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See instructions for use of this form in R.R. and A.C.I., para. 2340, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

R.A.F. Form 540

No. of pages used for day.....

of (Unit or Formation)..... No. 63 (Bomber) Squadron.

Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station Andover. Hants. No.2 Bomber Group.	15.2.37.		<p>The Squadron re-formed as a light bomber Squadron at Andover, personnel being drawn from "B" Flight No. 12 (B) Squadron, the parent unit. After this date all postings were made direct to 63 (B) Squadron. One flight was formed, comprising the following officers and men:</p> <p>Officers. F/Lt. T.H.L. Nicholls - commanding. A.P.O. B.J. Rogers - adjutant A.P.O. L.V. James - A.P.O. J.W.B. Fowler</p> <p>other flying personnel Sgt. Pilot Brain. Sgt. Pilot Burden. Sgt. Pilot Chinnery.</p> <p>Two air gunners and 22 H.C.O.'s and airmen.</p>	
	22.2.37.		<p>S/Ldr. V.B. Parker MFC., AFC, was posted to Andover to command the Squadron.</p> <p>S/Ldr. Parker proceeded to Upwood to arrange the move of the Squadron and to take over the command of R.A.F. Station, Upwood.</p> <p>The Squadron was temporarily equipped with 7 Hawker Hind aircraft from "B" Flt, No.12 Squadron.</p>	
R.A.F. Station Upwood. Hants.	1.3.37.		Four Hawker Audaxes were collected from A.V. Roe's Ltd of Manchester, these were flown direct to Upwood, where the Squadron was ordered to move.	
No.2 Bomber Group.	2.3.37.		The Squadron moved to Upwood.	
	13.3.37.		Three Audax collected from A.V. Roe Ltd Manchester (Woodford Aerodrome)	
	17.3.37.		Three ^{new} collected from A.V. Roe Ltd Manchester.	
	18.3.37.		Two Audax collected from A.V. Roe Ltd Manchester.	

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(*3182-1154) Wt. 13795-353 20,000 6/37 T.S. 667

OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) No. 63 (Bomber) Squadron.

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station Andover. Hants. No.2 Bomber Group.	15.2.37.		<p>The Squadron re-formed as a light bomber squadron at Andover, personnel being drawn from "B" Flight No. 12 (B) Squadron, the parent unit. After this date all postings were made direct to 63 (B) Squadron. One flight was formed, comprising the following officers and men:</p> <p>Officers. F/Lt. T.H.L. Nicholls - commanding. A.P.O. B.J. Rogers - adjutant A.P.O. L.V. James - A.P.O. J.W.S. Fowler</p> <p>other flying personnel</p> <p style="padding-left: 40px;">Sgt. Pilot Brain. Sgt. Pilot Burden. Sgt. Pilot Chinnery.</p> <p>Two air gunners and 32 N.C.O's and airmen. S/Ldr. V.S. Parker DFC., AFC, was posted to Andover to command the Squadron. S/Ldr. Parker proceeded to Upwood to arrange the move of the Squadron and to take over the command of R.A.F. Station, Upwood.</p> <p>The Squadron was temporarily equipped with 7 Hawker Hind aircraft from "B" Flt, No.12 Squadron.</p>	
R.A.F. Station Upwood. Hunts. No.2 Bomber Group.	22.2.37.		<p>Four Hawker Audaxes were collected from A.V. Roe's Ltd of Manchester, these were flown direct to Upwood, where the Squadron was ordered to move.</p> <p>The Squadron moved to Upwood.</p> <p>Three Audax collected from A.V. Roe Ltd Manchester (Woodford Aerodrome)</p> <p>Three ^{Audax} collected from A.V. Roe Ltd Manchester.</p> <p>Two Audax collected from A.V. Roe Ltd Manchester.</p>	
	1.3.37.			
	3.3.37.			
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	18.3.37.			

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
	22.3.37.		P/O Ault and APO Corbishley were posted to the Squadron from 114 (B) Squadron, Wyton.	
	23.3.37.		P/O Ironside was posted to the Squadron from 35 (B) Squadron, Worthy Down.	
	24.3.37.		3 a/c patrolled the area Upwood-Kettering-St Neots-Upwood for 2 hours in an unsuccessful attempt to locate the Duchess of Bedford's Gipsev Moth aeroplane which disappeared when she was piloting it on the evening of 22nd.	
			A/P/O ELLIS was posted to the squadron from 114 (B) Squadron, Wyton.	
			Sgt/Pilot POWELL was posted to the squadron.	
	1-4.37.		P/O GREY posted to the squadron from 83 (B) Squadron, Turnhouse.	
	12.4.37.		S/Ldr PARKER resumed command of the squadron vice F/Lt NICHOLLS, and two flights were formed as follows.	
			Officers. F/Lt NICHOLLS. "A" Flight. P/O AULT. "B" Flight.	
			P/O JAMES. P/O IRONSIDE.	
			P/O FOWLER. P/O GREY.	
			A/P/O CORBISHLEY. A/P/O ROGERS.	
			A/P/O ELLIS.	
			Other flying) Sgt. POWELL. Sgt. BRAIN.	
			Personnel.) Sgt. BURDEN. Sgt. CHINNERY.	
	20.4.37.		Air Chief Marshal Sir JOHN. M. STEEL K.C.B., K.B.E., C.M.G., Air Officer Commanding - in - chief of Bomber Command visited the station and delivered an address to all the Service personnel.	
	26.4.37.		The Under Secretary of State for Air flew to Upwood and visited the station.	
	1.5.37.		A/P/O's HYPE - PARKER and BACK were posted to the squadron from No. 3 F.T.S. Grantham.	
	20.5.37.		The Squadron was issued with its first Fairey "Battle" aircraft K.7559, the squadron is the first to be equipped with these aircraft.	
	23.5.37.		A/P/O Swain posted to the squadron from No. 2 F.T.S. Digby. (Medal)	
	9.6.37.		Battle K.7563. was delivered to the Squadron.	
	12.5.37.		S/Ldr Parker DFC., AFC., F/Lt Nicholls and S/Pilot Powell were awarded the Coronation	

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OPERATIONS RECORD BOOK

R.A.F. Form 540

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No. of pages used for day.....

of (Unit or Formation)..... No. 63 (Bomber) Squadron.

Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station	16.6.37.		Battle K.7562 collected from Fairey Aviation Co. Ringway Aerodrome.	
Upwood, Hunts.	22.6.37.		Battle K.7566 collected from Fairey Aviation Co. Ringway Aerodrome.	
No.2 Bomber Group.	1.7.37.		Battle K.7561 collected from Fairey Aviation Co. Ringway Aerodrome.	
	2.7.37.		As from this date the Squadron has been undergoing intensive development trials on Battles K.7562, 7563, and 7566.	
	6.7.37.		Battle K.7564 collected from Fairey Aviation Co. Ringway Aerodrome.	
	10.7.37.		Battle K.7565 collected from Fairey Aviation Co. Ringway Aerodrome.	
	10.8.37.		The Squadron took part in No.2 Bomber Group Air Exercises for testing the defence of London against Air Attack.(10.8.37 to 13.8.37).	
	14.7.37.		Battle K.7560 collected from Fairey Aviation Co. Ringway Aerodrome.	
	16.7.37.		The Squadron Closed down for the Annual Leave Period.	
	3.8.37.		The Squadron resumed normal routine.	
	6.8.37.		Battles K.7568, and K.7570 and K.7569 collected from Fairey Aviation Co. Ringway Aerodrome.	
	9.8.37.		A/P/O C.K.Grattan-Bushe was posted to the Squadron from No.3 F.T.S. Grantham.	
	12.8.37.		A/P/O C.L.G.Back's commission in the Royal Air Force was terminated.	
	17.8.37.		Battle K.7567 collected from Experimental Station, Farnborough where it had been undergoing special tests.	
			P/O Ault posted to School of Air Navigation, Manston for Navigation Course prior to posting to an F.T.S. for duty as Navigation Officer.	
			F/O B.V. Robinson from Boscombe down, Experimental Flight, reported to Upwood for instruction from S/Ldr Parker in flying the Battle, returning to his unit two days later.	
			The flights were rearranged and the Squadron state is as follows:-	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
			<p>S/Ldr V.S. Parker. D.F.C., A.F.C., Commanding.</p> <p>P/O J.W.S. Fowler. Adjutant.</p> <p>"A" Flight. "B" Flight.</p> <p>F/Lt Nicholls.T.H.L. Commanding. P/O Rogers.B.J. Commanding.</p> <p>P/O Fowler. J.W.S. P/O Ironside.H.H.A.</p> <p>P/O Grey. R.H.G. P/O James. L.V.</p> <p>P/O Corbishley. P. P/O Ellis. J.</p> <p>A/P/O Hyde-Parker.A.E. A/P/P Grattan-Bushe.C.H.</p> <p>Sgt/Pilot Powell. Sgt/Pilot Brain.</p> <p>Sgt/Pilot Burden. Sgt/Pilot Chinnery.</p>	
	22.8.37.		Camframen from the Gaumont British Film Company spent the day taking films of the Squadron's Battles, take-offs in formation and formation flying above the clouds; 9 machines took part. The filming was being taken for the picture "Under the Shadow of the Wing".	
	27.8.37		The "Flight" photographer went up in a Battle to take photographs of the Battle in formation, 5 machines took part in the flight from "B" Flight and pictures and story of the Squadron were subsequently printed in "Flight".	
	16.9.37.		Visit to the Squadron by H.H. the Duke of Aosta and Italian representatives to inspect the Battles.	
	21.9.37.		A battle was flown by Sgt/Pilot Powell to Northolt where it was demonstrated to members of the Egyptian Government.	
	23.9.37.		Major Woutieres representing the Belgian Government paid a visit to the Squadron to inspect the Battles.	
	30.9.37.		Lieut. Lim Weir K'nei of the Chinese Air Force visited the Squadron to inspect the Battles.	
			J.S. Hawkings, Commanding, No. 63 Squadron.	

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(*3182-1254) W/L 13795-555 20,000 6/37 T.S. 667

OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

No. of pages used for day.....

of (Unit or Formation)..... **63 (Bomber) Squadron.**

Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station	4.10.37.		Air Chief Marshal Sir E.R. Ludlow- Hewitt K.C.B., C.M.G., D.S.O., M.C., arrived by Air at Upwood to inspect the Battles. He was later flown to Yatesbury Civil Flying Training School by F/Lt Nicholls in one of the Squadron Battles.	
Upwood. Hunts.				
No.2 Bomber				
Group.	11.10.37,		The Squadron provided an aircraft to take part in the affiliation exercises, co-operating with Anti-Aircraft Units.	
			S/Ldr J.A.Hawkings was posted to 63 (B) Squadron to take command vice S/Ldr V.S. Parker D.F.C., A.F.C.	
	13.10.37.		9 Battle Aircraft from 105 Squadron, stationed at Harwell, arrived at Upwood to practice formation flying with 63 Squadron for a fly past the German Mission, to take place at Mildenhall at a later date.	
			Air Commodore S.J. Goble C.B.E., D.S.O., D.S.C., Air Officer Commanding No.2 Bomber Group arrived on the station with his staff to carry out the Annual Inspection of the Squadron.	
	18.10.37.		One Battle completely equipped to Scale was flown to Mildenhall for inspection by the German Mission on the following day. These officers proceeded to Mildenhall to act as demonstrators of the above aircraft.	
	19.10.37.		9 machines from 63 Squadron led a formation of 18 Battles in the fly past the members of the German Mission at Mildenhall. The mission was composed of General der Flieger Milch, General Lieutenant Stumpff, General Major Udet and their Staff. They were accompanied by Capt. Don O.B.E. and Wing Commander T.L.Vachell M.C. and were conducted throughout their inspection by the A.O.C. in Chief Sir E.R.Ludlow Hewitt K.C.B., C.M.G., D.S.O., M.C. and the A.O.C. No. 3 Bomber Group Air Vice Marshal P.H.L. Playfair C.B., C.V.O., M.C., The mission carried out a very detailed inspection of the Battle flown over to Mildenhall the previous day.	4

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
	24.10.37.		A formation of 8 aircraft from the Squadron, led by S/Ldr Hawkings flew to No. 4 Armament Training Camp at West Freugh to carry out their Annual Training. The pilots were; S/Ldr Hawkings, P/O Rogers, P/O Grey, P/O James, Sgt/Pilots Brain, Burden, Chinnery and Powell. P/O Swain brought up the advance party a few days previously and P/O Ironside was in charge of the main rail party.	
	29.10.37.		Marshal of the Royal Air Force Sir Edward L. Ellington, G.C.B., C.M.G., C.B.E., Chief of Air Staff visited Upwood to inspect the Squadron's Battles and afterwards lunched with the officers in the Mess.	
	24.10.37.		F/Lt Nicholls remained at Upwood, while the remainder of the Squadron were at West Freugh, in command of a detached flight, consisting of P/O Fowler, P/O Grattan-Bushe, P/O Hyde-Parker and P/O Ault. This flight was left at Upwood to continue the 500 hour Development Trials on aircraft K.7562, K.uty and K.7566.	
	25.11.37.		The personnel of 63 (B) Squadron returned from West Freugh via Sealand in formation, led by S/Ldr Hawkings.	
	26.11.37.		Air Commodore C.H.B. Blount, O.B.E., M.C., Senior Air Staff Officer, No 2 Bomber Group took the salute and carried out the A.O.C's Annual Inspection.	
	27.11.37.		P/O W. Blom R.A.A.F. was posted to the Squadron from No. 8 F.T.S. Montrose.	
	29.11.37.		Battles K.7613 and K.7614 were collected from the Fairey Aviation Co. Ringway, bringing the Squadron's aircraft state to 14 a/c.	
	6/9.12.37.		Tactical Exercises without aircraft were carried out in conjunction with Fighter and Bomber Commands.	
	11.12.37.		Battle K.7621 collected from the Fairey Aviation Co. Ringway.	
	31.12.37.		2256 hours total flying time during 1937.	
Certified True Copy.				
J.S.Hawkings, Commanding,				
No. 63 (B) Squadron.				

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OPERATIONS RECORD BOOK

R.A.F. Form 540

No. of pages used for day.....

of (Unit or Formation)..... 63 (Bomber) Squadron.

Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station Upwood. Hunts.	1938.			
No.2 Bomber Group.	3/6.1.38.		The Station closed down for 14 days leave period, a detached flight remaining for Development Trials.	
	3.1.38.		Sgt/Pilot Powell posted to Central Flying School, Upavon on an Instructors Course.	
	8.1.38.		APO W.S. Herd posted to the Squadron from No.6 F.T.S. Netheravon.	
	13.1.38.		P/O A.E. Hyde Parker posted to No. 12 Squadron. Andover.	
			F/Sgt/Pilot Upshall posted to the Squadron.	
			Battle K.7645 was collected from the Fairey Aviation Co, Ringway.	
	14.1.38.		Battle K.7646 was collected from the Fairey Aviation Co, Ringway.	
	16.1.38.		Battle K.7648 was collected from the Fairey Aviation Co, Ringway.	
	17.1.38.		Battles K.7649 and K.7650 were collected from the Fairey Aviation Co, Ringway.	
			Battle K.7568 was flown to Henlow and transferred to that Unit.	
	19.1.38.		Battle K.7560 was flown to Henlow and transferred to that Unit.	
			Battle K.7569 was flown to Halton and transferred to that Unit.	
	21.1.38.		Battle K.7561 was flown to Henlow and transferred to that Unit.	
	24.1.38.		Battle K.7570 was flown to Manston and transferred to that Unit.	
	24.1.38.		Group Capt. Orlebar, AFC and S/Ldr. Vasse arrived at Upwood by air from Northolt to inspect the Squadrons "Battles".	
	3.2.38.		Air Commodore Blount, AOC No.2 Bomber Group visited the Station.	
	4.2.38.		S/Ldr. Chilton arrived at Upwood to inspect the navigation facilities and the work done by the Squadron in this respect.	
	7.2.38.		In order that the Development trials may be completed as rapidly as possible, the working hours of the flight personnel have been organized. The flights are now run	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
			so that the flying of the Development machines K.7562, K.7563 and K.7566 take precedence over all other forms of flying, training taking second place in importance. Under the present system it is possible to have ach aircraft in the air for 3 periods of 3 hours or over per day, 0730-1030 am, 1030-1330 and 1330 - dusk. Thus if the machines are all serviceable the maximum flying times are obtainable.	
	8.2.38.		S/Ldr. Hawkings assumes command of the Station vice W/C Houghton AFC who is away on leave and F/Lt Nicholls assumes command of the Squadron. P/O Ironside transferred to "A" Flight as from this date, and promoted to the rank of Flying Officer w.e.f. 16.1.38.	
	12.2.38.		The number of hours flown by development trial aircraft this week was 103.20 hrs.	
	15/18.2.38.		S/Ldr Hawkings was attached to Civil Air Lines for navigation experience, entailing night channel crossings to Paris.	
	28.2.38.		Air Commodore R.P. Wilcock from No.24 Training Group, Uxbridge came by air to Upwood with Wing Commander Carnegie AFC to look over the Battles.	
	1.3.38.		The Squadron has now started night flying with the Battles.	
	3.3.38.		Five officers proceeded to Mildenhall to attend a law lecture on conducting a Court Martial and the general procedure.	
	8.3.38.		Wing Commander J.J.Williamson AFC of No.2 Training Wing, Henlow arrived by air at Upwood for dual instruction by S/Ldr Hawkings in flying the "Battle".	
	14.3.38.		Wing Commander V.S. Parker DFC.AFC arrived by air from HUCKNALL to visit the Squadron and took lunch in the Officers Mess.	
			Captain Boucher R.N. arrived by air from HENDON for instruction in flying the Battles	
	15.3.38.		Seven machines piloted by SL Hawkings, P/O Grey, P/O Corbishley, P/O Rogers, P/O Ault, P/O James, P/O Blom and led in formation by S/L Hawkings flew to Aldergrove in order to attend the opening of the Belfast Civil Airport on the following day, when the Seven machines gave a display of formation	

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OPERATIONS RECORD BOOK

R.A.F. Form 540

No. of pages used for day.....

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station	16.3.38.		flying.	
Upwood.	21.3.38.		The development trials have now been completed on each on each of the 3 a/c K.7562, K.7563 and K.7566.	
No.2 Bomber Group.	4.4.38.		The Secretary of State for Air Viscount Swinton landed at Upwood to refuel on his way South to Northolt.	
			S/Ldr. Edwards arrived at Upwood and was given dual instruction in flying the Battle by F/Lt Nicholls.	
	26.3.38.		APO F.G.Haywood posted to the Squadron until 31 May 1938 for his Reserve Training from No.8 F.T.S. Montrose.	
	13/19.4.39.		The Squadron ceased work during this period for the Annual Easter Grant.	
	8.5.38.		About 120 members of the Local Observer Corps under Major Fowler spent the day at Upwood. They were conducted over the main camp and were shown the Armament section, camera obscura, workshops, parachute section etc by officers during the morning. After luncheon in the Officers Mess they took part in a height judging contest of 8 machines at varying altitudes. The following aircraft visited Upwood and assisted the proceedings by taking part in the contest, a Blenheim and a Hart from Wyton, Wellesley from Honnington, Harrow from Feltwell, Heyford from Mildenhall and a Gauntlet from Duxford.	
			After the contest 57 members were given passenger flights in Battles; activities then ceased and they were entertained to tea in the officers mess.	
	17/18.5.38.		Station Defence Exercises were carried out on these days to test the efficiency of the Station Defence Scheme against attack either from the air or by industrial unrest. Air Commodore Blount and his staff and umpires of No.2 Bomber Group were present during the activities.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
	24.5.38.		Nine aircraft from the Squadron took part in two massed formation flights during the day, led by S/Ldr. Hawkings and flying over the following route: Upwood-Huntingdon-Henlow-Reading-Swindon-Bath-Bristol-Cardiff-Weston Super Mare-Frome-Salisbury-Reading-Maidenhead-King George Vth Docus-Broxbourne-Huntingdon and back to Upwood. Battle K.7613 was flown by P/O Ellis to West Freugh to be demonstrated to the public on Empire Air Day.	
	1.6.38.		S/Ldr. Hawkings led 12 Battles in a fly past the French Air Mission who was visiting Marham during a tour of the Royal Air Force Commands at home.	
	8.6.38.		S/Ldr. Donkin and F/Lt Frew from R.A.F. Station Hucknall, were given dual instruction in handling the Battle aircraft by F/Lt Nicholls.	
	15/16.6.38.		Tactical exercises with out aircraft were carried out on these dates. The Station taking part in the activities. The object of the exercises being to test the communications systems.	
	18.6.38.		P/O Blom and P/O Herd flew 2 Battles to West Freugh for the additional training of Squadron air gunners and wireless personnel in air firing.	
	20.6.38.		P/O James flew a Battle to Hendon for demonstration purposes for the benefit of a commission of inquiry led by Sir Kingsley Wood.	
	20.6.38.		The Battle bombing-up practices commenced.	
	4.6.38.		APO P.C.D.Eaton posted to the Squadron from No.7 F.T.S. Peterborough. APO H.E. Broadsmith posted to the Squadron from No. 7 F.T.S. Peterborough.	
	28/29.6.38.		Bombing up trials carried out at Upwood by 63 Squadron. The Squadron put up 12 aircraft for the trials. The aircraft were bombed up and armed during darkness and took off at 0615 and 0630 in two flights of 6 aircraft each, the aircraft carried out bombing raids and air firing at North Coates Pitties and returned to land and rearm at 1000 hrs 29/6/38. The trials were attended by the Air Officer Commanding No. 2 Bomber Group and his staff. Spectators and umpires from the other groups and	

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OPERATIONS RECORD BOOK

R.A.F. Form 540

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No. of pages used for day.....

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station			commands were also in attendance	
UPWOOD. HUNTS.	11/12.7.38.		Tactical exercises were carried out day and night by aircraft from the squadron.	
(No.2 (B) Group)			The object of these exercises was to exercise No. 2 (B) Group in operations under war conditions.	
	14/15.7.38.		Observer Corps Calibration exercises were carried out on 14/7/38 by aircraft of the squadron, between 20.00 and 23.30 hours in co-operation with the observer corp ^s . The similar exercise to have taken place on the 15th were cancelled owing to bad weather.	
	18.7.38.		Further exercises were carried out by the squadron in co-operation with the observer corps. P/O's Fowler, James, Ellis and Corbishley were detailed to visit certain observer posts in the immediate neighbourhood and report on the exercises.	
	19.7.38.		P/O Ing was posted to the Squadron from School of Air Navigation Manston and was attached to "B" Flight for duty.	
	25.7.38.		Further exercises in co-operation with the observer corps were carried out by two flights of three aircraft per flight between 20.00 and 23.00 hrs.	
			P/O Herd assumed duties of Squadron Adjutant vice P/O Fowler who was granted leave prior to attachment to Martin Navigation Company, Shoreham for a Short Navigation Course (in company with P/O James)	
	26.7.38.		Observer Corps calibration exercise finally ended with two flights of three aircraft flying between 20.00 and 23.00 hrs.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
No.4 A.T.S. WEST FREUGH. WIGTOWNSHIRE.	28.7.38.		First practices in dive bombing in Battle aircraft was carried out by both flights doing "dummy" dives on the aerodrome.	
	29.7.38.		August Bank Holiday grant started.	
	2.8.38.		August Bank Holiday grant ended.	
	6.8.38.		Home defence Exercise (1938) commenced. Raids were curtailed to three single aircraft owing to bad visibility and low cloud which prohibited the sending off of formations.	
	6.8.38.		Home defence Exs. continued,- raids again curtailed to three single aircraft.	
	7.8.38.		" " " " No raids whatever were sent off as weather conditions (fog rain etc) made flying impossible. The exercise were terminated at 15.15 hrs 7.8.38.	
	8.8.38.		The permanent barrack blocks in the new camp were occupied by airmen.	
	9.8.38.		R.A.F. Station Upwood closed down for annual break of 14 days.	
	21.8.38.		F/O Ironside was posted to be P.A. to C.I.C. Fighter Command at Bentley Priory.	
	24.8.38.		Duty was resumed at 09.00 hrs on the termination of the annual break.	
			P/O Savage was posted to the Sqdn. from the School of Air Navigation, Manston, (Ex No.5 F.T.S. Sealand).	
	28.8.38.		Main rail party left at 17.15 hours for practice camp at 4 A.T.S. West Freugh, P/O Savage i/c.	
	29.8.38.		Air Party of thirteen aircraft left at 14.00 hrs for West Freugh led by S/Ldr. Hawkings.	
	30.8.38.		Armament training was carried out during the period 30.8.38 to 23.9.38. The following practices were carried out:- High level bombing: High dive bombing, low level bombing; low dive bombing; Free gun sand grouping and practice on 10' X 10' screens: Free gun Beam and quarter attacks: Fixed (front) gun sand grouping and practice on 10' X 10' screens and Fixed gun quarter attack. During the first fortnight weather was good and allowed a large number of H.L.B. exercises	

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OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.O.I., para. 2349, and War Manual, Pt. II, chapter XX., and notes in R.A.F. Pocket Book.

No. of pages used for day.....

of (Unit or Formation)..... 63 (B) Squadron.

Place.	Date.	Time.	Summary of Events.	References to Appendices.
No.4 A.T.S. West Freugh. Wigtown.	30.8.38.		to be carried out, -also H.D.B. and air to air. During the second fortnight, however, weather was poor, especially during the last week, and exercises were chiefly confined to "Low dive", "Low level", and air to ground. The daily serviceability was extremely good and permitted a large number of flying hours to be put in. Thirteen air gunners under training were taken to practice camp and all passed successfully as qualified air gunners. 390 Flying hours were put in during this period, 1,150 bombs being dropped, 5627 rounds fired by pilots from front guns and 23,400 rounds by A/G's from rear guns, - total approximately 29,000 rounds.	
	6.9.38.		P/O HERD was recalled to Upwood to work on Squadron Mobilization Orders.	
	17.9.38.		S/L. Hawkings returned to Upwood for conferences with the Station Commander.	
	17.9.38.		P/O James promoted to Flying Officer w.e.f. 17.9.38.	
	20.9.38.		S/L Hawkings and P/O Herd returned to West Freugh.	
	24.9.38.		The main rail party (i/c P/O Savage) returned to Upwood on the conclusion of practice camp, and on the same day an unsuccessful attempt was made by the air party, - aircraft returned to West Freugh on reaching Wigtown owing to bad weather conditions.	
	26.9.38.		The air party returned to Upwood at 13,000 ft above broken cloud via Carlisle and Leicester.	
	26.9.38.		The rear rail party travelled over night to Upwood (i/c AP/O Eaton).	
	26.9.38.		The Squadron entered a precautionary period in case mobilization was ordered, various preparations for mobilization being made.	
	4.10.38.		P/O Blom proceeded to Manston on attachment for a short navigation course.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station UPWOOD. HUNTS. (No.2 (B) Group)	6.10.38.		P/O's Martin and Lawson reported to the Squadron from No.4 E & R F.T.S.(Posted to the Sqdn. w.e.f. 9.7.38 from No.10 F.T.S.,R.A.F. Ternhill and attached to No.4 E & R F.T.S. Brough for practical navigation course before reporting to the squadron). P/O Martin was attached to "A" Flight and P/O Lawson to "B" Flight.	
	9.10.38.		P/O Corbishley promoted to flying officer w.e.f. 9.10.38.	
	10.10.38.		Precautionary period ended and the Squadron returned to normal routine.	
	21.10.38.		The A.O.C. No.2 (B) Group (AVM Maclean,CB.,DSO.,MC.) carried out an operational inspect of the squadron and set various tasks including:- a formation fly past of three aircraft, photography, and use of Wyton Regional Control.	
	28.10.38.		Senior Personnel Staff Officer (W/Cdr. Caswell) visited the station for his annual inspection. The inspection of the Squadron Orderly Room was satisfactory and no complanits were raised.	
	10.11.38.		A rehearsal took place at Odiham for the visit of H.M. King Carol of Rumania. S/L Hawkings led a flight of six aircraft carrying out low level bombing attacks on Odiham aerodrome.	
	15.11.38.)		Eight crews stood by their machines to do a second rehearsal at Odiham.	
	16.11.38.)		Bad weather prevented take off from Upwood on both days.	
	17.11.38.		The eight crews again stood by their aircraft for the visit of H.M. King Carol of to Odiham, but bad weather prevented take off and 63 (B) Squadrons part in the programme was cancelled.	
			The A.O.C. of No.2 (B) Group (AVM Maclean CB.,DSO.,MC.) attended the annual parade. 63 (B) Squadron was commanded by F/Lt. Nicholls as S/L Hawkings was standing by for the Odiham flight.	
	21.11.38.		P/O Fowler returned from Navigation Course (w.e.f. 10/11/38 - granted 10 days leave on completion of course).	
	17.11.38.		P/O Fowler promoted to Flying Officer w.e.f. 17.11.38.	
	25.11.38.		P/O J. Ellis was killed in a flying accident at East Tisted, Nr. Alton, Hants, his	

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OPERATIONS RECORD BOOK

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R.A.F. Form 540

of (Unit or Formation)..... No. 63 (B) Squadron.

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station UPWOOD. HUNTS. (No. 2 (B) Group)	25.11.38.		crew Cpl. Thorogood and AC. Rawlings were injured, AC. Rawlings being placed on the S.I. list. P/O Ellis joined the Sqdn. on March 22nd 1937 after training at No. 7 F.T.S. Peterborough. He was posted for a conversion course on Twins at Bircham Newton and then to No. 114 (B) Sqdn. Wyton, being posted from Wyton to 63 (B) Sqdn. He was attached to Messrs Air Service Training at Hamble in October 1937 for a Short Navigation course and on his return to this unit was appointed Sqdn. navigation officer. The flight on which he was killed was a dawn raid taking off in the dark and attacking an objective at dawn. While trying to locate the flashing beacon at Odiham in bad weather he came down too low and crashed into a wood on a hill. The machine was completely wrecked, AC. Rawlings being thrown out on the first impact, and sustaining concussion and abrasions. Cpl Thorogood remained in the aircraft and sustained a fractured skull, fractured right shin bone, and fractured right shoulder blade. P/O Ellis sustained a fractured skull and was killed outright immediately. P/O Ellis was a very keen officer and well liked in the Sqdn. His loss will be felt for some considerable time.	
	28.11.38.		F/O James returned from Short Navigation course (w.e.f. 10/11/38 - granted 18 days leave).	
	9.12.38.		P/O Rogers promoted to Flying Officer w.e.f. 9.12.38.	
	10.12.38.		P/O Blom returned from a Short Navigation Course at Manston.	
	10.12.38.		Under the new establishment of 16 I.E. aircraft and 5 I.R. aircraft per Squadron the Squadron proceeded to re-arm with new aircraft fitted with Rolls Royce Merlin II engines in place of Merlin I's. The aircraft themselves still being Battle I's with all modifications to date incorporated by the Makers.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station UPWOOD. HUNTS. (No.2 (B) Group)	10.12.38.		<p>The following aircraft were collected by pilots of the Squadron from Messrs Fairey Aviation Co. Ringsway.</p> <p>K.9416. K.9419. K.9412. K.9417. K.9413. K.9418. K.9414.</p> <p>The following aircraft were collected from Messrs Austin Ltd., and were flown from Castle Bromwich owing to Longbridge aerodrome being U/S.</p> <p>L.4955. L.4960. L.4961.</p>	
	12.12.38.		<p>The following aircraft were collected from Fairey Aviation Co. Ringway.</p> <p>K.9415. K.9421. K.9423. K.9420. K.9422.</p>	
	14.12.38.		<p>L.4959 was collected from Messrs Austin Ltd. L.4958. was received from No.52 (B) Sqdn having been collected by them.</p>	
	16.12.38.		<p>The ashes of the late Pilot Officer J. Ellis were taken up in an aircraft flown by P/O Rogers and were scattered over the aerodrome by F/O Corbishley. All ranks of the Squadron lined the tarmac to pay their last respects.</p>	
	23.12.38.		<p>R.A.F. Station Upwood closed down at 15.00 hrs for Christmas break.</p>	
	28.12.38.		<p>Duty was resumed at 08.00 hrs after the Christmas break.</p>	

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OPERATIONS RECORD BOOK

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No. of pages used for day.....

of (Unit or Formation)..... 63 (Bomber) Squadron.

Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station	1939 28.1.39.		P/O. Herd proceeded to No. 6 A.T.S. Warmwell i/c Advance party on the attachment of the unit to that station for Annual Armament Training Camp.	
Upwood, Hunts. (No.2 (B) Group)	30.1.39.		The Squadron (led by S/L. Hawkings) flew down to Warmwell in flights line astern (Nine aircraft) and carried out Flight low level bombing before landing at Warmwell.	
No.6 A.T.S. Warmwell. (Dorset).	30.1.39. to 28.2.39.		The main rail party also arrived p.m. on this day (i/c P/O Lawson). Compared with previous A.T.S. attachments the results achieved at Warmwell were disappointing. The Sqdn. was handicapped in the first place by lack of accommodation for ground personnel, only 76 airmen (including flying crews and Senior N.C.O's) being taken down. This meant that only 9 aircraft could be taken and no allowances could be made for unexpected unserviceability: serviceability, however, was very high, and as a result of a high standard of maintenance no trips were missed from unserviceability of aircraft. Weather conditions during the period of this attachment were very adverse, and during the first week no training could be carried out until p.m. of the Friday. During the remaining two weeks weather was very patchy, but the Squadron was able to carry out Sqdn. long distance and flight high level bombing. On fine days difficulty was experienced by both pilots and bomb aimers carrying out high level in seeing the targets which were rather small and tended to disappear in the "sheen" on the surface of the sea. Front gun astern attack was tried out for the first time by the Sqdn. but the results were poor, chiefly due to the fact that the offset cone drogue was completely obscured by the head of the fore-sight, The following practices were carried out during the attachment:- High dive bombing; high level bombing; High level Sqdn. and flight formation: High level long distance; low level; and flight low level. The following gunnery	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
No. 6 A.T.S. Warmwell. (Dorset)	30.1.39 to 18.2.39.		practices were also carried out:- Front gun astern attack; free gun "relative" speed beam attack: and free gun "under the tail" attack. During the period 250 11½ lb practice bombs were dropped. 833 rounds fired from front guns. 6089 rounds fired from rear guns.	
	30.1.39.		P/O Coventry was posted to the Squadron (w.e.f. 28/1/39) from School of Air Navigation, Manston, but did not proceed to Warmwell with the Sqdn.	
	31.1.39.		Battle aircraft L.4935 was collected from Martlesham Heath on allotment to the Sqdn.	
	6.2.39.		The following Battle aircraft were collected from Messrs. Fairey Ltd., Stockport, N.2021: N.2022: N.2023. This completed the Sqdn. up to the establishment of 16 I.E. and 5 I.R. aircraft.	
	17.2.39.	p.m.	The air party returned to Upwood on completion of Armament Training at No.6 A.T.S. Warmwell.	
	18.2.39.	a.m.	The main rail party (i/c F/O Fowler) returned from Warmwell to Upwood.	
	19.2.39.	a.m.	The rear (rail) party returned from Warmwell to Upwood (i/c P/O Herd).	
	24.2.39.		The Squadron commenced practice for "Close Support Bombing Trials" to be held at Larkhill ranges, Salisbury Plain on 13th, 14th and 15th March. Four flights of three aircraft per flight were to take part, the flight leaders being Red, S/L Hawkings: Yellow, F/O Swain; Blue, F/O Rogers; and Green, F/O Corbishley. Flight dive stick bombing, and low level stick bombing was practiced at Ot-Moor bombing range whenever possible, special allotments being given to the Sqdn. As the sticks had to be laid manually by the pilot depressing the bomb selector switches, the results obtained were very good.	
	11.3.39.		P/O's Henderson and MacKenzie were posted to the Squadron (w.e.f. 17.12.38) on completing a Short Navigation Course at School of Air Navigation, Manston. Both officers were ex Cranwell. P/O Henderson was posted to "A" Flight for duty and P/O. MacKenzie to "B" Flight. P/O. Swain was promoted to F/O w.e.f. 13.1.39.	

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No. of pages used for day.....

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station Upwood. (No.2 (B) Group)	13.3.39.		The Sqdn. proceeded to Boscombe Down for the "Close Support Bombing Trials" at Larkhill. Fourteen machines went down, two being reserve only. The bombing up crews had travelled by rail the previous day (i/c P/O Eaton). A rehearsal (without bombs) was carried out in the afternoon.	
	14.3.39.		The Sqdn. stood by for the bombing trials, but weather was unsuitable and they were postponed.	
	15.3.39.		The "Close Support Bombing Trials" were carried out. The trials consisted of two sorties, In the first sortie, Red and Yellow flights carried two 500 lb G.P. bombs (Mk.IV) per aircraft which were dropped in a flight dive. Blue and Green flights carried four 250 lb G.P. bombs (Mk.IV) per aircraft and these also were dropped in a dive. No's 18 and 57 (B) Sqdns from Upper Heyford (Blenhims) were also taking part, and dropped 20 lb and 40 lb bombs from containers. No.56 (F) Sqdn. fired front guns at pole targets. At the end of the first sortie spectators inspected the damage to the targets. These consisted of old guns, tanks, Army lorries, and pole targets to represent troops "de-bussing". At the end of the target inspection the second sortie was carried out; this had to be done in an abbreviated way as weather conditions had deteriorated and it was not considered safe to have too many formations over Larkhill in the poor visibility prevailing. Accordingly 63 (B) Sqdn. only, carried out the second sortie. On arrival at the ranges it was found impossible to carry out dive bombing, and so Red and Yellow flights(who were to do this) returned to Boscombe Down without attacking the targets. Blue and Green flights, however, who were to carry out Low level were able to complete their attack. No definite information regarding the amount of damage done to the targets has yet been transmitted to the Squadron, but it is understood	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station Upwood, Hunts. (No.2 (B) Group)	16.3.39.		from various spectators that the damage was extensive, several direct hits being registered.	
			The Squadron returned to Upwood on completion of the Trials.	
	17.3.39.		A new Air Ministry Training Policy was now promulgated. In it, No. 63 Sqn. in company with 52 Sqn. (also at Upwood) were eventually to become non mobilising training units. The scheme laid down was that a nucleus of the more senior P/O's and F/O's in the Sqn. should remain as instructors, the other pilots being posted to operational units and their places taken by batches of Volunteer Reserve pilots and "Ex-F.T.S." pupils for three or four moths at a time. While with the Sqn. these pilots would be given instruction and practice in all branches of service flying, so that on leaving the Sqn. at the end of their training period the V.R. pilots could revert their civilian occupations and "Civil School" flying well trained for war: while the "Ex-F.T.S." pupils would be posted to operational units quite ready for immediate operations.	
			As 63 and 52 Sqns. formed part of the A.A.S.F., being attached (in the event of war) to No. 1 (B) Group pending the equipping of certain units in that Group up to operational strength; it was necessary for the Sqn. to remain as a mobilising unit as well as a training unit until some time in May 1939, when the No.1 Group units would be ready. When this happened the Sqn. would become a non-mobilising unit.	
			As the new role of the Sqn. necessitated the maximum number of flying hours to give the "Trainees" as much experience as possible in a short time it was decided to allott 10 Anson aircraft to the Sqn. (4 per flight as I.E. and 1 per flight as dual and I.R.). At the same time 4 Battles per flight were to be left as I.E. and the rest as I.R.	
	17.3.39.		Anson aircraft N.5035, N.5036, and N.5037 were collected from Messrs. A.V. Roe, Woodsford.	

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No. of pages used for day.....

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station Upwood, Hunts. (No.2 (B) Group)	24.3.39.		Owing to the tension in Central Europe the Station was placed under a precautionary period. Flights and sections made the Battles up to full operational establishment; aircraft numbers and national markings were painted out, and Sqdn. Code letters substituted.	
	26.4.39.		A practice dispersal of aircraft was carried out and the aircraft picketed out all night. The results of this practice were extremely satisfactory, the aircraft being transferred to dispersed positions quickly and smoothly despite the bad weather and ground conditions.	
	29.3.39.		Normal duty was resumed, but until further notice, one third of the Sqdn. personnel were to stay on the camp in order to disperse the aircraft within six hours.	
	30.3.39.		Anson N.5070 was collected from Messrs. A.V. Roe Ltd., Woodsford.	
	1.4.39.		Under the new training scheme, eight V.R. Sgt. Pilots were posted to the Squadron. Sgts:- Kier, Puff, Wood, Halley, MacLaren, and McCash were posted from No.11 E & R. F.T.S. Perth; Sgt. Morrison from No.12 E & R. F.T.S. Prestwick, and Sgt. Weymouth from No.3 E & R. F.T.S. Hamble.	
	6.4.39.		The standard of flying training reached by these pilots was in all cases good, an average of 200 hrs solo per pilot having been flown at their Civil Schools.	
	21.4.39.		Ansons N.5071, 5072, 5073, 5076 and 5077 were collected from Woodsford.	
	5.5.39.		Anson N.5103 was collected from Woodsford, this completed the establishment of ten. The A.O.C. No.2 (B) Group (A.V.M. C.T. Maclean, C.B., D.S.O.) presented the Squadron Badge (approved by H.M. the King) to the Squadron on a ceremonial parade in which the whole station took part. Squadron and Flight photographs were taken outside the hangar at the conclusion of this parade.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station Upwood, Hunts. (No.2 (B) Group)	13.5.39.		F/Lt. Nicholls returned from a short navigation course at Air Service Training, Hamble.	
	15.5.39.		Wing Commander P.J.R. King was posted to command the Squadron vice S/L J.A. Hawkings, who was reposted temporarily for flying duties pending his appointment to H.Q. No.2 Group as Engineer Officer. W/Cdr King was previously Signals Officer at Balloon Command Headquarters. This posting is in accordance with a recent Air Ministry decision to up-grade the posts of commanding officer of single-engined bomber squadrons to Wing Commander. The Squadron Leader (Flying) is intended to act as Officer i/c Training and as second-in-command. Both flights will remain under the command of Flight Lieutenants or Acting Flight Lieutenants as before.	
	22.5.39.		Squadron Leader J.A. Hawkings is posted to H.Q. No.2 Group for Engineer Duties.	
	30.5.39.		Flying Officer J.W.S. Fowler again becomes squadron adjutant vice P/O W.S. Herd who is attending a short navigation course at Manston.	
	5.6.39.		Squadron Leader J.F. Stephens is posted from being O.C. Recruits Sub-depot, UPWOOD, to become Sqn.Ldr. i/c Training, 63 Squadron, vice Sqn.Ldr. J.A. HAWKINGS.	
	19.6.39.		A rehearsal for the forthcoming Gas Defence Exercise is held. The twenty-one Battles in the squadron are placed in dispersal points round the perimeter of the aerodrome. A "black-out" of all station buildings takes place from 22.00 to 23.30 hours.	
	23.6.39.		General RAYSKI, and two other officers of the Polish Air Force visit R.A.F. Station UPWOOD. They are conducted round 63 Squadron hangars and are shown details of the BATTLE aircraft, aerodrome ground equipment and other items of interest. A demonstration of dive-bombing which had been planned could not be given owing to adverse weather.	
	29.6.39.		The Station Gas Defence Exercise is held at UPWOOD. All BATTLE aircraft are dispersed, communication being by field telephone to dispersal points from the	

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No. of pages used for day.....

of (Unit or Formation).....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station UPWOOD. (No.2 Group)	29.6.39.		the squadron operations room. Two gas-spray attacks are delivered by BATTLE aircraft from R.A.F. Station GOTTESMORE, one on the dispersed aircraft, the other on the camp buildings. Of twenty-one dispersed aircraft, one was fairly heavily contaminated and two more were lightly contaminated. The remainder were untouched. The camp buildings were fairly heavily contaminated in places. One aircraft was decontaminated by means of a "High Pressure Jenny", an American invention which enables a jet of mixed steam and water to be sprayed over the outside of the aircraft. The apparatus worked satisfactorily but is not suitable in its present form for general use because it requires external supplies of water and electricity to work it, and it not properly mobile at present. The Air Officer Commanding-in-Chief, Bomber Command (Air Chief Marshal Sir EDGAR LUPLOW-HEWITT) and members of the staffs of Bomber Command and No.2 Group Headquarters were present during the exercise.	
	30.6.39.		A new Establishment, No. BC/849 dated 1.5.39, is received. This provides for 24 initial equipment plus 8 immediate reserve BATTLE I (MERLIN II) aircraft, organized in three flying flights and a squadron headquarters. The total personnel in the squadron is to be eighteen officers and two hundred and fifty-six other ranks. Owing to the general shortage of maintenance personnel throughout the Royal Air Force, instructions are received that the third flights is not to be formed until further notice. Instructions are received that ten BATTLE aircraft are to be transferred to 63 Squadron from 185 Squadron, THORNABY.	
	7 to 8.7.39.		The first of two Regional Air Exercises is held. The operational area is the south-eastern quarter of ENGLAND. Owing to the restriction placed on the use of BATTLE aircraft (eight only to be in general use) the Squadron only operates one formation	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station UPWOOD. (No.2 Group).	7 to 8.7.39.	7.39.	of three aircraft per flight. Anson aircraft are not to be used on air exercises.	
	8.7.39.		"B" Flight carries out one raid in formation of three. The aircraft simulate a friendly formation on the first outward run to a point 60 miles out to sea. They then turn and attack a set target (or one given alternative) as enemy raiders and return to a point 60 miles out to sea. On their final run to the coast and thence to UPWOOD they act as friendly aircraft. This is the standard practice for all formations of bombers in exercises at the present time except that twin-engined types are allowed to go 100 miles out to sea.	
	9.7.39.		"A" Flight and "B" Flight carry out one raid each.	
	13/14.7.39.		The second regional air exercise is held. It is similar to the first except that the area is now north-eastern quarter of ENGLAND.	
	13.7.39.		One raid by "A" Flight.	
	14.7.39.		One raid each by "A" and "B" Flights.	
	16.7.39.		About 100 members of No.15 Group of the Observer Corps, commanded by Mr.E.F. GRANT-DALTON visit UPWOOD. They are given passenger trips in ANSON aircraft and a BATTLE aircraft is used in connexion with a light-judging competition.	
	25.7.39.	0015.	A fatal accident occurred during night flying in which BATTLE K.9412 struck the ground and caught fire between GAYTON and GREAT MASSINGHAM in NORFOLK. The following lost their lives:- 564791. Sergeant ALBERT JAMES SHEPHERD - Pilot. 563689. Sergeant AUBREY ALAN JAMES SHERRIFF - Observer. 584297. Aircraft 2nd Class WILLIAM MURPHY - Wireless operator/air gunner. The bodies were collected by R.A.F. Station WEST RAYNHAM and were subsequently buried under private arrangements made by the next-of-kin. The aircraft was engaged on a night cross country flight and was not far off the correct track. The weather was good and there did not seem to be any reason why the pilot should come down low, as in fact he did.	

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(*3182-1154) Wt 13795-553 20,000 6/37 T.S. 667

OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

No. of pages used for day.....

of (Unit or Formation).....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station	25.7.39.	0015.	The Court of Inquiry held on 26th July could not determine the cause of the accident.	
UPWOOD (No. 2 Group)	8/11.8.39.		Phase II of the Major Home Defence Air Exercises takes place. The role of aircraft of 63 Squadron is to simulate friendly bombers going out from and returning to ENGLAND. One formation of three aircraft per flight is employed. Each formation makes one sortie per day, giving a total of eight sorties for the squadron during the period.	
	18.8.39.	1415.	Air Vice-Marshal C.T. MACLEAN, C.B., D.S.O. Air Officer Commanding No. 2 Group, carries out his annual operational inspection of No. 63 Squadron. Eight Battle and six Anson aircraft are drawn up for inspection with crews standing by. Four air tasks are set under the orders of the A.O.C. and carried out by squadron crews. A demonstration of bombing up two Battle aircraft is given by the Squadron.	
	24.8.39.		Flight Lieutenant T.H.L. NICHOLLS assumes duties of squadron adjutant vice Flying Officer J.W.S. FOWLER. This is in accordance with a recent amendment to Establishment which up-grades the post of adjutant to flight lieutenant.	
	24.8.39.		Readiness "C" (as laid down in Bomber Command War Orders) is brought into force. This means that training continues, but all operable aircraft are to be ready for operations at twelve hours' notice. Leave is permissible, but personnel on leave are to be recalled at six hours' notice.	
	26.8.39.		Readiness "D" (as laid down in Bomber Command War Orders) is brought into force with the exception that bombs are not to be fuzed. Aircraft are dispersed round the aerodrome and flying is limited to essential tests and practices. Every effort is to be concentrated on building up aircraft serviceability. All personnel are recalled from leave.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station UPWOOD. (No. 2 Group).	30.8.39.		The third flight allowed by establishment BC/849 dated 1.5.39 is formed under the command of Flying Officer PETER CORBISHLEY. At present the flight exists only on paper, but steps are being taken to transfer aircraft and personnel from "A" and "B" Flights to "C" Flight at the first opportunity.	
	1.9.39.	0950.	Full readiness "D" is brought into force.	
	2.9.39.	0030.	General mobilization of the Royal Air Force is ordered by Royal Proclamation.	
			<p><i>John R. King</i></p> <p>Wing Commander, Commanding, No. 63. Squadron, R. A. F.</p>	

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OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) No. 63. SQUADRON.

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station UPWOOD (No. 2. Group)	3rd Sep	11.00	A state of war is declared to exist between GREAT BRITAIN and the GERMAN REICH.	
	4th Sep		A ruling is received from Headquarters, No. 2. Group, that, since, No. 63 Squadron is a Group Pool Training Squadron, this Operations Record Book is not to be forwarded to Air Ministry in accordance with K.R. & A.C.I. para 2350 (2)	
UPWOOD to ABINGDON.	7th/8th Sept.		In accordance with the plan laid down in S.D. 107 and S.D. 107a, Mobilization Instructions, Western Plan, the whole of Royal Air Force Station, UPWOOD, is to move to, and take over, Royal Air Force Station, ABINGDON, which is being evacuated by units forming the Advanced Air Striking Force in FRANCE. No. 63 Squadron's aircraft and flying crews go to ABINGDON by air on 7th September; the ground personnel and equipment are conveyed by road on 8th September. The entire move is completed by 18.00 hours on the 8th September. On arrival at ABINGDON, the squadron is transferred from No. 2. Group to No. 6. Group.	
R.A.F. Station. ABINGDON, (No. 6. Group)	9th Sep		The squadron is re-organized to carry out the duties of Group Pool Training Squadron. The following establishment of instructional personnel is laid down in No. 6. Group letter 6BG/S/584 dated 7th September, 1939, as amended by 6 Group letter 6G/S/584 dated 18th September, 1939. The personnel filling these posts are regarded as "screened" and not available for posting. The names of those originally selected for screening are given below.	
			<div> 1 Wing Commander. Wing Commander P.J.R. KING. </div> <div> 1 Squadron Leader i/c Training Squadron Leader J.F. STEPHENS. </div> <div> 1 Adjutant Pilot Officer W.S. HERD (absent on temporary duty at H.Q. 2 Group at the moment) </div> <div> 3 Flight Commanders Acting Flight Lieutenant L.V. JAMES. </div> <div> Acting Flight Lieutenant P. CORBISHLEY </div> <div> Acting Flight Lieutenant B.J. ROGERS </div>	

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Place.	Date. 1939.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station ABINGDON. (No. 6. Group)			<p>9 Captains of Aircraft</p> <p>Flying Officer J.G.W. SWAIN. Pilot Officer J.E.WATTS. Pilot Officer H.E.BROADSMITH. PILOT OFFICER J.C.MARTIN. Pilot Officer H.G.L.LAWSON. Pilot Officer I.S. HENDERSON. Pilot Officer C.R. COVENTRY. Sergeant W.B. BURDEN. P/Fitt.1 Sergeant A. FLETCHER P/F.Arm.</p> <p>No.561993 No.565697</p> <p>6 Qualified Air Observers</p> <p>No.564733 A/Sergeant E.W.NANCARROW Air Obs/Fitt1 No.562836 A/Sergeant G.F.OLIVER Air Obs No.566287 A/Sergeant C.B.WALTER Air Obs/W.E.M. No.506658 Corporal R.T.MEDWAY R/Aero (A.G.) No.523746 L.A.C. W.H. NORLEDGE F/Mech (A.G.) No.528104 A.C.1. P.F. DUNHAM. F/Rigg (A.G.)</p> <p>The last three named above have been acting as air observers for the past year and are fully qualified. 6 Qualified Air Gunners No. 521604 A.C.1. J.G.Brewster W/Op (A.G) No. 615244 A.C.2. T.Bruckshaw W/Op (A.G) 4 VACANT.</p> <p>1 Navigation Officer (10 weeks Manston Course) Pilot Officer K.P.MackENZIE. 1 Pilot trained as Link Trainer Instructor No.515922 Sergeant L.R.BARR P/E.Asst All the remaining trained flying personnel of 63 Squadron become available for posting.</p> <p>The duties of the Squadron consist in training Pilots, Air Observers and Air Gunners fresh from Flying Training Schools and Air Gunnery Schools. The training</p>	

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(*3182-2154) WL 13793-555 20,000 6/57 T.S. 667

OPERATIONS RECORD BOOK

R.A.F. Form 540

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No. of pages used for day.....

of (Unit or Formation)..... **No.63. SQUADRON.**

Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station. ABINGDON. (No.6. Group)	1939		is to fit them to take there places in operational Battle squadrons as reinforcements become necessary. The intakes of each class should be adjusted so that there are 30 of each on the Station at any given moment. The course of training will last six weeks. The detailed syllabus and organization have still to be worked out.	
	13th Sept		Squadron Leader R.H.YOUNG is posted to take over the duties of squadron leader i/c training vice Squadron Leader J.F.STEPHENS who becomes available for posting.	
ABINGDON to BENSON.	17th Sept		It has been decided that the two squadrons and the station headquarters shall move from ABINGDON to BENSON, because the latter aerodrome is unsuitable for the operation of the Whitley squadrons to which it had been allotted. The Whitley squadrons and their station headquarters take our place at ABINGDON. No.63 Squadron completes the move from ABINGDON to BENSON by air and road in one day.	
	18th Sept		Pilot Officer W.S.HERD, having returned from temporary duty with Headquarters 2 Group, assumes the duties of Squadron Adjutant vice Flight Lieut.T.H.L.NICHOLLS, and is appointed Acting Flight Lieutenant	
R.A.F. Station BENSON. (No.6.Group)	18th Sept		A provisional training syllabus from Headquarters No.6. Group is considered and the following organization is introduced to bring it into effect. All training is to be on a Station basis, and trainees are posted to R.A.F. Station BENSON, being attached to 52 and 63 Squadrons as required for training. The syllabus divides broadly into elementary and operational training. It is agreed that No.63.Squadron shall assume responsibility for elementary, and No.52 Squadron for operational, training. Every pupil on arrival at BENSON shall be attached to No.63. Squadron at first for three weeks' elementary training, and shall then be transferred to No.52 Squadron for a further three weeks' operational	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station BENSON. (No.6.Group)	1939 18th Sept.		<p>training, making a total of six weeks' training while at BENSON.</p> <p>The elementary training consists mainly of conversion to the Battle type and of individual practices on Battles. Air Observers and Air Gunners will carry out early practices (navigation and wireless operating) on Anson aircraft in which they can be under the supervision of an instructor. When reasonably proficient, they will carry out further individual practices in Battle aircraft.</p> <p>The principle is agreed to, as far as elementary training is concerned, that at least one member of every crew, Pilot, observer, or air gunner, must be a screened instructor.</p> <p>Operational training will be mainly collective, consisting of exercises in formation. By this time pupils will be fit to operate as crews without having an instructor with them.</p> <p>It is further agreed that "C" Flight, 63 Squadron, shall be responsible for the elementary training of all air gunners. While at BENSON, the training will be mainly in wireless operating, including navigation by wireless; but periodically the flight will go away on detached duty to some aerodrome where air firing training can be carried out.</p> <p>The ground training is done on a station basis under a squadron leader, chief ground instructor. Squadron Leader R.H.YOUNG is lent to station headquarters for this purpose. The post of squadron leader i/c training in 63 Squadron becomes vacant.</p> <p>On this day the following personnel are under training</p> <p style="margin-left: 40px;">Pilots 3</p> <p style="margin-left: 40px;">Air Observers 5</p> <p style="margin-left: 40px;">Wireless Op (Air Crew) 8</p> <p>"C" Flight proceeds to SQUIRES GATE aerodrome, near BLACKPOOL, for air firing</p>	
	19th Sept to 28th Sept			

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(*1582-1254) WL 13795-553 20,000 6/57 T.S. 667

OPERATIONS RECORD BOOK

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of (Unit or Formation).....No.63. SQUADRON......

Place.	Date.	Time.	Summary of Events.	References to Appendices.											
R.A.F. Station. BENSON. (No.6.Group)	19th to 28th Sept		<p>training. Henley aircraft belonging to a detached flight of No.1. Anti Aircraft Co-operation Unit act as target and drogue towing aircraft for this work. "C"</p> <p>Flight returns to Benson on 28th Sept.</p>												
	30th Sept		<p>Four trained wireless operators (air crew) are posted from CRANFIELD to fill establishment vacancies as screened personnel.</p> <p>At the end of September the strength of pupils is as follows:-</p> <div style="margin-left: 40px;"> <p>Pilots 18</p> <p>Air Observers 4</p> <p>W/Op (Air Crew) 17</p> </div> <p>Flying times for September:-</p> <table style="margin-left: 100px; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;"><u>Day.</u></th> <th style="text-align: center;"><u>Night.</u></th> </tr> </thead> <tbody> <tr> <td>Battle</td> <td style="text-align: center;">433</td> <td style="text-align: center;">Nil</td> </tr> <tr> <td>Anson</td> <td style="text-align: center;">144</td> <td style="text-align: center;">Nil</td> </tr> <tr> <td>Total</td> <td style="text-align: center; border-top: 1px solid black;">577</td> <td style="text-align: center; border-top: 1px solid black;">Nil</td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 20px;"> <p>Wing Commander, Commanding. No.63. Squadron. R. A. F.</p> </div>		<u>Day.</u>	<u>Night.</u>	Battle	433	Nil	Anson	144	Nil	Total	577	Nil
	<u>Day.</u>	<u>Night.</u>													
Battle	433	Nil													
Anson	144	Nil													
Total	577	Nil													

17

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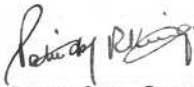
of (Unit or Formation).....NO. 63. SQUADRON.

Place.	Date.	Time.	Summary of Events.	References to Appendices.																				
R.A.F. Station. BENSON. (No. 6. Group)	7th Oct		The new establishment for a group pool squadron is received. This is No. WAR/HD 411 dated 1st Sept. 1939, and provides for a total of 19 officers and 208 other ranks. The screened personnel are hereby established as given above in the provisional establishment, with the notable exception that the navigation officer is omitted from squadron headquarters. The officer filling the post is, however, retained pending the issue of an amendment to establishment.																					
	10th Oct to 16th Oct		"C" Flight proceeds to WESTON ZOYLAND aerodrome for air firing training and returns on 16th October.																					
	26th Oct.		The establishment of aircraft for a group pool squadron equipped with BATTLE and ANSON aircraft is stated to be:- BATTLE 18 I.E. plus 6 I.R. ANSON 6 I.E. plus 2 I.R. (vide 6 Group letter 6G/S.770 dated 26.10.39.)																					
	30th Oct to 6th Nov		"C" Flight proceeds to WESTON ZOYLAND aerodrome for air firing training and returns on 6th November.																					
	30th Oct		Pilot Officer S.E. Rowley (R.A.F. V.R.) is posted to the squadron for training in the duties of squadron adjutant.																					
	31st Oct.		<table><tr><td><u>Monthly summary.</u></td><td>Pilots.</td><td>Air Observer</td><td>W/Op (Air Crew)</td></tr><tr><td>Pupils under training 31/10/39</td><td>13</td><td>12</td><td>28</td></tr><tr><td>Intake during October</td><td>13</td><td>26</td><td>25</td></tr><tr><td>Trained output during October</td><td>18</td><td>18</td><td>11</td></tr><tr><td>Wastage during October</td><td>-</td><td>-</td><td>3 reverted to ground duties</td></tr></table>	<u>Monthly summary.</u>	Pilots.	Air Observer	W/Op (Air Crew)	Pupils under training 31/10/39	13	12	28	Intake during October	13	26	25	Trained output during October	18	18	11	Wastage during October	-	-	3 reverted to ground duties	
<u>Monthly summary.</u>	Pilots.	Air Observer	W/Op (Air Crew)																					
Pupils under training 31/10/39	13	12	28																					
Intake during October	13	26	25																					
Trained output during October	18	18	11																					
Wastage during October	-	-	3 reverted to ground duties																					

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Place.	Date.	Time.	Summary of Events.				References to Appendices.
R.A.F. Station BENSON (No. 6. Group)	31st Oct		Flying times for October	Day.	Night.	Total.	
			Battle	643	44	687	
			Anson	173	7	180	
			Total	816	51	867	
<p style="text-align: center;">  Wing Commander, Commanding, <u>No. 63. Squadron. R. A. F.</u> </p>							

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(*3182-1154) W/L 13795-153 20,000 6/37 T.S. 667

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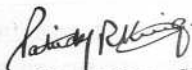
of (Unit or Formation) NO. 63. SQUADRON.

or (Unit or Formation)			Summary of Events.	References to Appendices.																				
Place.	Date.	Time.																						
R.A.F. Station. BENSON. (No. 6. Group)	1939																							
	3rd Nov	10.20	A fatal accident occurred to Battle P.2274, belonging to "B" Flight, at CHECKENDON, a little village in the Chiltern HILLS. Pilot Officer GEORGE FRANCIS BARWELL, the pilot and sole occupant, was killed instantly when his aircraft struck a clump of trees on emerging from very low cloud. Fire did not break out. The pilot had previously been engaged on formation practice and had lost sight of his leader whilst descending through cloud. He appears to have gone above the cloud again and then to have descended through a gap when he thought he was somewhere near the aerodrome and was over the CHILTERNs where the clouds were practically on the ground. The other pilot in the same formation also lost his leader at the same moment and acted in a similar manner to BARWELL. He was more fortunate, however and although he crashed in a field about a mile from where BARWELL was killed, he sustained minor injuries only.																					
	9th Nov		The late Pilot Officer G.F.A. BARWELL was buried at BOURNEMOUTH. He was given a service funeral, the funeral party being supplied by R.A.F. Station WARMWELL. Representatives of the Air Officer Commanding 6 Group, of the Officer Commanding R.A.F. Station, BENSON, and of the Officer Commanding 63 Squadron attended the ceremony.																					
	22nd Nov to 26th Nov		"C" Flight proceeds to WESTON ZOYLAND for air firing training and returns to BENSON on 26th November.																					
	30th Nov		<table><tr><td><u>Monthly summary.</u></td><td>Pilots.</td><td>Air Observers</td><td>W/Op (Air Crew)</td></tr><tr><td>Pilots under training 30/11/39</td><td>23</td><td>11</td><td>8</td></tr><tr><td>Intake during November</td><td>22</td><td>13</td><td>6</td></tr><tr><td>Trained output</td><td>11</td><td>14</td><td>26</td></tr><tr><td>Wastage</td><td>1 (killed)</td><td></td><td></td></tr></table>	<u>Monthly summary.</u>	Pilots.	Air Observers	W/Op (Air Crew)	Pilots under training 30/11/39	23	11	8	Intake during November	22	13	6	Trained output	11	14	26	Wastage	1 (killed)			
<u>Monthly summary.</u>	Pilots.	Air Observers	W/Op (Air Crew)																					
Pilots under training 30/11/39	23	11	8																					
Intake during November	22	13	6																					
Trained output	11	14	26																					
Wastage	1 (killed)																							

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Place.	Date.	Time.	Summary of Events.				References to Appendices.
R.A.F. Station. BENSON. (No.6. Group)	30th Nov		Flying times for November	<u>Day.</u>	<u>Night.</u>	<u>Total.</u>	
			Battle	515	14	529	
			Anson	84	-	84	
			Total	599	14	613	
			 Wing Commander, Commanding, <u>No.63. Squadron. R. A.F.</u>				

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(*3182-1254) Wt. 53705-353 00.000 6/57 T.S. 667

OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

No. 63. SQUADRON.
of (Unit or Formation).....

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station. BENSON. (No. 6. Group)	1939 1st Dec		<p>Anson N.5073 took off from BENSON at 09.30 hours and failed to return. The following persons were on board:- Pilot Officer CHARLES ROBEY COVENTRY (pilot and captain)</p> <p style="padding-left: 100px;">Pilot Officer ANGUS CAMERON (pupil pilot)</p> <p style="padding-left: 100px;">581212 Sergt A.G. GIBSON (pupil observer)</p> <p style="padding-left: 100px;">543996 A.C.2. H.O. GORMLAY } (pupil air gunners)</p> <p style="padding-left: 100px;">619734 A.C.2. J.C. BUCKLAND }</p> <p>The pilot was detailed to carry out a navigational training flight from BENSON to BUDE, in CORNWALL, thence to a point about 50 miles out to sea and back to make a landfall at TREVOSE HEAD, finally returning to BENSON. The weather was expected to be bad at the coast and the pilot was told to turn back if he ran into bad weather. Another pilot in a different Anson, engaged on the same duty, did actually turn back when he reached BUDE and reported that the clouds were right down on the sea. It is probable that Pilot Officer COVENTRY attempted to go out to sea and then lost control and dived into the water. He may have encountered severe icing conditions..</p>	
	2nd Dec		<p>In case the missing Anson may have crashed on a lonely hillside and not at sea, a search of BODMIN MOOR, DARTMOOR and EXMOOR is carried out. Six Ansons take part but no trace of the missing Anson is found.</p>	
	5th Dec		<p>A police report states that two pieces of wood have been washed up near BOSCASTLE, one piece bearing the marks "AVRO L.D. 844. 7th March, 1939"</p>	
	7th Dec		<p>A further report states that another piece of wood has been washed up about 1½ miles South of BUDE, bearing the marks "AVRO - W/T, R3/LW 652A. T2 SCF 22250"</p>	
	13th Dec		<p>It is reported by R.A.F. Station, St EVAL, CORNWALL, that a rubber dinghy</p>	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station BENSON. (No.6 Group)	13th Dec		and three small portions of an Anson fuselage have been washed up near BOSCASTLE but that there is no positive identification of the aircraft to which they belonged.	
	22nd Dec to 27th Dec		R.A.F. Station, BENSON, closed for Christmas leave from after duty on 22nd December until midnight 27th December. 75 % only of personnel were allowed to go away, the remaining 25% being required for guards and station duties. Those remaining at BENSON are to have five days leave from after duty 29th December until midnight 3rd January, 1940. To enable this leave to be taken, the normal leave arrangements were suspended for a fortnight. Normally the leave arrangements are that the squadron works seven days a week, but each flight has one day off per week plus two extra days off every six weeks. Thus, once every six weeks each flight has three consecutive days off, Saturday, Sunday, Monday. The advantage of this scheme over that of closing the whole squadron on the same day once a week is that better use can be made of the weather. If the squadrons day off happened to be a fine day, there would be a great loss of flying time which could not be tolerated in the winter months.	
	31st Dec		The weather for the past month has been very bad, and in consequence the flying hours for the squadron for December are below average. The aerodrome has been very wet and muddy, and extensive drainage operations are in progress. Until these are finished it is not possible to do any night flying. After nearly three months of pool training work, it is possible to comment on the standard of pupil received and as turned out. In general, the standard of training reached by pupils before they arrive is moderately satisfactory but the following criticisms are recorded:- <u>Pilots.</u> Should be given more training in operational flying at flying training schools. They should have had more practice in formation flying, and also should	

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OPERATIONS RECORD BOOK

R.A.F. Form 540

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of (Unit or Formation)..... NO. 63. SQUADRON.

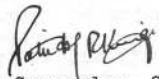
No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.												
R.A.F. Station. BENSON. (No. 6. Group)	31st Dec		<p>have been taught the flying technique for bombing and photographic tasks.</p> <p><u>Observers.</u> Their training in D.R. navigation is weak. Not only are their calculations often inaccurate, but they do not rely enough on their instruments, They are unable to use any but the quarter inch map reliably.</p> <p><u>Air Gunners.</u> Most of them have had practically no experience in W/T operating in the air. Consequently much time has to be spent in teaching them elementary air operating to the detriment of more advanced training.</p> <p>The pupils, when they leave 63 Squadron to go to 52 Squadron, have done elementary service training only, and it is difficult to assess the standard reached. Every effort is made to bring them to a high standard, but bad weather prevents some of the training from being done. Very little high-level bombing and no night flying have been possible recently. The Air Officer Commanding 6 Group has recently ruled that the courses shall be extended from six weeks to nine weeks in the winter months, because of the difficulty of training pupils in bad weather. Although it is undesirable to become self-satisfied, it is fair to say that pupils who have been with the squadron for these few weeks of training pass on to the next stage with a reasonably good grounding in the duties of a medium bomber pilot, as far as individual training can take them. Nothing is spared in the way of guidance and supervision, and the screened instructional personnel deserve full credit for the results achieved by their months of hard and conscientious work.</p> <p><u>Monthly summary.</u></p> <table border="1"> <thead> <tr> <th></th> <th>Pilots.</th> <th>Air Observers.</th> <th>W/Op (Air Crew)</th> </tr> </thead> <tbody> <tr> <td>Pupils under training 31/12/39</td> <td>15</td> <td>10</td> <td>3</td> </tr> <tr> <td>Intake during December</td> <td>11</td> <td>11</td> <td>1</td> </tr> </tbody> </table>		Pilots.	Air Observers.	W/Op (Air Crew)	Pupils under training 31/12/39	15	10	3	Intake during December	11	11	1	
	Pilots.	Air Observers.	W/Op (Air Crew)													
Pupils under training 31/12/39	15	10	3													
Intake during December	11	11	1													

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Place.	Date.	Time.	Summary of Events.	References to Appendices.																												
R.A.F. Station. BENSON (No.6. Group)	31st Dec		<p><u>Monthly summary.</u></p> <table><thead><tr><th></th><th>Pilots.</th><th>Air Observers</th><th>W/Op (Air Crew)</th></tr></thead><tbody><tr><td>Trained output during December</td><td>18</td><td>10</td><td>3</td></tr><tr><td>Wastage</td><td>1</td><td>2</td><td>3</td></tr><tr><td>Flying times for December</td><td><u>Day.</u></td><td><u>Night.</u></td><td><u>Total.</u></td></tr><tr><td>Battle</td><td>439</td><td>Nil</td><td>439</td></tr><tr><td>Anson</td><td>100</td><td>Nil</td><td>100</td></tr><tr><td></td><td>539</td><td>-</td><td>539</td></tr></tbody></table> <p> Wing Commander, Commanding, <u>No.63. Squadron. R. A. F.</u></p>		Pilots.	Air Observers	W/Op (Air Crew)	Trained output during December	18	10	3	Wastage	1	2	3	Flying times for December	<u>Day.</u>	<u>Night.</u>	<u>Total.</u>	Battle	439	Nil	439	Anson	100	Nil	100		539	-	539	
	Pilots.	Air Observers	W/Op (Air Crew)																													
Trained output during December	18	10	3																													
Wastage	1	2	3																													
Flying times for December	<u>Day.</u>	<u>Night.</u>	<u>Total.</u>																													
Battle	439	Nil	439																													
Anson	100	Nil	100																													
	539	-	539																													

SECRET

7B

ORIGINAL

(*5182-1154) WL 13795-553 20,000 6/37 T.S. 667

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

R.A.F. Form 540

of (Unit or Formation)..... No. 63. Squadron.


No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
R.A.F. Station, BENSON. (No. 6 Group)½	1940. 26.1.40	14.15.	Air Commodore W.F. MacNEECE FOSTER, C.B.,C.B.E.,D.S.O.,D.F.C. Air Officer Commanding No. 6 Group, visits the Squadron and interviews all pilots under instruction. His intention is to observe the type of pupil now under training and to find out how they are progressing.	
	30.1.40.		In accordance with a letter reference 6G/S.778 dated 22nd December, 1939, from Headquarters 6 Group, a modified training policy is brought into force at R.A.F. Station, BENSON. Hitherto, pupils have been attached to 63 Squadron for training immediately on arrival, and have begun flying and ground training concurrently. The disadvantage of this system has been that pupils have been arriving in two's and three's, so that it has not been possible to form them into definite courses. In future, all pupils arriving will enter an "Intake Pool" and will concentrate in the first instance on ground training. Squads will be withdrawn from the intake pool at regular intervals to form courses for flying instruction.	
	31.1.40.		The weather during January has been exceptionally bad, and on many ^{DAYS} flying has been impossible. By taking full advantage of the good days, however, the total of flying hours has been brought higher than last month. A great many aircraft have become unserviceable owing to damaged tail wheels. While the aerodrome was wet during November and December, the surface became very badly rutted. When the frost came in January, the ruts froze solid and caused the tails of BATTLE aircraft to bump badly whilst taxiing. Two aircraft sustained serious damage to the rear portion of the fuselage and will have to be repaired by Contractors. ANSON aircraft have not suffered in this way.	

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Place.	Date.	Time.	Summary of Events.			References to Appendices.
R.A.F. Station BENSON. (No. 6 Group).			<u>Monthly Summary.</u>	Pilots.	Air Observers.	W.Op(Air Crew).
			Pupils under training	14.	8.	3.
			31.1.40.			
			Intake during January.	9.	10.	Nil.
			Trained output during January.	10.	12.	Nil.
			Wastage	Nil.	Nil.	Nil.
			Flying times for January.	Day.	Night.	Total.
			Battle.	624.25	4.10	628.35.
			Anson.	96.50	1.50	98.40.
				721.15	6.00	727.15.
			 Wing Commander, Commanding, No. 63. Squadron, R. A. F.			

SECRET

(*2582-1254) WL 23793-553 20,000 6/57 T.S. 667

OPERATIONS RECORD BOOK

R.A.F. Form 540

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No. 63 Squadron.
of (Unit or Formation).....

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.																				
R.A.F. Station. BENSON. (No. 6 Group)	1st Feb.		A new scheme for leave is introduced at R.A.F. Station, BENSON. It has been found that the system whereby flights have days off at different times does not work very well in practice. It was found that the three-day periods of leave to each flight every six weeks interfered with efficient working. Since one group of personnel had a day off every other day, it was seldom possible to get everyone together for a conference or for the purpose of issuing orders. It has now been decided that the whole Station shall work on a six-day week basis, and in addition, shall have one week-end leave period a month from after duty on Friday until midnight Sunday. This system of closing down by squadrons instead of by flights enables the commanding officer and orderly room staff to have time off without the difficulty of having part of the squadron working while the headquarters is closed.																					
	9th Feb.		Flying Officer (Acting Flight Lieutenant) W.S. HERD relinquished the duties of squadron adjutant on posting to No. 15 Flying Training School, LOSSIEMOUTH, for flying and navigation duties. Pilot Officer G.F. WARD assumes the duties of squadron adjutant in his stead.																					
	23rd Feb.		Wing Commander W.L. PAYNE arrives at 63 Squadron, supernumerary pending taking over command.																					
	26th Feb.		Wing Commander W.L. PAYNE assumes command of 63 Squadron vice Wing Commander P.J.R. KING who is posted to No. 26 (Signals) Group, on formation.																					
			<table><tr><td><u>Monthly Summary.</u></td><td><u>Pilots.</u></td><td><u>Air Observers.</u></td><td><u>Wireless Ops (A.G.)</u></td></tr><tr><td>Pupils under training 29.2.40.</td><td>19.</td><td>11.</td><td>3.</td></tr><tr><td>Intake during February.</td><td>10.</td><td>9.</td><td>Nil.</td></tr><tr><td>Trained output during February.</td><td>5.</td><td>6.</td><td>Nil.</td></tr><tr><td>Wastage.</td><td>Nil.</td><td>Nil.</td><td>Nil.</td></tr></table>	<u>Monthly Summary.</u>	<u>Pilots.</u>	<u>Air Observers.</u>	<u>Wireless Ops (A.G.)</u>	Pupils under training 29.2.40.	19.	11.	3.	Intake during February.	10.	9.	Nil.	Trained output during February.	5.	6.	Nil.	Wastage.	Nil.	Nil.	Nil.	
<u>Monthly Summary.</u>	<u>Pilots.</u>	<u>Air Observers.</u>	<u>Wireless Ops (A.G.)</u>																					
Pupils under training 29.2.40.	19.	11.	3.																					
Intake during February.	10.	9.	Nil.																					
Trained output during February.	5.	6.	Nil.																					
Wastage.	Nil.	Nil.	Nil.																					

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Place.	Date.	Time.	Summary of Events.	References to Appendices.																
R.A.F. Station. BENSON. (No. 6 Group)			<p><u>Flying times for February.</u></p> <table><thead><tr><th></th><th>Day.</th><th>Night.</th><th>Total.</th></tr></thead><tbody><tr><td>Battle.</td><td>189.30</td><td>10.75</td><td>200.45</td></tr><tr><td>Anson.</td><td>41.50</td><td>8.30</td><td>50.20.</td></tr><tr><td></td><td>231.20</td><td>19.45</td><td>251.05</td></tr></tbody></table> <p>Number of days fit for flying by instructors 9, by pupils 5½ - due to bad weather and unserviceability of aerodrome.</p> <p><i>W. J. G. S.</i> Wing Commander, Commanding, No. 63. Squadron, R. A. F.</p>		Day.	Night.	Total.	Battle.	189.30	10.75	200.45	Anson.	41.50	8.30	50.20.		231.20	19.45	251.05	
	Day.	Night.	Total.																	
Battle.	189.30	10.75	200.45																	
Anson.	41.50	8.30	50.20.																	
	231.20	19.45	251.05																	

OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I.,
para. 2349, and War Manual, Pt. II, chapter XX., and
notes in R.A.F. Pocket Book.

No. 63 Squadron.
of (Unit or Formation).....

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices																																				
Benson.	30.3.40.		<p>A detachment, commanded by F/Lt. P. Corbishley, with 2 officers, 1 F/Sgt., 3 Sgt., 3 Cpls. and 29 airmen, left for Penrhos to carry out gunnery training, with 6 Battle and 1 Anson aircraft.</p> <p>No other outstanding events have occurred during the month.</p> <table border="1"> <thead> <tr> <th><u>Monthly summary.</u></th> <th><u>Pilots.</u></th> <th><u>Air Observers.</u></th> <th><u>W/Ops. (A.G.)</u></th> </tr> </thead> <tbody> <tr> <td>Pupils under training 31.3.40</td> <td>17</td> <td>11</td> <td>11</td> </tr> <tr> <td>Intake during March.</td> <td>9</td> <td>10</td> <td>10</td> </tr> <tr> <td>Trained output during March.</td> <td>11</td> <td>10</td> <td>Nil.</td> </tr> <tr> <td>Wastage.</td> <td>Nil.</td> <td>Nil.</td> <td>Nil.</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th><u>Flying times for March.</u></th> <th><u>Day.</u></th> <th><u>Night.</u></th> <th><u>Total.</u></th> </tr> </thead> <tbody> <tr> <td>Battle.</td> <td>709.50</td> <td>33.05</td> <td>742.55</td> </tr> <tr> <td>Anson.</td> <td>192.05</td> <td>12.15</td> <td>204.20</td> </tr> <tr> <td></td> <td>901.55</td> <td>45.20</td> <td>947.15</td> </tr> </tbody> </table> <p>Number of days fit for flying by instructors 18 - by pupils 16.</p> <p><i>W. H. H. H.</i> Wing Commander, Commanding. No. 63 Squadron, R.A.F.</p>	<u>Monthly summary.</u>	<u>Pilots.</u>	<u>Air Observers.</u>	<u>W/Ops. (A.G.)</u>	Pupils under training 31.3.40	17	11	11	Intake during March.	9	10	10	Trained output during March.	11	10	Nil.	Wastage.	Nil.	Nil.	Nil.	<u>Flying times for March.</u>	<u>Day.</u>	<u>Night.</u>	<u>Total.</u>	Battle.	709.50	33.05	742.55	Anson.	192.05	12.15	204.20		901.55	45.20	947.15	
<u>Monthly summary.</u>	<u>Pilots.</u>	<u>Air Observers.</u>	<u>W/Ops. (A.G.)</u>																																					
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of (Unit or Formation) No 63 Squadron R.A.F.

No. of pages used for day.....

Place	Date	Time	Summary of Events	References to Appendices
			<p>The Squadron combined with No. 52 Squadron and Station Headquarters Benson in April 1940 to form No. 12 Operational Training Unit.</p>	

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No. of pages used for day -

of (Unit or Formation) No.63 Squadron, R.A.F.

Place	Date	Time	Summary of Events	References to Appendices
Gatwick.	1942.			
	June 15	0001.	No. 63 Squadron formed as an offshoot of 239 Squadron at GATWICK. S/Ldr. GRAY, F/Lt. FLEMING (239 Squadron), P/O. SANDERS (241 Squadron), P/O's THIRTLIE, BLACKSHAW, ALSTON, GIBBIN (241 Squadron), F/O COOK, F/O BONNIFACE (239 Squadron), P/O COOPER (4 Squadron) posted to the Squadron.	
"	" 16.		F/O. BONNIFACE on Beach Course at INVERARY.	
"	" 17.		P/O. HUBBLE, WATSON and JONES posted from 41 O.T.U. 3 Mustang aircraft arrived from 414 Squadron.	
"	" 18.		Visit of A.O.C. in C. - Air Marshal Sir Arthur Barrett to GATWICK. Demonstration of aerobatics by F/Lt. FLEMING and F/O. COOK. This was 63 Squadron's first flying.	
"	" 19.		Nothing to report.	
"	" 20.		F/O. BONNIFACE returned from Beach Course at INVERARY. W/Cmdr. T.K. LACEY (36 Wing) posted to 63 Squadron for C.O. duties.	
"	" 22.		Squadron commenced flying training. Two Mustang aircraft arrived from 26 Squadron. P/O. COOPER reported to this Unit from 4 Squadron after leave. P/O. JONES reported from 41 O.T.U. after leave.	
"	" 23.	1000	S/Ldr. GRAY proceeded to CATTERICK., the parent Station of the Squadron by air., interviewed W/Cmdr. EELS, the Station Commander., and arranged accomodation for the Squadron.	
"	" 24.	1100.	S/Ldr. GRAY returned to GATWICK. W/Cmdr. LACEY arrived by air from 36 Wing and visited the Squadron for the day.	
"	" 25.		Flying Training.	
"	" 26.		Flying Training. Pilots carried out Daily Inspections of aircraft under instruction.	

Continued overleaf.....

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			Page No. 2.
Place	Date	Time	Summary of Events
Gatwick	June 27.		Adjutant and Orderly Room proceeded to CATERICK to receive equipment and intake of personnel. Flying training carried out.
"	" 28.		No. 19 A.L. Section allotted to No. 63 Squadron. Major Whittingham, G.S.O. II arrived.
"	" 29.		Flying Training.
"	" 30.		Flying Training. Arrival of Capt SAUNDERS G.S.O. II of 19 A.L. Section.
			<p>R. Cook Squadron Leader, for Wing Commander, Commanding No. 63 Squadron, B.A.F.</p>

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R.A.F. Form 540

OPERATIONS RECORD BOOK

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of (Unit or Formation) No. 63 Squadron

No. of pages used for day

Place	Date	Time	J U L Y	Summary of Events	1 9 4 2	References to Appendices
GATWICK	1st			Flying Training. Nothing to report.		
	2nd			Flying Training. Captain MARTINEAU posted to No. 19 A.L. Section.		
	4th			F/L. COOK, P/Os BLACSHAW, WATSON and LEROER proceeded to YORK to collect Mustang Aircraft allotted from No. 4 Squadron		
	5th			F/L. BONNIFACE proceeded to CATTERICK to relieve the Adjutant, P/O. SANDERS, absent on 48 hours compassionate leave. P/Os THIRTLE and GIBBIN flown to YORK to collect aircraft from No. 4 Squadron		
	6th			Six Mustangs flown back from YORK.		
	8th			Three fully modified Mustangs collected from SPEKE.		
	9th			F/L. BONNIFACE returned from CATTERICK.		
	10th			F/L. COOK and six pilots left by rail for SPEKE to collect seven aircraft which were then flown to CATTERICK.		
	11th			A further four Mustangs were flown from SPEKE to CATTERICK.		
	12th			Advanced elements of the Squadron moved by rail to CATTERICK in accordance with Army Co-operation Command instructions.		
	13th			'A' Flight moved to CATTERICK by air.		
	14th			S/L. GRAY proceeded to CATTERICK by road. F/L. BONNIFACE in charge of rear party at GATWICK.		
	15th			'B' Flight moved to CATTERICK by air.		
CATTERICK	16th			Move of Squadron from GATWICK to CATTERICK completed. O.C. No. 33 Wing informed. Wing Commander T.R. LACEY assumed command of the Squadron on arrival from 36 Wing.		
	17th			Flying by both Flights 'Learning the country' and navigation carried out. Visit by Wing Signals Officer, F/L. HAWKINS.		
	18th	09.15		Station Commander, Wing Commander BELES, lectured all pilots on local flying regulations and weather conditions.		

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Place	Date	Time	Summary of Events	References to Appendices
CATTERICK	18th	09.45	Commanding Officer visited Headquarters 9 Corps and met the Corps Commander, Lt/General F.P. NOSWORTHY, C.B., D.S.O., M.C.	
		14.00	All available personnel, which included all the pilots and a large majority of N.C.Os. and other ranks of the Squadron attended a first class demonstration of tactics, discipline, weapons and unarmed combat by a squad of the R.A.F. Regiment.	
	19th		Flying training and organisation of flight and section dispersal points. F/O. FAIRBAIRN arrived on a visit from Air Ministry to discuss Allison engines problems. Many problems were submitted and it is to be hoped that the answers will soon be received.	
	20th	08.15	Commanding Officer's Parade	
			Flying training - Pilots flew round Corps Area, pin-pointing the various Headquarters.	
		15.15	Visit by Officer Commanding 33 Wing, Group Captain COOPER.	
		16.00	Visit by Brigadier BEAUMAN, commanding CATTERICK AREA.	
	21st		Flying training - Reces. of Corps Area.	
	22nd		Flying training in morning. Bad weather programme in afternoon. Training films, Hunt range and Link practice.	
		22.30	F/L. ROPER arrived on visit from Army Co-operation Command.	
	23rd		Flying training. Adjutant visited Headquarters 33 Wing.	
	24th		Weekly training conference. Bad weather programme in force.	
		11.30	S/L. DOW from Army Co-operation Command and two representatives from Allison engines visited the Squadron. Various problems on the use of controls and the engine itself were discussed with all pilots.	
	25th	13.15	Commanding Officer and Army Liaison Officer visited Major General BULLEN - SMITH, Commanding 15 (8) Division to discuss air co-operation for exercise 'CONTACT'. A ground reconnaissance was made of the Battle Area by the Divisional Commander and the Commanding Officer at 17.30 hours	
			Weather good. Flying training carried out.	

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of (Unit or Formation) No. 63 Squadron

Place	Date	Time	Summary of Events	References to Appendices
CATTERICK	26th		Flying training. Recce of Corps Battle Area by all pilots. Visits by Wing Commander MACDONALD, Armament Staff Officer of Army Co-operation Command and S/L. LANG, Wing Commander 'Ops' from Headquarters 33 Wing.	
	27th		Bad weather programme in the morning and limited flying in the afternoon. Major WINTERBURN, G.S.O. 2 (Air) from Headquarters, 33 Wing visited the Squadron	
	28th		15(8) Division Exercise 'CONTACT'. This consisted of the move of approximately a Brigade Group from an area WEST of DRURIDGE BAY to a concentration area SOUTH of BELLINGHAM (U30). The air objects were (a) To practice pilots in pin-pointing and recognition of troops, A.F.U.s, transport and artillery.	
			(b) To practice troops on the march in taking action against air to ground attacks	
			(c) To report on the dispersal of troops and the intervals in transport columns	
			and (d) To provide fighter air support in conjunction with part of No.9 A.A.S.C.	
			Owing to the lack of equipment, no R/T was used. Sixteen sorties were despatched and valuable experience was obtained by all pilots. A pilot from No. 4 Squadron took some excellent oblique photographs. A summary of pilots' reports with comments on camouflage, use of cover and transport intervals is being sent to Headquarters 15 (8) Division.	
		18.00	All pilots attended a lecture in the Information Room by an Officer from M.I.9.	
	29th	08.00	Exercise 'CONTACT'. The Brigade was ordered to attack the enemy on the high ground of the DODD and WHITEBOLEIGH GRASS and the Squadron was employed as air support. No.9 A.A.S.C. supplied the tentacle at Brigade Headquarters and the rear link. Messages were sent direct as there was no control to filter. Two targets were engaged each by four aircraft working in pairs. In addition, two reconnaissance sorties were despatched to watch the Brigade withdraw into an anti-tank position. Live ammunition was used by both battalions and a troop of	

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Wing Commander, Commanding
No. 63 Squadron, CATTERICK

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of (Unit or Formation) No. 63 SQUADRON, CATTERICK

No. of pages used for day

Place	Date	Time	AUGUST	Summary of Events	1942.	References to Appendices
CATTERICK	1st			Fog and ground training in the morning, flying training in the afternoon. S/L. GRAY, F/L. COCK and Captain SAUNDERS (A.L.O.) detached for duties as umpires on G.H.Q. Exercise 'DRYSHOD'		
	2nd			Fog in the morning and local limited flying in the afternoon.		
	3rd			Flying Training. P/O. MANSON posted to No. 26 Squadron. Major MARSHALL (S.L.O.) and four pilots attached to 65 Med. Rgt. R.A. for Artillery Practice Camp at REDESDALE for two days.		
	4th			Flying training. Two pilots carried out four live shoots with 65 Med Regt. The I.G. criticised after each shoot. All were pronounced satisfactory with the exception of one over-correction on the third shoot.		
	5th			Two pilots carried out two live shoots each with 65 Med. Regt. The first shoot of each pilot took a longer time than was necessary owing to the difficulty of pin-pointing and observation. Both second shoots were satisfactory. Formation flying was carried out in the afternoon. S/L. LANG, H.Q. 33 Wing visited the Squadron. The S.L.O. and pilots returned from REDESDALE.		
	6th			Flying training. Three surplus aircraft delivered to Speke.		
	7th			Flying training. C.O. visited Command 9 Corps to discuss the air plan for Exercise 'GOOGLY'		
	8th			Two surplus aircraft flown to SPEKE in the morning and ground training in the afternoon when the weather closed down. Major MARSHALL proceeded to HARROW to attend an Intelligence Course.		
	9th			Flying training in the morning. S/L. GRAY and F/L. COCK returned from Exercise 'DRYSHOD'.		
	10th			No flying in the morning owing to bad weather. Limited flying in the afternoon.		
	11th			Flying training		
	12th			Commanding Officer visited No. 4 Squadron by air and discussed Signals matters with F/L HAWKINS. Three pilots carried out two live shoots each with 169 Field Regt. The first shoot of each pilot was unsatisfactory owing to under correcting and poor flying tactics. The second shoots were all successful. Four pilots observed from the O.P.		

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Place	Date	Time	Summary of Events	References to Appendices
CATTERICK	13th		Flying Training.	
	14th		Flying training	
	15th		Flying training	
	16th		Flying training	
	17th		F/L. FLEMING proceeded to LARKHILL by air for an ARTILLERY RECONNAISSANCE COURSE. Flying Training	
	18th		Exercise 'GOOGLY' commenced. This was an Army Signals Exercise. No. 9 Corps, consisting of 15 Division and No. 42 Armoured Division were concentrated in the DARLINGTON, STOCKTON area. Their objective was the LEEDS, BRADFORD industrial area. No troops, other than Headquarters and Signals personnel were used on the Exercise, consequently there was very little to be seen from the air. At the time of briefing, pilots were told what they should see and therefore they knew what messages to pass before they were airborne, thus it was nothing more than R/T practice.	
		14.00	THORNABY used as an advanced landing ground. Three sorties were despatched.	
	19th		Exercise 'GOOGLY' A total of ten sorties were sent out.	
		14.00	The advanced landing ground now located at CATTERICK.	
	20th		Exercise 'GOOGLY' A total of 14 sorties despatched	
		12.00	Commanding Officer and S/L. GRAY visited Corps Headquarters.	
		22.00	Exercise 'GOOGLY' ended.	
	21st		Flying training.	
	22nd		Flying training. F/L. FLEMING returned from Artillery/R. Course.	
	23rd		Non-flying weather. Ground training.	
	24th		S/L. R. GRAY assumed command of the Squadron vice Wing Commander T.K. LACEY, absent on leave. P/C. COOPER attached to No. 9 Corps for four days.	
		08.30	Commanding Officer's Parade. Ground training	
	25th		Exercise 'LIVERPOOL' No flying on account of bad weather. Ground training.	
			Visit by Brigadier MACMILLAN B.G.S. 9 Corps. Exercise 'GOOGLY' discussed	

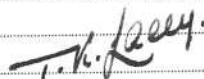
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Place	Date	Time	Summary of Events	References to Appendices
CATTERICK	26th		Exercise 'LIVERPOOL' Flying cancelled owing to bad weather. Ground training	
	27th		Flying training	
	28th		P/O. GIBBIN & P/O. BLANCHSHAW attached to R.A.F. Church Stanton pending posting to 154 Squadron	
			Flying training. Mustang (unmodified) AG.499, which was surplus, delivered to SPEKE.	
	29th		Ground training. Non-flying weather	
	30th		Ground training. Non-flying weather	
	31st		Flying training.	
			 Wing Commander, Commanding <u>No. 63 Squadron, CATTERICK.</u>	

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of (Unit or Formation) No. 63 Squadron, CATTERICK.

Place	Date	Time	Summary of Events	References to Appendices
			SEPTEMBER 1942	
CATTERICK	1st		Flying training, which included air to sea firing practice and night flying.	
	2nd		Flying training. Visit by Lt. General F.P. NOSWORTHY, C.B., D.S.O., M.C., 9 Corps Commander	
	3rd		Flying training. Wing Commander T.K. LACEY returned from leave and resumed command of the Squadron vice Squadron Leader R. GRAY.	
	4th		Ground training. Non-flying weather.	
	5th		Day and Night flying training	
	6th		Flying training	
	7th		Flying training	
	8th		Flying Training	
	9th		Flying training	
	10th		Flying training. Commanding Officer and A.L.O. attended a lecture in NEWCASTLE given by Lt. General MORRIS on 'Operations in the Middle East'.	
	11th		Flying training	
	12th		Flying training	
	13th		Flying training	
	14th		Flying training	
	15th		Flying training, Commanding Officer, A.L.O. and one pilot attended 15 Division Model Exercise at MORPETH.	
	16th		Flying training	
	17th		Flying training. Three aircraft carried out a low flying attack on YORK aerodrome in defence exercise.	
	18th		The Squadron took part in Aerodrome Defence Exercise at MARSTON MOOR. Smoke puffs to represent paratroops were dropped from a Master and this was followed by Mustangs, which made machine-gun attacks on the aerodrome gun positions. Viscount TRENCHARD, G.C.B., G.C.V.O., D.S.O. D.C.L. LL.D.	CO

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Place	Date	Time	Summary of Events	References to Appendices
CATTERICK	18th	Contd.	visited CATTERICK and delivered an address to all pilots on the Station	
	19th		Flying training	
	20th		Flying training. Commanding Officer visited the Army Co-operation Command Headquarters.	
	21st		Flying training. P/Os JONES, WATSON attached to 9th Armoured Division for four days. P/O LOWRY posted to the Squadron from No. 41 O.T.U.	
	22nd		Flying training. Squadron Leader R. GRAY proceeded to LARKHILL by air for a three day Artillery Reconnaissance Course. P/O LYNES posted to the Squadron from R.A.F. DONCASTER for Signals Duties vice P/O. GARWOOD posted to R.A.F. DONCASTER.	
	23rd		Flying training	
	24th		Flying training	
	25th		Flying training. Squadron Leader R. GRAY returned from LARKHILL.	
	26th		Flying training. P/Os JONES and WATSON returned from 9 Armoured Division.	
	27th		Flying training	
	28th		Flying training	
	29th		9 Corps Signals Exercise LONGHOP. No. 19 A.L. Section and the Squadron Signals Section took part. No aircraft flew with the exception of one photographic suttie which photographed bridges for the C.E. Verticals were required but as no Tomahawk was available 'near' verticals were taken from a Mustang. These were of value to determine the structure of the bridges and to show likely places for building new bridges, but accurate measurements of the width of rivers and height of banks can only be made from true verticals.	
	30th.		Exercise "Longhop". The squadron operated in theory from R.A.F. OUSTON. R/T. Tenders were sent to 15 Div. and OUSTON. A third tender represented the aircraft. One frequency only was allotted and this had to be used for passing situation reports and orders for sorties between corps and aerodrome as well as for working aircraft. This proved most unsatisfactory for the following reasons:- 1. It is essential that ground operators are of a high state of efficiency and maintain strict R/T discipline.	

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Place	Date	Time	SE. TEMPER	Summary of Events	1942.	References to Appendices
				<p>2. When the aerodrome is within 15 miles of Corps the signal strength between the two will probably be R5. An aircraft transmitting from a distance of 30 to 50 miles will in all probability not be picked up by the tenders if they in turn are talking.</p> <p>3. Pilots should not be expected to wait for the end of a ground transmission before sending their messages or to have to repeat their messages several times. This happened on several occasions during the exercise.</p>		
		1000		C.O. attended conference of Squadron Commanders at H.Q. 33 Wing.		
				<p><i>T. K. Lacey</i> Wing Commander, Commanding, No. 63 SQDN, R.A.F. Catterick.</p>		

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No. of pages used for day

of (Unit or Formation) 63 Squadron.

Place	Date	Time	Summary of Events	References to Appendices
			<u>OCTOBER</u>	<u>1942.</u>
CATTERICK.	1st.		Ex. 'LONGHOP' ended 2000 hrs. A.L. Section and Signal Section returned to Unit. Comments on the exercise were submitted in Form 540 for September.	
	3rd.		S/Ldr. GRAY and P/O. Hubble attended a T.E.W.T. with 11 Tank Brigade as a preliminary to further exercises on the ground with troops and tanks.	
	4th.		Squadron employed in Air Support Role in 11 Tank Bde. exercise. S/LDR. GRAY was killed in a flying accident whilst taking part. No. 19 A.L. Section and Maintenance party move by road to R.A.F. AYR for Artillery Sheets. P/Lt. FLEMING, P/Os. PEAKE and WATSON proceeded by air but had to return owing to bad weather.	
	5th.		Air party arrived at R.A.F. AYR at 1200 hrs. but sheets had to be cancelled. Air and Maintenance parties and the A.L. Section returned to Unit late afternoon.	
			Exercise with 11 Tank Bde. was repeated successfully.	
	7th.		S/Ldr. GRAY buried with full military honours in the cemetery CATTERICK Village. P/O. GORTON arrived on posting from 41 O.T.U.	
	8th.		Four Artillery Sheets were carried out successfully at BAYSDALE.	
	9th.		Two pilots carried out live shoots at BAYSDALE.	
	10th.		P/O. ORMEROD. proceeded to Anti-Gas Course at ROLLESTONE.	
	11th.		A party of approx. 3 Officers and 30 Cadets from the A.T.C. at BISHOP AUCKLAND were shown round the Squadron and given air experience in the Master and the Moth.	
	12th.		P/Lt. Cook and two pilots flew to R.A.F. DUMFRIES to carry out live shoots with 5 Corps. R.A. Maj. MARSHALL proceeded by Car.	
	13th.		Detachment returned from DUMFRIES.	
	14th.		W/Cdr. T.K. LACEY proceeded to FARNBOROUGH for A.O.C.-in-Ch. Conference to be held on 15 October, 1942 P/O. RAY posted from 231 Squadron.	
	15th.		P/O. WATSON crashed at R.A.F. TOLLERTON on return from Cross-country. Pilot uninjured.	C2 C2

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Place	Date	Time	Summary of Events	References to Appendices
	16th		W/Cdr. LACEY returned from FARNBOROUGH.	
	17th		P/Os. LOWRY and GORTON detached to 65 Med. Regt. R.A. for affiliation for four days.	
	19th	0900	Lecture given to whole squadron on 'SECURITY'. Two films on the subject were also shown.	
			Four live shoots carried out with 123 O.C.T.U. on STAINTON MOOR.	
			S/Ldr. WILFORD posted as Second-in-Command.	
	20th		Two live shoots carried out with No.123 O.C.T.U.	
		1400	Air Marshal Sir A. BARRATT arrived by air from R.A.F. OUSTON. He gave a lecture on 'The Middle East' to all Pilots and such maintenance crews of the squadron as were available. Pilots of 403 Squadron and members of the Station also attended.	
	21st,		Seven Officers attended a D.C.M. under instruction. P/O.HUBBLE (Gas Officer) took the Squadron Anti Gas Squads to visit the Gas Factory at BOWES.	
	22nd.		G.O. and P/Lt. FLEMING flew to DUXFORD on attachment A.F.D.U. for a course in Fighting Tactics.	
	23rd	1800	Night and dusk flying by 2 aircraft.	
	24th	1200	G/Capt. DONKIN O.C., 33 Wing visited the Squadron. P/Lt. COOK fetched Tomahawk from OLD SARUM.	
			MAC. HOLDEN killed in accident to Clarks Tractor.	
	25th		Catterick Area Exercise TRYOUT. No Mustang a/c available. One Sortie was flown in the Master which pilot damaged during course of dropping a message.	
	26th		Lecture on "The German Navy" given to aircrews by Major MARSHALL, A.L.O.	
			P/O. WILCOCK detached to R.A.F.Station, YORK for Defence Course.	
	27th		G.O. returned from DUXFORD. Lecture by Station Commander to pilots on 'Night Flying'.	
	28th		P/Os. PERKE, WRAY and WAKELING visited 107 Bde. R.A.C. where they drove tanks and fired guns.	
			P/O. ALSTON, Sgts. COX & NIELD visited 111 Bde. R.A.C. for a similar purpose.	
	29th	1000	A demonstration was arranged for 8 senior Officers from 11 Tk. Bde. This included, explanation of the Mustang, broadcast of a Tac/R., aerobatics and a step butt test.	
	30th	0900	The Commanding Officer lectured to pilots on 'Fighting Tactics'. This lecture was followed by one on 'Flash Spotting' and 'Sound Ranging' by Major CROMPTON.	
		1700	Commanding Officer's conference at which arrangements for the forthcoming move to Practice Camp	

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T. K. Lacey.
Wing Commander, Commanding,
63 Squadron, R.A.F. Station,
CATTERICK, Yorks.

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of (Unit or Formation) No. 63 SQUADRON

Place	Date	Time	Summary of Events	References to Appendices
	November		1942	
CATTERICK	Nov 1st	1000	A successful demonstration was carried out for the benefit of 40 cadets from the Signals O.C.T.U. at Catterick Camp. This demonstration included the following:- explanation and examination of the Mustang I; broadcast of a low mission Tac/R by P/L. COOK; demonstration of aerobatics by P/L. FLEMING and a demonstration of the fire power of the Mustang against the stop butts. Weather deteriorated soon after and further flying was cancelled.	
	2nd	0930	Fog prohibited any flying. The pilots were given a lecture by P/L. FLEMING on the air-firing procedure for LILSTOCK CAMP.	
	3rd		Fog persisted and pilots attended a discussion of current affairs directed by S/L. WALFORD. A film was shown in the afternoon entitled "P/O Welwyn gets a Messerschmidt" being the story of P/O. Prune's 'pranging' exploits prior to his destroying an enemy aircraft. The pilots were impressed with the theme, but not with its presentation.	
	4th	0800	The Road Party under the command of P/O. HUBBLE left Catterick for WESTON ZOYLAND. The remainder of the Squadron packed and prepared for Practice Camp.	
	5th	0700	Rail Party under the command of P/L. BONNIFACE left for WESTON ZOYLAND.	
		1100	Station Salvage Drive to which the Squadron contributed adequately.	
CATTERICK WESTON ZOYLAND	6th	1100	The Air Party under the command of S/L. WALFORD proceeded to WESTON ZOYLAND and arrived without incident. In the afternoon the machines were prepared for the following day's air firing. Billets were allotted.	
	7th		A fine day which enabled the Squadron to carry out 32 Air Firing Sorties. Scores were, on the whole, good and stoppages few. Only the Wing .30 guns were fired and some trouble was encountered due to faulty rounds.	
	8th		Air Firing all day. 33 Sorties.	
	9th		All day air to air firing. 32 sorties completed without reduction in serviceability which remained at 10 out of 10. Commanding Officer visited Command Headquarters.	CS 27

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Place	Date	Time	Summary of Events	References to Appendices
CATTERICK WESTON ZOYLAND	10th		Air firing continued in good weather. The Commanding Officer returned and revealed instructions he had received for the Squadron to move to MACMERRY by 21st November, 1942 S/L. Air and Flight Commanders only were so informed. S/L. CHAPMAN, Air 5 Army Co-operation Command visited the Squadron	
	11th		Bad weather prohibited any air firing.	
CATTERICK	12th		F/O. WILCOCK with advanced party left for MACMERRY	
WESTON ZOYLAND	12th		The bad weather persisted and it was not possible to carry out any air firing. The pilots were shown two camera gun films they had taken, the errors being explained by the Station Air Firing Instructor	
	13th		Air to ground firing was carried out all day, but at 1500 hours the first Air Party of six aircraft took-off under the command of S/L. WALFORD and returned to CATTERICK.	
WESTON ZOYLAND	14th		Remaining four aircraft returned to CATTERICK	
CATTERICK	15th		Commanding Officer returned from WESTON ZOYLAND. Pilots given a day off.	
	16th		All pilots were given a lecture by the Signals Officer F/O. LYNES on current signal problems and the 'Darky' organization. The Road and Rail parties returned to CATTERICK from WESTON ZOYLAND.	
	17th		Commanding Officer's conference at 1100 to discuss details for move of the Squadron to MACMERRY.	
	18th		Preparation for move and assembly of Road party	Movement Order No
	19th		Preparation for move and assembly of Road party. <i>F/L COOK left for Weston Air Supply Column or SUTTON BRIDGE</i>	7
	20th		Road party left under the command of F/O. LYNES and the Rail party under the command of F/O. SANDERS. Air Party under the command of S/L WALFORD left 1100 and landed XXXX at MACMERRY at 1200. Rail party arrived at Macmerry 18.30 hours	
MACMERRY	21st		Road party arrived 1430 hours. Commanding Officer visited H.Q. 32 Wing. F/O MITCHELL (Engineer) arrived on posting to the Squadron.	

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OPERATIONS RECORD BOOK

Page No. THREE

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para. 2349, and War Manual, Pt. II., chapter XX., and
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of (Unit or Formation) No. 63 SQUADRON

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
MACMERRY	22nd		P/L. FLEMING proceeded to TROON on a combined operations course. Commander of No. 32 Wing, Group Captain ACHESON visited the Squadron and lunched in the Mess. Attempt was made by Headquarters No. 33 Wing to effect an exchange posting of Adjutants between this and No. 169 Squadron. Suspecting an irregularity, the Commanding Officer appealed to Headquarters, Army Co-operation Command and the posting was cancelled.	
	23rd		P/O. THIRTLE removed to hospital for observation and treatment. Dragon-Rapide aircraft replacement arrived	
	24th		Commanding Officer and S/L Air set off for CATWICK to visit Officer Commanding No. 35 Wing but had to return owing to bad weather. Mustang AM.150 damaged whilst running up. AC. TOWERSEY placed on charge under Section 39a Air Force Act. Wing Commander T.K. LACEY proceeded on 16 days leave. Command of the Squadron assumed by S/L. G.B. WALFORD.	
	25th		Local fog restricted flying. Pilots given a lecture on A.P.V.'s by Captain SAUNDERS. P/O. HUBBLE arrived with the rear party from CATTERICK. Promotion of P/O WATSON to Flying Officer was notified.	
	26th		Local fog persisted, but local flying took place. Squadron D/F homing facilities continue to work with great success.	
	27th		P/L. FLEMING returned from the Combined Operations course at TROON. The Commander of No. 32 Wing was flown to OUSTON. 15 Army Officers, camouflage specialists, were given air experience in the Dominie from TURNHOUSE. P/O WILCOCK off on 7 days leave.	
	28th		Decision that detached flight for Exercise 'GOLIATH' is to operate from ELGIN, received from 32 Wing. Dominie to OUSTON to collect stores.	
	29th		P/O. ALSTON left for 14 days P.N. course at CRANAGE. S/L Air visited Headquarters 32 Wing. P/L. FLEMING visited ELGIN. Movement order for detached flight drafted. Air co-operation provided for local Home Guard Exercise.	

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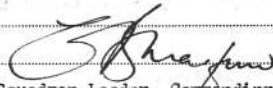
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Page No.FOUR.....

Place	Date	Time	Summary of Events	References to Appendices
MACMERRY	30th		<p>Orders received from Army Co-operation Command to post P/O SANDERS to 652 Squadron, he proceeded p.m. this day. F/O WILCOCK recalled from leave to assume Adjutant's duties pending arrival of replacement. Operation Order No. 8 issued covering movement of detachment to ELGIN. Dusk and night flying took place in the evening.</p> <p style="text-align: right;">  Squadron Leader, Commanding No. 63 Squadron, MACMERRY. </p>	

Squadron Leader, Commanding
No. 63 Squadron, MACMERRY.

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of (Unit or Formation) 63 SQUADRON

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
			DECEMBER 1942	
MACHERY	1st		Heavy frost which necessitated use of 'pre-heater' to assist in starting the aircraft. F/L. BONNIFACE and P/O. MERCER left in two Mustangs for Operational detachment at Odiham, bad weather, however, forced them to land at CATTERICK and stay the night. F/O. WILCOCK, recalled from leave for Adjutant's duties, arrived in the evening.	
CATTERICK				
CATTERICK	2nd		F/L. BONNIFACE and P/O. MERCER took off from CATTERICK, but when over LEEMING AERODROME, F/L BONNIFACE reported a fall in his oil pressure and a rise in temperature and announced his intention of landing without delay at LEEMING. He circled the aerodrome and when still short of the runway his engine cut, causing the aircraft to crash in a field. Pilot was seriously injured and was removed to Catterick Military Hospital. Aircraft written off, suspected cause of accident being 'coring'. The injury of this pilot and the loss of this aircraft made a continuation with the operational detachment not possible, in view of Exercise 'Goliath' due to take place at the end of the week in N. Scotland. P/O. MERCER was, therefore, recalled and CAPTAIN SAUNDERS and ground crew from ODIHAM. S/L. WALFORD visited Lothian Sub-area regarding air to ground firing ranges.	
MACHERY	3rd		S/L. WALFORD proceeded to CATTERICK by air with P/O. MERCER to visit F/L. BONNIFACE in hospital, his condition was found to be serious but not critical. The Road Party under the command of P/O. LYNES left for ELGIN, they stopped the night at BYCE.	
	4th		The Air Party under the command of P/L. FLEMING took off for ELGIN, but were forced to return owing to bad weather. Fog at CATTERICK necessitated return of S/L. WALFORD by train. P/O. THIRTLE reported back for duty from hospital. P/O. ORMEROD reported back from leave.	
	5th		Occlusion covering Scotland. Information received that ELGIN aerodrome had been declared unserviceable. Application made for accommodation for detachment at DALCROSS, but none available. It was therefore necessary to arrange for the reception of the aircraft at	

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Place	Date	Time	Summary of Events	References to Appendices
MACMERRY	5th		LOSSIEMOUTH, there being no personal accommodation at that aerodrome, crews had to travel back and forth from ELGIN each day. P/O. MERCER returned with the Master aircraft from CATTERICK. The Proctor was fetched from TURNHOUSE for dual instruction to pilots.	
	6th		The air party under the command of P/L. FLEMING proceeded to LOSSIEMOUTH. Two Tac/R sorties were flown in the afternoon for 52 Division.	
	7th		High wind all day and a cold front over E.Scotland. 4 Tac/R sorties flown from LOSSIEMOUTH but with negative results due to impossible weather conditions in the Highlands.	
	8th		A meeting was held to discuss arrangements for the training of No. 2 P.I.S. pilots in their Banquet 'Charlie' role. Present:- Group Captains Acheson and Coleman, D.S.O., Station Commander, Macmerry and S/L. Air. S/L Air proceeded to LOSSIEMOUTH to visit detachment.	
LOSSIEMOUTH			Eight sorties were carried out during the day and some successful photographs taken. Four aircraft burst tail wheels due to the irregular surface of concrete runways. P/O. THIRTLE delivered Mustang 539. P/O. WAKELING flew LAC. BRIMS up in the Master.	
MACMERRY	9th		Wind reaching gale force throughout the day. S/L WALFORD returned from LOSSIEMOUTH also P/O. THIRTLE AND P/O. WAKELING. P/O. MERCER flew a replacement Mustang to SUTTON BRIDGE for P/L. COOK. 9 Tac/R sorties were carried out for 52 Division from LOSSIEMOUTH.	
LOSSIEMOUTH	10th		Bad weather made air communication with LOSSIEMOUTH impossible. The Commanding Officer, WING COMMANDER LACEY, returned to Unit from leave. Several sorties flown from LOSSIEMOUTH, P/O. LOWRY forced landed due to engine trouble.	
	11th		6 Tac/R sorties flown for 52 Division. WING COMMANDER PAKENHAM, H.Q. 32 Wing, visited detachment at LOSSIEMOUTH.	
MACMERRY	12th		10 Camouflage students arrived for air experience in the Domini, but bad weather made flying impossible; they were given a demonstration of the Link Trainer. P/O. THIRTLE flew Master aircraft with spares to LOSSIEMOUTH.	
LOSSIEMOUTH	12th		P/O. MERCER returned with Mustang 544 from SUTTON BRIDGE. P/O. JOHNSON arrived on posting for Adjutant's duties. 7 successful Tac/R sorties were flown for 52 Division. The air and ground communication showed marked improvement.	

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OPERATIONS RECORD BOOK

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of (Unit or Formation) 63 Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
LOSSIEMOUTH	13th		Owing to bad weather it was not possible to carry out more than 3 Tac/R sorties for 52 Division	
MACHERRY			P/O. WATSON left for TROON for Combined Operations Course	
LOSSIEMOUTH	14th		The Commanding Officer flew to LOSSIEMOUTH to visit the Squadron detachment and returned later in the day. Nine sorties were flown and photographs dropped at Divisional Headquarters.	
LOSSIEMOUTH	15th		Low cloud and rain. One sortie despatched but unable to reach area. Further sorties for the day cancelled by Divisional Headquarters	
	16th		Five sorties were successfully carried out. The exercise concluded in the afternoon	
	17th		The Air Party returned from LOSSIEMOUTH.	
	18th		Highwind, low cloud and rain. P/O. COOPER posted to No. 2 Squadron. Ground party returned from LOSSIEMOUTH after staying the night at R.A.F. DYCE	
	19th		Commanding Officer assumed command of R.A.F. STATION, MACHERRY P/O. WATSON returned from his Course at TROON. The following Officers have been promoted from Pilot Officer to Flying Officer w.e.f. 1.10.42:- Pilot Officers. BEAKE, WATSON, ALSTON and MERCER.	
	20th		Local Flying, nothing further to report.	
	21st		Commanding Officer proceeded to Wing Headquarters to collect Major PERKINS (G2. Air) and then went to ABERLOUR to attend a conference.	
	22nd		Commanding Officer and G2 Air attended conference at Headquarters 52 Division on Exercise 'GOLIATH'. The Squadron was thanked for its participation in the exercise by Lt. General Andrew THORNE and Major General RITCHIE. Particular mention was made of the several photographic sorties which provided valuable information. The theme of the Exercise was that of Mountain Warfare, and useful experience was obtained by pilots in operating over mountainous country. At the conclusion of the conference the Commanding Officer returned to Unit. P/L COOK returned to Unit from SUTTON BRIDGE after a Course on Air Fighting Tactics.	63 80

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Wing Commander, Commanding
No. 63 Squadron. MACHERRY

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of (Unit or Formation) 63 SQUADRON

No. of pages used for day.....

Place	Date	Time	JANUARY	Summary of Events	(1943)	References to Appendices
MACBERRY	1st			Flying training. Cold, cloudy with a slight snowfall in the late afternoon.		
	2nd			Slight snowfall in morning with low cloud and bad visibility. No flying. All pilots attended a demonstration by Warrant Officer GREEN, 41 O.R.U., of the ultra rapid process in photography. Extra ground personnel sent to ODIHAM. Commanding Officer left by the night train for PARNBOROUGH to attend course on 'Aviation Medicine'. Pilot Officers RAY and WAKELING proceeded to ANDOVER to attend course of Artillery Reconnaissance. P/LIEUT. COOK assumed command of the Squadron		
	3rd			P/O. MITCHELL. proceeded to YORK to collect Secret and Confidential Documents.		
	4th			P/O. LOWRY promoted to Flying Officer w.e.f. 1.10.42.		
	5th			P/LIEUT. FLEMING returned from leave and assumed command of the Squadron vice P/LIEUT. COOK. P/O. JONES and P/O. GORTON returned from B.A.T. Course at ANDOVER.		
	6th			No. 2 F.I.S. unable to compete in Exercise 'Banquet Charlie' owing to bad weather. Exercise postponed until 20th January. Commanding Officer visited detachment at ODIHAM. Neither pilot had carried out a sortie as the weather conditions were adverse, although both had been briefed.		
MACBERRY	7th			Commanding Officer returned to Unit from Course. Weather fair and flying training carried out. P/LT. RHIND posted to Unit to fill vacancy of P/Lt. Ops.		
	8th			P/LT. COOK carried out a Range Test in the Dominie working W/T with ground Station at MACBERRY. He flew to BRIGHTON where signal strength was still R.5 and returned to GNEWICK for the night		
	9th			Air Commodore COX (A.O.A., H.Q. A.C.C.) visited Station and stayed to lunch. P/O. MERGER proceeded to ANDOVER to attend B.A.T. Course. P/L. COOK returned from range test.		

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Place	Date	Time	Summary of Events	References to Appendices
MACHERRY	10th		Cold and fine. Flying training carried out. S/L. GRACEY (6.A.A. Group) arrived to discuss co-operation in a proposed exercise incorporating most of the large towns in Scotland.	
			pilot Officers JOHNSON and WAKELING promoted to Flying Officer w.e.f. 1.10.42.	
	11th		Strong S.W. wind - warm and wet. P/O. PEAKE and Sgt COX flew in Dominie to AER to collect two surplus Mustangs.	
ODITHAM		1300	S/L WALFORD and P/O. ALSTON were briefed to take oblique photographs of the French coast between River L'AUTHE and River SOMME. They took off at 1300 hours, crossed the coast at BEACHYHEAD and steered a course for France. Unfortunately, when just short of the French coast the clouds dispersed and they were forced to return to base without having fulfilled their mission.	
		1405	S/L WALFORD stressed the importance of being able to fly at sea-level on an accurate course so that landfall is made on either coast at the correct places.	
MACHERRY	12th		Authority received from Air Ministry appointing 1071977 Sgt NRILD to commissioned rank in the G.D. Branch w.e.f. 30.10.42 in the rank of Pilot Officer with the number 136690.	
	13th		Fair weather with a strong S.W. wind. Rain in the afternoon.	
ODITHAM		0955	P/O. ALSTON carried out a sea and weather reconnaissance. No shipping was seen and he returned to base at 1050 hours.	
MACHERRY	14th		Frosty but fine morning. Flying until about 1600 hours when weather closed down.	
	16th		A/P/L. COOK promoted to P/LIEUT w.e.f. 7.9.42. P/L. RHIND takes over command of 'B' Flight vice P/L. COOK who becomes P/LT. Ops.	
	17th 18th	1000	P/O. LOWRY and Sgt. COX proceeded to ANDOVER for a B.A.T. Course. S/L. WALFORD and P/O ALSTON briefed for low level oblique photographs of digging at AIRON NOTRE DAME. Orders were received to cross coast at BEACHY HEAD at 1030 hours in company with 2 aircraft of 168 and 2 aircraft 613 Squadrons. Aircraft of 4 Squadron were also to operate at the same time. 168 Squadron were Blue Section, 63 Squadron, Red Section and 613 Squadron, Black Section. Owing to delay, aircraft were not airborne until 1040 hours. Blue Section, S/L. BOWEN, Blue One led aircraft in line astern to coast. Weather 9/10 600' - 1000'	

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of (Unit or Formation) No. 63 SQUADRON

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
ODIHAM	18th		<p>with haze below made the trip to coast lengthy and hazardous. Black Two lost remainder formation and returned to base. At BEACHY, Blue Section set course for DIEPPE and Red Section and Black Section set course for BERCK. On the way out one aircraft of 4 Squadron was seen returning. BERCK was sighted on E.T.A., with cloud approximately 3000' 10/10. Speed was increased to 300 m.p.h. and aircraft flew up BAY D'AUTHIE, thence Black One broke off to photograph BERCK AERODROME while Red One and Two, with cameras switched on, flew on predetermined courses to target at about 30 feet Objective sighted. No enemy activity seen, but a number of gun positions noticed. On way out to coast Red One saw dummy aircraft under camouflage netting and Red Two fired 2 second burst at about 20 German soldiers on sand dunes. Red Section set course for home and after landfall at BEACHY HEAD landed at ODIHAM at 1200. Weather was still bad and Red One made several attempts before getting in on the aerodrome which was half obscured by cloud. Red One had a camera failure due to a blown fuse after 23 exposures, so that objective was not covered. Red Two's camera worked throughout and some useful photographs were obtained. Blue Section abandoned task owing to lack of cloud cover, One aircraft of 4 Squadron failed to return. Black One photographs successful.</p>	
ODIHAM	19th		S/L. WALFORD recalled from detachment and returned to MACMERRY a.m. 20th January.	
MACMERRY	20th		Weather bad between North and South and so P/O. THIRTLE, next for detachment, proceeded by rail. He arrived on the 20th and carried out some local flying. The Commanding Officer proceeded by rail to OLD SARUM for a Squadron Commanders' Conference. F/O ALSTON returned from ODIHAM by rail.	
	21st		F/O PEAKE arrived at ODIHAM by rail on detachment.	
ODIHAM	22nd		No operations, but local flying and gun testing. Bad Weather prevented flying. Game of Rugger arranged.	
MACMERRY				

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Place	Date	Time	Summary of Events	References to Appendices
ODIHAM	23rd		<p>5 Mustangs took off 1105 hours including F/OS PEAKE and THIRTLE to carry out 'Popular' recon from the sea along the French coast. The leader of 168 Squadron pair turned back when over LEWES as visibility was nil. All aircraft landed 1150 hours. The same 5 Mustangs took off again at 1305 hrs and crossed the coast making landfall 5 miles North of BERCK SUR MER. F/O THIRTLE turned South when LE TOURQUET lighthouse was sighted and took a run of photographs from just South of LE TOURQUET to BERCK. On arriving here he realised that he was too far North and continued flying to complete his task down to QUAND PLAGE using a 14" lens. Some excellent photographs were obtained which will be of great value in future coastal recognition. F/O PEAKE, whose task lay further South still, turned back on realising his position and both aircraft landed at 1430 hours. The bad landfall made by the 168 Squadron leader was probably due to a change in forecasted wind and inaccurate navigation. This pair went inland South of LE TOURQUET and were not seen or heard of again: they became involved with Bandits, shooting down one and probably another before they were downed themselves. It is possible that a D/F fix was obtained on them as they crossed the Channel owing to the fact that they were flying rather high over the sea.</p>	
MACMERRY			<p>F/L RHIND proceeded to OLD SARUM to attend a course for G.S.O.2's Captains SAUNDERS and LORD with the remainder of 19 A.L. Section, left to join 9 Corps. F/O WAKELING proceeded to A.F.D.U. DUXFORD for a Cine-camera Gun Assessing Course for three days. F/O WATSON and P/O HUBBLE left for ANDOVER to attend B.A.T. Course until 30th January.</p>	
	24th		<p>Lectures and demonstrations to members of the A.T.C. F/O JONES proceeded to DUNDONALD for a Beach Course until 30th January.</p>	
	25th		<p>Field Cooking Day held by Station. All personnel of the Squadron cooked their own meals throughout the day. The Commanding Officer returned from OLD SARUM.</p>	
ODIHAM	26th		<p>F/O PEAKE and P/OTHIRTLE stood by for operations until 1100 hours but bad weather prevented take off.</p>	
MACMERRY	27th		<p>No. 17 Air Liaison Section arrived with Major BARCLAY and Captain RICE. Captain LEWIS remained at ODIHAM to assist the Squadron Operation detachment. Major HUANG-PUN from the</p>	

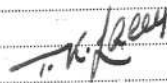
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No. of pages used for day.

of (Unit or Formation)..... 63 SQUADRON

Place	Date	Time	Summary of Events	References to Appendices
MACMERRY	27th		Chinese Embassy arrived and was taken round the Squadron by the Commanding Officer. P/O THIRTLE promoted to Flying Officer w.e.f. 8th August, 1942	
	28TH		Two Mustangs gave a height demonstration and carried out front gun attacks for the Scottish Command Weapon Training School near EDINBURGH.	
ODITHAM			An operation was planned and both pilots went to their machines, but no take off was made due to bad weather conditions.	
	29th		A 'Rhubarb' operation was planned and P/Os PEAKE and THIRTLE together with a pair from 168 Squadron, took off at 0930 hours. They turned back before reaching the French coast through dispersal of cloud cover.	
	30th	1043	Four Mustangs consisting of P/Os PEAKE and THIRTLE and two pilots of 613 Squadron took off for a Rhubarb operation. The Flight was led by S/L. PAGE of 613 Squadron and, when about five minutes from the French coast, the operation was abandoned owing to lack of cloud cover. All aircraft landed at base at 1142 hours.	
	31st		Forty deferred service men under the auspices of the A.T.C. arrived at 1015 hours. They were given lectures and demonstrations on Army Co-operation work by members of the Squadron.	
		2	Snow prevented flying in the afternoon	
			 WING COMMANDER, COMMANDING NO. 63 SQUADRON, MACMERRY	

WING COMMANDER, COMMANDING
No. 63 SQUADRON, MACMERRY

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