

200 Squadron RAF

A Record of Their Operations in West Africa July 1943 to March 1944

Transcriptions of records from the National Archives, Kew, England
Air27, 1174-1175

Compiled by

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Dedicated to all those who served on 200 Squadron, Royal Air Force

Notes:

This transcript emphasizes the operations of 200 Squadron using Liberators, and as such does not record many details of the Hudson operations.

The transcripts of the Form 541 do not include all the details of the operations; these may be added some time in the future.

This is a initial transcription.

There are errors in it, especially where the microfilm was difficult to read.

The "?" symbol is used where the film was unclear or where the transcript is suspect.

Names and initials are always a problem in transcribing these record. Not only is it difficult to read the copies and discern an "F" from a "P", but the records themselves are not consistent. There is also the problem that the names are not spelt consistently in the records; a review of the index of names will illustrate this.

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July 1943: Form 540

200 Sqn

Place	Date	Time	Summary of events
Yundum			July – 1943
HM			200 Squadron Personnel as at 1st. July, 1943
Colony			Establishment Strength
of			Officers 41 59
Gambia			Warrant Officers 3 3
			Flight Sergeants 8 31
			Sergeants 58 77
			Other Ranks 325 478
			Total 394 589
Yundum	July 1943		200 Squadron : Operational Flying
	1st.	1602	Coastal Recco & Communications. Hudson S/200 airborne Yundum at 1602 hrs., for Ouakam, landing there at 1648 hrs. Nil Report. Carried G/Capt. Constable-Roberts.
	2nd.	1530	Coastal Recco & Communications. Hudson S/200 airborne Ouakam for Yundum, landed at 1611 hrs. Nil Report.
	3rd.	1156	Coastal Recco & Communications. Hudson S/200 airborne Yundum for Rufisque, but returned to Yundum at 1206. This aircraft again took off at 1225 hrs., and landed Rufisque at 1306 hrs.
	"	1548	Coastal Recco & Communications. Hudson S/200 airborne Rufisque for Yundum, landing there at 1634 hrs.
	"	1408	Coastal Recco & Communications. Hudson A1/200 airborne Port Etienne for Yundum. Landed there 1745 hrs., with a Nil Report.
	"	1727	Coastal Recco & Communications. Hudson S/200 airborne Yundum for Rufisque and return. This aircraft landed Yundum at 1914 hrs. Nil Report.
	5th	1507	Coastal Recco & Communications. Hudson R/200 airborne Yundum for Ouakam, landing there at 1615 hrs. Nil Report.
	6th	1025	Coastal Recco & Communications. Hudson S/200 airborne Yundum for Ouakam, arriving at 1110 hrs. Left Ouakam at 1130 hrs., and arrived Yundum 1206 hrs. Nil Report.
	9th	0403	Coastal Recco. Hudson A1/200 airborne Yundum for Port Etienne, arriving at 0715 hrs., with a Nil Report.
	"	0440	Coastal Recco. Hudson B/200 airborne Yundum for Port Etienne. Landed there at 0755hrs. No report received from Port Etienne.
	10th	0445	Convoy Escort Hudson Z/200 was airborne Yundum, being sent to escort RS.7. At 0624 met RS.7 (1 MV and 1EV) – SXGC 5014 – 112/14. At 0830 left " being relieved by another Hudson – SXGC 4041 – Same. At 1035 hrs. this aircraft landed Yundum.
	11th.	0915	Coastal Recco & Sweep Hudson G1/200 airborne Yundum to sweep track of RS.8 and the proceed Waterloo. At 0917 set course for position and sweep track to Freetown. Aircraft

			was flying at 10,000 ft., and no sightings were made. Landed Waterloo at 1221 hrs. W/LOO – 01/11/7
	13th	0438	Convoy Escort. Hudson Z/200 was airborne Yundum, being detailed to escort LDP Group. At 0640 hours SE contact on convoy was made, ahead and slightly to starboard: 22 miles – 1500 feet. At 0650 hours met LDP Group (1 Cable ship and 2 ASTS) in position –FBZH 0450 - 165/9 ½. At 0800 hrs. convoy was in position WZZH 5353 – 150/9 ½. At 0924 hrs. left LDP Group in position WZJH 4300, same composition – 150/9 ½. At 1135 hrs. this aircraft landed Yundum.
	"	1010	Coastal Recco & Communications. Hudson O/200 was airborne Yundum on flight to Waterloo, carrying out A/S Search on RS8, on the way. At 1215 hours aircraft was in position GGEA 3000, and carried out Creeping Line Ahead Search, flying at 1000 feet. SE was U/S. Area GGGC 1348, GGEA 1318, GGEA 4018, GGGC 5648 was covered, but nothing was seen. At 1332 hrs. set course for Waterloo. At 1507 hrs. this aircraft landed Waterloo. WAT/02/13/7.
	14th	0538	Convoy Escort Hudson Z/200 was airborne Yundum on A/S escort to LDP Group. At 0712 hours SE contact was made, ahead – 10 miles – 3300 feet. At 0715 hours met LDP Group (1 Cable ship and 2ASTS) in position LRCN 0042 – 150/9 ½. At 1030 hours abandoned escort owing to weather, leaving convoy in position UJCN3756; composition, course and speed the same. At 1125 hours this aircraft landed Yundum.
	14th	1745	Anti-Sub. Escort Hudson Z/200 was airborne to provide air escort for the Tanker Elorn. Aircraft met Tanker with two EV's at 1804 hours and provided cover until 2000 hours, when aircraft set course for base. At 1958 hours aircraft received a signal from the S.N.O. for onward transmission to the F.O.C.W.A. Landed Yundum 2023 hours.
	"	1410	Convoy Escort Aircraft O/200 was airborne at Waterloo to provide cover for Convoy SL133. Convoy was met at 0953 hours with Hudson N1/200* in attendance and consisting of 37 MV's and 8 EV's. O/200 assumed escort duties, and at 1015 carried out Cobra patrol at S.N.O's request, and sighted Convoy RS 8. at 1055 hours, consisting of 4? MV's and 4 EV's. A Catalina aircraft arrived with Convoy at 1140 hours and Hudson left for Yundum at 1157. One MV was sighted by aircraft whilst proceeding to the convoy. Landed 1410 * For 200 read "X" Flight, Waterloo.
	15th	1433	Convoy Escort Hudson P1/200 was airborne at Yundum on A/S Escort for Convoy SL.133. Convoy was met at 1526 hrs., consisting of 33 M/V's and 8 E/V's., cover was provided until 1957 hrs., when P1/200 left convoy – same composition and set course for base. At 2005 hrs the A/C sighted 1 coaster of 800 to 1200 tons – unidentified. Hudson P1 landed Yundum at 2037 hrs.
	16th	1335	Anti-Submarine Search. Hudson P1/200 was airborne at Yundum on A/S search and at 1405 hrs commenced a Creeping Line Ahead Search. At 1700 hrs a sighting was made on 1 BYMS Minesweeper made visual signal of torpedoed ship's position. At 1845 hrs aircraft set course for base after patrolling track of torpedoed ship to Dakar

			given by BYMS 18. Landed 1915hrs.
	17th	1553	Convoy Escort
			Hudson Z/200 was airborne at Yundum on escort to Convoy SL.133. Convoy was picked up at 1740 hrs on SE and actually sighted at 1744 hrs., consisting of 35 MVs and escorted by 8 EVs. At 1940 hrs. SNO made visual signal to the effect that Kaidara showed no evidence of having been hit by submarine torpedo. At 2010 hrs. aircraft set course for base leaving convoy – same composition. Landed 2236 hrs.
	18th &	19th	No Operational Flying.
	20th	0535	Convoy Escort.
			Hudson Z/200 was airborne to carry out escort on Convoy OS.51. Convoy was met at 0625 hrs., consisting of 28 MVs and 6 EVs. Between 0712 hrs & 1015 hrs., eight MVs detached on various courses, all approximately S.W. At 0717 hours Viper patrol was carried out at S.N.O's request, and a visual signal was received from S.N.O. at 1100 hours giving 0600 posn. For the following day. Aircraft then checked position of convoy at 1100. Aircraft set course for base at 1120 hours, at which time convoy consisted of 20 MV's and 6 EV's. Landed 1209 hours.
	21st	1050	Communications Flight.
			Hudson G/200 was airborne on Communications duties to Thies, landing there at 1130. Airborne on return flight at 1750 hours and landed Yundum 1835.
	22nd	0758	Communications Flight.
			Hudson S/200 was airborne for Ouakam and landed on return flight at 0930. At 1050 hours S/200 left for Rufisque, landed there at 1130 with a crew to collect E/200. Aircraft returned to Yundum at 1533 hours. First flight was carried out to convey Group Captain Constable-Roberts and 5 other passengers from Dakar.
	"	1520	Return of Aircraft to Squadron
			Hudson E/200 landed on Rufisque after remaining there for a protracted period. Aircraft originally landed there from an Operational Flight with engine trouble.
	23rd	0643	Coastal Reconnaissance.
			Hudson S/200 was airborne to carry out Coastal Recco. whilst in transit to Waterloo. (No details of sortie received. Omitted from Narrative.)
	"	1638	Communications Flight.
			Hudson G/200 was airborne on Communications Duties to Ouakam.
	24th		Arrival of Liberator aircraft for 200 Squadron
		1559	Liberator BZ823 arrived after delivery flight from Ras El Mar.
		1750	" BZ826 " " " " " " " "
		1801	" BZ824 " " " " " " " "
		1807	" BZ827 " " " " " " " "
	24th	1155	French Communications Aircraft.
			A French Caudron Goeland arrived on a communication flight from Thies.
			Communication Flight & Coastal Recce's
		1225	Hudson G/200 landed from Dakar (Ouakam) having been airborne there at 1112.
		1505	Hudson B/200 arrived from Port Etienne on return from detachment, carrying one passenger. Carried out Coastal Recce en route.
		1508	Hudson A1/200 arrived in company with "B" from Port Etienne, on return from detachment; Coastal Recce carried out on route.
	25th	1249	A/S Sweep and transit flight from Waterloo.
			Aircraft S/200 arrived from Waterloo, being airborne there at 1000 hours and covering track of MV NEA Helles en route.
	"	1523	Communications Flight
			Hudson G/200 was airborne on Comm. Duties to Ouakam and landed on return at 1615 hours.
	26th	1044	Transit

			Hudson P1/200 left for Port Etienne at 1044 and landed there at 1400 for operational duty.
	27th		No Flying other than local.
	28th.		No Flying.
	29th	1219	Comm. Flight
			Hudson S/200 took off for Ouakam on communications duties. Landed there 1315.
	"	1302	Return from Detachment & Coastal Recce.
			V/200 arrived from Port Etienne where it had been detached for some time. A Coastal recce was carried out en route.
	"	1420	Convoy Escort
			Hudson E/200 provided air escort for the damaged MV Twickenham. Vessel was escorted by 3 Corvettes and was being assisted by a Tug. Aircraft remained with convoy from 1627 until 1730 hours, during which time the ships only made a speed of 2 kts. The mows of the MV being completely blown off. Base instructed A/C to land at Ouakam owing to bad weather, which aircraft did at 1845.
	30th	1801	Liberator BZ825 arrived from Ras El Mar on delivery to 200 Squadron.
			Summary of Operational Flying Carried Out by No. 200 Squadron R.A.F., From Yandun, During the Month of July 1943.
			No. of Operations No. of Sorties. No. of Hours Involved
			Anti-Sub Patrol 3 3 13 Hrs. 43 Mins.
			Convoy Escort. 7 10 56 " 14 "
			Coastal Recce. 4 4 10 " 18 "
			Total. 14 17 80 " 15 "
			Total Operational Hours Flown in darkness:- 10 Hours. 45 minutes
			Average Number of Operational Aircraft Serviceable Daily:- 1.2.
			Summary of Weather During Month
			Rain fall for the month was very close to the July average, there being 20 rain days in all.
			Cloud: - Much more medium cloud was in evidence than during June.
			Visibility: - Fair to good except in heavy showers.
			Squalls: - Three Squalls, accompanied by strong E'ly winds were observed.
			Winds: - In general winds were W'ly.
			Effect of Weather on Operations.
			Bad weather prevented the following sorties from being successfully completed:- Hudson Z/200 abandoned a Convoy Escort on July 14th.
			Hudson S/200, airborne at Waterloo, swept up the track of an MV but failed to meet it.
			Runway (Yundum) Serviceability.
			After 1422 hours on July 27th, and 1430 hours on July 29th., the Runway became unserviceable for the rest of the day, due to flooding after heavy rain, and after draining Liberator aircraft on training flights found difficulty in taking off, although only lightly laden.
			Officers Movements and Postings.
			F/O Boyd A. H. J11083 G.D./Nav(B) Posted to 200 Sqdn. wef. 18/6/43.
			F/O Johnston P. H. W. J11986 G.D. " " " " " " "
			P/O Redhead J. J12013 G. D. (S) " " " " " " "
			P/O Roderigue ¹ J.P.M. J13980 G.D./Nav(B) " " " " " " "

¹ Name is spelt with a "g" on the record for this entry "q" is correct

		F/O Treleven D.	J10792 G.D.	"	"	"	"	"	"	"	"
		S/L Read J.A.R.G.	40943 G.D.	"	"	"	"	"	"	"	"
		P/O Ball G.	133977 G.D./Nav(B)	"	"	"	"	"	"	"	"
		P/O Dear R.	125452 G.D.	"	"	"	"	"	"	"	"
		F/O Jamieson P.W.	65982 G.D.	"	"	"	"	"	"	"	"
		P/O Peak J. T.	129411 G.D.	"	"	"	"	"	"	"	"
		P/O Stonewell R. H.	132149 G.D./Nav(B)	"	"	"	"	"	"	"	"
		F/O Whiles C. J.	130554 G.D./Nav(B)	"	"	"	"	"	"	"	"
		P/O Jackson B. F.	139580 A & SD(Com)	"	"	"	"	"	"	"	"
		P/O Price K. C.	115009 T(A)	"	"	"	"	"	"	6/7/43	
		P/O Antonsich A. M.	160038 G.D.							Posted to No. 1 P.D.C. wef. 17/7/43.	
		F/O Smith R.	114497 T(A).							Posted to Bathurst wef. 23/6/43.	
		F/L Ward J. A.	60729 MED.	"	"	"	"	"	"	31/7/43.	
		F/O L. M. Tobbell	112028 A & SD.	"	"	A.H.Q.W.A.				wef. 1/7/43.	
		F/Lt. Jacobs J.	115270 MED.	"	"	200 Sqdn.	"				
			30/7/43.								
			Promotions of Officers								
		P/O Boyd J.	139510 G.D.	Promoted F/O.	w.e.f.	8/7/43.					
		F/O Knibb R. I.	66021 G.D.	"	F/Lt.	"	26/4/43.				
		P/O Smith R.	114497 T(A).	"	F/O.	"	24/1/43.				
			Commissions Granted.								
			52251 Sgt. Anning H. J.	appointed to Commissioned Rank – P/O T(E), w.e.f.							
				12/7/45.							
			For further details of flying etc. by No. 200 Squadron, see Operations Record Book for R.A.F. Detachments at Port Etienne.								
			200 Squadron Personnel as at 31st. July, 1943								
				Establishment		Strength					
			Officers	41		72					
			Warrant Officers	3		3					
			Flight Sergeants	8		31					
			Sergeants	58		77					
			Other Ranks	325		478					
				394		589					
			Note:- Some information on the Conversion Training Programme, for conversion of the Squadron from Hudsons to Liberators has been appended on Page 13 of this Operations Record Book.								
Yundum	July 1943		Appendix to Operations Record Book for Month of July, 1943.								
			Conversion of 200 Squadron to Liberators.								
			After the arrival of the first four Liberators, great activity was concentrated on conversion training, but the programme had to be curtailed owing to the runway becoming unserviceable, due to flooding caused by unusually heavy rainfall, plus the exceptionally severe rain on July 27th. All available personnel and 100 Africans dug ditches and wells, and operated pumps in an effort to get the runway serviceable again. This was achieved by mid-day July 29th. and attempts to continue the training programme were repeated, but the continued heavy rains affected the runways at both Yundum and Brikama in such a way as to make the								

			training programme impossible. An approach was made to the Americans to base six Liberators at Rufisque, and full co-operation has been offered by the U.S.A.A.C.. The move is expected to take place shortly.
			Officer Commanding, No. 200 Squadron R.A.F. Yundum

August 1943: Form 540

200 Sqn

Place	Date	Time	Summary of events
Yundum			August – 1943
			200 Squadron Personnel as at 1st. August, 1943
			Establishment Strength
			Officers 41 72
			Warrant Officers 3 3
			Flight Sergeants 8 31
			Sergeants 58 77
			Other Ranks 325 478
			394 589
			Aircraft Movements
	Aug. 1	1712	Communication Flight. Liberator C/200 was airborne for Rufisque to re-fuel there, and continue the following day to Ras El Ma to collect spares.
	" 2		No flying by 200 Squadron other than Local.
	" 3	1043	Communication Flight. Hudson A1/200 left for Ouakam and landed there at 1210 hours.
	Aug. 4th.	0831	Exercise with French Submarine. Liberator D/200 took off to take part in an anti-submarine exercise, in co-operation with the French Submarine Argo, in the vicinity of Dakar. Aircraft failed to make contact owing to weather and returned to base at 1025 hours.
	"	0838	Hudson O/200 took off on the above exercise and owing to bad weather was forced to fly to rendezvous position at a height of between four and five hundred feet. Submarine was met and exercise successfully carried out. Aircraft landed at Yundum 1157 hours.
	"	1625	Communication Flight. Hudson A1/200 landed from Rufisque.
	5th.	0710	Convoy Escort. Hudson O/200 took off to escort Convoy OS.52. and at 0747 hours S.E. contact was made ahead. At 0750 hours one MV. and one EV. Were sighted and Convoy was met at 0800 hours, consisting of 22 MV's accompanied by 6 EV's. Escort duty was carried out until 0905 hours when it was abandoned due to bad weather, and aircraft set course for straggler and EV. to pass a message from the S.N.O. of the convoy. Photographs were taken of the MV. and the EV. Aircraft landed base at 1025 hours.
	6th.	1415	Communication Flight. Hudson O/200 airborne with ground crew proceeding on detachment to Rufisque with Liberator Flight. Returned to Yundum 1654.
	"	1419	Communication Flight. Hudson V/200 took off for Rufisque carrying Squadron ground personnel and returned at 1710 hours.
	"		Movement. Liberators 'A', 'B', 'D' and 'E' left for Rufisque on detachment to continue conversion training. Move necessitated owing to Yundum runway being unfit for Liberators, due to flooding causing the earth to soften under plating.
	"	1827	Liberator E/200 Squadron airborne. Landed Rufisque 1909 hours.
	"	1839	" D/200 " " " " " 1931 " .
	"	1854	" B/200 " " " " " 1939 " .
	"	1859	" A/200 " " " " " 1945 " .
	7th		No flying owing to unserviceability of runway.
	8th.	1728	Communications Flight. V/200 took off for Rufisque with further air and ground crews for the Liberator flight, detached there, and landed 1900.
	"	1800	Hudson G/200 was airborne for Rufisque on above task and landed there 1845.
	"	1809	Hudson O/200 was airborne for Rufisque ferrying air and ground crews for Liberators detached there. Landed 1900.

	9th	1030	Communications Flight. Hudson O/200 returned to Yundum from Rufisque and was followed by aircraft V/200 which landed at 1140 hours. Both aircraft made a further ferry flight being airborne as follows:-
	"	1418	Hudson O/200 airborne. 1515 hours landed Rufisque.
	"	1422	Hudson V/200 airborne. 1529 landed Rufisque.
	10th	1045	Communications Flight. Hudson V/200 returned from Rufisque.
	"	1048	Hudson O/200 returned from Rufisque to carry out an operational task.
	"	1310	Anti-Submarine Sweep. Hudson O/200 took off on a protective Sweep covering the Cable Ship 'Lady Denison Pender'. A square search was commenced at 1345 hours with a visibility of 2 miles. At 1450 hours S.E. became U/S and sweep was abandoned at 1520 hours owing to bad weather. Aircraft landed at 1557 hours.
	12th	0645	Anti-Submarine Sweep. Hudson O/200 was airborne to provide a protective Sweep covering the Cable Ship Lady Denison Pender and her escorts. The vessels were located at 0707 hours, stationary. Aircraft commenced sweep to seaward P.L.E. being reached before completion and landing was made at Yundum at 1305.
	"	1226	Anti-Submarine Sweep. Hudson S/200 took off to continue covering the Lady Denison Pender Group. After meeting vessels at 1243 hours, sweep was commenced and continued until 1709 hours, when aircraft set course for base and landed Yundum at 1807 hours.
	13th	1200	Anti-Submarine Sweep and Attack on U-Boat. Hudson G/200 took off W'Loo provide a protective A/S Sweep to Force 'C', landing at Yundum. At 1434 force was sighted, and at 1507 a German U-Boat was sighted on the surface, and aircraft immediately attacked, firing front guns and dropping two Depth Charges. Submarine had dived on being attacked, and four minutes later, oil and air bubbles began to appear on the surface and continued for five minutes. No wreckage was observed. Aircraft landed Yundum at 1852.
	"	1800	U-Boat Strike. O/200 took off on Strike to the U-Boat sighted and attacked by G/200. Commenced search at 1843 and continued until 1947, when darkness and low cloud necessitated return to base. Landed 2005 hours.
	14th.	1555	Escort. Hudson O/200 was airborne on A/S Escort to the Corbrae group of vessels, which were met at 1700 hours, and escort was provided until 1931 when weather deteriorated so badly that escort was abandoned and aircraft set course for base. Landed Yundum 2005 hours.
	"	1450	Movement. Liberator C/200 landed on arrival from Rufisque, having been airborne there at 1406 hours. Aircraft returned to Yundum for maintenance.
	15th.	1222	Communications Flight. Hudson A1/200 was airborne for Rufisque on Communications duties, landed there at 1316, was airborne again at 1555 hours and landed at Yundum at 1658 hours.
	16th	0525	Convoy Escort. Hudson O/200 was airborne on escort duties to convoy SL135. Convoy was met at 0657 hours and escorted without incident until 1032 hours. Landed Yundum at 1157 hours.
	"	0803	Movement. Hudson P1/200 took off at Port Etienne to return to Yundum for servicing and landed at 1040.
	"	1040	Communications Flight. Hudson B/200 was airborne for Rufisque carrying Squadron aircrew to continue conversion training there. Aircraft landed there at 1135. Returned the same day and landed Yundum at 1542 hours.
	17th.	0610	Convoy Escort & U-Boat Attack. Hudson O/200 was airborne to carry out escort duties to Convoy SL135. Convoy was met at 0640 and escort commenced. A suspicious object was sighted at 0725 hours but disappeared before investigation. On being sighted again at 0929 hours it was found to be a German U-Boat. An attack was made by the aircraft without reply from the submarine, four D.C's being released 12 seconds after it had dived. Light debris and a large patch of oil were observed on the surface after the attack. Convoy was warned and the Strike aircraft B/200 arrived in the area before aircraft left for base being relieved by a

			Sunderland at 1223 hours. Landed Yundum at 1237 hours.
	"	1135	U-Boat Strike. Hudson B/200 was airborne to carry out a Strike on the U-Boat attacked by Hudson O/200. A large oil patch was sighted in the posn. of the attack, but search had to be discontinued at 1333 hours owing to engine trouble. Aircraft landed Yundum at 1400 hours.
	"	1600	U-Boat Strike. Hudson O/200 was airborne for the second time to continue search for the U-Boat she had attacked in the morning. Two separate oil patches were sighted but search had to be abandoned due to darkness coming. Landed Yundum at 2105 hours.
	18th	1025	Movement. Hudson E/200 was airborne for Rufisque, continuing thence to Port Etienne on detachment. Landed Port Etienne at 1700 hours.
	"	1035	Communication Flight. Hudson A1/200 left for Thies to ferry French personnel of L'Armee de l'Air, who had been on detachment at Yundum for training purposes. Aircraft returned at 1235 hours. A second trip was made in the afternoon A1/200 being airborne at 1515 hours for Thies and returning at 1730.
	19th		No Flying by 200 Squadron
	20th		Movement. Hudson A1 and B/200 were flown to Brikhama, owing to possibility of Yundum remaining unfit due to bad weather.
	21st	1245	Movement. Hudson V/200 left for Port Etienne on detachment and landed there at 1612.
	22nd		Communications Flights. A1/200 made two trips to Thies, ferrying on each occasion six member of l'Armee de l'Air, who had been attached to the Squadron for training purposes.
	"	1058	A1/200 airborne for Thies. Returned at 1530 hours.
		1605	A1/200 " " " " " " 1840 " .
	23rd		Movement. Liberators E and X/200 were flown to Rufisque to continue conversion training .
	"	1120	Liberator E/200 airborne. Landed Rufisque 1230.
	"	1615	" X/200 " " " " 1705.
	"	1221	Anti Submarine Patrol. Hudson R/200 returned from detachment at Port Etienne, with four passengers and carried out an Anti-sub Patrol en route. Aircraft was airborne at Port Etienne at 0907 hours.
	"	1412	Coastal Reconnaissance. Hudson V/200 landed from Port Etienne after being airborne there at 1015 and having carried out a Coastal Recce. en route.
	24th	1017	Movement. Hudson Z/200 was airborne for Port Etienne on detachment, called at Ouakam en route and landed at Port Etienne at 1700 hours.
	25th		No Flying by 200 Squadron. Yundum runway unfit.
	26th	1720	Movement. Hudson B/200 returned from Brikhama.
	27th.	1053	Communications Flight. Hudson G/200 was airborne for Ouakam carrying passengers. Landed Ouakam at 1200 hours, and returned to Yundum at 1815.
	28th	1053	Air Sea Rescue. Hudson B/200 took off to carry out a search for Z/200, missing from Port Etienne. Nothing was sighted and aircraft landed at Port Etienne at 1445 hours.
	29th	1036	Movement. Liberator E/200 was airborne for Rufisque to continue conversion training. Captain W/Cdr. Ingle.
	30th.	1135	Movement. W/Cdr. Ingle, flying Liberator E/200 landed at Yundum on return from Rufisque.
			U-Boat Attacks by 200 Squadron During August.
			The first operation carried out by Liberators of 200 Squadron, was on August 11th. and was a special A/S Patrol ordered by A.H.Q.W.A. The Liberators which took part were detached at Rufisque for Conversion training, and the operation was carried out from there. A U-Boat was successfully attacked by Liberator D/200, after the latter had been badly damaged by gun-fire from the U-Boat and according to the report of members of the German crew, was on fire at the time of

			attack. Immediately after the attack the aircraft dived into the sea and survivors from the U-Boat were only able to keep afloat by means the aircraft dinghy. (Further details of this attack are to be found in the 200 Squadron Narrative.)
			U-Boat Attacks for August & Loss of Squadron Aircraft.
			Hudson Z/200, on detachment at Port Etienne took off to escort a C/C, nothing afterwards being heard or seen of it. The aircraft disappeared on August 27th. and from then until August 31st. eleven Air Sea Rescue sorties were carried out by aircraft of 295 Wing, all of which were without result.
			U-Boats were attacked on August 13th and 17th by Hudsons G and O/200 respectively. (See 200 Squadron Narrative.)
			Average Daily Serviceability of 200 Squadron Aircraft at Yundum.
			For Period August 1st. to August 26th:- 1 Hudson
			Liberators were only normally serviceable for training purposes.
			Postings and Promotions of Officers
			P/O. L. G. Anderson. Aus401905 posted to No. 1 P.D.C. wef. 1/8/43.
			P/O. G. L. Henderson Aus409917 posted from 111 OTU " 30/7/43.
			P/O. K. L. Brodziak Aus ?(sic) posted to No. 1 P.D.C., wef. 12/8/43.
			F/Lt. A. H. McEwen. C4593. posted to No. 37 PTC. pending posting to No. 114 Wing wef. 1/8/43.
			F/O. E. T. Alexander. 102670. posted to No. 1 P.D.C. wef. 1/8/43.
			F/Lt. A. G. McQueen. 82702 " " " " " 11/8/43.
			F/O N. E. Chittenden 1118066 " " " " " 10/8/43.
			P/O. G. N. Goodwin J14450 posted from 111 O.T.U. w.e.f. 19/7/43.
			P/O. J. A. Griffin J20978 " " " " " 20/7/43.
			P/O. G. D. Smith J14451 " " " " " 19/7/43.
			P/O. J. H. Tuttle J24070 " " " " " 30/7/43.
			F/O. R. Brown 108664 " to Home Est. " 17/7/43.
			F/O. L. E. Peace 111837 " " R.A.F., Yundum " 1/8/43.
			F/L(A/S/L) W. N. Davis 81818 " " " " " "
			F/L(A/S/L) H. D. Elliott 88625 " " " " " "
			P/O. B. F. Jackson 139680 " " " " " "
			P/O(A/F/O) B. L. Langford 107538 " " " " " "
			F/O. H. C. Renshaw 114403 " " " " " "
			F/O. L. S. Diamond 113536 " " " " " "
			F/O. W. Kilvington 106910 " " " " " "
			F/O(A/F/L) A. A. Edwards 104859 Reposted supernumery " 1/8/43
			F/L. R. I. Knibb 66021 Reposted supernumery " 1/8/43
			Decorations. P/O L. A. Trigg NZ413515 Awarded D.F.C.
			Reported Missing.
			P/O. L. A. Trigg NZ413515 11/8/43.
			F/O. I Marinovich NZ413103 "
			P/O. G. N. Goodwin J14450 "
			F/O. J. J. Townshend 130317 "
			NZ412908 F/Sgt. Soper D. "
			125651 F/Sgt. Bonnick R. "
			NZ414872 F/Sgt. Frost L. "
			NZ412861 F/Sgt. Bennett A. "
			P/O. R. H. Stanwell 132149 27/8
			F/O. P. H. W. Johnston J11986 "
			NZ413733 F/Sgt. Bowler F. N. "

			R108301 Sgt. Ross D.	"
			Promotions and Appointments.	
			F/O. A. A. Edwards 104859 prom. to A/F/L. w.e.f. 12/1/43.	
			P/O. R. Dear	125452 " " F/O. " 3/1/43.
			P/O. K. L. Brodziak	Aus. ? ² Commissioned " 18/10/43 ³ .
			F/O. G. B. Johnston	J7743 Relinquishes A/F/L " 15/8/43
			F/O. A. H. McEwen	C4593 Prom. F/L " 1/3/43.
			Summary of Operations Carried out by Aircraft of 200 Squadron in August.	
			Strike.	C/V Escort.
			A/S Patrol.	A.S.R.
			Totals	
			Sorties:-	2 3 7 2 14
			Operations:-	2 3 5 2 12
			Time Flown:-	4h.45m. 13h.37m. 42h.45m. 14h.49m. 75hrs 56min.
			200 Squadron Personnel as at 31st. August, 1943.	
			Establishment	Actual Strength
			Officers	36 60
			Senior N.C.O's	129 141
			Airmen (Other Ranks)	270 405
			Total	546
			Officer Commanding, No. 200 Squadron, R.A.F.	

² This "?" is part of the original record.

³ The record says 1943, but the correct date might be 1942.

August 1943: Form 541

200 Squadron

(note details of many sorties have not been transcribed at this time)

Date	Aircraft type and No.	Crew	Duty	Time up	Time Down	Remarks
August						
5th	Hudson O/200	F/O. Johnston P. H. F/O. Boyd A. H. Sgt. Walsh F. T. Sgt. Heighington	Convoy Escort	0710	1025	
10th	Hudson O/200	F/O. Horbat P. R. F/O. Whiles C. J. Sgt. Cote J. L. A. Sgt. Berry G.	A/S Sweep	1310	1557	
12th	Hudson O/200	Sgt. Wingate P. S. P/O. Roderigue J. Sgt. Harkness K. Sgt. Kennedy L.	A/S Sweep	0645	1305	
12th	Hudson S/200	F/O. Deer R. P/O. Peek J. T. Sgt. McLean G. A. Sgt. Mains R.	A/S Sweep	1226	1807	
13th	Hudson G/200	F/O Andrews F. W. F/O. McPherson A. P/O. Young R. L. Sgt. Melville L. Sgt. Jotcham B.	A/S Sweep	1200	1852	Aircraft was airborne at Waterloo, to carry out an A/S Sweep en route to Yundum. The Lady Denison Pender was sighted at 1500 hours and at 1507 a German U-Boat appeared fully surface, come out of a rain storm. Aircraft was put into a steep diving turn, a hundred rounds being fired from the front guns. Two D/C's were released, the third having hung up, and these exploded 30 feet dead astern of the conning tower and about 10 feet apart. The stern of the U-Boat was lifted 6-8 feet out of the water, after which it went into a steep dive. No life had been observed on deck and fire was not returned. Large bubbles of air began to appear after the dive, but no wreckage or oil. An A.S.T., one of the escorts of the Lady Denison Pender was directed to the scene of the attack, aircraft remaining in the vicinity until 1800 hours when a Sunderland and the Trawler were left to continue.
13th	Hudson O/200	F/Lt. Rae W. R. Sgt. Cleworth A. Sgt. Doucet J. Sgt. Service J. E.	Strike	1800	2050	
14th	Hudson O/200	F/Lt. Rae W. R. Sgt. Cleworth A. Sgt. Dasey G. H.	Convoy Escort	1553	2005	

		F/O. Goddard V.				
16th	Hudson O/200	Sgt. Wingate P. S. Sgt. Relf B.	Convoy Escort	0525	1137	
		Sgt. Harkness K.				
		Sgt. Kennedy L.				
17th	Hudson O/200	F/O. Horbat P. R. F/O. Whiles C. J.	Convoy Escort	0617	1326	Hudson was airborne to escort Convoy SL135 and this was met at 0640 hours. A suspicious object was sighted at 0725, but this disappeared. Object was sighted again at 0929 when it was confirmed that it was a German U-Boat. Aircraft attacked and release 4 D.C's from a height of 50 feet, 12 seconds after the U-Boat had dived. S.N.O. of C/V was warned of U-Boat's position and aircraft returned to oil streak which had resulted from attack, being relieved by Sunderland at 1236 hours.
		Sgt. Berry G. Sgt. Cote J. L. A.				
17th	Hudson B/200	F/Lt. Rae W. R. F/O. Curtis G. J. F/O. Jenkins A. D. F/O. Pickard M. K.	Strike	1130	1400	Aircraft took off to search for submarine previously attacked by O/200. A Square search was carried out and a large oil patch sighted. Owing to engine trouble, search was discontinued at 1333 hours, and aircraft set course for base.
17th	Hudson O/200	F/O. Dear R. F/O Peek J. T. Sgt. Maines G. A. Sgt. McLean R.	Strike	1600	2105	Hudson O/200 made a second Sortie to lock out of the German U=Boat she had previously sighted and attacked. Two separate oil patches were sighted during search but patrol was discontinued at 2005 hours since there was no moon.
28th	Hudson B/200	F/O. Horbet P. R. F/O. Whiles C. J. Sgt. Barry G. Sgt. Cote J. L. A.	Air Sea Rescue	0844	1455 P.E.	Hudson B/200 took off to search for the crew of Hudson Z/200 which was reported missing from Port Etienne, after taking off on C/V escort. B/200 carried out a search and landed at Port Etienne, nothing having been sighted.
Detachment Rufisque						
11th.	Liberator BZ832 D/200	P/O. L. A. Trigg P/O. G. Goodwin F/O. R. Marinovich F/O. J. Townshend F/Sgt. Soper T. F/Sgt. Bonnick R. F/Sgt. Bennett A.	A/S Patrol	0729	----	Aircraft took off to carry out an A/S patrol in a given area but at 1100 hours was diverted to hunt for a U-Boat which had previously been attacked by a Catalina. U-Boat was found and attacked by aircraft D/200, after gunfire had severely damaged the aircraft and set it on fire.

		F/Sgt. Frost L.				The attack was a complete success and the destruction of the U-Boat was confirmed by some of its survivors who were also the sole remaining witnesses of the Liberators crash, which occurred immediately after the attack, with, we regret to record, the loss of the whole crew. Aircraft on Air Sea Rescue sorties discovered the remaining members of the U-Boat's crew in one of the aircraft's dinghys.
11th	Liberator BZ830 B/200	S/Ldr. R. G. Fowles (crew not yet known.)	A/S Patrol	0728	1705	Liberator was airborne on an A/S Sweep and had completed first leg of patrol by 1110 hours. At 1145 a message was received from base diverting aircraft to a further search area. Search ordered was completed and nothing was sighted.
12th	Liberator BZ823 E/200	S/Ldr. R. Fowles (crew not yet known.)	Air Sea Rescue	0722	16?05	Aircraft was ordered out on Air Sea Rescue sweep to search for Liberator which had been lost on A/S Patrol on the previous day. Nothing was sighted on patrol.

	Sep. 6	1107	Movement
			Hudson O/200 (V9220) departed for Port Etienne, for onward routing to No. 7 Ferry Control Ras El Ma. Landed Port Etienne 1450 hrs.
	"	1111	Hudson A.I. (F.H.933) departed for Port Etienne, for onward routing to No. 7 Ferry Control Ras El Ma. Landed Port Etienne 1460 hrs.
	"	1447	Communications.
			Liberator X/200 was airborne for Rufisque returning same day. Landed Yundum 1852 hrs.
	Sep. 7	1047	Movement
			Hudson O.1/200 (F.H.394) departed for Port Etienne for onward routing to No. 7 Ferry Control. Landed Port Etienne 1350 hrs.
	Sep. 8	1510	Reinforcing
			Liberator BZ867 arrived from Rufisque.
	Sep. 10	1215	Movement
			Hudson E/200 (F.H.236) departed for Port Etienne for onward routing to No. 7 Ferry Control Ras El Ma. Landed Port Etienne 1520 hrs.
	"	1520	Liberator Z/200 was airborne from Rufisque for Yundum but returned to Rufisque without landing Yundum.
	Sep. 11	1042	Movement.
			Liberator Z/200 landed Yundum on return from Conversion Training at Rufisque.
	Sep. 12	1334	Communications
			Liberator W/200 was airborne for Rufisque returning same day. Landed Yundum at 1755 hrs.
	Sep. 14	0823	Exercise
			W/Cdr. Ingle flying Liberator F?/200 was airborne on a Cross Country Flight. Aircraft landed at Base 1156 hrs.
	Sep. 15	1107	Communications
			Liberator X/200 was airborne for Rufisque returning same day. Landed Yundum 1758 hrs.
	17th.	1540	Communications.
			Liberator F/200 was airborne for Rufisque returning same day landed Yundum same day 1910 hrs.
	19th	0800	Homing Exercise.
			Liberator X/200 was airborne on exercise with Force "FU" – French Cruiser Suffren. At 0835 M/V Rio De'Ares was sighted in position NBCP 0330 – 360 degrees, 6 knots. Force "FU" was met at 1151 hrs., in position KTLZ 3538 270 degrees, 15 knots. At 1200 hrs., A/C received message from Force; Quotes: "Please ask base to allocate special exercise call sign". Acknowledged. At 1240 hrs., in same position the A/C received a further signal from Force "FU" "Patrol ahead". A/C proceeded to position KTLZ 3525 and acknowledged signal. At 1333 hrs., the patrol was completed and the A/C set course for base. At 1705 hrs., in position NBEH 1411 320 degrees, 5 knots, the Portuguese M/V Casterio was sighted. Its approx. tonnage 500. Photographs were taken of the vessel, A/C landed Yundum 1749 hrs.
	20th.	0755	Homing Exercise.
			Liberator E/200 was airborne for exercise with Force "FU". At 0805 hrs., A/C commenced task and at 0835 hrs., S.E. contact – Homing – 20/900. An unidentified M/V of 6000 tons with one funnel and two masts was sighted at 0841 hrs., in position NBCP 0352 – 010 degrees, 5 ½ knots. At 1105 hrs. a message was received from Force "FU" – French Cruiser Suffren asking if operations had started. At 1110 hrs., A/C replied to Suffren "Operations start 1200 hrs". No reply was received. At 1205 hrs., Call-signs were transmitted by A/C but no replies were received either by A/C or Ground Stations. At 1233 hrs., Force "FU" was sighted in position SKHG 3223 101 degrees, 18 knots. V/S was difficult and the 0600 position for the 21st was not obtained. Force "FU" was left at 1300 hrs., in position

			SXHG 3032, on the same course and at the same speed. On return from the task the same un-identified M/V was sighted in position NBCP 4553 010 degrees, 5 ½ knots, at 1641 hrs. Photographs were taken. The A/C was diverted from Yundum owing to bad weather conditions prevailing at the time. Landed Rufisque 1710 hrs.
	20th	0934	Transit.
			Liberator X/200 was airborne for Rufisque. The A/C intended returning Yundum the same day. At 1327 hrs., the A/C was airborne Rufisque for Yundum but whilst in the air X/200 was instructed to return Rufisque, owing to weather conditions at Yundum. Landed Rufisque 1502 hrs.
	21st.	1420	Communications.
			Liberator X/200 was airborne from Rufisque. Landed Yundum 1515 hrs., with three aircrew passengers.
	22nd	1246	Communications.
			Liberator W/200 was airborne for Rufisque and carried out Bombing and Gunning exercises en route. Landed 1427 hrs.
	22nd	1005	Transit
			Liberator E/200 returned from Rufisque having been diverted there from Force "FU" Exercise on 20th Sept. Landed Yundum 1056 hrs.
	23rd		No fling aerodrome unserviceable.
	24th	1118	Movement.
			Hudson R/200 (FH.381) departed for Port Etienne for onward routing to No. 7 Ferry Control. Ras El Mar. landed Port Etienne 1450 hrs.
	24th.	1125	Hudson G/200 (V.9179) departed for Port Etienne for onward routing to No. 7 Ferry Control. Ras El Mar. landed Port Etienne 1450 hrs.
	24th.	0932	Communications.
			Liberator W/200 returned from Rufisque, landing Yundum 1047 hrs.
	25th.	0726	Transit
			Liberator B/200 was airborne from Rufisque on return from Conversion Training. Landed Yundum 0838 hrs.
	25th	1443	Homing Exercise.
			Liberator F/200 was airborne Yundum for Homing Exercise with French Cruiser. Dequesne At 1612 hrs., A/C received W/T communication from Force X687 – 385 – Homing commenced. No bearing was received until 1651 hrs. At 1710 hrs., S.E. contact was made to Port 30/1500. A small Coaster of 800 tons was sighted at 1730 hrs., in position VNEH 4570 – 000/6. A/C landed Yundum 1916 hrs.
	27th.	0747	Homing Exercise.
			Liberator A/200, W/Cmdr. W. H. Ingle, was airborne from Yundum to participate in a "Homing Exercise" with Force "FZ". At 10 19 hrs., the Spanish Merchant Vessel "El Neptune" was sighted on a course of 040 degrees and a speed of 7 knots in position VBYE 3100. "Homing Procedure" was commenced at 1111 hrs., and 15 bearings were obtained. The ship was over-run twice owing to very bad visibility. At 1206 hrs., the Force was sighted in position KTKY 1622 on a course of 020 degrees and a speed of 18 knots. V/S was exchanged with the ship for about one hour. This message was passed to the A/C by ship E105T – 060841 NW 120 ASV – GATRO four vessels. This was not understood. The force was left at 1302 hrs., in position KTKY 3522, course and speed the same. The 0600/28 position was given as CHHG 4126. In spite of extremely poor visibility the ship "Homed" this A/C to a distance of one mile.
	29th.	0750	Homing Exercise.
			Liberator W/200 was airborne Yundum to continue "Homing Exercises" with Force "FZ". The actual Exercise was commenced at 1108 hrs., in position VBKY 0236. Five bearings were obtained. At 1122 hrs., the Force was met in position KTBK 5251 on a course of 070 degrees and at a speed of 18 knots. V/S ing was exchanged with the ship and at 1150 hrs., the Force's 0600/30 position was passed as VNAV 0030 (?). No course or speed was given. At 1210 hrs., the

			aircraft received the message from Base "MFBI – land by 1600". Course was set for Base at 1247 hrs., and the aircraft landed Yundum at 1550 hrs.
			Summary of Operations Carried Out by Aircraft of 200 Squadron in Sept.
			No. of Operations No. of Sorties Time Flown.
			Recce. 3 7 58 hrs. 8 mins.
			A/S Patrols. 1 1 3 hrs 38 mins.
			Totals 4 8 61 hrs. 46 mins.
			Average Number of Operational A/C Serviceable During September - One Liberator.
			Postings of Officers.
			P/O C. H. S. Cant 119715 GD/Nav(B). Reposted to F/Lt Nav(B) Post w.e.f. 1/8/43.
			P/O H. H. Dickie J.17526 G.D. Posted to No.1 P.D.C., w.e.f. 10/8/43.
			P/O E. Kane J.16327 G.D.(S). " " " " " " "
			F/O J. F. Hammerton J.9255 G.D.(S) " " " " " " "
			F/O G. J. Stringer J.9767 G.D.Nav(B) Posted to No.1 P.D.C., w.e.f. 18/8/43.
			F/O A. W. Hunting J.9254 G.D.(S) " " " " " " 10/8/43
			F/O P. H. W. Johnson J.11986 G.D. Posted to N.E. Accounts, Uxbridge w.e.f. 28/8/43.
			P/O A. C. Greenwood A.405405 G.D.(Nav(B) Posted to No.1 P.D.C., w.e.f. 10/8/43.
			F/O A. R. Marriott A.403675 G.D.(S) " " " " " " "
			P/O H. T. Anning 52252 T(A) Posted to No.1 P.D.C., w.e.f. 17/9/43.
			F/O G. Black 67133 A&S.D.(I) " " " " " " 30/9/43.
			F/Lt. K. V. Blinkworth 83191 A&S.D.(S.P) Posted to No.1 P.D.C., w.e.f. 30/9/43.
			F/O A. A. Edwards 10485?9 A&S.D.(Cont) Staging Station Maiduguri, w.e.f. 16/9/43
			F/O H. W. Matthews 117471 G.D. Nav(B) Posted to No.1 P.D.C., w.e.f. 10/8/43.
			P/O R. H. Stanwell 132149 G.D. Nav(B) Posted to N.E. Accounts, Uxbridge w.e.f. 28/8/43.
			F/O(A/F/Lt) E. J. Spooner 47621 T(E) Posted from R.A.F. Jui w.e.f. 1/9/43.
			F/O E. J. Ward 109398 A.&S.D. Posted from U.K., w.e.f. 13/8/43, arrived Yundum 30/9/43.
			Promotion of Officers.
			F/O W. A. R. Rae A.402491 G.D., to F/Lt.(T) w.e.f. 9/7/43.
			F/O A. A. Edwards, 104859 A.&S.D.(Cont). Relinquished A/F/Lt. w.e.f., 15/8/43.
			P/O W. H. Mott, 139388 G.D.(G), Promoted to F/O w.e.f., 14/6/43.
			F/O E. J. Spooner. 47621 T(E), Retained A/F/Lt., w.e.f., 1/9/43.
			200 Squadron Personnel as at 30th September, 1943.
			Establishment Actual Strength
			Officers 35 48
			Warrant Officers 00 4
			Senior N.C.Os., Flight Sergeants 8 22
			" " Sergeants 121 81
			Corporals 51 47
			Other Ranks 218 229
			Total 431
			Summary of Weather for September 1943.

			<p>Cloud conditions were as follows:- Mean amounts- Low cloud 5/10 – Total Cloud 8/10. Cloud base generally 1500 –2500 feet, lowering to 500 –1000 ft. in showers. Visibility was generally good but, lowered at times to 1500 to 2000 yards. Total rainfall of 13.25" was exceeded only once in the past twelve years – September 1931 – 16.29". Thunderstorms and showers were frequent and sometimes prolonged. Surface winds were variable, with a slight preponderance in direction to West to North-West and speeds of 3 – 10 M.P.H. four line squalls occurred, on the 10th, 14th, 26th, and 29th, all with maximum gust up to 35 m.p.h., but on occasion did strengthen winds prevail for over 45 minutes.</p>
			Officer Commanding, No. 200 Squadron, R.A.F.

September 1943: Form 541

200 Squadron

(Note: only the "Remarks" of Liberator flights have been transcribed.)

Date	Aircraft type and No.	Crew	Duty	Time up	Time Down	Remarks
1/9/43	Liberator BZ823 E/200	F/O. Pickard M. K.	Search	1035	1935	Liberator E/200 was detailed to carry out a patrol in order to assist the Navy in the interception of the Spanish Merchant Vessel "Mont Albertia". Aircraft searched from 1326 until 1724 hours without making contact. The Spanish M/V "Urbitate" was sighted during the patrol and photographs were taken.
		F/O. Curtis G. T.				
		F/O. Curtis W. C.				
		F/O. Jenkins A. D.				
		Sgt. Lomas L. J.				
		F/O. Tuttle J. H.				
		Sgt. Jones I. M.				
		F/S. Mathews A. C.				
2/9/43	Liberator BZ825 X/200	F/Sgt. Johnson C.	Search	1017	1535	Aircraft was airborne at Rufisque to assist the Navy, represented by H.M. Destroyer Beagle, to locate the Spanish M/V Monte Albertia. A search was carried out, lasting from 1200 hours until 1324, at which time course was set for base in view of the bad weather conditions. X/200 landed Yundum at 1535 hours.
		Sgt. Smith W. J.				
		F/Sgt. Cleworth				
		F/Sgt. Perry R. I.				
		Sgt. Burrows P. L.				
		Sgt. Dunham R. B.				
		Sgt. Skeet M. R.				
		P/O. G. Leunig				
3/9/43	Hudson H1/200 FK639	Sgt. Ryder W. A.	A/S Sweep	1010	1350	
		Sgt. Campbell W.				
		Sgt. Martin				
		Sgt. Harwood W.				
No Operational Flying was carried out by the Squadron between September 3rd and 18th, training being continued both at Yundum and Rufisque. The Squadron became Operational again on September 17th, but no Operational tasks were ordered until September 19th.						
19/9/43	Liberator X/200 BZ825	S/Ldr. Fowles R.	Homing Exercise	0759	1749	A successful exercise was carried out with the French Cruiser Suffren. Homing on the ship, using Procedure 'B', she was sighted at 1151 hours after a flight of some 520 miles from base. Two neutral merchant ships were sighted in the course of the exercise these being the Spanish vessel Rio De Ares, and the Portuguese M/V Costerio.
		P/O. Smith G. D.				
		P/O. Lyon P. V.				
		F/O. Thornton E.				
		F/O. Peek J. T.				
		Sgt. Burroughs ⁵ P.				
		Sgt. Skeet M. R.				
		P/O. Leunig G.				
20/9/43	Liberator E/200 BZ823	S/Ldr. J. A. Reid	Homing Exercise	0755	1710	A further Homing Exercise was attempted with the French Cruiser Suffren, but as the required signals procedure was not carried out by the Cruiser, homing was not possible by W/T and exercise was therefore not a success. On the outward journey an unidentified M/V was sighted. Visual contact
		F/O. Treleaven				
		F/O. A. H. Boyd				
		F/O. J. Redhead				
		F/S. M. Olinger				
		Sgt. Fay M.				
		Sgt Heighington				

⁵ Original record had name spelt Buurroughs --- this has been changed to Burroughs.

		Sgt F. T. Walsh				was made with the Suffren at 1233 hours, and aircraft left again at 1300 hours. On the homeward run the unidentified vessel was again sighted and photographed. Aircraft was diverted to and landed at Rufisque at 1710 hours, owing to prevailing bad weather conditions at base.
25/9/43	Liberator F/200 BZ824	F/Lt. Knibb R. I.	Homing Exercise	1442	1916	The first of a further series of Homing Exercises was made by this aircraft, the object of which was for the aircraft to make contact with the French Cruiser Duquesne by means of the homing procedure 'B'. W/T contact was made with the vessel but the procedure was not carried out as expected, contact with the vessel was never therefore actually made other than by W/T. At 1730 hours a small coaster of about 800 tons was sighted. A/C S/C for base at 1755 and landed there at 1916.
		P/O. S. McKinnon				
		F/O. V. Goddard				
		F/O. Pendlebury				
		F/Sgt. Lazell C.				
		Sgt. Hunt. D. F.				
		Sgt. Johnston C.				
	Sgt. Parkhill H.					
27/9/43	Liberator A/200 BZ829	W/Cdr. W. H. Ingle	Homing Exercise	0747	1647	A successful exercise was carried out between this aircraft and the French Cruise Duquesne resulting in the ship homing the aircraft to within a distance of one mile despite very poor visibility. On the way out a Spanish merchant vessel was sighted and photographed. Aircraft overran the Duquesne twice when making its approach, but finally sighted it at 1206 hours. Visual signals were exchanged but not all were intelligible. Aircraft set course for base at 1302 hours and landed Yundum at 1647.
		F/O. C. H. Cant				
		F/Lt. A. R. Hirst				
		F/O. W. H. Mott				
		F/Sgt. Trainor				
		Sgt. Hendy J.				
		Sgt. Chipps S. G.				
	Sgt. Rice G. M.					
29/9/43	Liberator W/200 BZ868	F/O. G. Johnston	Homing Exercise	0750	1550	A further successful homing exercise with the French Cruiser Duquesne was carried out by Liberator W/200. Five bearings were received from the ship which was sighted at 1129 hours. An A/S patrol was carried out by the aircraft on request from the cruiser. Aircraft landed early on orders from base at 1550 hours.
		P/O. P. McLeod				
		F/O. W. S. Berry				
		P/O. C. A. Pearce				
		Sgt. Pearce F. C.				
		F/Sgt. Perry R. I.				
		Sgt. Hayes S. J.				
	Sgt. Taylor F.					

October 1943: Form 540

200 Sqn

Place	Date	Time	Summary of events
Yundum			October – 1943
			200 Squadron Personnel as at 1st. October, 1943.
			Establishment Actual Strength
			Officers 35 48
			Warrant Officers 0 4
			Flight Sergeants 8 22
			Sergeants 121 81
			Corporals 51 47
			Airmen (Other Ranks) 218 229
			Total 398 383
			Summary of Aircraft Movements and Flying carried out by 200 Squadron during the month of October 1943.
	1st.		No flying by Squadron aircraft.
	2nd	1125	Transit Flight. Hudson FH255 took off for Port Etienne en route for Blida, North African Command, flown by a 500 Squadron crew to which the aircraft is being delivered. Landed Port Etienne 1425.
	3rd.		Local training flights only.
	4th.		Local training flights only.
	5th.	0735	Homing Exercise with French Cruiser. Liberator X/200 carried out a successful Homing Exercise (Procedure 'B'.) with the French Cruiser Tourville, whilst she was on patrol. The Cruiser homed the aircraft to within six miles at which time she was sighted. At the invitation of the French Naval Authorities, S/Ldr. Reid, 'A' Flight Commander of 200 Squadron had been at sea with the cruiser for several days, in order to assist with the exercise, and was on board at the time of this particular exercise. During the patrol a Spanish merchant vessel was sighted and photographed. Aircraft landed base at 1725.
			(On his return S/Ldr. Reid made the following observations:- the Exercise was satisfactory. There was some delay in the return of bearings due to the loop aerial being aft on the Cruiser and the bearings having to be 'phoned' to the Signal Room. Communication by V/S was difficult because of the distance the Liberator had to fly away from the ship owing to its large turning radius. Had R/T been fitted to the ship this problem would have been solved.
	5th.	1424	Convoy Escort. Liberator Z/200 took off, at short notice, to escort the MV Great Meadows. Vessel was not found. One Spanish M/V was sighted and photographed. A/C returned and was over base at 2212 hrs., being unable to land as runway was obstructed by Liberator E/200 which had burst a tyre whilst taxiing. The wheel on this A/C was changed and she was taxied off the runway, meanwhile A/C Z/200 had developed flap trouble and did not effect a landing until 0035 hrs., on the 6th ⁶ .
	7th.	1211	Communications. Liberator X/200 took off for Rufisque and landed there at 1310 hrs., A/C was airborne again at 1326 hrs., and landed Yundum 1500 hrs.
	9th.	0819	Reconnaissance. The first of a series of "Greyhound" Patrols – Reconnaissance designed to intercept possible blockade runners – was flown by Liberator V/200. Two Spanish M/Vs were sighted on the patrol. A/C landed base 1920 hrs.
	10th.	0800	Reconnaissance. Liberator V/200 was again airborne on patrol "Greyhound" but

⁶ Record says "26th" and obvious error which has been changed.

			with a different crew. One Spanish M/V was sighted. Patrol was shortened owing to high petrol consumption and the A/C landed Yundum 1836 hrs.
	11th.	0806	Reconnaissance. Liberator Z/200 took off on "Greyhound" Patrol, during the course of which an unidentified M/V was sighted. A/C challenged but vessel made no reply. Sighting was reported by W/T. A/C land base 1825 hrs.
	12th	0808	Reconnaissance Liberator V/200 took off on "Greyhound" Patrol and returned to base at 1847 hours, the only sighting made being a small sailing vessel.
	13th	0811	Reconnaissance. Liberator V/200 was airborne from Yundum to fly patrol "Greyhound". Patrol was completed in heavy rain and aircraft had to be diverted to Rufisque, Yundum being unfit. Aircraft landed Rufisque at 1818 hours. One Spanish M/V was sighted.
	14th		Local flying only. 'Greyhound' patrol was laid on but cancelled later.
	15/10	0910	Transit Flight. Hudson FH282 took off for Port Etienne on the first leg of the flight to Blida, for delivery to a North African Command Squadron. Aircraft was formerly part of 200 Squadron equipment and the Crew ferrying it were all time expired members of the Squadron on route for the United Kingdom. Aircraft landed Port Etienne 1220.
	16th		No Flying by Squadron A/C.
	17th		No Flying by Squadron A/C.
	18th	0752	Reconnaissance. Liberator B/200 was airborne on Greyhound South. This and the following Greyhound patrols were ordered specially for the interception of the Spanish M/V Habana. The vessel was sighted during the patrol – the Spanish M/V Monte Javalon, which was photographed. A/C landed 1924 hrs.
	18th	0806	Anti-Submarine Patrol. Liberator E/200 took off and covered an area south of that flown by A/C B/200. Crew was briefed for interception of Habana, but short centre leg at extremity of Patrol passed through an area where enemy submarines were suspected to be. One M/V was sighted escorted by a Sunderland. Patrol, which was shorted due to apparent heavy fuel consumption, was flown at 1500 ft. A/C landed 1830 hrs.
	19th	0700	Reconnaissance. Continuing the search for the Spanish M/V Habana, in co-operation with the Navy, Liberator E/200 was airborne. At 1205 hrs., the A.N.C. Caernavon Castle was sighted in company with the Habana. A/C asked for instructions but Cruiser replied that operation was complete. Photographs were taken of both vessels. A/C was present when the vessels parted company. Naval vessel signalled "Thank you" to A/C, after which course was set for base and A/C landed at 1645 hrs., a signal having been sent previously reporting the interception.
	20th	0643	Anti-Submarine Sweep. Liberator E/200 carried out a sweep. One M/V was sighted and reported to base by W/T. Vessel was identified as British but was well away from expected position. A/C landed 1750 hrs.
	20th	0650	Anti-Submarine Sweep. Liberator W/200 flew an A/S Patrol but the only sighting made was the Spanish M/V Habana (See Greyhound Patrols). A/C returned to base 1731 hrs.
	21st.	1505	Anti-Submarine Strike. A message having been received from an American Transit A/C reporting a U-Boat in a position near the coast half way between Freetown and Bathurst. Liberator W/200 was sent to investigate. A large oil patch was seen, and disturbances rather like submarine swirls but caused by shallow reefs. A Portuguese M/V was sighted and photographed. This Strike was ordered by The Station Commander immediately on the sighting been received. F. C. Ops. Aero Dakar did not consider the source of information sufficiently reliable and ordered the re-call of the A/C which landed at 1758 hrs.
	22nd.		Local Training Flights only.
	23rd.		" " " "
	24th.		" " " "
	25th.		" " " "

	26th.	0635	Reconnaissance. Liberator W/200 carried out the first of the patrols over this particular area. The Patrol being Crossover designed to intercept possible Blockade Runners between Cape Verde and the Verde Islands, the patrol being flown twice between dawn and dusk. A/C completed patrol and landed 1735 hrs., without having made a sighting.
	26th	1333	Convoy Escort. Liberator A/200 was airborne at 1333 hours to escort OS.56, a large convoy of 28 M/Vs and 5 E/Vs. The Liberator relieved a Sunderland at 1530 hrs. An A/S Sweep was carried out at the S.N.Os. request but no reply was received when A/C asked for 0600 position on following day. One of the ships was making a considerable amount of smoke which was visible from 20 miles distant. A/C landed base 2128 hrs. (The S.E. Officer flew with this A/C and C/V was picked up on S.E. from 87 miles.)
	27th.	0620	Reconnaissance. A/C F/200 was airborne and carried out the two circuits of Anti-Blockade Crossover Patrol Nothing was sighted and A/C landed at 1720 hrs.
	28th.	0637	Reconnaissance. A/C W/200 carried out Anti-Blockade Crossover Patrol without making a sighting and landed at 1805.
	29th.	1535	Communications. Liberator E/200 flew to Rufisque, taking the O.C. 295 Wing on his return to Dakar. Aircraft was airborne at 1535 hours, landed at Rufisque at 1636. Aircraft returned to Yundum and landed at 1838.
	30th.	0250	Convoy Escort. W/200 took off to escort. When located, the Convoy OT.10. Convoy was contacted at 0801 and a visual sighting was made at 0815 hours. Visual signalling was exchanged but 'Pinpoint' was not passed as Convoy was awaiting straggler. At 0847 aircraft left Convoy and set course for base. Landed Yundum 1422 hours.
	30th.	1250	Convoy Escort. A/200 took off to continue escort of Convoy O.T.10, this was met at 1713 hrs., V/S were exchanged and pin point position obtained. A/C remained with C/V until 1902 hrs. when course was set for base and landing made at 0010/31.
	31st.	0207	Convoy Escort. Liberator C/200 continued escort of O.T.10 meeting C/V at 0715 hrs. On request of S.N.O. two Stragglers, 100 miles astern, were contacted, these vessels reported all well and had no message for S.N.O. A/C returned to C/V and escorted until 0652, when 'Pinpoint' was passed to aircraft, and a patrol 50 miles ahead of Convoy was commenced. At 1247 en route for base a single M/V was sighted but no investigation was possible as P.L.E. had been reached. Landed base 1358.
			Arrival of New Aircraft. The strength of Squadron aircraft was increased to a total of twelve by the arrival of Liberator BZ824 ⁷ , on October 26th. and Liberator BZ884 on October 27th. These a/c were both flown to Yundum from U.K. via Rabat Sale.
			Promotions of Officers.
			P/O. G. Ball promoted to the rank of F/O. w.e.f. 21/3/43.
			P/O. C. H. S. Cant " " " " " F/O(A/F/L) wef 1/10/43.
			F/O. P. W. Jamieson " " " " " F/Lt. w.e.f. 2/4/43.
			P/O. K. C. Price " " " " " F/O. w.e.f. 11/3/43.
			P/O. J. P. M. Roderique " " " " " F/O. w.e.f. 5/3/43.
			P/O. P. McLeod " " " " " F/O. w.e.f. 27/8/43.
			Appointments to Commissioned Ranks.
			F/Sgt. Bennick who was reported missing after taking part in a successful attack on an enemy U-Boat on 11/8/43, was appointed to commissioned rank w.e.f. 12/4/43.

⁷ Record say BZ824, however, this aircraft had arrived earlier. Oughton states that BZ828 arrived on 26/10/43.

			Postings of Officers.
			F/O.(A/F/L) A. R. Hirst posted to No.1 P.D.C. w.e.f. 26/10/43, relinquished acting rank from the same day.
			F/O. Kelly posted to the Squadron from No. 111 O.T.U. w.e.f. 11/9/43.
			F/O. Westcombe " " " " " " " " " " 11/9/43.
			F/O. K. A. Montgomery " " " " " " " " " 29/7/43.
			P/O. R. L. Young posted to No.1 P.D.C. w.e.f. 26/10/43.
			F/O. G. B. Johnston " " " " " " " " " 15/10/43.
			F/O. C. M. Moulton " " " " " " " " " 15/10/43.
			F/O. J. M. Evershed " " " " " " " " " 26/10/43.
			P/O Featherstone Posted to the Squadron from No. 111 O.T.U. w.e.f. 29/7/43
			P/O. Waltman posted to the Squadron from No. 111.O.T.U. w.e.f. 29/7/43.
			Movements of Officers.
			W/Cdr. Thomas arrived at Yundum, on posting to the Squadron, on October 13th, in DC3 872, having flown from Waterloo.
			Summary of Operations Carried Out by 200 Squadron During October.
			Sorties Tasks Hours Involved
			Reconnaissances 11 10 117 hrs. 21 min.
			Convoy Escorts 5 3 52 " 49 "
			A/S Patrols 4 4 36 " 5 "
			20 17 206 " 15 "
			The above Operations involved 17 hours 57 minutes flying in darkness and 4 landings and 2 take offs in darkness.
			Summary of Weather Conditions Encountered by Operational Aircraft During October 1943
			The areas chiefly concerned lie between base and 10 degrees N, 28 degrees W. and 14 degrees N, 28 degrees W. Weather conditions on the whole were good, with occasional thundery showers. Cloud was generally 3 – 7/10 cu. and st.cu. at 1500 ft. – 2000 feet. On a few occasions 10/10 st. cu. was encountered just near the coast. Visibility in the first half of the month was generally about 15 mls. and on some occasions as much as 40 – 50 miles. In the latter part it was considerably lower and on one or two days was only 2 – 4 miles. At 1000 – 2500 feet the winds were mainly in the North to East Quadrant being mainly 040 degrees 10 – 15 knots. At 4000 feet the winds were more Southerly, being approx. 120 degrees 15 knots. Thunder storms – and line squalls were encountered on the 18th, 30th and 31st., and flying conditions were bad. 10/10 cloud at 500 – 1000 feet was met and in squalls the wind at 1000 feet was generally E'ly 25 – 30 kts, and visibility was reduced to nil in heavy rain.
			Squadron Personnel as at October 31st, 1943.
			Establishment Actual Strength
			Officers 35 51
			Warrant Officer 0 5
			Flight Sergeants 8 22
			Sergeants 121 69
			Corporals. 51 49
			Other Ranks. 218 224
			398 369
			Wing Commander.
			Officer Commanding 200 Squadron R.A.F. Yundum.

October 1943: Form 541

200 Squadron

Date	Aircraft type and No.	Crew	Duty	Time up	Time Down	Remarks
5/10/43	Liberator BZ825 X/200	P/O Griffin J. A.	Homing Exercise	0735	1723	A successful "homing Exercise" was carried out by this aircraft with the Cruiser Tourville. Four bearings were received by the aircraft during the Exercise and Visual Signalling was exchanged with the Cruiser. The Spanish M/V "Castillo Simancis" was sighted at 1548 hours in position GCRU 5048 on a course of 082 degrees, at a speed of 6 knots. Photographs were taken of this vessel.
		P/O. Henderson G. C.				
		P/O. Tuttle J. H.				
		Sgt. Dixon A. D.				
		Sgt. MacAdam R. J.				
		Sgt. Faulkner J. C.				
		Sgt. Freemark T. E.				
	Sgt. Hutchieson C. A.					
5/10/43	Liberator BZ826 Z/200	F/S. Johnson C. R.	Convoy Escort	1424	0040	This aircraft was detailed to provide Escort to the M/V Great Meadows. At 1705 hours the Spanish M/V "Monte Iciar" was sighted in position MDQL 1353 on a course of 025 degs., at a speed of 9 knots, photographs being taken of the vessel. Patrol was commenced at 1704 hours from position QKVY 4021, and the track of the "Great Meadows" was searched 'till the ship's estimate 2200 hours position was reached. No contact was made with the "Great Meadows", S.E. being used for 3 hours at a greatly reduced range without success. At 1831 hours course was set for Base, the aircraft having completed its Patrol, but failing to "Meet".
		Sgt. Smith W. J.				
		Sgt. Service J. E.				
		Sgt. Jones I. M.				
		Sgt. Doucet J. F.				
		Sgt. Dunham R. B.				
	F/S. Cleworth A. R.					
9/10/43	Liberator BZ867 V/200	S/L. Fowles, R. G.	Reconnai ssance.	0819	1920	This was the first aircraft detailed to carry out a series of Reconnaissances – "Greyhound Patrols" – laid on with the object of intercepting any possible blockade runners. Nothing was sighted on this occasion with the exception of two Spanish Merchant Vessels.
		P/O. Smith, G. D.				
		F/O. Roderique, J. P. M.				
		Sgt. Doucet, J. F.				
		Sgt. Cote, J. L. A.				
		Sgt. Skeet, M. R.				
	P/O. Leunig, G.					
10/10/43	Liberator BZ867 V/200	F/L. Rae, W. A. R.	Reconnai ssance.	0800	1836	Liberator V/200 carried out "Greyhound Patrol" with a different crew. The patrol was forcibly shortened, however, owing to the aircraft's high petrol consumption. On returning to Base, one Spanish Merchant Vessel was reported as having been sighted.
		F/O. Jenkinson, F.				
		Sgt. Wingate, P. S.				
		F/S. Lee, A.				
		F/S. Dasey, G. H.				
		Sgt. Howes, C. W.				
	Sgt. France, G. N.					
11/10/43	Liberator BZ826 Z/200	F/O. Harbot, P. R.	Reconnai ssance.	0806	1825	During this "Greyhound Patrol", Z/200 sighted an unidentified Merchant Vessel, and although the aircraft challenged, the vessel made no reply. The sighting was immediately reported by W/T. to Base.
		W/O. Whiles, C. J.				
		F/O Berry, W. S.				
		Sgt. Spiers, L. G.				
		Sgt. Gregory, J.				

		Sgt. Morton, H. T.				
		Sgt. Bigsby, K. M.				
		Sgt. Casey, A. E.				
12/10/43	Liberator BZ867 ⁸	F/O. Pickard, M. K.	Reconnai ssance.	0808	1847	This aircraft continued the series of "Greyhound Patrols", but returned to Base with only the sighting of a small fishing vessel to report.
		Sgt. Lomas, L. J.				
		F/O. Curtis, G. T.				
		F/O. Jenkins, A. D.				
		Sgt. Weinberg C. E.				
		Sgt. Mossman D. R.				
		F/Sgt. Chambers H.				
13/10/43	Liberator BZ867 V/200	F/Lt. Knibb, R. I	Reconnai ssance.	0811	1818	On this occasion "Greyhound Patrol II" was flown. The Spanish Merchantman "Rita Garcia" was sighted, otherwise the Patrol did not meet with much success. The aircraft was diverted to Rufisque owing to bad weather conditions prevailing at Yundum.
		P/O M'Kinnon S. D.				
		F/O Goddard, V.				
		F/O. Pendlebury, D. S.				
		Sgt. Hunt, D. F.				
		Sgt. Johnston, C, H.				
		Sgt. Parkhill H. W.				
		F/S. Lazell, C. H.				
18/10/43	Liberator BZ830 B/200	F/O. Andrews. F. W. T.	Reconnai ssance.	0752	1924	Greyhound Patrol II was continued by this aircraft. S.E. contact was made with the Spanish M/V Monte Javalon and later sighted. Photographs were taken of the vessel. Nothing was seen of the Spanish M/V Habana the interception of which prompted the flight.
		F/O M'Pherson, A. R.				
		P/O M'Kinnon, S. D.				
		Sgt. Relf, B.				
		Sgt. Cummings, F. W.				
		Sgt. Service, J E.				
		F/S. Mackie, D. J.				
		Sgt Halley, G.				
18/10/43	Liberator BZ823 L/200	F/O. Evershed, J. ?	A/S Patrol	0806	1830	An area South of that flown by AC B/200 was covered by this machine. The crew was briefed for the interception of the Neutral "Habana", but since the centre leg at the extremity of the Patrol passed through a suspected submarine area the sortie became a combined Interception – A/S patrol. 1 M/V was sighted during the patrol, escorted by a Sunderland.
		F/O. Curtis, G. T.				
		F/O. Peek, J. T				
		F/S. Paten, A. F				
		Sgt. Jago T.				
		Sgt. Nichols, W. A.				
		Sgt. Campbell, W. G.				
		Sgt. Reynolds, F. E.				
19/10/43	Liberator BZ823 E/200	F/O M'Leod, P.	Reconnai ssance.	0700	1645	Liberator E/200 was to fly "Greyhound Patrol II" on this occasion, in order to intercept the Spanish M/V Habana. But when the M/V was sighted it was seen to be escorted by the F. B. Force, which had intercepted it slightly earlier. Messages were passed between aircraft and F. B. Force during the course of which, aircraft requested "Force" as to any further instructions, to which they replied, "operation finished, aircraft return to base".
		F/O. Berry, W. S.				
		P/O. Pearce, C. A.				
		Sgt. Smith, W. J.				
		Sgt. Pearce, F. C.				
		Sgt. Dalton				
		Sgt. Taylor, F.				
		Sgt. Hayes, S. J.				

⁸ Code not given in record.

20/10/43	Liberator BZ823 E/200	W/C Thomas, J. P. B. S/L. Reid, J. A. R. F/O. Boyd, A. H. F/O. Treleaven D. H. F/O Redhead, J. F/S. Olinger, H. J. F. Sgt. Walsh, F. T. Sgt. Heighington. A.	A/S Sweep	0643	1750	One M/V was sighted and reported to Base by W/T. during this Sweep. It was confirmed that the vessel was British, but was well away from its expected position.
20/10/43	Liberator BZ868 W/200	F/L. Jamieson, P. W. F/O. Ball, G. F/O. Dear, R. F/S. Lee, A. Sgt. Mains, G. A. Sgt. Pitman, E. J. Sgt. Ramsden Sgt. M'Lean, R. Sgt. Orloff, J.	A/S Sweep	0650	1731	The only sighting made during this Sweep was of the Spanish M/V. Habana en-route for Gibraltar.
21/10/43	Liberator BZ868 W/200	P/O Griffin, J. A. P/O. Henderson, G. C. Sgt. Dixon, A. D. Sgt. Huchinson, C. A. Sgt. Freemark, T. E. Sgt. Faulkner, J. E. Sgt. Harwood, W.	A/S Strike	1505	1758	As a result of a message received from an American Transit A/C reporting the sighting of a U-Boat near to the coast, half-way between Freetown and Bathurst, this aircraft was sent to investigate. A large oil patch was seen, and disturbances similar to submarine swirls, but caused by shallow reefs. The Strike was ordered by the Station Commander immediately on receipt of the sighting report, but PC.Ops. AERO Dakar did not consider the source of information sufficiently reliable and order the recall of the aircraft.
26/10/43	Liberator BZ868 W/200	F/Lt. Rae W. A. R. Sgt. Wingate E. S. F/O Jenkinson F. F/O. Jenkins A. D. Sgt. Relf B. F/Sgt. Dasey G. H. Sgt. Howes C. W. Sgt. France G. N.	Reconnai ssance.	0635	1735	This patrol was designed as a Crossover, interception of any possible Blockader Runner between Cape Verde and Verde Islands being the object. The Patrol was flown twice, but no sightings were made.
26/10/43	Liberator BZ829 A/200	W/Cmdr. Thomas J. P. B. P/O. Johnson C. R. F/Lt. Cant C. H. S. P/O. Mott W. H. F/O Boyce Sgt. Cox S. S. F/O Thornton E. J. Sgt. Hendy J.	C/V Escort	1333	2128	W/Cmdr. Thomas was Captain of this A/C when she took off to escort OS.56 this A/C relieved a Sunderland and at the S.N.Os. request an A/S Sweep was carried out. When the 0600 position for the following day, however, was asked for, no reply was received from the S.N.O. A considerable amount of smoke was observed from a distance of twenty miles, coming from one of the ships in the C/V. F/O Boyes S.E. Officer was aboard this A/C and the C/V was picked up on S.E. from 87 miles.
27/10/43	Liberator	P/O. Griffen J. A.	Reconnai	0620	1720	Two Circuits of the Anti Blockade

	BZ824 F/200	P/O. Henderson G. C.	ssance.			Crossover Patrol was covered by this A/C. Nothing was sighted.
		F/O. Jenkins A. D.				
		Sgt. Dixon A. D.				
		Sgt. Hutchinson C. A.				
		Sgt. Freemark T. E.				
		Sgt. Faulkner J. C.				
		Sgt. Cote J. L. A.				
28/10/43	Liberator BZ868 W/200	P/O. Pickard M. K.	Reconnai ssance.	0637	1805	A similar Patrol as to that Carried out by F/200 on the 27th was carried out. Again nothing was sighted.
		F/O. Curtis G. I.				
		Sgt. Lomas L. J.				
		F/O. Curtis W.				
		F/O. Jenkins A. D.				
		Sgt. Heinberg C. E.				
		Sgt. Mossman D. R.				
		Sgt. Chambers H.				
		F/O Peck J. T.				
30/10/43	Liberator BZ868 W/200	F/Lt. Jamieson P. W.	A/S Escort	0250	1422	This aircraft was detailed to provide A/S Escort to Convoy OT.10. The Convoy was Met at 0815 hrs., and consisted of 7 M/V's and 3 E/V's. A speed of 12 knots and a course of 090 degrees was being made good. Unfortunately the 0600 hour pinpoint position was unable to be passed on this occasion owing to the Convoy Awaiting Stragglers.
		F/O. Ball, G.				
		F/O. Dear, R.				
		Sgt. Mains, G. A.				
		Sgt. Pitman, E. J.				
		Sgt. Ramsden				
		Sgt. M'Lean, R.				
		Sgt. Orloff, J.				
30/10/43	Liberator BZ829 A/200	S/L. Reid, J. A. R.	A/S Escort	1251	0004	A/S Escort was provided by Liberator A/200 for Convoy OT.10. The Convoy was Met at 1730 hrs. and consisted of 6 M/V's and 3 E/V's on a course of 090 degrees 12 knts. The 0600 position for the 31st was received by Aircraft, the position being VZKL 0000. At 1902 hrs Escort duties were completed.
		F/O. Treveaven D. H.				
		F/O. Boyd A H.				
		F/O. Redhead J.				
		F/S. Olinger M. F. J.				
		Sgt. Fay M.				
		Sgt. Heighinton A.				
		Sgt. Walsh F. T.				
31/10/43	Liberator BZ831 C/200	S/L. Fowles R. G.	A/S Escort	0208	1400	A further A/S Escort, was carried out to OT.10, by aircraft C/200. Convoy was Met at 0500 hrs but was not actually sighted, until 0715 hrs. Aircraft was informed of 2 cripples 100 mls astern, and requested to contact them. At 0840 hrs 2 Tankers were sighted escorted by 1 Destroyer, on a course of 080 degrees 15 knts. Contact was made with Stragglers and everything reported alright. On return to Convoy request for the 0600 hrs. pin point position for the 1st was made which was given as ZHXH 0000/360/14 ½ knots. A 50 miles ahead patrol was carried out, then course for base was set. At 1237 hours 1 M/V was sighted about 20 miles to Starboard, but owing to P.L.E. Aircraft was unable to investigate.
		F/O. Lyon P. V.				
		F/O. Thorton K. J.				
		P/O. Smith G. D.				
		P/O. Leunig G.				
		F/S. Perry R. I.				
		Sgt. Burrows ? L.				
		Sgt. Skeet M. R.				

November 1943: Form 540

200 Sqn

Place	Date	Time	Summary of events
Yundum			November – 1943
			200 Squadron Personnel as at 1st. November, 1943.
			Establishment Actual Strength
			Officers 35 51
			Warrant Officer 0 5
			Flight Sergeants 8 22
			Sergeants 121 69
			Corporals. 51 49
			Other Ranks. 218 224
			398 369
	1/11/43	0600	A/S Patrol. Liberator A/200 was airborne from Yundum to continue the series of anti submarine patrols designed to cover shipping lanes. At 0948 one Merchant vessel was sighted on a course of 180 degrees, but the aircraft did not investigate, this M/V was sighted in position 2120 degrees north and 1740 degrees West. At 1120 hours 4 small ships were sighted, they were on a course of 180 degrees in position 2415 degrees North and 1556 degrees West, their speed was unknown. Some time later a cargo vessel of about 5,000 tons was sighted on a course of 360 degrees travelling 9 knots in position 2213 degrees North 1754 degrees West. At 1500 hours instructions were issued to the aircraft ordering it to return to Base by 1700 hours owing to bad visibility. A/200 however replied that she would be 30 minutes late. A landing was made at Yundum at 1740 hours without further incident. The patrol was flown at heights varying from 4000 to 5000 feet.
		1003	Communications. Liberator V/200 was ordered to proceed to Rufisque for the purpose of bringing back Wing Commander Thomas. Officer Commanding RAF Station Yundum and 200 Squadron, who had been to Dakar on Temporary duty. This aircraft carried out bombing and gunnery exercises en rout. The aircraft landed at Rufisque at 1147 hours and left that airfield at 1410 hours, landing at Yundum at 1622.
	2/11/43		No flying, other than local, flown by the Squadron.
	3/11/43	0658	A/S Patrol. Liberator A/200 took off to "home" on the French cruiser "Suffren" which was patrolling to the South West of the Cape Verde Islands. The cruiser however did not use the correct procedure and as result its signals were not understood by the aircraft. At 1025 hours therefore course was set for the D/R position of the ship. At 1201 hours the ship passed a bearing correctly and the aircraft commenced "Homing", but at 1235 after passing eight bearings the ship signalled "Exercise completed". As the cruiser had still not been seen the aircraft continued its A/S Patrol in the Cruiser's area of search, during which she was eventually contacted. The aircraft set course for base at 1329 hours and landed without further incident at 1755. During the flight one Portuguese M/V was sighted & Photographed.
	4/11/43	0352	C/V Escort. Liberator A/200 took off on convoy escort to SI.139, at 0444 hours S.E. contact was made 10 miles ahead, from 3500 feet. The Convoy was met at 0451 hours and the aircraft circled until daylight when at 0645 hours the convoy was seen, consisting of 31 M/Vs and 7 E/Vs on a course of 357 degrees at a speed of 9 knots in position 1218 degrees North 1742 degrees West, visual signalling was exchanged. At 1045 hours the convoy's 0600 position for the 5th was received. A request was also received from the S.N.O. of the convoy to repeat a message POWGWADAKAR, this message was acknowledged. Liberator A/200 left the convoy at 1410 hours. The convoy was sailing a a speed of 9 knots on a

			course of 357 degrees.
	4/11/43		Honours and Awards. Messages have been received from the A.O.C. to the effect that Flying Officer A. L. Trigg, D.F.C. of 200 Squadron had been awarded posthumously the - Victoria Cross, for his gallant action against an enemy submarine on August 11th, last. During this engagement F/O Trigg and crew lost their lives after successfully attacking and sinking the U-Boat. It is believed that this is the first V.C. awarded to any member of an aircraft engaged on G.R. work.
			The citation of the award states that "F/O Trigg's exploit stand out as an epic of grim determination and high courage. His was the path of duty what leads to glory".
			The following were members of the crew at the time of the attack.
			P/O Goodwin, R.C.A.F. Second Pilot – British Columbia
			F/O Marinovitch, Navigator Auckland, New Zealand
			F/O Townsend WO/AG Stroud Gloucester.
			Sgt. Brown WO/AG Nelson, New Zealand.
			P/O. Soper WO/AG London N.W.9
			F/Sgt. Bonnick, WO/AG Wellington, New Zealand
			F/Sgt. Frost WO/AG Auckland, New Zealand
	5/11/43		No Operational Flying by the Squadron.
	6/11/43		No Operational Flying by the Squadron.
	7/11/43	1416	Reconnaissance. Liberator F/200 was ordered to carry out a Coastal reconnaissance of the bays in the North West of the Island of Sao Antao in the Cape Verde Archipelago, where submarines were reported to be sheltering regularly. At 1810 the recce was commenced and the aircraft circled the island at 500 yards off shore. Having completed the circuit the channel between Sao Antao and St. Vincente was swept. The only vessels sighted during the course of these patrols were Portuguese M/Vs and a motor launch. The MV African Occidental was photographed. The patrol was completed by 1957 hours and the aircraft set course for Base where it landed at 2352 hours without further incident.
			Serviceability. A signal was received from P. C. Ops Aero Dakar instructing that Liberator aircraft are to be conserved for anti blockade runner patrols commencing on the 11th November. Air Tests etc to be cut down to a minimum.
	8/11/43		No Operational Flying by Squadron aircraft.
			A signal was received from P.C. Ops Aero Dakar – Liberators not to be used and that the tyres needed to keep the aircraft serviceable would be despatched on the next D.C. aircraft of transport Command.
			Signal received on November 3rd from C.O.R. Air Headquarters West Africa requesting whether the receipt of tools (recent) would increase the serviceability of the Squadron aircraft, or whether there was any other reason. Squadron replied to the effect that the tools alone would not help to increase the serviceability as tyres and electrical spares were also needed. It was also stated that the Command Engineering Officer intended visiting the Station and that all details would be given to him.
			Medical.
			The malarial incidence of the Squadron for the first time in 10 weeks rose above 2.6%. This is understandable due to the fact that the rainy season has just finished and that the danger from Mosquitoes becomes more pronounced at this time of year.
	9/11/43		No Operational Flying by the Squadron.
	9/11/43		Postings Officers. F/Lt. Jacobs was posted from the Squadron to Port Etienne to take over the duties of Medical Officer to that Station.
	10/11/43		No Operational Flying by Squadron aircraft.
	11/11/43		No Operational Flying by Squadron aircraft.
	11/11/43	2209	Signal received from C.O.R. U.K. Air Headquarters West Africa stating that the Tannenfels (German anti Blockade Runner) left Gironde, and asking how many

			Liberator available if required. At 2320 a signal from Yundum to C.O.A. Air Headquarters stating 4 Liberators now available, 5 in 24 hours, 6 in 48 hours and 11 in ten days, also that very few landings were left on most tyres.
	12/11/43		No Operational Flying by Squadron aircraft.
	13/11/43		No Operational Flying by Squadron aircraft.
	13/11/43		Headquarters No. 295 Wing had signalled that the American Unit stationed at Rufisque were prepared to assist with urgent technical requirements at Yundum. The lack of hanger space and the shortage of American tools for use on the aircraft hampers maintenance at Yundum.
	14/11/43		No Operational Flying by Squadron aircraft.
	15/11/43		No Operational Flying by Squadron aircraft.
			Local tyre repairs were instituted with R.E.M.E. and emergency measures were taken to obtain new tyres.
	16/11/43		No Operational Flying by Squadron aircraft.
	17/11/43		No Operational Flying by Squadron aircraft.
			Headquarter No. 45 Group signalled Miami and ordered 4 Dakota aircraft to pick up 48 new tyres at Nassau and to divert these aircraft from Robertsfield to Yundum, whilst on their way to the Middle East. Most of these tyres were received by the 30th of the month.
	18/11/43		No Operational Flying by Squadron aircraft.
			Medical. The incidence of malaria was still above 2% this week. Information was received to the effect that there was a serious outbreak of yellow fever in Portuguese Guinea, a 100% check of all Yellow fever certificates was carried out as a result three aircraft passengers were detained.
	19/11/43		No operational flying by Squadron aircraft.
	19/11/43		Signal received from No. 176 Maintenance Unit Kossetown saying that Liberator tyres and inner tubes had been demanded from M.P.O. M.E. for despatch to Yundum, via Bathurst by air immediately.
	20/11/43		No operational flying by Squadron aircraft.
	21/11/43		No operational flying by Squadron aircraft.
	22/11/43		No operational flying by Squadron aircraft.
			A signal was sent to Ashodj Nigeria requesting early despatch by air of tyres and other Liberator components.
	23/11/43		No operational flying by Squadron aircraft.
			Information was received of an outbreak of typhus in Mauritania.
	24/11/43		Communications. Liberator F/200 was airborne for Rufisque and landed there at 1500 hours. Abort this Aircraft were Wing Commander Thomas Officer Commanding Squadron and Station, S/L Reid, A Flight Commander 200 Squadron F/O Mais Station Intelligence Officer and F/O. Lyon, Station Navigation Officer.
			Medical. The malarial incidence has once more dropped below 2%. One passenger was detained at Yundum due to lack of Yellow fever certificate.
	25/11/43		No operational flying by Squadron aircraft.
	26/11/43		Communications. Liberator F/200 returned from Rufisque with same passengers and crew as on forward journey. Landing at 1200 hours.
	27/11/43	0935	A/S Patrol. Liberator M/200 took off on a anti submarine patrol. At 1035 the French Cruiser Suffren was sighted on a course of 360 degrees at 18 knots in position 1512N 1732W, and shortly afterwards S.E. contact was made on 2 B.Y.M.Ss in position 1542N 1718W, these vessels were later sight at 1052 hours. The convoy SL.141 was sighted some time later at 1246 hours in position 1940N 1725W, and observed to be escorted by a Sunderland. The aircraft completed the patrol without incident and returned to Base landing at 1835 hours.
	27/11/43	1017	A/S Patrol. Liberator H/200 took off on an anti submarine patrol at 1047, the aircraft reached the patrol area and commenced Operation. At 1127 the Cape Verde Islands were sighted. The aircraft continued its patrol until 1525 hours when a message was received to shorten the patrol due to worsening weather

			conditions. The aircraft then set course for Base where it landed without incident at 1828 hours.
28/11/43	1102		A/S Sweep. Liberator L/200 took off on an anti submarine sweep. During this sweep Force FX was sighted in position 1552N 1800W at 1236 hours. No other vessels were sighted during the patrol which was without incident. Aircraft landed at 2055 hours.
28/11/43			Posting of Officers.
			F/L(A/S/L) M. G. Fowles 79543 F/O(A/F/L) C. H. S. Cant. Both these officers were posted from 200 Squadron to U.K., leaving by air for North Africa in one of the old Hudsons of 200 Squadron. The aircraft landed at Port Etienne with engine trouble which will delay it for some time. Both officers name above relinquished their acting ranks on posting.
28/11/43	1120		A/S Sweep. Liberator N/200 took off on an anti submarine sweep. The flight was entirely without event – no sightings or contacts being made. The aircraft landed at Base at 2132.
29/11/43	1227		A/S Sweep. Liberator M/200 took off on an emergency A/S Patrol Lone M/V and one E/V were sighted in position 1232N 1739W both vessels were photographed. 4 messages to all aircraft in the vicinity were sent from Headquarters No. 295 Wing to the effect that 3 Patrol vessels could co-operate in the Patrol Area. The aircraft intercepted a message giving the position of a U-Boat and subsequently sent a message to Base requesting whether to continue Patrol or hunt for the U-Boat. Base having no knowledge of a message from Wing ordered continue patrol. The aircraft completed the patrol and returned to base without incident, landing at 2000 hours.
30/11/43	0608		A/S Sweep. Liberator H/200 took off on an anti submarine patrol At 1705 ⁹ the aircraft observed two M/Vs and two E/Vs in position 1445N 1740W heading for Dakar. The S.E. Equipment on this aircraft became unserviceable and a message was despatched to Base requesting that a relief aircraft be sent to the patrol are. Liberator H/200 meanwhile continued with patrol until a relief was sent. At 1313 hours the aircraft landed at base without further incident.
30/11/43	1212		A/S Sweep. Liberator L/200 took off to relieve H/200 on the previous Patrol, that aircraft having to return due to u/s S.R. equipment. The patrol was completed by aircraft L/200, no sightings occurred however and after warning Base that their E.T.A. would be 30 minutes late than previously expected, the aircraft landed at Base at 1827 hours.
			November
			Operational Summary.
			Sorties Type. Number Hours flown
			C/V Escort 1 11 hours 03 minutes
			Homing Exercises 1 10 hours 51 minutes
			A/S Recce 1 9 hours 37 minutes
			A/S Sweep 8 68 hours 41 minutes
			Total 11 100 hours 12 minutes
			Weather Conditions
			Weather in Operational areas of the Squadron was generally fine during the month, Visibility was a rather variable factor although in no case did it fall low enough to seriously effect operations, the fair average for the month being from 4 to 8 miles. During the first half of the month cloud amounts remained small, mainly composed of stratus cumulus type although in a few instances, cumulus large enough to give small showers, were in evidence. In the latter stages of the month only occasional patches of strata cumulus over sea areas were met with. Winds from 1000 to 3000 feet were light to moderate in velocity and mainly in

⁹ This is the time given in the record, an obvious error.

			North East quadrant.
			Personnel – Strength as at 30th November.
			Establishment Actual Strength
			Officers 35 48
			Warrant Officers 0 10
			Flight Sergeants 8 25
			Sergeants 121 70
			Corporals 51 47
			Other Ranks 218 212
			398 412
			Wing Commander
			Officer Commanding
			No: 200 Squadron & RAF Yundum
			Wing Commander.
			Officer Commanding 200 Squadron R.A.F. Yundum.

November 1943: Form 541

200 Squadron

Date	Aircraft type and No.	Crew	Duty	Time up	Time Down	Remarks
1/11/43	Liberator A/200 BZ829	F/O. Andrews W. T.	A/S Patrol	0600	1740	A/S Patrol. A further Anti submarine Patrol of shipping lanes was carried out by this aircraft. Two M/V's were sighted and one S.E. contact was made. The first M/V was not investigated. The other was a cargo vessel of 5000 tons. The S.E. contact was of four small ships. Instructions were issued to the aircraft to return to base by 1700 hours owing to lowering visibility, at 1626 however the aircraft stated it would be 30 minutes late. The journey to base was completed without incident.
		F/O. MacPherson A. R.				
		Sgt. Relf B.				
		Sgt. Service J. E.				
		Sgt. Helly G.				
		Sgt. Rowe J.				
		Sgt. Cummings F. W.				
		F/Sgt. Nicholls W.				
2/11/43			No Operational flying by the Squadron			
3/11/43	Liberator F/200 BZ824	F/Lt. Rae W. A. R.	A/S Patrol	0658	1755	A/S Patrol. An A/S Patrol was carried out by this aircraft in the search area of the French Cruised Suffren, with whom the aircraft was also carrying out a homing exercise. The cruiser however failed to pass the bearings correctly at first. The aircraft therefore continued its patrol using D/R position and ship was eventually sighted. During the flight one Portuguese M/V was also sighted.
		Sgt. Wingate P. S.				
		F/O. J. T. Peek				
		F/O. Jenkinson F.				
		F/Sgt. Dasey G. H.				
		Sgt. France G. N.				
		Sgt. Harkness K.				
		Sgt. Howes C. W.				
4/11/43	Liberator A/200 BZ829	F/Lt. R. I. Knibb	C/V Escort	0352	1455	C/V Escort. Liberator A/200 took off to escort SL.139, S.E. contact was made and the convoy met. Visual signalling was exchanged and the 0600 position of the convoy for the following day was received.
		F/O. Goddard V.				
		F/O. Pendlebury D.				
		P/O. MacKinnon S.				
		F/Sgt. Hunt D. F.				
		Sgt. Parkhill W. H.				
		Sgt. Johnson C. H.				
		S/Ldr Rolt (Controller Dakar)				
5/11/43			No Operational flying by the Squadron			
6/11/43			No Operational flying by the Squadron			
7/11/43	Liberator F/200 BZ824	F/O. Pickard	Reconnaissance	1416	2352	Reconnaissance. A coastal reconnaissance of the Cape Verde Islands was carried out by this Aircraft, with the object of sighting submarines reported to be sheltering in the bays on the North West of the Island of Sao Antao. A complete circuit of this Island was made, and the channel between the island of Sao Antao and St Vincente, was swept. Only Portuguese M/Vs were sighted however, and the aircraft returned to Base.
		Sgt. Lomas				
		F/O Curtis				
		F/O Jenkins				
		Sgt. Welberg				
		Sgt. Mossman				
		F/Sgt. Chambers				
		F/O Currie C.				

5/11 to			No Operational flying by the Squadron			
26/11/43	Inclusive		No Operational flying by the Squadron			
27/11/43	Liberator M/200 BZ828	F/L. Jamieson P.	A/S Patrol	0935	1820	A/S Patrol. An anti submarine patrol was carried out by this aircraft to sweep the track of convoy S.141. The French cruiser Suffren and two BYMS were sighted. Convoy SI.141 was sighted later and consisted of 13 M/Vs and 5 E/Vs escorted by a Sunderland aircraft. Aircraft M/200 was instructed to return before last light due to deterioration of visibility. photographs of the Spanish M/V Domine were taken as the aircraft returned to base without incident.
		F/Sgt. Ryder W. A.				
		F/O. Kelly				
		F/O. Ball				
		W/O. Olinger M.				
		F/Sgt. Mains G.				
		F/Sgt. Pitman E.				
		Sgt. Maclean R.				
27/11/43	Liberator H/200 BZ868	F/O. Andrews F.	A/S Patrol	1017	1836	A/S Patrol. Liberator H/200 carried out a patrol in collaboration with Liberator M/200 this aircraft also received instructions from Base to return before last light due to prospects of unfavourable visibility at base Nothing was sighted by this aircraft.
		F/O. MacPherson A.				
		F/Sgt. Relf. B.				
		Sgt. Cummings F.				
		Sgt. Hally G.				
		Sgt. Rowe? J.				
		Sgt. Fay M.				
		F/O Mott W.				
28/11/43	Liberator L/200 BZ826	P/O. Pearce C.	A/S Sweep	1102	2055	A/S Sweep. The above mentioned aircraft undertook an anti submarine sweep and met Force FX on a course of 150 degrees, at 20 knots. No further sightings were observed and the aircrafts returned to base without incident.
		W/O. France G.				
		P/O. Trainor W.				
		Sgt. Pearce F.				
		F/O. McLeod P.				
		P/O. Johnstone C.				
		F/O. Herry W.				
		F/O. Jenkinson A.				
28/11/43	Liberator N/200 BZ884	P/O Griffin A.	A/S Sweep	1120	2132	A/S Sweep. Liberator N/200 accompanied Liberator L/200 on the same anti submarine sweep and accomplished this task without making any observations
		P/O. Henderson G,				
		Sgt. Dixon A.				
		P/O. Tuttle J.				
		Sgt. Freemark T.				
		Sgt. Falkner J.				
		Sgt. Macadam R.				
		Sgt. Berry G.				
29/11/43	Liberator M/200 BZ828	S/Ldr. Reid J.	A/S Sweep	1227	2000	A/S Sweep. An emergency Patrol was ordered and carried out by M/200, one M/V and one E/V were sighted and photographed. A message was sent from Dakar to the effect that three patrol vessels could cooperate in the patrol area. The aircraft intercepted a signal giving the position of a U Boat and subsequently transmitted a message to Base requesting whether aircraft should continue Patrol or
		F/O. Treleaven				
		F/O Boyd A.				
		F/O. Redhead J.				
		W/O. Olinger M.				
		F/Sgt. Heighington A.				
		F/Sgt. Mains G.				

		F/Sgt. Pitman E.				hunt the U Boat. Base replied continue with patrol. This instruction was authorised by the Commanding Officer and the aircraft continued search and returned to Base without further incident.
30/11/43	Liberator H/200 BZ868	W/Cdr. Thomas J.	A/S Sweep	0608	1315	A/S Sweep. Liberator H/200 took off on an anti submarine sweep and in the course of this observed two M/Vs and two E/Vs heading for Dakar. The S.E. equipment on the aircraft became unserviceable but the aircraft continued the search and requested base to dispatch a relief aircraft to take over the patrol. Liberator H/200 set course for Base and landed without any further trouble.
		Sgt. Smith W.				
		F/O. Lyon P.				
		F/O. Mott W.				
		Sgt. Parker H.				
		Sgt. Rice G.				
		W/O. Nicholls W.				
		F/Sgt. Dalton				
30/11/43	Liberator L/200 BZ826	P/O. Waltman	A/S Sweep	1212	1827	A/S Sweep. Liberator L/200 was the aircraft despatched to take over the patrol from H/200 which had to return in view of the fact that its faulty equipment S.E. became unserviceable. No sightings occurred. After completing the sweep this aircraft sent out message to base that their E.T.A. would be 30 minutes later than was previously estimated. The aircraft landed without further incident.
		P/O. Montgomery				
		P/O Featherstone				
		F/Sgt. Doyle				
		Sgt. Robinson				
		Sgt. Edwards				
		Sgt. Campbell				
		Sgt. Yago T.				

			incident at 2130 hours.
	3/12/43		No Operational Flying by Squadron aircraft.
	4/12/43		No Operational Flying by Squadron aircraft.
	5/12.43		No Operational Flying by Squadron aircraft.
	6/12/43	0550	C.L.A. Search.
			Liberator H/200, captain F/O. P Pickard, Navigator F/O Curtis, was airborne at 0550 hours on a Creeping Line Ahead Search covering an area between 1415N 1945W, 1415N 1715W, 1015N 1915W, and 1015N 1741W. Spanish M/V "Plus Ultra" was sighted in position 1109N 1741W on a course of 180 degrees and at a speed of about 8 knots, photographs were taken of this vessel. The patrol was completed at 1521 hours when the captain of the aircraft set course for Base where the aircraft landed at 1645 hours without further incident.
	6/12/43	2112	A/S Sweep. Liberator H/200 Captain F/O Smith Navigator F/O Roderique took off at 2112 hours for an anti submarine sweep through area 1445N 1955W, 1045N 1955W 1045N 1725W, and 1445N 1725W. Starting from 1430N 1940W creeping to East on tracks of 180 and 360 degrees – the aircraft reached position 1430N1940W at 2238 hours. At 2235 hours S.E. contact to Port obtained at a distance of 16 miles while flying at a height of 1000 feet. "This contact was located in the approximate position 1407N 1922W but faded out after 2 minutes. At 2300 hours another contact was made on Port side at a true bearing of 082 degrees, 25 miles away when the aircraft was flying at a height of 1000 feet. This contact faded almost immediately.
	7/12/43		The sweep was continued throughout the hours of darkness reaching position 1120 degrees N 1740 degrees W at 0716 hours from this Position course was set for Base. A very good contact was made with the coastline during the night at a distance of 80 miles from a height of 1000 feet. Aircraft landed at Base at 0850 hours on the 7/12/43.
	7/12/43		Postings Officers.
			F/O. G. S. Gough 121226 Tech Posted to Squadron from Home Establishment wef 3/12/43. attached to 36 P.T.C. Hastings in transit to Yundum.
	7/12/43		Medical. The malarial incidence for this week was down to 1.1.% only on three occasions has the malarial percentage for the Station and Squadron been lower, since April 1943.
	7/12/43		Technical.
			One hundred and twenty one cases of Special Installations equipment arrived on the Unit. The Officer i/c S.I.S., neither he nor the Equipment Officer had received any notification of despatch for this consignment which had apparently been despatched in error. Disposal Instruction have been requested from Air Headquarters West Africa.
	8/12/43	0525	C/V Escort Liberator H/200 Captain F/Lt. Jamieson Navigator F/O Ball was airborne at 0525 hours on an Escort to Force FL. At 0614 the Cape Verde was sighted and then course was set for the position 1828N 1830W. At 0715 S.E. contact was made on the Port side of the aircraft at a distance of 35 miles and flying at 3500 feet. At 0731 the force was sighted in position 1709N 1826W on a Northerly course making 19 knots. A Signal was sent to Base showing that the Force was 90 miles to the South of expected position on a course of 360 degrees steaming at 19 knots. Visual signals were flashed by the aircraft but no reply was sent by the S.O. of the Force. The aircraft therefore carried out a Viper Patrol. At 1425 S.O. flashed that Force would alter course to South at 1700 hours. At 1434 hours a Sunderland arrived from Bathurst to relieve the Liberator which set course for Base. At 1540 S.E. contact was made 20 miles ahead while flying at a height of 500 feet. At 1544 the Portuguese ship Cabo Verde was sighted in position 1652N 1738W on a course of 180 degrees at a speed of 3 knots. At 1603 hours the Spanish Ship Argentino was seen in

			position 1618N 1730W on a course of 180 degrees speed of 5 knots. The aircraft landed at 1730 hours without further incident.
	8/12/43	1110	A/S Recce and Communications
			Liberator E/200 Captain W/Cdr. Thomas Navigator F/O Lyon was airborne on an anti submarine sweep of the Shipping Lanes between Bathurst and Robertsfield. The reconnaissance took in the area 0550N 1100W to 1000N 1700W. Nothing was sighted throughout the Patrol and the aircraft landed at Robertsfield at 1643 hours.
	9/12/43		No Operational Flying by Squadron aircraft.
	9/12/43		Movement Officer.
			A signal was received from Headquarters No: 295 Wing to the effect that W/Cdr. Thomas is to proceed to H.Q. 295 Wing to take over Command while Group Captain J. Constable-Roberts proceeds to Casablanca on Temporary duty. At 1700 hours W/Cdr. Thomas took off in company with F/O. MacKinnon and F/Lt W. Rae and crew for Rufisque where W/Cdr Thomas was to proceed to 295 Wing. F/Lt. Rae and crew then continued flight with Group Captain Constable-Roberts to Casablanca.
	9/12/43		Promotions Officers
			F/O. E. F. Ward 109398 A&SD(Admin) Promoted to the acting rank of Flight Lieutenant with effect from 30/9/43 on the authority of Air Headquarters West Africa.
	10/12/43	0426	C/V Escort
			Liberator C/200, Captain F/O Andrews Navigator F/S Relf was airborne on Escort to Force FL. Contact was made (S.E.) at 0558 40 miles to starboard while flying at 2000'. At 0611 hours Force was sighted in position 1430N 2020W on a course of 270 degrees at a speed of 28 knots. The Force did not acknowledge visual signals from the aircraft and issued no instructions so a Cobra Patrol was carried out. At 0820 aircraft sent a message to Base giving position of Force. At 0820 hours S.E. contact was made with the Cape Verdes at 85 miles whilst flying at 2000'. At 1020 hours the Portuguese M/V Monte Negro was sighted in position 1430N 2153W on a course of 355 degrees at a speed of 9 knots. The Patrol was continued until 1200 hours when aircraft C/200 was relieved by aircraft E/200. The MV. Monte Negro was again seen by C/200 whilst the aircraft was on its way to Base, Where it landed at 1545 hours without further incident.
	10/12/43	0833	C/V Escort
			Liberator E/200 Captain F/O Wescombe Navigator F/O Whiles airborne on Escort to Force FL, relieving Liberator C/200 from Yundum. At 1000 hours a message was intercepted from Liberator C/200 giving the position of the Force. At 1043 S.E. contact was made 18 miles ahead whilst flying at 3000' and Force FL was sighted in position 1425N 2205W on a course of 290 degrees, speed 30 knots. A viper Patrol was carried out as there were no instructions passed by the Force. Liberator C/200 was seen on patrol and at 1200 hours this aircraft signalled that she was returning to Base. At 1515 a visual signal was made to the Force telling the S.O. that aircraft E/200 was leaving at 1615 hours, no acknowledgement was made by the S.O. At 1611 hours the aircraft set course for Base where it landed at 2005 hours.
	10/12/43		Photograph – "Snags"
			Electrical Control Unit for all mirror cameras out of order due to Climatic conditions. These Units have to be serviced daily in this climate. Five Units were made serviceable the other five will be serviced by 11/12/43. The work of servicing these controls is carried out by Instrument repairers from the Electrical section.
	10/12/43	1430	Aerial Photography
			S/Ldr. Reid, and F/O Boyd took 3 mosaics of Yundum airfield with a hand held

			camera from Heights of 10,000 and 14,000 feet. Owing to the heavy dust hang in the air at this time of day the photographs were not clear.
	10/12/43		Medical.
			The incidence of malaria dropped to 1.02% during the week ending 10/12/43. This is the lowest recorded percentage of malarial incidence since the first week of February 1943.
	10/12/43		Spares Today the final items of Liberator Spares were received. The pack up comprised a very comprehensive number of items. The pack up included 14 engines (aero) and a supply of aero wheel tyres and inner tubes. The total consignment consisted of 270 cases, owing to the lack of storage space some of the material is stored in the hanger previous to unpacking.
	10/12/43	1814	C/V Escort. Liberator C/200 Captain P/O Griffin Navigator F/Sgt. Dixon airborne on Escort to Force FL at 1945 hours generators began to give trouble and a little later only no 4 generator was working A signal to this effect was sent to Base at 2020 hours. At 2120 a message from Base was recalling the aircraft which set course for Base where it landed at 0138 hours on the 11th December.
	11/12/43		Organization
			A Tactical and general information room for the use of aircrew personnel was opened – adjoining the Intelligence Office.
	11/12/43		Posting Officers.
			F/O G. S. Gough 121226 Tech (E.E.) posted to Squadron with effect from 11th November 1943 on disembarking at Freetown and 3rd December proceeded in transit to No: 36 P.T.C. Hastings, continuing the journey to Yundum on 11/12/43 and arriving on same date.
	12/12/43	1934	C/V Escort.
			Liberator E/200 Captain F/O Waltman Navigator P/O Fetherstone, was airborne on Escort to U.S.A. Tanker Esso Norfolk. At 2048 hours a message was received from Base giving speed of Tanker and stating that she altering position, giving details of one new position at 2048 the aircraft therefore changed her course in accordance with the new instructions. At 2125 S.E. contact was made at 45 miles while flying at 2000 feet. At 2155 hours another message was received from Base giving course and speed of tanker. At 2201 aircraft was over the Esso Norfolk. In position 0949N 1711W. at 2330 hours ship fired R.G. signal and aircraft flashed acknowledgement on Aldis lamp and signalled that she would be remaining on patrol for 4 hours. At 0304 on 13th December 1943 in position 0845N 1556W. At 0350 hours aircraft set course for Base where a landing was effected at 0644. (patrol completed to PLE)
	12/12/43		Movements Officers.
			At 1000 hours W/Cmdr Thomas, O.C. Squadron arrived by air from Dakar via Bathurst. In order to meet the A.O.C. West Africa – Air Vice Marshall Cole-Hamilton who arrived by Hudson at 1200 hours. The A.O.C. left Yundum for Bathurst at 1700 hours to stop with His Excellency The Governor of Gambia. W/Cdr. Thomas returned to Dakar to resume Command of Headquarters No: 295 Wing, and S/Ldr. Reid took over Command of RAF Station Yundum and 200 Squadron.
	13/12/43		Visits and Inspections.
			Air Vice Marshall Cole-Hamilton visited Yundum. At 1530 hours the A.O.C. gave a talk on various subjects appertaining to events and conditions in this Command, to all the aircrew personnel of the Squadron leaving later in the day on return to Bathurst.
	14/12/43	0023	Air Vice Marshall Cole-Hamilton left by Hudson for Waterloo.
	13/12/43	0743	Convoy Escort. Liberator C/200 Captain F/O Kelly Navigator Sgt. Cox, was airborne on Escort to Esso Norfolk to relieve Liberator E/200. At 0333 hours S.E. Contact was made with convoy SL 143 50 miles ahead, aircraft was flying

			at 2500 feet. At 0359 the aircraft was over the Esso Norfolk in position 0832N 1523W and patrol was carried out till daylight when visual signals were exchanged. At 0919 hours the ship signalled asking for her position and course which was given. At 0920 S.E. contact was made to Starboard at 38 miles whilst flying at 800 feet. At 1006 in position 0827N 1358W ships escorted by Walrus aircraft were sighted. At 1032 from position 0826N 1350W the aircraft set course for Base leaving the Esso Norfolk on a course of 093 degrees at a speed of 15 knots. At 1314 the aircraft landed at Yundum.
	14/12/43	1710	Convoy Escort. Liberator F/200 Captain F/O McLeod, Navigator F/O Berry was airborne on Escort to SL.143. At 1730 hours S.E. contact was made to port at a distance of 55 miles from a height of 1500 feet. At 1746 hours from position 1248N 1800W the aircraft altered course to position 1208N 1807W where SL.143 was sighted – it comprised 23 M/Vs and 4 E/Vs on a course of 360 degrees at a speed of 7 ½ knots. Visual signals were exchanged. At 1320 hours the S.O. of the convoy passed a message to the aircraft requesting them to pass a message to F.O.C.W.A. Dakar on return to Base – this request was complied with. At 1837 a signal was received from the S.O. of the convoy requesting that the aircraft carry out a Cobra Patrol at 10 miles this was carried out. At 1925 hours S.E. contact was made at 25 degrees starboard with a distance of 40 miles from 1000 feet. This was seen to be a Spanish M/V in position 1257N 1758W on a course of 180 degrees. The ship was fully illuminated. When in position 1315N 1807W the aircraft left the convoy on the same course and speed and returned to Base landing at 0400 hours without further incident.
	14/12/43		Operational Policy. Instructions were received from Air Headquarters West Africa to the effect that Form Wingsum was being introduced. Form Wingsum if forwarded to C.O.R. West Africa in lieu of a Form Orange it having been decided by AHQWA that it is no longer necessary for all Forms Orange originating from Stations be repeated to COR AHQWA as well as to the Wing Headquarters of the Unit originating the report.
	14/12/43		Photography. An experiment on the taking of photographs by night with the aid of flares was attempted, it proved most unsuccessful however nothing but the light of the flare being recorded on the film.
	16/12/43	2010	Convoy Escort. Liberator N/200 Captain F/O Smith Navigator F/O Roderique was airborne on an anti submarine Escort to the M/V New Northland sailing from Bathurst to Freetown. At 2059 the aircraft made contact with the New Northland Esso Norfolk and two Escorts in position 1255N 1718W on a course of 024 degrees at 11 knots, a Cobra Patrol was carried out.
	17/12/43	0245	When in position 1132N 1719W aircraft made a S.E. contact at 065 degrees to Starboard at a distance of 17 miles from 1500 feet. This was identified as 2 M/Vs and 2 E/Vs on a course of 310 degrees at a speed of 6 knots in position 1137N 1713W. These ships had not been reported on the Form White and were therefore regarded with suspicion. The aircraft switched on landing lights to identify. The aircraft then returned to the New Northland and informed the S.O. At 0325 the aircraft left the convoy in position 1148N 1720W on a course of 178 degrees doing 11 knots. At 0333 hours the aircraft again sighted the other convoy in position 1141N 1715W and challenged them. S.O. replied giving correct letter of the period. At 0455 hours the aircraft landed at Base without further incident.
	17/12/43		Commissioning Airmen.
			Sgt. Lomas L. J. CanJ19095 G.D. appointed to commissioned rank (RCAF) as Pilot Officer with effect from 23/10/43. On the authority of Air Ministry signal P.6780 dated 4/12/43.
	17/12/43		Promotion – Officers.
			P/O. F. R. F. Taylor 121923 Tech(E) promoted to the rank of Flying Officer

			(War Sub) on probation with effect from 4/9/43 on authority extract 39175 of London Gazette dated 17/9/43.
			P/O. C. A. Pearce Aus418677 GD(S) promoted to rank of Flying Officer with effect from 25/11/43 on the authority of Air Ministry letter 567645/43/67d/2447 dated 17/9/43.
	17/12/43		Posting – Officers
			P/O. J. H. Forster-Goull Can 18018 Tech(S) RDF Posted to this Unit from RAF Station Bathurst on the authority of Air Headquarters signal P346 dated 4/12/43.
			P/O. S. D. MacKinnon Can J17611 GD/Nav(B) Posted to No. 1 P.D.C. on 9/12/43 on enplaning for U.K. direct for U.K. on the authority of Air Headquarters Postagram WA/4101/3/P.2. dated 6/12/43.
			P/O. N. G. Green Aus423102 GD(S) Posted from No: 111 OTU Nassau to this Unit with effect from 27/10/43, authority awaited.
			P/O. G. Leunig Aus406329 GD(G) posted to No: 1 P.D.C. with effect from 16/12/43 on embarking from Bathurst for Freetown. On the authority of Air Headquarters Postagram WA/3355/5/P.2. dated 11/12/43.
	18/12/43		Movement Officers. A signal was received from Headquarters No: 295 Wing to the effect that Lt. Commander Carter of the United States Navy Moroccan Frontier Force was making a visit to this Station. At 1600 hours Wing Commander Thomas – Officer Commanding Yundum and 200 Squadron, returned from Dakar where he had been on Temporary Duty in the absence of Group Captain J. Constable-Roberts. In company with the Wing Commander was Lt. Commander Carter of the U.S. Navy whose intended visit to this Station and Bathurst had been reported by signal some time earlier. F/Lt. Rae and crew returned in this aircraft also.
	19/12-30/12/43		Only local and training flights carried out during this period no operational flying.
			Operational Policy – Blockade Runners.
			The following signal was received from Air Headquarters West Africa. "A 935 Dec 27... Most Secret....Cancel my WA/S.363/Air Dec 20. Blockade runners interception Policy now altered as follows. Area bounded by 10N 24W, 06N 29W, 03N 26W, 7N will be patrolled by Allied Cruisers 200 Squadron Operating from Yundum only repeat only will provide 2 repeat 2, aircraft each day to search in this area and co-operate with the Naval Forces. Series of Patrols are being prepared this Headquarters and will be forwarded Yundum, Daily searches will be ordered on Form Green by this COR. All information relating to movements of Blockade Runners will be included in daily Form White. First searches will be flown on January first repeat first. Essential all crews make an intensive study Blockade Runners in Intelligence Summaries. Further Instructions follow.
			Contrary to the instruction contained in the above signal to the effect that the first sortie should be flown on 1st January, instructions were later received from COR for two searches to be made on 31st December. These Operations were carried out.
	28-29/12/43		No Operational Flying by 200 Squadron.
	30/12/43		No Operational Flying by Squadron aircraft.
	31/12/43	0635	Blockade Runner Patrol. Liberator E/200 Captain S/Ldr J. A. R. Reid Navigator F/O Boyd. was airborne on a Blockade Runner Patrol through Positions 0835N 1900W, 0410N 2608W, 0322N 2530W, 0921N 1938W. The aircraft was co-operating with the naval forces in the area (see signal quoted above) and just beyond this area, with the intention of shadowing any Blockade Runner that might be on its way from the Far East to Europe and "homing" naval forces on to the suspected ship. Information re all Blockade Runners that might be

			attempting to make the passage, was supplied to the crew. The weather in the area for Patrol however was bad and Liberator E/200 was unable to complete the Patrol. At 0855 hours in position 0835N 1900W was reached and from this point course was set for 0410N 2608W. At 1045 hours the weather became very bad with visibility almost nil at 300 feet, and at 1145 hours in position 0515N 2415W the weather deteriorated and the aircraft set course for position 0921N 1938W through 10/10 cloud and rain. At 1434 from position 0921N 1938W the aircraft set course for Base where it landed at 1657 without having made any contact whatsoever.
	31/12/43	0654	Anti Blockade Runner Liberator H/200 Captain F/O Henderson Navigator P/O Peek was airborne on Blockade Runner Patrol in co-operation with naval Forces. A Patrol was flown through 0921N 1938W, 0456N 2645W, 0522N 2608W, 0613N 2647W, 1054N 2054W, 1103N 2018W, at 1033 hours an American Liberator was seen flying at 9000 feet on a course of 020 degrees and at 1745 whilst on the way back to base, one of the Naval Units was sighted. At 1830 hours this aircraft landed at Yundum without further incident.
			Secret (Radar) Equipment. The first Liberator arrived at Yundum for 200 Squadron on the 19th of July 1943. All 200 Squadron Aircraft fitted with A.S.G. (3) (Radar) equipment.
			The Radar section was then, as now, housed in half a Nissen hut belonging to the Station Workshops.
			P/O Boyes – 200 Squadron Radar Officer was at that time in Corpus Christi, Texas, U.S.A. taking a course on this equipment. The section carried on at Yundum under Sgt. Barker.
			As only four aircraft had arrived the Radar Section was very short of spares, and great difficulty was experienced in maintaining serviceability, however the equipment was kept in serviceable order.
			On 20th September 1943 P/O Boyes returned to the Squadron and opened an office in the Operations Block. At that time more aircraft spares had arrived and the serviceability situation was alleviated. An aircrew training programme in Radar commenced, this programme combined group lectures by the Radar officer with practical experience for the operators on the hand test set. Airborne instruction was given on local flying.
			The Radar officer flying as an "operator" with the Officer Commanding the Squadron, made the first extra long range contact by detecting a convoy at 87 miles. On November 7th 1943. Since then, now that Radar operators have gained experience ranges obtained have been constantly between 80 and 90 miles.
			The Standard of serviceability has been high and all operators very enthusiastic. When Radar equipment was first put in use on this Squadron insulation breakdowns were experienced in the intermediate frequency (G) leads from the Converter to Receiver Indicator units. Fortunately spare leads of a superior quality were available and all G leads were replaced in all aircraft. 1022 action was taken on all leads removed and no further difficulty has been experienced in this respect.
			The construction of a specially designed non-ferrous building is under way which will house the Radar Section. This building will provide ample workshop storage and Office space. From the point of view of security this new section will be excellent, substantial locks are being fitted to all doors, the window of the store room will be barred, a built in concrete safe is being provided for secret and confidential documents.
			The Radar Officer proposes to mount the aerial spinner for the test set in a cupola of the new building. This will provide an all round sweeping aerial array which will detect incoming aircraft and ground returns.
			The Radar establishment is now complete and consists of one officer, one

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200 Squadron

Date	Aircraft type and No.	Crew	Duty	Time up	Time Down	Remarks
1/12/43	Liberator BZ829 L ¹⁰ /200	F/O Harbot	Convoy Escort	0210	1235	Convoy Escort. Aircraft took off to provide Escort to OT10 at 0310 hours in position 1450N 2313W as a result of a S.E. contact thought to be the Cape Verde Islands, the aircraft set course for the convoy the 0600 position of which was stated to be 1356N 2445W. The convoy was not met on reaching the estimated position so a search was made astern of this point, the aircraft returning on a track parallel to that of the convoy. The French Cruiser Tourville was sighted at 0818 hours in position 1350N 2430W on a course of 360 degrees at 15 knots. At 0900 hours aircraft was at position 1320N 2305W and as the convoy was still not sighted course was set for Base. after a Not Met signal had been sent. On analysis of the Navigators log on the return of the aircraft showed that the S.E. contact taken to be the Cape Verde Islands was in actual fact the convoy itself, which had been missed by a few miles. An Astro compass had been used to the best advantage in 7/10 low cloud during this operation.
		F/O Ball				
		F/O Whiles				
		F/Sgt. Spiers				
		Sgt. Harwood				
		Sgt. Casey				
		Sgt. Horton				
		Sgt. Gregory				
	Sgt. Bigsby					
2/12/43	Liberator BZ868 L ¹¹ /200	P/O. Griffin J. A.	Anti submar ine Patrol	1413	2130	Anti Submarine Patrol. A United States of America aircraft having reported the sighting of a submarine, aircraft L/200 was airborne on a search at 1414 hours. The search was to be carried out in area 0800N 2145W, 0842N 2315W to 0800N 2545W to 0715N 2205W. At 1730 hours the aircraft reached position 0825N 2115W where a barrier of 10/10 cumulus cloud prevented any attempt at entry into the area although an attempt was made to circumvent the cloud. At 1737 the weather having improved, a further attempt was made to enter the area, but without success, course was therefore set for Base. En route for Base a fully illuminated M/V was sighted in position 1220N 1812W on course of 180 degrees.
		P/O. Henderson G.				
		Sgt. Dixon A. D.				
		P/O. Tuttle J. H.				
		Sgt. MacAdam R. J.				
		Sgt. Freemark T. E.				
		Sgt. Faulkner J. C.				
	W/O Chambers					
3/12/43 to 5/12/43		No operational flying by Squadron.				
6/12/43	Liberator	F/O. Pickard	C.L.A.	0550	1645	Anti Submarine Patrol. A Creeping line

¹⁰ The record says "L", but BZ829 was "A"; the Form 540 says "A" for this operation.

¹¹ The record says "L" and BZ868; "L" was BZ826 and BZ868 was "H"; the Form 540 says "A".

	BZ868 H/200	F/O. Curtis, G. F/O. Curtis W. C F/O. Jenkins F/Sgt. Lomas W/O. Doucet W/O. Reynolds P/O. Wool-Lewis E.	Search			ahead search was ordered over an area 1415N 1945W, 1415N 1715W, 1015N 1915W, 1015N 1741W. The search was carried out creeping Eastwards, visibility was at 15 miles. At 1445 hours in position 1109N 1741W the Spanish M/V Plus Ultra was sighted on a course of 180 degrees at a speed of 8 knots. , photographs were taken of this vessel. At 1521 hours the sweep was completed and the aircraft set course for Base where it landed without incident at 1645 hours.
6/12/43	Liberator BZ823 E/200	P/O. Smith F/Sgt. Campbell Sgt. Mossman F/O. Featherstone Sgt. Weinberg Sgt. Burrows F/O. Roderique P/O. Leunig	A/S Patrol	2112	0850/ 7	Anti Submarine Patrol Aircraft took off to cover the area 1445N 1955W, 1045N 1955W, 1045N 1725W, 1445N 1725W. At 2238 hours the aircraft reached position 1430N 1940W and the sweep commenced Eastwards with visibility at 15 miles, tracks of 180 and 360 degrees. At 2235 hours whilst flying at 1000 feet an S.E. contact was made on the port, at about 16 miles, in approximate position 1407N 1922W, but contact faded after two minutes. A further contact was made at 2320 hours bearing True 082 degrees 25 miles to port, aircraft flying at height of 1000 feet at time of contact, this contact also faded almost immediately. During this Patrol S.E. contact was made with the coastline at a distance of 80 miles whilst flying at 1000 feet. At 0716 hours on the 7th December the sweep was completed and the aircraft set course for Base from position 1120N 1740W effecting a landing at Yundum at 0850 hours on 7/12/43.
8/12/43	Liberator BZ868 H/200	F/Lt. Jamieson F/O. Harbot F/O. Ball F/Sgt. Hains F/Sgt. Orloff Sgt. Maclean Sgt. Ramsden	C/V Escort	0525	1730	Convoy Escort. Aircraft was airborne at 0525 hours to the Escort of Force FL. At 0614 hours the Cape Verde was sighted and a course was set for position 1838N 1830W to intercept the Force. At 0715 hours S.E. contact was made to port at 35 miles from a height of 3,500 feet. At 0731 hours the Force

		Sgt. Pitman				was sighted in position 1709N 1826W on a Northerly course at 19 knots. A signal was sent from the aircraft to Base giving the position of the Force as 95 miles south of that previously estimated, on a course of 360 degrees at 19 knots. The aircraft attempted to make contact with the S.O. by visual signalling but no reply was received. A Viper patrol was therefore carried out. At 1425 hours the S.O. signalled that course would be changed to South at 1700 hours. Liberator H/200 was relieved at 1434 hours by a Sunderland and course was set for Base. At 1540 hours S.E. contact was made 20 miles ahead from a height of 500 feet and at 1544 hours a Portuguese M/V the Cabo Verde was sighted in position 1352?N 1738W on a course of 180 degrees at a speed of 3 knots, and at 1603 hours the Spanish M/V Argentina was sighted on a Northerly course at 5 knots. The aircraft landed at Base at 1730 hours without further incident.
8?/12/43	Liberator BZ823 E//200	W/Cmdr. Thomas Sgt. Smith F/O. Lyon F/Sgt. Nichols Sgt. Dalton Sgt. Rice Sgt. Parkhill P/O. Taylor (Eng Off)	A/S Patrol	1125	1643	Anti Submarine Patrol. Liberator E/200 took off to fly to Robertsfield and to carry out an anti submarine patrol en route. The Patrol was carried out without incident no sightings of any description being made and at 1643 the aircraft landed at Robertsfield.
9/12/43	Liberator BZ823 E/200	W/Cmdr. Thomas Sgt. Rice Sgt. Smith F/O. Lyon Sgt. Dalton Sgt. Parkhill F/Sgt. Nicholls P/O. Taylor (Eng Off)	A/S Patrol	1029	1540	Anti Submarine Patrol Aircraft was airborne from Robertsfield at 1029 hours on return journey to Yundum an A/S Patrol being carried out en route. Aircraft flew through positions 0550N 1100W and 1000N 1700W without making any sightings. The aircraft landed at Yundum at 1540 hours without incident.
10/12/43	Liberator BZ831 C/200	F/O. Andrews F/O. MacPherson F/Sgt. Mackie Sgt. Cummings Sgt. Rowe Sgt. Fay	C/S Escort	0426	1545	Convoy Escort. Liberator C/200 took off in darkness to Escort Force FL., at 0426 the aircraft set course for position 1426N 2020W to intercept the Force. One S.E. contact was made at 0558 hours In position 1430N 2020W contact being obtained at a distance

		Sgt. Hally				of 40 miles by means of S.E. from a height of 2000 feet. Force was sighted at 0730 hours in position 1434N 2036W on a course of 270 degrees at 28 knots. At 0820 hours in position 1432N 2100W aircraft reported the position of the Force to Base by W/T. At 0850 hours S.E. contact was made with Cape Verde Islands from a distance of 85 miles whilst flying at 2000 feet. At 1030 hours the aircraft sighted the Spanish M/V Monte Negro in position 1430N 2153W on a course of 355 degrees. at 9 knots. At 1200 hours aircraft C/200 was relieved by aircraft E/200 in position 1422N 2245W whence course was set for Base. The Spanish M/V Monte Negro was again sighted on the return journey at 1235 hours in position 1440N 2145W on course 360 degrees at 9 knots. Aircraft landed at Base at 1545 hours.
10/12/43	Liberator BZ823 E/200	F/O Wescombe	C/V Escort	0833	2005	Convoy Escort. Liberator E/200 took off on escort to Force FL – taking over from Liberator C/200. at 1000 hours a message was received from the aircraft giving the position of the Force and at 1018 hours course was set for the given position. S.E. contact was made at a distance of 18 miles whilst flying at 3000 feet and at 1048 hours the Force was sighted in position 1425N 2205W on a course of 290 degrees at 3 knots. No instructions were passed to the aircraft by the S.N.O. And so a Viper Patrol was carried out. Aircraft C/200 remained on the Patrol until 1200 hours when she signalled that she was leaving for Base. At 1515 hours E/2000 signalled to the S.N.O. (visual signals) and informed him that the aircraft would remain on patrol with the Force until 1615 hours, this message was not acknowledged and course was set for Base at 1611 hours. Aircraft landed at Yundum at 2005 hours.
		F/O. Whiles				
		F/Sgt. Hunt				
		F/Sgt. Berry				
		Sgt. Johnson				
		Sgt. Dunham				
		Sgt. Chiffs				
	Sgt. Howes					
10/12/43	Liberator BZ831 C/200	P/O. Griffin	C/V Escort	1814	0138 ¹²	Convoy Escort. Liberator C/200 took off to Escort Force FL at 1814 hours. At 1945 hours trouble with the generators was experienced and by a short time later only one was in serviceable condition. At 2020 hours the aircraft signalled Base informing them of the trouble and at 2110 hours a reply was received by the aircraft recalling it to Base. Course was immediately set and a landing made at 0315 hours with out further incident.
		F/Sgt. Ryder				
		Sgt. Dixon				
		P/O Tuttle				
		Sgt. Falkner				
		Sgt. Freemark				
		Sgt. MacAdam				
	W/O. Chambers					
12/12/43	Liberator BZ823	P/O. Waltman	C/V Escort	1934	0644 ¹³ /13	Convoy Escort. E/200 took off at 1934 hours to provide Escort to the U.S.N. Tanker Esso
		P/O. Montgomery				

¹² This is the time in the record, but it disagrees with the time given in the write up.

	E/200	F/O. Featherstone				Norfolk. At 2048 hours a message was received from Base stating that the Tanker had altered course and giving the latest known speed and position, the aircraft therefore set course for this new position at 2048 hours and at 2135 hours made S.E. contact with the Tanker at a distance of 45 miles whilst flying at 2000 feet. A further message was received from Base at 2155 hours amending the vessels course and speed. aircraft was over the Tanker at 2201 hours in position 0849N 1711W, the ship fired a recognition cartridge to which a reply was made by aldis lamp, ship being informed that the aircraft would remain for 4 hours. At 0151/13 a S.E. contact was made with the convoy SL143 at a distance of 45 miles. At 0347 hours the aircraft signalled that it was leaving at 0350 hours from position 1737N 1550W. Aircraft landed at 0350 hours.
		F/Sgt. Doyle				
		Sgt. Robinson				
		Sgt. Campbell				
		Sgt. Edwards				
		Sgt. Pearce				
13/12/43	Liberator BZ831 C/200	P/O. Kelly	C/V Escort	0143	1314/ 14	Convoy Escort, C/200 was airborne to provide Escort to the Esso Norfolk. At 0333 hours in position 0952N 1552W S.E. contact was made ahead from a distance of 50 miles from a height of 2, 500 feet this was the convoy SL143. At 0350 hours in position 0843N 1526W further S.E. contact was made ahead from a distance of 12 miles from a height of 2,200 feet and at 0358 the Esso Norfolk was met in position 0532N 159?W. The aircraft carried out the patrol until daylight and at 0919 hours a message was received from the ship requesting their position and course. At 0920 hours S.E. Green was made on a bearing of 45 degrees at 35 miles from a height of 800 feet. At 1005 hours in position 0827N 1156W C/200 signalled convoy but did not investigate owing to Walrus aircraft being on patrol. C/200 landed at Yundum at 1314 hours.
		Sgt. Smith				
		Sgt. Harkness				
		Sgt. Taylor				
		Sgt. Jones				
		F/Sgt. Cote				
		F/Sgt. Relf				
		F/Sgt. Cox				
14/12/43	Liberator BZ824 F/200	F/O. McLeod	C/V Escort	1710	0400/ 15	Convoy Escort. F/200 was detailed to carry out an escort to SL.143 course was set from Cape Bald. At 1730 hours S.E. Red was made from a distance of 55 miles from height of 1,500 feet. At 1803 in Position 1208N 1807W convoy SL.143, consisting of 23 M/Vs and 4 E/Vs was met. The convoy
		P/O. Johnson				
		F/O. Berry				
		P/O. Pearce				
		P/O. Jenkinson				
		Sgt. Pearce				
		Sgt. France				

¹³ This is the time in the record, but it disagrees with the time given in the write up.

		Sgt. Hutchinson				was proceeding on a course of 360 degrees and at a speed of 7 ½ knots. At 1820 a visual message was received from the S.O. X-365 – FOCW4 – Repeated Dakar) "Barron Tweedmouth Being Sent Dakar Tomorrow (Wednesday) Local Escort Owing Engine Trouble – 741810z" at 1837 further visual signals were received from the S.O. – Cobra 10. S.E. Green was made on a bearing of 25 degrees at a distance of 40 miles from a height of 1000 feet. At 1947 in position 1257N 1758W an illuminated Spanish M/V was sighted. This vessel was proceeding on a course of 180 degrees at 7 knots. At 0300 hours the aircraft set course for Base from position 1315N 1807W on the 15th/12, the convoy SL.143 being left on the same course and at the same speed. The aircraft landed at Base at 0400 hours on 15/12/43.
16/12/43	Liberator BZ868 H/200	P/O. Smith F/O. Roderique F/O. Whiles F/Sgt. Ransden F/Sgt. Campbell Sgt. Burroughs Sgt. Weinberg Sgt. Mossman	C/V Escort	2010	0455/ 17	Convoy Escort. H/200 was airborne at 2010 hours to provide escort to the M/V New Northland. At 2059 hours S.E. contact was made from a distance of 2 miles from a height of 1500 feet on a convoy consisting of 3 vessels proceeding on a course of 024 degrees at a speed of 11 kts. in position 1255N 1712W, this proved to be the New Northland and escort. S.E. contact was again made at 0245 hours on the 17th, at a distance of 17 miles from a height of 1500 feet, the aircraft immediately set course to investigate this convoy which consisted of One Tanker One M/V and 2 E/Vs on a course of 340 in position 1137N 1713W. This convoy had not been shown on the Form White and the aircraft therefore treated the vessels with suspicion using landing lights for identification. On the return to the New Northland the aircraft signalled (visually) the details of the other convoy's position etc. these signals were not acknowledged however. At 0325 hours the Escort was completed and course was set fro base, leaving the convoy in position 1146N 1720W on a course of 170 degrees at a speed of 11 kts. On the return journey to Base the unidentified convoy was again sighted in position 1141N 1715W at 0330 hours, the aircraft challenged the convoy which replied with the correct letter of the day. The aircraft continued its journey to Base where it landed without further incident at 0455 hours on the 17th December 1943.
31/12/43	Liberator BZ823 E/200	S/Lder. J. A. Reid F/O. Treleavan F/O. Boyd	B.R. Patrol	0625	1657	Blockade Runner Patrol. Liberator E/200 was airborne on the first of a series of Blockade Runner Patrols. Soon after take off

		P/O. Redhead				course was set for position 0835N 1900W and at 0855 hours this position was reached, course was set from this position for 0410N 2008W, but at 1045 hours in position 0830N 2236W line squalls were met and visibility dropped to nil. The aircraft descended to 300 feet in an endeavour to escape the worse of the storm, but, at 1145 hours in position 0921N 1953W the weather got much worse and when in position 0921N 1938W it was decided to set course for Base where the aircraft landed at 1657 hours without further incident. This patrol was shortened owing to the very adverse weather conditions prevailing over the area of operations.
		W/O. Ollinger				
		F/Sgt. Walsh				
		F/Sgt. Heighington				
		Sgt. Wilcox				
31/12/43	Liberator BZ686 ¹⁴ H/200	F/O. Henderson	A.B.R. Patrol	0653	1830	Anti Blockade Runner Patrol. H/200 was airborne on an anti blockade runner patrol in conjunction with aircraft E/200 working a neighbouring area to the North. Course was set for position 0921N 1938W soon after take off, the aircraft reached this position fairly quickly and at 0900 hours course was set for 0456N 2645W and at 1035 hours an American Liberator was observed flying at a height of approximately 9000 feet on a course of 020 degrees in position 0725N 2354W. At 1553 hours position was altered for 1054N 2054W, on reaching this point without making any sightings the aircraft then set course for Base. On the return to Base an S.E. contact was made from a distance of 7 miles from a height of 4000 feet, this proved to be a cruiser in position 1255N 1840W on a course of 360 degrees travelling at a speed of 15 knots. No further sightings or contacts were made and at 1830 hours the aircraft landed at Base without further incident.
		P/O. Peek				
		F/Sgt. MacLean				
		Sgt. Gregory				
		Sgt. Harwood				
		F/Sgt. Spiers				
		Sgt. Symonds				
	Sgt. Morton					

¹⁴ This is probably BZ868.

			valuable operational experience.
			At 1930 hours the Form Orange covering this Patrol was sent to Headquarters No: 295 Wing and a signal sent to COR Air Headquarters giving dispositions and details of the Naval Forces and Shipping sighted during the Patrol.
Yundum	1/1/44		Medical. During the past seven days the malarial incidence for the Station and the Squadron has again dropped, this time to the level of .506% - this is the lowest recorded malarial incidence since April 1943.
Yundum	1/1/44		General. S/Ldr. Playford the Command A.S.R. Officer arrived on a visit of inspection of the Squadrons A.S.R. facilities.
Yundum	2/1/44	0625	Blockade Runner Patrol. Liberator E/200 loaded with 12 Torpex Depth Charges was airborne to continue the Anti Blockade Runner Patrols commenced on the 31st of December 1943. This aircraft was captained by F/O Andrews with F/Sgt. Relf as navigator, the same patrol was carried out as that completed by Liberator H/200 yesterday. Naval Units were also co-operating over the area covered. At 0718 hours Radar contact was obtained to port from height of 4000 feet at a distance of 12 miles the aircraft "homed" on to this contact and at 1245 hours the M/V Fresno Star was sighted in position 1138N 1715W on a course of 360degrees at a speed of 12 knots. At 0930 hours in position 0750N 2010W a Catalina aircraft was seen flying at 2000 feet. The patrol had to be cut short due to the shortage of petrol. The aircraft returned to Base landing without further incident at 1755 hours. At 1840 hours the Form Orange covering the details of this patrol was passed to Headquarters No: 295 Wing.
Yundum	2/1/44	1000	General. S/Ldr Playford gave a lecture to the aircrew personnel of the Squadron on the A.S.R. services in West Africa.
Yundum	2/1/44	0640	Anti Blockade Runner Patrol. Liberator A/200 was airborne on the same Patrol as had been flown by aircraft F/200 on the 1st. A great deal of 10/10 cumulus cloud was met with on this operational flight. This hindered the navigation of the aircraft and the patrol was not completely covered. No contacts were made and nothing was seen. The aircraft landed at 1928 hours.
Yundum	2/1/44	2010	The Form Orange covering the Operation by aircraft A/200 was forwarded to Headquarters No: 295 Wing.
Yundum	3/1/44	0630	Anti Blockade Runner Patrol. Liberator H/200 loaded with 8 Torpex Depth Charges was airborne on a further Anti Blockade Runner Patrol. The aircraft was captained by P/O Griffin the navigator being Sgt. Dixon, as usual the aircraft was co-operating with the Naval Units in the area. The Patrol was completed without incident and the aircraft landed at 1832 hours.
		1910	Form Orange covering the operation was sent to Headquarters No 295 Wing.
			Form Green ordering the continuation of these A.B.R. patrols on 4.1.44 was received.
Yundum	3/1/44	0642	A.B.R. Patrol Batsman. Liberator F/200 Captain P/O Waltman Navigator F/O Featherstone was airborne on the Patrol Batsman in conjunction with Naval Units. Eight Torpex Depth charges were carried and 200 gallons of extra petrol were carried in an auxiliary tank. Patrol Batsman was one of the patrols set against Blockade Runners – At 0745 hours a Radar contact was made to port from a height of 3900 feet and at a distance of 15 miles. This was identified as a convoy in position 1131N 1813W at 1052 hours there was a further Radar contact, this time to starboard, at a distance of 20 miles and at 1058 hours one of the cruisers working in the same area was sighted in position 1754N 2416W on a course of 230 degrees at a speed of 20 knots. At 1500 hours there was another Radar contact at 060 degrees to port at a distance of 35 miles this was investigated and found to be another cruiser on patrol in position 1133N 2115W. At 1502 hours a message was received from Base giving the position of a submarine that had been sighted by a U.S.A. Transit aircraft – the aircraft set course for this position but on arrival there nothing was seen. The aircraft completed its patrol and returned to Base landing without further incident at 1815 hours.

		2003	Form Orange sent to Headquarters No 295 Wing and a signal sent to C.O.R. Air Headquarters informing them of the position course and speed of vessels sighted.
Yundum	4/1/44	0706	Liberator O/200 Captain F/O Kelly navigator F/S. Cocks was airborne to resume Anti Blockade Runner Patrols. The aircraft was loaded with 8 Torpex Depth Charges. This Patrol was one of the Batsman series. At 1205 hours a Radar contact was made 60 miles to port – the position coincided with that of one of the Naval Units co-operating on this patrol and was therefore not investigated. The aircraft completed its patrol and landed at 1647 hours without making any further contacts and with no further sightings to report.
		1720	The Form Orange covering this patrol was forwarded to Headquarters No 295 Wing.
			Form Green ordering the continuance of these Patrols on 5/1/44 was received.
Yundum	4/1/44	0640	A.B.R. Patrol Bowler. Liberator N/200 loaded with 8 Torpex Depth charges was airborne on the Anti Blockade Runner Patrol Bowler. This aircraft was captained by F/O Smith and navigated by F/O Roderique. At 1447 hours a Radar contact was made on a bearing of 080 degrees to Port at a distance of 10 miles the aircraft investigated and found the light ship that had been reported drifting in approximately the same position previously. Following instructions from Air Headquarters to sink the craft if seen the captain of the aircraft decided to attack with depth charges making three attacks dropping two sticks of 3 and then a stick of 6 spaced at 90 and 60 feet. One hundred rounds of .5 machine gun ammunition was also fired at the vessel. After the attack the vessel was still afloat though down by the stern, when the aircraft left the lightship was still afloat. During this patrol, one of the Naval units – a cruiser was also sighted. The aircraft completed its patrol and set course for Base landing at 1822 hours without further incident.
		1920	Form Orange covering this patrol was forwarded to Headquarters No 295 Wing and a signal sent to COR Air Headquarters W.A. giving details of the sighting and the attack on the lightship.
			Form Green to continue the Patrols on 5/1/44 received.
			At 1330 hours a signal had been received with the information that the German Blockade Runner Weserland had been sunk in the South Atlantic by United States Naval Forces on 3/1/44.
Yundum	4/1/44	1230	General. F/Lt. Richardson one of the Intelligence Staff at Gibraltar called in at Yundum on his way from AHQWA to Gibraltar. Leaving for his destination at 1330 hours in a D.C.3.
Yundum	5/1/44	0648	A.B.R. Patrol Batsman. Liberator P/200 was airborne for A.B.R. Patrol Batsman loaded with 8 Torpex Depth Charges. This aircraft was captained by F/L Cherrington with Sgt. Dixon as navigator. The Radar apparatus was unserviceable throughout the operation and the captain notified Base accordingly. On the return of the aircraft to Yundum the Radar was inspected and it was found that a faulty inspection had been made at Nassau before the aircraft left for Yundum (the aircraft had been delivered by Ferry Command only a few days previously). A full report was made out by the Squadron Radar officer. The patrol was completed with no sightings to report. The aircraft landed at Base without incident at 1723 hours.
		1810	Form Orange covering this Patrol was forwarded to Headquarters No: 295 Wing.
Yundum	5/1/44	0639	A.B.R. Patrol Bowler. Liberator H/200 with 8 Torpex Depth Charges was airborne at 0639 hours on the Anti Blockade Runner Patrol Bowler. This aircraft was captained by W/Comdr Thomas – Officer Commanding Squadron and Station and navigated by F/O Featherstone. At 0720 hours Radar contact was obtained to port at a distance of 10 miles and at 0730 hours 2 M/Vs and 2 E/Vs were seen in position 1142N 1730W on a course of 180 degrees at a speed of 8 knots. these vessels were escorted by a Sunderland aircraft. A great deal of 10/10 cumulus cloud was experienced over the area of operations which handicapped the patrol to such an extent that it had to be abandoned. The U.S.A. Tanker Esso Norfolk

			was sighted on this Patrol.
		1900	The Form Orange covering the above operation was forwarded to Headquarters No 295 Wing and a signal sent to COR Air Headquarters regarding the sighting of the Esso Norfolk.
Yundum	5/1/44		The Station signals Officer and the Controller at Yundum are making arrangements with the controller Half-Die for some of the Squadron aircraft to take part in a signals exercise with the Navy.
Yundum	5/1/44	0930	A signal was received from Air Headquarters requesting further details on the attack on the lightship. This request was complied with at 1000 hours.
Yundum	5/1/44	1330	A signal was received from Air Headquarters with the information that another Blockade Runner – the Burgenland – had been sunk in the South Atlantic on 4/1/44 by Naval Forces of the United States in co-operation with aircraft.
Yundum	6/1/44	0622	A.B.R. Patrol Bowler. Liberator O/200 captain F/O Henderson, navigator F/O Peek was airborne at 0622 hours to resume the Bowler Patrols. At 1025 hours a message was sent to Base saying that the Radar equipment was unserviceable and that visibility was down to 4 miles. The aircraft continued the patrol however without any sightings returning to Base where it landed at 1805 hours.
		1820	Form Orange covering this patrol forwarded to Headquarters No 295 Wing.
			Form Green for continuation of Batsman Bowler Patrols on 7/1/44 received.
Yundum	6/1/44	0654	A.B.R. Patrol Batsman. Liberator N/200 captain S/Ldr. Reid navigator F/O Boyd was airborne on Patrol Batsman. At 0727 hours a Radar contact was made to starboard at a distance of 50 miles and the aircraft commenced to "home" onto this contact. At 0745 one unidentified M/V was sighted in position 1128N 1842W and a message was immediately sent to Base reporting this sighting. Photographs were taken of this vessel. At 0950 the lightship which had been attacked by one of the Squadron aircraft on 4/1/44 was sighted in position 0825N 2112W and in accordance with the instructions received from Air Headquarters the aircraft carried out an attack. After approximately 15 rounds of ammunition had been fired from the front guns the vessel blew up and sank. At 1325 hours Radar contact was made to port at a distance of 35 miles to port and the aircraft "homed" on to this contact and at 1350 hours the Italian cruiser Aosta was sighted in position 0827N 2347W. Visual signals were exchanged. At 1541 in position 1050N 2052W the aircraft set course for Base. At 1610 hours the French cruiser Georges Leygues which was also on patrol in the area was sighted after having been contacted by Radar 15 minutes previously. The aircraft landed at Base without further incident at 1844 hours.
		1845	Form Orange covering this patrol was forwarded to Headquarters No 295 Wing and a signal giving details of the vessels sighted was passed to Air Headquarters.
Yundum	7/1/44	0635	A.B.R. Patrol Batsman. Liberator E/200 Captain F/L Jamieson navigator F/O Ball was airborne on a Batsman Patrol at 0635 hours. At 0920 hours a Radar contact was obtained and the aircraft "homed" on to it and at 0945 hours sighted on of the Naval Units co-operating in the patrol of the area. This vessel was in position 0758N 2215W. At 1000 hours a further Radar contact was made which when investigated proved to be the Norwegian M/V Tamalene in position 0702N 2208W. At 1155 another Radar contact was made which on investigation proved to be on of the Naval Units on patrol in position 0630N 2530W. At 1212 hours in position 0643N 2608W the aircraft set course for base. At 1530 while on the return journey to Base a Radar contact was made at a distance of 48 miles to port which on investigation proved to be the Spanish M/V Guecho photographs were taken of this vessel. At 1903 hours the aircraft landed at Base.
		1945	The Form orange covering the operation was forwarded to Headquarters No 295 Wing and a signal was sent to COR Air Headquarters giving details of the sightings made.
			Form green was also received ordering the continuation of these A.B.R. patrol for 8/1/44.

Yundum	7/1/44	0622	A.B.R. Patrol Bowler. At 0622 hours Liberator J/200 was airborne on the anti blockade runner patrol Bowler. Captain F/O Westcombe navigator F/O Ball At 0914 hours Radar contact was made and at 1919 ¹⁶ one of the Naval Units in the patrol area was sighted. At 1410 hours another Radar contact was made and a second Naval Unit was seen. A third Radar contact was made at 1432 hours and at 1438 hours the Norwegian M/V Tamalene was sighted in position 0758N 2410W on a course of 325 degrees at a speed of 9 knots. The ship was challenged and gave the necessary replies. At 1617 hours the aircraft set course for Base from position 1000N 2220W landing at 1921 hours without further incident.
		2030	Form Orange covering this patrol was forwarded to Headquarters No: 295 Wing and a signal giving the details of the sightings was forwarded to COR Air Headquarters.
Yundum	8/1/44	0640	A.B.R. Patrol Batsman. At 0640 hours Liberator O/200 was airborne on a Batsman Patrol. The aircraft carried 8 Torpex Depth Charges and was captained by F/O Andrews, F/O Peek was the navigator. The outward Patrol was completed without incident and at 1553 from position 1107N 2030W the aircraft set course for Base. At 1625 hours a Naval Unit was sighted in position 1058N 2014W. The aircraft landed at Yundum at 1850 hours without further incident.
		1940	Form Orange covering this Patrol was sent to Headquarters No. 295 Wing and position course and speed of the Naval Unit sighted was forwarded by signal to COR Air Headquarters.
			Form Green for the continuation of the Batsman Bowler Patrols of 9/1/44 was received.
Yundum	8/1/44	0620	A.B.R. Patrol Bowler. Liberator L/200 – Captain P/O Griffin navigator Sgt. Dixon, was airborne on a Bowler Patrol at 0620 hours. This aircraft carried 8 Torpex Depth Charges. No sightings or Radar contacts were made until 1715 hour when in position 1200N 1730W contact was made 35 miles to port. The aircraft "homed" on to this contact and at 1740 hours in failing light the aircraft sighted two warships. The ships were proceeding at a speed of about 20 knots and were also zigzagging and did not answer the aircraft challenges, photographs of both these vessels were taken at a distance. The aircraft landed at Base at 1845 hours.
			At 1915 hours the Form Orange covering this operation was signalled to Headquarters N: 295 Wing – the crew of the aircraft when interrogated reported the Naval Units that had been sighted and as there were no navel vessels known to be in the area at that time COR Air Headquarters was immediately informed that two warships with the appearance of Italian cruisers had been sighted.
Yundum	9/1/44	0300	A signal was received from Air Headquarters West Africa asking for amplification of the signal from Yundum reporting the sighting of 2 cruisers. The Intelligence Officer was informed and the crew who had reported this sighting were called for another interrogation. The photographs taken by the crew were immediately developed and proved the vessels to be a sloop and a corvette. COR Air Headquarters had signalled after the aircraft had returned from patrol on 8/1/44 that these vessels were in the area where the reported "cruisers" had been sighted. At 0800 COR Air Headquarters was advised of the identity of the ships.
Yundum	9/1/44	0642	A.B.R. Patrol Batsman. At 0642 hours aircraft F/200 was airborne on a Batsman Patrol loaded with 8 Torpex Depth charges and carrying 200 gallons of extra petrol. Captain F/O Kelly navigator F/Sgt. Cocks. At 1208 one of the Naval Units operating in the area was sighted and visual signals were exchanged. The patrol was completed without incident and the aircraft landed at Base at 1820 hours.
		1900	Form Orange covering the Patrol was forwarded to Headquarters No: 295 Wing and a signal sent to COR Air Headquarters with reference to the course speed etc of the naval unit sighted.

¹⁶ 1919 is the time given in the record, but an obvious error.

Yundum	9/1/44		Posting Officers.
			P/O. C. D. MacKeen CanJ.23216 and P/O W. J. Saunders CanJ.22238 posted from No. 111 O.T.U. Nassau with effect from 28/8/43 on the authority of Air Headquarters letter WA/3101/2/P.2. dated 5/1/44. Both Officers had been attached to the Squadron since 1/1/44 pending the arrival of posting note.
			P/O. D. W. Hyde Aus 423128 GD(S) posted to the Squadron with effect from 27/10/43 on the authority of AHQWA signal P.683 dated 31/12/43 and had been attached pending posting since 22/12/43.
Yundum	9/1/44	0628	A.B.R. Patrol ("Bowler") Liberator P/200 loaded with 8 Torpex Depth Charges and 200 gallons of extra petrol was airborne on a further Anti Blockade Runner Patrol Bowler. Captain F/O Waltman. Navigator F/O Featherstone. At 0700 hours a Radar contact was made in the position of a convoy, it was therefore not investigated. At 0743 hours the Portuguese M/V Mouzhino was sighted the ship being identified by its flag hoist. The aircraft flew low around the ship and at 0820 hours a message reporting this sighting was sent to Base. At 0830 hours the aircraft received a message to repeat this signal, which instruction was immediately carried out. At 0900 hours the Mark True signal was received from COR Air Headquarters and the aircraft continued with the normal patrol. On the return journeys to Base a still further Radar contact was made but as this was again on a convoy it was not investigated. The aircraft landed at Base without further incident 1742 hours.
Yundum	9/1/44	1830	Form orange covering this patrol was forwarded to Headquarters No. 295 Wing.
Yundum	10/1/44	0631	A.B.R. Patrol Batsman Liberator O/200 was airborne at 0631 hours to carry out a further Batsman Patrol in co-operation with Naval Units. As was the case in previous operations the aircraft carried 200 gallons of extra petrol in lieu of 4 Depth Charges. Captain F/O Smith Navigator F/O Roderique the normal patrol was carried out without any incident – no sightings or contacts were made and the aircraft returned to Base after reaching P.L.E. landing at Yundum at 1837 hours.
			At 1810 hours the Form Orange covering this Patrol was sent to Headquarters No 295 Wing. Form green for the continuation of these patrols on 11/1/44 was received.
Yundum	10/1/44	0615	A.B.R. Patrol "Bowler". At 0615 hours Liberator L/200 was airborne on a further Anti Blockader Runner Patrol Bowler. Captain F/O McKeen navigator P/O Saunders. At 0850 hours the Spanish M/V Deseado was sighted after the aircraft had "homed" on to a Radar contact. This vessel was sighted again at 1336 hours. The patrol was completed at 1445 hours with no further incident and the aircraft therefore set course for Base, landing at Yundum at 1735 hours.
			At 1810z the Form Orange covering this Patrol was sent to Headquarters No 295 Wing.
			A signal was received from Headquarters No: 295 Wing to the effect that a submarine exercise would take place between Liberator aircraft of the Squadron and the French Submarine Atlante, on the 15th January 1944. Two Officers from the Squadron Flying personnel were to be on board the submarine during the exercise.
Yundum	11/1/44	0640	A.B.R. Patrol Batsman. Liberator F/200 with W/Comdr Thomas O.C. Station and Squadron as captain of the aircraft and F/O Whiles as navigator was airborne on a further Batsman Patrol. The generators began to give trouble soon after take off and when at 0900 hours there was only one serviceable the captain decided to return to Base and sent a signal accordingly. The aircraft landed without incident at 1128 hours.
		0930	A signal was sent by Operations Yundum requesting permission to send a relief aircraft to finish this patrol, and at 1100 hours a signal was received from Headquarters No:295 Wing granting this request.
		1215	The Form Orange covering the Patrol by F/200 was forwarded to Headquarters no: 295 Wing.

Yundum	11/1/44	0625	A.B.R. Patrol Bowler. Liberator J/200 was airborne at 0625 hours on a further A.B.R. Patrol Bowler. Loaded with 8 D.Cs and 200 extra gallons of petrol. Capt F/L Cherrington, and Navigator F/S Cocks. At 1735 hours the Portuguese M/V Bailundo was sighted after the aircraft had "homed" onto a Radar contact made a short while previously. The rest of the Patrol was completed without incident and at 1540 the aircraft set course for Base, landing at Yundum at 1951 hours.
		2000	The Form Orange covering this Operation by J/200 was forwarded to Headquarters No: 295 Wing and a signal advising COR of the sighting of the Bailundo was also sent.
Yundum	11/1/44	1155	A.B.R. Patrol Batsman. Liberator N/200 was airborne at 1155 hours to complete the Patrol that had been abandoned by Liberator F/200 who was returning to base with generator trouble. Captain S/L Reid navigator F/O Boyd. This aircraft (N/200) carried the usual 8 Depth charges and 200 extra gallons of petrol. During the Patrol by N/200, one of the co-operating Naval Units was sighted and visual signals were exchanged. Nothing was seen after this nor were any further Radar contacts made. The aircraft returned to Base after completing the scheduled Patrol, landing at 2253 hours.
Yundum	11/1/44		Postings of Officers.
			F/O C. A. Pearce Aus 412677 GD(S) & P/O W. K. Trainor NZ413514 G.D. were posted from the Squadron to No: 1 P.D.C. United Kingdom leaving for their destination on 11/1/44 by air via North Africa, on the authority of Air Headquarter's signal P.722 dated 5/1/44.
Yundum	12/1/44	0620	A.B.R. Patrol Bowler. Liberator H/200 was airborne at 0620 hours on an Anti Blockade Runner Patrol Bowler. Captain of the aircraft was F/L Jamieson and navigator F/O Ball The normal patrol was carried out from a height of 4000 feet nothing being sighted and no Radar contacts made. The aircraft completed the patrol and returned to Base landing at 1727 hours.
		1750	Form Orange covering this patrol was sent to Headquarters No: 295 Wing.
Yundum	12/1/44	0632	A.B.R. Patrol Batsman. At 0632 hours aircraft G/200 was airborne on Patrol Batsman. Captain F/O Henderson navigator F/O Peek. At 0748 hours in position 1108N 1810W an unidentified vessel was sighted and after this ship had been challenged and the flag hoist read a message was sent by the aircraft to Base and to Air Headquarters, at 0950 hours. At 1010 hours a Mate True was received from Air Headquarters the aircraft then resumed its patrol. At 1314 hours a Radar contact was made this however disappeared in a very short time. At 1314 hours after the aircraft had "homed" on to a further Radar contact one of the co-operating Naval Units was sighted and at 1620 hours in the same manner a Second Naval vessel was sighted. At this time the aircraft reached its P.L.E. and therefore set course for Base. And at 1725 hours on the way to Base a third warship was sighted in the area. The aircraft landed at Base at 1920 hours without further incident.
		2020	Form Orange covering this Patrol forwarded to Headquarters No. 295 Wing and COR informed of the disposition of the shipping in the area.
Yundum	13/1/44	0632	A.B.R. Patrol Batsman. Liberator P/200 captain F/O Andrews navigator F/O Lyon was airborne at 0632 on another Batsman Patrol. At 1127 hours on of the co-operating Naval Units operating in the area was sighted on patrol and at 1358 hours another supporting Naval vessel was seen. The patrol was completed without further incident and the aircraft landed at Yundum at 1827 hours.
		1905	Form Orange covering this Operation was forwarded to Headquarters No: 295 Wing and Air Headquarters was informed of the disposition of the Naval Units.
Yundum	13/1/44	0612	A.B.R. Patrol Bowler. At 0612 hours F/O Pickard captain, and F/O Curtis navigator, Liberator L/200 was airborne on another Bowler Patrol. At 0712 hours a Radar contact at a distance of 20 miles was made and at 0712 ¹⁷ hours an

¹⁷ Record gives same time as previous incident.

			unidentified Merchant vessel was sighted. After receiving the name of the ship and noting the flags she was flying a message was sent to COR Air Headquarters giving her course and speed. A Mate True was received in reply. The aircraft then continued with the normal Patrol. At 0950 hours the aircraft made a Radar contact ahead on a bearing of 045 degrees at a height of 4000 feet and at 1012 hours after homing on to this contact the Italian Cruisers Aosta and Abruzzi were sighted, the former on a course of 250 degrees at a speed of 16 knots and the latter on a course of 300 degrees at 16 knots. The aircraft then continued the patrol sighting these two warships once more on the return journey to Base. The aircraft landed at 1813 hours without further incident.
		1855	Form Orange covering the Patrol was sent to Headquarters No 295 Wing and COR informed of disposition of vessels sighted during the patrol.
			Form Green for the continuation of the Batsman Bowler Patrols received.
Yundum	13/1/44		General – Radar. During the month to date one Radar failure was reported by aircraft returning from Operations by F/L Cherrington and crew. The Radar equipment used by this crew was later tested and it was proved that in actual fact the performance of this particular set was above average. This was the first time this crew had made an operational flight with Radar equipment and they are still under training in its use. Later in the month P/O Henderson and crew experienced Radar failure in the air and showed initiative by attempting to repair the fault in the air. On landing the equipment was inspected and one unserviceable unit was discovered this was immediately made serviceable.
			Four of the Squadron aircraft are fitted with Radar SCR729 equipment and although no test equipment is available at the moment, preliminary results have proved most satisfactory. The Station beacon being contacted at a very good distance.
			The new Radar section is now almost completed and preparations are being made to put it in order for the move.
Yundum	14/1/44	0635	A.B.R. Patrol Batsman. Liberator G/200 Captain F/O Wescombe Navigator F/O Whiles, continued the Anti Blockade Patrol Batsman being airborne at 0635 hours, loaded with the usual 8 Torpex D.C.s and carrying 200 gallons of extra petrol. The first Radar contact was made at 0740 hours on a convoy this contact was therefore not investigated. At 1321 hours one of the Naval Units operating in co-operation with the aircraft was sighted and at 1341 after a Radar contact had been made the M/V Talisman was sighted. At 1358 hours a further sighting was made of a second naval patrol vessel in the area of operations. Signals were exchanged between the aircraft and this vessel. The convoy which had been contacted earlier on the patrol was sighted at 1713 hours when the aircraft was returning to Base. The aircraft landed at 1830 hours without further incident.
		1920	Form orange covering this operation was signalled to Headquarters No: 295 Wing and COR Air Headquarters informed, by signal, of the disposition of the shipping.
Yundum	14/1/44	0649	A.B.R. Patrol Bowler. Liberator H/200 with P/O Griffin as captain and F/Sgt. Dixon as navigator was airborne on a further Anti Blockade runner Patrol Bowler. At 1713 hours a convoy was sighted in the patrol area and a message was received from the S.O. of the convoy to pass on to the N.O. i/c Bathurst and to COR Freetown. The rest of the normal patrol was completed without incident and the aircraft landed at 1910 hours. The message received from the S.O. convoy was then forwarded through the usual channels, to its destinations. The contents of this message were to the effect that one of the escorting sloops to this convoy (SL.146) would be leaving the main convoy and arriving at Bathurst at 1800 hours the following day.
		1945	Form orange covering this Operation was forwarded to Headquarters No: 295 Wing. This Form Orange had to be sent to Bathurst by D.R.L.S. because the teleprinter service between Yundum and Half Die Bathurst had failed.
			Security. The Intelligence Officer Yundum was informed that the arrival of a troop

			transport had been discussed openly at Bathurst. The Controller at RAF Station Yundum immediately took the mater up with Operations Bathurst.
Yundum	14/1/44		Medical. The lowest malarial incidence ever recorded at Yundum was experienced during the week ending 14/1/44. It was .113%.
Yundum	15/1/44	¹⁸	A.B.R. Patrol. Liberator J/200 was airborne on a further anti blockade Runner Patrol. Captain F/O Kelly Navigator F/Sgt. Cocks. A Radar contact was made at 0810 hours in the estimated position of a convoy. The aircraft did not investigated this contact. One of the supporting Naval Units was sighted at 1308 hours and at 1411 hours a second Naval support Unit was sighted. At 1730 hours convoy SR.9 was sighted and at 1802 hours while on the return journey to Base another convoy was sighted in the area. The patrol was completed without any suspicious sighting and the aircraft landed at Base at 1848 hours.
		1935	Form Orange covering this operation forwarded to 295 Wing and signal sent to Air Headquarters giving disposition of shipping.
Yundum	15/1/44	0747	A.B.R. Patrol. At 0747 hours Liberator T/200 Captain P/O Waltman Navigator F/O Featherstone, were airborne on an Anti Blockade Runner Patrol. At 0850 hours an merchant vessel escorted by 2 E/Vs was sighted, a short time later at 0915 hours a Sunderland Flying Boat was seen flying at 2000 feet. During the Patrol two Radar contacts were picked up which faded soon after they appeared. At 1207 hours a message was received from the aircraft that the Radar equipment had become unserviceable – this defect was later rectified however and the aircraft continued its patrol. At 1845 hours a Radar contact was made on t which the aircraft "homed" later sighting this contact which proved to be 2 M/Vs escorted by a single escort vessel. A further Radar contact was made at 1924 hours but the aircraft could not investigate this owing to the fact that it had reached its P.L.E. The aircraft landed at Base at 2005 hours without further incident.
		2050	Form orange for this Patrol was signalled to Headquarters No 295 Wing and COR Air Headquarters was informed of shipping dispositions in the patrol area.
Yundum	15/1/44	0800	Submarine Exercise. The submarine exercise referred to on 10/1/44 was carried out as planned. Liberators L/200 and P/200 took part in this exercise. S/Ldr J. Reid and F/O P. McLeod both pilots of the Squadron, were aboard the submarine Alante during the exercise. The exercise commenced at 0900 hours and finished by 1100 hours, many photographs were taken during the dummy attacks made by the aircraft and much good anti submarine experience gained by the crews who took part. The Station Intelligence Officer flew in one of the aircraft and gained much valuable data.
Yundum	16/1/44		A.B.R. Patrols. A new Series of Anti Blockade Runner Patrols was introduced with effect from this date, on instructions received from C.O.R. Air Headquarters West Africa. These Patrols were for the interception of South bound Runners and replaced the Batsman Bowler Patrols against North bound Runners. The new Patrols were known by the code names of Keeper and Stumper.
Yundum	16/1/44	0645	A.B.R. Patrols. Liberator H/200 Captain F/O Smith navigator F/O Roderique was airborne on the first of the new Blockade Runner Patrols. The normal patrol was flown without any incident whatsoever, no sightings and no Radar contacts being made. The aircraft returned to Base after the completion of the patrol and landed at 1830 hours.
		1855	Form Orange covering this Patrol was sent to Headquarters No: 295 Wing.
Yundum	16/1/44	0701	A.B.R. Patrol. Liberator G/200 Captain P/O MacKeen navigator P/O Saunders was airborne on the new Blockade Runner Patrol. The first Radar contact was made by this aircraft at 1055 hours and at 1106 hours one of the Naval vessels co-operating with the aircraft was sighted on patrol. Shortly afterwards two more Radar contacts were made but these faded quickly. At 1211 hours a further Radar contact was made which proved to be another Naval Patrol vessel. Further Radar

¹⁸ Time not given in record.

			contacts were made but these all faded abruptly. After completing the normal patrol the aircraft returned to Base landing at Yundum at 1840 hours.
		1915	Form Orange covering this patrol was sent to Headquarters No: 295 Wing and a signal sent to Air Headquarters giving shipping dispositions.
Yundum	17/1/44	0645	A.B.R. Patrol. Liberator E/200 Captain F/L Chearington navigator F/Sgt Cocks was airborne on a further anti Blockade Runner Patrol against South Bound vessels. The normal patrol was flown without any incident., and the aircraft landed at Yundum at 1810 hours without anything to report.
		1830	Orange despatched to Headquarters No 295 Wing.
Yundum	17/1/44	0713	A.B.R. Patrol. Liberator T/200 was airborne from Yundum on a further anti Blockade Runner Patrol against enemy southbound vessels, at 0713 hours. Captain W/Comdr Thomas, J. B. P. Officer Commanding Station and Squadron, navigator F/O Lyon, P. At 0810 hours the M/V Bradburn was sighted and later, at 1109 hours one of the Naval vessels patrolling the area in conjunction with the aircraft was sighted. At 1156 hours the Spanish M/V Monte Iciar was sighted, this vessel was out of position and so the captain of the aircraft sent a message to Base giving details, remaining in the vicinity of the vessel until a reply was received that the ship was not suspicious. The aircraft then continued its normal patrol. During the patrol 10/10 cumulus cloud was experienced and the aircraft had to be flown around the depression to avoid the bad weather. At 1430 hours an unidentified M.V was sighted and a signal was sent to Freetown, but as the aircraft had reached its P.L.E. it was unable to remain in the vicinity and so set course for Base landing without further incident at 1846 hours.
		2000	Form Orange covering this Patrol sent to Headquarters No 295 Wing and COR Air Headquarters informed of shipping movements.
		1830	A Signal was received from COR Air Headquarters requesting a repeat of the signal sent by T/200 which had arrived corrupt. This signal was repeated after the aircraft had arrived at Base and an explanation given.
		1800	A signal was received from C.O.R. Air Headquarters instructing that Anti Blockade Runner Patrols would cease with effect 19/1/44.
Yundum	18/1/44	0700	A.B.R. Patrol. Liberator C/200 was airborne at 0700 hours on a further Anti Blockade Runner Patrol Captain S/Ldr. J. A. R. Reid navigator F/O Boyd. At 1022 hours the Spanish M.V Monte Iciar was sighted and at 1325 hours an Italian Cruiser – One of the supporting Naval Units was sighted in the area. For the rest of the patrol nothing was seen and the aircraft set course for Base after carrying out the full patrol, landing at Yundum at 1740 hours.
		1805	Form Orange covering the Operation was sent to Headquarters No: 295 Wing and a signal giving the dispositions of the vessels sighted was sent to Air Headquarters.
Yundum	18/1/44	0710	A.B.R. Patrol. Liberator A/200 was airborne at 0710 hours on a further Anti Blockade Runner Patrol, loaded with 8 Torpex D.Cs and an extra 200 gallons of petrol. Captain F/O Henderson navigator F/O Peek. At 1103 hours one of the Italian cruisers was sighted on patrol in the area and at 1200 hours another naval patrol vessel was sighted. At 1235 hours after the aircraft had "homed" on to a Radar contact the M/V Cordillera was sighted, this vessel had been reported out of position by aircraft T/200 on the previous day. This vessel was challenged and gave the correct reply to the aircraft's signals. The description and the position of this vessel was immediately reported to COR Freetown. At 1325 hours another Naval Units was seen on patrol in the area. The aircraft completed its patrol and returned to Base landing at 1855 hours.
		1930	Form Orange covering the Patrol was forwarded to Headquarters No: 295 Wing and as signal with the details of the shipping sighted was forwarded to COR Freetown.
Yundum	18/1/44	1100	Visits. Group Captain N. J. Constable-Roberts the Officer Commanding Headquarters No 295 Wing arrived at Yundum in a Wellington aircraft of the

			French Squadron at Dakar. The G/C returned to Dakar later in the day.
		1200	Air Vice Marshall Graham C.B., C.B.E., D.S.O., D.S.C., D.F.C. arrived in a Hudson aircraft from Port Etienne. A.V.M. Graham was on his way to Freetown to take over Command of Air Headquarters from A.V.M. Cole-Hamilton C.B, C.B.E.. Air Vice Marshal Graham lunched at Yundum and continued his journey to Air Headquarters Freetown at 1330 hours.
Yundum	19/1/44		No Operational flying by the Squadron aircraft.
Yundum	19/1/44		Reinforcements. A reinforcement Liberator arrived with a new crew from Nassau via Rabat Sale.
Yundum	20/1/44		No Operational flying by the Squadron aircraft.
Yundum	20/1/44	1600	A signal was received from Headquarters No: 295 Wing requesting a report on the Exercises with the Submarine Atlante on 15/1/44.
		1630	Form Green received from P. C. Operations Dakar instructing Liberator to be prepared to Escort Convoy OT.12 on 21/1/44.
Yundum	21/1/44	0925	Convoy Escort. Liberator G/200 was airborne on a convoy Escort to OT.12 in accordance with instructions received in Dakar Green on 20/1/44. Captain F/L Jamieson Navigator F/O Ball. This aircraft was airborne at 0925 hours. The aircraft failed to meet the convoy after searching 200 miles ahead and 150 miles astern and 30 miles each side of the estimated position. After searching for 2 hours the aircraft reported this fact to Base. Some very good Radar fixes were obtained on the Cape Verde Islands. The aircraft returned to Base being unable to find the convoy and landed at 2207 hours.
			Form Orange was sent to Headquarters No.295 Wing and a Not Met signal sent to COR Air Headquarters.
		1200	Exercises. A signal was received from COR Freetown stating that an Exercise for locating Anti Blockader Runners would possibly commence on the 26th.
		1715	Congratulations. A signal was received from the Air Officer Commanding West Africa congratulating the Squadron on the Admiralty assessment of the Attack by Hudson aircraft O/200 on August 17th 1942, on a U/Boat. The captain of the aircraft was F/O Harbot and the navigator F/O Whites. The aircraft was assessed as "probably sunk"
Yundum	22/1/44	0745	Convoy Escort. Liberator F/200 was airborne at 0745 on convoy Escort to OT.12. The aircraft was loaded as usual with 8 Torpex D.Cs and 200 extra gallons of petrol. Captain F/O Andrews navigator F/Sgt. Relf. A good Radar fix was made on the Cape Verde Islands at 0935 hours and at 1125 hours the aircraft reached the patrol area and commenced the search for the convoy. The normal convoy search procedure was carried out and at 1151 hours a Radar contact was made on to which the aircraft "homed" this contact however was lost at 1209 hours. At 1222 hours a message was received from COR Air Headquarters Freetown ordering the aircraft to return to Base as the convoy had been re-routed. At 1230 hours a Not Met message was sent to Base, at 1258 hours the aircraft set course for Base and landed at 1625 hours.
		1705	Form Orange sent to Headquarters No: 295 Wing and COR Air Headquarters informed of the result of this escort, by W/T.
Yundum	23/1/44	0410	Convoy Escort. Liberator A/200 captain P/O Griffin navigator Sgt. Dixon was airborne at 0410 hours on search and Escort to convoy OT.12 which had been Not Met on the two previous days. At 0804 hours the convoy was met in the estimated position and a signal was flashed by the aircraft to the S.O. saying that the aircraft would remain on Escort for 3 hours. As no special Patrol was ordered by the S.O. Cobra 15 was flown by the captain of the aircraft. At 1040 hours the aircraft requested by visual signals, the estimated 0600 position of the convoy for 24/1/44 this message was ignored and several further attempts to get the desired information were made. Eventually the aircraft signalled "I GO" and set course for Base. At 1140 hours a message was received from Base stating that the 0600 hours position for the convoy was changed (this message had been sent due to an

			error in briefing). At 1415 hours the aircraft sent a message to say that it would be arriving 30 minutes early and at 1457 the aircraft landed at Yundum.
		1637	Form Orange sent to Headquarters No: 295 Wing and COR informed of shipping positions.
Yundum	23/1/44	1822	Reinforcements. Liberator EV866 arrived from Nassau via Rabat/Sale as a reinforcement aircraft to 200 Squadron.
Yundum	24/1/44		A.B.R. Patrols. A signal was received for COR Air Headquarters stating that the Anti Blockade Runner Patrols of the Bowler Batsman series would recommence on the 26th January 1944. These patrols were designed to intercept North Bound enemy Blockade Runners.
		1030	Form Green received from Operations Dakar ordering an Anti Submarine sweep to cover convoy OT.12.
Yundum	25/1/44	1132	A/S Sweep. At 1132 hours aircraft B/200 was airborne on an anti submarine sweep to convoy OT.12. The aircraft was loaded with 10 Torpex D.C.s and carried 200 extra gallons of petrol. Captain F/O Smith navigator F/O Roderique. At 1236 hours one M/V was sighted on a course of 180 degrees at a speed of 7 knots. This was shown on the Form White for the day and was therefore not investigated. At 1451 hours the Spanish M/V Plus Ultra was sighted and at 1735 hours the convoy OT.12 was seen being escorted by a Sunderland aircraft. Radar contacts were obtained on all the shipping sighted. The aircraft completed the operation and landed at Base without incident at 2325.
Yundum	26/1/44	0005	Form Orange covering the Anti Submarine Sweep by B/200 forwarded to Headquarters No: 295 Wing and COR informed by signal of the shipping sighted during the operation.
Yundum	26/11/44	0614	A.B.R. Patrol Bowler. At 0614 hours Liberator A/200 Captain F/O Westcombe navigator F/O Whiles was airborne on a further anti blockade Runner Patrol Bowler. The Aircraft was carrying 12 Torpex D.Cs and 200 extra gallons of petrol. The object of the patrol was to intercept possible Blockader Runners from the Far East. At 1020 hours the M/V Empire Newton was sighted and visual signals were exchanged. At 1058 hours a radar contact was made and the aircraft "homed" upon it and at 1115 hours sighted the M/V Houston City. At 1249 hours a further Radar contact was made upon the M/V Empire Newton but it was not investigated. The aircraft set course for Base at 1501 hours and at 1531 hours large patches of oil were sighted in a line S.E./N.W. for a distance of 3 to 5 miles – which at the time was maximum visibility distance. A further Radar conyact was made at 1544 hours but this disappeared two minutes afterwards. Late, at 1611 hours a further Radar contact was made on to which the aircraft "homed", and at 1624 hours the Spanish M/V Gayarre was sighted. The aircraft continued course for Base landing Yundum at 1757 hours.
		1810	Form Orange sent to Headquarters No: 295 Wing and COR informed of the disposition of the shipping.
Yundum	26/11/44	0628	A.B.R. Patrol Batsman. Liberator G/200 was airborne on a further A.B.R. patrol Batsman. Captain P/O McKeen Navigator P/O Saunders. At 0745 hours the first Radar contact was obtained and at 0754 hours the M/V Empire Grace was sighted. At 1027 hours a further Radar contact was made upon which the aircraft "homed" sighting the M/V Empire Sunbeam at 1032 hours. A third Radar conact was made and "homed" at 1312 hours the Spanish M/V Monte Serantes being sighted at 1332 hours. During the Patrol two of the Naval Units on patrol in the area were contacted by Radar and sighted a short time after contact. At 1643 hours the aircraft landed at Base.
		1700	Form Orange covering the Operation was sent to Headquarters No: 295 Wing and COR Air Headquarters informed of the shipping positions.
			Form Green received from Headquarters No 295 Wing ordering a C.L.A. search.
Yundum	27/1/44	0625	C.L.A. Search. At 0625 hours Liberator P/200 captain F/L Mills navigator F/Sgt. Cocks, was airborne on the C.L.A. search creeping eastwards on 6 tracks the

			North and South tracks being 15 miles apart. This patrol was flown at a height of 4000 feet. Nothing was seen throughout and no contacts were made. The aircraft returned to Base after completing the scheduled search and landed at 1735 hours.
		1800	Form Orange covering the operation sent to Headquarters No: 295 Wing.
Yundum	27/1/44	0651	A.B.R. Patrol Bowler. Liberator E/200 was airborne on a further Bower Patrol at 0651 hours on 27/1/44. Captain F/L Cherrington navigator P/O Garret. At 0729 hours a Radar contact was made on to which the aircraft "homed". The contact faded at 0755 hours however, at 1213 hours, the aircraft which had resumed the normal patrol encountered heavy cumulus cloud (10/10) with rain the visibility dropped at times to ½ mile. At 1709 hours the aircraft set course for base and landed at 1825 hours.
Yundum	27/1/44	0722	A.B.R. Patrol Batsman. Liberator F/200 was airborne on a further A.B.R. Patrol Batsman at 0722 hours. Captain P/O Lomas navigator F/O Lyon. At 1040 hours the first Radar contact was made whilst the aircraft was flying at 4000 feet, this contact was not investigated as it was known to be the other aircraft (E/200) on Patrol. At 1310 hours a further Radar contact was made on to which the aircraft "homed" and at 1327 hours sighted the Switzerland M/V Eiger on a bearing of 040 degrees at a speed of 8 knots. At this time the Radio 8555 went unserviceable and this was changed to 4575. A message was sent to Base giving details of the sighting – message was sent by Stamat. Two further Radar contact were made during this Patrol on at 1412 hours which was later sighted and proved to be the Naval Force FB, and the second at 1450 hours which proved to be the Naval Force FA. At 1658 the aircraft was off patrol and set course for Base landing at 1910 hours.
		1955	Form Orange covering this Patrol sent to Headquarters No 295 Wing, and COR informed of shipping dispositions.
Yundum	27/1/44	1152	Convoy Escort to Alsace. At 1152 hours Liberator H/200 was airborne to locate and Escort the Cable Ship Alsace. At 1230 hours a Radar contact was made on to which the aircraft "homed" and at 1242 hours the Alsace and two E/Vs was sighted on a course of 357 degrees at a speed of 11 knots. Visual signals were exchanged between the aircraft and the S.O. convoy. The S.O. requested the captain of the aircraft to fly a Cobra 15 patrol which instruction was carried out. At 1915 hours the S.O. passed a message by visual signal for the Comer Dakar repeated to FOCWA from the M/V Woodruff giving the time of arrival at Milepack Dakar as 0730 28/1/44. At 1930? hours the aircraft signalled the S.O. "I Go 1 Hour". At 2035 hours the aircraft set course for Base landing at 2114 hours.
		2140	Form Orange covering the patrol passed to Headquarters No: 295 Wing.
Yundum	28/1/44	0647	A.B.R. Patrol Bowler. Aircraft L/200, captain F/O Henderson, navigator F/O Peek was airborne on Blockade Runner Patrol Bowler. During the first hour two Radar contacts were obtained but faded very quickly, at 0737 hours a third Radar contact was made on to which the aircraft "homed" sighting a large shoal of fish at 0754 hours. The aircraft resumed patrol At 1228 hours another Liberator aircraft was sighted flying at 8000 feet, this aircraft was again sighted at 1242 hours flying at 10,000 feet. At 1633 Liberator L/200 landed at Base without any further incident to report.
		1915	Form Orange for this patrol forwarded to Headquarters No: 295 Wing.
Yundum	28/1/44	0701	A.B.R. Patrol Batsman. Liberator A/200 took off at 0701 hours on a further Batsman Patrol. Captain F/L Jamieson navigator F/O Ball. At 1230 hours a Radar contact was made from a height of 5000 feet at a distance of 60 miles, on to which the aircraft "homed", and at 1243 hours the Spanish M/V Ubitarte was sighted on a course of 040 degrees at a speed of 8 knots. At 1345 course ¹⁹ FB was sighted after the aircraft had "homed" on to a Radar contact and at 1431 hours Force FA was sighted in the same manner. Both these Naval Units were cooperating in the

¹⁹ Record says "course", but this probably should be "Force".

			patrol At 1435 hours another Radar contact was made and "homed" the Spanish M/V Saturno being sighted at 1510 hours. At 1557 hours yet another Radar contact was made on to which the aircraft "homed" sighting the Swiss M/V Elger. At 1642 hours the aircraft set course for Base landing without further incident at 1942 hours.
		1948	Form Orange for the patrol sent to Headquarters No: 295 Wing.
Yundum	28/1/44	1215	Liberator J/200 took off on a photographic flight of the aerodrome various photographs were taken from 12,300 feet and some very good mosaics of the 'drome have been made. Both mirror and hand-held cameras were used during this flight.
Yundum	29/1/44	0645	A.B.R. Patrol "Bowler" Liberator F/200 with F/O Andrews as captain and F/Sgt. Relf as navigator took off on a Bowler Patrol. the first Radar contact was made at 0740 hours this was homed and large oil patches were observed on the water. The aircraft resumed patrol and at 0748 sighted two corvettes on a course of 110 degrees at a speed of 11 knots. At 0957 a further Radar contact was made and "homed" at 1021 hours the M/V Telemachus was sighted on a course of 360 degrees at a speed of 14 knots. At this time Liberator H/200 which was on patrol Batsman, was also sighted signalling this M/V. The aircraft then resumed patrol. This M/V was sighted again at 1455 hours on the same course and speed. During the patrol two Radar contacts were made on shoals of fish. Radar contact was again made at 1655 hours on to which the aircraft "homed", and at 1657 hours of a large patch of turbulent foam, the aircraft descended to investigate but nothing suspicious was seen although it remained in the area for 20 minutes. The aircraft then continued its course to Base where it landed at 1900 hours.
		1940	Form Orange covering the Patrol sent to 295 Wing.
Yundum	29/1/44	0705	A.B.R. Patrol Batsman. Liberator H/200, Captain P/O Griffin navigator Sgt. Dixon, was airborne on a further Batsman Patrol., reaching position 0921N 1938W at 0908 hours. At 1000 hours Radar contact was made to starboard on a bearing of 060 degrees, this contact was "homed" and at 1028 hours in position 0750N 2130W the M/V Telemachus was sighted sailing due North at a speed of 14 knots. At 1051 hours the aircraft was again flying the normal patrol track until 1230 hours when a further Radar contact was made ahead and "homed". At 1235 hours the M/V El Saturno was sighted in position 0640N 2527W this vessel was on a course of 200 degrees and proceeding at a speed of 8 knots. Another contact was made at 1247 hours to the starboard, and at 1253 hours in position 0638N 2526W the Naval Force FA was sighted in the patrol area. This vessel was one of those co-operating in the area. At 1420 hours contact was made on the naval Force FD which was sighted at 1248 ²⁰ hours in position 0840N 2310W. This vessel was on a course of 020 degrees and moving at a speed of 16 knots. The patrol was resumed at 1438 hours and at 1510 hours a further Radar contact was made to starboard on a bearing of 090 degrees. The aircraft "homed" on to this contact but it faded. The area was searched from a height of 3000 feet but nothing was seen. At 1712 hours course was set for Base the aircraft landing at Yundum at 1922 hours.
Yundum	30/1/44	0415	Anti U/Boat Search. Following the sighting and attack on a U. Boat by K/344 at 1910 hours on 29/1/44 in position 1740N 1800W. Liberator O/200 was airborne at 0415 hours to follow up the attack. The latest information regarding the attack by K/344 was that the submarine was diving when last seen and proceeding on a course of 180 degrees. After the attack debris was observed and an oil trail left by the enemy submarine. O/200 made a search through the following area:- Base 1600N 1700W 1900N 1720 W creeping westwards. Legs 20 miles apart 180 degrees and 360 degrees. At 0522 hours a Radar contact was made in the estimated position of the convoy RS.14. It was too dark for the vessels to be seen. A further Radar contact was made at 0934 hours but this faded at 0945 hours. At

²⁰ This is the time given in the record, but may be in error.

			1153 hours a contact was made on to which the aircraft "homed" and at 1157 the M/V Monte Serantes was sighted in position 1940N 1955W. Nothing further was seen by the aircraft which set course for Base landing at 1455 hours.
Yundum	30/1/44	0513	Anti U/Boat Search. Aircraft N/200 with P/O Smith as captain and F/O Roderique as navigator, was airborne to assist O/200 in the anti U/Boat search. N/200 was to fly a patrol adjacent to that of O/200. Likewise creeping Westwards on legs 20 miles apart. At 0730 hours a Radar contact was made which was later identified as a small French M/V. This vessel was challenged by the aircraft and gave the correct responses. At 0829 hours a further contact was made and at 0834 hours 4 Portuguese fishing trawlers were seen at 5 miles apart. Course was resumed and at 0940 hours a further contact was made on to which the aircraft "homed" and at 1748 ²¹ hours 4 M/Ls were sighted. Later, at 1207 a sloop was seen on patrol in the area. The four M/Ls were seen once more; after the aircraft had "homed" on to a radar contact. At 1546 another naval vessel was sighted on patrol Course was set for Base at 1602 hours and at 1612 hours a Radar contact was made on the Portuguese M/V Quanza. The aircraft continued its course and landed at Base at 1733 hours.
Yundum	30/1/44	0650	A.B.R. Patrol Bowler. Liberator L/200 captain F/O Wescombe, navigator F/O Whiles was airborne at 0650 hours on the A.B.R. Patrol Bowler, arriving in the patrol area at 0903 hours. During the patrol the Radar and Radio became unserviceable, though the Radio was later repaired in the air. A visual sighting was made on the Swedish M/V Lusano which was challenged by the aircraft and replied by hoisting her signal flags. Course was set for Base at 1726 hours the aircraft landing at Yundum at 1842 without further incident.
Yundum	31/1/44	0705	A.B.R. Patrol Bowler. Liberator H/200 took off on an A.B.R. Patrol Bowler at 0705 hours. The captain of the aircraft was W/Comdr Thomas, Officer Commanding Station and Squadron, the navigator was F/Sgt. Relf. At 0801 hours a merchant thought to be the Isla De Teneriffe was sighted. An at 0805 hours the convoy RS.14 was sighted this convoy consisted of 1 M/V and two destroyers. A message was received from Base at 1040 hours giving the details of the reported sighting of a U Boat by an American aircraft. At 1255 hours a second message was received from Base giving details of the positions of 2 E/Vs. Course was set for Base at 1610 hours and the aircraft landed at Yundum without further incident at 1835 hours.
Yundum	31/1/44	0715	A.B.R. Patrol Batsman. Liberator F/200 was airborne on the last Batsman Patrol for January. Captain F/O Waltman Navigator F/O Featherstone. The first Radar contact was made at 0816 hours but as this was in the estimated position of the convoy RS.14, it was not investigated. Radar contacts were later made on the Naval Forces FD and FB, the Former at 1116 hours and the latter at 1215 hours. Both these Forces were on patrol in the area. At 1302 hours a message was received from Base reporting the positions of 2 E/Vs. At 1507 hours the aircraft commenced homing on a Radar contact which was sighted at 1523 and proved to be the M/V Finn, the vessel had a red X painted on its side and deck. The Naval Force FF was later seen after a Radar contact had been "homed". And at 1850 hours the M/V Isla De Teneriffe was sighted after Radar contact. The aircraft landed without further incident at 1932 hours.
Yundum	31/1/44		Meteorological Information.
			Operational area :- In the North of the operation area throughout the month, there was no low cloud although on a few days there was broken medium cloud base about 10,000 feet.
			In the South of the area there were variable amounts of Cumulus and Strato cumulus cloud mainly 7/10 base 1500 feet, but on one occasion the Base fell in showers to 600 feet. This cloud in general increased towards the South and on

²¹ This is the time given in the record, but may be in error.

			some days, particularly the first 3 days of the month and also between the 12th and 15th, was developed enough to produce heavy showers and local thunderstorms.
			Visibility was on the whole moderate over the entire area, averaging 6 miles, but after the 16th thick haze patches were in evidence over the coast and a little distance out to sea, the visibility in the Southern area also fell.
			The surface wind was North Easterly during the night and morning becoming North Westerly between about 1600 hours and midnight. From the surface to 600 feet the wind was on the average 070 degrees at 12 knots, veering and decreasing slightly in the South to 120 degrees at 10 knots.
			Locally. :- Weather was fine generally throughout the month apart from some haze which appeared about the 15th and persisted from then on to the end of the month. There was no low cloud during the month, but on several days patches of medium cloud were in evidence at about 9000 feet.
			Visibility during the first half of the month was on the whole good, averaging about 8-10 miles, but on the 14th it decreased suddenly and remained moderate to poor for the rest of the month. This was caused by the extensive bush fires which broke out round about that date, and which continued to burn for periods during the rest of the month. Added to this was the effect of the periodic sand and dust storms which occur in-land and which reduce the visibility for many hundreds of miles down-wind of them. Thus after the 15th for periods varying between 1 and 3 days the visibility dropped to 4000-5000 yards during the day, and falling to 2000-3000 yards during the night.
			The surface wind was North Easterly moderate during the night and morning, becoming North Westerly during the afternoon and evening. Between the surface and 6000 feet the wind was on the average 080 degrees at 15 knots decreasing to about 10 knots in the afternoon.
Yundum	31/1/44		Honours and Awards. During the month information was received that the following Honours and Awards for personnel in the Squadron were published in the London Gazette dated 14th January 1944.
			Mention In Despatches.
			918296 T/Cpl Kennedy R. J. Fitter IIE. This N.C.O. had been a member of the Squadron during the months of November, December 1942 when the Squadron had been called upon to maintain a very high standard of Operational flying on a vital task. This N.C.O. undoubtedly contributed to an extent worthy of special note to the complete success of the whole operation. He worked for very long hours and with absolute cheerfulness and willingness and maintained himself and amongst his fellows, a standard of workmanship and efficiency, which inspired complete confidence in the performance of the Squadron aircraftetc.
			508030 A/F/Sgt. Burchell, L. E. This N.C.O. did a great deal of work in the early days at Yundum in his capacity as Station warrant Officer, to maintain the morale and efficiency of the Station personnel.
			In the face of many difficulties due to lack of transport and labour, he supervised the absorption of No: 200 Squadron into the Station in a most satisfactory and speedy manner.
			Quite apart from his own duties he has been the moving spirit in the forming of the Yundum Sports Club, and was the directing force behind the actual construction of the playing fields, which entailed the clearing of a large Bush area and the leveling of rough groundetc.
Yundum	31/1/44		General. A difficulty arose over personnel in the armament section owing to the following facts:- Armament tradesmen are mustered in three trade groups viz:- Fitters Armourer Gp.1, Armourers Gp 2, and Armament Assistants Gp 5. The trade Armament Assistant is dying out because of the policy of remustering to a higher trade group.
			The Squadron Armoury Establishment includes nine of these Gp 5 tradesmen, but

			the strength seems only two and seems unlikely to increase. Until recently however the Section was exactly up to Establishment because there were surplus Gp 1 and 2 men. These men became tour expired and had to be released, because personnel of one trade cannot be held against establishment vacancies in another trade.
Yundum	31/1/44		Posted Strength of 200 Squadron as at 31st January 1944
			Establishment Actual Strength
		Officers	47 46
		Warrant Officers	0 9
		Flight Sergeants	10 26
		Sergeants	159 70
		Corporals	72 44
		Other Ranks	288 219
			576 414

January 1944: Form 541

200 Squadron

Date	Aircraft type and No.	Crew	Duty	Time up	Time Down	Remarks
1/1/44	Liberator BZ868 H/200	F/Lt. Jamieson	Anti Blockade Runner Patrol	0628	1808	A.B.R. Patrol ("Bowler") Liberator H/200 took off on an Anti Blockade Runner Patrol course being set for position 0835N 1900W and at 0840 hours this position was reached, course was the set for 0410N 2608W and at 1454 hours S.E. contact was made on a bearing of 047degrees from a height of 4000 feet at a distance of 10 miles. This was later confirmed to be a lightship in position 0912N 2050W. There were no signs of life aboard. At 1510 hours course was set for Base where the aircraft landed at 1808 hours without further incident.
		F/O. Dear				
		F/O. Ball				
		F/Sgt. Mains				
		F/Sgt. Orloff				
		Sgt. Pitman				
		Sgt. Olensdon				
	Sgt. Winston					
1/1/44	Liberator BZ824 F/200	F/O. Pichard	Anti Blockade Runner Patrol	0640	1900	A.B.R. Patrol ("Batsman") Liberator F/200 was airborne at 0640 hours soon after which course was set for position 0919N 1935W. At 0859 hours this position was reached. At 1228 hours S.E. contact was made from 4,300 feet at a distance of 39 miles. This contact proved to be the A.M.C. Cilicia which was sighted at 1245 hours in position 0503N 2700W. It was seen that the vessel was hove to and in the process of picking up her seaplane. The A.M.C. was challenged by F/200 and gave the correct reply. at 1430 hours a further S.E. contact was made from a height of 4000 feet at a distance of 25 miles, this contact was on the French Cruiser Suffren which was sighted at 1442 hours in position 0751N 2406W on a course of 160 degrees at a speed of 18 knots. A further S.E. contact was made at 1530 hours from a height of 4,300 feet from a distance of 45 miles, this contact later proved to be the U.S.A. tanker Esso Norfolk which was sighted in position 0830N 2236W on a course of 080 degrees at a speed of 14 knots. At 1657 hours from position 1054N 2054W course was set for base the aircraft landing at Yundum at 1900 hours without further incident.
		P/O. Lomas				
		F/O. Curtis, G.				
		P/O. Jenkinson				
		F/O. Curtis, W.				
		W/O. Reynolds				
		W/O. Doucet				
	Sgt. McEwan					
2/1/44	Liberator BZ823 E/200	F/O Andrews	Anti Blockade Runner Patrol	0625	1755	A.B.R. Patrol ("Bowler") Aircraft K/200 left Yundum on an Anti Blockade Runner Patrol setting course for position 0835N 1900W. At 0718 hours S.E. contact was
		F/O. MacPherson				
		F/Sgt. Relf				
		Sgt. Cummings				

		Sgt. Rowe				made from 4,000 feet for a distance of 12 miles to port. This contact was later sighted at 0742 hours and proved to be the M/V Fresno Star this vessel was in position 1138N 1715W on a course of 360 degrees at a speed of 12 knots. At 0854 hours course was set for position 0835N 1900W and at 0950 hours a Catalina aircraft was sighted flying at height of 2000 feet on a bearing of 060 degrees at the time of this sighting aircraft E/200 was in position 0921N 1938W. At 1457 hours aircraft set course base landing there without further incident at 1755 hours.
		F/Sgt. Halley				
		Sgt. Fay				
		Sgt. Martin				
2/1/44	Liberator BZ829 A/200	F/O. Wescombe	Anti Blockade Runner Patrol	0640	1928	A.B.R. Patrol ("Batsman") Liberator A/200 took off to carry out the anti blockade runner patrol "Batsman". On being airborne course was set for position 0921N 1938W and at 0856 hours this position was reached. At 1215 hours the aircraft was in position 0456N 2645W. At 1246 hours S.E. contact was made in position 0543N 2723W from a height of 4000 feet and a distance of 5 miles. This contact was investigated but as nothing was seen it was assumed that it had been caused by a thunderstorm. At 1246 hours course was set for position 1054N 2054W and from this point course was set for Base the aircraft landing without further incident at 1928 hours.
		F/O. Whiles				
		F/Sgt. Hunt				
		F/Sgt. Berry				
		Sgt. Chipps				
		Sgt. Johnson				
		Sgt. Angle				
	Sgt. Dunham					
3/1/44	Liberator BZ868 H/200	P/O. Griffin	Anti Blockade Runner Patrol	0630	1832	A.B.R. Patrol ("Bowler") Liberator H/200 was airborne on A.B.R. Patrol "Bowler" at 0630 hours. Course was set for position 0835N 1900W which was reached at 0846 hours. At 1130 hours in position 0505N 2440W S.E. contact was made from a height of 6,300 feet from a distance of 20 miles. A sighting on an Italian Cruiser was made later in position 0438N 2525W. At 1208 hours the aircraft made for position 0921N 1938W and on arriving at this point set course for Base landing at Yundum at 1832 hours without further incident.
		F/Sgt. Ryder				
		Sgt. Dixon				
		P/O. Tuttle				
		Sgt. Freemark				
		Sgt. Faulkner				
		Sgt. MacAdam				
	Sgt. Jarvis					
3/1/44	Liberator BZ824 F/200	P/O. Waltman	Anti Blockade Runner Patrol	0642	1815	A.B.R. Patrol ("Batsman") Liberator F/200 was airborne on Anti Blockade Runner Patrol "Batsman" at 0642 hours and at 0647 hours crossed the coast at Cape Bald from which point course was set for position 0921N 1938W. At 0745 hours S.E. contact was made from 3,900 feet at
		P/O. Montgomery				
		P/O. Featherstone				
		F/Sgt. Doyle				
		F/Sgt. Robinson				
		Sgt. Campbell				
		Sgt. Redcliffe				

		Sgt. Edwards				a distance of 15 miles, this contact later proved to be a convoy in position 1131N 1947W. A further S.E. contact was made at 1052 hours from a height of 3,500 feet from a distance of 20 miles on a cruiser in position 0754N 2416W on a course of 230 degrees at a speed of 20 knots. At 1502 hours a message was received to the effect that an aircraft of the U.S.A.A.C. had reported a U/Boat sighting in position 1207N 1930W the time of sighting was reported to be 1306 hours. Shortly after the receipt of the message a cruiser was sighted in position 1133N 2115W on a course of 080 degrees at a speed of 15 knots. At 1530 hours from position 1134N 2105W course was set for Base on the homeward journey a S.E. contact was made on the Portuguese M/V Sofala on a course of 360 degrees at a speed of 18 knots. The aircraft landed a Base without further incident at 1815 hours.
4/1/44	Liberator BZ991 O/200	F/O. Kelly F/Sgt. Wingate F/Sgt. Cocks F/Sgt. Cole F/Sgt. Harkeness Sgt. Jones Sgt. Edwards Sgt. Taylor	Anti Blockade Runner Patrol	0733	1647	A.B.R. Patrol ("Batsman") Aircraft O/200 was airborne on Anti Blockade Runner Patrol "Batsman" at 0733 hours. Course was set for position 0921N 1938W. The aircraft continued its patrol without incident of any description until 1205 hours when an S.E. contact was made, on a bearing of 330 degrees from a height of 2,500 feet at a distance of 60 miles – this contact could not be investigated however due to the fact that the aircraft had by this time reached its PLE. At 1207 hours therefore the aircraft set course for Base where it landed at 1647 hours.
4/1/44	Liberator BZ884 N/200	P/O. Smith P/O. Roderique F/Sgt. Campbell Sgt. Green Sgt. Skeet Sgt. Burroughs Sgt. Weinberg	Anti Blockade Runner Patrol	0640	1822	A.B.R. Patrol ("Bowler") Liberator N/200 was airborne on a A.B.R. patrol at 0640 hours. On being airborne course was set for position 0855 degrees North 1900W which position was reached at 0903 hours. From this point course was altered to proceed to 0410N 2608W and at 0957

		Sgt. Mossman				hours an S.E. contact was obtained from a height of 4,000 feet at a distance of 45 miles. At 1018 hours a cruiser was sighted in position 06°47N 2011W on a course of 135 degrees at a speed of 15 knots. At 1247 hours course was again altered to proceed to position 0921N 1938W and at 1447 hours another S.E. contact was obtained from a height of 4,000 feet at a distance of 10 miles and at 1451 hours a small craft having the appearance of a lightship was sighted, and in accordance with instruction received from Base this craft was attacked with twelve Torpex Depth Charges – one stick of six and two sticks of three these charges straddled to target but did not succeed in sinking the vessel, 100 rounds of .5 ammunition were then fired at the vessel but without result. The aircraft resumed course at 1505 hours and at 1531 hours course was set for Base from position 0945N 1950W, where the aircraft landed at 1822 hours.
5/1/44	Liberator V818 P/200	F/L. Cherrington F/O. Harbot Sgt. Dixon P/O. Green Sgt. McAdam Sgt. Lord Sgt. Harper Sgt. Dobson Sgt. Kelly	Anti Blockade Runner Patrol	0648	1723	A.B.R. Patrol ("Batsman") At 0648 hours Liberator P/200 took off on an A.B.R. Patrol and at 0649 hours course was set for position 0921N 1938W this course was continued until 0900 hours when the aircraft changed course for 0456N 2645W, at 1000 hours the Radar became unserviceable. At 1140 hours in position 0618N 2438W course was set for 0718N 2525W from which course was again altered for 1054N 2054W. At 1212 hours P/200 set course for Base where it landed at 1723 hours without any incident to report.
5/1/44	Liberator BZ868 H/200	W/Comdr. Thomas Sgt. Smith P/O. Featherstone F/Sgt. Dalton W/O. Nicholls Sgt. Parkhill Sgt. Rice	Anti Blockade Runner Patrol	0639	1812	A.B.R. Patrol ("Bowler") Liberator H/200 was airborne with W/Comdr. Thomas (O.C. Station and Squadron) as captain, to carry out A.B.R Patrol "Bowler". At 0650 hours course was set for 0835N 1900W and at 0720 hours S.E. contact was made at 4,000 feet at a distance of 10 miles. At

		Sgt. Mitchell				0730 hours in position 1142N 1730W 2 M/Vs and 2 E/Vs were sighted on a course of 180 degrees at a speed of 8 knots. A Sunderland was on Escort to these vessels. At 0900 hours H/200 was in position 0835N 1900W and from this point course was set for 0410N 2608W then on to 0534N 2434W thence to 0316N 2437W where 10/10 cumulus cloud at 10,000 feet was experienced. The normal Patrol was continued however and at 1536 hours in position 0921N 1938W and from here course was set for Base. At 1500 hours the U.S.A. Tanker Esso Norfolk was sighted in position 0942N 1912W on a course of 320 degrees at a speed of 15 knots. The aircraft landed at 1812 hours at Yundum.
6/1/44	Liberator BZ991 O/200	F/O. Henderson F/Sgt. Spiers F/O. Peek F/Sgt. MacLean Sgt. Gregory Sgt. Morton Sgt. Harwood Sgt. Symmonds	Anti Blockade Runner Patrol	0622	1805	A.B.R. Patrol ("Bowler") Liberator O/200 was airborne on A.B.R. Patrol "Bowler" setting course at 0620 for position 0835N 1900W this point was reached at 0853 hours and the normal patrol was flown. At 1025 hours the aircraft communicated with control that the S.E. was unserviceable and that visibility had fallen to 4 miles. At 1140 hours in position 0515N 2425W course was altered for 0451N 2404W the aircraft reaching this new point at 1155 hours at which time course was once more altered for 0921N 1938W from which point the aircraft set course for Base, landing at Yundum without further incident at 1805 hours.
6/1/44	Liberator BZ884 N/200	S/Ldr. Reid, J. F/O. Treleavan F/O. Bryde F/O. Redhead W/O. Clinger F/Sgt. Hutchinson	Anti Blockade Runner Patrol	0634	1844	A.B.R. Patrol "Batsman" Batsman Patrol was carried out by aircraft N/200 which was airborne from Yundum at 0634 hours. Course was set at 0640 hours for Position 0921N 1938W and at 0727 hours S.E. contact was made to starboard from

		F/Sgt. Walsh				<p>a height of 4,000 feet from a distance of 50 miles. At 0745 contact was reached in position 1128N 1842W and proved to be a cargo vessel with a stern of the "Z" type this ship was not identified. The vessel was proceeding on a course of 110 degrees at a speed of 12 knots. At 0820 hours the following message was sent by the aircraft to Base:- "Unidentified M/V in position 1128N 1842W – 110 degrees – 12 knots – 17D BFTW – FRENCH – Photos taken" ends, at 0905 hours in position 0921N 1938W course was set for position 0456N 2645W. At 0950 hours in position 0825N 2104?W a light ship was observed this vessel was down at the stern (it was the same craft which had been reported by H/200 on the 1st of January and which was later attacked by aircraft N/200 on the 4th of January). The craft was attacked with machine gun fire, only 15 rounds, fired from the front guns, were used before the vessel exploded and sank. At 1207 hours the aircraft was in position 0456N 2645W and at 1335 hours S.E. contact was made to port whilst flying at 1100 feet and at a distance of 35 miles. This contact was later proved to be the Italian cruiser "Aosta" she was in position 0827N 2347W on a course of 135 degrees at a speed of 15 knots visual signals were exchanged. At 1541 in position 1050N 2052W course was set for Base and at 1555 hours S.E. contact was made to port from a height of 2500 feet at a distance of 30 miles. At 1610 in position 1137N 2017W the French Cruiser Georges Leygues was sighted visual signals were exchanged between the aircraft and this vessel and a pinpoint for 0600 hours on the 7th was obtained this was given as 1155N 2023W on a course of 217 degrees at a speed of 16 knots. The aircraft continued on its way to Base where it landed without further incident at 1844 hours.</p>
7/1/44	Liberator BZ823 E/200	F/Lt. Jamieson F/O. Dear F/O. Ball W/O. Bains Sgt. Ramsden Sgt. Winston F/Sgt. Patman?	Anti Blockade Runner Patrol	0635	1903	A.B.R. Patrol ("Batsman") Aircraft E/200 continued the Anti Blockade Runner Patrols "Batsman" setting course for position 0921N 1938W which point was reached at 0828 hours. Course was then set for position 0456N 2645W. At 0920 hours S.E. contact was made ahead from

		F/Sgt. Orloff				a height of 3400 feet at a distance of 45 miles and at 0945 hours the Force FN was sighted in position 0758N 2215W on a course of 240 degrees at 16 knots. Contact was made to port at 1000 hours at 3000 feet at a distance of 30 miles. This was later confirmed to be the Norwegian M/V "Tanalene", this vessel was in position 0720N 2208W on a course of 315 degrees at a speed of 15 knots. At 1153 hours a further contact was made to starboard on a bearing of 110 degrees from a height of 200 feet at a distance of 59 miles and at 1211 hours the Force "FJ" was sighted in position 0630N 2530W on a course of 135 degrees at a speed of 16 knots. At 1212 hours course was set 0643N 2608W which point was reached at 1247 hours, course was then set for Base. At 1530 hours a further S.E. contact was made to port on a bearing of 150 degrees at a height of 3000 feet at a distance of 48 miles – this was noted at 1546 hours to be the Spanish M/V "Geugho" in position 1045N 2324W on a course of 200 degrees at a speed of 8 knots Photographs were taken.
7/1/44	Liberator BZ825 J/200	F/O. Wescombes F/O. Whiles F/O. Berry F/Sgt. Hunt F/Sgt. Chippe F/Sgt. Angel Sgt. Dunham	Anti Blockade Runner Patrol	0622	1921	A.B.R. Patrol Bowler" Liberator J/200 was airborne to carry out a further "Bowler" Patrol, Course was set from position 0855N 1900W and at 0851 hours the aircraft reached this point From here course was altered for 0410N 2608W and at 0914 hours S.E. contact was made

²² This is the position given in the record, but it does not seem correct.

		Sgt. Johnson				ahead at a height of 4,000 feet at a distance of 12 miles and at 0919 hours the Force "FN" was sighted in position 0800N 1950W on a course of 040 degrees at a speed of 10 knots. At 1221 hours in position 0350N 2730 ²² W cumulus stratus cloud was observed at 10,000 feet. From this point course was set for 0921N 1938?W. At 1410 hours S.E. contact was made to starboard from a height of 4,000 feet at a distance of 40 miles this was later confirmed to be the Force "FM" in position 0710N 2420W at 141? hours this Force was on a course of 320 degrees at a speed of 10 knots. At 1??? hours S.E. contact was made ahead from 4000 feet at a distance of 12 miles, this was later proved to be the Norwegian M/V "Tanalene" in position 0758N 2410W on a course of 325 degrees at a speed of 10 knots. This vessel was challenged by the aircraft. At 1617 hours in position 1000N 2220W course was set for Base the aircraft landing at Yundum without further incident.
8/1/44	Liberator BZ826 L/200	P/O. Griffin P/O. Redhead F/Sgt. Ryder Sgt. Faulkner Sgt. Freemark Sgt. Dixon Sgt. Jarvis	Anti Blockade Runner Patrol	0620	1845	A.B.R. Patrol ("Bowler") L/200 continued with the patrols "Bowler" leaving Yundum at 0620 hours and setting course for 0835N 1900W reaching this point at 0843 hours. From this point course was then set for 0410N 2608W thence to carry out the normal patrol, this patrol was carried

		Sgt. MacAdam				<p>out, the aircraft reaching a position 0921N 1938W at 1725 hours and from here setting course for Base. At 1715 hours an S.E. contact was made in position 1200N 1720W, to port from a height of 4000 feet and at a distance of 35 miles.</p> <p>Investigation was made at 1740 hours in position 1210N 1730W what appeared to be two cruisers were sighted, proceeding on a course of 160 degrees at a speed of 20 knots these vessels were challenged by visual signalling but no reply was received. From appearance the two vessels were assumed to be Italian both vessels took evasive zig-zag action when the aircraft approached. This sighting was not reported to Base until the aircraft had landed owing to doubt which existed due to the bad visibility at the time and because they were very near to base when the vessels were sighted. On investigation it was confirmed that these vessels were, in actual fact the sloop "Enchantress" and the corvette "Ness" which were in the sighting area on convoy escort duties.</p>
8/1/44	Liberator BZ884 O/200	F/O. Andrews F/O. MacPherson F/O. Peek Sgt. Martin Sgt. Cummings Sgt. Rowe Sgt. Fay Sgt. Halley	Anti Blockade Runner Patrol	0640	1935	<p>A.B.R. Patrol "Batsman" Liberator O/200 continued the Batsman Patrols being airborne at 0640 hours and setting course for position 0921N 1938W reaching this point at 0857 hours from here course was then set for 1054N 2454W and the normal patrol was carried out, course being set for Base at 1553 hours. At 1625 hours in position 1058N 2614W a cruiser was sighted on a course of 030 degrees at a speed of 18 kts. This ship was zig-zagging but since visibility was reduced to 5 miles investigation was not carried out. There were no S.E. contact throughout the flight.</p>
9/1/44	Liberator BZ824 F/200	F/O. Kelly F/Sgt. Wingate F/Sgt. Cocks W/O. Harkness Sgt. Pamilon? F/Sgt. Cote Sgt. Edwards	Anti Blockade Runner Patrol	0642	1820	<p>A.B.R. Patrol ("Batsman") F/200 continued the Batsman Patrols setting course for 0921N 1938W. At 0710 hours S.E. contact was made to Port from a height of 2500 feet at a distance of 4 miles. This was later sighted and proved to be a Motor Launch in position 1243N</p>

		Sgt. Jones				1708W on a course of 020 degrees at a speed of 6 knots. At 0859 course was altered for 0456N 2645W and the normal Patrol was flown from position 0543N 2723W. At 1133 hours S.E. contact was again made to Port and at 1208 hours Force "FC" was sighted in position 0656N 2533W on a course of 165 degrees at a speed of 15 knots visual signalling was exchanged with this Force. At 1217 hours course was set for position 1054N 2354W and from that position course was set for Base.	
9/1/44	Liberator V818 P/200	P/O. Waltman	Anti Blockade Runner Patrol	0628	1742	A.B.R. Patrol ("Bowler") This aircraft was airborne on the Standard Bowler Patrol. At 0700 hours S.E. contact was made ahead from a height of 4000 feet at a distance of 50 miles, at 0717 hours this contact proved to be a convoy and so the aircraft did not investigate. At 0730 hours contact was made to Port on a bearing of 060 degrees from a height of 4000 feet and at a distance of 35 miles, at 0743 hours in position 1049N 1723W the Portuguese M/V Mouzhino was sighted on a course of 360 degrees at a speed of 12 knots, the ship was circled and the flags were read. At 0807 hours a further Radar contact was made ahead from a height of 4000 feet at a distance of 20 miles, this however soon faded. A message reporting the sighting of the M/V Mouzhino was passed to Base at 0820 hours and at 0830 hours Base requested a repeat of this message later, at 0900 hours. Base replied "Mate True". At 0956 hours course was set for the position 0410N 2608W and the patrol continued. No further Radar contacts were obtained throughout this patrol until 1545 hours when aircraft was returning to Base This last contact was identified as the Convoy OS.62.	
		P/O. Montgomery					
		P/O. Featherstone					
		Sgt. Robinson					
		Sgt. Edwards					
		Sgt. Campbell					
		F/Sgt. Doyle					
		Sgt. Radcliffe					
10/1/44	Liberator BZ991 O/200	F/O. Smith	Anti Blockade Runner Patrol	0631	1837	A.B.R. Patrol ("Batsman") Liberator O/200 returned to Base from this Patrol with nothing to report. The normal patrol was carried out by this aircraft although the Radar was very faint.	
		F/O. Roderique					
		F/Sgt. Campbell					
		Sgt. Burroughs					
		Sgt. Skeet					
		Sgt. Weinberg					
		Sgt. Mossman					
		Sgt. Green					
10/1/44	Liberator BZ826 L/200	P/O MacKeen	Anti Blockade Runner Patrol	0615	1735	A.S.R. Patrol ("Batsman") Liberator L/200 on being airborne set course for 0835N 1900W and from thence at 0835 hours to location 0832N 1846W to 0410N 3608W.	
		P/O. Sanders					
		P/O. Jenkinson					
		F/O. Berry					

		Sgt. Hays				At 0843 hours Radar contact was made to starboard from a height of 4000 feet at a distance of 20 miles. and at 0850 hours in position 0330N 1920W the Portuguese M/V Deslado was sighted on a course of 350 degrees at a speed of 15 knots. At 0905 hours the patrol was continued but until 1330 hours no further contacts were made, at that time contact was made on a bearing of 030 degrees to Port from a height of 3000 feet and at a distance of 20 miles, and at 1336 hours in position 0750N 2038W the M/V Deslado was again sighted, this vessel was now on a course of 200 degrees travelling at the same speed. At 1350 hours the patrol was continued and at 1445 hours from position 0321N1930W course was set for Base. During this patrol small rainstorms were met and the cloud layers were at times near to 10/10.
		Sgt. Deere				
		Sgt. Casey				
		Sgt. Jordan				
		Sgt. Lyons				
11/1/44	Liberator BZ824 F/200	W/Comdr. Thomas J. B. F/O. Whiles Sgt. Smith Sgt. Rice W/O Dalton W/O Nicholls Sgt. Parkhill Sgt. Mitchell	Anti Blockade Runner Patrol	0640	1123	A.B.R. Patrol ("Batsman") ²³
11/1/44	Liberator BZ825 J/200	F/Lt. Cherrington F/O Harbot P/O. Green F/Sgt. Cocks Sgt. Lord Sgt. Harper Sgt. Hutchenson Sgt. Kettly	Anti Blockade Runner Patrol	0625	1951	A.B.R. Patrol ("Bowler")
11/1/44	Liberator BZ884 N/200	S/Ldr. Reid F/O. Trelraven F/O. Boyd W/O. Olinger F/Sgt. Heighington F/Sgt. Walsh Sgt. Wilcox	Anti Blockade Runner Patrol	1155	2255	A.B.R. Patrol ("Batsman")
12/1/44	Liberator BZ868 H/200	F/L. Jamieson F/O. Dear F/O. Ball W/O. Mains F/Sgt. Pitman F/Sgt. Orloff Sgt. Ramsden	Anti Blockade Runner Patrol	0620	1727	A.B.R. Patrol ("Bowler")

²³ From this point on the full details have not been transcribed.

		Sgt. Winston				
12/1/44	Liberator BZ831 C/200	F/O. Henderson	Anti Blockade Runner Patrol	0632	1920	A.B.R. Patrol ("Batsman")
		F/Sgt. Spiers				
		F/St. Peek				
		W/O. McLean				
		W/O. Dalton				
		Sgt. Morton				
		Sgt. Gregory				
		Sgt. Symonds				
13/1/44	Liberator BZ826 L/200	F/O. Pickard	Anti Blockade Runner Patrol	0612	1813	A.B.R. Patrol ("Bowler")
		P/O. Lomas				
		F/O. Curtis, G.				
		F/O. Curtis, W.				
		F/O. Jenkins				
		Sgt. Mossman				
		Sgt. Weinberg				
		Sgt. McEwan				
13/1/44	Liberator V818 P/200	F/O. Andrews	Anti Blockade Runner Patrol	0632	1827	A.B.R. Patrol ("Batsman")
		F/O. MacPherson				
		F/O. Lyon				
		Sgt. Martin				
		Sgt. Halley				
		Sgt. Cummings				
		Sgt. Fay				
		Sgt. Rowe				
14/1/44	Liberator BZ867 G/200	F/O. Westcombe	Anti Blockade Runner Patrol	0635	1830	A.B.R. Patrol ("Batsman")
		F/O. Whiles				
		F/Sgt. Hunt				
		Sgt. Dunham				
		W/O. Berry				
		Sgt. Chipps				
		Sgt. Angle				
14/1/44	Liberator BZ868 H/200	P/O. Griffin	Anti Blockade Runner Patrol	0649	1910	A.B.R. Patrol ("Bowler")
		Sgt. Dixon				
		F/O. Redhead				
		Sgt. Freemark				
		Sgt. Faulkner				
		Sgt. McAdam				
		Sgt. Jarvis				
15/1/44	Liberator BZ825 J/200	F/O. Kelly	Anti Blockade Runner Patrol	0708	1849	A.B.R. Patrol ("Batsman")
		F/Sgt. Wingate				
		F/Sgt. Cocks				
		W/O. Harkness				
		Sgt. Taylor				
		F/Sgt. Cote				
		Sgt. Edwards				
		Sgt. Jones				
15/1/44	Liberator BZ994 T/200	P/O. Waltman	Anti Blockade Runner Patrol	0747	2005	A.B.R. Patrol ("Bowler")
		P/O. Montgomery				
		P/O. Fetherstone				
		Sgt. Robinson				
		Sgt. Edwards				
		Sgt. Campbell				

		F/Sgt. Doyle				
		Sgt. Redcliffe				
16/1/44	Liberator BZ867 G/200	P/O. McKeen	Anti Blockade Runner Patrol	0701	1840	A.B.R. Patrol ("Stumper")
		P/O. Saunders				
		Sgt. Hayes				
		Sgt. Defir				
		Sgt. Lyons				
		Sgt. Casey				
		Sgt. Jordan				
		Sgt. Hutchinson				
16/1/44	Liberator BZ868 ²⁴ /200	P/O. Smith	Anti Blockade Runner Patrol	0645	1830	A.B.R. Patrol ("Keeper") This aircraft completed the first of the new series of Patrols Keeper. Nothing was sighted throughout the trip and no contacts made. The aircraft carried out the standard patrol and returned to Base landing at 1830 hours without event.
		F/O. Roderique ²⁵				
		Sgt. Campbell				
		Sgt. Mossman				
		Sgt. Weinberg				
		Sgt. Burroughs				
		Sgt. Green				
17/1/44	Liberator BZ823 E/200	F/O. Cherrington	Anti Blockade Runner Patrol	0654	1810	A.B.R. Patrol ("Keeper")
		F/O. Harbot				
		F/Sgt. Cocks				
		F/O. Green				
		Sgt. Lord				
		Sgt. Hutchinson				
		Sgt. Harper				
17/1/44	Liberator BZ994 T/200	W/Cmdr. Thomas	Anti Blockade Runner Patrol	0713	1846	A.B.R. Patrol ("Stumper")
		F/O. Lyon				
		Sgt. Smith				
		W/O. Nicholls				
		F/Sgt. Dalton				
		Sgt. Parknell				
		Sgt. Rice				
18/1/44	Liberator BZ831 C/200	S/L. Reid, J.	Anti Blockade Runner Patrol	0700	1740	A.B.R. Patrol ("Keeper")
		F/O. Treleavan				
		F/O. Boyd				
		F/O Redhead				
		W/O. Olinger				
		F/Sgt. Walsh				
		F/Sgt. Heighington				
		Sgt. Wilkinson				
18/1/44	Liberator BZ829 A/200	F/O. Henderson	Anti Blockade Runner Patrol	0710	1855	A.B.R. Patrol ("Stumper")
		F/O. Peek				
		F/Sgt. Spiers				
		W/O. McLean				
		Sgt. Harwood				
		Sgt. Gregory				
		Sgt. Morton				
		Sgt. Symonds				
21/1/44	Liberator BZ867 G/200	F/L. Jamieson	Convoy Escort	0952	2207	Escort to OT.12
		F/O. Dear				
		F/O. Ball				
		W/O. Mains				

²⁴ Aircraft letter not recorded in record.

²⁵ Name was spelt Roderrique in record.

		F/Sgt. Orloff				
		F/Sgt. Pitman				
		F/Sgt. Ramsden				
		Sgt. Winston				
22/1/44	Liberator	F/O. Andrews	Convoy	0705	1625	Escort to OT.12
	BZ824	F/O. MacPherson	Escort			
	F/200	F/Sgt. Relf				
		W/O. Halley				
		Sgt. Fay				
		Sgt. Rose				
		Sgt. Morton				
		Sgt. Cummings				
23/1/44	Liberator	P/O. Griffin	Convoy	0410	1457	Escort to OT.12
	BZ829	F/Sgt. Ryder	Escort			
	A/200	Sgt. Dixon				
		Sgt. Faulkner				
		Sgt. Freemark				
		Sgt. McAdam				
		F/O. Redhead				
		Sgt. Jarvis				
		F/O. Pickard				
23/1/44	Liberator	P/O. Waltman	Convoy	0801	2020	Escort to OT.12
	BZ823	P/O. Montgomery	Escort			
	E/200	P/O Featherstone				
		F/Sgt. Doyle				
		Sgt. Robinson				
		Sgt. Campbell				
		Sgt. Edwards				
		Sgt. Radcliffe				
23/1/44	Liberator	F/O. Kelly	Convoy	1216	2316	Escort to OT.12
	BZ991	F/O. Boyd	Escort			
	O/200	F/O. Peek				
		F/Sgt. Wingate				
		F/Sgt. Cote				
		Sgt. Lord				
		Sgt. Taylor				
		W/O. Harkness				
25/1/44	Liberator	P/O. Smith	Anti	1132	2325	Anti Submarine Sweep.
	BZ830	F/Sgt. Campbell	submarine			
	B/200	F/O. Roderrique	sweep			
		Sgt. Green				
		F/Sgt. Weinberg				
		F/Sgt. Mossman				
		Sgt. Burroughs				
		Sgt. Skeet				
26/1/44	Liberator	F/O. Westcombe	Anti	0614	1757	A.B.R. Patrol ("Bowler")
	BZ829	F/O. Whiles	Blockade			
	A/200	F/Sgt. Hunt	Runner			
		Sgt. Dunham	Patrol			
		F/Sgt. Berry				
		F/Sgt. Chipps				
		Sgt. Johnson				
		Sgt. Angel				

26/1/44	Liberator BZ867 G/200	P/O. McKeen	Anti Blockade Runner Patrol	0628	1643	A.B.R. Patrol ("Batsman")
		P/O. Saunders				
		Sgt. Lyons				
		Sgt. Defir				
		Sgt. Jordan				
		Sgt. Casey				
		Sgt. Davidson				
		Sgt. Hayes				
27/1/44	Liberator V818 P/200	F/L. Knowles	CLA Search	0625	1735	C.L.A. Search
		F/O. Swift				
		F/Sgt. Cocks				
		P/O. McLaughlan				
		P/O. Meyer				
		W/O. Mains				
		Sgt. Sheppard				
		Sgt. Knott				
	Sgt. Brown					
27/1/44	Liberator BZ823 E/200	F/L. Cherrington	Anti Blockade Runner Patrol	0651	1825	A.B.R. Patrol ("Bowler")
		F/O. Harbot				
		P/O. Jarrat				
		P/O. Green				
		Sgt. Lord				
		Sgt. Harper				
		Sgt. Hutchinson				
		Sgt. Dobson				
	Sgt. Ketley					
27/1/44	Liberator BZ824 F/200	P/O. Lomas	Anti Blockade Runner Patrol	0722	1910	A.B.R. Patrol ("Batsman")
		Sgt. Smith				
		P/O. Lamb				
		F/O. Lyon				
		W/O. Dalton				
		Sgt. Rice				
		Sgt. Mitchell				
		W/O. Nichols				
27/1/44	Liberator BZ868 H/200	S/L. Reid, J.	Escort to M/V Alsace	1152	2114	Escort to M/V Alsace
		F/O. Treleaven				
		P/O. Boyd				
		F/O. Redhead				
		W/O. Olinger				
		W/O. Heighington				
		F/S. Walsh				
		Sgt. Wilcox				
28/1/44	Liberator BZ826 L/200	P/O. Henderson	Anti Blockade Runner Patrol	0647	1913	A.B.R. Patrol ("Bowler")
		F/O. Peek				
		F/Sgt. Spiers				
		Sgt. Gregory				
		Sgt. Harwood				
		Sgt. Morton				
		W/O. MacLean				
		W/O. Dalton				
	Sgt. Symonds					
28/1/44	Liberator BZ829	F/L. Jamieson	Anti Blockade	0701	1942	A.B.R. Patrol ("Batsman")
		F/O. Ball				

	A/200	F/O. Boyd	Runner			
		F/Sgt. Mains	Patrol			
		F/Sgt. Orloff				
		Sgt. Pitman				
		Sgt. Olsendon				
		Sgt. Winston				
29/1/44	Liberator	P/O. Andrews	Anti	0645	1900	A.B.R. Patrol ("Bowler")
	BZ824	F/Sgt. Relf	Blockade			
	F/200	F/O. MacPherson	Runner			
		Sgt. Morton	Patrol			
		Sgt. Rowe				
		Sgt. Fay				
		Sgt. Cumming				
		W/O. Halley				
29/1/44	Liberator	P/O. Griffin	Anti	0705	1922	A.B.R. Patrol ("Batsman")
	BZ868	Sgt. Dixon	Blockade			
	H/200	F/Sgt. Ryder	Runner			
		P/O. Tuttle	Patrol			
		Sgt. Freemark				
		Sgt. Faulkner				
		Sgt. McAdam				
		Sgt. Jarvis				
30/1/44	Liberator	P/O. M'Keen	U-Boat	0415	1456	Submarine Search
	BZ991	P/O. Saunders	Search			
	C/200	Sgt. Jordon				
		F/Sgt. Defir				
		Sgt. Lyons				
		Sgt. Davidson				
		Sgt. Casey				
		Sgt. Nassey				
30/1/44	Liberator	F/O. Smith	U-Boat	0513	1733	U/Boat Search.
	BZ884	F/O. Roderique	Search			
	N/200	F/Sgt. Campbell				
		Sgt. Burroughs				
		F/Sgt. Weinberg				
		Sgt. Skeet				
		Sgt. Mossman				
		Sgt. Green				
30/1/44	Liberator	F/O. Wescombe	Anti	0650	1842	A.B.R. Patrol ("Bowler")
	BZ826	F/O. Whiles	Blockade			
	L/200	F/S. Hunt	Runner			
		Sgt. Chipps	Patrol			
		F/Sgt. Berry				
		Sgt. Harwood				
		Sgt. Dunham?				
		Sgt Angel				
31/1/44	Liberator	P/O. Waltman	Anti	0715	1932	A.B.R. Patrol ("Batsman")
	BZ824	P/O. Montgomery	Blockade			
	F/200	F/O. Featherstone	Runner			
		Sgt. Doyle	Patrol			
		Sgt. Edwards				
		Sgt. Robinson				
		Sgt. Campbell				

		Sgt. Radcliffe					
31/1/44	Liberator	W/Comdr. Thomas	Anti Blockade Runner Patrol	0705	1835	A.B.R. Patrol ("Bowler"). Liberator H/200 was airborne on the last Bowler Patrol for the month of January at 0705 hours on 31/1/44. Course was set for 0835N 1900W. At 0801 hours a visual sighting was made in position 1120N 1730W, on an M/V which was thought to be the Isla De Teneriffe. The vessel was on a course of 360 degrees and proceeding at a speed of 10 knots. At 0805 hours in position 1126N 1740W the convoy RS14 was sighted. This convoy was comprised of 1 M/V and two escorting destroyers on a course of 180 degrees at a speed of 14 knots. Course was then set for 0410N 2608W and at 1040 hours a message was received from Base reporting the sighting of a U/Boat by an American aircraft. At 1220 hours in position 0435N 2538W course was set for 0210N 2504W and thence to the normal patrol track 0921N 1938W. At 1255 hours a second message was received from Base giving information regarding 2 M/Vs. At 1610 hours from position 0940N 1950W the aircraft set course for Base landing at 1835 hours without further incident.	
	BZ868	Sgt. Smith					
	H/200	F/Sgt. Relf					
		F/Sgt. Dalton					
		W/O. Nicholls					
		Sgt. Parkhill					
		Sgt. Rice					
		Sgt. Mitchell					

			patrol. The normal Patrol was carried out the only sightings made were those of the co-operating Naval Units. O/200 returned to Base at 1756 hours.
Yundum	3/2/44	0656	A.B.R. Patrol Bowler. H/200 was airborne on a Bowler Patrol at 0656 hours, and very shortly afterwards made two Radar contact, which were homed. One of the contacts disappeared very quickly and the second one was "homed". At 0815 hours an M/V was sighted and challenged by the aircraft, the vessel replied with flag hoists. Information was passed to Base regarding this vessel and a reply received that she was the Vera Radcliffe – a straggler from convoy SL.148. A further Radar contact was "homed" at 0827 and a short time later the convoy SL.148 was sighted. The aircraft was challenged by the S.O. convoy, and gave the necessary replies. The aircraft continued with its Patrol, making a further Radar contact on the convoy at 1640 hours. H/200 returned to Base, landing at Yundum at 1820 hours.
Yundum	4/2/44	0530	Convoy Escort. On 3/2/44 Form Green was received ordering one Liberator be prepared for Convoy Escort to OS.65, from one hour before dawn until relieved by a Sunderland of 95 Squadron. Aircraft E/200 was airborne on this Escort at 0530 hours. At 0557 hours Radar contact was made on the convoy OS.65 but this could not yet be seen owing to the darkness. At 0600 after another Radar contact the wake of six ships was seen – this was rightly presumed to be the convoy SL.148, but no vessels were discernable. At 0617 the convoy OS.65 was sighted and a patrol Cobra was flown until a further Radar contact was made on to which the aircraft "homed" and at 0659 hours sighted one E/V. Following several more contacts on SL.148 this convoy was eventually sighted – it consisted of 19 M/Vs and 4 E/Vs. The S.O. of this convoy requested the position of the Southbound convoy, which was passed by the aircraft. The S.O. ordered a patrol Adder to be flown, and at 1103 Radar contact was made on 2 E/Vs which had been previously sighted. At 1503 E/200 was once again over the convoy OS.65 – it consisted of 15 M/Vs and 3 E/Vs on a course of 185 degrees at a speed of 8 knots. The S.O. of this convoy signalled to the aircraft to "home" 2 trawlers – the necessary bearings and pinpoints being passed by visual signalling. The request was carried out as instructed. At 1629 the aircraft passed the message "I Go" to the S.O. convoy, on the arrival of the relieving Sunderland. Course was set for Base at 1644 and the aircraft landed without further incident at Yundum at 1819 hours.
Yundum	4/2/44	0653	A.B.R. Patrol Bowler. C/200 carried out a further Bowler Patrol on 4/2/44. During the Patrol 3 Radar contacts were made. The first and second contacts were "homed" and when sighted proved to be M/Vs, both of these vessels were making the same course though travelling at different speeds. The third contact was in the estimated position of a convoy, and was therefore not investigated. The full patrol was completed and the aircraft returned to Base, landing at 1844 hours without further incident.
Yundum	4/2/33	0712	A.B.R. Patrol Batsman. N/200 took off on another Batsman Patrol in the place of P/200 which had been detailed for detachment to Robertsfield. At 0755 N/200 made its first Radar contact and after "homing" on to it sighted the M/V Cilurnum. This vessel was challenged but would not hoist its flags. The Patrol was continued until 1538 when a Radar contact was made to Port this was "homed" and a short time later the Naval Unit co-operating in the Patrol area was sighted. This vessel challenged the aircraft which gave the necessary response. At 1549 an unidentified M/V was sighted but owing to the fact that the aircraft had reached its P.L.E. an investigation could not be carried out. At 1802 a further contact was made and later the Naval Unit FF was sighted. N/200 completed the sortie and landed at Yundum at 1845 hours.
Yundum	4/2/44	1342	Coastal Recce. P/200 was airborne in accordance with Green from CORAHQWA to make a Coastal Reconnaissance between Yundum and Robertsfield to which aircraft the aircraft was proceeding on Operation detachment. P/200 landed at that Station with nothing to report.
Yundum	5/2/44	0705	A.B.R. Patrol Batsman. Liberator H/200 continued the February Batsman Patrols,

			The first Radar contacts of this sortie was made at 0926 and when "homed" proved to be the M/V Harberton. At 0959 hours two more Radar contacts were made the first proved to be the M/V Fort Fork and the second the M/V Hardander which was sighted a little later than the Fort Fork. At 1430 hours Radar contact was again made on to which the aircraft "homed" this contact proved to be the Force FE the co-operating naval unit. At 1656 hours H/200 was ordered to return to Base before 1900 hours due to deterioration in visibility. The aircraft landed at Yundum at 1902.
Yundum	5/2/44	0648	A.B.R. Patrol Bowler. F/200 carried out the Bowler Patrol for 5/2/44. Throughout the sortie one sighting only, was made. This was on the M/V Princess Ann at 0939 hours. The normal Patrol was completed without incident and the aircraft returned to Base landing at 1917 hours.
Yundum	5/2/44	1225	Coastal Recce. Liberator B/200 was the second Squadron aircraft detailed for the detachment to Robertsfield, and was to carry out a Coastal Recce on route. The aircraft completed its flight and landed at Robertsfield at 1653 hours with nothing to report.
Yundum	6/2/44	0713	A.B.R. Patrol Batsman. F/200 was airborne on a Batsman Patrol in place of O/200 which had been originally detailed for the operation, but which had developed engine trouble before take-off. Three Radar contacts were made and "homed" during the patrol. The first at 1024 hours was made on a bearing of 30 degrees to Port and proved to be the M/V Barburton. At 1056 hours a message was received from Base warning the aircraft to return to Base by 1800 hours. The patrol was continued until 1127 hours when the second Radar contact was made, this was "homed" and proved to be the M/V Empire Falstead, and at 1138 hours a third contact was made – this later proved to be the M/V Gascony. A fourth Radar contact was made on the latter vessel which was not investigated. The aircraft continued the Patrol and on its completion set course for Base where it landed at 1734 hours.
Yundum	6/2/44	0636	A.B.R. Patrol Bowler. Patrol Bowler was carried out by C/200 on the 6th February. The first Radar contact was made at 0655 hours – this contact was "homed" and at 0708 hours one M/V was sighted escorted by one E/V. The aircraft challenged the Escort Vessel which replied correctly. At 0808 after a second Radar contact had been made and "homed" the M/V Cubango was sighted the vessel was on a course of 180 degrees and proceeding at a speed of 8 knots. At 1321 hours the Naval Force FC was sighted in the patrol area. The normal patrol was completed and then C/200 set course for Base landing without further incident at 1743 hours.
Yundum	7/2/44	0706	A.B.R. Patrol Batsman. Batsman Patrol was carried out on the 7th February by O/200. No sightings – other than those made of the two co-operating Naval Units; were made during this patrol. During the early part of the sortie compass deviation was badly out of D/R position and at 1210 hours there was a marked increase in wind velocity. The first Radar contact was made at 0854 hours this was "homed" and proved to be the Force FA. At 1241 a further Radar contact was made and "homed" and this proved to be the Force FE – both these Forces were co-operating in the area of Patrol. For the rest of the time there was nothing seen or contacted by Radar. The aircraft completed the normal patrol and returned to Base landing at 1807 hours.
Yundum	7/2/44	0647	A.B.R. Patrol Bowler. Liberator F/200 was airborne at 0647 hours on a further Bowler Patrol. The first sighting was made at 1138 and was of the M/V Harberton. At 1452 the first Radar contact was made but this faded very quickly. Force FA – one of the co-operating naval Units was sighted at 1538 hours. The normal Patrol was carried out until 1610 hours when course was set for Base. At 1657 the Spanish M/V Addecoa was sighted. The aircraft continued its course and landed at Yundum at 1848 hours.
Yundum	8/2/44	0643	A.B.R. Patrol Bowler. Aircraft A/200 carried out this Patrol on 8/2/44. Throughout the entire sortie no sightings were made. One Radar contact was made however,

			but as this was in the estimated position of the M/V Aldecoa it was not investigated. The aircraft returned to Base after carrying out the normal patrol. Landing Yundum at 1824 hours.
Yundum	8/2/44	0700	A.B.R. Patrol Batsman. Liberator C/200 carried out a further Batsman Patrol 8/2/44 being airborne at 0700 hours. The first radar contact was made at 0936 hours this was "homed" and at 0947 hours the Naval Force FE was sighted, another contact was made at 1237, this was also "homed" and resulted in the sighting of the other Naval Unit co-operating in the patrol area. The patrol was completed and the aircraft set course for Base at 1555 hours, landing at Yundum at 1839 hours without further incident.
Yundum	9/2/44	0654	A.B.R. Patrol Batsman. Liberator O/200 continued the Batsman Patrols on the 9th, being airborne at 0654 hours. Instructions had been issued to this aircraft to keep a lookout for a Liberator crew of the U.S.A.A.C. which had been missing since the 8th. This aircraft had been en route from Natal to Rufisque. O/200 made the first Radar contact at 0726 hours, and after "homing", sighted 1 M/V and 2 E/Vs at 0730 hours. A second contact was made at 0816 and at 0832 the M/V Rochester was sighted and the aircraft circled and photographed this vessel. At 0906 the M/V Monte Altube was sighted by the aircraft as the patrol was continued. Further Radar contacts were made during the Patrol, two of these being on the Naval Units co-operating in the patrol area, and one M/V the Monte Inchora which was sighted at 1355 hours. This vessel was also photographed by O/200. The normal patrol was completed and then the aircraft set course for Base. At 1545 hours one of the engines began to give trouble with a considerable mag-drop which got steadily worse. The aircraft landed without incident however at 1838.
Yundum	9/2/44	0643	A.B.R. Patrol Bowler. The full normal patrol was flown during this sortie by aircraft A/200. The patrol was entirely without incident. Only one radar contact was made during the whole time, that was on the Naval Unit in the patrol area. The aircraft returned to Base after the completion of the operation, landing at 1917 hours.
Yundum	9/2/44		Visits and Inspections. Group Captain Brill the S.A.S.O, West Africa arrived at Yundum from Air Headquarters Freetown, in a Hudson aircraft. The G. C. made a tour of the camp and discussed various matters with the Officer Commanding – W/Cdr. J. B. P. Thomas.
Yundum	10/2/44	0708	A.B.R. Patrol Batsman. Liberator G/200 was airborne on a further Batsman Patrol. The captain of the aircraft was W/Commander J. B. P. Thomas and Group Captain Brill S.A.S.O. West Africa was also aboard the aircraft. During the Patrol several radar contacts were made but the majority of them faded very quickly. At 0737 hours one Motor Launch was sighted. At 0755 hours G/200 made radar contact but as this was in the estimated position of the Eirean M/V – Manapia the contact was not "homed". A further radar contact was made, unto which the aircraft did home, and at 1340 hours one of the co-operating Naval Units was sighted. The last radar contact of the sortie was made at 1820 hours at this was not investigated due to the fact that the aircraft had already reached its P.L.E. Course was therefore continued to Base where the aircraft landed at 1850 hours.
Yundum	10/2/44	0655	A.B.R. Patrol Bowler. The first Radar contact of this Patrol was made at 0724 hours on a M/L that was proceeding southwards. The only other sighting made was of the Monte Orduna which was reported to control because it was out of position a "Mate True" signal was returned for this vessel however, and so the aircraft continued its patrol, though it made radar contact on this same vessel several times later. On completion of the Patrol the aircraft set course for Base where it landed at 1947 hours.
Yundum	11/2/44	0700	A.B.R. Patrol Bowler. Liberator C/200 was airborne at 0700 hours to continue the Bowler Patrol A short time later a message was received from this aircraft to the effect that the Radar apparatus was unserviceable and requesting further instructions. The defect was however repaired in the air and the first message was cancelled, and the aircraft resumed the patrol. The operation was completed

			without incident no sightings or Radar contacts being made. The aircraft landed at Base at 1710 hours.
Yundum	10/2/44		G/C Brill returned to Freetown after a short visit to the Station. During his stay at Yundum Group Captain Brill (S.A.S.O. West Africa) flew on an operational sortie with W/Comdr. Thomas – Officer Commanding Station and Squadron Yundum.
Yundum	11/2/44	²⁶	A.B.R. Patrol Batsman. This patrol was carried out with little incident, by aircraft A/200. The only sighting was that of the Cable ship Alsace which was accompanied by a sub-chaser. These vessels were challenged and gave the necessary replies before the aircraft resumed patrol. On completion of the sortie the aircraft set course for Base and landed without further incident at 1828 hours.
Yundum	12/2/44	0703	A.B.R. Patrol Batsman. Liberator G/200, carrying 8 torpex Depth charges and loaded with an extra 200 gallons of fuel, was airborne on a further Batsman Patrol on 12/2/44. The normal routine of patrol was carried out until 1256 hours when at that time the front look out reported a U/Boat. No radar contact had been made on this enemy vessel beforehand. The aircraft was flying at a height of 4000 feet above 8/10 cumulus cloud when the sighting was made. The aircraft held course for approximately 2 minutes losing height the Radar was switched off. The U Boat immediately on sighting the aircraft began to take violent evasive action, and when the aircraft got within 800 yards range, opened up a fierce light flak barrage. The first attack was made across the U Boats Bow from Starboard to Port, during the run in the Captain of the aircraft – F/O Andrews, made a sudden increase in height from sea level to 200 feet in order to throw the A.A. gunners on the U Boat off their aim. Continuous heavy machine gun fire was maintained from the front guns of the aircraft and hits were observed on the Conning tower. The captain suddenly lost height again to 50 feet whilst closing in for the attack and tracers were seen to pass over the aircraft. Smoke was seen to be rising from the after end of the U Boat after the machine gunning. The D.Cs were selected and the navigator released, the D.Cs failed to leave the aircraft however and so the captain decided to fly to a distance of 1 mile and check the bomb gear. This was done fire being maintained by the side gunner all the way round, unfortunately however continual stoppages were experienced in this gun and only single shots could be fired. The bomb gear was checked and found to be in serviceable condition and so it was decided to make a second attack. The second attack was started from the starboard beam but slightly more ahead of the U Boat. Immediately prior to the actual attack the captain of the aircraft swung it violently to Port and attacked from 010 degrees. During the turn Flak was concentrated ahead of the aircraft, 2 of the shells struck the aircraft, one entering the pilots compartment just above the 2nd pilot's head, injuring him slightly and the other struck the propeller of No: 3 engine and shattered pieces of shrapnel penetrating the W/Ops Cabin and wounding the Flight Engineer in the arm. During this attack heavy fire was kept up by the front gunner of the aircraft, on the Conning Tower of the submarine, and bodies were seen to fall into the water. The U Boat was strafed with a burst of 20 rounds of .5 H.MG fire as the aircraft passed over. At this point the Port Gunner noticed a D.C. explosion immediately behind the stern of the U Boat and since his gun had then jammed completely, he too a camera and photographed the sub after the explosions had subside. The aircraft having been hit continued on a straight course and climbed to 400 feet before turning. By the time the aircraft had reached the spot where the D.Cs had exploded the submarine had submerged and all that was visible was 2 large patches of light blue and white foam ahead of the D.C. explosions. An oil patch was also seen, this was about 60 yards long and approximately 10 yards wide in an arc of 100 degrees. The aircraft then climbed to 600 feet and set course for Base, landing at Yundum at 1832 hours. The U Boat was estimated to be between 1200 & 1600 tons, with one gun in front and twin guns aft of the Conning Tower.

²⁶ No time given.

Yundum	12/2/44	1628	U Boat Strike. Liberator F/200 was airborne to follow up the attack which had been made by G/200 on a U Boat. During this search one Radar contact was made which was "homed" – and at 2100 hours an illuminated M/V was sighted. Flares were dropped to identify this vessel but without success. A Square search was carried out in the area in which the U Boat had been attacked, but nothing was sighted. On completion of the sortie the aircraft returned to Base where it landed at 0435 hours.
Yundum	12/2/44	0649	A.B.R. Patrol Bowler. Liberator A/200 carried out the Bowler Patrol on 12/2 making two Radar contacts during the sortie. Both these sightings were on the same vessel – The Spanish M/V Monte Jata. After the first sighting the aircraft sent a message to Base and received confirmation of the ships identity. The normal patrol was carried out and at 1600 hours course was set for Base where the aircraft landed at 1917 hours without further incident.
Yundum	12/2/44	1850	U Boat Strike. H/200 was the second aircraft detailed to follow up the attack on a U Boat made earlier in the day by G/200. On reaching the spot in which the U Boat had been last sighted, H/200 commenced a Square Search around the area. At 0010 hours a vessel – fully illuminated, was sighted and challenged, but gave no reply. This sighting was made after the aircraft had "homed" on to a radar contact. A further radar contact was made but it faded rather quickly. At 0150 hours the aircraft, which had interrupted its course to Base to "home" on to the contact, resumed its course. Landing a Yundum at 0630 hours without incident.
Yundum	12/2/44		Medical. For the first time since RAF Station Yundum opened, a week has passed without a single case of malaria occurring.
Yundum	13/2/44	0025	U Boat Strike. Liberator E/200 continued the Search for the U Boat on 13/2/44. During the course of the patrol one radar contact was made, this was "homed" and proved to be an unidentified M/V. The aircraft continued its A/S search around the area where the U Boat had last been sighted by G/200, without result. Course was set for Base after completion of the search, the aircraft landing at Yundum at 1308 hours without further incident.
Yundum	13/2/44	0149	U Boat Strike. Liberator A/200 was also airborne to make a search for the submarine attacked by G/200 on the previous day. Throughout the patrol two radar contacts were made, and these, when "homed" proved to be the Naval Vessels which were cooperating in the search. The full patrol was completed and the aircraft returned to Base, landing at 1418.
Yundum	14/2/44	0713	A.B.R. Patrol Batsman. The Batsman Bowler Patrols were resumed on 14/2/44. Liberator L/200 doing the Batsman patrol for that day. After setting course for the patrol area a message was sent to the aircraft from Base instructing the crew to keep a look out for the crew of an American B.24 (Liberator) which had "ditched". A S.O.S. had been picked up by the crew of another aircraft. At 1050 hours L/200, flying at 6000 feet on a course of 070 degrees intercepted some signals which were too faint to "home" on to, or to take bearings on, and so the normal patrol was resumed. At 1311 hours a radar contact was made and "homed" and at 1317 hours the Spanish M/V Cuba Prior was sighted. This ship appeared to have cables trailing from her stern. A message was passed to Base in regard to this sighting and later a confirmation of the vessel's identity was passed from Base to the aircraft. A further radar contact was made at 1430 hours, but owing to the fact that the aircraft had already passed her P.L.E., no investigation was made. The contact was however presumed to be of the Portuguese M/Vs Luso and Mello which were plotted as being in that area. The aircraft landed at 1938 hours after passing a new E.T.A. to Base. During this patrol messages were intercepted on 500Kcs – they were very faint. These messages were in plain language – which was not however, English. A Signal was sent to A.H.Q.W.A. giving details of the unusual P.L. signals.
Yundum	14/2/44	0702	A.B.R. Patrol Bowler. The Bowler patrol for 14/2/44 was carried out by aircraft E/200. This aircraft, as had L/200 on Batsman Patrol, received a message from

			Base in regard to a S.O.S. that had been picked up from a "ditched" American Liberator. At 1805 hours a radar contact was made on to which the aircraft homed and eventually sighted the convoy OS.66. A further radar contact was made at 0845 hours proved to be the U.S.N. M/V Kittanise. A message was sent Base in respect of this vessel, and at 1029 hours a confirmation of her identity was received. A further radar contact was made but as this was in the estimated position of the Kittanise it was not investigated. The last contact was made at 1655 hours, but as this was in the estimated position of the convoy OS.66, it was not investigated. The aircraft landed at Yundum at 1950 hours without further incident.
Yundum	14/2/44		Movements Officers. W/Cdr. J. B. P. Thomas, Officer Commanding R.A.F. Station Yundum and 200 Squadron, left Yundum for Temporary duty at Headquarters No. 295 Wing. S/Ldr. J.A.R. Reid assumed Command of the Station and Squadron during the Commanding Officer's absence.
Yundum	14/2/44		Officers – General. F/O C.J. Taylor has been granted the Powers of Subordinate Commander w.e.f. 14/2/44.
Yundum	15/2/44	0650	A.B.R. Patrol Bowler. Liberator L/200 continued the Bowler Patrol into 15/2/44. The first radar contact of the patrol was made at 1016 hours and after "homing" the aircraft sighted the M/V Port Dunedin. A further contact was made on this vessel at 1430 hours. The third and last radar contact of the sortie was made at 1440 hours, this was on one of the naval vessels co-operating in the search area. At 1635 hours course was set for Base the aircraft arriving at Yundum at 1905 hours without further incident.
Yundum	15/2/44	0710	A.B.R. Patrol Batsman. Liberator T/200 was airborne at 0710 hours on 15/2/44 on a further Batsman Patrol. At 0710 ²⁷ radar contact was made on to which the aircraft "homed" and at 1052 hours the M/V Troilu was sighted. At 1218 hours some very weak signal messages were picked up by the aircraft but they were too weak for a bearing to be made on them. At 1817 ²⁸ hours course was set for Base – the aircraft landed at 1817 hours.
Yundum	16/2/44	0710	A.B.R. Patrol. During this Batsman Patrol only two sightings were made, both of these were on co-operating Naval Units in the patrol area. The normal patrol was completed without any further sightings or radar contacts and the aircraft returned to Base with nothing to report, landing at Yundum at 1815 hours.
Yundum	16/2/44	0700	A.B.R. Patrol. During this Bowler patrol three radar contacts were made the first two of these being on the Neutral M/V Argentona, although these contacts were not investigated owing to the fact that the position of the vessel was shown on the Form White. The third and last radar contact was made on a Fishing vessel. The aircraft completed her normal patrol and returned to Base with nothing of unusual interest to report.
Yundum	17/2/44	0655	A.B.R. Patrol. During this patrol only one radar contact was made, this after "homing" was sighted and proved to be the M/V Argentona?. The normal patrol was completed and the aircraft returned to Base with nothing to report. Landing at Yundum at 1813 hours.
Yundum	17/2/44		A message was received from Dakar stating that the Anti Blockade Runner Patrol would be suspended after 17/2/44.
Yundum	17/2/44	0709	A.B.R. Patrol. Liberator T/200 carried out this Batsman Patrol. Several radar contacts were made during the operation. Of the first two contacts the first faded after the aircraft commenced "homing" and the second was in the estimated position of the co-operating Naval Unit and was therefore not investigated. A third contact was made and homed however, this proved to be the British M/V Akemaz. A signal was sent to Base regarding this vessel and later a reply confirming her identity was received from Base. The aircraft then continued her normal patrol, and whilst doing this intercepted faint radio signals giving a lat and long position.

²⁷ This is the time given in the record, but is obvious in error.

²⁸ This is the time given in the record, but is obvious in error.

			This signal was repeated 4 times. The aircraft completed the Normal patrol and returned to Base, landing without further incident at 1927 hours.
Robertsfield.	17/2/44	0845	A/S Patrol. Liberator P/200 which was one of the Squadron aircraft which had been detached to Robertsfield, carried out an anti submarine Sweep on 17/2/44. The aircraft used its radar equipment throughout, and completed the full sweep as detailed, without however, making any radar contacts or sightings. The aircraft landed at Robertsfield at 2043 hours with nothing of interest to report.
Yundum	18/2/44	1523	U Boat Strike. A report had been received from an American aircraft, that it had sighted a U Boat in position 0655N 22°45W. Aircraft E/200 was detailed to carry out a strike. Shortly after the aircraft had become airborne and set course for the position a serious leak developed in the hydraulic system and the captain of the aircraft passed a message to Base to say that he intended to return. E/200 landed at Yundum at 1824 hours.
Robertsfield	18/2/44	0838	A/S Patrol. Liberator B/200 one of the Squadron detachment aircraft at Robertsfield, was airborne on 18/2/44 to carry out a U Boat search similar to that carried out on the day previous, by P/200. The aircraft reached the search area and commenced the scheduled search. The first radar contact was made at 1053 hours and after the aircraft had "homed" the neutral M/V El Monticillio was sighted. Photographs were taken of this vessel. A further radar contact was made at 1100 hours and after "homing" this vessel was sighted and proved to be the M/V Castillo Simancis (Spanish). Photographs were also taken of this vessel. A short time later an E/V and the M/V Sire were sighted, the M/V was making smoke. At 1915 hours the aircraft passed on E.T.A. 35 to Base and landed at Robertsfield at 2025 hours without further incident.
Robertsfield	19/2/44	0510	C.L.A. Patrol. Liberator P/200 was airborne from Robertsfield on a Creeping Line Ahead Patrol, on 19/2/44. During this patrol two sightings were made after the aircraft had reached the Primary point in the search area. The first was on a small convoy of two M/Vs and two E/Vs. The second, sighted after a radar contact had been "homed" was of two ASTs and one E/V. The patrol was completed at 1548 hours and the aircraft set course for Base landing at 1720 hours.
Yundum	19/2/44		General. No Operational aircraft took off from Yundum today, and so all crews were able to attend the weekly lecture, the subject of which was Ship Recognition.
Yundum	20/2/44	1610	U Boat Search. U Boat Search was carried out by T/200 on 20/2/44. At 1756 hours a radar contact was made and after "homing" the aircraft sighted the Neutral M/V Sofala. At 1822 hours a message was received from the co-operating Naval Units giving the details of the area which was intended to search. 1815 hours a further radar contact was made to Port on to which the aircraft "homed" and eventually sighted the M/V El Monteniallo. A further radar contact was made at 1832 hours, this proved to be a destroyer and three sloops. The S.O. of these Vessels passed a signal to the aircraft requesting how long it was staying, to which the reply "6 hours" was sent. At 1911 hours a search was started in the area detailed, and at 2125 hours a message was received from Base ordering the captain of the aircraft to fly at 1000 feet until the patrol ended. Two further radar contacts were made during the patrol. The first of these at 2155 hours was "homed" and proved to be a fully illuminated vessel, the second of these was also on this vessel. The aircraft landed at 0300 hours without further incident.
Yundum	20/2/44	1600	U Boat Search. N/200 was airborne in co-operation with T/200 on the U Boat Search. At 1745 hours two radar contacts were made ahead, and when "homed" proved to be the Neutral M/Vs Sofala and El Montecillio. The former in position 0904N 1502W and the latter in 0836N 1546W. At 1818 hours a Square Search for the U Boat was commenced, at 1830 hours a further radar contact was made however, and the aircraft was "home" on to it, eventually a sighting was made on the Neutral M/V Bailundo. The search was then resumed and at 1934 hours a radar contact was made on the surface vessels which were co-operating in the search. The aircraft passed over these Vessels – one destroyer and three sloops –

			at 1945 hours. At 1948 a message was received from the S.O., by W/T, ordering the aircraft to search the area in conjunction with T/200, and also adding that the surface vessels would also be searching the same area. A short time later a message was received from Base instructing that this patrol be flown at a height of 1000 feet, and from 0030 hours until relieved. The patrol ordered by the S.O. was carried out, and when completed the aircraft set course for Base, landing at Yundum without further incident at 0350 hours.
Yundum	20/2/44		Court Martial. Notification was received that a Field General Court Martial has been convened by Group Captain Constable-Roberts, Officer Commanding Headquarters No: 295 Wing. it will be composed as under, and will assemble at R.A.F. Station Bathurst, at 10.00 hours on 24th February, 1944, for the purpose of hearing a charge under Section 20 (i) (iv)(a) Larceny Act, 1918 (or alternatively under Section 40 Air Force Act) against 1065076 AC1 Gilbert, R. (A.C.H./GD No 200 Squadron) President: - W/Cmdr Hatfield (33315) No 95 Squadron Members S/Ldr N. W. Jones (74950) R.A.F. Station Bathurst F/Lt. R. C. Mais (47621) R.A.F. Station Yundum Waiting Member:- F/Lt. R. J. Spooner (47621) ²⁹ R.A.F. Station Yundum Prosecutor:- F/O Draper Air Headquarters West Africa. Defending Officer:- F/Lt. E. F. Ward No. 200 Squadron Witnesses:- F/O C. J. Taylor (113619) 142170 Sgt. Collings, R. T. 508030 F/Sgt. Burchell, L. E. 960315 Cpl. Jordan, L. 1423038 Cpl. Parker, G. A. 1204323 Cpl. Youngs, T. E. 1569338 AC1 Ward, L. J. 1054587 LAC Lawrence, S. G.
Yundum	20/2/44	1735	Anti Submarine Patrol Liberator P/200 was airborne on a further anti submarine Patrol from Robertsfield at 1735 hours on 20/2/44. During this sortie several storms were experienced. At 1800 hours the first sightings were made this was on 2 M/Vs and 3 ASTs. At 2030 hours course had to altered to avoid a storm which was heading towards the aircraft. At 2140 hours a radar contact was made simultaneously on four difference ³⁰ vessels and at 2030 hours a C.L.A. search was carried out. At 0147 hours on 21/2/44 a fully illuminated vessel was sighted after a further radar contact had been "homed". At 0239 hours on 21/2/44 the patrol was completed and P/200 set course for Base, landing at Robertsfield at 0344 hours without further incident.
Yundum	21/2/44		General A message was received from Robertsfield to state that aircraft B/200 was returning to Yundum for maintenance purposes. arrangements were made for aircraft L/200 to proceed to Robertsfield in place of the aircraft which was returning.
Yundum	22/2/44	1222	Coastal Recce. Liberator L/200 was airborne to Robertsfield to take the place of aircraft B/200 which was returning to Yundum for minor repairs. En route aircraft L/200 was ordered to carry out a costal Reconnaissance. Only one sighting was made and this was of the convoy SL.130 which was escorted by a Sunderland – no investigation was made. L/200 landed at its destination at 1725 hours without incident.
Yundum	22/2/44	1720	U Boat Strike. At 1348 hours an American aircraft had reported the sighting of a submarine in position 1303N 1655W, and aircraft J/200 was detailed as strike aircraft. The aircraft reached the last reported position at which the submarine had been seen and commenced to search. A radar contact was made at 1809 hour on to which the aircraft "homed" and eventually a sighting was made on a small lightship buoy. A search was then continued one mile off the north of the Casamance River and five buoys were observed, it was noticed that these buoys had pole-like attachments on their upper surfaces which could have been mistaken for the periscopes of a submarine. At 1930 hours J/200 came off patrol

²⁹ This service number is the same as the one given for F/Lt. Mais above.

³⁰ As typed in record.

			and landed at Yundum at 1950 hours with nothing to report.
Yundum	22/2/44		General. An aircrew meeting was held today to discuss the most advantageous position to place the controls of the mirror cameras which are fitted in the aircraft. Up until now they have been placed in the navigators compartment and it was felt that the navigator, in an attack, would have quite enough to do without thinking of the cameras. It was therefore decided that the controls be moved so that the 2nd Pilot could manipulate them whenever necessary.
Yundum	23/2/44	0538	Convoy Escort – OS.67 A/200 carried out this operation meeting the convoy at 0610 hours, after "homing" onto a radar contact. It was however too dark to determine the composition of the convoy although the course and speed could be determined by the wake of the vessels. At 0640 hours visual messages were passed by the S.O. convoy but as they were not understood a Cobra Patrol was carried out. At 0845 the convoy divided and 17 MVs and 5 EVs and Liberator J/200 arrived to provide Escort to the detachment. The S.O. of the convoy was then requested to give a pinpoint, but although this request was repeated several times it was not understood. A plain language request was then made for the 0600 hours position of the convoy for 24/2/44 and a reply giving the latitude but not the longitude was received from the S.O. At 1415 hours the aircraft passed a message to the S.O. to the effect that she was leaving the convoy and after sweeping the area 30 miles astern of the convoy A/200 set course for Base landing there at 1513 hours.
Yundum	23/2/44	0630	Extended "Y" Patrol At 0655 hours a radar contact was made and after the aircraft had been "homed" on to it the Convoy OS.67 was sighted. The S.O. requested the captain of the aircraft to carry out a Cobra patrol was informed that the aircraft had been detailed for an independent patrol. The S.O. requested the, that if a sighting were made on one EV and two MVs who were on their way from Dakar to Join the convoy, they be directed to the convoy – the necessary data was supplied by the S.O. and at 0800 hours the vessels were sighted and the necessary details passed to them. At 0823 hours the aircraft left the convoy and commenced the extended "Y" Patrol. The visibility was 7 ½ miles. The patrol was completed at 1610 hours and course was set for Base where the aircraft landed at 1855 hours.
Yundum	23/2/44	1254	Coastal Recoe. Liberator B/200 en route from Robertsfield was detailed to carry out a further Coastal Recce. During the flight several radar contacts were made, but only two sightings. The first of these sightings was made on a destroyer and a sloop, and the second – made some time afterwards, on the neutral M/V Monte Teide. At 1635 hours course was set for Yundum where the aircraft landed at 1802 hours without further incident.
Yundum	23/2/44	1242	Convoy Escort. Liberator J/200 carried out this Escort which was made to the convoy OS.67. The convoy was met at 1313 hours and seen to consist of 17 MVs and 5 EVs. Visual signals were exchanged and the S.O. of the convoy requested the captain of the aircraft to fly a Cobra Patrol. This request was complied with and shortly after wards the aircraft made a radar contact which faded quickly. At 1817 hours the aircraft again returned to the convoy and was requested to carry out a general reconnaissance, this was done and an MV and an E/V were sighted together these proved to be stragglers from the main convoy. After homing onto a radar contact the aircraft eventually sighted another convoy the SL 150. The aircraft then returned to the convoy OS.67 and the 0600 position of that convoy was passed. At 2043 hours the aircraft left the convoy and set course for Base where it arrived without further incident at 2141 hours.
Robertsfield	23/3/44	1248	Anti Submarine Patrol. Liberator P/200 was airborne from Robertsfield to carry out an anti submarine patrol. Owing to bad weather conditions at Base however this patrol was curtailed. The search area detailed was patrolled until after a radar had been "homed" a convoy consisting of 17 MVs and 5 EVs was sighted. The aircraft resumed patrol and on its completion set course for Base landing at 2246 hours.
Yundum	24/2/44	0733	Coastal Recce. Liberator C/200 was detailed to carry out a coastal recce. whilst en

			route to Rabat/Sale. During this flight no radar contacts or sightings were made and the aircraft landed at Rabat/Sale with nothing to report.
Robertsfield	24/2/44	0805	A/S Patrol. During this anti submarine patrol, carried out from a detachment aircraft based at Robertsfield. A C.L.A. search as detailed in instructions received from AHQWA was carried out. During the patrol one sighting was made, this was on the MV Ferngien, following a "homing" onto a radar contact. The patrol was completed and the aircraft returned to Base landing at 1925 hours with nothing unusual to report.
Yundum	25/2/44	1912	Coastal Recce. Liberator C/200 was airborne from Rabat Sale to Yundum on a return journey. A Coastal Recce was carried out as per instruction without incident landing at Yundum at 1912 hours with nothing to report.
Robertsfield	25/2/44	1259	Escort to STL 12. A convoy escort to STL 12 was carried out by a Liberator of the Robertsfield detachment. The convoy was met and prior to leaving the pinpoint position for 0600 hours on 26/2/44 was received. The aircraft landed at Robertsfield at 2240 hours without further incident.
Yundum	26/2/44	1318	Escort to New Northland. Liberator N/200 provided Escort to the New Northland the Vessel being met at 1542 hours, and escorted until 2040 hours when the aircraft left for Base. The aircraft landed at Yundum with nothing to report.
Yundum	27/2/44	0650	Escort to Esso Norfolk. A/200 was airborne to Escort the Esso Norfolk which was met and Escorted in. During the Escort the Neutral M/V Helene Kulukindis (Greek) was sighted. A pinpoint position was passed and at 1604 hours A/200 left the Esso Norfolk on the same course and speed as when she had first been met. At 1850 hours the aircraft landed at Yundum.
Yundum	26/2/44		General. F/Lt. Douglas 88595 Edue ceased to be attached to the Station and returned to Air Headquarters Freetown. Periodic visits are paid by the Education Officer (Command) to all Units, in order that educational matters be discussed and personnel received advice as to the educational advantages offered by the Service.
Yundum	26/2/44		Medical. The malarial incidence for the week ending 26/2/44 was .129%.
Yundum	27/2/44	0646	A/S Patrol. Liberator L/200 was airborne on its first operational flight since joining the Robertsfield detachment of the Squadron. The patrol was carried out as per instructions though a message was received from Base ordering the captain to return sooner than had been previously instructed owing to the deteriorating weather at Base. During the patrol a radar contact was "homed" and proved to be the M/V Colonial. The aircraft landed at Robertsfield at 1258 hours.
Yundum	28/2/44	1050	U Boat Strike. A message to the effect that she was being trailed by a U Boat was received from the MV Esso Norfolk, and as a result the aircraft F/200 was instructed to proceed to the position and search for the U Boat which had already been attacked once by an Aircraft of 344 Squadron. No U Boat was sighted however though an oil patch about 1 mile long was seen near the position in which the U Boat had been attacked. A radar contact was also "homed" and a flare dropped to identify it, but unfortunately this proved rather useless for it gave very little illumination though a dark shadow was seen on the water but owing to lack of evidence no other flares were dropped. nor was the object challenged. The Patrol was completed and the aircraft returned to Base with nothing to report.
Yundum	28/2/44	0921	Coastal Recce. After the completion of the repairs B/200 once more returned to join the Robertsfield detachment, and was ordered to do a Coastal Recce en route. Several sightings were made during this flight the first being on an ML escorting an MV. At 1236 hours the M/V Colonial was sighted and at 1243 the Neutral M/V Cabo Verde was seen. The aircraft completed the Patrol and landed at Robertsfield without any unusual incident.
Yundum	28/2/44	2207	U Boat Hunt. Liberator O/200 continued the U Boat hunt commenced by F/200 following an attack on a U Boat by an aircraft of the French 344 Squadron. During the Patrol several radar contact were made but these faded. Whilst the aircraft was returning to Base a yellow canoe – at first taken to be a dinghy was sighted

			and investigated. The aircraft landed at Base with nothing of interest to report.
Robertsfield	28/2/44	0325	Escort to New Amsterdam. This escort was carried out by aircraft P/200 of the Robertsfield detachment. The vessel was met and escorted, following a radar contact made at a distance of 50 miles. During the patrol the captain of the aircraft was instructed to report the position of the Sheaf Crown if she were sighted. After completing the Escort the aircraft returned to Base landing without further incident at 1519 hours.
Yundum	29/2/44		Meteorological Information.
			Operational Area :- The conditions which prevailed during the month of February, over the operation area covered by Squadron aircraft, was much the same as that experienced in January. In the North of the Operational area there was no low cloud although some broken medium cloud was experienced, with a base at about 10,000 feet. In the south very small amounts of cumulus and starta cumulus was experienced. Visibility was on the whole moderate averaging about 7 miles, but haze patches were in evidence over the sea near the coast. The surface wind was N.E. during the night and early morning, becoming North Westerly between 1600 hours and Midnight. On the whole the weather was very good except for some light storms experienced by the aircraft which were detached to Robertsfield – to the South of Yundum.
			Local Area. Weather was fine throughout the month apart from some haze which persisted throughout. There was no low cloud during the month though some very light cloud was seen on a few days. The visibility near Base during the month was not too good. There being a fairly thick haze overland and a little way out to sea. This was due to the bush fires which had become more extensive since the last month, and to the rather heavier dust and sand storms which are being experienced. The surface wind was N.E. during the night and morning becoming N.W. during the late afternoon and evening.
Yundum	29/2/44		Personnel of 200 Squadron as at 29th February 1944.
			Establishment Actual Strength
			Officers 47 57
			Warrant Officers 0 14
			Flight Sergeants 10 17
			Sergeants 159 69
			Corporals 72 53
			288 264
			576 474
			S/Ldr
			for Officer Commanding, RAF Station Yundum and 200 Squadron R.A.F.

February 1944: Form 541

200 Squadron

Date	Aircraft type and No.	Crew	Duty	Time up	Time Down	Remarks
1/2/44	Liberator BZ884 N/200	F/Lt. Mills	Anti Blockade Runner Patrol	0645	1747	A.B.R. Patrol Bowler.
		F/O. Whiles				
		F/O. Swift				
		P/O. Myer				
		P/O. McLaughlin				
		Sgt. Shephard				
		Sgt. Knott				
1/2/44	Liberator BZ831 C/200	F/Lt. Cherrington	Anti Blockade Runner Patrol	0746	2023	A.B.R. Patrol Batsman.
		F/O. Harbot				
		P/O. Jarret				
		P/O. Green				
		Sgt. Lord				
		Sgt. Harper				
		Sgt. Hutchinson				
2/2/44	Liberator V818 P/200	F/O. Henderson	Anti Blockade Runner Patrol	0725	1235	A.B.R. Patrol Batsman.
		F/O. Peek				
		F/Sgt. Spiers				
		W/O. Mclean				
		Sgt. Morton				
		Sgt. Symmonds				
		Sgt. Harwood				
2/2/44	Liberator BZ884 N/200	F/Lt. Jamieson	Anti Blockade Runner Patrol	0655	1740	A.B.R. Patrol Bowler.
		F/O. Dear				
		F/O. Ball				
		W/O. Mains				
		Sgt. Winston				
		F/Sgt. Ramsden				
		F/Sgt. Orloff				
3/2/44	Liberator BZ991 O/200	F/O. Andrews	Anti Blockade Runner Patrol	0708	1756	A.B.R. Patrol Batsman.
		F/O. MacPherson				
		F/Sgt. Relf				
		Sgt. Fay				
		W/O. Halley				
		Sgt. Cummings				
		F/Sgt. Rowe				
3/2/44	Liberator BZ868 H/200	F/O. Wescombe	Anti Blockade Runner Patrol	0656	1820	A.B.R. Patrol Bowler.
		F/O. Whiles				
		F/O. Lamb				
		W/O. Berry				
		Sgt. Chipps				

		Sgt. Dunham				
		Sgt. Angel				
		Sgt. Johnson				
4/2/44	Liberator	P/O Waltman	Convoy	0530	1819	Escort to OS.65.
	BZ823	P/O. Montgomery	Escort			
	E/200	P/O. Feathstone				
		Sgt. Campbell				
		Sgt. Edwards				
		Sgt. Doyle				
		Sgt. Radcliffe				
		Sgt. Robinson				
4/2/44	Liberator	F/O. Kelly	Anti	0653	1844	A.B.R. Patrol Bowler.
	BZ831	F/Sgt. Wingate	Blockade			
	C/200	F/Sgt. Cocks	Runner			
		F/Sgt. Cote	Patrol			
		W/O. Harkness				
		Sgt. Jones				
		Sgt. Taylor				
		Sgt. Edwards				
4/2/44	Liberator	F/O. Smith	Anti	0712	1845	A.B.R. Patrol Batsman
	BZ884	F/Sgt. Campbell	Blockade			
	N/200	F/Sgt. Roderique	Runner			
		F/Sgt. Burrows	Patrol			
		F/Sgt. Skeet				
		F/Sgt. Mossman				
		Sgt. Weinberg				
		Sgt. Green				
4/2/44	Liberator	F/L. Jamieson	Coastal	1342	1830	Coastal Recce.
	V818	F/O Dear	Recce.			
	P/200	F/O Ball				
		W/O. Mains				
		F/Sgt. Ramsden				
		F/Sgt. Pitmann				
		F/Sgt. Orloff				
		Sgt. Winston				
5/2/44	Liberator	P/O. MacKeen	Anti	0648	1917	A.B.R. Patrol Bowler.
	BZ824	F/O. Saunders	Blockade			
	F/200	Sgt. Hayes	Runner			
		Sgt. Lyons	Patrol			
		F/Sgt. Defir				
		Sgt. Davidson				
		Sgt. Casey				
		Sgt. Jordan				
5/2/44	Liberator	P/O. Lomas	Anti	0705	1902	A.B.R. Patrol Batsman.
	BZ868	Sgt. Smith	Blockade			
	H/200	F/O. Lyon	Runner			
		P/O. Cuckworth ³¹	Patrol			
		W/O. Nicholls				
		W/O. Dalton				
		Sgt. Hayes				
		Sgt. Parkhill				
		Sgt. Mitchell				

³¹ Record says Cuckworth, but this might be Duckworth.

5/2/44	Liberator BZ830 B/200	F/O. Henderson P/O. Peek W/O. MacLean F/Sgt. Spiers Sgt. Morton Sgt. Harwood Sgt. Gregory Sgt. Symmonds	Coastal Recce.	1225	1653	Coastal Recce.
6/2/44	Liberator BZ834 F/200	F/Lt. Mills F/Sgt. Knowles P/O. Swift P/O. MacLaughlin P/O. Featherstone Sgt. Knott Sgt. Shephard Sgt. Brown	Anti Blockade Runner Patrol	0713	1734	A.B.R. Patrol Batsman.
6/2/44	Liberator BZ831 C/200	F/Lt. Cherrington P/O. Jarret F/O. Harbot P/O. Hyde P/O. Green Sgt. Lord Sgt. Harper Sgt. Dobson Sgt. Ketley	Anti Blockade Runner Patrol	0636	1743	A.B.R. Patrol Bowler.
7/2/44	Liberator BZ991 O/200	F/O. Wescombe Sgt. Locking F/O. Whiles W/O. Berry Sgt. Dunham Sgt. Chipps Sgt. Johnson Sgt. Angel	Anti Blockade Runner Patrol	0706	1807	A.B.R. Patrol Batsman.
7/2/44	Liberator BZ824 F/200	F/O. Andrews F/Sgt. Relf F/O. MacPherson Sgt. Fay W/O. Halley Sgt. Rowe Sgt. Cummings Sgt. Martin	Anti Blockade Runner Patrol	0647	1848	A.B.R. Patrol Bowler.
8/2/44	Liberator BZ829 A/200	P/O. Waltman P/O. Featherstone P/O. Montgomery Sgt. Doyle Sgt. Robinson Sgt. Edwards Sgt. Campbell Sgt. Radcliffe	Anti Blockade Runner Patrol	0643	1824	A.B.R. Patrol Bowler.
8/2/44	Liberator BZ831 C/200	F/O. Kelly F/Sgt. Wingate F/Sgt. Cocks W/O. Harkness	Anti Blockade Runner Patrol	0706	1839	A.B.R. Patrol Batsman

		Sgt. Taylor				
		Sgt. Jones				
		Sgt. Edwards				
		F/Sgt. Cote				
9/2/44	Liberator BZ991 O/200	P/O. MacLean	Anti Blockade Runner Patrol	0654	1838	A.B.R. Patrol Batsman
		P/O. Saunders				
		Sgt. Hayes				
		F/Sgt. Defir				
		Sgt. Davidson				
		Sgt. Casey				
		Sgt. Jordan				
		Sgt. Lyons				
9/2/44	Liberator BZ829 A/200	P/O. Smith	Anti Blockade Runner Patrol	0643	1917	A.B.R. Patrol Bowler.
		F/Sgt. Campbell				
		F/O. Roderique				
		F/Sgt. Weinberg				
		F/Sgt. Skeet				
		Sgt. Burroughs				
		F/Sgt. Mossman				
		Sgt. Green				
10/2/44	Liberator BZ867 G/200	W/Comdr. Thomas	Anti Blockade Runner Patrol	0708	1850	A.B.R. Patrol Batsman.
		Sgt. Smith				
		F/O. Lyon				
		W/O. Nichols				
		W/O. Dalton				
		Sgt. Parkhill				
		Sgt. Rice				
		Sgt. Mitchell				
		G/Capt. Brill				
10/2/44	Liberator BZ824 F/200	F/Lt. Cherrington	Anti Blockade Runner Patrol	0655	1947	A.B.R. Patrol Bowler.
		F/O. Harbot				
		P/O. Jarret, L. S.				
		P/O. Green, N. W.				
		P/O. Hyde, D. W.				
		Sgt. Lord, L. R. H.				
		Sgt. Harper, W. E.				
		Sgt. Dobson				
		Sgt. Ketley, W.				
11/2/44	Liberator BZ867 G/200	F/Lt. Mills	Anti Blockade Runner Patrol	0700	1710	A.B.R. Patrol Bowler.
		F/O. Swift				
		P/O. Meyer, R. H.				
		P/O. MacLaughlin, R.				
		Sgt. Knott, J. G.				
		Sgt. Shephard, R. C.				
		F/Sgt. Cocks, S. S.				
		Sgt. Brown, A. R.				
11/2/44	Liberator BZ830 B/200	F/O. Henderson, G.	C.L.A. Search	1401	2346	C.L.A. Search.
		F/O. Peek, J. T.				
		W/O. McLean, R.				
		F/Sgt. Spiers, L.				
		Sgt. Morton, H. T.				
		Sgt. Harwood, W.				
		Sgt. Gregory, J.				

		Sgt. Simons, A. D.				
11/2/44	Liberator BZ829 A/200	S/Ldr. MacPherson Sgt. Lucking, H. W. P/O. Youngblud, R. Sgt. Forsythe, D. W/O. Penfold, E. J. Sgt. Elwich, V. Sgt. Esden, W. S. Sgt. Mossman, D. R.	Anti Blockade Runner Patrol	0708	1828	A.B.R. Patrol Batsman.
12/2/44	Liberator BZ867 G/200	F/O. Andrews, F. W. F/O. MacPherson, I. F/O. Roderique, J. P. W/O. Halley, G. Sgt. Rowe, J. Sgt. Fay, M. Sgt. Martin, R. F. Sgt. Cummings, F. W.	Anti Blockade Runner Patrol	0703	1832	A.B.R. Patrol Batsman. ³²
12/2/44	Liberator BZ824 F/200	P/O. Waltman, A. D. P/O. Montgomery, K. P/O. Featherstone F/Sgt. Doyle, J. L., Sgt. Robinson, L. Sgt. Campbell, J. Sgt. Edwards, L. Sgt. Irvine, J. P.	U Boat Strike	1628	0435	U Boat Strike.
12/2/44	Liberator BZ829 A/200	F/O. Westcombe, R. C. F/O. Whiles, C. J. P/O. Cooke, R. J. Sgt. Angel, R. S. W/O. Berry, G. Sgt. Chipps, S. G. Sgt. Johnson, C. H. Sgt. Dunham, R. B.	Anti Blockade Runner Patrol	0649	1917	A.B.R. Patrol Bowler
12/2/44	Liberator BZ868 H/200	P/O. Smith, G. D. F/Sgt. Campbell, W. G. F/Sgt. Relf, B. Sgt. Green, R. F. F/Sgt. Mossman, D. F/Sgt. Burroughs F/Sgt. Weinberg, G. F/Sgt. Skeet, M. R.	U Boat Strike	1850	0630	U Boat Strike. A second aircraft detained for the U Boat strike following up the attack by G/200.
13/2/44	Liberator BZ823 E/200	F/O. Kelly, R. C. F/Sgt. Wingate, P. S. P/O. Cudworth, G.H. Sgt. Edwards, W. F. W/O. Harkess, K. F/Sgt. Cote, J. L. Sgt. Taylor, F. Sgt. Jones, I. M.	U Boat Strike	0025	1308	U Boat Strike. Liberator E/200 was airborne at 0025 hours on a U Boat Strike and on becoming airborne set course for position 0610N 2715W.
13/2/44	Liberator BZ829	P/O. MacKeen, C. D. P/O. Saunders, W. J.	U Boat Strike	0149	1418	U Boat Strike. Liberator A/200 was the last aircraft detailed to follow up the

³² On this sortie G attacked an U-Boat – see attached appendix for more details.

	A/200	Sgt. Hayes, W.				attack made by G/200 on 12/2/44, and on becoming airborne it set course for 0610N 2715W, reaching this point at 0651 hours.
		Sgt. Casey, A. E.				
		Sgt. Defir, W.				
		Sgt. Davidson, F. K.				
		Sgt. Lyons, R.				
		Sgt. Jordan, P.				
14/2/44	Liberator BZ826 L/200	F/L. Cherrington	A.B.R. Patrol Batsman	0713	1938	A.B.R. Patrol Batsman.
		F/O. Harbot, P. R.				
		P/O. Jarrett, L. S.				
		P/O. Hyde, D. W.				
		P/O. Green, N. G.				
		Sgt. Lord, L. H.				
		Sgt. Harper, W. E.				
		Sgt. Dobson				
		Sgt. Ketley, W.				
14/2/44	Liberator BZ823 E/200	P/O. Lomas, W. J.	Anti Blockade Runner Patrol	0702	1950	A.B.R. Patrol Bowler.
		Sgt. Smith, J.				
		F/O. Roderique, P.				
		Sgt. Rice, R. E.				
		W/O. Nicholls				
		W/O. Dalton, B. D.				
		Sgt. Parkhill				
		Sgt. Mitchell, D. W.				
15/2/44	Liberator BZ826 L/200	S/L. MacPherson, D.	Anti Blockade Runner Patrol	0650	1905	A.B.R. Patrol Bowler.
		Sgt. Lucking, H. W.				
		F/O. Youngblud, P.				
		Sgt. Forsythe, D.				
		Sgt. Elwid, V.				
		W/O. Esdon, W. S.				
		W/O. Penfold, E. J.				
		Sgt. Hutchinson, C.				
15/2/44	Liberator BZ994 T/200	F/L. Mills, A. C.	Anti Blockade Runner Patrol	0710	1817	A.B.R. Patrol Batsman.
		F/O. Swift, H.				
		F/Sgt. Cocks, S. S.				
		P/O. MacLaughlin				
		P/O. Meyer, R. H.				
		Sgt. Brown, A. R.				
		Sgt. Shepherd, R. C.				
		Sgt. Knott, J. G.				
16/2/44	Liberator BZ825 J/200	F/O. Wescombe, R. G.	Anti Blockade Runner Patrol	0710	1815	A.B.R. Patrol Batsman.
		Sgt. Harris, K. H.				
		F/O. Whiles, C. J.				
		Sgt. Chipps, S. C.				
		W/O. Berry, G.				
		Sgt. Dunham, R. B.				
		Sgt. Johnson ³³ , C. H.				
		Sgt. Angell, R.				
16/2/44	Liberator BZ823 E/200	F/O. Andrews, F. W.	A.B.R. Patrol	0700	1850	A.B.R. Patrol Bowler.
		P/O. MacPherson, I. R.				
		F/Sgt. Relf, B.				
		Sgt. Cummings, F. W.				

³³ Name is spelt Johson in record, an obvious error.

		Sgt. Fay, M.				
		Sgt. Rowe, J.				
		W/O. Halley, G.				
		Sgt. Irvine, J. P.				
17/2/44	Liberator BZ868 H/200	S/Ldr. Reid, J. A. R. F/O. Treleavan, D. H. F/O. Boyd, A. H. P/O. Redhead W/O Olinger, M. F. W/O. Heighington, A. Sgt. Walsh, F. T.	Anti Blockade Runner Patrol	0655	1813	A.B.R. Patrol Bowler.
17/2/44	Liberator BZ994 T/200	P/O. Waltman, D. A. P/O. Montgomery, A. P/O. Featherstone ³⁴ , P? F/Sgt. Doyle, J. L. Sgt. Robinson, L. Sgt. Edwards, L. A. Sgt. Campbell, J. F. Sgt. Radcliffe, R. J.	Anti Blockade Runner Patrol	0709	1827	A.B.R. Patrol Batsman.
17/2/44	Liberator V818 P/200	F/Lt. Jamieson, P. W. F/O. Dear, R. F/O. Boyd, A. H. W/O. Mains Sgt. Winston, L. F/Sgt. Ramsden, J. W. F/Sgt. Orloff, J. F/Sgt. Pitman, E. J.	A.S. Patrol	0845	2043	A/S Patrol. Liberator P/200 (Robertsfield detachment) was airborne on an A/S Sweep at 0845 hours on 17/2/44. The sweep was carried out as Y patrol over an area of 9 miles.
18/2/44	Liberator BZ823 E/200	F/O. Kelly, R. C. F/Sgt. Wingate, P. S. F/Sgt. Cocks, S. S. W/O. Cote, J. L. A. W/O. Harkness, K. Sgt. Edwards, W. F. Sgt. Jones, I. M. Sgt. Taylor, F.	U Boat Strike	1523	1824	U Boat Strike.
18/2/44	Liberator BZ830 B/200	F/O. Henderson, G. F/O. Peek, J. W/O. Maclean F/Sgt. Spiers Sgt. Morton, H. P. Sgt. Harwood, W. Sgt. Gregory, J. Sgt. Simmons, A. D.	Anti Sub Patrol	0838	2025	Anti Submarine Patrol.
19/2/44	Liberator V818 P/200	F/Lt. Jamieson, P. F/O. Dear, R. F/O. Boyd, A. H. W/O. Mains, C. A. Sgt. Winston, L. F/Sgt. Ramsden, J. W. F/Sgt. Orloff, J.	CLA Patrol	0510	1720	C.L.A. Patrol. Liberator P/200 was airborne from Robertsfield at 0510 hours to carry out a creeping Line ahead search in the following area 0420N 0850W, 0420N 0630W, 0235N 0630W, 0235N 0850W.

³⁴ Name is spelt Feathstone in record, an obvious error.

		Sgt. Pitman, E. J.				
20/2/44	Liberator BZ994 T/200	F/O. Kelly R. O. F/Sgt. Wingate, P. F/Sgt. Cocks, S. S. W/O. Cote, J. L. W/O. Harkness, H. Sgt. Edwards, W. Sgt. Jones, L. M. Sgt. Taylor, F.	U Boat Search	1610	0300	U Boat Search. at 0610 ³⁵ T/200 was airborne on a U Boat search setting course for position 0838N 1542W.
20/2/44	Liberator BZ868 H/200	P/O. Smith. G. D. F/O. Roderique, J. P. F/Sgt. Campbell F/Sgt. Wingate, C. E. F/Sgt. Mossman, D. R. F/Sgt. Skeet, M. R. F/Sgt. Burroughs Sgt. Green, R. F.	U Boat Hunt	1600	0350	U Boat Search. Liberator H/200 was airborne on a U Boat search in co-operation with aircraft T/200 and surface craft.
20/2/44	Liberator V818 P/200	F/L. Jamieson, P. F/O. Dear, R. F/O Boyd, A. H. W/O. Mains, C. A. Sgt. Winston, L. F/Sgt. Ransden, J. F/Sgt. Orloff, J. F/Sgt. Pitman, E. J. F/O. Ball	Anti Submarine Patrol	1735	0344	Anti Submarine Patrol. Liberator P/200 was airborne from Robertsfield at 1735 hours on 20/2/44 on an anti submarine patrol. During this sortie several storms were experienced.
22/2/44	Liberator BZ826 L/200	P/O. Kelly, R. C. F/Sgt. Wingate, P. F/Sgt. Cocks, S. S. W/O. Cote, J. L. A. W/O. Harkness, K. Sgt. Edwards, W. F. Sgt. Jones, I. M. Sgt. Taylor, F.	Coastal Recce	1222	1725	Coastal Recce.
22/2/44	Liberator BZ825 J/200	P/O. MacKeen, C. D. P/O. Saunders, W. Sgt. Hayes, W. Sgt. Casey, A. E. Sgt. Defir, J. Sgt. Davidson, F. W. Sgt. Lyons, R. Sgt. Jordan, P. G.	U Boat Strike	1720	1950	U Boat Strike.
23/2/44	Liberator BZ829 A/200	P/O. MacKeen, C. P/O. Saunders, W. Sgt. Hayes, W. Sgt. Defir, J. Sgt. Lyons, R. Sgt. Jordan, P. G. Sgt. Davidson, F. W. Sgt. Sillence	Convoy Escort	0538	1513	Convoy Escort OS.67. A/200 was detailed to meet and escort convoy OS.67, and was airborne at 0538 hours to carry out this operation.
23/2/44	Liberator BZ824	P/O. Griffin, J. A. Sgt. Dixon, A. D.	Extended "Y" Patrol	0630	1555	Extended "Y" Patrol.

³⁵ 1610 is listed as "Time Up" and is probably correct; 0610 is probably a "typo" in the original record.

	F/200	F/Sgt. Ryder, W. A.				
		P/O. Tuttle, J. H.				
		Sgt. Freemark, T. E.				
		Sgt. Faulkner, J. C.				
		Sgt. MacAdam R. S.				
		Sgt. Jarvis, A.				
23/2/44	Liberator BZ830 B/200	F/O. Henderson, G.	Coastal Recce	1254	1802	Coastal Recce. Liberator B/200 was airborne from Robertsfield to Yundum for maintenance purposes, and was detailed to carry out a coastal recce on the way.
		F/O. Peek, J. T.				
		W/O. MacLean, R.				
		F/Sgt. Spiers, L. G.				
		Sgt. Morton, H. T.				
		Sgt. Harwood, W.				
		Sgt. Gregory, J.				
		Sgt. Simmonds, A. D.				
23/2/44	Liberator BZ825 J/200	F/Lt. Mills, A. C. L.	Escort Convoy	1242	2141	Escort to OS.67.
		F/O. Swift, H.				
		P/O. Jarrett, L. S.				
		P/O. MacLaughlin, R.				
		Sgt. Dresch				
		Sgt. Shepherd, R. C.				
		Sgt. Knott, J. G.				
		Sgt. Brown, A. R.				
		P/O. Meyer, R. H.				
23/2/44	Liberator V818 P/200	F/L. Jamieson, P. W.	A/S Patrol	1248	2246	Anti Submarine Patrol. Liberator P/200 was airborne from Robertsfield to carry out an anti submarine patrol. This sweep was curtailed however, and the aircraft ordered to return earlier, due to bad weather conditions.
		F/O. Dear, R.				
		F/O. Ball, G.				
		W/O. Mains, C. A.				
		Sgt. Winston, L.				
		F/Sgt. Ramsden, J. W.				
		F/Sgt. Orloff, J.				
		F/Sgt. Pitman, E. J.				
24/2/44	Liberator BZ831 C/200	S/Ldr. J. A. Reid	Coastal Recce	0733	1730	Coastal Recce. Liberator C/200 was detailed to proceed to Rabat/Sale on communications duties and to carry out a Coastal Reconnaissance en route. This was done but no sightings or radar contacts were made during the flight. The aircraft landed at Rabat Sale at 1730 hours with nothing to report.
		F/O. A. H. Boyd.				
		F/O. D. Treleavan				
		F/O. J. Redhead				
		F/Sgt. Heighington				
		F/Sgt. F. T. Walsh				
24/2/44	Liberator BZ826 L/200	F/O. R. C. Kelly	A/S Patrol	0805	1925	A/S Patrol. Liberator L/200 was airborne at 0805 hours from Robertsfield to carry out an anti submarine patrol.
		F/Sgt. S. S. Cocks				
		F/Sgt. P. Wingate				
		W/O. J. L. Cote				
		W/O. K. Harkness				
		Sgt. W. Edwards				
		Sgt. I. M. Jones				
		Sgt. F. Taylor				
25/2/44	Liberator BZ831 C/200	S/Ldr. J. A. Reid	Coastal Recce	0905	1912	Coastal Recce. Liberator C/200 was airborne on the return communications flight from Rabat Sale and as in the forward journey was detailed to carry out a Coastal Recce en rout. No
		F/O. A. H. Boyd.				
		F/O. D. Treleavan				
		F/O. J. Redhead				
		F/Sgt. Heighington				

		F/Sgt. F. T. Walsh				sightings or contacts were made and the aircraft landed at Yundum at 1912 with nothing to report.
25/2/44	Liberator V818 P/200	F/Lt. Jameson, P. W. F/O. Ball, G. F/O. Dear, R. W/O. Mains, A. C. Sgt. Winston, L. F/Sgt. Ramsdsen, J. F/Sgt. Orloff, J. F/Sgt. Pitman, E. J.	Convoy Escort	1259	2240	Escort to STL 12.
26/2/44	Liberator BZ884 N/200	W/Commander J. B. Thomas F/O. C. J. Whiles Sgt. W. J. Smith W/O. A. W. Nicholls W/O. B. D. Dalton Sgt. H. W. Parkhill Sgt. G. L. Rice Sgt. D. W. Mitchell	Escort	1318	2226	Escort to New Northland.
27/2/44	Liberator BZ829 A/200	F/O. F. W. Andrews F/O. Cole P/O. L. S. Jarrett P/O. D. W. Hyde P/O. N. G. Green Sgt. W. E. Harper Sgt. Laws Sgt. Dobson Sgt. W. Ketley	Escort	0650	1850	Escort to Esso Norfolk.
27/2/44	Liberator BZ826 L/200	F/O. R. G. Kelly F/Sgt. Cocks, S. S. F/Sgt. Wingate, S. W/O. J. L. Cote W/O. K. Harkness Sgt. W. Edwards Sgt. I. M. Jones Sgt. F. Taylor	A/S Patrol	0646	1258	A/S Patrol. Liberator L/200 which had been sent to Robertsfield to relieve B/200, was airborne on operational flight from that Base. The aircraft was detailed to carry out an Anti Submarine Patrol.
28/2/44	Liberator BZ824 F/200	S/L D. MacPherson P/O. R. Youngblud Sgt. H. Lucking Sgt. D. Forsythe W/O. E. Penfold W/O. W. S. Esdon Sgt. Benstead Sgt. V. Elwick	U Boat Strike	1050	2219	U Boat Strike. Liberator F/200 was airborne on an U Boat hunt from Yundum. This operation followed a message from the M/V Esso Norfolk to say that she was being trailed by a U Boat from 5 to 6 miles astern.
28/2/44	Liberator BZ830 B/200	F/O. Henderson, G. C. F/O. Peek, T. J. F/Sgt. Spiers, L. W/O. R. MacLean Sgt. J. Gregory Sgt. H. T. Morton Sgt. W. Harwood Sgt. A. D. Simmons	Coastal Recce	0921	1405	Coastal Recce. After the completion of the repairs needed B/200 was once more detailed to carry out a Coastal Recce to Robertsfield whence it was proceeding on attachment.
28/2/44	Liberator BZ991	F/O. P. Lamb P/O. G. R. Cudworth	U Boat Hunt	2207	0930	U Boat Hunt. Liberator O/200 was airborne at 2207 hours to continue the

	O/200	Sgt. K. H. Harris				U Boat hunt on which F/200 had been engaged earlier in the day. The sortie was completed with a negative result.
		Sgt. Cammock, T. N.				
		Sgt. Suddaby, C. T.				
		Sgt. Sorenson, J. C.				
		Sgt. Jenkinson, C. W.				
		Sgt. N. Beresford				
		Sgt. M.R. Skeet				
28/2/44	Liberator	F/L. Jamieson, P.	Escort	0325	1519	Escort to New Amsterdam.
	V818	F/O. Ball, G.				
	P/200	F/O. Dear, R.				
		W/O. Mains, C. A.				
		Sgt. Winston, L.				
		F/Sgt. Ramsden, J. W.				
		F/Sgt. Orloff, J.				
		F/Sgt. Pitman, E. J.				
28/2/44	Liberator	F/O. Kelly, R. C.	Escort	0948	2153	Escort to New Amsterdam.
	BZ826	F/Sgt. S. S. Cocks				
	L/200	F/Sgt. P. Wingate				
		W/O. J. L. Cote				
		W/O. K. Harkness				
		Sgt. W. Edwards				
		Sgt. I. M. Jones				
		Sgt. F. Taylor				

Appendix (Page 10)

12th February, 1944

Liberator G/200³⁶

Pilot. F/O Andrews

Navigator F/O Roderique

Liberator G/200 carrying 8 250 Torpex Dcs was airborne at 0703 to carry out the Batsman Patrol. Course was set for 0921N 1938W. At 0913 the A/c was in position 0913N 1953W and from this position set course for 0456N 2645W which was reached at 1226. The normal patrol was continued until 1256. At this hour in position 0810N 2725W a U-Boat was visually sighted on the port bow at 4 miles distant, by the front lookout. The aircraft was flying at 4,000 feet on a Course of 055 degs true, above 8/10ths cumulus cloud. G/200 continued on Course for approximately two minutes losing height and with Radar switched off immediately on sighting the Aircraft the U-Boat took evasive action by zig-zagging. Intense light flak was put up by the enemy vessel when the aircraft was within about 800 yards. The attack was made across the U-boat's bow from starboard to port. Whilst on the run in height was increased from sea-level to 200 feet. Continuous fire was maintained from the aircraft's front guns and hits were observed on the conning tower. Smoke was rising from the aft end of the U-boat. Height was then lost to 50 feet and the A/A fire from the U-boat passed over the Aircraft. DCs were then selected but hung up. The Captain of the Aircraft then turned through 360 degs at about one mile distant to allow a check to be made on the bombing gear. Fire was exchanged all the way round by the port side gunner, but owing to a No. 1 stoppage he was only able to fire sing shots. By this time the bomb gear had been checked but showed no visible fault. It was then decided to attack with DCs a second time. The attack was again started from the starboard but slightly more ahead of the U-boat. Just prior to the second attack, however, the Captain swung the Aircraft violently to port and attacked from 010 degs. During the turn flak was concentrated ahead of the aircraft. Two shells entered G/200, one above the 2nd Pilot's head which injured him slightly, and the other hit the propeller of No. 3 engine, shattering and penetrating the wireless operators cabin and injuring the flight engineer. During this attack the conning tower of the U-boat was subjected to continuous fire from the front gunner and bodies were seen to ball into the water. The starboard side gunner fired a burst of twenty rounds as the Aircraft passed over which brought the U-boat to a standstill. At this time the port gunner noticed a depth charge explosion immediately behind the stern of the U-boat, and as the gunner's guns had by then completely jammed he seized a camera and took photographs after the explosion had subsided. The A/C having been hit, continued on a straight course and climbed to 400 feet before turning. By the time the aircraft reached the spot where the D/C had exploded the U-boat had submerged and all that was visible were two large patches of light blue and white foam ahead of the D/C explosions. An oil patch was also seen approximately 60 yards in length and 10 yards in width in an area of about 100 degrees. G/200 then climbed to 6,000 ft., and set course for Base, landing at 1832 hrs. The U-boat was estimated to be of 1,200 tons with one gun in front and twin guns aft of the conning tower.

³⁶ From the Form 541 for this date, this was BZ867.

March 1944: Form 540

200 Sqn

Place	Date	Time	Summary of events
Yundum	1/3/44		200 Squadron Personnel as at 1st. March, 1944.
			Establishment Actual Strength
			Officers
			Warrant Officers
			Flight Sergeants As at 29th February
			Sergeants
			Corporals
			Other Ranks
Yundum	1/3/44		No Operational Flying by Squadron Aircraft
Yundum	2/3/44		Coastal Recco. Liberator C/200 was airborne on the return journey from Rabet/Sale where it had gone to pick up some Squadron reinforcements. On the return journey the captain was ordered to carry out a Coastal reconnaissance. This was carried out with no event at all, several sightings were made on small vessels such as fishing boats, and photographs were taken of pinpoints along the route. The aircraft landed at 1842 hours.
Yundum	2/3/44		Movements. W/Cdr. Thomas (Officer Commanding Station and Squadron) proceeded on Temporary duty to Headquarters No: 295 Wing, and S/Ldr. J. A. R. Reid took over the Command of Station and Squadron during his absence.
Yundum	3?/3/44	0420	Convoy Escort. Liberator J/200 was airborne to provide Escort to the New Amsterdam which was sailing independently. This vessel was sighted following upon a homing by the aircraft. A normal Escort Patrol was carried out until aircraft E/200 arrived and took over the Escort. J/200 returned to Base and landed at 1530 hours with nothing to report.
Yundum	3/3/44	1138	Convoy Escort. Liberator E/200 continued the Escort to the New Amsterdam which was started by aircraft J/200. The vessel was met and a patrol carried out as instructed by the S.O. During the trip the aircraft's bomb gear became U/S but the patrol was completed and the aircraft landed at Yundum at 2359 hours without incident.
Yundum	3/3/44	0602	Convoy Escort. An Escort was carried out by N/200 to a dispersal from the convoy OS.68. The aircraft met the main convoy and at 0705 hours a Sunderland aircraft also arrived on Escort. At 0750 hours the dispersal, consisting of 5 M/Vs left the main convoy and aircraft N/200 commenced her Escort. During the Escort to the dispersal N/200 after "homing" onto a radar contact, sighted M/V Kindat and photographed this Vessel. After completing the Escort N/200 returned to Yundum, arriving at 1758 hours.
Yundum	3/3/44	³⁷	Convoy Escort. O/200 relieved aircraft E/200 on the New Amsterdam Escort. The Vessel was met at 1720 hours and an Escort was carried out. Following a radar contact onto which the aircraft "homed", an unidentified vessel was sighted, it was fully illuminated and assumed to be a Neutral craft. The Escort was completed at 0030 hours and course was set for base, where the aircraft arrived without further incident at 0238 hours.
Yundum	3/3/44	2030	Convoy Escort. A further aircraft, F/200 was airborne at 2030 hours to escort the M/V New Amsterdam. The vessel was however, not met but to the partial unserviceability of the radar apparatus. Whilst searching for the New Amsterdam, a fully illuminated vessel was sighted in position 1413N 2149W on a southerly course. After reaching P.L.E. the aircraft returned to base with no sighting to

³⁷ No time given in record.

			report. In respect of the New Amsterdam, a not met signal was sent to Air Headquarters.
Yundum	4/3/44	0415	Convoy Escort. Liberator N/200 was airborne to provide Escort to the Convoy SL.151 and SR.11. The former convoy was met during the patrol, the latter however, was not located. SL.151 consisted of 22 M/Vs and 5 E/Vs, and when sighted was seen to be proceeding on a Northerly course. Although a search was made for the other convoy, it was not sighted and after completing the Escort to SL.151, the aircraft set course for base. The aircraft landed at 1618 hours.
Yundum	4/3/44	1625	Convoy Escort. Liberator J/200 was airborne to follow up the Escort to convoy SL.151 and SR.19 ³⁸ . SL.151 was sighted at 1710 hours after a radar contact had been "homed", and the S.O. was informed that the convoy would be Escorted for 4 hours. at 1925 hours the other convoy, SR.11 was sighted after a radar contact had been made. The S.O. of this convoy requested that a Cobra patrol be flown but this was impossible due to the fact that the aircraft was escorting two convoys simultaneously. The aircraft stayed with the convoy for a time and then returned to the SL.151 and informed the S.O. that it would be leaving the area within 10 minutes. An attempt was made to contact the S.O. by R/T but this failed and at 2155 hours the aircraft left the convoy, and landed at base at 2050 hours without further incident.
Yundum	4/3/44	2030	Convoy Escort. ³⁹
Accra	2/3/44	1630	Coastal Recce. Liberator B/200 left Robertsfield for Accra, from which Base it was to co-operate in a U Boat Hunt. The aircraft landed at Accra with nothing to report.
Accra	2/3/44	1635	Coastal Recce. Liberator L/200 left Robertsfield to co-operate in a U Boat Hunt from Accra, in conjunction with aircraft B/200. As in the case of the former aircraft nothing was seen, and a landing was made at Accra at 2120 hours with nothing to report.
Robertsfield	3/3/44	0703	Coastal Recce. Liberator P/200 left Robertsfield at 0703 hours en route to Accra where it is to co-operate in a U Boat Hunt along with the other aircraft. At 0905 hours however, a message was received from Air Headquarters ordering the aircraft to return to Robertsfield. This instruction was complied with and at 1056 hours the aircraft once more landed at Robertsfield.
Robertsfield	3/3/44	2038	A/S Patrol. Liberator P/200 was airborne at 2038 hours from Robertsfield to carry out an Anti Submarine Patrol. This sortie was completed without result, the only sighting made being on small ships of Marshall. The aircraft came off patrol at 0658 hours and landed at Robertsfield at 0838 hours without incident.
Accra	4/3/44	0615	Coastal Recce. Liberator B/200 was airborne from Accra to Robertsfield and was instructed to sweep the coastal water en route within the hundred fathom area. This was done and at 0910 hours a large patch of oil was seen – about 10 miles long and 60 yards wide, fresh oil continued to appear at the source. On closer investigation nothing was seen which was in any way unusual or suspicious. The aircraft landed at Robertsfield at 1107 hours.
Accra	4/3/44	0625	Coastal Recce. Liberator L/200 was airborne from Accra at 0625 hours to return to Robertsfield and as was the case in the former aircraft, was ordered to carry out a sweep of the coastline along the 100 fathom line. One radar contact, which produced no result, was made during the flight. L/200 landed at Robertsfield at 1204 hours with nothing to report.
Yundum	5/3/44	0043	Coastal Recce. Liberator L/200 was airborne from Robertsfield to carry out a Coastal Recce on returning to Yundum for servicing. The flight was made without incident of any kind whatsoever and L/200 landed at Yundum at 1428 hours with nothing to report.
Robertsfield	5/3/44	0507	Convoy Escort. Aircraft B/200 was airborne at 0507 hours from Robertsfield to

³⁸ The record says "SR.19" at this point, but later on the correct "SR.11" is used.

³⁹ There is no description in the record.

			provide escort to the convoy STL.13. This convoy was met at 0544 hours and found to consist of 11 M/Vs and 6 E/Vs. At 0655 hours another M/V – the Ingleton was sighted accompanied by a small Escort Vessel. The normal escort was completed – a Cobra Patrol being flown, and the aircraft set course for Base, arriving at Robertsfield at 1704 hours without incident.
Yundum	6/3/44		No operational flying by any Squadron aircraft.
Yundum	7/3/44	0920	Coastal Recce. After returning with Liberator L/200 from Robertsfield F/O Kelly and Crew returned to that Station on 7/3/44 in aircraft J/200, as L/200 was undergoing servicing. En route the crew were ordered to carry out a Coastal Recce. During the flight one convoy – the RS.13 was sighted consisting of one M/V and three E/Vs. A radar contact was also made during the flight, but 'though the aircraft "homed" onto it, nothing was visible in the position of the contact. The trip was continued and J/200 landed at Robertsfield at 1510 hours without incident of report.
Yundum	7/3/44		Movement – Squadron. A signal was received from AHQWA informing C.O. of the impending move of the Squadron to another theatre of Operations. No details were given, except that the New Command would be South East Asia. A signal recalling W/Cmdr. J. B. F. Thomas – Officer Commanding Station and Squadron, was sent to Headquarters No: 295 Wing, where he was on Temporary Duty. A Signal was also sent to Robertsfield LG ordering the return to Yundum of the three detachment aircraft.
Yundum	7/3/44		From today Operational flying by the Squadron has been suspended, and preparations for the move begin to get under way.
Yundum	8?/3/44		Liberator B/200 – Captain F/O Henderson was the first of the Robertsfield detachment aircraft to arrive back at Yundum.
Yundum	8/3/44		W/Cmdr Thomas returned from Headquarters No: 295 Wing in order to supervise the preparations.
Yundum	8/3/44 to 14/3/44		Maintenance Staffs working extra time on order to prepare aircraft according to schedule. Other sections preparing Equipment for Transport.
Yundum	14/3/44		Visits. Admiral Collimnet of the Free French Navy visited Yundum today, and made a tour of inspection of the operations Block and the Technical Sections of the Station. He left later in the day to return to Ouakam.
Yundum	11/3/44		Change of Command. Squadron Leader W. W. Davis assumed Command of R.A.F. Station Yundum with effect from 11/3/44., vice W/Cmdr. J. B. F. Thomas. W/Cmdr. Thomas retains Command of the Squadron.
Yundum	15/3/44		Visits. Air Vice-Marshal Graham Officer Commanding RAF West Africa arrived by air on a visit of inspection, remaining at Yundum overnight and proceeding by road to Bathurst the following day.
Yundum			Liberator P/200 arrived from Robertsfield on 9/3/44 captain F/Lt. Jamieson. Aircraft J/200 did not return until the following day, being delayed owing to mechanical trouble.
Yundum	16/3/44		Movement. The first three Squadron Liberators left today on the first stage of the flight to the new destination. Stopping overnight at Takoradi. S/Ldr. Reid (Aircraft "N") F/Lt. Jamieson (Aircraft "B") F/O. Kelly (Aircraft "G") besides the crew these aircraft carried equipment and personnel – a total of 10 officers, 18 S.N.C.O's and 8 other ranks.
Yundum	17/3/44		Air Vice Marshall Graham returned to Yundum from Bathurst and left by air in his Hudson aircraft V9229. The A.O.C. proceeded to Ouakam, thence to Headquarters No: 295 Wing.
Yundum	17/3/44		Movement. A further three Liberator aircraft of the Squadron, left today. S/Ldr MacPherson. (Aircraft "X") F/O Henderson (Aircraft "T") P/O Waltman. (Aircraft "O"). These aircraft carried loads similar to those carried by the first three.
Yundum	18/3/44		Another three Liberators left today at approximately 0730 hours. They were captained by F/Lt. Cherrington (Aircraft "P") P/O Griffin (Aircraft "H") P/O Smith

			(Aircraft "U"). Similar loads were carried in these three aircraft, as had been carried by the previous two flights.
Yundum	18/3/44		Message of Congratulation. The following message was received from Group Captain J. Constable-Roberts, Officer Commanding Headquarters No: 295 Wing "On the occasion of the Squadron's departure, I should like to wish them the very best of luck and thank them for the fine work they have done in West Africa. As 200 Squadron was originally formed from half of my own Squadron at that time, namely 206, I have always had a special soft spot for 2000 and am certain they will continue their splendid record".
Yundum	19/3/44		Movement. A further three of the Squadron's Liberators left at 0730 hours this morning en route to Takoradi – the first stage in their flight. One of the Captains of aircraft was the Officer Commanding 200 Squadron:- Wing Commander J. B. P. Thomas, others were F/Lt. Mills and P/O Lomas. piloting Aircraft "A", Aircraft "V", and aircraft "M" respectively.
Yundum	19/3/44		Two Dakota aircraft also left during the morning carrying Squadron personnel and freight. These aircraft are to fly the same route as the Squadron aircraft, but in shorter "hops".
Yundum	19/3/44		F/O Andrews assumed Command of the Squadron remaining at Yundum, and will leave in the last Squadron aircraft.
Yundum	20/3/44		Brigadier Critchley (Director of B.O.A.C.) arrived at Yundum in an Avro York aircraft. The first of this type of aircraft to be seen in Gambia.
Yundum	20/3/44		A Dakota aircraft arrived for special transportation duties – to assist squadron move This aircraft left the following day with freight and personnel to follow on the main party of the Squadron
Yundum	21/3/44		B.O.A.C. Avro York aircraft left on return journey.
Yundum	22/3/44		An American Army Air Corps Dakota aircraft, piloted by an A.T.C. pilot had a forced landing at Yundum. This aircraft had been airborne from Robertsfield a short time before. A warning signal had been received giving the captain's intention of making a landing at Yundum. The aircraft overshot the airfield but attempted to land failed and attempted to climb on one engine. The wing dipped and struck the ground and the aircraft immediately burst into flame. Four of the crew managed to get out, though two of these were badly burned, and later died in the 55th General Hospital. Three others failed to escape.
Yundum	22/3/44		Preparations have been made for the departure of Liberator "R" at 0730 hours tomorrow. This aircraft as in the case of the other Squadron Liberators, is to carry passengers and freight.
Yundum	23/3/44		Aircraft "R" became unserviceable before take off and the flight was postponed. Unserviceability due to leak in one of the fuel tanks.
Yundum	24/3/44	0729 0724 0625	A further 3 Squadron Liberators took off on the first stage of the flight – Yundum to Takoradi en route to S.E.A.C. P/O. Mackeen was Officer i/c the flight and captained aircraft "J". The other captains of aircraft were P/O Cook aircraft "S" and F/O Lamb, aircraft "W". As had been the case previously, all these aircraft carried both passengers and freight.
Yundum	25/3/44 to 28/3/44		Work of preparing remainder of the Squadron aircraft for flight continues.
Yundum	28/3/44		The main body of the Squadron Ground Personnel, consisting of 6 NCOs and 115 other ranks left the Station today under the Command of F/O Harbot. This party proceeded to Bathurst to embark on an H.M.T. to proceed to the new destination of the Squadron in A.C.S.E.A.
Yundum	31/3/44		Wellingtons of No: 26 Squadron South African Air Force arrived at Yundum for operational purposes. These aircraft were later ordered to proceed to Ouakam.
Yundum			General. During the month a large number of the Squadron personnel who had completed a specified time in West African Command, and were therefore not eligible for posting to another Command, were posted (supernumerary) to RAF

			Station Yundum, and later reposted to various units throughout the Command. Some of these however remain with the Station.
			Postings to the Squadron from Units in the Command were effected in order to fill Squadron personnel vacancies.
			Six Squadron aircraft still remain at Yundum, and are to form a further two flights which will leave in the near future. The crews of these aircraft, and some ground personnel are attached to Yundum – pending completion of servicing and subsequent movement of aircraft.
Yundum			Weather – Operational area. In areas north of 10 degrees north the weather was very much the same as that experienced in local areas, except for broken small cumulus and strata cumulus – base 2000 – 2500 feet near the cape Verde Islands. South of 10 degrees North there was large cumulus on most days, sometime building up large enough to give showers. Visibility was, on the whole, good, but deteriorated during the showers. Winds were generally North Westerly from 3000 to 4000 feet becoming E.N.E. above this level.
			Weather – Local Area. during the whole month the weather was generally fine, with good visibility and only occasional small amounts of cloud. After the 20th however some low stratus developed over the sea about dawn and drifted inland with the upper winds for a distance of about three miles, where it dispersed. It also dispersed over the sea at midday. Winds were generally North Westerly on the surface, backing to Westerly at 1000 feet, thereafter being about 060 degrees at 25 knots up to 6000 feet throughout the month.
			W. N. Davis Squadron Leader Officer Commanding, RAF Station Yundum West Africa.
			Appendix "A" Form 541 Appendix "B" Form 765A Appendix "C" Consolidated Forms Green. 200 Squadron Det. Robertsfield. Appendix "D" Narrative

March 1944: Form 541

200 Squadron

Date	Aircraft type and No.	Crew	Duty	Time up	Time Down	Remarks
2/3/44	Liberator BZ831 C/200	P/O A. D. Waltman	Coastal Recce	0820	1842	Coastal Recce. Liberator C/200 was airborne at 0820 hours from Rabat Sale and was instructed to carry out a Coastal Recce on route. At 0919 hours a Radar contact was made to starboard, the aircraft commenced to "Home" on to this contact later proved to be a small fishing vessel in position 3258N 0911W proceeding on a course of 200 degrees at a speed of 5 knots. The aircraft reached Dasbera at 1215 hours and course was then set for Bojador. At 1314 hours a weather report was sent to Rabat. At 1457 hours from position 2200N 1710W course was set for Yundum. At 1522 hours radar contact was made and at 1549 hours, after "homing", the aircraft sighted two small M/Vs proceeding due South with speed of 3 knots. This sighting, which took place in position 2044N 1746W, was reported to base at 1549 hours. During the flight two more weather reports were passed by the aircraft, the first at 1615 hours was passed to Gibraltar, the second was passed to Base. Base was also requested to give a weather report and at 1709 hours the Captain of the aircraft received confirmation that Yundum was fit for landing. The aircraft landed at Yundum at 1842 hours with nothing of incident to report. During the course of the flight some excellent photographs were taken of pinpoints along the route.
		F/O W. A. Montgomery				
		F/O. P. Featherstone				
		F/Sgt. J. L. Doyle				
		Sgt. L. G. Robinson				
		Sgt. L. A. Edwards				
		Sgt. J. F. Campbell Sgt. R. J. Radcliffe				
2/3/44	Liberator BZ830 B/200	P/O. G. C. Henderson	Coastal Recce.	1630	2109	Coastal Recce. Liberator B/200 was ordered to proceed from Robertsfield to Accra, to assist in a U Boat Hunt, and was instructed to carry out a Coastal Recce en route. The aircraft left Robertsfield at 1630 hours and landed at Accra at 2109 hours with nothing to report.
		F/O. J. T. Peek				
		F/Sgt. L. G. Spiers				
		W/O R. MacLean				
		Sgt. W. Harwood				
		Sgt. H. T. Martin Sgt. A. Symonds				
2/3/44	Liberator BZ826 L/200	F/O. R. C. Keley	Coastal Recce.	1635	2120	Coastal Recce. Liberator L/200 was airborne from Robertsfield to Accra to assist in a U Boat Hunt along with aircraft B/200. As in the case of the latter aircraft, a Coastal Recce was carried out en route, but nothing of incident was seen. The aircraft landed at Accra at 2120 hours, with nothing to report.
		F/Sgt. S. S. Cocks				
		F/Sgt. P. Wingate				
		W/O J. L. Cote				
		W/O. K. Harkness				
		Sgt. J. M. Jones Sgt. F. Taylor Sgt. W. Edwards				
3/3/44	Liberator	P/O R. H. Cook	Convoy	0420	1630	Escort to New Amsterdam. Liberator J/200

	BZ825 J/200	Sgt. R. G. Huie P/O. M. N. Bagg Sgt. C. R. Spiers Sgt. A. E. Casey F/Sgt. G. D. Lawrence Sgt. T. G. McEwan	Escort			was airborne at 0420 hours on Escort to the New Amsterdam. The vessel was met and escorted until J/200 was relieved by aircraft E/200. throughout the whole escort no sightings other than those on the escorted vessel herself, were made. The first radar contact was made 40 minutes after the aircraft had been airborne, this was not "homed" however. A further radar contact was made at 0603 hours, this was "homed and at 0607 hours the New Amsterdam was sighted in position 1059N 1954W on a course of 325 degrees at a speed of 19 knots. Visual signals were exchanged between the aircraft and the ship, and a Cobra 20 patrol was commenced. At 1252 hours the captain of the aircraft informed the S.O. that he would be leaving in 30 minutes, and requesting that the 0600 hours position of the vessel for the following day be passed, this was give as 1731N 2137W. The relief aircraft E/200 was then sighted on patrol and at 1358 hours J/200 set course to sweep the track of the vessel 30 miles ahead. At 1411 hours the aircraft came off patrol and set course for base, after sending a message to the effect that the ETA would be 94 minutes later than had formerly been anticipated. J/200 landed at Yundum at 1630 hours without further incident.
3/3/44	Liberator BZ884 N/200	F/O R. C. Westcombe F/S G. J. Whiles F/O. P. R. Harbot Sgt. R. B. Dunham Sgt. S. G. Chipps Sgt. R. S. Angell	Convoy Escort	0602	1758	Escort to OS.68 Liberator M?/200 was airborne at 0602 hours on Escort to the convoy OS.68. At 0648 hours a radar contact was made to starboard, on to which the aircraft "homed" sighting the convoy at 0700 hours. The C/V consisted of 22 M/Vs and 3 E/Vs, the sighting took place in position 1149N 1730W.

		Sgt. C. W. Jenkinson				<p>The vessels were on a course of 180 degrees at a speed of 5 knots. The captain of the aircraft then contacted the S.O. by visual signals and passed "Lib escorting until dispersal", the S.O. replied by requesting the aircraft's call sign – this was given. At 0715 hours a Sunderland aircraft arrived to help in the escort. At 0750 hours five M/Vs dispersed from the main convoy and N/200 commenced to cover these vessels in position 1142N 1729W. At 0814 hours N/200 commenced to extended "Y" patrol from position 1120N 1740W starting on a course of 245 degrees and finishing on 210 degrees, the visibility at the time was 7 ½ miles. At 0857 hours a further radar contact was made which was in the estimated position of the M/V New Amsterdam and therefore no "homing" procedure was carried out. At 1500 hours course was set for Base but this course was altered in order to "home" onto a radar contact, this contact later proved to be the M/V Greenwich, which was sighted at 1558 hours in position 1040N 1847W on a course of 240 degrees at a speed of 10 knots. At 1610 hours course was once more set for Base a further radar contact was however made at 1613 hours and the aircraft commence to "home" and sighted another M/V in position 1035N 1841W on a course of 350 degrees at a speed of 10 knots. At 1606 the M/V Kindat had been sighted on a course of 230 degrees at a speed of 10 knots. The last radar contact of the patrol was made at 1615 hours this was not investigated however as it was assumed to be the convoy OS.68 Liberator N/200 landed at Yundum at 1758 hours without further incident.</p>
3/3/44	Liberator BZ823 E/200	P/O G. D. Smith	Convoy Escort	1138	2359	<p>Convoy Escort – New Amsterdam Liberator E/200 took off at 1138 hours to relieve J/200 in the escorting of the M/V New Amsterdam which was sailing independently. A radar contact was made at 1255 hours but this was not investigated. Course was then set along the track of the New Amsterdam and at 1339 hours the vessel was sighted in position 1218N 2016W on a course of 325 degrees at a speed</p>
		F/O. J. P Roderique				
		F/Sgt. W. G. Campbell				
		F/Sgt. D. R. Mossman				
		F/Sgt. M. R. Skeet				
		Sgt. P. C. Burrows				

		Sgt. P. Green				of 19 knots. At 1302 hours the following message was passed from the aircraft to Base quote "Bomb gear u/s request instructions". At 1345 the aircraft requested the 0600 hours position of the vessel for the following day which was given as 1717N 2137W. A patrol Cobra was then carried out by the aircraft to a distance of 17 miles. At 1407 a message was received from Base instructing the aircraft to continue with the patrol until relieved. At 1845 the aircraft signalled that she was about to leave the vessel and requested whether there was any message to be passed. A negative answer was received from the S.O. and the patrol was then continued until 2037 hours when the patrol was completed and course was set for Base. At 2015 hours a message from Base was intercepted but was not applicable to aircraft E/200. At 2110 a message was sent to Base informing control that there was nothing to communicate with Base the requested the ETA of the Aircraft which was given as 2250 hours. Liberator E landed at Yundum at 2359 hours without further incident.
3/3/44	Liberator BZ991 O/200	P/O J. A. Griffin F/S. W. A. Ryder Sgt. A. D. Dixon P/O. J. M. Tuttle Sgt. R. S. MacAdam Sgt. T. E. Freemark Sgt. J. C. Faulkner Sgt. A. Jarvis	Convoy Escort	1530	0236	Convoy Escort. Aircraft O/200 was airborne at 1530 hours on a further Escort to the M/V New Amsterdam. and was to relieve aircraft E/200. At 1720 hours O/200 met the New Amsterdam and after exchanging Signals commenced her task. The first radar contact was made at 2210 hours and at 2220 hours after "homing" procedure had been carried out, a fully illuminated merchant vessel was sighted in position 1442N 2212W, this vessel was proceeding on a course of 220 degrees at an unknown speed. The patrol was resumed at 2223 hours and at 0030 hours on 4/3/44 course was set for Base. When the aircraft left the New Amsterdam, it was on a course of 360 degrees and travelling at a speed of 19 knots. At 0236 hours O/200 landed without further incident at Yundum.
3/3/44	Liberator BZ824 F/200	F/L. A. C. L. Mills F/O. H. Sibyt Sgt. Dresch P/O. R. L. MacLaughlin P/O R. H. Meyer Sgt. A. R. Brown Sgt. R. C. Shepard?	Convoy Escort	2030	0628	Convoy Escort – New Amsterdam. At 2030 hours Liberator F/200 was airborne to continue the escort to the independent M/V New Amsterdam which was met at 0024 hours on the 4th. At 2258 hours the aircraft was on the track of the M/V along which its course was then set. A radar contact was made at 2311 hours, this however faded rather quickly. Shortly after the aircraft had reached its

		Sgt. J. G? Knott?				original course however a further radar contact was made, this time, straight ahead, the time was 2335 hours. A very short time afterwards a fully illuminated M/V was sighted in position 1413N 2149W. this vessel was on a southerly course. At 0001 hours on the 4th March, a further radar contact was made, this time to starboard, this was "homed" and at 0024 hours F/200 was over the New Amsterdam which was in position 1555N 2132W a Cobra Patrol was then commenced, but at 0225 hours, due to the fact that the radar equipment had become partly unserviceable the New Amsterdam could not be relocated. F/200 immediately set course for the Cape Verde Islands in order to get a fix. This was obtained at 0246 hours and course was then set for position 1642N 2134W which position was reached at 0323 hours. The aircraft then proceeded to fly up the track of the New Amsterdam. At 0327 hours a further radar contact was made to starboard but after the aircraft had "homed" and sight the vessel it proved to be the same illuminated MV as had been sighted earlier on in the patrol. From this point course was set for Base where a landing was made at 0628 hours on 4/3/44.
3/3/44	Liberator V818 P/200	F/L. P. Jamieson F/O. G. Ball F/O. H. Dear W/O G. A. Mains W/O E. J. Pitman W/O. J. Orloff F/Sgt. J. W. Ramsden Sgt. L. Winton	Coastal Recce	0703	1056	Coastal Recce. Liberator P/200 was airborne at 0703 hours from Robertsfield to Accra to cooperate in a U Boat Hunt from that Base. At 0905 hours however this aircraft was ordered to return to Base and P/200 landed again at Robertsfield at 1056 hours, with nothing to report.
3/3/44	Liberator V818 P/200	F/L. P. Jamieson F/O. G. Ball F/O. R. Dear W/O C. A. Mains W/O E. Pitman W/O. J. Orloff F/Sgt. J. W. Ramsden Sgt. L. Winton	A/S Patrol	2038	0838	A/S Patrol P/200 was airborne from Robertsfield at 2038 hours on a anti submarine patrol. The sortie was completed but on landing P/200 had nothing to report except constant radar contact on two ships off Marshall. The area patrolled by the aircraft during this sortie was bounded by 0613N 1053W, 0610N 1105W, 0526N 1016W 0544N 1004W, the radar range in use during the sortie was 50 miles. P/200 came off patrol at 0658 hours on 4/3/44 and landed at Robertsfield at 0838 hours.
4/3/44	Liberator BZ884 N/200	F/L. I. R. MacPherson P/O. R. Youngblud Sgt. H. Lucking W/O. W. S. Easdon W/O. F. J. Penfold W/O. Benstead	Convoy Escort	0415	1615	Escort to SL.151 & SR.11. Aircraft N/200 was airborne at 0415 to provide Escort to the two convoys – SL.151 and SR.11. SL.151 was met at 0542 hours in position 1012N 1758W. The convoy SR.11 was not, however, met during this sortie. At 0600 hours a radar contact, which was assumed to be a convoy was made

		Sgt. V. Elwick Sgt. D. Forsythe				in position 0921N 1639W and at 0642 hours the SL.151 was met in position 1012N 1758W. The convoy consisted of 22 M/Vs and 5 E/Vs proceeding due North at a speed of 7 ½ knots. Visual signals were exchanged with the S.O. of the convoy and a Cobra patrol was then commenced. At 1127 hours a radar contact was made, this however faded 11 minutes after the "homing" was commenced. The aircraft then carried out a square search of the area, visibility was 2 ½ miles, nothing was seen however although a further radar contact was made which was thought to be a convoy SR.11, it was however too far away for an investigation to be carried out as the aircraft had almost reached its P.L.E. At 1350 hours the S.O. of the convoy SL.151 gave the pinpoint position (0600 hours) for the following day. which was 1331N 1700W. At 1440 hours the captain of the aircraft informed the S.O. of the convoy that he would be leaving in 20 minutes and at 1500 hours N/200 came off patrol, leaving the convoy SL.151 in position 1121N 1758W. The composition, course and speed of the convoy was unaltered. At 1615 hours the aircraft landed at Yundum without further incident.
4/3/44	Liberator BZ825 J/200	F/O. P. S. Lamb P/O. G. Cudworth Sgt. K. ? Harris Sgt. G. T. Suddary Sgt. J. C. Sorenson Sgt. C. Jenkenson? Sgt. L. R. H. Lord	Convoy Escort	1625	0250	Convoy Escort SL.151 & SR.11 A further Escort was provided by the aircraft J/200. To the two convoys – SL.151 & SR.11 – which had been escorted earlier in the day by aircraft N/200. During this sortie both convoys were met. At 1702 hours the first radar contact was made and after "homing" proved to be the

		Sgt. M? Beresford?				convoy SL.151 composed of 22 M/Vs and 4 E/Vs on a course of 020 degrees at a speed of 8 knots. This convoy was met at 1710 hours in position 1155N 1756W. The S.O. of the convoy was immediately informed that the aircraft would remain on patrol for 4 hours, no instruction however, were received from the S.O. At 1741 hours J/200 set course 270 degrees and flew for approximately 10 miles, changing course to 360 degrees at 1744 hours. A radar contact was made ahead at 1745 hours, this however, faded very quickly. Course was then set to intercept the other convoy – SR.11, and at 1820 hours a further radar was made but this too, faded in a short time. At 1911 hours a further radar contact was made ahead and when "homed" proved to be convoy SR.11. This convoy consisted of 1 M/V accompanied by two E/Vs, and was sighted at 1925 hours in position 1127N 1730W, on a course of 320 degrees at a speed of 7 ½ knots. The S.O. of this convoy, requested J/200 to carry out a Cobra Patrol, this request could not however, be complied with as the aircraft had to escort two convoys, the S.O. of SR.11 was informed of the circumstances. The 0600 position of the convoy was then requested, but although the message was received by the S.O, no message was returned. Course was then set once more for the convoy SL.151 which was met again at 2020 hours in position 1226N 1751W. This convoy was proceeding due north at a speed of 10 knots, J/200 continued her patrols ordered. At 2111 hours in position 1137N 1737W the S.O. of the convoy SR.11 to which the aircraft had again returned was informed that the aircraft would be leaving the area in 10 minutes, this message was acknowledged. At 2146 hours J/200 returned to, and circled, the SL.151 which was in position 1234N 1737W and called the S.O. by R/T. No reply was received and at 2153 hours J/200 left the convoy in position 1236N 1756W composition, course and speed being the same. The aircraft landed at Base at 2250 hours without further incident.
4/3/44	Liberator BZ830 B/200	P/O. G. Henderson F/O J. Peek F/Sgt. T. L. G. Spiers W/O R. MacLean Sgt. W. Harwood Sgt. J. Gregory Sgt. H. T. Martin	Coastal Recce	0615	1107	Coastal Recce. Liberator B/200 was airborne from Accra to Robertsfield at 0615 hours, and had been instructed to sweep the coast en route. At 09150 hours in position 0426N 0656W an oil streak spread fanwise to the S.S.W. was seen. The widest part of the patch was approximately 60 yards and it stretched for about 10 miles. Fresh oil was seen

		Sgt. A. D. Symons				appearing at the source, but on investigation nothing further was seen. B/200 landed at Robertsfield at 1107 hours.
4/3/44	Liberator BZ826 L/200	F/O. R. C. Kelly F/Sgt. S. S. Cocks F/Sgt. P. Wingate W/O J. L. Cote W/O K. Harkness Sgt. J. M. Jones Sgt. P. Taylor Sgt. W. F. Edwards	Coastal Recce	0625	1204	Coastal Recce. Liberator L/200 was airborne from Accra at 0625 hours to return to Robertsfield and, as in the case of B/200, was ordered to carry out a sweep en route. The sweep as to be carried out along the 1000 fathom line. At 0901 a radar contact was made in position 0447N 0520W but after "homing" nothing was seen. The aircraft landed at Robertsfield at 1204 hours with nothing to report. Radar apparatus was used throughout the sortie.
5/3/44	Liberator BZ826 L/200	F/O. R. Kelly F/Sgt. S. S. Cocks F/S. F. Wingate W/O J. L. Cote W/O K. Harkness Sgt. J. M. Jones Sgt. P. Taylor Sgt. W. F. Edwards	Coastal Recce	0943	1428	Coastal Recce. Liberator L/200 was airborne from Robertsfield for Yundum for servicing, and was instructed to carry out a Coastal Recce en route. The aircraft landed at Yundum at 1428 hours, however, with nothing to report.
5/3/44	Liberator BZ830 B/200	P/O. G. C. Henderson P/O. J. T. Peek F/Sgt. L. G. Spiers W/O. R. MacLean Sgt. W. Harwood Sgt. J. Gergory Sgt. H. T. Martin Sgt. A. D. Simmons	Convoy Escort	0507	1904	Convoy Escort STL.13. Liberator B/200 was airborne from Robertsfield at 0507? hours to carry out an escort to the convoy STL.13. The convoy which consisted of 11 M/Vs and 6 E/Vs was met at 0544 hours in position 0516N 1017W, at the time of sighting it was proceeding on a course of 012 degrees at a speed of 8 knots. At 0655 hours B/200 was over the M/V Ingleton – a vessel of 500 tons accompanied by one small Escort Vessel. These craft were in position 0511N 1012W proceeding on a course of 300 degrees at a speed of 6 knots. The aircraft then returned to the convoy and was requested by the S.O. to fly a Cobra Patrol, which request was complied with. The patrol was completed at 1525 hours and the 0600 pinpoint position for the following day was passed by the S.O. of the convoy – it was given as 0359N 0722W and course and speed were to be - 122 degrees, 8 ½ knots respectively. At 1600 hours the aircraft left the convoy in position 0435N 0908W, course and speed remaining constant. A landing was made at Robertsfield at 1704 hours without further incident.
7/3/44	Liberator BZ825 J/200	F/O. R. C. Kelly F/Sgt. S. S. Cocks F/Sgt. P. Wingate W/O. J. L. Cote W/O. K. Harkness Sgt. J. M. Jones Sgt. F. P. Taylor	Coastal Recce	0920	1510	Coastal Recce. Liberator J/200 was airborne from Yundum to Robertsfield at 0920 hours on 7/3/44, and was instructed to carry out a Coastal Recce en route. At 1023 hours the aircraft met the convoy RS.15 in position 1120N 1946W the convoy consisted of 1 M/V and 3 E/Vs proceeding on a course of 160

		Sgt. W. P. Edwards				degrees at a speed of 12 knots. A radar contact was later made in position 1118N 1737W at 1030 hours at a distance of 10 miles to port. J/200 searched the area but could find nothing. At 1510 hours the aircraft landed at Robertsfield with nothing of incident to report.
No further operational flying by Squadron aircraft for the month of March 1944, due to impending move of Squadron.						

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