 = 4 48.10

WP - Amberley -	7.20
AMB - Darwin	7.55
Darwin - CHANGI	9.20
CHANGI - Darwin	9.10
Darwin - AMB	8.10
AMB - WP	5.55

Total Dec 1959 47.50

Total Time 49510 38205

Date	Time	Aircraft Type and No.	Filt.	Duty.	Stops (including meals of landing, primary, reserves, etc.)	Time varied forward	
						443.10	582.05
						Flight Time	
						Day	Night
26/8/60	0730	443.10 425803	W/C, Capt Sargent	Super Const	WHENWIPAI - RICHMOND AUST.	5:25	
27/8	0700	"	"	"	RICHMOND - DARWIN.	8:10	
28/8	0700	"	"	"	DARWIN - CHANGI	8:25	
30/8	0700	"	"	"	CHANGI - GAN (MALACCA IS)	9:20	
31/8	0700	"	"	"	GAN - KHEMARAKSAK	9:20	
1/9	0800	"	"	"	KHEMARAKSAK - EL ADEN	4:00	6:00
2/9	0400	"	"	"	EL ADEN - LYNNHAM	9:20	
<hr/>							
15/9/60	0700	425803	W/C, Capt Sargent	Super Const	COLEMAN - LYNNHAM.	55	
17/9/60	0800	"	"	"	LYNNHAM - EL ADEN	8:05	1:00
18/9	0600	"	"	"	EL ADEN - KHEMARAKSAK	9:00	1:30
19/9	0600	"	"	"	KHEMARAKSAK - GAN	8:30	1:30
20/9	0600	"	"	"	GAN - CHANGI	8:00	1:00
23/9	0600	"	"	"	CHANGI - DARWIN	7:45	1:30
24/9	0900	"	"	"	DARWIN - RICHMOND	8:00	
25/9/60	0900	"	"	"	RICHMOND - WHENWIPAI.	5:30	
Total Aug/Sept						110:05	DAY
							10:30 NIGHT.
Total Time						120:35	121:35

Date	Time	Aircraft Type and No.	Place	Notes
15/1/61	1140	AZ5803	FOR WINDHOLE	Lead Control.
17/7/61	0930	AZ5803	Is li Ascher	Super cream
20/7	0900	"	" "	" "
21/7	0935	"	" "	" "
23/7	0535	"	" "	" "
24/7	0905	"	" "	" "
25/7	0810	"	" "	" "
17/10/61	0545	AZ3635	S/L TORLANDS } P/O ROGER	Super Cream
17/10/61	1035	"	"	"
18/10/61	1005	"	"	"
20/10/61	0700	"	"	"
21/10/61	0600	"	"	"
21/10/61	1430	"	"	"

Time period forecast	PERSON TIME	
	Day	Night
Wittenberg - CHAIKEN - WITEN Army Controlling. Deacon.	2:15	
Wittenberg - Richmond	6:05	
Richmond - Darwin	8:10	
Darwin - CHANGI	8:50	
CHANGI - Darwin	7:30	1:40
Darwin - Richmond	7:10	
Richmond - Wittenberg	5:45	
Wittenberg - Eagle Farm (Kerry)	05:55	
Brisbane - Darwin	6:50	
Darwin - CHANGI	7:25	
CHANGI - Darwin	7:50	
Darwin - Brisbane	7:05	
Brisbane - Wittenberg	3:05	2:20
Total July-Oct. Day. 83:55.		
Total July-Oct. Night. 3:00.		
Total Time	687:10	395:35

PROFICIENCY

ASSESSMENTS.

Date.	As Navigator.	As Bomb Altm.	As Gunner.	Remarks.	Date.	Cdr. Officer's Signature.
21-10-40	SUPERIOR	Satisfactory	SUPERIOR		17.11.40 18.11.40	<i>[Signature]</i>
1-2-42	A reliable and conscientious Observer who has Rather above the average.			Some good work in the middle part. As to knowledge T.O./G. Navigation OFFICER. No. 70 Squadron.		



Units at which served as observer or a.g.

Unit	From	To	Unit	From	To
No 1. The Observer School	17.4.41	22.11.41			
R.N.T.F.	17.4.41	22.11.41			
257 O.T.U.	17.4.41	1.6.41			
SHALLUFRA, EGYPT	17.4.41	1.6.41			
70 SQDN	1.6.41	2.3.43			
	1.6.41				
11. O.T.U.	2.6.43	1.1.45			
1675 COV. UNIT.	1.7.45				

Aircraft in which flown.

Type	Type	Type 7-21
VINCENTS.		
D.H. 86		
D.H. 89		
WELLINGTON.		
WELLINGTON 1C MK IIB		
LANCASTER II		

Image Gallery

Double-click on an image for a larger view



*Landing Ground 75
Western Desert.*



*A recaptured, captured
Spitfire with German
markings. This was*

*relatively common
apparently.*



*Now you know
where you are. But
not why!*



*A crash landed Wellington.
Still in some sort of shape.*