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OPERATIONS RECORD BOOK

APPENDIX

FORM 541

DETAIL OF WORK CARRIED OUT

By No. 141 (BS) Squadron, WEST RAYNHAM.

SECRET

PAGE No. 1.

(*12740-9221) WL 2259-2241 200 845 T.S. 700

FOR THE MONTH OF June, 1944.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
1st.	Mesquite FII. ID673 (F)	E/O PARDOLES. E/O JA CARTER. N/R.	Patrol.	23.25	03.35	Serrate patrol to SAUMER. Crossed in at 00.27 hours. Patrol completed as planned but uneventfully. No serrate. No A.I. except on bombers approaching target area (when aircraft deviated slightly to west) Kingsley's transmission too loud and distorted to be intelligible. Recrossed out at 02.32 hours. Weather : 9/10ths strato cumulus below 10,000 feet clearing to nil cloud in target area. Visibility good.	F.540 P.1.
1st	Mesquite FII. DZ241 (C)	E/O JIM LEGRAND. E/O DJ CALDER. N/R.	Patrol.	23.30	03.40	Serrate patrol to SAUMER. Crossed in at 00.37 hours. Patrol completed as planned but uneventfully. No Serrate and No A.I. Bombers not observed. Kingsley very loud and distorted. Recrossed out at 02.28 hours. Weather : 9/10ths to 10/10ths low cloud clearing to nil cloud 30 miles North of target area. Visibility good.	F.540 P.1.
1st	Mesquite FII. ID744 (A)	E/L ER HAVILLAND. E/O GE BOOTH. N/R.	Patrol.	23.25	03.30	Serrate patrol to SAUMER. Crossed in at 00.45 hours. Patrol (Freshman trip) completed as planned and landed exactly on E.T.R. No Serrate. No A.I. Bombers not observed. Kingsley could not be persuaded to answer although called more than 10 times. Recrossed out at 02.25 hours. Weather : Broken low cloud clearing in target area and to the West. Visibility good.	F.540 P.1.
2nd 3rd	No operational Mesquite FII. DZ240 (H)	flying. S/L CJ RICE. E/O JG ROBERSON. N/R.	Patrol.	22.40	02.10	Serrate patrol of FRENCH COAST and MANNHEIM. Crossed in at 23.15 hours. Patrol completed as planned. No Serrate. No A.I. except on two bombers approaching enemy coast at 01.10 hours. Gee fixes obtained throughout. Southern chain being better than Eastern. Recrossed out at 01.27 hours. Weather : Layers of cloud up to 22,000 feet over sea. Clear overland. Visibility good.	F.540 P.1.
3rd	Mesquite FII. ID732 (S)	S/L RC MACANDREW. E/O. L WILK. N/R.	Patrol.	22.40	23.15	Serrate patrol to FRENCH COAST & MANNHEIM. Enemy coast not reached. When over Reading at 23.20 hours 23,000 feet, turned back with Radar and Gee W/S. Weather : Cloud from 3,000 feet to 23,000 feet, clearing at Reading at 23,000 feet and well below. Visibility fair out of cloud.	F.540 P.1.
3rd	Mesquite FII. ID673 (F)	E/O ID GREGORY. E/O DH STEPHENS. N/R.	Patrol.	22.45	00.40	Serrate patrol to FRENCH COAST & MANNHEIM. Then just short of enemy coast (49.42N 00.10E) at 23.50 hours, 16,000 feet, homed with Radar trouble. Weather : 4/10ths cloud patches up to 6,000 feet over sea. Visibility varying from good to poor.	F.540 P.1.
3rd	Mesquite FII. ID941 (X)	E/L. F. CLEMENTS. E/O JW PIERCE. N/R.	Patrol.	00.10	03.05	Serrate patrol to FRENCH COAST & MANNHEIM. Crossed in at 00.50. Patrol completed as planned except final zig-zag over Dutch Islands as no activity and no bombers to support. Flight completely uneventful. No Serrate. No A.I. Weather : 9/10ths cloud up to 47,500 feet over sea. Over enemy territory 5/10ths up to 10/12,000 feet and another layer 5/10ths at 10,000 feet with 2/10ths in between. Visibility good.	F.540 P.1.

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
3rd	Mosquito FII. HJ911 (A)	F/O AC GALLACHER. W/O G MCLEAN. N/R.	Patrol.	00.15	03.50	Serrate patrol to FRENCH COAST & MANDHEIM. Crossed in at 00.55 hours. Patrol carried out as planned, uneventfully to HAZE- BROCK at 01.15 hours. 20,000 feet very weak intermittent serrate (apparently orbiting CALAIS area at 25,000 feet) chased for 10 minutes when it switched off. In HAZE-BROCK area at 01.35 hours at 18,000 feet another weak intermittent serrate. (also orbiting CALAIS at 25,000 feet) chased for 5 minutes, but no increase in signal strength and finally switched off. Tightness of target's orbits suggested that they were very close, but no A.I. or increase in signal strength in either case. In BOULOGNE area at approx 01.44, 15,000 feet, two successive A.I. contacts head-on and flying 030 degrees. The contacts made no attempt to chase aircraft which switched on M. III G I.F.F. for total of 5 minutes. Although no other Serrate, Navigator is certain he was getting III G I.F.F. signals on his A.I. targets were presumed to be friendly and may have been defensive night fighters. Remainder of flight uneventful but generator failed shortly before leaving enemy coast and aircraft returned without R/T. Lights on A.I. Recrossing out at 03.10 hours. Weather: 9-10/10ths up to 25,000 feet with severe icing over sea. Over enemy territory patches of 8/10ths to 2/10ths cloud up to 28,000 feet. Vis- ibility good.	
3rd	Mosquito FII. HJ963 (B)	F/S M GEE. F/S E MUNDSON. N/R.	Patrol.	00.20	03.00	Serrate patrol to FRENCH COAST & MANDHEIM. Crossed in at 01.01 hours. Freshman trip completed uneventfully. No serrate. No A.I. North of SOMME Estuary briefly held by 6 S/Ls which caused aircraft to get off track in taking evasive action (diving turn). Recrossed out at 02.05 hours. Weather: 9/10ths cloud up to 48,000 feet over sea with considerable icing. Patches of cirrus up to 20,000 feet over enemy territory. Visibility moderate.	F.540 P.1.
4th 5th	No operational flying. Mosquito FII. HJ710 (T)	F/L F CLEMENTS. F/O JW PIERCE. N/R.	Patrol.	23.15	02.55	Serrate patrol to NORTHERN FRANCE. Crossed in at 23.50 hours. At 00.57 hours 48.30N 01.40E at 18,000 feet very bright white light seen in estimated position 48.00N 01.40E flashing on and off at regular intervals of approx. 2 seconds. No contacts obtained and recrossed out at 02.05 hrs. Weather: 10/10ths cloud over base - 5,000 feet to 7,000 feet and throughout trip except for a brief break in region of 48.00N.	F.540 P.1.
5th	Mosquito FII. DZ240 (B)	F/L JR HAVILLAND. F/O GE BOOTH. N/R.	Patrol.	23.20	03.00	Serrate patrol to NORTHERN FRANCE. Crossed in at 23.50 hours. Off DUTCH COAST at 23.58 hours, 48,000 feet, 49.00N 01.30E at 00.50 hours 48,000 ft. A.I. contacts obtained and in each case proved on investigation to be Mosquitoes. In each case G I.F.F. was used and identified. Recrossed out at 02.15 hours. Weather: 10/10ths throughout up to 8,000 feet breaking towards Southern XXXXXX most part of route where there was nil cloud. Slight icing in cloud.	F.540 P.1.

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was used and identified. Recrossed out at 02.10 hours. (Serrate)
10/10ths throughout up to 8,000 feet breaking towards Southern
Keweenaw most part of route where there was nil cloud. Slight
icing in cloud.

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By No. 444 (BS) Squadron, WEST RAYNHAM.

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FOR THE MONTH OF June, 1944.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
5th	Mesquite FII. HJ911 (A)	W/O EA LALPHIN. P/O BJ WALLACE. N/R.	Patrol.	23.25	02.50	Serrate patrol to NORTHERN FRANCE. Crossed in at 00.06 hours. At 00.15 hours S.W. of LIESE at 18,000 feet A.I. contact obtained which by its behaviour was presumed to be a Mesquite. North of PARIS at 00.50 hours, 22,000 feet A.I. contact above which led to a visual at 3,000 feet range on Fortress making vapour trails. East of PARIS at 01.30 hours 19,500 feet backward A.I. contact seen at maximum range which was lost in receiver noise at 15,000 feet range after aircraft had switched on Mk.3 C.I.F.F. West of BRUSSELS at 02.02 hours 18,000 feet serrate indication seen to port and below. Air- craft turned towards it losing height to 13,000 feet. When serrate went u/s., A.I. contact could not be made although aircraft continued on this vector. Recrossed out 02.12 hours. Weather: 10/40ths medium cloud from 8/11,000 feet throughout. Slight icing. Layers of alto-stratus between 19/21,000 feet over FRANCE. VISIBILITY good.	P.540 P.1
5th	Mesquite FII. DD673 (P)	P/O ID GREGORY. P/O DE STEPHENS. N/R.	Patrol.	23.25	01.35	Serrate patrol to NORTHERN FRANCE. Crossed in at 00.05 hours. Over Base at 23.31 hours 5,000 feet A.I. contact was seen astern and starboard 4,000 feet and this contact remained on tube till 51.00M 03.20E. At this point allowed contact to close to 3,000 feet turned on to it and got a visual on a Mes- quite. Switched on to G. O. G. and got reaction which would indicate aircraft was friendly. Aircraft broke away 51.00M 03.28E at 00.07 hours 18,000 feet head on A.I. contact closing very rapidly and visual got on Mesquite. No other contacts and recrossed out at 00.45 hours. Weather: 10/10ths cloud up to 8/9,000 feet over whole of route. Some icing in cloud.	P.540 P.1
5th	Mesquite FII. DD303 (S)	P/S MACE. P/S E MIDDLETON. N/R.	Patrol.	23.30	03.25	Serrate patrol to NORTHERN FRANCE. Crossed in at 00.09 hours. Patrol completed as planned. No serrate except at point of entry very weak indications to port (N.E.) to enable to chase. About 20 miles N.W. of PARIS 00.50 hours - 18,000 feet, 3 A.I. contacts on friendlies which were identified by Mark 3-G I.F.F. showing on tube (own I.F.F. Mark VII G switched on, on each occasion). Another A.I. contact maximum range ahead when about 35 miles S. of PARIS 01.15 hours, 18,000 ft. Stern chase for about six minutes but range could not be decreased and contact finally drew away. Remainder of flight uneventful and recrossed out at 02.24 hours. Weather: 10/10ths strata cumulus about 10/11,000 feet with thin wisps above at 18,000 feet upwards. Two breaks S.E. and S.W. of PARIS. Visibility good.	P.540 P.1
5th	Mesquite FII. DD761 (C)	P/L JEN LEGRAND. P/S DJ CALDER. N/R.	Patrol.	23.35	03.20	Serrate patrol to NORTHERN FRANCE. Crossed in at 00.19 hours, 49.50N-03.52E - 51.40N-03.52E at 01.55 to 02.20 hours weak serrate indication dead astern persisted throughout whole of this leg finally disappearing at Dutch Islands without range decreasing. Rest of patrol uneventful. Recrossed out at 02.29 hours. 10/10ths cloud up to 15,000' with clear patches over France. Vis: V.G.	C7 C2

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
5th	Mesquite FII. DD736. (D)	W/C CV WIGN, DFC. F/L RAW SCOTT, DFC.	N/R. Patrol.	23.35	03.05	Serrate patrol to NORTHERN FRANCE. Crossed in at 00.12 hours. Uneventful until 01.02 hours 20 miles North of PARIS. Missing A.I. contact maximum range ahead and to port Mk. III. G.I.F.F. switched on. Condensation trails of presumed Fortress well above seen to N.W. approximately same time. About 15 miles S.W. of PARIS at 01.23 hours at 18,000 feet an A.I. contact maximum range ahead to port and below chased for 3 minutes after jinking and orbiting target and over-shot at 10,000 Feet 2/0 ASI obtaining a fleeting visual on 1/140 going into steep dive to starboard. Backward A.I. contact seen but lost as enemy aircraft peeled off. Searched for several minutes but contact not regained. No Serrate Mk. III G.I.F.F. switched on for half minute until it was decided from its behaviour that contact was hostile. Remainder of flight uneventful and recrossed out at 02.25 hours. Weather: 10/10ths strato-cumulus 8,000 feet with one clear patch 30 miles diameter in PARIS area. On way back S.E. of BRUSSELS area 10/10ths cloud above at 24,000 feet. Visibility good. Condensation trails well above N.W. of PARIS.	P. 540 P.1
5th	Mesquite FII. DD 732 (S)	P/O IWA HARRIOTT. P/O N. BARBER.	N/R. Patrol.	23.45	03.35	Serrate patrol to NORTHERN FRANCE. Crossed in at 00.34 hours. Patrol completed uneventfully and recrossed out at 02.34 hours. Weather: 10/10ths medium cloud throughout trip with clear patches. Visibility good.	P. 540 P.1
5th	Mesquite FII. HU237 (J)	S/L GJ RICE. P/O JG ROGERSON. N/R.	Patrol.	23.50	03.30	Serrate patrol to NORTHERN FRANCE. Crossed in at 00.28 hours. At 01.15 hours 49.20N 02.10E at 18,000 feet A.I. contact port azimuth only (no elevation). Turned hard port and turned on G.I.F.F. Contact came in astern and backward A.I. was swamped by our own F.I.F.F. Switched off G.I.F.F. and no more was seen. Recrossed out at 02.30 hours. Weather: 10/10ths 8,000 feet throughout with cirrus in PARIS area. Visibility very good.	P. 540 P.1
5th	Mesquite FII. DZ787. (P)	P/O AC GALLAGHER. W/O C MCLEAN.	N/R. Patrol.	23.59	03.40	Serrate patrol to NORTHERN FRANCE. Crossed in at 00.46 hours. Patrol completed as planned. No serrate except one very weak indication believed to radiate from ground (seen 3 times between entering Dutch Coast and reaching PARIS area - D. 214 each time to CALAIS area) an A.I. between CAMBRAI and EVERUX 01.16 hours at 18,000 feet well above leading to visual on Lancaster at 25,000 feet. Another A.I. at 03.10 hours at OVERFLAKES at 18,000 feet but after A.I. daylight for 3 minutes identified as friendly by Mk. III G.I.F.F. (own also switched on) and visual obtained on Mesquite. Remainder of flight uneventful. Recrossed out at 03.06 hours. Weather: 10/10ths strato-cumulus 8/10,000 feet tops throughout with some cirrus above in PARIS area. Clear moonlight good visibility.	P. 540 P.1

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By No. 141 (BS) Squadron, WEST RAYNHAM.

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By No. 141 (BS) Squadron, WEST BATHAM.

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(*12761-2511) WL 2229-2224 20W 242 T.S. 200

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
5th	Mosquito FII. ID.758 (N)	F/L HJB D'HAUTEBOURT. E/O CE KOCHER. N/R.	Patrol.	00.10	01.50	Serrate patrol to NORTHERN FRANCE. Crossed in at 00.45 hours. At 00.40 hours 51.50N 02.30E at 18,000 feet both backward and forward A.I. became v.s. port and starboard sides swinging alternately. After 3 seconds the equipment became completely v.s. At 01.00 hours 51.50N 03.20E at 18,000 feet visual on an aircraft which had fired a yellow cartridge (might have fired colour of period but only yellow seen) We fired colour of period and aircraft broke away. Recrossed out at 00.55 hours. Weather: Base 10/10ths cloud in layers tops up to 8,000 feet continuing throughout trip.	F.540 P.1.
5th	Mosquito FII. B7561 (X)	S/L RC MACANDREW. E/O L WILK. N/R.	Patrol.	00.20	01.10	Serrate patrol to NORTHERN FRANCE. Crossed in at 00.57 hours. At 01.40 hours 49.30N 02.30E at 18,000 feet A.I. contact obtained starboard at 8,000 feet which aircraft followed climbing to 25,000 feet and turning to N.W. After following for five minutes mostly in vapour trails the contact was identified at 5,000 feet range as a four engine bomber. At 03.00 hours 51.00N 05.50E at 18,000 feet serrate indication which came from ground sources at 520 MCs. No further contacts and recrossed out at 03.20 hours. Weather: 10/10ths low cloud throughout trip with clear patches in PARIS area. Vis: Good.	F.540 P.1.
6th	Mosquito FII. DD673 (P)	E/O ID GREGORY. E/O DH STEPHENS. N/R.	Patrol.	23.50	03.25	Serrate patrol to NORTHERN FRANCE. Crossed in at 00.26 hours. Patrol completed uneventfully except for one chase for 15 minutes on serrate which D/P'd on ground in ROTTERDAM area 01.01 - 01.16 hours 18/20,000 feet. Recrossed out 02.48 hrs.	F.540 P.1.
6th	Mosquito FII. B710 (T)	S/L RC MACANDREW. E/O L WILK. N/R.	Patrol.	00.01	03.00	Serrate patrol to NORTHERN FRANCE. Crossed in at 00.36 hours. Patrol completed uneventfully except for one chase for 5 minutes on Serrate from ground in ROTTERDAM area at 01.05 hours from 18,000 feet down to 16,000 feet. Recrossed out at 02.27 hours.	F.540 P.1.
6th	Mosquito FII. DD732 (S)	F/L HJB D'HAUTEBOURT. E/O CE KOCHER. N/R.	Patrol.	00.30	03.40	Serrate patrol to NORTHERN FRANCE. Crossed in at 01.10 hours. Patrol completely uneventful and recrossed out at 03.00 hours.	F.540 P.1.
6th	Mosquito FII. DZ787 (F)	F/L HR HAVILLAND. E/O CE BOOTH. N/R.	Patrol.	01.00	04.30	Serrate patrol to NORTHERN FRANCE. Crossed in at 01.37 hours. Patrol completed uneventfully and recrossed out at 03.58 hrs.	F.540 P.1.
6th	Mosquito FII. DZ761 (C)	F/O JMM LEBRAND. F/S DJ CALDER. N/R.	Patrol.	01.15	04.45	Serrate patrol to NORTHERN FRANCE. Crossed in at 01.47 hours. Patrol uneventful except for a three minute A.I. chase West of PARIS at 02.45 hours. Contact lost in C.M. Interference. Recrossed out at 04.13 hours.	F.540 P.1.
4th	Mosquito FII. DZ240 (H)	S/L GJ RICE. E/O ROGERSON, JG. N/R.	Patrol.	00.01	04.05	Serrate patrol to NORTHERN FRANCE. Crossed in at 01.20 hours. A.I. contact on Bomber stream on three occasions. twice in CHERBOURG area and the other one on stream returning from PARIS. Rest of patrol uneventful and recrossed out at 03.30 hrs. Weather: 7/10ths cloud over base at 6,000 feet clearing over sea 7-8/10ths over NORTHERN FRANCE with clear patch over Beach Head. Medium cloud over N. Sea. Visibility good.	F.540 P.1.

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				Up	Down		
7th	Mesquite FII. DD736 (D)	W/C CV WIDN, DFC. P/L RAW SCOTT, DFC.	N/R. Patrol.	00.05	04.10	Serrate patrol to NORTHERN FRANCE. Crossed in at 01.30 hrs. CHANNEL ISLANDS area many A.I. contacts on Bombers well below at rendezvous. Aircraft went into target area with bombers getting more contacts and 3 visuals on 4-engined aircraft in target area. At 02.20 hours in target area at 14,000 feet A.I. contact seen starboard and ahead and slightly below at maximum range. This was chased for 8 minutes with contact fading intermittently in interference and was finally abandoned at 02.35 hours. 20 miles of Southwell at 03.35 hours at 8,000 feet A.I. contact seen behind and slightly below at 4,000 feet closing rapidly. Aircraft turned steeply to port and contact disappeared in ground returns. After crossing coast contact was picked up again behind. Aircraft made a steep turn to port and then starboard and obtained a visual on exhausts of an aircraft but both aircraft now went into cloud at 6,000 feet and contact disappeared in ground returns. Weather: Clear at base at take-off. Low stratus over channel, clearing over Channel Islands and Beach Head. Serrate continues until North Sea where it cleared. Rain and 10/10ths low cloud on return at base.	F.540 P.1.
7th	Mesquite FII. DD758 (N)	P/S MW GEE. P/S E MIDDLETON, N/R.	Patrol.	00.10	04.00	Serrate patrol to NORTHERN FRANCE. Crossed in at 01.20 hrs. Area of 49.10N 01.00W - 01.25 hours at 15,000 feet three A.I. contacts which all showed I.F.F. At 02.27 hours 49.10N 01.10E at 15,000 feet A.I. contact which was a fast aircraft which re-acted to I.F.F. and presumed Mesquite. No other contacts and recrossed out at 03.00 hours. Weather: 10/10ths layer cloud to English Coast clearing in CHERBOURG area after breaking over the Channel. Worsening to 01.00E and again 8-10/10ths cloud all the way.	F.540 P.1.
7th	Mesquite FII. DD732 (S)	P/O AC GALLACHER W/O G MCLAREN.	N/R. Patrol.	00.15	04.15	Serrate patrol to NORTHERN FRANCE. Crossed in at 01.31 hrs. At 01.42 hours 49.10N 01.10E at 16,000 feet A.I. contact which on investigation was seen to be a Lancaster. At 03.10 hours 50.20N 02.10E at 16,000 feet two A.I. contacts ahead and well below going North. Presumed Bombers and not investigated. No other contacts and recrossed out at 03.35 hours. Weather: 10/10ths cloud up to 8,000 feet throughout with large breaks over the Channel and CHERBOURG and on route out to about 50.00N 01.40E.	F.540 P.1.
7th	Mesquite FII. DD740 (Z)	P/L F CLEMENTS. P/O JW PIERCE.	N/R. Patrol.	00.15	05.30	Serrate patrol to NORTHERN FRANCE. On entering coast on track at 01.30 hours while at 18,000 feet backward A.I. contact seen dead astern at 13,000 feet closing to 7,000 feet range, no elevation. Aircraft turned port through 360 degrees and range increased to outside maximum. As soon as aircraft set course again contact was regained on backward A.I. at 45,000 feet, closing to 7,000 feet. The same procedure was adopted and contact was again lost momentarily only to come on again at	F.540 P.1.

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By No. 141 (BS) Squadron, West Raynham.

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
7th	Mosquito FII. H710 (Z)	F/L F CLEMENTS. F/O JW PIERCE. N/R.	Patrol.	00.15	03.50	(Cont'd from Page 3). 7,000 feet dead astern. The same procedure lost contact once more and when contact came on again at 7,000 feet, range was allowed to decrease to 4,000 feet before aircraft made a hard starboard turn and range decreased to 2,000 feet. Aircraft went in to a steep diving turn to 9,000 feet followed by steep climb to 15,000 feet and contact finally disappeared and was not seen again. Aircraft was using special identification procedure but got no reply. About 15 A.I. contacts received well below ON BOMBERS when W. of PARIS at 02.25 hours. No other contacts and recrossed out at 03.00 hours. Weather L Low stratus cloud at 4,000 feet over whole of trip. Vis. good.	
7th	Mosquito FII. H711 (A)	W/O RA LAMPERT. F/O BJ WALLINUT. N/R.	Patrol.	00.15	04.10	Serrate patrol to NORTHERN FRANCE. Crossed in at 01.27 hours. At 01.35 hours 49.10N 00.45W at 12,000 feet A.I. contact obtained orbiting hard port. Mosquito followed, contact peeled off and was lost. At 02.02 hours 49.10N 02.10W at 12,000 ft., head on contact an A.I. converted to stern chase. Chased for 4 minutes on vector of 270 degrees but could not close and contact passed off tube. West of PARIS at 02.40 hours 14,000 feet A.I. contact astern both aircraft orbiting and converted to ahead, but found two contacts ahead. Selected one, chased this but contact was lost after having peeled off. Remainder of flight uneventful and recrossed out at 03.28 hours.	F.540 P.1.
8th	Mosquito FII. H710 (Z)	S/L RC MACANDREW. F/O L WIK. N/R.	Patrol.	22.35	03.05	Serrate patrol to NORTHERN FRANCE. Crossed in at 00.12 hours. No contacts whatsoever and recrossed out at 01.25 hours. Weather : 10/10ths in layers between 1,500 and 15,000 feet all the way round. Haze above. Breaks in Beach Head.	F.540 P.1.
8th	Mosquito FII. H703 (S)	F/O AC GALLACHER. W/O G IDEAN. N/R.	Patrol.	22.40	03.40	Serrate patrol to NORTHERN FRANCE. Mosquito took off West Raynham at 22.40 hours and flew on track as far as 48.55N 01.30W without obtaining any contacts and most of the time flying in cloud. At that point 00.23 hours 12,000 feet a weak serrate contact was picked up to port (North) and below. Mosquito turned in to the contact and chased it up to CHERBOURG and about 25 miles out to sea losing height to 7,000 feet and at 270 A.S.I. The chase then led East to LE HAVRE and then S.W. in a wide sweep to the REMUES area. All this time the serrate signal strength had been steadily growing stronger and range had been reduced to well under a mile when REMUES was reached. Another Serrate (very weak) was seen at this point but ignored. Throughout the chase overland Mosquito had been greeted by sporadic light flak but as Mosquito flew over REMUES itself intense heavy and light flak was sent up on the direction of both the Mosquito and enemy aircraft. The latter had for some time shown by its turns that it was aware of Mosquito's presence and had been switched on and off and as Mosquito closed in enemy aircraft took violent evasive action in the way of very tight turns first to one side and then the other in a determined effort	F.540 P.1.

Robert L. L. L.
G. H. L.

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
8th	Mosquito FII. DD303 (2)	F/O AC GALLACHER. W/O G MCLEAN. N/R.	Patrol.	22.40	03.10	(Cont'd from overleaf). to shake Mesquite off. Just before the flak came up the enemy aircraft did a diving turn to starboard with Mesquite hot on its heels. When the flak started to burst near enemy aircraft it increased its turn and dive presumably to avoid the flak but before it could do so a heavy burst of light flak was seen in a break in the clouds to come up and strike enemy aircraft which exploded less than a mile ahead and fell to the ground in burning pieces, the Serrate contact disappearing at the same time. This unidentified aircraft is claimed as destroyed Cat (A(11)) on the ground that Mesquite chased it into the flak area and it would have been able to have avoided that flak but for the evasive action it was taking against Mesquite. The chase concluded at 01.20 hours and at a height of 5,000 feet. Mesquite then turned its attention to the other Serrate contact which was showing weakly below and to the North. This was chased round until finally it led straight over the beach head showing strongly on the tube. At 02.05 hours while flying over the beach head both aircraft were subjected to heavy and light flak. One burst just under Mesquite's port wing, flung it up past the vertical and the contact was lost. Thoroughly shaken now the Pilot set course for the English Coast, crossed in at Beachy Head and was diverted to Celticshill where Mesquite landed at 03.10 hours. Weather: 10/10ths cloud in layers 10/20,000 feet all along route. 6/7/10ths between 13,000 and 19,000 with considerable breaks in the BRENES area.	F.540 P.1.
8th	Mosquito FII. DD756 (D)	F/L HR HAVILLAND. F/O CE BOOTH. N/R.	Patrol.	22.45	03.30	Serrate patrol to NORTHERN FRANCE. Crossed in at 00.35 hours. Approaching coast on track at 00.20 hours at 20,000 feet A.L. contact which gave I.F.F. and disappeared. No other contacts and recrossed out at 01.55 hours. Weather: 10/10ths in layers between 4,500 and 26,000 feet all over route breaking to 7-8/10ths in target areas.	F.540 P.1.
8th	Mosquito FII. DD758 (H)	F/L HUB D'HAUTEBOURG. F/O CE KOCHER. N/R.	Patrol.	22.55	03.10	Serrate patrol to NORTHERN FRANCE. No news received after take off until aircraft crash landed at R.A.F. Ford at 03.10 hours, the two members of the crew being killed.	F.540 P.1.
8th	Mosquito FII. DZ764 (C)	F/O JHN LEGRAND. F/S DJ CAIDER. N/R.	Patrol.	23.00	04.05	Serrate patrol to NORTHERN FRANCE. Crossed in at 00.37 hrs. Patrol completed uneventfully and recrossed out at 03.35 hrs. WEATHER: 10/10ths layered cloud all the way round up to 23,000 feet precipitation over England and broken cloud over area of targets.	F.540 P.1.
8th	Mosquito FII. DD673 (E)	F/L F CHIFFERTS. F/O JW PIERCE. N/R.	Patrol.	23.10	02.23	Serrate Patrol to NORTHERN FRANCE. Flow on track until entering enemy coast 5 miles N. of GRANVILLE 00.48 hours at 15,000 feet when aircraft believed hit by flak so returned on reciprocal. When over Reading port engine cut but continued on starboard	F.540 P.1.

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By No. 141 (BS) Squadron, WEST RAYNHAM.

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(*2000-551) WL 2222-1124 20W 8/43 T.S. 707

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
8th	Mesquite FII. DD673 (P)	F/L F CLEMENTS. P/O JW PIERCE. N/R.	Patrol.	23.10	02.23	(Cont'd from Page 4). engine (in course of being diverted to Oulton). When in Widbech area, starboard engine surged and no boost could be obtained. As aircraft was then at about 1,000 feet, crew baled out and landed safely. No contacts had been obtained. Weather: 10/10ths in layers between 1,500 and 45,000 feet.	F.540 P.1.
9th	No operational flying.						
10th	Mesquite FII. DZ300 (U)	P/O ID GREGORY. P/O DE STEPHENS. N/R.	Patrol.	23.05	02.55	Serrate patrol to NORTHERN FRANCE. Crossed in at 23.55 hours. No serrate. At 00.08 hours in PARIS area until 00.45 hours 14,000 feet to 7,000 feet A.I. contacts obtained on Bomber stream and visuals got on Lancasters. Also other which on investigation proved by I.F.F. to be friendly. Recrossed out at 02.10 hours. Weather: 10/10ths strato cumulus up to 8,000 feet, clearing on the South Coast to 5/10ths at same height throughout route.	F.540 P.1.
10th	Mesquite FII. DZ240 (H)	S/L GJ RICE. P/O JG ROGERSON. N/R.	Patrol.	23.15	03.00	Serrate patrol to NORTHERN FRANCE. Crossed in at 00.11 hours. IS TREPORT to target area 00.11 to 02.05 hours - 14,000 feet numerous A.I. contacts on bomber stream well below (7/8,000 ft) and all together. PARIS area 00.30 to 01.45 hours 14,000 ft three A.I. contacts all head on (coming from S.W.) to begin with. Investigated each one but on each occasion contacts disappeared in interference and were not regained. Recrossed out at 02.05 hours. Weather: 10/10ths at 3/6,000 feet clearing towards South to NILCLOUD. Visibility good. 3-4/10ths strato cumulus in FRANCE over route at 6/8,000 feet.	F.540 P.1.
10th	Mesquite FII. H7916 (Y)	P/O LMA MARRIOTT. P/O N BARBER. N/R.	Patrol.	23.15	03.40	Serrate patrol to NORTHERN FRANCE. Crossed in at 00.08 hours. PARIS area at 01.00 hours 14,000 feet three A.I. contacts but in each case contact was lost in blind spot at 12,000 ft range when we turned on to it. Recrossed out at 02.44 hours. Weather: 10/10ths over base up to 5,000 feet clearing towards South to NIL and clear over route with excellent visibility but becoming 10/10ths in ORLEANS area.	F.540 P.1.
10th	Mesquite FII. DD752 (S)	S/L RC MACANDREW. P/O L WILK. N/R.	Patrol.	22.55	00.25	Serrate patrol to NORTHERN FRANCE. Turned back at 50.40N 00.50E at 23.37 hours as port engine w/s. Undue vibration and drop in oil pressure. Weather: 3/10ths low cloud between 1,500 and 5,000 feet occasionally up to 6,000 feet. Breaking in South to nil at coast with good visibility.	F.540 P.1.
10th	Mesquite FII. DZ787 (P)	P/O JEF LORAND. P/S DJ CAIDER. N/R.	Patrol.	22.55	03.15	Serrate patrol to NORTHERN FRANCE. Crossed in at 23.55 hours. Approaching IS TREPORT at 23.50 hours 14,000 feet and PARIS area 00.10 to 01.50 hours 14,000 feet, numerous A.I. contacts on bomber stream. PARIS area 00.10 to 01.50 hours three A.I. contacts all on friendly aircraft identified by I.F.F. No further contacts and recrossed out at 02.26 hours. Weather: 10/10ths cloud up to 7,000 feet over East Anglia breaking towards South and practically nil over Continent. Visibility good.	F.540 P.1.

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A diagram of a 6x2 grid. The columns are numbered 1 to 6 from left to right. The rows are numbered 1 to 2 from top to bottom. The grid is used for recording data from a 6x2 grid of plots.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
10th	Mosquito FII. DD303 (E)	F/L DV ANDERSON. E/O RN OSBORN. N/R.	Patrol.	2310	03.30	Serrate patrol to NORTHERN FRANCE. Crossed in at 00:06 hours. At 00:25 hours at CHARLES 14,000 feet A.I. head-on, turned in and contact was lost on excessive interference. At 01:20 hours in CHARLES area 14,000 feet A.I. head-on, turned in and again contact lost in interference. At 01:40 hours in ANGLET area 14,000 feet A.I. head-on. Turned in and contact passed off tube owing to superior speed of target. No further contacts and recrossed out at 02:43 hours. Weather : Over BASE 10/10ths up to 6,000 feet clearing towards South and practically nil in FRANCE on route. One patch of 10/10ths over OCEANS.	P.50 P.1.
10th	Mosquito FII. DD736 (D)	F/L FR HAVILLAND. E/O GE BOOTH. N/R.	Patrol.	00.05	04.25	Serrate patrol to NORTHERN FRANCE. Crossed in at 00:45 hours. At 00:45 hours in LA FLEUR area at 15,000 feet numerous contacts well below and presumed from behaviour to be bomber stream. In FARE area from 01:00 to 02:00 hours 10,000 feet up to 6 A.I. contacts from varying directions all well below, some of which seemed to be encouraging but in every case contact was lost in rush when turned on to it. Recrossed out at 03:30 hours. Weather : 10/10ths over base from 6-7,000 feet breaking towards South and Nil over route but 2d th ground haze. Visibility good.	P.50 P.1.
12th	No operational flying.						
12th	Mosquito FII. B2300 (H)	F/O ID GREGORY. E/O H STEPHENS. N/R.	Patrol.	23.10	02.100	Serrate patrol to GELSENKIRCHEN. Crossed in at 23:52 hours. Patrol completed as planned but uneventfully. No serrate nor A.I. contacts. Recrossed out at 04:30 hours. Weather : 9/10ths cloud, 20/21,000 feet tops. Visibility good out of cloud.	4.500 P.2
12th	Mosquito FII. DD736 (D)	F/O AC GALLACHER. W/O G MCLEAN. N/R.	Patrol.	23.15	02.20	Serrate patrol to GELSENKIRCHEN. Crossed in at 23:57 hours. Patrol completed as planned but uneventfully. No serrate nor A.I. contacts. Recrossed out at 01:40 hours. Weather : 9/10ths cloud 25,000 feet tops (1,000 feet thick). Clear below, visibility good.	4.500 P.2
12th	Mosquito FII. HP914 (A)	W/O EA LAMPKIN. E/S BJ WALLING. N/R.	Patrol.	23.20	03.00	Serrate patrol to GELSENKIRCHEN. Crossed in at 00:04 hours. Patrol completed as planned. One weak serrate to South 10 miles N.W. of AMBERG at 00:40 hours 23,000 feet. Disappeared after about 30 seconds. One fleeting A.I. contact (52.30N 06.00E) at 01:35 hours 21,000 feet well below 12,000 feet range flying N/S, lost in interference. Remainder of flight uneventful and recrossed out at 02:16 hours. Weather : Small amounts of cloud 10,000 feet. Stratus 20/21,000 feet over sea and first 30 miles inland. Then thin alto-stratus 22/21,000 feet over most of patrol. Well broken cloud 10,000 feet approx. over HOLLAND and North Sea	4.500 P.2

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
12th	Mesquite FII. DZ240 (H)	W/O HW WHELAN. W/O EJ HOLMES. N/R.	Patrol.	23.25	02.35	Serrate patrol to GELSENKIRCHEN. Crossed in at 00:07 hours. Flew uneventfully until S.E. of LEUWARDEN when two A.I. contacts obtained to starboard, both took evasive action but when followed proved to be Lancasters. Recrossed out at 01:50 hours. Weather: 5/10ths well below crossing North Sea. Patchy to 6 degrees East, then 3-4/10ths up to 24,000 feet. East of RUMR and up to ZUIDER ZEE then 5/10ths about 10,000 feet over sea with 8/10ths overland.	4.500/2
12th	Mesquite FII. DZ787 (F)	F/L HR HAVILLAND. F/O CS BOOTH. N/R.	Patrol.	23.35	03.00	Serrate patrol to GELSENKIRCHEN. Crossed in at 02:10 hours. Patrol completed as planned. Only one weak Serrate 52.00N 07.00E at 01:40 hours 24,000 feet. Turned East (towards HINSTER) into it and it faded out at once. A.I. was to all intents and purposes useless owing to severe interference. Remainder of flight uneventful and recrossed out at 02:05 hrs. Weather: Strato cumulus 5/10ths 7-10,000 feet and 8/10ths 21/25,000 feet. Visibility very good. Small patches of stratus at all heights.	4.500/2
12th	Mesquite FII. DZ761 (G)	S/L GJ RICE. F/O JG ROBERTSON. N/R.	Patrol.	00.10	02.55	Serrate patrol to GELSENKIRCHEN. Crossed in at 00:50 hours. RUMR area 04.15 to 04.45 hours to ZUIDER ZEE numerous contacts A.I. obtained at various heights and bearings, presumably on bomber stream. Contacts were all involved in interference. Recrossed out at 02:00 hours. Weather: 6-7/10ths at 16,000 feet approx. rising to 23,000 feet in RUMR area. Clear below.	4.500/2
12th	Mesquite FII. HJ941 (X)	F/L HE WHITE, DFC & BAR. F/L IS ALLEN, DFC & BAR. N/R.	Patrol.	00.10	03.20	Serrate patrol to GELSENKIRCHEN. Crossed in at 00:45 hours. Patrol completed as planned. No contacts until target reached when two A.I. contacts seen 20,000 feet range ahead and 15,000 feet range behind, height 25,000 feet. Chased separately for two minutes and one minute respectively and each was lost in interference. At DEELLEN area two separate A.I. contacts on backward A.I. 22,000 feet both 18,000 feet range 01:50 - 01:57 hours. One was lost in hard turn to port and the other in hard turn to starboard. It is possible these contacts were on red flares bursting at 12,000 feet over DEELLEN. Remainder of flight uneventful and recrossed out at 02:50 hours. Weather: Large patches of cirrus at 23/25,000 feet. Visibility good.	4.500/2
12th	Mesquite FII. DB305 (E)	F/L DY ANDERSON. F/O RW OSBORN. N/R.	Patrol.	00.20	01.10	Serrate patrol to GELSENKIRCHEN. Enemy coast not reached. At 52.00N 02.30E at 00:45 hours, 47,500 feet, port engine caught fire, so feathered and returned to base on starboard engine. Port engine burnt for about five minutes. Weather thin stratus 10,000 feet tops. Visibility excellent.	4.500/2
13th	No operational flying.						
14th	Mesquite FII. DB736 (D)	F/L HR HAVILLAND. F/O CS BOOTH. N/R.	Patrol.	01.05	04.45	Serrate patrol to NORTHERN FRANCE. Crossed in at 01:38 hours. Patrol completed as planned. Two minutes after crossing enemy	4.500/2

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
14th	Mosquito FII. DD736 (D)	P/L HR HAVILLAND. E/O CE BOOTH. N/R.	Patrol.	01.05	04.45	(Contd from overleaf). strong serrate contact obtained which faded out after two minutes, presumed to be from ground. No further contacts. Recrossed out at 03.15 hours. Weather: Patches of strato cumulus 4-5/10ths at 6,7,000 feet. Visibility fair. Slight haze.	4.540 P.2.
14th	Mosquito FII. DD305 (E)	P/L DY ANDERSON. E/O RW OSBORN. N/R.	Patrol.	00.20	04.45	Serrate patrol to NORTHERN FRANCE. Crossed in at 01.05 hours. At 01.30 hours 49,15N 05.00E at 17,000 feet A.I. contact ahead maximum range same height. Chased for seven minutes and had difficulty in keeping contact owing to interference. Finally contact peeled off in a hard turn to port and was lost in interference. Recrossed out at 03.24 hours. Weather: Broken cloud up to 7,8,000 feet throughout route. Clear above. Cool vis.	4.540 P.2.
14th	Mosquito FII. H1941 (X)	S/L RC MACANDREW. E/O L. WILK. N/R.	Patrol.	00.25	03.55	Serrate patrol to NORTHERN FRANCE. Crossed in at 01.05 hours. 50 miles short of enemy coast on track at 00.50 hours at 15,000 feet backward A.I. contact seen coming in from 10,000 feet astern. when contact was at 2,000 feet range Mosquito was followed through two orbits although identification procedure was carried out. Eventually a peel off shook off contact. East of BRUES at 01.10 hours 15,000 feet serrate contact on 485 nos. seen to port. After chase on 030 degrees this was eventually found to radiate from ground in the HAGUE area. At 02.00 hours 50,00N 05.00E at 45,000 feet serrate indication seen starboard and behind. This led aircraft to target area where it faded. Owing to chase it was decided to exit patrol and aircraft flew East and twice turned back on to 275 degrees following serrate signals on 475 nos. which faded after a minute in each case. Recrossed out at 03.20 hours. Weather: 8/10ths low cloud throughout except over North Sea where it cleared to 3/10ths. Clear above with good visibility.	4.540 P.2.
14th	Mosquito FII. H1941 (A)	S/L GJ RICE. E/O JC ROBERTSON. N/R.	Patrol.	00.50	04.05	Serrate patrol to NORTHERN FRANCE. Just before crossing East coast 01.20 hours at 15,000 feet serrate indication strength 3-4 seen to port, which after appearing twice faded on both occasions after two or three minutes. At 01.45 hours 50.15N 01.10E 15,000 feet head on A.I. contact seen below and maximum range. At this position one vertical searchlight seen. Aircraft turned and came in behind contact which showed at 5,000 feet still below. Contact was weaving slightly and losing height travelling East. Another A.I. contact was now seen ahead at 10,000 feet range, which turned in behind aircraft at 8,000 feet range. Original contact was followed and at 1,500 feet visual was obtained over tops of white cloud (11,000 feet) on what appeared to be a ME.110. Exhausts being seen. Second contact had now closed to 2,000 feet dead astern, and by size of blip appeared to be a single engine aircraft so Mosquito had to peel off to port closely followed by contact. This was eventually lost at 8,000 feet height and neither contact was seen again. Aircraft was now below cloud in the area of FLORENNES Airfield but no activity was seen. Recrossed out at 03.27 hours. Weather: Clear over base, up to 5,000 feet haze. Over enemy territory 7/10ths at 11,000 feet. Visibility very good above.	4.540 P.2.

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eventually lost at 5,000 feet height and reappeared
seen again. Aircraft was now below cloud in the area of FLORENCE
Airfield but no activity was seen. Recrossed out at 03.27 hours.
Weather : Clear over base, up to 5,000 feet haze. Over enemy
territory 7/10ths at 11,000 feet. Visibility very good above.

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(14701-5111) WL 2220-1274 20W 514 TS 70

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
14th	Mosquito P.II. DZ240 (H)	W/O HW WEIRHAM. W/O EJ HOLLISS. N/R.	Patrol.	00.35	02.40	Mosquito took off from West Raynham at 00.35 hours on a Serrate and A.I. patrol in support of Bomber Command attacks on N. FRANCE and proceeded via Southwold, crossed the Dutch coast at 51.24N 03.25E at 01.08 hours. Immediately after reaching the first patrol point near MONS and when East of VALENCIENNES, 50.20N 03.40E at 01.28 hours at 47,000 feet an A.I. contact was obtained starboard and at maximum range. Mosquito turned starboard and followed contact through a series of tight orbits to port and starboard. When Mosquito had decreased range to 2,000 feet contact throttled back and Mosquito overshot. Contact was not obtained astern, but after Mosquito had turned on to reciprocal course, it quickly faded at 6,000 feet range. Aircraft turned again on to original vector which was South Westerly, but no results were observed and Mosquito executed a wide searching orbit resulting in the contact re-appearing ahead and slightly starboard. Another A.I. dog-fight ensued with Mosquito out-turning contact and gaining rapidly until at 1,500 feet a visual was obtained on a white light under the fuselage of enemy aircraft and two bluish lights on each wing tip. The target was not flying straight and level and when Mosquito came in to 500 feet it was identified as a MEW.10. At this range Mosquito fired a two second burst and simultaneously tracer was seen coming from both port and starboard gun positions in enemy aircraft's fuselage. Strikes were seen on enemy aircraft's starboard engine which burst into flames and exploded. Enemy aircraft dived vertically and was seen to crash on the ground, explode and burn. Combat took place North of LILLE 50.40N 05.00E at approximately 01.40 hours, height 14,000 feet. As it was thought that Mosquito had been hit by enemy aircraft's fire, course was set for base via CAP GRIS NZZ, Dungeness and Gravesend and Mosquito landed West Raynham at 02.40 hours. Claim One MEW.10 destroyed Cat A(1). Weather : 8/10ths cloud throughout trip up to 11,000 feet. Clear above with some haze up to 15,000 feet. Visibility good.	4.500 P.2.
14th	Mosquito P.II. HJ704 (U)	F/O ID GREGORY. F/O DH STEPHENS. N/R.	Patrol.	00.55	04.55	Serrate patrol to NORTHERN FRANCE. Crossed in at 01.34 hours. S.W. of BRUSSELS at 01.45 hours 17,000 feet, fleeting A.I. contact seen hard port and at maximum range. E. of IN MANS at 02.50 hours 17,000 feet forward A.I. contact seen hard port at 15,000 feet. Aircraft did a complete orbit with contact still showing port, but this eventually faded and was lost after aircraft had carried out I.P.F. identification, procedure. No further contacts and recrossed out at 03.30 hours. Weather : 3/10ths scattered low cloud throughout trip. Slight haze below. Visibility good above.	4.540 P.2.
14th	Mosquito P.II. DZ761 (C)	F/S HW GEE. F/S E MIDDLETON. N/R.	Patrol.	01.05	04.55	Serrate patrol to N. FRANCE. Crossed in at 01.44 and carried out patrol uneventfully, recrossing out at 03.30 hours. Weather : Practically Nil cloud throughout, visibility excellent.	4.540 P.2.

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(Form 541) WL 2222-2224 2000 2145 T.S. 2W

FOR THE MONTH OF JUNE 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
16th	Mosquito FII. DZ761 (C)	E/S LON GEE. E/S E MIDDLETON. N/A.	Patrol.	00.05	03.20	Serrate patrol to STERGRADE. Crossed enemy coast in at 00.43. After crossing coast at 00.50 hours 20,000 feet A.I. contact seen port, and after adopting I.E.E. procedure, this was found to be friendly. Immediately afterwards another A.I. contact seen eastern and to port and after getting behind contact, this was also found to be friendly. At 01.05 hours 51.10N 05.00E at 20,000 feet Serrate indications seen to port. Aircraft turned on to it when it showed slightly below, but after 3 minutes chase serrate was switched off. Aircraft followed on same vector for 3 minutes but nothing further seen. At orbit point, 2 A.I. contacts were obtained on friendly aircraft. At 01.50 hours 51.10N 05.30E at 20,000 feet Serrate indication at good strength seen to starboard. Aircraft turned on to it and after two minutes chase, an A.I. contact was obtained which married with Serrate at 18,000 feet range. No elevation was showing on A.I. and switched back to serrate contact was seen to be well below and weaving. Aircraft followed down to 10,000 feet and got within 3,000 feet range showing on A.I. when Serrate suddenly disappeared and A.I. was lost in interference. Aircraft was now in cloud and fading appeared on wind screen, so aircraft regained height, but contact did not reappear. No further contacts and recrossed out at 02.15 hours. Weather: 10/10ths cloud from 3,000 feet - 17,000 ft. from base to 03.00E. Layer of 10/10ths between 6/10,000 feet throughout Holland and target area. Visibility good.	4.540 P.2
16th	Mosquito FII. H710 (T)	S/L RC MACANDREW. S/O L WILK. N/A.	Patrol	00.10	03.20	Serrate patrol to STERGRADE. Crossed enemy coast in at 00.50. At 01.00 hours 51.38N 05.00E at 22,000 feet A.I. contact crossing starboard to port at 8,000 feet range. Aircraft turned behind contact and after two minutes visual was obtained on a Lancaster. At 01.10 hours 51.20N 06.00E at 22,000 feet Serrate indication seen to starboard. Aircraft turned on to contact but signal faded. At 01.16 hours 51.20N 06.00E at 22,000 feet A.I. contact seen crossing port to starboard, at 10,000 feet range closing rapidly. A/C turned on to 235 degrees when target was dead ahead and same level at 10,000 ft. range. A/C could not close and after 2-4/2 minutes contact went away at max. range and was lost. Speed was reduced as radiator flaps had to be opened. 52.10N 06.00E - 02.10 hrs - 22,000 ft. serrate indication seen to port. A/C turned on to 260 degrees but signal faded after 1/2 minute. 52.25N 05.00E - 02.15 hrs - 22,000 ft. A.I. contact at 10,000 ft. range head-on dog fight commenced which lasted for 5 minutes when visual was obtained for short period during hard turn to star, but no identification could be made. Contact eventually peeled off and went out at max. range. Recrossed out at 02.25 hours. Weather: 10/10ths cloud over base from 1,500 to 10,000 feet. 9/10ths cloud over North Sea and Germany. Visibility good above.	4.540 P.2.

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
16th	Mosquito P.II. DD503 (S)	F/L DV ANDERSON. P/O RN OSBORN. N/R.	Patrol.	00.10	05.15	Serrate patrol to SPERRADE. Crossed enemy coast in at 00.18. At 01.27 hours 51,000 feet at 25,000 feet A.I. contact ahead maximum range. Chased this with target turning port and port again, closed range to 4,000 feet with vicious turn when ship disappeared in a blind spot. Target believed to have peeled off to port. Practically no elevation showing at any time owing to interference. No other contacts and recrossed out at 02.22 hours. Weather : 10/10ths cloud all round route up to 7,000 feet.	4,500 ft.
16th	Mosquito P.II. DD559 (S)	F/O AC GALLAGHER. W/O C HOLMAN. N/R.	Patrol.	00.10	02.45	Serrate patrol to SPERRADE. Crossed enemy coast in at 00.15. At 01.03 hours 51,000 feet at 31,000 feet weak Serrate seen and aircraft turned on to 180 degrees until 50,000 ft. 503 - signal was gradually getting weaker and aircraft abandoned chase. 10 miles South of Aachen at 02.00 hours, 25,000 feet contact seen to starboard at 46,000 feet range aircraft chased this for 8 minutes losing height to 8,000 feet when range was reduced to 900 feet showing above. A.I. elevation was inaccurate and no visual was seen and contact peeled off with aircraft following. 2 or 3 minutes later aircraft again got to within 900 feet showing above but no visual was seen until Pilot looked below to port where fleeting visual was seen of 2 vessels (believed to be green/white). Aircraft turned hard after contact who repeatedly took advantage of cloud cover, and after approximately 5 minutes of chasing contact in and out of cloud Pilot decided that there was no hope of getting a kill and chase was abandoned. I.F.F. identi- fication procedure had been carried out without response from contact. Contact definitely had backward A.I. coverage of approximately 2,000 feet. During chase another forward A.I. contact appeared to port but was ignored. Recrossed out at 02.45 hours. Weather : 10/10ths cloud tops 9,000 feet throughout. Bank of cloud at 25,000 feet from 03.00P to 05.00P. Vis. Good above.	4,500 ft.
16th	Mosquito P.II. H7941 (X)	F/L PS ENGELBACH. F/O RS MAHER. N/R.	Patrol.	00.15	03.25	Serrate patrol to SPERRADE. Crossed in at 00.55 hours. On return journey Bomber's were escorted on North side, usual contacts being obtained on stream. At 02.15 hours 52,300 ft. 503 at 22,000 feet A.I. contact obtained head-on at maximum range. Aircraft turned on to it whereupon an A.I. dog fight developed which lasted for 10 minutes. During this Two head-on and one over- shoot were encountered. Contact could not be held as ship was blanketed between 7/12,000 feet through interference. Aircraft finally peeled off and abandoned chase. I.F.F. identification procedure had been tried with no reaction from contact. Recrossed out at 02.35 hours. Weather : 10/10ths at 8,000 feet throughout trip. 1/10ths cloud above from base to 03.30P. Visibility good.	4,500 ft.

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(HMS) W. 141 (SS) Squadron, WEST BATHAM. (HMS) W. 141 (SS) Squadron, WEST BATHAM.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
16th	Mesquite FII. H5911 (A)	W/C. CV WILKIN, DFC. P/L. RAW SCOTT, DFC. N/R.	Patrol.	00.20	03.25	Serrate Patrol to STERIGADE. Crossed in at 01.00 hours. Q117 area at 01.20 hours to 01.50 hours 20,000 feet numerous A.I. contacts all below and going towards target, prestimed numbers. Two visuals got at 12/14,000 feet on 1 engine aircraft. At 02.15 hours 52.100 06.000 at 15,000 feet A.I. contact port and slightly below. Turned on to this closing to 500 ft. and got a visual on a Lancaster. No other contacts and recrossed out at 02.32 hours. Weather: 10/10ths all over route, tops varying between 10,000 feet over England dropping to 6,000 feet over North Sea and up to 12,000 feet on Dutch coast and down to 6,000 feet inland. Small amounts St at 18/20,000 ft with contrails.	4.500 P.2
17th to 20th	No operational flying.						
21st	Mesquite FII. H6673 (P)	S/L. DV ANDERSON. P/O. RM OSBORN. N/R.	Patrol.	23.20	03.00	Serrate patrol to WEILSEWISS and GELSENKIRCHEN. Crossed enemy coast in at 00.27 hours. At 00.27 hours 51.200 06.100 at 19,000 feet A.I. contact obtained crossing port to starboard at 12,000 feet range. Aircraft turned towards it, but contact was lost in interference after 1/2 minutes. At 00.35 hours 51.40 06.100 at 19,000 feet strong serrate contact seen ahead and to port. This was chased for 3 minutes before Serrate switched off. Aircraft continued on same course for 3 or 4 minutes but contact did not re-appear. At 00.50 hours 51.500 06.100 at 19,000 feet A.I. contact obtained dead ahead same level at 10,000 feet range. After 3 minute chase contact switched on I.P.F. At 01.10 hours 51.500 06.100 at 19,000 ft. A.I. contact seen dead ahead at 15,000 feet range. Aircraft closed in to 4,000 feet when contact took very hard turns to port and starboard. Aircraft followed and range was closed to 1,500 feet with contact still weaving. Aircraft not entered Bomber stream and after a few more turns contact was lost in multiple blips. Considerable interference made while chase rather difficult. No other contacts and recrossed out at 02.18. Weather: 10/10ths cloud at 2,000 feet with breaks over the sea and East of the RUHR. Visibility unlimited.	4.500 P.2
21st	Mesquite FII. H2761 (C)	P/O. JIM LEGRAND. P/S. DV CAIDEN. N/R.	Patrol.	23.25	02.45	Serrate patrol to WEILSEWISS & GELSENKIRCHEN. Crossed enemy coast in at 00.16 hours. No A.I. or Serrate contacts and recrossed out at 02.10 hours. Weather: 10/10ths from ground up to 2,000 feet all the way round except at Southwold area where cloud was 5/10ths. Clear above. Slight haze over Continent.	4.500 P.2 Vis. Good
21st	Mesquite FII. H6699 (B)	P/O. AC GAILLACHER. W/O. C. MCLEAN. N/R.	Patrol.	23.25	03.20	Serrate patrol to WEILSEWISS & GELSENKIRCHEN. Crossed enemy coast in at 00.12 hours and completed patrol uneventfully. Recrossed out at 02.25 hours. Weather: 10/10ths cloud up to 2,000 feet all the way round except East of the RUHR where it was 6/10ths same height. Clear above with perfect visibility.	4.500 P.2

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
21st	Mosquito FII. DD732 (S)	P/O PAE COLES. P/O JA CARTER. N/R.	Patrol.	23.30	02.45	Serrate patrol to WEILANWISS & GILSUMKIRCHEN. Just before entering enemy coast (WESTMOEDT) 00.15 hours at 18,000 feet 3 very weak serrates dead ahead on track. Signal strength not increased and A.I. not achieved. No A.I. contacts except on Flak near RUM. At 00.39 hours 3 minutes after turning North at point believed to be 51.20N 06.40E (aircraft had probably flown further East into DUSSELDORF area) an intense barrage of accurate Heavy Flak suddenly came up bursting all round aircraft at 18,20,000 feet. Aircraft immediately turned West but flak continued to burst all round for 10 miles (as if aircraft had been permitted to fly well into defended area before fire was opened). Mosquito was hit several times and one burst immediately underneath broke petrol feed and belly tank rapidly emptied itself. Mosquito came straight back to base, flying very sleepily and going up and down. When over base undercarriage failed to come down, notwithstanding every effort under instructions from Squadron Commander at Flying Control Tower over a period of about 45 minutes. Finally, when one wheel was locked down and the other swinging in the wind, instructions received to bale out which crew did, both landing safely within 40 miles S.W. of base. Aircraft crashed at Hill house Farm near Snaitham approx 03.00 hours. Throughout period under instruction over base (45 minutes) crew behaved with great coolness and patience. Weather: 9/10ths strato cumulus at about 2,000 feet. Visibility good.	4.540 P.2
22nd	No operational flying.						
23rd	Mosquito FII. DZ240 (H)	P/O EW WELHAM. P/O EJ HOLLIS. N/R.	Patrol.	23.30	02.50	Serrate patrol to OISEMENT, BIERNIQUES L'HEY & COURRONNE. Crossed enemy coast in at 00.15 hours. Patrol completed unevenly and recrossed out at 02.10 hours. Weather: 3/10ths at 2,000 feet up to 3,000 feet increasing over North Sea and becoming 10/40ths at Dutch Coast same height. Clear above with good visibility.	4.540 P.2
23rd	Mosquito FII. DD303 (P)	P/L ED PETERSEN. P/O R MURPHY. N/R.	Patrol.	23.25	02.50	Serrate patrol to BREMEN. Crossed in at 00.25 hours and completed patrol unevenly, recrossing out at 01.20 hours. Weather: 3/10ths to 10/10ths strato cumulus up to 12,000 ft. Clear above with unlimited visibility.	4.540 P.2
23rd	Mosquito FII. DD310 (Z)	P/S J EVEREST. SGT RJ PEARSON. N/R.	Patrol.	23.30	02.05	Serrate patrol to BREMEN. Crossed in at 00.42 hours and completed patrol unevenly, crossing out at 01.10 hours. Weather: 5/10ths strato cumulus up to 4,000 feet. Clear above with excellent visibility.	4.540 P.2
23rd	Mosquito FII. EJ541 (X)	P/O WJC LAGOUCE. P/O LA VANDEBERGHE. N/R.	Patrol.	23.35	00.15	Serrate patrol to OISEMENT, BIERNIQUES, L'HEY & COURRONNE. After 15 minutes flying from base it was seen that the aircraft lighting and A.I. flickered and gradually faded out. At approx Southwold returned to base. Weather: Small amount of broken cloud between 2,500 and 3,500 feet. Clear above and good visibility. Some haze towards coast.	4.540 P.2

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Southward returned to base. Weather : Small amount of broken cloud between 2,500 and 3,500 feet. Clear above and good visibility. Some haze towards coast.

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(Notes) WL 2515-25 60,000 Yds T.S. 700
(Sample-2515) WL 2515-25 700 12145 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
23rd	Mosquito FII. D4787 (R)	W/O BA LAMPKIN. P/S BJ WALLINUT. N/R.	Patrol.	23.40	03.10	Serrate patrol to OISEMENT, BIENTQUES, LUNEY AND COURBOISNE. Crossed in at 00.22 hours. At 00.22 hours 51.23N 03.35E at 15,000 feet Serrate contact from port. Turned on to chase but contact switched off. Continued to search locality but got no other contacts. At 01.15 hours 52.40N 02.00E at 16,000 feet up to 30/40 searchlights operating and several aircraft seen illuminated. Search aircraft which was illuminated or engaged fired a cluster of red stars and the searchlights immediately doused. Investigated this and got an A.I. contact 13,000 feet range same level which was chased on a Southerly vector. Target increased speed 220 I.A.S. to about 320 I.A.S. and also lost height by diving turns. Closed with a high level interception to 4,000 feet range and height 7,000 feet. Target then did several very tight orbits which were followed by Mosquito. Contact was lost in the orbits but recovered after a search on a Northerly vector. Again closed range at 350 I.A.S. to 6,000 feet and contact was lost in ground returns. Chase lasted 12 to 14 minutes. No other contacts and recrossed out at 02.26 hours. Weather : 3/10ths at 2,000 feet increasing over North Sea and becoming 10/10ths at Dutch Coast. Clear above with good visibility.	4.500 P.2
24th	Mosquito FII. H1961 (R)	P/S J EVEREST. SOT RJ PEARSON. N/R.	Patrol.	00.55	03.40	Serrate patrol to BAUDRES. Crossed in at 01.44 hours. Patrol completed uneventfully. Bombers contact over the Channel on way out and again on way home. Crossed out at 02.07 hours. Weather : Clear until English Coast on return when 5/10ths low cloud. Visibility excellent.	4.500 P.2
24th	Mosquito FII. D4303 (F)	P/L JD PETERKIN. P/O R LEMMY. N/R.	Patrol.	00.55	03.25	Serrate patrol to BAUDRES. On entering enemy coast near LE TOUQUE at 01.40 hours 15,000 feet Serrate indications hard below at one moment and then not D.F. able. Turned towards it but contact faded (may have come from ground source). Three A.I. contacts chased separately in target area and in each case led to a visual on a Lancaster. No other contacts in target except on obvious bombers. Remainder of flight uneventful and recrossed out at 02.45 hours. Weather : Occasional patches of low cloud with some haze up to 8,000 feet. Clear above with good visibility.	4.500 P.2
25th	Mosquito FII. D4787 (F)	W/O BA LAMPKIN. P/S BJ WALLINUT. N/R.	Patrol.	23.05	02.20	Serrate patrol "D". Crossed enemy coast in at 23.50 hours. Just before crossing enemy coast at 23.45 hours 15,000 feet fleeting visual serrate indication showing to port which faded when aircraft turned to investigate. At 00.20 hours 50.20N 04.15E at 12,000 feet very weak serrate to starboard, which faded when investigated. At 00.45 hours East of THE HAGUE at 13,000 feet serrate indication seen to port. Aircraft turned on to it (270 degrees) and contact led aircraft over North Sea area and flak defences opened up, bursts appearing well above at 20,000 feet. Aircraft continued chase now on	4.500 P.3

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
25th	Mosquito FII. D4787 (Z)	W/O BA LAMPKIN. S/S BY WAINWRIGHT. N/R.	Patrol.	23.05	02.20	(Contd from overleaf). vector of 240 degrees and at 51.30N 04.00E serrate was showing hard below and after orbiting, signal was presumed to come from the ground source at this position. About 5 minutes later at 14,000 feet height another serrate (weak) contact was seen and was chased on vector 240 degrees but contact disappeared. Aircraft continued on this vector and after 8 minutes change A.I. contact was obtained to port at medium range. Aircraft closed to 9,000 feet when contact was lost in inter- ference and not seen again. A few seconds later another weak serrate contact appeared dead ahead but quickly disappeared. Recrossed out at 01.50 hours. Weather: Layers of cloud up to 45,000 feet. Slight St. Elmo's fire in patches, particularly over North Sea on homeward journey. Clear between 50,000 04.50E to 52.00N 05.00E.	4.500 P3
25th	Mosquito FII. HJ659 (B)	S/O AC GALLAGHER. W/O G MCLEAN. N/R.	Patrol.	23.00	00.35	Serrate patrol "B". Crossed enemy coast in at 23.50 hours. Patrol uneventful until 20 miles after crossing enemy coast at 23.55 hours when both backward and forward A.I. went completely n/a through valve trouble on receiver. Aircraft set course for base, recrossing out at 00.01 hours. Weather: 40/40ths cloud, top 45,000 feet with patches up to 23,000 feet.	4.500 P3
25th	Mosquito FII. HJ710 (T)	S/O ID GREGORY. P/O DH STEPHENS. N/R.	Patrol.	23.10	02.05	Serrate patrol "T". Crossed enemy coast in at 23.50 hours. At position of CEMETERY white beacon flashing S.P. was seen with what appeared to be an airfield about 5 miles North East. Aircraft patrolled here and at 00.25 hours at 10,000 feet A.I. contact was seen right below which turned and faded off tube. Contact re-appeared 2 or 3 times and aircraft lost height rapidly, but contact was still well below and was lost. Aircraft continued to orbit here and at 01.45 hours while at 6,000 feet, a flare-path was suddenly lit about 5 miles West of beacon position. A searchlight exposed and commenced sweeping in circles. Aircraft made tracks for this and made a wide orbit of flare-path. At 01.53 hours two white air- borne lights appeared in the funnel of flare-path and two aircraft were seen about to land. Mosquito came right in but flare-path lights doused on approach and nothing more could be seen. Rest of patrol uneventful and coast crossed out at 01.55 hours. Weather: Layers of cloud up to 17,000 feet with patch of Cu Nim cloud over Belgian Coast.	4.500 P3
26th	No operational flying.						
27th	Mosquito FII. HJ659 (B)	W/C CV WILKIN, DFC. P/L RAW SCOTT, DFC. N/R.	Patrol.	22.35	03.00	Serrate patrol to NORTHERN RANGE. Crossed in at 23.46 hours. Patrol completed uneventful and recrossed out at 01.55 hrs. Weather: At take-off 10/40ths cloud - cumulus seen to 42,000 feet Reading area decreasing to 5/10ths in patrol area. Visibility excellent.	4.500 P3

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Visibility excellent.

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FOR THE MONTH OF June, 1944.

(14100-0111) Wt. 2200-1200 700 845 T.S. 900

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
27th	Mosquito FII. HJ957 (J)	W/O EA LAMPKIN. P/S EJ WALLNUT. N/R.	Patrol.	22.45	03.15	Serrate patrol to NORTHERN FRANCE. Crossed in at 23.55 hours. Patrol completed uneventfully. Bombers contacted on A.I. at 00.15 hours. No Serrate. Weather : Very little cloud over England. 5/10ths stratus cumulus 5/8,000 feet over Continent becoming 8-9/10ths tops 11,000 feet. Haze 10 1/2,000 feet in places. 49,40H 00.50E fog on ground.	4,500 P.3
27th	Mosquito FII. HJ710 (T)	P/O WF RIMMER. W/O EJ ALEXANDER. N/R.	Patrol.	22.55	23.15	Serrate patrol to NORTHERN FRANCE. After being airborne for 22 minutes A.I. and Serrate were both u/s - main fuse was blown. Fuse replaced, spots showed but only 1/4 inch time base. T.B.A. no effect. No signals or noise from R.A. Fuse re-checked, tried H.T. button repeatedly, checked triggering lead to I.U. unsuccessful, so returned to base.	4,500 P.3
27th	Mosquito FII. HJ911 (A)	S/L CJ RICE. P/O JC ROGERSON. N/R.	Patrol.	23.00	02.15	Serrate patrol to NORTHERN FRANCE. Crossed in at 23.30 hours. Patrolled until FORTHELY area when numerous A.I. contacts well below and appeared to be orbiting. Attempted to follow orbiting three times but did not close and resumed patrol. Arrived at EML at 00.20 hours 14,000 feet orbited and then investigated single vertical searchlight approximately 20 miles northward. Proceeded North to Beacon COIDHESTER which was flashing. Orbited and then returned to EML. Proceeded Northwards again for 4 or 5 miles when four red very cartridges were seen fired slightly below 8 to 10 miles to port - not from the ground. Turned to investigate and another four seen about 4 - 5 miles to port. 30 seconds later, approx. 00.45 hours obtained head on A.I. contact maximum range slightly below, contact closed to 4,000 feet ahead then Mosquito wheeled hard starboard to close in from behind. Chased on vector of 120 degrees losing height to 11,000 feet and following slight weave for about 10 minutes when visual obtained at about 1,500 feet dead ahead and slightly above. Enemy aircraft then turned port into the near when silhouette was thought to be that of a JU.88. Visual was then lost owing to bright moon. Followed on A.I. for another 15 minutes, enemy aircraft still weaving into moon, with occasional glimpses of enemy aircraft held contact at 3,000 feet and enemy aircraft turned on to 260 degrees. Mosquito closed in to 1,500 feet, visual again obtained on enemy aircraft, then closed to 100 feet to identify and visual obtained on a JU.88. Mosquito dropped back to 500 feet and opened fire 10 degrees below and dead astern. Both engines burst into flames and then died out. Mosquito fired again and again engines burst into flames and pieces of enemy aircraft were seen coming away. Enemy aircraft was now well alight and crosses on wings could be seen as it went down in a steep dive to port and disappeared beneath clouds. Enemy aircraft still blazing, now climbed very steeply looped and headed straight for Mosquito. It passed overhead then went vertically down and exploded in mid-air, numerous	4,500 P.3

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
27th	Mosquito FII. B5914 (A)	S/L GJ RICE. E/O JG ROGERSON. N/R.	Patrol.	23.00	02.15	(Cont'd from overleaf). A.I. blips were then obtained on disintegrating aircraft. Downing pieces were seen at the ground. Mosquito then set course for base. Combat took place at 01.22 hours in the CAMBRAI area. During the course of the interception two other separate A.I. contacts were obtained between MOSQUITO and FLORENNES but neither affected the chase. One JU.88 claimed destroyed in the CAMBRAI area at 01.22 hours. Cat A(4). Weather: 2/10ths tops 6,000 feet over England. Visibility good. Hazy over the sea up to about 14,000 feet. Over France 8-9/10ths broken S.C. varying heights up to 9,000 feet. Clear above.	4.500 P.3.
27th	Mosquito FII. DD303 (P)	E/L DV ANDERSON. E/O RW OSBORN. N/R.	Patrol.	23.00	02.40	Serrate patrol to NORTHERN FRANCE. Crossed in at 23.51 hours. Patrol completed approximately as planned except for chase. in PAS DE CALAIS. At 00.15 hours 14,000 feet in believed at northeast of CHALENCON a weak serrate contact closed at 090 degrees for 4 minutes when contact switched off before 2.11 hours. At 00.40 hours at 50.50N 02.01E 14,000 feet an A.I. contact maximum range ahead. Chased for 25 minutes in various directions in PAS DE CALAIS, target taking hard evasive action. Finally lost at maximum range in northwest. No visual. Remainder of flight uneventful and recrossed bank at 02.00 hours. Weather: Clear over base on take-off. Bank of S.C. in middle of North Sea tops 8,000 feet. Clear over France above 4,000 feet. Below that latitude 7/10ths dust 7-8/10ths, tops 7/8,000 feet. Slight haze over coast on entry. Visibility good, except, in haze.	4.500 P.3.
27th	Mosquito FII. DZ240 (H)	W/O HW WELHAM. W/O EJ HOLLS. N/R.	Patrol	23.05	02.25	Serrate patrol to NORTHERN FRANCE. Mosquito took off West Raynham at 23.05 hours on a Serrate patrol in the assumed area of Beacon 'K'. Enemy coast was crossed OVERFLAKE at 23.40 hours at 16,000 feet and at 00.05 hours when about 5 miles North of SINDHOVEN an A.I. contact was observed at maximum range ahead and to starboard. Mosquito turned on to it but contact appeared to be still further starboard from which it was deduced that target was probably now flying due West. Height was reduced to 14,000 feet and Mosquito closed in to 2,000 feet range and on the Navigator's instructions Pilot throttled back and pulled the nose up. At once a visual was obtained on the silhouette of an aircraft flying straight and level 50 degrees above. At 00.05 hours, 400 feet range the aircraft was clearly identified as a JU.88 dead ahead in the light part of the sky and slightly above on a vector of 260 degrees true, so a two second burst of cannon was fired at once causing strikes on the starboard side of the enemy aircraft. Its starboard engine blew up and its starboard inner petrol tank appeared to catch fire. Enemy aircraft then went down in a spiral, burning all the while, and exploded on the ground	4.500 P.3.

*Stratton
E. J. Hollis*

Cont'd P12.

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DETAIL OF WORK CARRIED OUT
By No. 141 (BS) Squadron, WEST RAYNHAM.
FOR THE MONTH OF June, 1944.

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DETAIL OF WORK CARRIED OUT

By No. 141 (BS) Squadron, WEST RAYNHAM.

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FOR THE MONTH OF June, 1944

(141001-001) Wt. 2222-1224 700 845 T.S. 200

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
27th	Mosquito FII. DZ240 (H)	W/O HW WELHAM. W/O EJ HOLMES. N/R.	Patrol.	23.05	02.25	(Cont'd From Page 11). illuminating a large area. No lights were seen burning on enemy aircraft and no return fire was experienced. Claimed as One JUL 88 destroyed Cat. A(1). Combat took place at 02.05 hours approximately 6 miles South of TILBURG at 14,000 feet. Patrol was then continued and at 04.43 hours about 40 miles West of GHENT another A.I. contact maximum range was chased and led to a series of tight orbits during which contact got 2,000 feet behind. After a very tight turn indeed Mosquito managed to get the contact ahead and found that the latter was 1,500 feet behind another contact. Closing in to 4,000 feet Mosquito identified the nearer target as friendly by the usual procedure and the chase was abandoned in order not to embarrass the friendly fighter. The remainder of the patrol was uneventful and the Mosquito recrossed OVERFLAKES at 01.50 hours, landing West Raynham at 02.25 hours. Both interceptions were prolonged and impeded by a great deal of A.I. interference (low intensity G.W., low P.R.P. unlocked Railings and intermittent noise) which swamped the tubes except when approaching a contact from the side. Weather: 3-4/10ths low cloud, 7/8,000 feet tops. Clear above with good visibility.	4,500 P.3
27th	Mosquito FII. HJ941 (X)	F/L HR HAMPSHIRE. W/O AAW MEIROSE. N/R.	Patrol.	23.10	-	Serrate patrol to NORTHERN FRANCE. Aircraft and crew missing. No news received.	4,500 P.3
27th	Mosquito FII. DZ787 (F)	F/L PS ENGELBACH. F/P RS MALLITT, DFC. N/R.	Patrol.	23.10	-	Serrate patrol to NORTHERN FRANCE. Aircraft and crew missing. No news received.	4,500 P.3
27th	Mosquito FII. DZ761 (C)	F/O FEO VANDEPLASSCHE. F/O MK WEBSTER. N/R.	Patrol.	23.15	02.30	Serrate patrol to NORTHERN FRANCE. Crossed in at 23.58 hours. Patrolled to position BOMIE and at 00.04 hours 12,000 feet medium strength Serrate contact obtained to Northward and well below. Investigated but position did not change and was always near a stationary searchlight - obviously ground transmission. Set course on 252 degrees and obtained A.I. contacts on bombers passing starboard to port. In 32. OVER area weak serrate obtained going S.W. probably same level. Mosquito turned in behind it and contact grew very strong, eventually merging at maximum range with A.I. (no interference on A.I. at that time). Contact was weaving gently and Mosquito chased flat out at 220 - surging. Range slowly closed but at 5,000 feet interference turned on and grew steadily stronger in the DIEPPE area - unlocked railings. At 3,000 feet blind disappeared in intense interference, although Mosquito weaved continuously to obtain better blip. Returned to base via FEGAMP, N. PORTLAND and Orfordness, crossing out at 01.40 hours. Weather: Almost clear throughout, small amounts of low cloud over Sea on return.	4,500 P.3
27th	Mosquito FII. DD741 (Z)	F/O PAE COLES. F/O JA GAMER. N/R.	Patrol.	23.20	01.05	Serrate patrol to NORTHERN FRANCE. Patrolled beacon LUKE 00.07 hours 10,000 feet A.I. contact obtained, a fat steady	4,500 P.3

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
27th	Mosquito FII. DD741 (Y)	P/O PAZ COLES. P/O J.A. CARTER. N/R.	Patrol.	23.20	01.05	(Cont'd from Overleaf). Ship, obviously on this beacon was D/P'd to correct position, while flashing C.M. orbited for 20 minutes when Serrate and A.I. both went U/S. Suspected receiver or modulator, fuses checked and found to be all right. Various troubles with the aircraft were also being experienced including engine and instrument trouble, R/T failure and intense vibration so at 00.30 hours at 10,000 feet set course for base, returning via HAMBURG. Weather: Clear over the Sea, Over Belgium and France 4-5/10ths low S.C. Visibility very good.	4.540 P3.
27th	Mosquito FII. DD310 (Z)	P/O LUC LAGOUER. P/O LA VANDERBERGHE. N/R.	Patrol.	23.25	02.20	Serrate patrol to NORTHERN FRANCE. Crossed in at 23.55 hours. Patrol completed approximately as planned. No Serrate. Three A.I. contacts at maximum range on way to KARL. The first lost after 5 minutes chase when it took violent evasive action (1,500 feet range 9,000 feet height). The second flying East to West very fast disappeared out of range at once. The third was flying due West was chased for 6 minutes, range reduced from maximum to 700 feet but no visuals and contact disappeared when within minimum range (possibly a peel-off below) and could not be regained. Three contacts in KARL area each chased briefly but lost in interference and became each time a second contact was seen behind at close range. On way back to enemy coast, one more A.I. contact appeared 4,000 feet behind but lost while Mosquito took evasive action. Remainder of flight uneventful and regressed out at 01.30 hours. Weather: Clear with wide patches of thin cloud layer at about 10,000 feet over FAS DE CALAIS. Visibility good.	4.540 P3.
28th	Mosquito FII. DD310 (Z)	P/S J. EVEREST. Sgt RJ PEARSON. N/R.	Patrol.	00.01	01.20	Serrate patrol to METZ. Crossed in at 00.19 hours. Approx. 20 miles S.S.W. of METZ at 00.25 hours A.I. contact seen which led to target which was being bombed where contact was lost. Aircraft proceeded on patrol and 30 miles E. of CHAMBERS on return journey at 02.40 hours A.I. contact which when investigated appeared to come from an aircraft orbiting a revolving beacon. Contact took evasive action and eventually increased speed and went right away. One further contact 5 miles West of ROUEN on return journey which showed in III-C, I.P., R. Regressed out at 03.20 hours. Weather: Patches of 5/10ths cloud over France, clearing over target 8/10ths cloud over South England from 1,000 feet up to 25,000 feet. icing conditions on return.	4.540 P3.
28th	Mosquito FII. HJ937 (J)	W/O BA LAMPTON. P/S RJ WALLINUT. N/R.	Patrol.	23.55	01.10	Serrate patrol to METZ. Crossed enemy coast in at 00.21 hours. Many A.I. contacts on Bombers. Those outside bomber stream being investigated, but on each occasion led to visual on four engined bomber. Rest of patrol uneventful and regressed out at 03.25 hours. Weather: Rain with cloud from ground level to 5,000 feet. Clearing to broken patches of 5/10ths cloud over Continent.	4.540 P3.

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APPENDIX

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DETAIL OF WORK CARRIED OUT

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PAGE No. 13.

FOR THE MONTH OF June, 1944.

(*2266-557) Wt. 2220-1124 700 541 TS. 200

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				Up	Down		
28th	Mosquito FII. HJ699 (B)	E/O AC GALLACHER. W/O G MOLEMAN. N/R.	Patrol.	23.50	03.30	Serrate patrol to NORTHERN FRANCE. Just on point of entry in enemy coast 00.30 hours 15,000 feet strong serrate indications showing dead ahead. After two minutes A.I. contact which married with Serrate was obtained on backward A.I. at 2,500 feet range. Aircraft turned off hard starboard and for approx. 45 minutes a hectic dog fight ensued. Aircraft was severely handicapped owing to full belly tank which reduced manoeuvring ability. From its speed and the facile manner in which it out-turned Mosquito, enemy aircraft was believed to be a Me 10. Mosquito finally lost height violently down to 1,000 feet and contact was shaken off. After 10 minutes (using petrol from belly tanks) aircraft climbed again as Serrate signal was still showing above and forward A.I. contact was quickly obtained at 14,000 feet which married again. Aircraft closed to 6,000 feet when enemy aircraft peeled off down to 3,000 feet and although Mosquito went straight down, flat out, speed was not sufficient to hold contact. Serrate and A.I. contacts were successively obtained on same contact many times until 01.45 hours after dog fight had lasted for 1 1/2 hours. Serrate finally going in the direction of Dutch Islands. Dog fight, for the most part, took place about 2 miles off enemy coast between DOLLOM and CHAIS. Recrossed out at 02.35 hours. Weather: 3/10ths cloud over FRANCE. Visibility good, clear over Channel.	4.500 P.3.
28th	Mosquito FII. DZ761 (C)	E/O FRED VANDENPLASSCHE. E/O MR WEBSTER. N/R.	Patrol.	23.50	03.25	Serrate patrol to BELT. Crossed in at 00.25 hours. About 20 miles after crossing enemy coast at 00.28 hours 15,000 ft A.I. contact obtained dead ahead and slightly below at maximum range. Contact appeared to be taking evasive action and did not respond to Mk. IIIG I.F.F., but after aircraft had chased contact for 10 minutes a visual was obtained on a Halifax. Chase had taken aircraft out to sea and re-entry was made on track. At 01.00 hours 18,200 03.20 at 15,000 feet A.I. contact obtained dead ahead at maximum range. Aircraft closed slowly to 5,000 feet when contact began violent evasive action. Aircraft followed down to 1,500 feet where A.I. contact was still maintained. Contact kept in the dark part of the sky and no visual could be obtained although range was within 1,000 feet on several occasions. After a 5 minute chase, Mosquito was suddenly illuminated by battery of searchlights and violent evasive action had to be taken and A.I. contact was lost and could not be re-gained. One or two fleeting backward A.I. contacts appeared on homeward journey, but on investigation were lost in interference. Recrossed out over enemy coast at 02.30 hours. Weather: 10/10ths night down to 200 feet in Southern England, clearing over the English Channel to 3/40ths cloud at 6,000 feet in South West France. Clear in Northern France.	4.500 P.3.

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
28th	Mosquito FII. HJ911 (A)	S/L GJ RICE. P/O JG ROGERSON. N/R.	Patrol.	23.55	03.15	Serrate patrol to MEXZ. Crossed in at 00.23 hours. Bombers contacts on point of entry at enemy coast with visuals in Bombers from time to time. Station maintained as far as 13,200 05.50S when at 00.52 hours, 15,000 feet four red stars seen fired in one burst to N.E. (LAON/VALENCOURT area). No Serrate or A.I. contacts were obtained so Mosquito flew on to presumed position of beacon "V.B." where white beacon seen flashing "V.B." After patrolling there from 01.02-01.20 hours without any contacts, returned to original route. Remainder of flight uneventful and regressed out at 02.28 hours. Weather: Cloud with patches of medium cloud varying height up to 20,000 feet. Visibility good but slight haze in urea area.	X 500 P3.
29th 30th	No operational Mosquito FII. HJ710(T)	flying. P/O WE RIGGS. W/O HJ ALEXANDER. N/R.	Patrol.	23.00	03.20	Serrate patrol to VIERZON. Crossed in at 00.12 hours. Patrol completed approx. as planned. No A.I. except on bombers and friendly fighters. On entering coast East of LE HAVRE at 23,000 feet a medium strength Serrate contact heard below which at first married up with an A.I. contact. The latter was found to be a Bomber with the Serrate still steady and hard below. Mosquito had come down to 17,000 feet and windscreen was too frozen up to permit any visual, so in the belief that Serrate emanated from ground abandoned chase. Remainder of flight uneventful until 02.23 hours 50.00N 02.40E at 17,000 feet when weak serrate to North was picked up. Chased for half an hour without signal strength increasing and no elevation could be read. Contact faded shortly after crossing enemy coast out at 02.43 hours. Weather: Base - French Coast cloud 14/23,000 feet, coast to target 7/10ths 8,000 feet, target 2/10ths 6/8,000 feet. Twenty miles S. of DUNKIRK to base 10/10ths 14/24,000 feet. Visibility good out of cloud.	X 500 P3
30th	Mosquito FII. HJ937 (J)	P/O FRED VANDELPLASSCH. P/O LK WEBSTER. N/R.	Patrol.	23.00	23.45	Serrate patrol to VIERZON. Returned at 23.25 hours after flying 50 minutes on track as Pilot was feeling ill. Weather: 10/10ths cloud and rain up to more than 23,000 feet between base and Cambridge.	4.500 P3
30th	Mosquito FII. HJ911 (A)	W/C CV WIND. DFC. P/L RAW SCOTT, DFC. N/R.	Patrol.	23.05	23.55	Serrate patrol to VIERZON. Turned back at Reading area 23.30 hours with port engine trouble (No. 4 magnet on port engine cut out). Weather: severe icing 10/10ths cloud well above 16,500 feet. (type not known). Nil visibility.	4.500 P3
30th	Mosquito FII. HD905 (P)	P/L DV ANDERSON. P/O RW OSBORN. N/R.	Patrol.	23.05	03.45	Serrate patrol to VIERZON. Crossed in at 00.16 hours. Patrol completed uneventfully. Contacted bombers on A.I. just before VIERZON and maintained contact until 47.55N 00.00E. Regressed out at 03.09 hours. Weather: Still in cloud at Reading 24,500 feet 5/10ths stratus target area - ROTTERDAM area clear with good visibility. Cloud patches over East of route at all heights.	4.500 P3

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By No. 141 (BS) Squadron, WEST RAYNHAM,

SECRET

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OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By No. 141 (33) Squadron, WEST BATHING.

SECRET

PAGE No. 14.

FOR THE MONTH OF June 1944

(*1248-521) WL 2250-1124 700 515 TS 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
30th	Mosquito FII. DZ240 (H)	F/O AC GALLAGHER. W/O G MOIRAN. N/R.	Patrol.	23.05	03.15	Serrate patrol to VIERZEN. Crossed in at 00.15 hours. Patrol completed as planned. At 02.50 hours 47.50 at 02.50 at 15,000 feet weak serrate below was chased East and then North and then S.W. when it switched off, no A.I. being achieved. Remained at flight uneventful and recrossed out at 02.40 hours. Weather: 10/10ths cloud 20,000 feet tops at French Coast. Making 6-7/10ths tops 21,000 feet over target and layer below at 8,000 feet. Visibility moderate.	4.540 P3.
30th	Mosquito FII. H7659 (B)	F/S M GIB. F/S B MIDDLETON. N/R.	Patrol.	23.05	00.20	Serrate patrol to VIERZEN. Turned back a few miles South of heading at 23.45 hours when A.I. became dead after starboard engine had cut temporarily. After engine picked up A.I. recovered but no signals could be obtained (probably due to icing). Weather: 10/10ths cloud from 7,000 feet in more than 24,000 feet. Some icing in cloud.	4.540 P3.
30th	Mosquito FII. H741 (Y)	F/S J EVEREST. SGT RJ PEARSON. N/R.	Patrol.	23.05	03.35	Serrate patrol to VIERZEN. Crossed in at 00.15 hours. After crossing enemy coast East of LE HAVRE at 15,000 feet strong serrate to port and above chased to East. Contact followed round in port and starboard orbits for approx. 5 minutes (range estimated at about 2 miles). No A.I. was achieved until Serrate suddenly disappeared and then two floating A.I. contacts were seen, too brief to assess range or direction. Remainder of flight uneventful except for a momentary fairly weak serrate to N.W. when at approx. 19.30 at 02.40 hours 15,000 feet. Recrossed out at 02.30 hours. Weather: 10/10ths medium cloud on take-off up to 15,000 feet, increasing to 18,000 feet over S. Coast and Channel. 4/10ths above. Cloud decreasing from about 20 miles inside the continent towards target to 7/10ths at 10,000 feet clear above. 10/10ths cirrus to 20,000 feet from 30 miles inside coast to base. Visibility good out of cloud.	4.540 P3.
30th	Mosquito FII. DD340 (Z)	F/O RAE COLES. F/O JA CARTER. N/R.	Patrol.	23.10	03.05	Serrate patrol to VIERZEN. Crossed in at 00.20 hours. Patrol completed uneventfully. Bombers first contacted on A.I. over VIERZEN at 01.03 hours 20,000 feet, contact maintained until 19.30N 01.00N on return. No other contacts. Recrossed out at 02.35 hours. Weather: Enemy coast near LE HAVRE, S.C. 10/10ths at 10,000 feet above that layers of stratus up to 22,000 feet. 6/10ths S.C. decreased to 6/10ths towards VIERZEN. ST. QUENTIN area 10/10ths solid 5,000 feet to 20,000 feet persisting all the way back to base.	4.540 P3.
TOTAL OPERATIONAL HOURS FOR MONTH :				34.5			

Wing Commander, Commanding,
No. 141 (33) Squadron,
RAF Station, WEST BATHING.

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