

**Royal Canadian
Air Force**

**Pilot's Flying
Log Book**

Name George Nadon

CERTIFICATES OF QUALIFICATION AS FIRST PILOT

(K.R. & A.C.I., para. 805)

Name NADON, R.A.G. Rank SGT F/SGT P/O F/O

(i) Certified that the above named has qualified as a first pilot (day)

on SINGLE ENGINE landplanes w.e.f. 23/9/41

Unit #14 S.F.T.S Signature Ghadon

Date 23/9/45 Rank Sgt.

(ii) Certified that the above named has qualified as a first pilot (night)

on SINGLE ENGINES landplanes w.e.f. 23/9/40

Unit #14 S.F.T.S Signature Ghadon

Date 23/9/45 Rank Sgt

(iii) Certified that the above named has qualified as a first pilot (day)

on..... seaplanes w.e.f.....

Unit..... Signature.....

Date..... Rank.....

(iv) Certified that the above named has qualified as a first pilot (night)

on..... seaplanes w.e.f.....

Unit..... Signature.....

Date..... Rank.....

Night Vision Test B'Mch.

29/10/41 Above average

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------|------|----------|------|--------------|------------------|---------------------------------|
| 1941 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| 5 | 8 | FLEET | 4670 | HERRON | SELF | 1-2-4 |
| 5 | 9 | " | 4666 | GUILLEVIN | " | 3-4-5 |
| 5 | 10 | " | 4639 | " | " | 3-4-5-6-16 |
| 5 | 10 | " | 4639 | " | " | 3-6-7-9-16 |
| 5 | 10 | " | 4639 | " | " | 7-9 |
| 5 | 11 | " | 4639 | " | " | 7-9 |
| | | | | | | WEEK'S TOTAL |
| | | | | | | TOTAL TO DATE |
| 5 | 12 | FLEET | 4666 | GUILLEVIN | SELF | 7-9 |
| 5 | 12 | " | 4636 | WILLARD | " | 6-7-9-16 |
| 5 | 13 | " | 4669 | GUILLEVIN | " | 6-7-9-16 |
| 5 | 13 | " | 4659 | " | " | 7-9-10-17 |
| 5 | 13 | " | 4667 | " | " | 7-9 |
| 5 | 13 | " | 4663 | " | " | 7-9 |
| 5 | 14 | " | 4638 | " | " | 7-9 |
| 5 | 14 | " | 4731 | Mr Lewis | " | Solo check |
| 5 | 14 | " | 4669 | Mr Guillevin | " | 7-9 |
| 5 | 15 | " | 4670 | " | " | 7-9 |
| 5 | 15 | " | 4663 | " | " | 6-7-9-16 |
| 5 | 15 | " | 4663 | Self | " | 11 First Solo |
| 5 | 16 | " | 4641 | Mr Piche | " | 7-9 |
| 5 | 16 | " | 4626 | Self | " | 7-9 |
| 5 | 16 | " | 4666 | Self | " | Circuits + Bombs |
| 5 | 18 | " | 4661 | Mr Guillevin | Self | 7-9-12-15-17 |

GRAND TOTAL [Cols. (1) to (10)]

12 Hrs 55 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR./CLOUD FLYING [Incl. in cols. (1) to (10)] | | | |
|------------------------|--------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|----------------|--|--------------|---------------|--|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL (12) | PILOT (18) | |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | | | |
| 30 | | | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | | | |
| 40 | | | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | | | |
| 45 | | | | | | | | | | | | | | |
| 45 | | | | | | | | | | | | | | |
| 3.40 | | | | | | | | | | | | | | |
| 3.40 | <i>plb.</i> | | | | | | | | | | | | | |
| 35 | | | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | | | |
| 35 | | | | | | | | | | | | | | |
| 35 | | | | | | | | | | | | | | |
| 35 | | | | | | | | | | | | | | |
| 40 | | | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | | | |
| 40 | | | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | | | |
| | 15 | | | | | | | | | | | | | |
| 25 | | | | | | | | | | | | | | |
| | 45 | | | | | | | | | | | | | |
| | 100 | | | | | | | | | | | | | |
| 50 | | | | | | | | | | | | | | |
| 1055 | 2.00 | | | | | | | | | | | | | |

13 E.F.T.S. ST EUGENE ONTARIO

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|------|----|----------|------|-------------|------------------|---------------------------------|
| 1941 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| 5 | 18 | FLEET | - | - | - | TOTALS BROUGHT FORWARD |
| 5 | 18 | FLEET | 4670 | Self | | 7-9-12-15-17 |
| 5 | 18 | " | 4666 | Self | | 7-9-12-15-17 |
| | | | | | | WEEKS TOTAL |
| | | | | | | TOTAL TO DATE |
| 5 | 19 | FLEET | 4671 | Guillemin | Self | 6-7-9-12-15-17 |
| 5 | 19 | " | 4659 | Self | | 7-9 |
| 5 | 20 | " | 4671 | Self | | 10-12-15-17 |
| 5 | 20 | " | 4410 | Mr. Piche | Self | 6-7-9-10-12-15-17 |
| 5 | 20 | " | 4644 | Self | | 7-9-17 |
| 5 | 22 | " | 4734 | Self | | 7-9-17 |
| 5 | 22 | " | 4661 | Self | | 7-9-15-17 |
| 5 | 24 | " | 4472 | Willard | Self | 8-12-15-17 |
| | | | | | | WEEKS TOTAL |
| | | | | | | TOTAL TO DATE |
| 5 | 26 | FLEET | 4671 | Guillemin | Self | 12-15-17-18-18A-21-22 |
| 5 | 26 | " | 4635 | Self | | 7-9-12-12-15-17 |
| 5 | 26 | " | 4735 | Self | | Instrument 20 |
| 5 | 27 | " | 4643 | Guillemin | Self | Instrument |
| 5 | 28 | " | 4635 | " | Self | 6-8-10-12-15-17-20 |
| 5 | 29 | " | 4669 | Self | | 6-7-9-10-12-15-17 |
| 5 | 30 | " | 4672 | Piche | Self | 6-7-9-10-12-15-17 |
| 5 | 30 | " | 4731 | Flt. Mougou | Self | 20 hr check |
| 5 | 30 | " | 4661 | Guillemin | Self | 17-22 |
| 5 | 31 | " | 4661 | Self | | 15-17-22 |

GRAND TOTAL [Cols. (1) to (10)]

25 Hrs 50 Mins.

TOTALS CARRIED FORWARD

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------|------|----------|------|-----------|------------------|--------------------------------------|
| 1941 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| 5 | 31 | FLEET | 4637 | Self | | 12-15-17-22 |
| 5 | 31 | " | 4633 | Self | | 7-9-17 |
| 5 | 31 | " | 4642 | Guillemin | Self. | Instrument |
| 5 | 31 | " | 4632 | Self | | 7-8-12 |
| 6 | 1 | " | 4637 | Self | | 15-17-22 |
| 6 | 1 | " | 4639 | Guillemin | Self. | 15-17-22 |
| | | | | | | WEEK'S TOTAL |
| | | | | | | TOTAL TO DATE |
| 6 | 2 | FLEET | 4472 | Self | | 7-8-17 |
| 6 | 2 | " | 4669 | Self | | 15-17-22 |
| 6 | 2 | " | 4661 | Self | | 17-22. |
| 6 | 2 | " | 4426 | Guillemin | Self. | Instrument. |
| 6 | 3 | " | 4637 | Self | | WEEK'S TOTAL 7-9-15-17 |
| | | | | | | WEEK'S TOTAL |
| | | | | | | TOTAL TO DATE |
| 6 | 9 | FLEET | 4659 | Self | | 15-17-22 |
| 6 | 11 | " | 4668 | Guillemin | Self | Instrument |
| 6 | 11 | " | 4667 | Self | | 15-17-22 |
| 6 | 11 | " | 4473 | Boyle | Self | Cross Country St Eugene to Rockliffe |
| 6 | 11 | " | 4473 | Boyle | Self | Cross Country Rockliffe to St Eugene |
| 6 | 12 | " | 4644 | Self | | 12-15-17-22 |
| 6 | 12 | " | 4666 | Guillemin | Self | Instrument |
| 6 | 12 | " | 4666 | Guillemin | Self. | Instrument |
| 6 | 12 | " | 4666 | Self | | 12-15-17-22 |

GRAND TOTAL [Cols. (1) to (10)]

42 Hrs 10 Mins.

TOTALS CARRIED FORWARD

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------|------|----------|------|-------------|------------------|----------------------------------|
| 1941 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| 6 | 12 | FLEET | 4635 | Self | | 8-9 |
| 6 | 13 | " | 4642 | Self | | 7-8-15-17 |
| 6 | 13 | " | 4668 | Guillemin | Self | Instrument |
| 6 | 13 | " | 4659 | Guillemin | Self | 12-13-15-17 |
| 6 | 13 | " | 4659 | Self | | 7-9-12-15-17 |
| 6 | 13 | " | 4659 | Barbeau | Self | Instrument |
| 6 | 13 | " | 4731 | F/O Michaud | Self | Instrument Check |
| 6 | 14 | " | 4672 | Self | | 12-15-17 |
| 6 | 14 | " | 4736 | Guillemin | Self | Instrument |
| 6 | 14 | " | 4671 | Self | | 7-9-12-15-17 |
| | | | | | | WEEK'S TOTAL |
| | | | | | | TOTAL TO DATE |
| 6 | 15 | FLEET | 4659 | Self | | 12-15-17 |
| 6 | 15 | " | 4637 | Guillemin | Self | 12-15-17-22 |
| 6 | 15 | " | 4659 | Self | | 12-15-17-22 |
| 6 | 16 | " | 4669 | SELF | | X Country St Eugene to Rockliffe |
| 6 | 16 | " | 4669 | SELF | | X Country Rockliffe to St Eugene |
| 6 | 16 | " | 4731 | F/O Michaud | Self | 50 hr check |
| 6 | 16 | " | 4472 | Self | | 12-15-17-22 |
| 6 | 17 | " | 4634 | Self | | 12-15-17-22 |
| 6 | 17 | " | 4636 | Guillemin | Self | Instrument |
| 6 | 17 | " | 4672 | Willard | Self | 12-15-17-22 |
| 6 | 18 | " | 4642 | Self | | 12-15-17-22 |

GRAND TOTAL [Cols. (1) to (10)]

59 Hrs 05 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | | |
|------------------------|--------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|----------------|--|------|-------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL | PILOT |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | (12) | (13) |
| 2:55 | 20:15 | | | | | | | | | | 400 | | |
| | :20 | | | | | | | | | | | | |
| | 1:00 | | | | | | | | | | | | |
| .45 | | | | | | | | | | | .45 | | |
| .40 | | | | | | | | | | | | | |
| | 40 | | | | | | | | | | | | |
| 35 | | | | | | | | | | | 35 | | |
| 20 | | | | | | | | | | | 20 | | |
| | 40 | | | | | | | | | | | | |
| 50 | | | | | | | | | | | 50 | | |
| | 100 | | | | | | | | | | | | |
| 7:00 | 7:25 | 200 | | | | | | | | | 4:45 | | |
| 25:05 | 24:00 | | | | | | | | | | 6:30 | | |
| | 100 | | | | | | | | | | | | |
| 45 | | | | | | | | | | | | | |
| | 1:00 | | | | | | | | | | | | |
| | 55 | | | | | | | | | | | | |
| | 45 | | | | | | | | | | | | |
| 40 | | | | | | | | | | | | | |
| | 105 | | | | | | | | | | | | |
| | 100 | | | | | | | | | | | | |
| 100 | | | | | | | | | | | 100 | | |
| 50 | | | | | | | | | | | | | |
| | 100 | | | | | | | | | | | | |
| 28:20 | 30:45 | | | | | | | | | | | | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | |

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------|------|----------|------|--|------------------|---------------------------------|
| 1941 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| | | COMMENCE | | FLYING & TRAINING | | #14 S. F. T. S. AYLMER |
| 7 | 6 | HARVARD | 3215 | F/O GRANT | SELF | 1A FAMILIARIZATION |
| 7 | 7 | " | 3222 | F/O QUINT | " | Seg 7-8 |
| 7 | 7 | " | 3222 | F/O QUINT | " | Seg 7-8 |
| 8 | 8 | " | 3226 | F/O QUINT | " | Seg 7-8 |
| 7 | 8 | " | 3226 | F/O GRANT | " | Seg 5-8-8-10-13-15-17 |
| 7 | 9 | " | 3215 | F/O QUINT | " | Seg 7-8-10 |
| 7 | 9 | " | 3226 | F/O JAMES | " | Solo check |
| 7 | 9 | " | 3226 | Self | " | Seg 7-8 |
| 7 | 9 | " | 3200 | F/O QUINT | " | Seg 19 Instrument |
| 7 | 10 | " | 3200 | F/O QUINT | " | Seg 7-8 |
| 7 | 10 | " | 3200 | Self | " | Seg 7-8 |
| 7 | 10 | " | 3226 | F/O QUINT | Self | Seg 7-8-17 |
| 7 | 10 | " | 3226 | Self | " | Seg 7-8-17 |
| 7 | 11 | " | 3226 | F/O QUINT | " | Seg 7-8-13-17 |
| | | | | | | WEEK'S TOTAL |
| | | | | | | TOTAL TO DATE |
| | | | | L. G. James F/O for O.C. "E" flight | | |
| 7 | 14 | HARVARD | 3215 | F/O PALMER | SELF | 10-22 |
| 7 | 14 | " | 3215 | F/O PALMER | " | Instrument |
| 7 | 14 | " | 3215 | SELF | " | 6-7-8-15-16 |

GRAND TOTAL [Cols. (1) to (10)]

11 Hrs 35 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | | |
|------------------------|--------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|----------------|---|------|-------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL | PILOT |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | (12) | (13) |
| CNT July 6 1941 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | 0.30 | | |
| 1:00 | | | | | | | | | | | | | |
| :50 | | | | | | | | | | | | | |
| :55 | | | | | | | | | | | | | |
| :45 | | | | | | | | | | | | | |
| :45 | | | | | | | | | | | | | |
| :25 | | | | | | | | | | | | | |
| | 25 | | | | | | | | | | | | |
| :45 | | | | | | | | | | | | :45 | |
| :35 | | | | | | | | | | | | | |
| | :55 | | | | | | | | | | | | |
| :45 | | | | | | | | | | | | | |
| | 35 | | | | | | | | | | | | |
| 1:00 | | | | | | | | | | | | | |
| 7.45 | 1.55 | | | | | | | | | | .30 | .45 | |
| 7.45 | 1.55 | | | | | | | | | | .30 | .45 | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| .15 | | | | | | | | | | | | | |
| 45 | | | | | | | | | | | | 45 | |
| | 55 | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| 8.45 | 2.50 | | | | | | | | | | .30 | 1.30 | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | |

| YEAR | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY (INCLUDING RESULTS AND REMARKS) | |
|-------|----------|---------|----------------|------------------|---|----------------------------|
| | Type | No. | 1ST PILOT | OR PASSENGER | | |
| MONTH | DATE | | | | TOTALS BROUGHT FORWARD | |
| 7 | 16 | HARVARD | 3200 | P/O PALMER | SELF | 6-7-8-22 |
| 7 | 16 | " | 3200 | SELF | | 6-7-8-10-15-22 |
| 7 | 17 | " | 3218 | S/P OSBORNE | SELF | NAVIGATION |
| 7 | 17 | " | 3218 | SELF | | 7-8-15-16 |
| 7 | 18 | " | 3188 | P/O PALMER | SELF | 7-8 |
| 7 | 18 | " | 3188 | SELF | | 6-7-8-10-17-15-22 |
| 7 | 18 | " | 3188 | SELF | | 6-7-8-10-17-15-22 |
| 7 | 19 | " | 3226 | SELF | | 7-8 |
| 7 | 19 | " | 3215 | F/O CURTISS | SELF | 22 |
| 7 | 19 | " | 3226 | SELF | | 6-7-8-10-15-22 |
| 7 | 20 | " | 3226 | SELF | | 7-8-10-15-22 |
| 7 | 20 | " | 3215 | SELF | | 7-8-10-15-22 |
| 7 | 20 | " | 3215 | F/O JAMES | SELF | Instrument |
| 7 | 20 | " | 3214 | SELF | | 7-8-10-15-22 |
| | | | F.B. Grant F/O | | | WEEK'S TOTAL |
| | | | O.C. E Flight | | | TOTAL TO DATE #14 S.F.T.S. |
| 7 | 21 | HARVARD | 3200 | SELF | | 7-8-10-15-17 |
| 7 | 21 | " | 3200 | F/O QUINT | SELF | INSTRUMENT |
| 7 | 22 | " | 3226 | SELF | | 7-8-17-22 |
| 7 | 22 | " | 32 | F/O QUINT | SELF | INSTRUMENT |
| 7 | 23 | " | 3205 | SELF | | 7-8-10-13-17 |
| 7 | 23 | " | 3200 | F/O QUINT | SELF | INSTRUMENT |
| 7 | 24 | " | 3188 | F/O QUINT | SELF | INSTRUMENT |

GRAND TOTAL [Cols. (1) to (10)]

30 Hrs. 10 Mins.

TOTALS CARRIED FORWARD

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------|------|----------|------|-----------------------|------------------|---------------------------------|
| MONTH | DATE | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| | | | | | | TOTALS BROUGHT FORWARD |
| 7 | 24 | HARVARD | 3218 | F/O GRANT | SELF | INSTRUMENT 15 |
| 7 | 25 | " | 3215 | F/O GRANT | " | NAVIGATION 22 |
| 7 | 25 | " | 3222 | Self | | 6-7-8-10-15-22 |
| | | | | F. G. Grant F/O. | | WEEKLY TOTAL #14 S.F.T.S |
| | | | | O.C.E Flight. | | TOTAL TO DATE |
| 7 | 28 | HARVARD | 3205 | SELF | | 7-8-15 |
| 7 | 29 | " | 3205 | F/O GRANT | SELF | INSTRUMENT |
| 7 | 31 | " | 3204 | SELF | | 7-8-13 |
| 7 | 31 | " | 3214 | " | | 7-8-13-22 |
| 8 | 3 | " | 3205 | F/O Grant | SELF | 22 |
| 8 | 3 | " | 3200 | Sgt EARLY | " | NAVIGATION |
| | | | | F. G. Grant F/O | | TOTAL FOR WEEK ENDING 3/8/41 |
| | | | | O.C.E Flight. | | TOTAL #14 S.F.T.S. |
| 8 | 4 | HARVARD | 3218 | F/O CURTISS | SELF | INSTRUMENT |
| 8 | 4 | " | 3226 | SELF | | 5-15-22 |
| 8 | 5 | " | 3200 | F/O CURTISS | SELF | 7-8-22 |
| 8 | 5 | " | 3204 | SELF | | 7-8-22 |
| 8 | 6 | " | 3215 | " | | X COUNTRY #1 |
| 8 | 6 | " | 3215 | " | | X COUNTRY #1 |
| 8 | 7 | " | 3220 | " | | X COUNTRY #2 |
| 8 | 8 | " | 3214 | " | | X COUNTRY #3 |
| 8 | 8 | " | 3214 | " | | 5-15-22 |
| | | | | Wingman F/O O.C.B'AT. | | TOTAL FOR WEEK ENDING 8/8/41 |

GRAND TOTAL [Cols. (1) to (10)]

49 Hrs 40 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR/CLOUD FLYING (Incl. in cols. (1) to (10)) | | |
|------------------------|--------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|----------------|--|------|-------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL | PILOT |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | (12) | (13) |
| 1730 | 1240 | | | | | | | | | | 640 | | |
| 30 | | | | | | | | | | | 30 | | |
| 145 | | | | | | | | | | | | | |
| | 55 | | | | | | | | | | | | |
| 640 | 405 | | | | | | | | | | 455 | | |
| 1945 | 1335 | | | | | | | | | 30 | 710 | | |
| | 30 | | | | | | | | | | | | |
| 30 | | | | | | | | | | | 30 | | |
| | 100 | | | | | | | | | | | | |
| | 100 | | | | | | | | | | | | |
| 100 | | | | | | | | | | | | | |
| 50 | | | | | | | | | | | | | |
| 220 | 230 | | | | | | | | | | 30 | | |
| 2205 | 1605 | | | | | | | | | 30 | 740 | | |
| 100 | | | | | | | | | | | 100 | | |
| | 100 | | | | | | | | | | | | |
| 110 | | | | | | | | | | | | | |
| | 100 | | | | | | | | | | | | |
| | 105 | | | | | | | | | | | | |
| | 55 | | | | | | | | | | | | |
| | 155 | | | | | | | | | | | | |
| | 200 | | | | | | | | | | | | |
| | 55 | | | | | | | | | | | | |
| 210 | 850 | | | | | | | | | | 840 | | |
| | | | | | | | | | | | 840 | | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | |

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|----------------------|------|----------|------|---------------------------------|------------------|---------------------------------|
| 1941 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| | | | | | | TOTAL #14 S.F.T.S. |
| 8 | 11 | HARVARD | 3206 | SELF | - | 7-8-13-15 |
| 8 | 12 | " | 3180 | Sgt TRUMLEY | Self | Inst D #19 19 |
| 8 | 12 | " | 3180 | SELF | - | 7-8-13-15-17 |
| 8 | 13 | " | 3225 | PO ACKNIGHT | SELF | PILOT NAV. TEST 19- |
| 8 | 16 | " | 3187 | SELF | - | 6-7-8-10 |
| 8 | 17 | " | 3177 | Sgt Trumley | SELF | Inst D 19 #2 |
| 8 | 17 | " | 3177 | SELF | - | 6-7-8-10-13-15-17-22 |
| 8 | 17 | " | 3177 | SELF | - | 7-8-10-13-15-17-22 |
| <i>Complains F/O</i> | | | | TOTAL FOR WEEK ENDING 17/8/41 | | |
| <i>OC B PLT.</i> | | | | TOTAL #14 S.F.T.S. | | |
| 8 | 18 | HARVARD | 3175 | SELF | - | 6, 7, 8, 13, 15, 17 |
| 8 | 18 | " | 3187 | TRUMLEY Sgt. | SELF | Inst. 19 |
| 8 | 18 | " | 3187 | SELF | - | 6, 7, 8, 13, 15, 17 |
| 8 | 20 | " | 3173 | Sgt TRUMLEY | SELF | NIGHT FLYING (FAMILIARIZATION |
| 8 | 21 | " | 3106 | SELF | - | 7, 8, 13, 15, 17 |
| 8 | 21 | " | 3187 | Sgt TRUMLEY | SELF | FORMATION |
| 8 | 22 | " | 3187 | Sgt TRUMLEY | " | FORMATION |
| 8 | 22 | " | 3212 | Self | - | Formation |
| <i>Complains F/O</i> | | | | TOTAL FOR WEEK ENDING 2-11/8/41 | | |
| <i>OC B PLT.</i> | | | | TOTAL #14 S.F.T.S. | | |

GRAND TOTAL [Cols. (1) to (10)]

49 Hrs 40 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR./CLOUD FLYING [Incl. in cols. (1) to (10)] | |
|------------------------|--------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|----------------|---|------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | (12) | | (13) |
| 2415 | 2455 | | | | | | | | | 30 | 840 | |
| | 60 | | | | | | | | | | | |
| 50 | | | | | | | | | | | 50 | |
| | 55 | | | | | | | | | | | |
| 205 | | | | | | | | | | | 30 | |
| | 50 | | | | | | | | | | 120 | |
| 130 | | | | | | | | | | | 120 | |
| | 110 | | | | | | | | | | | |
| | 105 | | | | | | | | | | | |
| 425 | 500 | | | | | | | | | | 240 | |
| 2840 | 2955 | | | | | | | | | | 1120 | |
| | 110 | | | | | | | | | | | |
| 55 | | | | | | | | | | | 55 | |
| | 35 | | | | | | | | | | | |
| | | 10 | | | | | | | | 10 | | |
| | 45 | | | | | | | | | | | |
| 110 | | | | | | | | | | | | |
| 50 | | | | | | | | | | | | |
| | 08 | | | | | | | | | | | |
| 255 | 320 | 10 | | | | | | | | 10 | 55 | |
| 3135 | 3315 | 10 | | | | | | | | 40 | 1215 | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| 3135 | 3315 | 10 | | | | | | | | 40 | 1215 | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |



SGT TRUMLEY INSTRUCTOR

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------|------|----------|------|--------------|-------------------------------|---------------------------------|
| 1941 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | |
| | | | | | | TOTALS BROUGHT FORWARD |
| 8 | 28 | HARVARD | 3180 | NADON | L.A.C. HEY | SAFETY PILOT |
| 8 | 28 | " | 3180 | L.A.C. HEY | SELF | 19 |
| 8 | 29 | " | 3212 | P/O THURSTON | SELF | NIGHT FLYING 7-8 |
| 8 | 29 | " | 3212 | P/O THURSTON | " | " " 7-8 |
| 8 | 29 | " | 3173 | P/O THURSTON | " | " " 7-8 |
| 8 | 29 | " | 3173 | SELF | - | NIGHT FLYING 7-8 |
| 8 | 29 | " | 3173 | NADON | L.A.C. MACDONALD | SAFETY PILOT |
| | | | | | TOTAL FOR WEEK ENDING 31/8/41 | |
| | | | | | TOTAL #145 F.T.S. | |
| 9 | 1 | HARVARD | 3180 | L.A.C. HEY | SELF | 19 |
| 9 | 1 | " | 3212 | Sgt TRUMLEY | " | 19 |
| 9 | 2 | " | 3177 | Sgt TRUMLEY | " | 19 |
| 9 | 2 | " | 3212 | NADON | HEY L.A.C. | SAFETY PILOT |
| 9 | 2 | " | 3177 | YARNELL | SELF | 19 |
| 9 | 2 | " | 3177 | NADON | YARNELL | SAFETY PILOT |
| 9 | 3 | " | 3212 | P/O THURSTON | SELF | NIGHT FLYING 7-8 |
| 9 | 3 | " | 3212 | SELF | - | " " 7-8 |
| 9 | 3 | " | 3193 | SELF | - | " " 7-8 |
| 9 | 5 | " | 3177 | Sgt TRUMLEY | SELF | 19 Inst. Take off |
| 9 | 6 | " | 3193 | P/O CLARK | SELF | 7-8 NIGHT |
| 9 | 6 | " | 3212 | SELF | - | 7-8 |
| 9 | 6 | " | 3176 | SELF | - | 7-8 |

GRAND TOTAL [Cols. (1) to (10)]

80 Hrs. 00 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | | |
|------------------------|--------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|----------------|--|--------------|---------------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL (12) | PILOT (13) |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | | |
| 3145 | 3315 | 10 | | | | | | | | | 40 | 1215 | |
| | 110 | | | | | | | | | | | | |
| 100 | | | | | | | | | | | | 100 | |
| | | 15 | | | | | | | | | | | |
| | | 110 | | | | | | | | | | | |
| | | 20 | | | | | | | | | | | |
| | | | 30 | | | | | | | | | | |
| | 100 | | | | | | | | | | | | |
| 100 | 910 | 145 | 25 | | | | | | | | | 100 | |
| 3235 | 3525 | 155 | 25 | | | | | | | | 40 | 1315 | |
| 100 | | | | | | | | | | | | 100 | |
| 50 | | | | | | | | | | | | 50 | |
| 55 | | | | | | | | | | | | 55 | |
| | 100 | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | 30 | |
| | 30 | | | | | | | | | | | | |
| | | 25 | | | | | | | | | | | |
| | | | 40 | | | | | | | | | | |
| | | | 30 | | | | | | | | | | |
| 50 | | | | | | | | | | | | 50 | |
| | | 30 | | | | | | | | | | | |
| | | | 55 | | | | | | | | | | |
| | | | 105 | | | | | | | | | | |
| | | | | | | | | | | | | | |
| 3640 | 3655 | 250 | 335 | | | | | | | | 40 | 1720 | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | |

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|------------------------|------|----------|------|----------------|-------------------------------|---------------------------------|
| 1941 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| 9 | 6 | HARVARD | 3179 | SELF | — | NIGHT 7-8 |
| 9 | 7 | " | 3180 | SGT TRUMLEY | SELF | NIGHT 7-8 |
| 9 | 7 | " | 3185 | SELF | — | NIGHT 7-8 |
| 9 | 7 | " | 3188 | SELF | — | NIGHT 7-8 |
| <i>Copy Log to P/O</i> | | | | | TOTAL FOR WEEK ENDING 7/9/41 | |
| <i>OCBFLT</i> | | | | | TOTAL #14 S.F.T.S. | |
| 9 | 9 | HARVARD | 3177 | SGT TRUMLEY | SELF | 6-7-8-10-13-15-16-17-22 |
| 9 | 9 | " | 3177 | SOLO | — | 7-8-15-17-22 |
| 9 | 9 | " | 3177 | SOLO | — | FORMATION |
| 9 | 10 | " | 3206 | SOLO | — | NIGHT 7-8 |
| 9 | 10 | " | 3187 | P/O CLARK | SELF | INST. TAKE OFF |
| 9 | 11 | " | 3175 | SOLO | — | FORMATION |
| 9 | 11 | " | 3180 | SOLO | — | 10, -15-17-22 |
| 9 | 11 | HARVARD | 3180 | F/O MARTIN | SELF | WING'S TEST |
| 9 | 12 | " | 3212 | SGT TRUMLEY | SELF | INSTRUMENT 19 |
| 9 | 12 | " | 3212 | F/O BELLAUEN | SELF | FINAL INSTRUMENT TEST |
| 9 | 12 | " | 3185 | SELF | " | FORMATION |
| <i>Copy Log to P/O</i> | | | | | TOTAL FOR WEEK ENDING 14/9/41 | |
| <i>OCBFLT</i> | | | | | TOTAL #14 S.F.T.S. | |
| 9 | 15 | HARVARD | 3175 | NADON | YARNELL A.C. | SAFETY PILOT |
| 9 | 15 | " | 3183 | L.A.C. YARNALL | SELF | INSTRUMENT 19. |
| 9 | 19 | " | 3095 | SOLO | — | 4 CROSS COUNTRY |
| 9 | 20 | " | 3185 | SOLO | — | 17-22 |

GRAND TOTAL [Cols. (1) to (10)]

97 Hrs. 35 Mins.


TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | | |
|------------------------|--------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|----------------|--|------|-------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL | PILOT |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | (12) | (13) |
| 3835 | 3720 | 250 | 335 | | | | | | | 40 | 1720 | | |
| | | | 30 | | | | | | | | | | |
| | | 25 | | | | | | | | | | | |
| | | | 105 | | | | | | | | | | |
| | | | 110 | | | | | | | | | | |
| 305 | 130 | 120 | 555 | | | | | | | - | 405 | | |
| 3640 | 3655 | 315 | 620 | | | | | | | 40 | 1720 | | |
| 130 | | | | | | | | | | | | | |
| | 100 | | | | | | | | | | | | |
| | 105 | | | | | | | | | | | | |
| | | | 35 | | | | | | | | | | |
| 15 | | | | | | | | | | | 15 | | |
| | 110 | | | | | | | | | | | | |
| | 40 | | | | | | | | | | | | |
| 100 | | | | | | | | | | | | | |
| 45 | | | | | | | | | | | 45 | | |
| | 100 | | | | | | | | | | 100 | | |
| | 100 | | | | | | | | | | | | |
| 330 | 555 | | 35 | | | | | | | | 200 | | |
| 4010 | 4250 | 315 | 655 | | | | | | | 40 | 1920 | | |
| | 40 | | | | | | | | | | | | |
| 45 | | | | | | | | | | | 45 | | |
| | 200 | | | | | | | | | | | | |
| | 100 | | | | | | | | | | | | |
| 4055 | 4030 | 315 | 655 | | | | | | | 40 | 2005 | | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | |



LAC. SCOTT

LAC. RIBOUT.

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | | |
|--|--------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|----------------|--|------|-------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL | PILOT |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | (12) | (13) |
| 3050 | 4630 | 315 | 655 | | | | | | | 40 | 2005 | | |
| 45 | 340 | | | | | | | | | | 45 | | |
| 4055 | 4630 | 315 | 655 | | | | | | | 40 | 2005 | | |
| <p><i>Certified Counsel</i> <i>ER Johnston S/L</i></p> | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | |
| <p>Sgt Ribout.</p> | | | | | | | | | | | | | |
| 69.15 | 78.15 | 3:15 | 6:55 | | | | | | | 40 | 27.35 | | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | |

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR/CLOUD FLYING (Incl. in cols. (1) to (10)) | |
|------------------------|-------|-------|-------|-----------------------|--------------|--------------|-------|--------------|--------------|----------------|--|-------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | DUAL | PILOT |
| DUAL | PILOT | DUAL | PILOT | DUAL | 1ST PILOT | 2ND PILOT | DUAL | 1ST PILOT | 2ND PILOT | | | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |

LAC. NADON, R.A.G.

FORM 414 (A)
10M-441 (83)
H.Q. 1062-1-2

SUMMARY of FLYING and ASSESSMENTS FOR YEAR COMMENCING 1st AUGUST *1941

(* For Officer, insert "JUNE": For Airman Pilot, insert "AUGUST")

| | S.E. AIRCRAFT | | M.E. AIRCRAFT | | TOTAL for year | GRAND TOTAL All Service Flying |
|-----------|---------------|-------|---------------|-------|-------------------|-----------------------------------|
| | Day | Night | Day | Night | | |
| DUAL | 69.15 | 3.15 | | | | 72.30 |
| PILOT | 78.15 | 6.55 | | | | 85.10 |
| PASSENGER | — | — | — | — | .40 | 157.40 |

ASSESSMENT of ABILITY

(To be assessed as:—Exceptional, Above the Average, Average, or Below the Average)

- (i) AS A S.E. † PILOT AV.
- (ii) AS PILOT-NAVIGATOR / ~~NAVIGATOR~~ HIGH AV.
- (iii) IN BOMBING Not assessed.
- (iv) IN AIR GUNNERY " "

† Insert:—"F." "L.B." "G.R." "F.B." etc.

ANY POINTS IN FLYING OR AIRMANSHIP WHICH SHOULD BE WATCHED

Above average Instrument Pilot.

Signature..... *George L. ...*

Date..... 24-9-41

For Officer Commanding..... No. 14 S.F.T.S., Aylmer, Ont.

| | | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------|------|------------------------|-----------|------------|------------------|---------------------------------|
| 1941 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | TOTALS BROUGHT FORWARD | | | | |
| 11 | | # 56 | O.T.U. | SUTTON | BRIDGE | |
| 11 | 30 | MASTER | 7899 | SGT MILLER | SELF | 1 |
| 12 | 1 | MASTER | 8673 | SGT MILLER | SELF | 1 |
| 12 | 8 | MASTER | 8692 | SELF | SOLO | 2 |
| 12 | 11 | HURRICANE | 7626 | SELF | SOLO | 3 |
| 12 | 11 | HURRICANE | 2645 | SELF | SOLO | 3 |
| 12 | 13 | HURRICANE | 3812 | SELF | SOLO | 3+4 |
| 12 | 14 | HURRICANE | 7605 | SELF | | 4x |
| 12 | 14 | MASTER | 8546 | SELF | SGT ROBERTSON | STOODING. |
| 12 | 15 | HURRICANE | 9153 | SELF | SOLO | 4, 5, |
| 12 | 18 | HURRICANE | 9121 | SELF | SOLO | 5, 10B, 26 |
| 12 | 24 | HURRICANE | 2915 | SELF | | 4, 5, 26. |
| 12 | 29 | HURRICANE | 7060 | SELF | | 12, |
| 12 | 29 | HURRICANE | 9192 | SELF | | 11 9 |
| 12 | 31 | MASTER | 6573 | FILT BIRCH | SELF | 11 |
| 1942 | 1 | 4 | HURRICANE | 9121 | SELF | - |
| 1 | 5 | HURRICANE | 2646 | SELF | - | 5-18A-26 |
| 1 | 6 | HURRICANE | 7081 | SELF | - | 23, 18A, 26 |
| 1 | 6 | HURRICANE | 7081 | SELF | - | 6, 26. |
| 1 | 7 | HURRICANE | 9121 | SELF | - | 6, 26. |
| 1 | 7 | HURRICANE | 9121 | SELF | - | 16-26 |
| 1 | 9 | HURRICANE | 3598 | SELF | - | 7 |
| 1 | 10 | HURRICANE | 9121 | SELF | - | 7-18a |
| 1 | 11 | HURRICANE | 7060 | SELF | - | 19 |
| 1 | 14 | HURRICANE | 7177 | SELF | - | 13 |
| 1 | 15 | HURRICANE | 6993 | SELF | - | 7 |

GRAND TOTAL [Cols. (1) to (10)]

178 Hrs. 35 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | |
|------------------------|--------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|----------------|--|------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | (12) | | (13) |
| 69:15 | 78:15 | 3:15 | 6:55 | | | | | | | .40 | 27:35 | |
| 30 | | | | | | | | | | | | |
| 1:00 | | | | | | | | | | | | |
| | 1:00 | | | | | | | | | | | |
| | .25 | | | | | | | | | | | |
| | .50 | | | | | | | | | | | |
| | 1:00 | | | | | | | | | | | |
| | :30 | | | | | | | | | | | |
| 1:00 | | | | | | | | | | | | |
| | 1:00 | | | | | | | | | | | |
| | 1:30 | | | | | | | | | | | |
| | 1:10 | | | | | | | | | | | |
| | .25 | | | | | | | | | | | |
| | 1:05 | | | | | | | | | | | |
| .15 | | | | | | | | | | | | |
| | 1:30 | | | | | | | | | | | 30 |
| | .45 | | | | | | | | | | | 10 |
| | 1:05 | | | | | | | | | | | |
| | 1:20 | | | | | | | | | | | |
| | 1:10 | | | | | | | | | | | |
| | 1:10 | | | | | | | | | | | 20 |
| | :25 | | | | | | | | | | | |
| | :35 | | | | | | | | | | | |
| | 1:15 | | | | | | | | | | | |
| 72:00 | 96:25 | 3:15 | 6:55 | | | | | | | 40 | 27:35 | 1:00 |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |

| YEAR | | AIRCRAFT | | PILOT, OR 1ST PILOT | 2ND PILOT, PUPIL OR PASSENGER | DUTY (INCLUDING RESULTS AND REMARKS) |
|-----------------------------------|------|-----------|------|---|----------------------------------|---|
| 1942 | | Type | No. | | | |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| | | | | | | |
| 1 | 15 | MASTER | 8546 | P/O MURRAY | SELF | 8a |
| 1 | 16 | HURRICANE | 3060 | SELF | - | 19 |
| 1 | 17 | HURRICANE | 7015 | SELF | - | 7. |
| 1 | 17 | HURRICANE | 7015 | SELF | - | 21, 25B, 23 |
| 1 | 18 | HURRICANE | 9192 | SELF | - | 13 |
| 1 | 19 | HURRICANE | 9215 | SELF | - | 7 |
| 1 | 21 | HURRICANE | 7081 | SELF | - | 5, 18a, 26 |
| 1 | 22 | MASTER | 8673 | SGT WALTON | SELF | 8a |
| 1 | 22 | HURRICANE | 2645 | SELF | - | 7, 16 |
| 1 | 28 | HURRICANE | 2026 | SELF | - | 19 |
| 1 | 20 | HURRICANE | 2645 | SELF | - | 21, 23, 24 |
| <p>W. S. De O.C. "B" BRON</p> | | | | <p>SUMMARY FOR 40 COURSE #. 56 O.T.U.</p> | | |
| <p>W/C O.C. 56 O.T.U.</p> | | | | <p>DATE 6/2/42</p> | | <p>HURRICANE</p> |
| | | | | <p>G. Wadon.</p> | | <p>MASTER</p> |

GRAND TOTAL [Cols. (1) to (10)]

190 Hrs. 15 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR/CLOUD FLYING [incl. in cols. (1) to (10)] | |
|------------------------|-------|-------|-------|-----------------------|--------------|--------------|-------|--------------|--------------|----------------|--|-------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | DUAL | PILOT |
| DUAL | PILOT | DUAL | PILOT | DUAL | 1ST PILOT | 2ND PILOT | DUAL | 1ST PILOT | 2ND PILOT | | | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |

(*6391-117) Wt. 39210-2791 33,000 1/41 T.S. 700

FORM 414 (A)

PERIOD
SUMMARY of FLYING and ASSESSMENTS FOR YEAR COMMENCING 18:11:41 to 18:2:41*19

[* For Officer, insert "JUNE" ; For Airman Pilot, insert "AUGUST."]

| | S.E. AIRCRAFT | | M.E. AIRCRAFT | | TOTAL for year | GRAND TOTAL All Service Flying |
|-----------|---------------|-------|---------------|-------|-------------------|-----------------------------------|
| | Day | Night | Day | Night | | |
| DUAL | 4.45 | — | — | — | — | 77.15 |
| PILOT | 27.50 | — | — | — | — | 113.00 |
| PASSENGER | — | — | — | — | — | — |

ASSESSMENT of ABILITY

(To be assessed as :—Exceptional, Above the Average, Average, or Below the Average)

- (i) AS A..... † PILOT *Average.*
- (ii) AS PILOT-NAVIGATOR/NAVIGATOR.....
- (iii) IN BOMBING
- (iv) IN AIR GUNNERY *Good Average.*

† Insert :—"F.", "L.B.", "G.R.", "F.B.", etc.

ANY POINTS IN FLYING OR AIRMANSHIP WHICH SHOULD BE WATCHED.

.....

.....

Date *8-2-42.*

Signature *J. J. Garvin* *W.C.*

Officer Commanding.....

| | | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|
| | | | | | | | | | | | | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |

| YEAR | | AIRCRAFT | | PILOT, OR 1ST PILOT | 2ND PILOT, PUPIL OR PASSENGER | DUTY (INCLUDING RESULTS AND REMARKS) |
|--|------|-----------|------|------------------------|----------------------------------|---|
| MONTH | DATE | Type | No. | | | |
| 1942 | | | | | | TOTALS BROUGHT FORWARD |
| Feb | 13 | | | | | |
| | 13 | HURRICANE | 9146 | SELF | - | 10B |
| | 13 | HURRICANE | 7157 | SELF | - | 10B |
| <u>SUMMARY FOR COURSE</u> MASTER DUAL MASTER SOLO HURRICANE <i>Signed S. Mason</i> | | | | | | |
| <i>Abbeumont s/l C.F.I. for Niche</i> | | | | | | |

GRAND TOTAL [Cols. (1) to (10)]

193 Hrs 25 Mins.

TOTALS CARRIED FORWARD

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------|------|----------|----------------|-----------|------------------|---------------------------------|
| 1942 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| | | | # 122 Squadron | Scorton | | |
| 1 | 26 | SPITFIRE | X | SELF | - | FIRST SOLO, CIRCUITS |
| 2 | 27 | SPITFIRE | X | SELF | - | CIRCUITS + LANDINGS |
| 2 | 27 | SPITFIRE | X | SELF | - | LOCAL FLYING |
| 2 | 28 | SPITFIRE | X | SELF | - | LOCAL FLYING |
| 2 | 28 | SPITFIRE | X | SELF | - | LOCAL FLYING + D.F. |
| | | | | | | SUMMARY FOR FEBRUARY |
| | | | | | | SUMMARY FOR SQUADRON 122 |
| | | | | | | TOTAL |
| 3 | 1 | SPITFIRE | N | SELF | - | LOCAL FLYING |
| 3 | 9 | SPITFIRE | V | SELF | - | FORMATION |
| 3 | 9 | SPITFIRE | X | SELF | - | SECTION ATTACKS - FORMATION |
| 3 | 10 | SPITFIRE | N | SELF | - | FORMATION |
| 3 | 11 | SPITFIRE | X | SELF | - | FORMATION - CINE-GUN |
| 3 | 11 | SPITFIRE | V | SELF | - | SECTOR RECCO |
| 3 | 12 | SPITFIRE | V | SELF | - | FORMATION - CINE-GUN |
| 3 | 12 | SPITFIRE | L | SELF | - | LOCAL FLYING |
| 3 | 13 | SPITFIRE | P | SELF | - | CANNON + M.C. TEST - FORMATION |
| 3 | 13 | SPITFIRE | P | SELF | - | CANNON TEST + SECTOR RECCO |
| 3 | 15 | SPITFIRE | V | SELF | - | FORMATION |
| 3 | 15 | SPITFIRE | V | SELF | - | CAMERA-GUN ON WHITLEY |

GRAND TOTAL [Cols. (1) to (10)]

287 Hrs 55 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | | |
|------------------------|--------------|-------------|--------------|--|---------------------|---------------------|-------------|---------------------|----------------------|---|--|--------------|---------------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL (12) | PILOT (13) |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | | |
| 74:00 | 109:15 | 3:15 | 6:55 | | | | | | | | .40 | 29:05 | 1:50 |
| | .25 | | | | | | | | | | | | |
| | .50 | | | | | | | | | | | | |
| | 1:10 | | | | | | | | | | | | |
| | 1:05 | | | | | | | | | | | | |
| | :25 | | | | | | | | | | | | |
| | 3:55 | | | | | | | | | | | | |
| | 3:55 | | | | | | | | | | | | |
| 74:00 | 113:10 | 3:15 | 6:55 | | | | | | | | .40 | 29:05 | 1:50 |
| | | | | <i>Hallowes. r/pt. a.c. "B" Light.</i> | | | | | | <i>Hallowes. r/pt. for C.O. 122 Squadron.</i> | | | |
| | 1:05 | | | | | | | | | | | | |
| | .35 | | | | | | | | | | | | |
| | 1:05 | | | | | | | | | | | | |
| | .50 | | | | | | | | | | | | |
| | .50 | | | | | | | | | | | | |
| | .45 | | | | | | | | | | | | |
| | 1:00 | | | | | | | | | | | | |
| | 1:00 | | | | | | | | | | | | |
| | 1:15 | | | | | | | | | | | | |
| | 1:00 | | | | | | | | | | | | |
| | .30 | | | | | | | | | | | | |
| | .40 | | | | | | | | | | | | |
| | u/s | | | | | | | | | | | | |
| 74:00 | 123:45 | 3:15 | 6:55 | | | | | | | | .40 | 29:05 | 1:50 |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | |



SELF & SPITFIRE

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------|------|----------|-------|-----------|------------------|---------------------------------|
| 1942 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| 3 | 17 | SPITFIRE | M | SELF | — | FORMATION CLIMB (25,000 FT) |
| 3 | 18 | SPITFIRE | V | SELF | — | FORMATION & CINE-GUN. |
| 3 | 22 | SPITFIRE | P | SELF | — | FORMATION & CINE-GUN. |
| 3 | 23 | SPITFIRE | P | SELF | — | AIR-FIRING. |
| 3 | 23 | SPITFIRE | M | SELF | — | CAMERA GUN |
| 3 | 24 | SPITFIRE | M | SELF | — | CINE-GUN |
| 3 | 24 | SPITFIRE | X | SELF | — | CINE-GUN |
| 3 | 25 | SPITFIRE | X | SELF | — | CINE-GUN & FORMATION |
| 3 | 26 | SPITFIRE | L | SELF | — | AIR-FIRING (5) |
| 3 | 26 | SPITFIRE | L | SELF | — | AIR-FIRING (12) |
| 3 | 27 | SPITFIRE | X | SELF | — | AIR-FIRING, CINE-GUN |
| 3 | 28 | SPITFIRE | N | SELF | — | FORMATION |
| 3 | 28 | SPITFIRE | R | SELF | — | FORMATION |
| 3 | 29 | SPITFIRE | N | SELF | — | SQUADRON FORMATION 20,000 FT |
| 3 | 29 | SPITFIRE | N | SELF | — | FORMATION |
| | | | | | | TIME FOR MARCH 1942 |
| | | | | | | TOTAL TIME FOR SQUADRON |
| | | | | | | <u>TOTAL</u> |
| | | | | | | Bole Cleary King F/L |
| | | | | | | v.c B Flights. |
| 4 | 1 | MAGISTER | N3810 | SELF | SGT. JAMES | CATHERICK T. HORNCHURCH |

GRAND TOTAL [Cols. (1) to (10)]

223 Hrs 50 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR./CLOUD FLYING [Incl. in cols. (1) to (10)] | | |
|------------------------|--------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|----------------|---|--------------|---------------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL (12) | PILOT (13) |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | | |
| 74:00 | 123:45 | 3:15 | 6:55 | | | | | | | .40 | 29:05 | 1:50 | |
| | .45 | | | | | | | | | | | | |
| | .35 | | | | | | | | | | | | |
| | 1:00 | | | | GRIFFITHS. | | | MAC PHERSON | | | | | |
| | .50 | | | | | | | | | | | | |
| | .40 | | | | | | | | | | | | |
| | .50 | | | | | | | | | | | | |
| | 1:10 | | | | | | | | | | | | |
| | .40 | | | | | | | | | | | | |
| | 1:10 | | | | | | | | | | | | |
| | .50 | | | | | | | | | | | | |
| | 1:15 | | | | | | | | | | | | |
| | .55 | | | | | | | | | | | | |
| | .35 | | | | | | | | | | | | |
| | 1:10 | | | | | | | | | | | | |
| | .55 | | | | | | | | | | | | |
| | 23:55 | | | | | | | | | | | | |
| | 27:50 | | | | | | | | | | | | |
| 74:00 | 137:05 | 3:15 | 6:55 | | | | | | | .40 | 29:05 | 1:50 | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | 2:35 | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| 74:00 | 139:30 | 3:15 | 6:55 | | | | | | | .40 | 29:05 | 1:50 | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | |



SOME OF THE BOYS AT FAIRLOR 122 SQD.

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------|------|----------|-------------------------------|----------------|------------------|---------------------------------|
| 1942 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| | | | | # 122 Squadron | HORNCHURCH | APRIL 1 1942 |
| 4 | 1 | SPITFIRE | M1810 ^B | SELF | - | SECTOR RECCO |
| 4 | 2 | SPITFIRE | L | SELF | - | WEAVING-IN FLIGHTS |
| 4 | 3 | SPITFIRE | O | SELF | - | SECTOR RECCO |
| 4 | 3 | SPITFIRE | V | SELF | - | PRACTICE SWEEP WITH WING |
| 4 | 4 | SPITFIRE | L | SELF | - | LINE ASTERN FORMATION |
| 4 | 10 | SPITFIRE | N | SELF | - | FORMATION |
| 4 | 10 | SPITFIRE | L | SELF | - | WING FORMATION |
| 4 | 10 | SPITFIRE | P | SELF | - | FORMATION |
| 4 | 11 | SPITFIRE | R | SELF | - | CINE-GUN ATTACKS |
| 4 | 11 | SPITFIRE | X | SELF | - | OPS. PATROL DEFENSIVE |
| 4 | 12 | MACISTER | 3810 | SELF | A.T.C. Boys | JOY-RIDING |
| 4 | 12 | SPITFIRE | O | SELF | - | CINE-GUN. |
| 4 | 13 | SPITFIRE | T | SELF | - | CINE-GUN |
| 4 | 13 | SPITFIRE | S | SELF | - | CONVOY PATROL (OPS) |
| 4 | 17 | SPITFIRE | P | SELF | - | OPS CONVOY PATROL |
| 4 | 18 | SPITFIRE | O | SELF | - | CINE-GUN |
| 4 | 19 | SPITFIRE | P | SELF | - | WING FORMATION |
| 4 | 19 | SPITFIRE | L | SELF | - | AEROBATIOS |
| 4 | 23 | SPITFIRE | P | SELF | - | CINE-GUN |
| 4 | 23 | SPITFIRE | N | SELF | - | CINE-GUN |
| 4 | 24 | SPITFIRE | L | SELF | - | CINE-GUN - TARGET |
| 4 | 24 | SPITFIRE | V | SELF | - | OPS - SWEEP OSTEND X 2 foot |
| 4 | 25 | SPITFIRE | V | SELF | - | OPS - SWEEP net. |

GRAND TOTAL [Cols. (1) to (10)]

244 Hrs 25 Mins.

TOTALS CARRIED FORWARD

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|---|------|----------|-----|-----------|------------------|--|
| 1942 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| 4 | 25 | SPITFIRE | R | SELF | - | SWEEP DUNKIRK. |
| 4 | 26 | SPITFIRE | L | SELF | - | SWEEP R/T U/S |
| 4 | 29 | SPITFIRE | S | SELF | - | SWEEP FLUSHING |
| 4 | 30 | SPITFIRE | B | SELF | - | CANNON TEST |
| 4 | 30 | SPITFIRE | N | SELF | - | SWEEP |
| 4 | 30 | SPITFIRE | P | SELF | - | CANNON TEST |
| <div style="border: 2px solid black; padding: 5px; display: inline-block;"> <p>Summary for APRIL 1942</p> <p>Unit 122 Sqn Aircraft</p> <p>Date APRIL 30/42 Types</p> <p>Signature G. Nason</p> </div> | | | | | | <p>1. MASTER</p> <p>2. SPITFIRE</p> <p>3. MONTHLY TOTAL</p> <p>4. SQUADRON TOTAL</p> |
| <p><i>Bole Heerster</i> F/L</p> <p>OFFICER COMMANDING</p> <p>"B" FLIGHT.</p> <p>No. 122 SQUADRON.</p> | | | | | | |
| 5 | 1 | SPITFIRE | E | SELF | - | AIR-FIRING - 11 hrs |
| 5 | 1 | SPITFIRE | Z | SELF | - | SWEEP - ST OMER |
| 5 | 3 | SPITFIRE | M | SELF | - | CONVOY PATROL |
| 5 | 4 | SPITFIRE | V | SELF | - | AIR TEST |
| 5 | 4 | SPITFIRE | V | SELF | - | CINE GUN |
| 5 | 4 | SPITFIRE | V | SELF | - | SWEEP (RODED) |
| 5 | 5 | SPITFIRE | P | SELF | - | CONVOY PATROL |
| 5 | 5 | SPITFIRE | S | SELF | - | SWEEP TO LILLE |

GRAND TOTAL [Cols. (1) to (10)]

268 Hrs 00 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | | |
|------------------------|--------------|-------------|--------------|---|---------------------|---------------------|-------------|---------------------|----------------------|----------------|--|--------------|---------------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL (12) | PILOT (13) |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | | |
| 7400 | 160:15 | 3:15 | 6:55 | | | | | | | | .40 | 29:05 | 1:50 |
| | 1:40 | | | | | | | | | | | | |
| | :20 | | | | | | | | | | | | |
| | 1:10 | | | | | | | | | | | | |
| | .25 | | | | | | | | | | | | |
| | 1:05 | | | BASE OF 109F'S NEAR OSTEND, NIEUPOORT | | | | | | | | | |
| | .35 | | | | | | | | | | | | |
| | 3:45 | | | | | | | | | | | | |
| | 24:45 | | | | | | | | | | | | |
| | 28:30 | | | | | | | | | | | | |
| | 56:20 | | | | | | | | | | | | |
| | | | | <i>Fayle Jones</i> SQUADRON LEADER, CREW CHIEF No. 122 SQUADRON. | | | | | | | | | |
| | 85 | | | | | | | | | | | | |
| | 1:30 | | | | | | | | | | | | |
| | 1:25 | | | | | | | | | | | | |
| | 7:45 | | | | | | | | | | | | |
| | .40 | | | | | | | | | | | | |
| | 1:40 | | | | | | | | | | | | |
| | 1:00 | | | | | | | | | | | | |
| | 1:35 | | | attacked by F.W. 190 received 4 hits in MK (RIBOUT lost) | | | | | | | | | |
| | | | | | | | | | | | | | |
| 74:00 | 184:50 | 3:15 | 6:55 | | | | | | | | .40 | 29:05 | 1:50 |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | |

FLY DE HEMPTING
 SL FAITLE
 SGT JONES

| YEAR | | AIRCRAFT | | PILOT, OR 1ST PILOT | 2ND PILOT, PUPIL OR PASSENGER | DUTY (INCLUDING RESULTS AND REMARKS) |
|-------|------|-------------|-----|------------------------|----------------------------------|---|
| 1942 | | Type | No. | | | |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| 5 | 6 | SPITFIRE | V | SELF | — | AIR FIRING. (SOUTHEND) |
| 5 | 7 | SPITFIRE | L | SELF | — | SQUADRON FORMATION |
| 5 | 7 | SPITFIRE | L | SELF | — | CINE-GUN |
| 5 | 8 | SPITFIRE | L | SELF | — | AIR-FIRING. (SOUTHEND) |
| 5 | 8 | SPITFIRE | L | SELF | — | CINE-GUN |
| 5 | 9 | MAGISTER | — | SELF | F/O MCLEAN | TO DEBDEN |
| 5 | 9 | MAGISTER | — | SELF | .. | FROM DEBDEN TO HORNCHURCH |
| 5 | 12 | SPITFIRE IX | | SELF | — | TEST FLIGHT (NEW SPITFIRE) |
| 5 | 21 | SPITFIRE | L | SELF | — | CANNON TEST |
| 5 | 23 | SPITFIRE | M | SELF | — | OPS. SWEEP |
| 5 | 24 | SPITFIRE | M | SELF | — | CONVOY PATROL |
| 5 | 25 | SPITFIRE | M | SELF | — | OPS SWEEP |
| 5 | 26 | SPITFIRE | M | SELF | — | CONVOY PATROL |
| 5 | 27 | SPITFIRE | P | SELF | — | CONVOY PATROL |
| 5 | 27 | SPITFIRE | M | SELF | — | CINE-GUN |
| 5 | 29 | SPITFIRE | M | SELF | — | AIR-FIRING TO SOUTHEND |
| 5 | 30 | SPITFIRE | IX | SELF | — | TEST FLIGHT SPITFIRE |

| | | | |
|-------------|-----------|----------|-------------------|
| Summary for | MAY | 1942 | 1. MAGISTER |
| Unit | 122 SQD | Aircraft | 2. SPITFIRE IX |
| Date | MAY 31/42 | Types | 3. SPITFIRE V |
| Signature | G. Radon. | | 4. SQUADRON TOTAL |

GRAND TOTAL [Cols. (1) to (10)]

290 Hrs 30 Mins.

TOTALS CARRIED FORWARD

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------|------|----------|-----|-----------|------------------|---------------------------------|
| 1942 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | |
| JUNE | | | | | | TOTALS BROUGHT FORWARD |
| 6 | 0 | SPITFIRE | Y | SELF | - | CONVOY PATROL |
| 6 | 1 | SPITFIRE | M | SELF | - | CONVOY PATROL (RECALLED) |
| 6 | 1 | SPITFIRE | M | SELF | - | SCRAMBLE (DUSK PATROL) |
| 6 | 2 | SPITFIRE | M | SELF | - | SWEEP OPS. |
| 6 | 2 | SPITFIRE | M | SELF | - | SWEEP OPS. |
| 6 | 2 | SPITFIRE | M | SELF | - | SWEEP OPS. |
| 6 | 3 | SPITFIRE | M | SELF | - | CONVOY PATROL |
| 6 | 3 | SPITFIRE | M | SELF | - | SWEEP OPS. |
| 6 | 4 | SPITFIRE | O | SELF | - | SWEEP OPS. |
| 6 | 4 | SPITFIRE | O | SELF | - | SWEEP OPS. |
| 6 | 7 | SPITFIRE | M | SELF | - | PRACTICE FORMATION |
| 6 | 8 | SPITFIRE | M | SELF | - | HORNCHURCH TO FAIRLOP |
| 6 | 8 | SPITFIRE | M | SELF | - | OPS. SWEEP |
| 6 | 8 | SPITFIRE | M | SELF | - | MANSTON TO FAIRLOP |
| 6 | 8 | SPITFIRE | M | SELF | - | OPS. SWEEP |
| 6 | 9 | SPITFIRE | M | SELF | - | OPS. SWEEP |
| 6 | 9 | MAGISTER | | SELF | SGT BARRETT | HORNCHURCH & RETURN |
| 6 | 9 | MAGISTER | | SELF | - | MANSTON |
| 6 | 9 | MAGISTER | | SELF | SGT DUNSMORE | MANSTON TO FAIRLOP |
| 6 | 12 | SPITFIRE | P | SELF | - | TO HORNCHURCH |
| 6 | 12 | SPITFIRE | V | SELF | - | HORNCHURCH TO FAIRLOP |
| 6 | 13 | SPITFIRE | M | SELF | - | SQUADRON FORMATION. |
| 6 | 17 | SPITFIRE | M | SELF | - | CONVOY PATROL |

GRAND TOTAL [Cols. (1) to (10)]

315 Hrs 35 Mins.

TOTALS CARRIED FORWARD

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|--|------|----------|-----|-----------|------------------|---------------------------------|
| MONTH | DATE | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| | | | | | | TOTALS BROUGHT FORWARD |
| 6 | 19 | SPITFIRE | M | SELF | - | |
| 6 | 19 | SPITFIRE | M | SELF | - | CINEGUN, LOW FLYING |
| 6 | 19 | SPITFIRE | M | SELF | - | CALIBRATION & CINE-GUN |
| 6 | 21 | SPITFIRE | O | SELF | - | CONVOY PATROL |
| 6 | 21 | SPITFIRE | V | SELF | - | FAIRLOP TO HORNCHURCH |
| 6 | 21 | SPITFIRE | Y | SELF | - | HORNCHURCH TO FAIRLOP |
| 6 | 22 | SPITFIRE | M | SELF | - | WING FORMATION |
| 6 | 24 | SPITFIRE | M | SELF | - | CINE GUN |
| 6 | 24 | SPITFIRE | M | SELF | - | WING FORMATION |
| 6 | 25 | SPITFIRE | V | SELF | - | SECTION ATTACKS |
| 6 | 25 | SPITFIRE | Y | SELF | - | SQUADRON FORMATION |
| 6 | 25 | SPITFIRE | L | SELF | - | FORMATION FLYING |
| 6 | 26 | SPITFIRE | L | SELF | - | SQUADRON FORMATION |
| 6 | 26 | SPITFIRE | L | SELF | - | TO HORNCHURCH |
| 6 | 26 | SPITFIRE | S | SELF | - | TO FAIRLOP |
| 6 | 28 | SPITFIRE | R | SELF | - | TO HORNCHURCH |
| 6 | 29 | SPITFIRE | M | SELF | - | FAIRLOP TO MARTLESHAM |
| 6 | 30 | SPITFIRE | M | SELF | - | AIR FIRING |
| Summary for JUNE 1942 Unit 122390 Aircraft 1 MACISTER Date JULY 1/42 Types 2 SPITFIRE Signature S. Nadon 3. 4 SQUADRON TOTAL | | | | | | |

GRAND TOTAL [Cols. (1) to (10)]

327 Hrs. 45 Mins.

TOTALS CARRIED FORWARD

| YEAR | | AIRCRAFT | | PILOT, OR 1ST PILOT | 2ND PILOT, PUPIL OR PASSENGER | DUTY (INCLUDING RESULTS AND REMARKS) |
|-------|------|----------|-----|------------------------|----------------------------------|---|
| MONTH | DATE | Type | No. | | | |
| | | | | | | TOTALS BROUGHT FORWARD |
| 7 | 1 | SPITFIRE | M | SELF | — | MARTLESHAM TO FAIRLOP |
| 7 | 2 | SPITFIRE | M | SELF | — | FAIRLOP TO MARTLESHAM |
| 7 | 3 | SPITFIRE | M | SELF | — | AIR FIRING |
| 7 | 4 | SPITFIRE | M | SELF | — | TO BIGGIN HILL, WESMALLING |
| 7 | 4 | SPITFIRE | M | SELF | — | BIGGIN HILL TO MARTLESHAM |
| 7 | 6 | SPITFIRE | M | SELF | — | WEAVING & FORMATION |
| 7 | 7 | SPITFIRE | M | SELF | — | WEAVING & FORMATION |
| 7 | 7 | SPITFIRE | M | SELF | — | FLIGHT FORMATION |
| 7 | 8 | SPITFIRE | M | SELF | — | " " |
| 7 | 9 | SPITFIRE | M | SELF | — | CONVOY |
| 7 | 9 | SPITFIRE | M | SELF | — | FORMATION |
| 7 | 9 | SPITFIRE | S | SELF | — | AIR FIRING |
| 7 | 9 | SPITFIRE | S | SELF | — | " " |
| 7 | 9 | SPITFIRE | V | SELF | — | TO HORNCHURCH |
| 7 | 9 | SPITFIRE | D | SELF | — | TO FAIRLOP |
| | | | | | | TOTAL SPITFIRE JULY |
| | | | | | | JULY 10/42 SQUADRON TOTAL |

GRAND TOTAL [Cols. (1) to (10)]

337 Hrs. 0.2 Mins.

TOTALS CARRIED FORWARD

| YEAR | | AIRCRAFT | | PILOT, OR 1ST PILOT | 2ND PILOT, PUPIL OR PASSENGER | DUTY (INCLUDING RESULTS AND REMARKS) |
|--|------|----------|-----|------------------------|----------------------------------|---|
| 1942 | | Type | No. | | | |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| 7 | 15 | SPITFIRE | S | SELF | - | TO HORNCHURCH |
| 7 | 15 | SPITFIRE | R | SELF | - | HORNCHURCH TO FAIRLOP |
| 7 | 15 | SPITFIRE | N | SELF | - | SWEEP OPS |
| 7 | 17 | SPITFIRE | R | SELF | - | FAIRLOP TO HORNCHURCH |
| 7 | 20 | SPITFIRE | S | SELF | - | CONVOY PATROL |
| 7 | 20 | SPITFIRE | Y | SELF | - | OPS SWEEP |
| 7 | 21 | SPITFIRE | N | SELF | - | CAMERA GUN |
| 7 | 21 | SPITFIRE | F | SELF | - | CONVOY PATROL |
| 7 | 24 | SPITFIRE | E | SELF | - | SQUADRON FORMATION |
| 7 | 25 | SPITFIRE | X | SELF | - | CONVOY PATROL |
| 7 | 26 | SPITFIRE | L | SELF | - | CONVOY PATROL |
| 7 | 30 | SPITFIRE | W | SELF | - | OPS SWEEP (ST OMER) |
| Signed <i>G. Madson</i> <i>H. Griffiths</i> F/C OC B F/C 127 Sqdn | | | | | | SUMMARY FOR JULY 1942 SPITFIRE SQUADRON TOTAL <i>W. Williams</i> S/L O.C. 122 Squad. |
| 8 | 1 | SPITFIRE | N | SELF | - | CONVOY PATROL |
| 8 | 3 | SPITFIRE | N | SELF | - | CONVOY PATROL |
| 8 | 12 | SPITFIRE | W | SELF | - | FORMATION FLYING |
| 8 | 14 | SPITFIRE | V | SELF | - | AIR-FIRING |

GRAND TOTAL [Cols. (1) to (10)]

353 Hrs 45 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- -ENGER OPS. | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | |
|------------------------|--------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|-------------------------|--|--------------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | DUAL (11) | DUAL (12) |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | |
| 7:40 | 252:15 | 3:15 | 7:35 | | | | | | | 46.55 | 29:05 | 1.50 |
| | .10 | | | | | | | | | | | |
| | .10 | | | | | | | | | | | |
| | 1.40 | | | | | | | | | 1.40 | | |
| | .20 | | | | | | | | | | | |
| | 1.40 | | | | | | | | | 1.40 | | |
| | 1.30 | | | | | | | | | 1.30 | | |
| | .35 | | | | | | | | | | | |
| | 1.25 | | | | | | | | | 1.25 | | |
| | 1.00 | | | | | | | | | | | |
| | .50 | | | | | | | | | .50 | | |
| | 1.25 | | | | | | | | | 1.25 | | |
| | 2.10 | | | | | | | | | 2.10 | | |
| | 22.15 | | | | | | | | | | | |
| | 141.40 | | | | | | | | | TOTAL OPS. | 57.75 | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | 1.05 | | | | | | | | | 1.05 | | |
| | 1.00 | | | | | | | | | 1.00 | | |
| | .50 | | | | | | | | | | | |
| | .50 | | | | | | | | | | | |
| 7:40 | 268.55 | 3:15 | 7:35 | | | | | | | 59.40 | 29:05 | 1.50 |

SHOT UP ARMY CAMP (RECEIVED HITS)
"PADDY" FINUCANE SHOT DOWN BY A.A.

UNEVENTFUL.

(Saw FW. 190'S NOT ENGAGED)

TOTAL OPS.

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|--------------------|------|----------|-----|----------------------------|------------------|---------------------------------|
| 1942 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | |
| | | | | | | TOTALS BROUGHT FORWARD |
| 8 | | | | | | |
| 8 | 17 | SPITFIRE | W | SELF | — | FORMATION FLYING |
| 8 | 18 | SPITFIRE | W | SELF | — | SQUADRON FORMATION |
| 8 | 19 | SPITFIRE | W | SELF | — | SHIPPING COVER (OPS) DIEPPE |
| 8 | 19 | SPITFIRE | W | SELF | — | SHIPPING COVER (OPS) DIEPPE |
| 8 | 20 | SPITFIRE | W | SELF | — | SWEEP TO ST OMER |
| 8 | 20 | MAGISTER | | SELF | AC. ground | LOCAL FLYING |
| 8 | 21 | SPITFIRE | W | SELF | — | SWEEP TO BRUGES |
| 8 | 21 | SPITFIRE | W | SELF | — | HORNBAURCH TO MANSTON |
| 8 | 22 | SPITFIRE | W | SELF | — | RELAY FOR RHUBARB |
| 8 | 26 | SPITFIRE | V | SELF | — | DPS. PATROL (SCRAMBLE) |
| 8 | 27 | SPITFIRE | W | SELF | — | AIR-SEA RESCUE (OPS) |
| 8 | 27 | SPITFIRE | W | SELF | — | SWEEP TO OSTEND - DUNKIRK |
| 8 | 29 | SPITFIRE | O | SELF | — | SWEEP TO ST OMER |
| | | | | SUMMARY FOR AUGUST 1942 | | |
| Signed J. Hadon | | | | SPITFIRE | | |
| | | | | MAGISTER | | |
| | | | | SQUADRON TOTAL AUGUST 1942 | | |
| L.P. Griffith F/L | | | | | | |
| "OC" B Flight | | | | Atkinson S/L. | | |
| 122 (Bombay) Sqdn. | | | | O.C. (Bombay) 122 Sqdn. | | |

GRAND TOTAL [Cols. (1) to (10)]

369 Hrs 05 Mins.

TOTALS CARRIED FORWARD

| YEAR | | AIRCRAFT | | PILOT, OR 1ST PILOT | 2ND PILOT, PUPIL OR PASSENGER | DUTY (INCLUDING RESULTS AND REMARKS) |
|-------|------|-----------|-----|------------------------|----------------------------------|---|
| 1942 | | Type | No. | | | |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| | | | | | | |
| 9 | 1 | SPITFIRE | W | SELF | - | PRACTISE FLYING |
| 9 | 5 | SPITFIRE | N | SELF | - | SWEEP TO DIEPPE |
| 9 | 5 | SPITFIRE | W | SELF | - | AIRSEA RESCUE |
| 9 | 6 | SPITFIRE | W | SELF | - | CONVOY PATROL |
| 9 | 7 | SPITFIRE | P | SELF | - | AIRCRAFT TEST |
| 9 | 7 | SPITFIRE | W | SELF | - | SCRAMBLE PATROL |
| 9 | 13 | SPITFIRE | W | SELF | - | PRACTICE FLYING |
| 9 | 17 | SPITFIRE | L | SELF | - | AIR FIRING |
| 9 | 17 | SPITFIRE | W | SELF | - | FORMATION & WEAVING |
| 9 | 18 | SPITFIRE | W | SELF | - | FORMATION |
| 9 | 19 | SPITFIRE | S | SELF | - | CONVOY PATROL |
| 9 | 20 | SPITFIRE | O | SELF | - | CONVOY PATROL |
| 9 | 20 | SPITFIRE | W | SELF | - | AIR - TEST |
| 9 | 22 | SPITFIRE | N | SELF | - | PATROL DOVER - N. FORELAND |
| 9 | 23 | SPITFIRE | W | SELF | - | PATROL DOVER - N. FORELAND |
| 9 | 24 | SPITFIRE | H | SELF | - | CONVOY PATROL |
| 9 | 25 | SPIT FIRE | M | SELF | - | SCRAMBLE & DUSK PATROL |
| 9 | 26 | SPITFIRE | W | SELF | - | CONVOY PATROL |
| 9 | 27 | SPITFIRE | W | SELF | - | PATROL DOVER - N. FORELAND |
| 9 | 27 | SPITFIRE | W | SELF | - | PATROL DOVER - N. FORELAND |
| 9 | 29 | SPITFIRE | X | SELF | - | HORNCHURCH TO MARTLESHAM |
| 9 | 30 | SPITFIRE | M | SELF | - | MARTLESHAM TO HORNCHURCH |
| 9 | 30 | SPITFIRE | W | SELF | - | HORNCHURCH TO MARTLESHAM |

GRAND TOTAL [Cols. (1) to (10)]

389 Hrs. 45 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- -ENGER Ops. | INSTR/CLOUD FLYING (Incl. in cols. (1) to (10)) | |
|------------------------|--------------|-------------|-----------------------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|-------------------------|--|--------------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | DUAL (11) | DUAL (12) |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | DUAL (12) | | |
| 7400 | 284.15 | 3.15 | 7.35 | | | | | | | 70.45 | 29.05 | 1.50 |
| | .30 | | | | | | | | | | | |
| | 1.50 | | | | | | | | | 1.50 | | |
| | 1.20 | | SWEPT COAST FRANCE | | | | | | | 1.20 | | |
| | .15 | | | | | | | | | .15 | | |
| | .15 | | | | | | | | | | | |
| | .30 | | | | | | | | | .30 | | |
| | .40 | | | | | | | | | | | |
| | .50 | | | | | | | | | | | |
| | .20 | | | | | | | | | | | |
| | .40 | | | | | | | | | | | |
| | 1.35 | | | | | | | | | 1.35 | | |
| | 1.25 | | | | | | | | | 1.25 | | |
| | .35 | | | | | | | | | | | |
| | 1.10 | | | | | | | | | 1.10 | | |
| | 1.20 | | | | | | | | | 1.20 | | |
| | 1.15 | | | | | | | | | 1.15 | | |
| | .40 | | PATROLLED CANTERBURY 28000' | | | | | | | .40 | .10 | .10 |
| | 1.15 | | | | | | | | | 1.15 | | |
| | 1.15 | | | | | | | | | 1.15 | | |
| | 1.25 | | | | | | | | | 1.25 | | |
| | .35 | | | | | | | | | | | |
| | .30 | | | | | | | | | | | |
| | .30 | | | | | | | | | | | |
| 7400 | 304.55 | 3.15 | 7.35 | | | | | | | 66.00 | 29.05 | 2.80 |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------|------|----------|-----|--------------------------------|------------------|---------------------------------|
| 1942 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| | | | | Signed G. Radon | TOTAL | HOURS FOR SEPTEMBER |
| | | | | OC. "B" FLIGHT 122 SQUADRON | | SQUADRON TOTAL SEPT. 1942 |
| 10 | 1 | SPITFIRE | L | SELF | - | AIR-FIRING 15 |
| 10 | 1 | SPITFIRE | N | SELF | - | AIR-FIRING 4 |
| 10 | 3 | SPITFIRE | L | SELF | - | MARTLESHAM TO HORNCHURCH |
| 10 | 6 | SPITFIRE | X | SELF | - | CANNON TEST |
| 10 | 6 | SPITFIRE | X | SELF | - | FORMATION |
| 10 | 7 | SPITFIRE | X | SELF | - | FORMATION |
| 10 | 8 | SPITFIRE | X | SELF | - | WEAVING PRACTISE |
| 10 | 9 | SPITFIRE | X | SELF | - | TARGET SUPPORT (RETURNED) |
| 10 | 9 | SPITFIRE | X | SELF | - | ENGINE TEST |
| 10 | 10 | SPITFIRE | L | SELF | - | PATROL DOVER - IX. FORELAND |
| 10 | 11 | SPITFIRE | X | SELF | - | AIR-TEST |
| 10 | 11 | SPITFIRE | X | SELF | - | RODEO. YPRES - ST. OMER |
| 10 | 12 | SPITFIRE | X | SELF | - | SHIPPING COVER CHANNEL AREA |
| 10 | 14 | MAGISTER | | SELF | - | SUTTON BRIDGE + RETURN |
| 10 | 14 | MAGISTER | | SELF | THE "DOC" | LOCAL FLIP |
| 10 | 15 | SPITFIRE | X | SELF | - | AIR TEST |
| 10 | 23 | SPITFIRE | X | SELF | - | AIR TEST |
| 10 | 24 | SPITFIRE | M | SELF | - | PATROL MANSTON SWEEP STOMER |
| 10 | 25 | SPITFIRE | S | SELF | - | PATROL DEAL - DOVER |
| 10 | 27 | SPITFIRE | R | SELF | - | PATROL DEAL - DOVER |

GRAND TOTAL [Cols. (1) to (10)]

405 Hrs 45 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER OPS. (11) | INSTR./CLOUD FLYING [Incl. in cols. (1) to (10)] | |
|------------------------|----------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|--------------------------------|---|---------------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | DUAL (12) | PILOT (13) |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | |
| 7400 | 304.55 | 3.15 | 7.35 | | | | | | | 56.00 | 2905 | 2.00 |
| | 20.40 | | | | | | | | | | | |
| | 181.25 | | | | | | | | | | | |
| | .30 | | | | | | | | | | | |
| | .30 | | | | | | | | | | | |
| | .50 | | | | | | | | | | | |
| | .30 | | | | | | | | | | | |
| | .35 | | | | | | | | | | | |
| | .30 | | | | | | | | | | | |
| | .40 | | | | | | | | | | | |
| | .20 | | | | | | | | | 20 | | |
| | .15 | | | | | | | | | | | |
| | 1.15 | | | | | | | | | 1.15 | | |
| | .15 | | | | | | | | | | | |
| | 1.20 | | | | | | | | | 1.20 | | |
| | 1.30 | | | | | | | | | 1.30 | | |
| | 2.15 | | | | | | | | | | | |
| | .20 | | | | | | | | | | | |
| | .10 | | | | | | | | | | | |
| | .10 | | | | | | | | | | | |
| | 1.20 | | | | | | | | | 1.20 | | |
| | 1.30 | | | | | | | | | 1.30 | | |
| | 1.20 | | | | | | | | | 1.20 | | |
| 7400 | 320.55 | 3.15 | 7.35 | | | | | | | 94.35 | 2905 | 2.00 |

McKlean sq
OC. 122 Squadron

FIRED AT EW-190. REFLECTOR SIGHT U/S!!

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------|------|----------|-----|---|------------------|---------------------------------|
| 1942 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | |
| | | | | | | TOTALS BROUGHT FORWARD |
| 10 | 27 | SPITFIRE | S | SELF | - | A/C TEST |
| 10 | 29 | SPITFIRE | M | SELF | - | PATROL DEAL - DOVER |
| 10 | 29 | SPITFIRE | S | SELF | - | PATROL DEAL - DOVER |
| 10 | 30 | SPITFIRE | T | SELF | - | A/C TEST |
| 10 | 31 | SPITFIRE | S | SELF | - | AIR-FIRING |
| 10 | 31 | SPITFIRE | S | SELF | - | PATROL RECALLED |
| | | | | SUMMARY FOR OCTOBER SPITFIRE | | |
| | | | | TIGER MOTH | | |
| | | | | SQUADRON TOTAL OCT. 1942 | | |
| | | | | A. Gifford U.C. B FLIGHT 122 SQUADRON Signed J. Hadam | | |
| 11 | 1 | SPITFIRE | L | SELF | - | PATROL (DEAL - DOVER) |
| 11 | 6 | SPITFIRE | T | SELF | - | SWEEP (HARDELOT VICINITY) |
| 11 | 16 | SPITFIRE | T | SELF | - | HORNCHURCH TO FAIRLOP |
| 11 | 16 | SPITFIRE | L | SELF | - | SECTION FORMATION |
| 11 | 17 | SPITFIRE | O | SELF | - | SWEEP TO CHERBOURG |
| 11 | 21 | SPITFIRE | X | SELF | - | FORMATION |
| 11 | 24 | SPITFIRE | S | SELF | - | CONVOY PATROL |
| 11 | 25 | SPITFIRE | S | SELF | - | SOUTHEND TO HORNCHURCH |
| 11 | 26 | SPITFIRE | S | SELF | - | LOCAL FLYING FORMATION |
| 11 | 26 | SPITFIRE | X | SELF | - | HORNCHURCH TO FAIRLOP |
| 11 | 26 | SPITFIRE | X | SELF | - | CONVOY PATROL |
| 11 | 26 | SPITFIRE | X | SELF | - | AIRFIRING |

GRAND TOTAL [Cols. (1) to (10)]

421 Hrs 00 Mins.

TOTALS CARRIED FORWARD

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|--------------------------|------|-----------|-------|-----------|------------------|-----------------------------------|
| 1943 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| | | | | | | HALFAR - MALTA |
| 1 | 12 | SPITFIRE | M | SELF | - | PRACTISE FLYING |
| 1 | 15 | SPITFIRE | M | SELF | - | PRACTISE FLYING |
| 1 | 16 | SPITFIRE | A | SELF | 2-250lb Bombs | LAMPEDUSA AIR DROME |
| 1 | 17 | SPITFIRE | T | SELF | - | DITCHY-SEARCH |
| 1 | 19 | SPITFIRE | S | SELF | - | PRACTISE FLYING |
| 1 | 23 | SPITFIRE | N | SELF | - | SCRAMBLE |
| 1 | 24 | SPITFIRE | M | SELF | - | COVER FOR BOMBERS TO SICILY |
| 1 | 25 | SPITFIRE | R | SELF | - | PRACTISE FLYING |
| 1 | 28 | SPITFIRE | H | SELF | - | BOMBER ESCORT LAMPEDUSA |
| 1 | 30 | SPITFIRE | B | SELF | - | SWEEP TO PACHING (SICILY) |
| 1 | 31 | SPITFIRE | S | SELF | - | PRANCING VESSEL OFF TUNISIA (100) |
| SUMMARY FOR JANUARY 1943 | | | | | | |
| UNIT: 185 SQD. | | | | | | SPITFIRE |
| Signed G. Hadon | | | | | | SQUADRON TOTAL |
| 2 | 2 | HURRICANE | BG770 | SELF | - | PRACTISE FLYING. |
| 2 | 2 | SPITFIRE | B | SELF | - | SWEEP TO LAMPEDUSA |
| 2 | 4 | SPITFIRE | M | SELF | - | CAMERA-GUN |
| 2 | 5 | SPITFIRE | A | SELF | - | PRACTISE-FLYING |
| 2 | 8 | SPITFIRE | Z | SELF | - | SWEEP TO SICILY |
| 2 | 9 | SPITFIRE | L | SELF | - | A/C TEST |
| 2 | 10 | SPITFIRE | X | SELF | - | CONVOY PATROL |

GRAND TOTAL [Cols. (1) to (10)]

441 Hrs 46 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGINEER OPS. | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | |
|------------------------|--------------|-------------|--------------|-----------------------|---|---------------------|-------------|---------------------|----------------------|---------------------------|---|--------------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | DUAL (11) | DUAL (12) |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | |
| | | | 185 | | SQUADRON. | | | | | 108.5 | | |
| | .35 | | | | | | | | | | | |
| | .45 | | | | | | | | | | | |
| | 1.15 | | | | | | | | | 1.15 | | |
| | 1.00 | | | | | | | | | 1.00 | | |
| | .55 | | | | | | | | | .2 | | |
| | .25 | | | | | | | | | .25 | | |
| | 1.00 | | | | ATTACKED JUBB OFF SICILY (PROB. DEST) | | | | | 1.00 | | |
| | .45 | | | | | | | | | | | |
| | 1.30 | | | | | | | | | 1.30 | | |
| | 1.05 | | | | | | | | | 1.05 | | |
| | 1.10 | | | | | | | | | 1.10 | | |
| | 10.25 | | | | F/LT Abel O.C. A. FLIGHT | | | | | | | |
| | 10.25 | | | | | | | | | | | |
| | .45 | | | | | | | | | | | |
| | 1.30 | | | | | | | | | 1.30 | | |
| | .40 | | | | | | | | | | | |
| | .20 | | | | | | | | | | | |
| | 1.10 | | 109's about | | F/SGT CARMODY LOST THROUGH ENGINE FAILURE | | | | | 1.30 | | |
| | .30 | | | | | | | | | | | |
| | 1.00 | | | | | | | | | 1.00 | | |
| 7400 | 356.50 | 3.15 | 7.35 | | | | | | | | | |
| | | | | | | | | | | 120.05 | 29.05 | 2.00 |

| YEAR | | AIRCRAFT | | PILOT, OR 1ST PILOT | 2ND PILOT, PUPIL OR PASSENGER | DUTY (INCLUDING RESULTS AND REMARKS) |
|------------------------------------|------|----------|-----|------------------------|----------------------------------|---|
| MONTH | DATE | Type | No. | | | |
| 1943 | | | | | | TOTALS BROUGHT FORWARD |
| 2 | 13 | SPITFIRE | X | SELF | - | COVER FOR P.R.V |
| 2 | 15 | SPITFIRE | F | SELF | - | PRACTISE FLYING |
| 2 | 17 | SPITFIRE | A | SELF | - | PRACTISE FLYING |
| 2 | 22 | SPITFIRE | Z | SELF | - | HARBOUR PATROL |
| 2 | 23 | SPITFIRE | E | SELF | - | ISLAND PATROL |
| 2 | 23 | SPITFIRE | E | SELF | - | LUGA TO HALFAR |
| 2 | 25 | SPITFIRE | O | SELF | - | WEATHER RECCO OVER SICILY |
| 2 | 27 | SPITFIRE | A | SELF | 2-25006 BOMBS | BOMBED SYRACUSE |
| 2 | 28 | SPITFIRE | L | SELF | - | CINE GUN |
| SUMMARY FOR FEBRUARY 1943 SPITFIRE | | | | | | |
| UNIT 185 SQD. HURRICANE | | | | | | |
| DATE 28/2/43 SQUADRON TOTAL | | | | | | |
| Signed G. Hedon. | | | | | | |
| 3 | 2 | SPITFIRE | V | SELF | - | PATROL TO LAMPEDUSA |
| 3 | 2 | SPITFIRE | V | SELF | - | ESCORT FOR BOMBERS LAMPEDUSA |
| 3 | 4 | SPITFIRE | B | SELF | - | SCRAMBLE & PATROL. |
| 3 | 8 | SPITFIRE | X | SELF | - | PRACTISE FLYING |
| 3 | 8 | SPITFIRE | O | SELF | - | PRACTISE FLYING |
| 3 | 12 | SPITFIRE | K | SELF | - | SWEEP TO SICILY |
| 3 | 15 | SPITFIRE | R | SELF | - | LUGA TO HALFAR |
| 3 | 17 | SPITFIRE | P | SELF | - | AIR TEST |

GRAND TOTAL [Cols. (1) to (10)]

457 Hrs 30 Mins.

TOTALS CARRIED FORWARD

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-----------------------------|------|-----------|-----|-----------|------------------|---------------------------------|
| 1943 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | |
| MAR. | | | | | | TOTALS BROUGHT FORWARD |
| 3 | 17 | SPITFIRE | P | SELF | - | CONVOY PATROL |
| 3 | 17 | SPITFIRE | W | SELF | - | NIGHT FLYING |
| 3 | 19 | SPITFIRE | U | SELF | - | LONG RANGE CONVOY |
| 3 | 23 | SPITFIRE | B | SELF | - | SCRAMBLE 3+ |
| 3 | 24 | SPITFIRE | B | SELF | - | SCRAMBLE 4+ |
| 3 | 26 | SPITFIRE | C | SELF | - | PRACTICE FLYING |
| 3 | 29 | SPITFIRE | P | SELF | - | PRACTICE FLYING |
| 3 | 30 | SPITFIRE | O | SELF | - | AIR-TEST |
| 3 | 30 | SPITFIRE | O | SELF | - | WEATHER RECCO OVER SICILY |
| 3 | 31 | SPITFIRE | W | SELF | - | PRACTISE FLYING. |
| SUMMARY FOR MARCH SPITFIRE | | | | | | |
| UNIT: 185 SQD. | | | | | | |
| DATE 31/3/43 SQUADRON TOTAL | | | | | | |
| SIGNED <i>G. Hodson</i> | | | | | | |
| 4 | 1 | HURRICANE | N | SELF | - | NAVAL CO-OPERATION |
| 4 | 5 | SPITFIRE | A | SELF | 2-250 lb Bombs | BOMBED PORT EMPEDOCLE |
| 4 | 5 | SPITFIRE | A | SELF | - | PRACTICE FLYING |
| 4 | 13 | SPITFIRE | PPH | SELF | - | PRACTICE FLYING |
| 4 | 15 | SPITFIRE | PPH | SELF | - | CINE-CUM |
| 4 | 15 | SPITFIRE | PPH | SELF | - | SWEEP TO SICILY |
| 4 | 17 | SPITFIRE | X | SELF | 2-250 lb Bombs | BOMBED SYRACUSE |
| 4 | 20 | SPITFIRE | N | SELF | - | AIR-FIRING |

GRAND TOTAL [Cols. (1) to (10)]

472 Hrs 30 Mins.
473. 20

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER OPS. (11) | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | | | |
|------------------------|--------------|-------------|--------------|--------------------------------------|---------------------|---------------------|----------------|---------------------|----------------------|--------------------------------|---|---------------|------|--|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | DUAL (12) | PILOT (18) | | |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | | | |
| 7400 | 377.30 | 3.15 | 7.35 | | | | | | | | 130.35 | 29.05 | 2.00 | |
| | 1.15 | | | | | | | | | | 1.15 | | | |
| | | | .50 | | | | | | | | | | | |
| | .15 | | | returned due to constant leak | | | | | | | | | | |
| | .25 | | | | | | | | | | .25 | | | |
| | .55 | | | | | | | | | | .55 | | | |
| | 1.05 | | | | | | | | | | | | | |
| | 1.05 | | | | | | | | | | | | | |
| | .25 | | | | | | | | | | | | | |
| | .50 | | | | | | | | | | .50 | | | |
| | .45 | | | | | | | | | | | | | |
| | 15.25 | | .50 | | | | TOTAL OPS | | | 134.00 | | | | |
| | | | | | | | TOTAL SPITFIRE | | | 252.15 | | | | |
| | 39.40 | | | <i>[Signature]</i> S/lan OC 185 Sqn. | | | | | | | | | | |
| | 1.05 | | | | | | | | | | | | | |
| | 1.20 | | | | | | | | | | 1.20 | | | |
| | 1.10 | | | | | | | | | | | | | |
| | .50 | | | | | | | | | | | | | |
| | .30 | | | | | | | | | | | | | |
| | 1.20 | | | | | | | | | | 1.20 | | | |
| | 1.15 | | | | | | | | | | 1.15 | | | |
| | .40 | | | GRANTED COMMISSION | | | | | | | | | | |
| 7400 | 387.40 | 3.15 | 8.25 | | | | | | | | 137.55 | 29.05 | 2.00 | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (18) | | |

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|--|------|--|-----|-----------|---------------------------|---------------------------------|
| 1943 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| | | | | | | |
| 4 | 24 | SPITFIRE | F | SELF | — | PRACTISE FLYING |
| 4 | 26 | SPITFIRE | J | SELF | — | BOMBER ESCORT TO AUGUSTA |
| 4 | 27 | SPITFIRE | H | SELF | — | LONG RANGE PATROL |
| 4 | 20 | SPITFIRE | N | SELF | — | SCRAMBLE |
| SUMMARY FOR APRIL 1943 SPITFIRE UNIT: 185 SQUADRON HURRICANE DATE: 30/4/43 SQD. TOTAL SIGNED: G. Madon. | | | | | | |
| | | <i>Blapp for.</i> <i>F/PT O.C. "A" FLIGHT</i> | | | | |
| 5 | 4 | SPITFIRE | P | SELF | — | ISLAND PATROL INTERCEPTION |
| 5 | 5 | SPITFIRE | X | SELF | — | ISLAND PATROL |
| 5 | 7 | SPITFIRE | B | SELF | — | SCRAMBLE |
| 5 | 9 | SPITFIRE | B | SELF | — | SCRAMBLE |
| 5 | 10 | SPITFIRE | B | SELF | — | SCRAMBLE |
| 5 | 10 | SPITFIRE | B | SELF | — | SCRAMBLE AIR-SEA RESCUE |
| 5 | 14 | SPITFIRE | B | SELF | 2-250 ^{lb} Bombs | BOMBED COMISO AERODROME |
| 5 | 14 | SPITFIRE | B | SELF | — | SCRAMBLE |
| 5 | 16 | SPITFIRE | B | SELF | — | SCRAMBLE |
| 5 | 17 | SPITFIRE | B | SELF | — | PRACTISE FLYING |
| 5 | 17 | SPITFIRE | B | SELF | — | SCRAMBLE |
| 5 | 21 | SPITFIRE | K | SELF | — | ISLAND PATROL |
| 5 | 22 | SPITFIRE | S | SELF | — | ISLAND PATROL |
| 5 | 22 | SPITFIRE | O | SELF | — | SCRAMBLE |

GRAND TOTAL [Cols. (1) to (10)]

487 Hrs 55 Mins.

TOTALS CARRIED FORWARD

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|--|------|-------------|-------|-----------------------|------------------|---------------------------------|
| 1943 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| 5 | 24 | SPITFIRE IX | JK463 | SELF | - | CANNON TEST |
| 5 | 24 | SPITFIRE IX | SK463 | SELF | - | SCRAMBLE |
| 5 | 24 | SPITFIRE IX | SK463 | SELF | - | SCRAMBLE 9+ |
| 5 | 25 | SPITFIRE IX | K | SELF | - | SCRAMBLE R/T. U/S. |
| 5 | 29 | SPITFIRE IX | V | SELF | - | SCRAMBLE |
| 5 | 29 | SPITFIRE IX | V | SELF | - | SCRAMBLE 15+ |
| 5 | 30 | SPITFIRE V | C | SELF | - | PRACTISE FLYING |
| 5 | 31 | SPITFIRE IX | L | SELF | - | SCRAMBLE 22+ |
| | | | | SUMMARY FOR MAY 1943: | | SPITFIRE IX |
| | | | | UNIT: 185 SQUADRON | | SPITFIRE V |
| Admiral F/Lt O.C. "A" FLIGHT. | | | | DATE: 1/6/43 | | Sqd. TOTAL. |
| | | | | SIGNED: J. Hudson | | |
| 6 | 1 | SPITFIRE VC | N | SELF | - | ISLAND PATROL |
| 6 | 2 | SPITFIRE VC | PPH | SELF | - | DESTROYER ESCORT |
| 6 | 2 | SPITFIRE VC | SK719 | SELF | - | LUGA TO HALFAR |
| 6 | 3 | SPITFIRE VC | R | SELF | - | HALFAR TO LUGA |
| 6 | 5 | SPITFIRE IX | EN401 | SELF | - | HALFAR TO KRENDI |
| 6 | 6 | SPITFIRE IX | W | SELF | - | SCRAMBLE 15+ |
| 6 | 7 | SPITFIRE IX | W | SELF | - | SCRAMBLE 12 |
| 6 | 8 | SPITFIRE IX | N | SELF | - | SCRAMBLE |
| 6 | 8 | SPITFIRE IX | Z | SELF | - | LIBERATOR ESCORT TO CATANIA |
| 6 | 10 | SPITFIRE VC | K | SELF | - | PRACTISE FLYING |

GRAND TOTAL [Cols. (1) to (10)]

499 Hrs 45 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGINE OPJ. | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | | |
|--|--------------|---|--------------|-----------------------|---------------------|---------------------|----------------|---------------------|----------------------|-------------------------|--|--------------|---------------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | DUAL (11) | DUAL (12) | PILOT (13) |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | | |
| 74.00 | 402.15 | 3.15 | 8.25 | | | | | | | 149.35 | 29.05 | 2.00 | |
| | .20 | | | | | | | | | | | | |
| | .10 | | | | | | | | | | | | |
| | .45 | | | | | | | | | .45 | | | |
| | .20 | | | | | | | | | .20 | | | |
| | .15 | | | | | | | | | .15 | | | |
| | .40 | HUNS TURNED BACK BEFORE CROSSING COAST | | | | | | | | | .40 | | |
| | 1.05 | | | | | | | | | | | | |
| | .40 | | | | | | | | | .40 | | | |
| | 3.10 | | | | | | TOTAL OPS | | | 152.15 | | | |
| | 10.45 | | | | | | TOTAL SPITFIRE | | | 278.10 | | | |
| | 66.40 | | | | | | | | | | | | |
| <i>W. MacKinnon</i> S/Ldr C.O. 185 SQUADRON. | | | | | | | | | | | | | |
| | 1.00 | | | | | | | | | 1.00 | | | |
| | 1.15 | | | | | | | | | 1.15 | | | |
| | .10 | | | | | | | | | | | | |
| | .15 | | | | | | | | | | | | |
| | .15 | | | | | | | | | | | | |
| | .55 | ATTACKED 15 ME 109's. FIRED AT TWO. HIT ONE | | | | | | | | | .55 | | |
| | .50 | ON STR'D WING ROOT - PROBABLY DESTROYED. | | | | | | | | | .50 | | |
| | .10 | | | | | | | | | | | | |
| | 1.40 | | | | | | | | | 1.40 | | | |
| | 1.05 | | | | | | | | | | | | |
| 74.00 | 414.05 | 3.15 | 6.25 | | | | | | | 157.55 | 29.05 | 2.00 | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | |

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|----------------------|------|-------------|-------|-----------------------|------------------|----------------------------------|
| 1943 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | |
| | ↑ | | | | | TOTALS BROUGHT FORWARD |
| 11 | 6 | SPITFIRE IX | W | SELF | - | SCRAMBLE |
| 14 | 6 | SPITFIRE D | C | SELF | - | PRACTISE FLYING |
| 15 | 6 | SPITFIRE V | L | SELF | - | PRACTISE FLYING |
| 16 | 6 | SPITFIRE IX | N | SELF | - | SCRAMBLE 3x |
| 18 | 6 | SPITFIRE VE | N | SELF | - | PRACTISE FLYING |
| 18 | 6 | SPITFIRE IX | A | SELF | - | ISLAND PATROL |
| 19 | 6 | SPITFIRE IX | P | SELF | - | SCRAMBLE |
| 24 | 6 | SPITFIRE VC | T | SELF | - | PRACTISE FLYING |
| 27 | 6 | SPITFIRE VE | L | SELF | - | KRENDO TO SAFI |
| 27 | 6 | SPITFIRE IX | L | SELF | - | ESCORT BOMBERS TO GERBINI |
| 27 | 6 | SPITFIRE IX | L | SELF | - | LUGA TO KRENDO |
| 29 | 6 | SPITFIRE IX | L | SELF | - | BOMBER ESCORT TO COMISO |
| L. Williams R.D.M. | | | | SUMMARY FOR JUNE 1943 | | SPITFIRE IX |
| A/LT O.C. "A" FLIGHT | | | | UNIT: 185 SQU. | | SPITFIRE VE |
| | | | | DATE: 1/7/43 | | SQU. TOTAL |
| | | | | SIGNED: L. Raden. | | |
| 6 | 7 | SPITFIRE IX | EN349 | SELF | - | ESCORT 36 MITCHELLS TO COMISO |
| 9 | 7 | SPITFIRE VC | JK391 | SELF | - | AIR-SEA-RESCUE |
| 7 | 10 | SPITFIRE VE | JK404 | SELF | - | SHIPPING COVER FOR INVASION |
| 7 | 10 | SPITFIRE VE | JK404 | SELF | - | SH. ESCORT LIBERATORS TO CATANIA |
| 7 | 11 | SPITFIRE VC | JK969 | SELF | - | SHIPPING COVER OFF SICILY |
| 7 | 12 | SPITFIRE VC | JL167 | SELF | - | SHIPPING COVER OFF SICILY |

GRAND TOTAL [Cols. (1) to (10)]

518 Hrs 40 Mins.

TOTALS CARRIED FORWARD

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------------------------------------|------|-------------------|--------|----------------------------|------------------|---|
| 1943 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | |
| | | | | | | TOTALS BROUGHT FORWARD |
| 7 | 13 | SPITFIRE IX | EN 482 | SELF | - | ESCORT FORTRESS TO CATANIA |
| 7 | 14 | SPITFIRE UC | LZ 809 | SELF | - | ESCORT MITCHELLS TO PATERNO |
| 7 | 15 | SPITFIRE IX | M17300 | SELF | - | SWEEP CATANIA - GERBINI. |
| 7 | 16 | SPITFIRE IX | EN 533 | SELF | - | SWEEP CATANIA - GERBINI |
| 7 | 17 | SPITFIRE IX | EN 623 | SELF | - | SWEEP CATANIA - GERBINI |
| 7 | 19 | SPITFIRE IX | SK 391 | SELF | - | SWEEP CATANIA - GERBINI |
| 7 | 20 | SPITFIRE UC | SK 404 | SELF | - | SWEEP CATANIA - GERBINI |
| | | | | SUMMARY FOR 185 SQU. MALTA | | SPITFIRE IX |
| | | | | UNIT: 185 SQU. | | SPITFIRE UC |
| | | | | DATE 22/7/43 | | SQU. TOTAL |
| | | | | SIGNED: J. Nadon. | | |
| 7 | 22 | DC 3 | ✓ | ✓ | SELF | MALTA TO ALQUINA ^{TUNIS} |
| 7 | 23 | DC 3 | ✓ | ✓ | SELF | ALQUINA TO MAISON BLANCHE ^{ALGIER} |
| 7 | 29 | DC 3 | ✓ | ✓ | SELF | MAISON B. TO LA SENIA (ORAN) |
| 7 | 29 | DC 3 | ✓ | ✓ | SELF | LA SENIA TO RAS-EL-MAR (FEZ) |
| 7 | 29 | DC 3 | ✓ | ✓ | SELF | RAS-EL-MAR TO CASSIA BLANCA. |
| 7 | 29 | DC 3 | ✓ | ✓ | SELF | CASSIA BLANCA TO MARRAKECH |
| 7 | 29 | SKYMASTER C 54 | ✓ | ✓ | SELF | MARRAKECH TO PRESTWICK (SCOTLAND) |
| REPATRIATED & POSTED TO #1 O. T. U. | | | | | | |

GRAND TOTAL [Cols. (1) to (10)]

529 Hrs. 05 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER OPS. | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | | |
|--|--------------|-------------|--------------|-----------------------|-------------------------|---------------------|-------------|---------------------|----------------------|------------------------|--|---------------|------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | DUAL (12) | PILOT (13) | |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | | |
| 7400 | 433.00 | 3.15 | 8.25 | | | | | | | | 172.16 | 29.05 | 2.00 |
| | 1.45 | | | | | | | | | | 1.45 | | |
| | 1.30 | | GOOD | | BOMBING | | | | | | 1.30 | | |
| | 1.45 | | | | | | | | | | 1.45 | | |
| | .15 | | | | | | | | | | 1.5 | | |
| | 1.40 | | | | | | | | | | 1.40 | | |
| | 1.40 | | | | | | | | | | 1.40 | | |
| | 1.50 | | | | | | | | | | 1.50 | | 69 |
| | 8.05 | | | | SCORE: DESTROYED: 1 1/2 | | | | | TOTAL OPS | 182.35 | | |
| | 11.15 | | | | PROBABLES: 2 | | | | | TOTAL SPITFIRE | 314.55 | | |
| | 103.25 | | | | DAMAGED: 1 | | | | | | | | |
| J.H. MacDuffell. S/Ldr C.O. 185 Squadron | | | | | | | | | | | | | |
| | | | | | | | | | | | 1.40 | | |
| | | | | | | | | | | | 3.00 | | |
| | | | | | | | | | | | 1.30 | | |
| | | | | | | | | | | | .50 | | |
| | | | | | | | | | | | 1.00 | | |
| | | | | | | | | | | | 1.00 | | |
| | | | | | | | | | | | 10.00 | | |
| TOTAL FROM MALTA - SCOTLAND | | | | | | | | | | | 19.00 | | |
| BAGOTVILLE QUEBEC. & got married. | | | | | | | | | | | | | |
| 7400 | 443.25 | 3.15 | 8.25 | | | | | | | | 182.35 | 29.05 | 2.00 |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | |

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------|------|-----------|-----|-------------|------------------|---------------------------------|
| 1943 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| | | | | No. 1 | O.T.U. | |
| 10 | 11 | HARVARD | 582 | F/O COSBURN | SELF | LOCAL FLYING. |
| 10 | 11 | HURRICANE | 34 | SELF | - | LOCAL FLYING |
| 10 | 12 | HURRICANE | 25 | SELF | - | A/C TEST |
| 10 | 12 | HURRICANE | 60 | SELF | - | A/C TEST |
| 10 | 14 | HURRICANE | 43 | SELF | - | A/C TEST |
| 10 | 14 | HARVARD | 524 | SELF | F/O SEAL | ATTACKS ON DROGUE |
| 10 | 14 | HARVARD | 524 | SELF | F/O BAGGS | ATTACKS ON DROGUE |
| 10 | 14 | HARVARD | 524 | SELF | S/LT SMERDON | ATTACKS ON DROGUE |
| 10 | 15 | HARVARD | 393 | SELF | F/O WILSON | ATTACKS ON DROGUE |
| 10 | 15 | HARVARD | 393 | SELF | F/O GRIFFITH | ATTACKS ON DROGUE |
| 10 | 15 | HARVARD | 393 | SELF | F/LT TRIBBLE | ATTACKS ON DROGUE |
| 10 | 15 | HARVARD | 393 | SELF | S/T IRVINE | ATTACKS ON DROGUE |
| 10 | 15 | HURRICANE | 42 | SELF | - | FORMATION LEADING. |
| 10 | 18 | HARVARD | 504 | SELF | - | LOCAL FLYING |
| 10 | 18 | HARVARD | 504 | SELF | - | LOCAL FLYING |
| 10 | 18 | HARVARD | 504 | SELF | - | LOCAL FLYING |
| 10 | 30 | HARVARD | 503 | SELF | - | LOCAL FLYING. |
| 10 | 20 | HURRICANE | 20 | SELF | - | A/C TEST |
| 10 | 20 | HURRICANE | 72 | SELF | - | FORMATION LEADING |
| 10 | 21 | HARVARD | 388 | SELF | F/O McDERMOTT | LIBERATOR SEARCH |
| 10 | 21 | HARVARD | 388 | SELF | - | LOCAL FLYING |
| 10 | 22 | HURRICANE | 14 | SELF | - | FORMATION LEADING |

GRAND TOTAL [Cols. (1) to (10)]

543 Hrs 40 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | | |
|------------------------|--------------|------------------------------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|----------------|--|--------------|---------------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL (12) | PILOT (13) |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | | |
| BAGOTVILLE QUEBEC. | | | | | | | | | | | | | |
| | 1.00 | | | | | | | | | | | | |
| | .30 | | | | | | | | | | | | |
| | .20 | | | | | | | | | | | | |
| | .20 | | | | | | | | | | | | |
| | .20 | | | | | | | | | | | | |
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| | .30 | | | | | | | | | | | | |
| | .45 | | | | | | | | | | | | |
| | .10 | | | | | | | | | | | | |
| | 1.15 | | | | | | | | | | | | |
| | 1.30 | LOST LIBERATOR WITH 24 PASSENGERS. | | | | | | | | | | | |
| | 1.00 | | | | | | | | | | | | |
| | 1.10 | | | | | | | | | | | | |
| 74.00 | 458.00 | 3.15 | 8.25 | | | | | | | | | 29.05 2.00 | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | |

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|--|------|-----------|-----|----------------------|----------------------------|---------------------------------|
| 1943 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| OCT | | | | | | |
| 10 | 23 | HURRICANE | 14 | SELF | - | FORMATION LEADING. |
| 10 | 24 | HARVARD | 401 | SELF | SGT BEAL | LIBERATOR SEARCH |
| 10 | 26 | HARVARD | 385 | SELF | - | LOCAL FLYING |
| 10 | 26 | HURRICANE | 16 | SELF | - | SECTION ATTACKS. |
| 10 | 27 | HURRICANE | 16 | SELF | - | FORMATION & SECTION ATTACKS. |
| 10 | 28 | HURRICANE | 12 | SELF | - | FORMATION LOW FLYING. |
| 10 | 28 | HURRICANE | 75 | SELF | - | FORMATION |
| 10 | 31 | HARVARD | 393 | SELF | WO. ANDERSON | LOCAL FLYING |
| | | | | SUMMARY FOR OCT/43.: | | HARVARD |
| | | | | UNIT: No 1 O.T.U. | | HURRICANE |
| | | | | DATE: NOV. 1 1943. | | MONTHLY TOTAL |
| | | | | SIGNED: G. Udorn. | | |
| <i>W. Pentland</i> F/Lt. <i>oc "D" Flight</i> | | | | | | |
| NOV. | | | | | | |
| 11 | 1 | HARVARD | 398 | SELF | ROBERTSON FIANDER | DUAL ATTACKS ON DROGUE |
| 11 | 1 | HARVARD | 391 | SELF | MCHARDY BENTLEY LONG | DUAL ATTACKS ON DROGUE |
| 11 | 5 | HURRICANE | 46 | SELF | ✓ | SQUADRON FORMATION |
| 11 | 8 | HARVARD | 398 | SELF | COLBURN | LOCAL FLYING. |
| 11 | 12 | HURRICANE | 75 | SELF | - | DOG FIGHTING & FORMATION |
| 11 | 13 | HURRICANE | 75 | SELF | - | FORMATION |
| 11 | 16 | HARVARD | 398 | SELF | ANGLESS | SEARCH FOR HURRICANE |
| 11 | 16 | HARVARD | 398 | SELF | PIE FLOOD | SEARCH FOR HURRICANE |
| 11 | 16 | HARVARD | 398 | SELF | SGT ANGLESS | SEARCH FOR HURRICANE |
| 11 | 17 | HARVARD | 503 | SELF | LAC. PELESSIER | SEARCH FOR HURRICANE |

GRAND TOTAL [Cols. (1) to (10)]

565 Hrs. 25 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | | |
|------------------------|--------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|----------------|--|--------------|---------------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL (12) | PILOT (13) |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | | |
| 74:00 | 458:00 | 3:15 | 8:25 | | | | | | | | 29:05 | 2:00 | |
| | 1:06 | | | | | | | | | | | | |
| | 1:35 | | | | | | | | | | | | |
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| | 9:35 | | | | | | | | | | | | |
| | 22:40 | | | | | | | | | | | | |
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| | 1:15 | | | | | | | | | | | | |
| | 1:20 | | | | | | | | | | | | |
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| | 1:50 | | | | | | | | | | | | |
| | 1:45 | | | | | | | | | | | | |
| | 1:30 | | | | | | | | | | | | |
| | 1:15 | | | | | | | | | | | | |
| 74:00 | 479:45 | 3:15 | 8:25 | | | | | | | | 29:05 | 2:00 | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | |

J. J. Jones
C.F.I. No. 1. O.T.U.

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------|------|-----------|-----|-----------|------------------|---------------------------------|
| 1943 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| NOV | | | | | | |
| 11 | 18 | HARVARD | 385 | SELF | — | SEARCH FOR HURRICANE |
| 11 | 23 | HARVARD | 396 | SELF | SCT ATHINS | HARVARD CHECK |
| 11 | 23 | HARVARD | 396 | SELF | P/O WATSON | HARVARD CHECK |
| 11 | 23 | HARVARD | 393 | SELF | LTC. CASTONCAY | LOCAL FLYING |
| 11 | 24 | HARVARD | 402 | SELF | P/O LORD | HARVARD CHECK |
| 11 | 24 | HARVARD | 402 | SELF | SCT ELLIOTT | HARVARD CHECK |
| 11 | 24 | HARVARD | 402 | SELF | SCT MOYLE | HARVARD CHECK |
| 11 | 24 | HARVARD | 402 | SELF | SCT WOODMAN | HARVARD CHECK |
| 11 | 25 | HARVARD | 393 | SELF | P/O WATSON | I.F. CHECK |
| 11 | 25 | HARVARD | 393 | SELF | P/O ROYDS | I.F. CHECK |
| 11 | 25 | HARVARD | 393 | SELF | P/O QUINN | I.F. CHECK |
| 11 | 25 | HARVARD | 393 | SELF | SCT MOYLE | I.F. CHECK |
| 11 | 25 | HARVARD | 393 | SELF | SCT QUIGLEY | I.F. CHECK |
| 11 | 25 | HARVARD | 393 | SELF | P/O LORD | I.F. CHECK |
| 11 | 25 | HARVARD | 393 | SELF | F/O PICARD | I.F. CHECK |
| 11 | 25 | HARVARD | 505 | SELF | P/O SLACK | I.F. CHECK |
| 11 | 26 | HURRICANE | 76 | SELF | — | O/C TEST |
| 11 | 26 | HARVARD | 632 | SELF | — | FORMATION |
| 11 | 29 | HARVARD | 433 | SELF | — | FORMATION |
| 11 | 30 | HURRICANE | 30 | SELF | — | A/C TEST |
| 11 | 30 | HARVARD | 433 | SELF | — | FORMATION |
| 11 | 30 | HARVARD | 500 | SELF | — | FORMATION |

GRAND TOTAL [Cols. (1) to (10)]

581 Hrs 15 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | | |
|------------------------|--------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|----------------|---|--------------|---------------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL (12) | PILOT (13) |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | | |
| 7400 | 479:45 | 3:15 | 8:25 | | | | | | | | | 29:05 | 2:00 |
| | 1:45 | | | | | | | | | | | | |
| | 1:00 | | | | | | | | | | | | |
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| | 1:00 | | | | | | | | | | | | |
| | 1:05 | | | | | | | | | | | | |
| 7400 | 495:35 | 3:15 | 8:25 | | | | | | | | | 29:05 | 2:00 |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | |

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | | |
|------------------------|--------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|----------------|--|--------------|---------------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL (12) | PILOT (13) |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | | |
| 74.00 | 495.35 | 3.15 | 8.25 | | | | | | | | 29.05 | 2.00 | |
| | 25.40 | | | | | | | | | | | | |
| | 4:00 | | | | | | | | | | | | |
| | 29:40 | | | | | | | | | | | | |
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| | .15 | | | | | | | | | | | | |
| | 1:00 | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| 74.00 | 506.25 | 3.15 | 8.25 | | | | | | | | 29.05 | 2.00 | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | |

Shorey

 C.F.I. No. 1 O.T.U.

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------|------|-----------|------|--------------------|------------------|---------------------------------|
| 1944 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | |
| | | | | | | TOTALS BROUGHT FORWARD |
| | | | | SUMMARY FOR DEC/43 | | HARVARD |
| | | | | UNIT: No. 1 O.T.U. | | HURRICANE |
| | | | | DATE: DEC 31/43 | | MONTHLY TOTAL |
| | | | | SIGNED: G. Hodson | | |
| JAN | | | | | | |
| 1 | 3 | HURRICANE | 63 | SELF | — | A/C TEST |
| 1 | 4 | HURRICANE | 47 | SELF | — | LEADING FORMATION |
| 1 | 5 | HURRICANE | 6 | SELF | — | LEADING FORMATION |
| 1 | 5 | HURRICANE | 6 | SELF | — | LEADING FORMATION |
| 1 | 6 | HURRICANE | 6 | SELF | — | LEADING FORMATION |
| 1 | 6 | HURRICANE | 17 | SELF | — | LEADING FORMATION |
| 1 | 6 | HURRICANE | 56 | SELF | — | LEADING FORMATION |
| 1 | 7 | HURRICANE | 56 | SELF | — | LEADING FORMATION |
| 1 | 10 | HURRICANE | 21 | SELF | — | LEADING FORMATION |
| 1 | 11 | HURRICANE | 75 | SELF | — | LEADING FORMATION |
| 1 | 11 | HURRICANE | 57 | SELF | — | LEADING FORMATION |
| 1 | 13 | HARVARD | 396 | SELF | L.A.C. SMITH | LOCAL FLYING |
| 1 | 15 | HARVARD | 396 | SELF | SGT QUIGLEY | STOBBING |
| 1 | 15 | HURRICANE | 56 | SELF | — | A/C TEST |
| 1 | 17 | HURRICANE | 10 | SELF | — | LEADING FORMATION |
| 1 | 19 | HURRICANE | 26 | SELF | — | LOW FLYING IN SECTION |
| 1 | 22 | HURRICANE | 60 | SELF | — | LEADING FORMATION |
| 1 | 24 | HARVARD | 3330 | F/O PLYNE | SELF | BOMBING EXERCISE |

GRAND TOTAL [Cols. (1) to (10)]

609 Hrs 40 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR./CLOUD FLYING [Incl. in cols. (1) to (10)] | | |
|------------------------|--------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|----------------|---|--------------|---------------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL (12) | PILOT (13) |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | | |
| 7400 | 506.25 | 3.15 | 8.25 | | | | | | | | 29.05 | 2.00 | |
| | 4:20 | | | | | | | | | | | | |
| | 6:30 | | | | | | | | | | | | |
| | 10:50 | | | | | | | | | | | | |
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| | 1.00 | | | | | | | | | | | | |
| 7400 | 524.00 | 3.15 | 8.25 | | | | | | | | 29.05 | 2.00 | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | |

26 mins. SH
C.S.I No I.O.T.U.

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|----------------------|------|-----------|------|-------------------------|------------------|---------------------------------|
| 1944 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | |
| | | | | | | TOTALS BROUGHT FORWARD |
| 1 | 24 | HARVARD | 3330 | F/O PAYNE | SELF | BOMBING EXERCISE |
| 1 | 25 | HARVARD | 524 | SELF | SCT CUDLIP | STOOBING |
| 1 | 27 | HURRICANE | 47 | SELF | — | SECTION LOW FLYING |
| | | | | SUMMARY FOR JAN/44: | | HARVARD |
| | | | | UNIT: No 1 O.T.U. | | HURRICANE |
| | | | | DATE: | | MONTHLY TOTAL |
| | | | | SIGNED <i>F. Madon.</i> | | |
| <i>W.C.D. FLIGHT</i> | | | | | | |
| 2 | 2 | HARVARD | 3330 | SELF | P/O EVANS | BOMBING |
| 2 | 2 | HARVARD | 3330 | SELF | SCT JONES | BOMBING |
| 2 | 3 | HARVARD | 933 | SELF | F/O RUCH | BOMBING |
| 2 | 3 | HARVARD | 933 | SELF | SCT THOMSON | BOMBING |
| 2 | 4 | HARVARD | 398 | SELF | P/O OSBORNE | BOMBING |
| 2 | 4 | HARVARD | 933 | SELF | P/O REILLY | BOMBING |
| 2 | 6 | HARVARD | 398 | SELF | P/O BARRIN | BOMBING |
| 2 | 8 | HARVARD | 398 | SELF | P/O MARTIN | BOMBING |
| 2 | 10 | HARVARD | 933 | SELF | CARR | BOMBING |
| 2 | 10 | HARVARD | 933 | SELF | SCT BROOKES | BOMBING |
| 2 | 16 | HURRICANE | 27 | SELF | — | A/C TEST |
| 2 | 14 | HURRICANE | 75 | SELF | — | LOCAL FLYING |
| 2 | 14 | HARVARD | 933 | SELF | F/O BILVIE | BOMBING |
| 2 | 17 | HURRICANE | 9 | SELF | — | A/C TEST |
| 2 | 21 | HURRICANE | 71 | SELF | — | SQUADRON FORMATION |

GRAND TOTAL [Cols. (1) to (10)]

624 Hrs 30 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | | |
|------------------------|--------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|----------------|--|------|-------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL | PILOT |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | (12) | (13) |
| 7400 | 524.00 | 3.15 | 8.25 | | | | | | | | 2905 | 2.00 | |
| | .65 | | | | | | | | | | | | |
| | 45 | | | | | | | | | | | | |
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| | 10.55 | | | | | | | | | | | | |
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| | 1.00 | | | | | | | | | | | | |
| | .30 | | | | | | | | | | | | |
| | 1.15 | | | | | | | | | | | | |
| 74.00 | 538.50 | 3.15 | 8.25 | | | | | | | | 2905 | 2.00 | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | |

J. B. [Signature]
C.F.I No 1 O.T.U.

S/L

| YEAR | | AIRCRAFT | | PILOT, OR 1ST PILOT | 2ND PILOT, PUPIL OR PASSENGER | DUTY (INCLUDING RESULTS AND REMARKS) |
|-------|------|----------|-----|------------------------|----------------------------------|---|
| MONTH | DATE | Type | No. | | | |
| 1944 | | | | | | TOTALS BROUGHT FORWARD |
| 2 | 28 | HARVARD | 385 | SELF | SGT LATIMER | DUAL ATTACKS |
| 2 | 28 | HARVARD | 385 | SELF | SGT HARRIS | DUAL ATTACKS |
| 2 | 28 | HARVARD | 385 | SELF | F/O McALLISTER | DUAL ATTACKS |
| 2 | 28 | HARVARD | 385 | SELF | SGT LATIMER | DUAL ATTACKS |
| 2 | 28 | HARVARD | 385 | SELF | F/O SARRETT | DUAL ATTACKS |
| 2 | 28 | HARVARD | 385 | SELF | WOKINSELLA | DUAL ATTACKS |
| 2 | 28 | HARVARD | 385 | SELF | P/O JEFFERY | DUAL ATTACKS |

Voell Gilbert h F/L

O.C., "E" Flight
#1 O.T.U., Bagotville, P.Q.

SUMMARY FOR FEB. 1944..... 1 HARVARD
UNIT NO. 7 O.T.U..... AIRCRAFT 2 HARVARD
DATE FEB 29/44..... TYPES 3 TOTAL
SIGNATURE *G. Radon*..... 4
5

| | | | | | | |
|---|----|-----------|-----|------|--------------|---------------------|
| 3 | 16 | HURRICANE | 50 | SELF | — | CINEGUN CALIBRATION |
| 3 | 15 | HARVARD | 933 | SELF | LAC. LEGAULT | LOCAL FLYING |
| 3 | 15 | HARVARD | 933 | SELF | LAC. SEGUIN | LOCAL FLYING |
| 3 | 22 | HARVARD | 523 | SELF | F/O BROWNE | DUAL BOMBING |
| 3 | 23 | HARVARD | 503 | SELF | CPL EGORELL | LOCAL FLYING |
| 3 | 23 | HARVARD | 563 | SELF | LAC. LEGAULT | LOCAL FLYING |
| 3 | 23 | HARVARD | 503 | SELF | LAC. LEMOINE | LOCAL FLYING |
| 3 | 23 | HARVARD | 503 | SELF | ACITREMOLAY | LOCAL FLYING |
| 3 | 27 | HARVARD | 933 | SELF | F/L KEENAN | DUAL ATTACKS |

GRAND TOTAL [Cols. (1) to (10)]
633 Hrs. 45 Mins.
633

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | | |
|------------------------|------------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|----------------|--|--------------|---------------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL (12) | PILOT (13) |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | | |
| 74.00 | 540.05 538.50 | 3.15 | 8.25 | | | | | | | | | 29.05 | 2.00 |
| | .30 | | | | | | | | | | | | |
| | .30 | | | | | | | | | | | | |
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| | 14.30 | | | | | | | | | | | | |
| | 2.35 | | | | | | | | | | | | |
| | 17.05 | | | | | | | | | | | | |
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| | .45 | | | | | | | | | | | | |
| | .45 | | | | | | | | | | | | |
| | 1.00 | | | | | | | | | | | | |
| | .30 | | | | | | | | | | | | |
| | .30 | | | | | | | | | | | | |
| | .30 | | | | | | | | | | | | |
| | .30 | | | | | | | | | | | | |
| | .30 | | | | | | | | | | | | |
| 74.00 | 549.20 | 3.15 | 8.25 | | | | | | | | | 29.05 | 2.00 |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) |

S. Temple sp.
C.F.I. #1 O.T.U.
Chief Flying Instructor,
#1 O.T.U., Bagotville, P.Q.

| YEAR | | AIRCRAFT | | PILOT, OR 1ST PILOT | 2ND PILOT, PUPIL OR PASSENGER | DUTY (INCLUDING RESULTS AND REMARKS) |
|-------|------|----------|-----|------------------------|----------------------------------|---|
| MONTH | DATE | Type | No. | | | |
| 1944 | | | | | | TOTALS BROUGHT FORWARD |
| 3 | 27 | HARVARD | 933 | SELF | FLO McENRYEN | DUAL ATTACKS |
| 3 | 27 | HARVARD | 933 | SELF | SCT SALTER | DUAL ATTACKS |
| 3 | 27 | HARVARD | 933 | SELF | SCT KEMPERINGHAM | DUAL ATTACKS |
| 3 | 27 | HARVARD | 398 | SELF | WO PUTT | DUAL ATTACKS |
| 3 | 27 | HARVARD | 398 | SELF | WO PATTERSON | DUAL ATTACKS |
| 3 | 29 | HARVARD | 398 | SELF | BARNES | DUAL ATTACKS |
| 3 | 29 | HARVARD | 398 | SELF | GIBLIN | DUAL ATTACKS |
| 3 | 29 | HARVARD | 398 | SELF | BRAIN | DUAL ATTACKS |
| 3 | 29 | HARVARD | 398 | SELF | SCOTT | DUAL ATTACKS |
| 3 | 29 | HARVARD | 398 | SELF | L.A.C DUNCALFE | TO ST HONORE |
| 3 | 29 | HARVARD | 398 | SELF | W.O.2 CANNINGS | FROM ST HONORE |
| 3 | 28 | HARVARD | 503 | SELF | FLY COOK | TO ST HONORE |
| 3 | 30 | HARVARD | 398 | SELF | WO PATTERSON | DUAL BOMBING. |


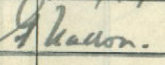
W. K. Keene 7/1/44
 O.C., "E" Flight
 #1 O.T.U., Bagotville, P.Q.

| | |
|----------------------------|--------------------|
| SUMMARY FOR MARCH/44 | 1 HARVARD |
| UNIT #1 O.T.U. | AIRCRAFT 2 HARVARD |
| DATE: March 31, 44 | TYPES 3 TOTAL |
| SIGNATURE: <i>J. Hadam</i> | 4 |
| | 5 |

GRAND TOTAL [Cols. (1) to (10)]

640 Hrs 45 Mins

TOTALS CARRIED FORWARD

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY | |
|--|------|----------|-----|---|------------------|---------------------------------|-----------------------------|
| 1944 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) | |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD | |
| | | | | 403 | SQUADRON | | |
| 6 | 18 | SPITFIRE | 98 | A | SELF | — | SWEEP TO ARGENTAN |
| 6 | 22 | SPITFIRE | | G | SELF | 500lb Bomb. | DIVE BOMBED AMMO DUMP |
| 6 | 23 | SPITFIRE | | S | SELF | — | SCRAMBLE |
| 6 | 23 | SPITFIRE | | G | SELF | — | ARMED RECCO |
| 6 | 24 | SPITFIRE | | A | SELF | 500lb Bomb | BOMBING HOUSE FULL OF MINES |
| 6 | 26 | SPITFIRE | | E | SELF | — | FIGHTER SWEEP - CHEN |
| 6 | 26 | SPITFIRE | | F | SELF | — | SCRAMBLE & PATROL |
| 6 | 28 | SPITFIRE | | MA792 | SELF | — | ENGLAND TO FRANCE |
| 6 | 28 | SPITFIRE | | T | SELF | — | ARMED RECCO |
| 6 | 29 | SPITFIRE | | G | SELF | — | ARMED RECCO LISEUX AREA |
| 6 | 29 | SPITFIRE | | M | SELF | — | PATROL |
| 6 | 30 | SPITFIRE | | D | SELF | — | ARMED RECCO |
| 6 | 30 | SPITFIRE | | D | SELF | — | ARMED RECCO |
|  DR. "A" FLIGHT | | | | SUMMARY FOR JUNE 1944 TOTAL SPIT UNIT 403 SQD. MONTHLY SPITFIRE DATE: July 1/44 MONTHLY OPS SIGNED  TOTAL OPS. | | | |
| 7 | 1 | SPITFIRE | | E | SELF | — | PATROL |
| 7 | 2 | SPITFIRE | | M | SELF | 500lb Bomb | BOMBED MARSHALLING YARDS |
| 7 | 3 | SPITFIRE | | B | SELF | — | PATROL |
| 7 | 3 | SPITFIRE | | S | SELF | — | ARMED RECCO |

GRAND TOTAL [Cols. (1) to (10)]

657 Hrs 40 Mins.

TOTALS CARRIED FORWARD

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------|------|----------|-----|-----------|------------------|---------------------------------|
| 1944 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| | | | | | | |
| 7 | 4 | SPITFIRE | Q | SELF | - | ARMED RECCO |
| 7 | 1 | SPITFIRE | K | SELF | - | PATROL |
| 7 | 4 | SPITFIRE | Q | SELF | - | SCRAMBLE |
| 7 | 5 | SPITFIRE | J | SELF | - | ARMED RECCO |
| 7 | 6 | SPITFIRE | T | SELF | - | PATROL BAYEUX-COBOURG |
| 7 | 6 | SPITFIRE | Q | SELF | - | PATROL BAYEUX-COBOURG |
| 7 | 6 | SPITFIRE | V | SELF | - | PATROL BAYEUX-COBOURG |
| 7 | 7 | SPITFIRE | D | SELF | - | ARMED RECCO |
| 8 | 7 | SPITFIRE | G | SELF | - | ARMED RECCO |
| 8 | 7 | SPITFIRE | E | SELF | - | A/C TEST |
| 9 | 7 | SPITFIRE | G | SELF | - | BOMBER ESCORT |
| 11 | 7 | SPITFIRE | G | SELF | - | ARMED RECCO |
| 12 | 7 | SPITFIRE | B | SELF | - | PATROL |
| 12 | 9 | SPITFIRE | W | SELF | - | PATROL |
| 12 | 7 | SPITFIRE | B | SELF | - | PATROL |
| 14 | 7 | SPITFIRE | B | SELF | - | ARMED RECCO |
| 7 | 14 | SPITFIRE | B | SELF | - | ARMED RECCO |
| 7 | 15 | SPITFIRE | H | SELF | - | ARMED RECCO |
| 7 | 15 | SPITFIRE | B | SELF | - | ARMED RECCO |
| 7 | 17 | SPITFIRE | L | SELF | 500 lb Bombs | ARMED RECCO |
| 7 | 18 | SPITFIRE | B | SELF | - | FRONT LINE PATROL |
| 7 | 19 | SPITFIRE | W | SELF | - | FRONT LINE PATROL |
| 7 | 19 | SPITFIRE | W | SELF | - | FRONT LINE PATROL |


GRAND TOTAL [Cols. (1) to (10)]

658 Hrs. 10 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGINEER OPS | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | | |
|------------------------|--------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|------------------------------|--|---------------|---------------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | DUAL (11) | PILOT (12) | PILOT (13) |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | | |
| 74:00 | 572:00 | 3.15 | 8.25 | | | | | | | | 15:00 | 29:05 | 2:00 |
| 12 | 1.00 | | | | | | | | | | 1.00 | | |
| | 1.20 | | | | | | | | | | 1.20 | | |
| | 1.00 | | | | | | | | | | 1.00 | | |
| 13 | 1.00 | | | | | | | | | | 1.00 | | |
| | 1.15 | | | | | | | | | | 1.15 | | |
| | 1.10 | | | | | | | | | | 1.10 | | |
| | 1.10 | | | | | | | | | | 1.10 | | |
| 14 | 1.10 | | | | | | | | | | 1.10 | | |
| 15 | 1.15 | | | | | | | | | | 1.15 | | |
| | .25 | | | | | | | | | | | | |
| 16 | 1.05 | | | | | | | | | | 1.05 | | |
| 17 | 1.00 | | | | | | | | | | 1.00 | | |
| | 1.15 | | | | | | | | | | 1.15 | | |
| | 1.15 | | | | | | | | | | 1.15 | | |
| | .10 | | | | | | | | | | | | |
| 18 | 1.05 | | | | | | | | | | 1.05 | | |
| 19 | 1.05 | | | | | | | | | | 1.05 | | |
| 20 | 1.05 | | | | | | | | | | 1.05 | | |
| 21 | -50 | | | | | | | | | | .50 | | |
| 22 | 1.10 | | | | | | | | | | 1.10 | | |
| | 1.30 | | | | | | | | | | 1.30 | | |
| | 1.15 | | | | | | | | | | 1.15 | | |
| | 1.00 | | | | | | | | | | 1.00 | | |
| 7400 | 59630 | 3.15 | 8.25 | | | | | | | | 3905 | 2905 | 200 |

SHOT UP GUN POST. FLAK!!!!

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|--|------|----------|-----|--|------------------|---------------------------------|
| 1944 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| 7 | 19 | SPITFIRE | G | SELF | - | FRONT LINE PATROL |
| 7 | 24 | SPITFIRE | B | SELF | - | ARMED RECCO |
| 7 | 24 | SPITFIRE | M | SELF | - | FRONT LINE PATROL |
| 7 | 26 | SPITFIRE | H | SELF | - | FRONT LINE PATROL |
| 7 | 26 | SPITFIRE | B | SELF | - | ARMED RECCO |
| 7 | 27 | SPITFIRE | H | SELF | - | ARMED RECCO |
| 7 | 27 | SPITFIRE | H | SELF | - | FRONT LINE PATROL |
| 7 | 28 | SPITFIRE | H | SELF | - | SWEEP TO DREUX |
| 7 | 29 | SPITFIRE | H | SELF | - | PATROL BEACHEAD |
| 7 | 29 | SPITFIRE | F | SELF | - | PATROL BEACHEAD |
| 7 | 30 | SPITFIRE | H | SELF | - | BOMBER SUPPORT |
| 7 | 30 | SPITFIRE | F | SELF | - | SWEEP TO ALENCON. |
|  O.C. "A" FLIGHT | | | | SUMMARY FOR JULY/44 - SPITFIRE UNIT: 403 SQD. TOTAL SPITFIRE DATE: AUG 1/44 MONTHLY OPS. SIGNED J. MacKee. TOTAL OPS. | | |
| 8 | 5 | SPITFIRE | H | SELF | - | ARMED RECCO BERWY AREA. |
| 8 | 6 | SPITFIRE | B | SELF | - | PATROL |
| 8 | 7 | SPITFIRE | K | SELF | 500 lb Bomb | ARMED RECCO |
| 8 | 7 | SPITFIRE | B | SELF | - | ARMED RECCO |
| 8 | 8 | SPITFIRE | P | SELF | - | ARMED RECCO |
| 8 | 8 | SPITFIRE | B | SELF | 500 lb Bomb | ARMED RECCO |

GRAND TOTAL [Cols. (1) to (10)]

688 Hrs 55 Mins.
706 55

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- -ENGER OPS. | INSTR./CLOUD FLYING [Incl. in cols. (1) to (10)] | | | |
|------------------------|------------------|---|--------------|-----------------------|---------------------|---------------------|--------------------------------------|---------------------|----------------------|-------------------------|---|-------|--------------|---------------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | DUAL | PILOT | | |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | | DUAL (12) | PILOT (13) |
| 1400 | 596.30 | 315 | 8.25 | | | | | | | | 39.05 | 2905 | 2.00 | |
| | 1.10 | | | | | | | | | | 1.10 | | | |
| 23 | 1.20 | | | | | | | | | | 1.20 | | | |
| | 1.30 | | | | | | | | | | 1.20 | | | |
| | 1.10 | | | | | | | | | | 1.10 | | | |
| 24 | 1.20 | | | | | | | | | | 1.20 | | | |
| 25 | 1.00 | | | | | | | | | | 1.00 | | | |
| | 1.30 | | | | | | | | | | 1.30 | | | |
| 26 | 1.30 | | | | | | | | | | 1.30 | | | |
| | 1.10 | | | | | | | | | | 1.10 | | | |
| | 1.25 | | | | | | | | | | 1.25 | | | |
| 2 | 2.15 | 750 LANCASTERS BOMBED JERRY FORWARD POSITIONS. | | | | | | | | | | 2.15 | | |
| 27 | 1.45 | | | | | | | | | | 1.45 | | | |
| | 46.55 | | | | | | | | | | 57.00 | | | |
| | 374.25 | | | | | | Edward P. Wood S/Lt. OC. 403 SQD. | | | | | | | |
| | 45.10 | | | | | | | | | | | | | |
| | 249.35 | | | | | | | | | | | | | |
| 28 | 1.20 | F/O EARLE LOST WILCOX FORCED LANDED OK. | | | | | | | | | | 1.20 | | |
| | 1.25 | | | | | | | | | | 1.25 | | | |
| 29 | 1.20 | 1 MOTORBIKE DEST. | | | | | | | | | | 1.20 | | |
| 30 | 1.00 | | | | | | | | | | 1.00 | | | |
| 31 | .35 | | | | | | | | | | .35 | | | |
| 32 | 1.10 | | | | | | | | | | 1.10 | | | |
| 74.00 | 609.75 620.15 | 3.15 | 8.25 | | | | | | | | 63.50 | 2905 | 2.00 | |

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------------------------------|------|----------|-----|-----------------------------------|------------------|---------------------------------|
| 1944 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| 8 | 10 | SPITFIRE | L | SELF | — | PATROL ARGENTAN AREA |
| 8 | 21 | SPITFIRE | H | SELF | — | PATROL CABOURG - BOCAGE |
| 8 | 22 | SPITFIRE | H | SELF | — | SWEEP PARIS AREA |
| 8 | 22 | SPITFIRE | A | SELF | — | ARMED RECCO - ROUEN |
| 8 | 24 | SPITFIRE | B | SELF | — | ARMED RECCO - ROUEN |
| 8 | 25 | SPITFIRE | H | SELF | — | FRONT LINE PATROL |
| 8 | 27 | SPITFIRE | L | SELF | — | SWEEP TO BEAUVAIS |
| 8 | 28 | SPITFIRE | F | SELF | — | CREPON TO DREUX |
| 8 | 28 | SPITFIRE | F | SELF | — | ARMED RECCO |
| 8 | 29 | SPITFIRE | F | SELF | — | PATROL VERNON - BASE |
| 8 | 31 | SPITFIRE | F | SELF | — | ARMED RECCO AMIENS |
| 8 | 31 | SPITFIRE | F | SELF | — | ARMED RECCO ARRAS |
| 8 | 31 | SPITFIRE | F | SELF | — | ARMED RECCO AMIENS |
| <i>Blanchard</i> O.C. A. FLT. | | | | SUMMARY FOR AUGUST/44 SPITFIRE | | |
| | | | | UNIT: 403 SQUADRON TOTAL SPITFIRE | | |
| | | | | DATE: SEPT/1/44 MONTHLY OPS. | | |
| | | | | SIGNED: P. Radon. TOTAL OPS. | | |
| SEP | 1 | SPITFIRE | F | SELF | — | FRONT LINE PATROL |
| 9 | 1 | SPITFIRE | F | SELF | — | FRONT LINE PATROL |
| 9 | 3 | SPITFIRE | F | SELF | — | PRACTICE FLYING "PARIS" |
| 9 | 4 | SPITFIRE | H | SELF | — | CINE GUN EXERCISE |
| 9 | 5 | SPITFIRE | F | SELF | — | FORMATION FLYING |
| 9 | 21 | SPITFIRE | F | SELF | — | DREUX TO TANGMERE |

GRAND TOTAL [Cols. (1) to (10)]

730 Hrs 50 Mins
732

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- -ENGINE GAS | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | |
|------------------------|------------------|---|--------------|-----------------------|-------------------------------|---------------------|-------------|---------------------|----------------------|-------------------------|--|--------------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | DUAL (11) | DUAL (12) |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | |
| 74.00 | 620.15 604.15 | 3.15 | 8.25 | | | | | | | 63.50 | 29.05 | 2.00 |
| | 1.35 | Aug 10 th - 18 th | | | Seven days base in Blighy. | | | | | 1.35 | | |
| | 1.20 | | | | | | | | | 1.20 | | |
| 33 | 1.50 | | | | | | | | | 1.50 | | |
| 34 | 1.10 | | | | | | | | | 1.10 | | |
| 35 | 1.10 | | | | | | | | | 1.10 | | |
| | 1.30 | | | | | | | | | 1.30 | | |
| | 1.50 | | | | | | | | | 1.50 | | |
| | 1.20 | | | | | | | | | 1.20 | | |
| 37 | 1.20 | | | | | | | | | 1.20 | | |
| | 1.25 | | | | | | | | | 1.25 | | |
| 38 | 1.45 | | | | | | | | | 1.45 | | |
| | 1.35 | | | | | | | | | 1.35 | | |
| | 1.45 | | | | | | | | | 1.45 | | |
| | 26.25 | | | | | | | | | 82.05 | | |
| | 400.50 | | | | | | | | | | | |
| | 25.05 | | | | | | | | | | | |
| | 274.40 | | | | | | | | | | | |
| | 1.20 | | | | | | | | | 1.20 | | |
| | 1.10 | | | | | | | | | 1.10 | | |
| | 1.10 | | | | | | | | | | | |
| | 1.00 | | | | | | | | | | | |
| | 1.05 | | | | | | | | | | | |
| | 1.00 | | | | | | | | | | | |
| 74.00 | 636.35 | 3.15 | 8.25 | | | | | | | 84.35 | 29.05 | 2.00 |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-----------------------------|------|----------|-----|--|------------------|---------------------------------|
| 1944 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| SEPT | | | | | | |
| 9 | 23 | SPITFIRE | F | SELF | — | TANGMERE - FAIRWOOD COMMON |
| 9 | 24 | SPITFIRE | F | SELF | — | FAIRWOOD COMMON - WARMWELL |
| 9 | 26 | SPITFIRE | F | SELF | — | RANGE AND TRACKING |
| 9 | 27 | SPITFIRE | F | SELF | — | AIR FIRING EX. |
| 9 | 27 | SPITFIRE | F | SELF | — | AIR FIRING EX. |
| 9 | 28 | SPITFIRE | M | SELF | — | AIR FIRING EX. |
| <i>Joballin</i> O.C. A.F.U. | | | | SUMMARY FOR SEPT/44 SPITFIRE UNIT: 403 Sqn TOTAL SPITFIRE DATE: OCT 4/44 MONTHLY OPS SIGNED: <i>A. Kellon</i> TOTAL OPS | | |
| 10 | 1 | SPITFIRE | F | SELF | — | WARMWELL - TANGMERE |
| 10 | 2 | SPITFIRE | F | SELF | — | TANGMERE - EINDHOVEN |
| 10 | 2 | SPITFIRE | F | SELF | — | EINDHOVEN - GRAVE |
| 10 | 4 | SPITFIRE | L | SELF | — | FRONT LINE PATROL |
| 10 | 4 | SPITFIRE | L | SELF | — | FRONT LINE PATROL |
| 10 | 5 | SPITFIRE | J | SELF | — | FRONT LINE PATROL |
| 10 | 5 | SPITFIRE | J | SELF | — | FRONT LINE PATROL |
| 10 | 6 | SPITFIRE | F | SELF | — | FRONT LINE PATROL |
| 10 | 6 | SPITFIRE | F | SELF | — | FRONT LINE PATROL |
| 10 | 7 | SPITFIRE | J | SELF | — | FRONT LINE PATROL |
| 10 | 7 | SPITFIRE | J | SELF | — | FRONT LINE PATROL |
| 10 | 7 | SPITFIRE | J | SELF | — | FRONT LINE PATROL |

GRAND TOTAL [Cols. (1) to (10)]

~~749~~ Hrs ~~40~~ Mins.

749 10

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGINEER OPS | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | |
|------------------------|-----------------|-------------|--------------|----------------------------------|---------------------|---------------------|-------------|---------------------|----------------------|------------------------------|--|-------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | DUAL | PILOT |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | (11) | (12) | (13) |
| 7400 | 65635 | 3.15 | 8.25 | | | | | | | 84.35 | 29.05 | 2.00 |
| | .30 | | | | | | | | | | | |
| | .40 | | | | | | | | | | | |
| | 1.00 | | | | | | | | | | | |
| | .20 | | | | | | | | | | | |
| | .35 | | | | | | | | | | | |
| | .25 | | | | | | | | | | | |
| | 10.15 | | | | | | | | | 84.35 | OPS. | |
| | 460.05 | | | <i>J. L. Lohr</i> C.O. 403. SqD. | | | | | | | | |
| | 2.30 | | | | | | | | | | | |
| | 277.10 | | | | | | | | | | | |
| | .20 | | | | | | | | | | | |
| | 1.45 | | | | | | | | | | | |
| | .15 | | | | | | | | | | | |
| | 1.20 | | | PATROLING ARNHEM, NISMEGEN | | | | | | 1.20 | | |
| | 1.10 | | | DURING PARACHUTE LANDING. | | | | | | 1.10 | | |
| | 1.00 | | | | | | | | | 1.00 | | |
| | .40 | | | | | | | | | .40 | | |
| | 1.20 | | | | | | | | | 1.20 | | |
| | 1.20 | | | | | | | | | 1.20 | | |
| | 1.15 | | | | | | | | | 1.15 | | |
| | 1.00 | | | | | | | | | 1.00 | | |
| | 1.00 | | | | | | | | | 1.00 | | |
| 7400 | 654.25 66238 | 3.15 | 8.25 | | | | | | | 94.40 | 29.05 | 2.00 |

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------|------|----------|-----|-------------------------------|------------------|---------------------------------|
| 1944 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| 10 | 9 | SPITFIRE | F | SELF | — | FRONT LINE PATROL |
| 10 | 9 | SPITFIRE | F | SELF | — | FRONT LINE PATROL |
| 10 | 11 | SPITFIRE | F | SELF | — | FRONT LINE PATROL |
| 10 | 12 | SPITFIRE | N | SELF | — | FRONT LINE PATROL |
| 10 | 13 | SPITFIRE | F | SELF | — | CLOSE ESCORT FOR KING |
| 10 | 13 | SPITFIRE | F | SELF | — | FRONT LINE PATROL |
| 10 | 14 | SPITFIRE | F | SELF | — | ARMED RECCO |
| 10 | 14 | SPITFIRE | F | SELF | — | FRONT LINE PATROL |
| 10 | 15 | SPITFIRE | F | SELF | — | FRONT LINE PATROL |
| 10 | 15 | SPITFIRE | F | SELF | — | FRONT LINE PATROL |
| 10 | 22 | SPITFIRE | J | SELF | — | GRAVE — MELSBRÖEK (BRUSSELS) |
| 10 | 24 | SPITFIRE | J | SELF | — | BOMBER ESCORT (MITCHELLS) |
| 10 | 28 | SPITFIRE | J | SELF | — | FRONT LINE PATROL |
| 10 | 29 | SPITFIRE | K | SELF | — | BOMBER ESCORT |
| 10 | 29 | SPITFIRE | F | SELF | — | FRONT LINE PATROL |
| 10 | 29 | SPITFIRE | H | SELF | — | FRONT LINE PATROL |
| | | | | Summary for Oct/44: SPITFIRE | | |
| | | | | UNIT: 403 SQD. TOTAL SPITFIRE | | |
| | | | | DATE: Nov. 1/44 MONTHLY OPS. | | |
| | | | | SIGNED: TOTAL OPS. | | |

GRAND TOTAL [Cols. (1) to (10)]

767 Hrs 40 Mins
766

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- -ENGINE OPS | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | | | |
|------------------------|------------------|-------------|--------------|-----------------------|--------------------------------|---------------------|-------------|---------------------|----------------------|-------------------------|---|--------------|---------------|--|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | DUAL (11) | DUAL (12) | PILOT (13) | |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | | | |
| 74.66 | 662.30 651.25 | 3.15 | 8.25 | | | | | | | 94.40 | 29.05 | 2.00 | | |
| | 1.00 | | SAW | | MY FIRST ENEMY | | | | | 1.00 | | | | |
| | 1.00 | | | | SET PLANE | | | | | 1.00 | | | | |
| | 1.00 | | | | | | | | | 1.00 | | | | |
| | 1.05 | | | | | | | | | 1.05 | | | | |
| | 1.45 | | | | EASY OPS. | | | | | 1.45 | | | | |
| | 1.00 | | | | | | | | | 1.00 | | | | |
| 41 | 1.20 | | | | | | | | | 1.20 | | | | |
| | 1.00 | | | | | | | | | 1.00 | | | | |
| | 1.05 | | | | | | | | | 1.05 | | | | |
| | 1.00 | | | | | | | | | 1.00 | | | | |
| | 1.15 | | | | | | | | | 1.15 | | | | |
| 42 | 1.00 | | | | | | | | | 1.00 | | | | |
| | 1.40 | | | | | | | | | 1.40 | | | | |
| 43 | 1.25 | | | | | | | | | 1.25 | | | | |
| | 1.30 | | | | | | | | | 1.30 | | | | |
| | .25 | | | | | | | | | .25 | | | | |
| | 30.55 | | | | <i>J. J. J. C.O. 403. SQP.</i> | | | | | 111.30 | OPS. | | | |
| | 442.00 | | | | | | | | | | | | | |
| | 26.55 | | | | | | | | | | | | | |
| | 304.05 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| 74PR | 681.00 669.55 | 2.15 | 8.25 | | | | | | | 111.30 | 29.05 | 2.00 | | |

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------|------|----------|-----|--|------------------|---------------------------------|
| 1944 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| | | | | | | |
| 11 | 11 | SPITFIRE | F | SELF | - | ESCORT TO MITCHELLS |
| 11 | 18 | SPITFIRE | H | SELF | - | FRONT LINE PATROL |
| | | | | <p>Approved O.C. "A" FLIGHT</p> <p>SUMMARY FOR NOV/44 SPITFIRE UNIT: 403 SQUADRON TOTAL SPITFIRE DATE: 3/12/44 MONTHLY OPS. SIGNED: J. Radon. TOTAL OPS.</p> | | |
| 12 | 1 | SPITFIRE | F | SELF | - | FRONT LINE PATROL |
| 12 | 4 | SPITFIRE | F | SELF | - | TANGMERE - B-56 |
| 12 | 8 | SPITFIRE | F | SELF | - | ARMED RECCO |
| 12 | 10 | SPITFIRE | A | SELF | - | ARMED RECCO |
| 12 | 13 | SPITFIRE | F | SELF | - | FORMATION |
| 12 | 23 | SPITFIRE | D | SELF | - | SWEEP |
| 12 | 24 | SPITFIRE | L | SELF | - | ARMED RECCO |
| 12 | 25 | SPITFIRE | A | SELF | - | SWEEP |
| 12 | 25 | SPITFIRE | A | SELF | - | SWEEP |
| 12 | 26 | SPITFIRE | F | SELF | - | SWEEP |
| | | | | <p>Approved O.C. "A" FLT</p> <p>SUMMARY FOR DEC/44 SPITFIRE UNIT: 403 SQD. TOTAL SPITFIRE DATE: 2/1/45 MONTHLY OPS. SIGNED: J. Radon. TOTAL OPS.</p> | | |

GRAND TOTAL [Cols. (1) to (10)]

783 Hrs 40 Mins.
784

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- DANGER | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | | | | | | |
|------------------------|------------------|------------------------------|--------------|-------------------------------|---------------------|---------------------|-------------|---------------------|----------------------|-----------------|--|------|-------|--|--|--|--|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | OPS (11) | DUAL | PILOT | | | | |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | (12) | | (13) | | | | | |
| 7400 | 681 00 669.55 | 3.15 | 8-25 | | | | | | | 111.36 | 29.65 | 2.00 | | | | | |
| | 1.50 | | | | | | | | | 1.50 | | | | | | | |
| | 1.35 | | | | | | | | | 1.35 | | | | | | | |
| | 3.25 | | | | | | | | | 114.55 | | | | | | | |
| | 445.25 | | | <i>Polovina</i> c.o. 403 SQD. | | | | | | | | | | | | | |
| | 3.25 | | | | | | | | | | | | | | | | |
| | 30730 | | | | | | | | | | | | | | | | |
| | 1.40 | | | | | | | | | 1.40 | | | | | | | |
| | 1.00 | | | | | | | | | | | | | | | | |
| | 1.50 | 1 LOCOMOTIVE, 1 FLAK CAR | | | | | | | | | 1.50 | | | | | | |
| | 1.45 | SHOT UP FACTORY | | | | | | | | | 1.45 | | | | | | |
| | .35 | | | | | | | | | | | | | | | | |
| | 1.30 | | | | | | | | | 1.30 | | | | | | | |
| | 1.40 | | | | | | | | | 1.40 | | | | | | | |
| | 1.45 | | | | | | | | | 1.45 | | | | | | | |
| | 1.40 | SQUADRON SHOT DOWN FIRST JET | | | | | | | | | 1.40 | | | | | | |
| | 1.10 | | | | | | | | | 1.10 | | | | | | | |
| | 1435 | | | | | | | | | 126.30 | | | | | | | |
| | 460.00 | | | <i>Polovina</i> c.o. 403 SQD. | | | | | | | | | | | | | |
| | 13.35 | | | | | | | | | | | | | | | | |
| | 321.05 | | | | | | | | | | | | | | | | |
| 7400 | 699 00 669.55 | 3.15 | 8-25 | | | | | | | 128.38 | 29.05 | 2.00 | | | | | |

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------|------|----------|-----|-----------|-----------------------------------|---------------------------------|
| 1945 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | |
| | | | | | | TOTALS BROUGHT FORWARD |
| | | | HHV | | | |
| 1 | 1 | SPITFIRE | V | SELF | — | SWEEP COLOGNE AREA |
| 1 | 2 | SPITFIRE | JEJ | SELF | — | SWEEP BONN AREA |
| 1 | 4 | SPITFIRE | F | SELF | — | B56 — ENGLAND |
| 1 | 8 | SPITFIRE | F | SELF | — | AIR/AIR - DIVE BOMBING |
| 1 | 8 | SPITFIRE | J | SELF | — | AIR/AIR - DIVE BOMBING |
| 1 | 8 | SPITFIRE | R | SELF | — | AIR/AIR - DIVE BOMBING |
| 1 | 8 | SPITFIRE | R | SELF | — | AIR/AIR - DIVE BOMBING |
| 1 | 9 | SPITFIRE | F | SELF | — | AIR/GROUND FIRING |
| 1 | 9 | SPITFIRE | K | SELF | — | AIR/GROUND FIRING & D.B. |
| 1 | 10 | SPITFIRE | R | SELF | — | DIVE BOMBING. |
| 1 | 11 | SPITFIRE | F | SELF | — | AIR/AIR FIRING |
| 1 | 14 | SPITFIRE | F | SELF | — | ENGLAND — B56 |
| 1 | 22 | SPITFIRE | F | SELF | — | ARMED RECCE & SWEEP |
| | | | | | SUMMARY FOR JANUARY 4/45 SPITFIRE | |
| | | | | | UNIT: 403 SQUADRON TOTAL SPITFIRE | |
| | | | | | DATE: FEB. 4/45 MONTHLY OPS. | |
| | | | | | SIGNED <i>Shannon</i> TOTAL OPS. | |
| 2 | 3 | SPITFIRE | F | SELF | — | BOMBER ESCORT |
| 2 | 10 | SPITFIRE | K | SELF | — | ARMED RECCE |
| 2 | 11 | SPITFIRE | L | SELF | 500 lb Bomb | DIVE BOMBING |
| 2 | 13 | SPITFIRE | E | SELF | — | ESCORT & SWEEP |
| 2 | 13 | SPITFIRE | F | SELF | — | A/C TEST (150 GRADE) |

GRAND TOTAL [Cols. (1) to (10)]

604 Hrs 30 Mins.
804 15

TOTALS CARRIED FORWARD

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------------------------|------|----------|-----|----------------------------------|------------------|---------------------------------|
| 1945 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| 2 | 14 | SPITFIRE | M | SELF | — | ESCORT TO MITCHELLS. |
| 2 | 16 | SPITFIRE | M | SELF | — | ESCORT TO LANCASTERS |
| 2 | 21 | SPITFIRE | W | SELF | — | PATROL NISMEGEN |
| 2 | 22 | SPITFIRE | G | SELF | — | ARMED RECCE |
| 2 | 24 | SPITFIRE | F | SELF | — | 500 lb Bombs DIVE BOMBING |
| 2 | 24 | SPITFIRE | F | SELF | — | ARMED RECCE |
| 2 | 25 | SPITFIRE | F | SELF | — | PATROL NISMEGEN |
| 2 | 25 | SPITFIRE | F | SELF | — | PATROL NISMEGEN |
| | | | | SUMMARY FOR FEB. 1945 - SPITFIRE | | |
| <i>Alan E. Steaming</i> | | | | UNIT - 403 SQDN. TOTAL SPITFIRE | | |
| O.C. "A" FLT. | | | | DATE 1/3/45 MONTHLY OPS | | |
| | | | | SIGNED <i>Shadon</i> TOTAL OPS. | | |
| 3 | 1 | SPITFIRE | F | SELF | — | BOMBER ESCORT |
| 3 | 2 | SPITFIRE | H | SELF | — | B56 - B90 |
| 3 | 3 | SPITFIRE | F | SELF | — | FIGHTER SWEEP |
| 7 | 3 | SPITFIRE | F | SELF | — | A/C TEST |
| 7 | 3 | SPITFIRE | M | SELF | — | " TEST |
| 8 | 3 | SPITFIRE | K | SELF | — | A/R TEST |
| 9 | 3 | SPITFIRE | J | SELF | — | SWEEP |
| 9 | 3 | SPITFIRE | F | SELF | — | BOMBER ESCORT |

GRAND TOTAL [Cols. (1) to (10)]

828 Hrs 05 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS ENGINE | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | |
|------------------------|---------------------------|-------------|---------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|------------------|---|------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | OPS. (11) | DUAL |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | (11) | | (12) |
| 74.00 | 71826 70715 | 3.15 | 8.25 | | | | | | | 137.10 138.40 | 2905 | 2.00 |
| | 1.30 | | | | | | | | | 1.30 | | |
| | 1.45 | | 100 LANCASTER | | | | | | | 1.45 | | |
| | 2.00 | | | | | | | | | 2.00 | | |
| 62. | 1.55 | | | | | | | | | 1.55 | | |
| | 1.25 | | | | | | | | | 1.25 | | |
| | 1.40 | | | | | | | | | 1.40 | | |
| | 1.55 | | | | | | | | | 1.55 | | |
| | 2.00 | | | | | | | | | 2.00 | | |
| | 19.45 | | | | | | | | | 170.90 | | |
| | 494.30 | | | | | | | | | | | |
| | 19.25 | | | | | | | | | | | |
| | 345.25 | | | | | | | | | | | |
| | 1.10 | | | | | | | | | 1.10 | | |
| | .20 | | | | | | | | | | | |
| | 1.25 | | | | | | | | | 1.25 | | |
| | .20 | | | | | | | | | | | |
| | .15 | | | | | | | | | | | |
| | .25 | | | | | | | | | | | |
| | 1.15 | | | | | | | | | 1.15 | | |
| | 1.30 | | | | | | | | | 1.30 | | |
| 7400 | 74050 74025 | 3.15 | 8.25 | | | | | | | 13 | 2905 | 2.00 |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |

Ray
C.O. 463 SQUADRON

| YEAR | | AIRCRAFT | | PILOT, OR 1ST PILOT | 2ND PILOT, PUPIL OR PASSENGER | DUTY (INCLUDING RESULTS AND REMARKS) |
|-------|------|-----------------|-----|------------------------|----------------------------------|---|
| MONTH | DATE | Type | No. | | | TOTALS BROUGHT FORWARD |
| | | | | | | |
| | | D.C. "A" FLIGHT | | | | SUMMARY FOR 403 SQD. SPITFIRE UNIT |
| | | Alan E. Fleming | | | | TOTAL SPITFIRE DATE MONTHLY OPS |
| | | | | | | SIGNED J. Hadson. TOTAL OPS |
| | | | | SCORE: | DESTROYED | 2½ |
| | | | | AIRCRAFT | PROBABLES | 2 |
| | | | | | DAMAGED | 1 |
| | | | | MET 80 | | |

GRAND TOTAL [Cols. (1) to (10)]

826 Hrs 05 Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR/CLOUD FLYING (Incl. in cols. (1) to (10)] | | |
|------------------------|--------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|----------------|--|------|-------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL | PILOT |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | (12) | (13) |
| | 650 | | | | | | | | | | | | |
| | 501.20 | | | | C.O. | 403 | SQD. | | | | | | |
| | 5.20 | | | | | | | | | | | | |
| | 358.35 | | | | | | | | | | | | |
| | | | | | TOTAL | OPS. | HOURS | | | 352 | 85 | | |
| | | | | | TOTAL | SPIT | HOURS | | | 501 | 20 | | |
| | | | | | TOTAL | SORTIES | | | | 277 | | | |

| YEAR | | AIRCRAFT | | PILOT, OR | | 2ND PILOT, PUPIL | | DUTY | |
|-------|------|-------------------|------|----------------|--------------|------------------|----------|---|--|
| 1941 | | Type | No. | 1ST PILOT | | OR PASSENGER | | (INCLUDING RESULTS AND REMARKS) | |
| MONTH | DATE | <i>Instrument</i> | | | | | | <i>Sequence</i> TOTALS BROUGHT FORWARD | |
| May | 21 | Link Trainer | L113 | C. Abucrombie | Pupil | | 1-2-3-4 | | |
| " | " | " | " | " | " | | 5 | | |
| " | " | " | " | " | " | | 6 | | |
| June | 12 | " | " | Douglas | " | | 4-5-6 | | |
| " | " | " | " | Finnis | " | | 5-6-6A | | |
| " | 13 | " | " | Ed Douglas | " | | 5-6-6A | | |
| " | 14 | " | " | " | " | | 6-6A | | |
| " | 17 | " | " | " | " | | 6-8-9 | | |
| " | 17 | " | " | " | " | | 9 | | |
| " | 18 | " | " | " | " | | 10 | | |
| <hr/> | | | | | | | | | |
| 1941 | | LINK TRAINER | | # 14 S.F. T.S. | AYLMER. CNT. | | | | |
| 7 | 15 | LINK TRAINER | E | F/O REID | SELF | | 1-3 | | |
| 7 | 16 | " | E | F/O BENNET | " | | 3-4 | | |
| 7 | 16 | " | E | P/O HOWES | " | | 4 | | |
| 7 | 17 | " | E | F/O BENNET | " | | PRACTICE | | |
| 7 | 18 | " | E 78 | F/O BENNET | " | | 4 | | |
| 7 | 19 | " | E 78 | F/O REID | " | | 7 | | |
| 7 | 19 | " | E 76 | P/O MENDEZ | " | | 9 | | |
| 7 | 21 | " | E 78 | F/O BENNET | " | | 5 | | |
| 7 | 22 | " | E 76 | P/O MENDEZ | " | | 10 | | |
| 7 | 23 | " | E 78 | F/O BENNET | " | | 6-11 | | |

GRAND TOTAL [Cols. (1) to (10)]

9 Hrs 15 Mins.

TOTALS CARRIED FORWARD

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|---------------------|------|---------------|-----|--------------|--------------------|---------------------------------|
| 1941 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| | | | | | | SEQUENCE |
| 7 | 24 | LINK. TRAINER | L75 | REID F/O | SELF | 10 |
| 7 | 28 | " " | 277 | LAWIE | " | " |
| 7 | 29 | " " | L78 | PETERSON F/O | " | 12 |
| 7 | 30 | " " | L76 | MENDEZ F/O | " | 13-14 |
| 7 | 31 | " " | L76 | MENDEZ P/O | " | 15 |
| 8 | 1 | " " | E77 | PETERSON P/O | " | 16 |
| 8 | 5 | " " | E77 | CARROLL F/O | " | 17A 17B |
| 8 | 13 | " " | E77 | PETERSON F/O | " | 20A |
| 8 | 13 | " " | E77 | PETERSON F/O | " | 20B |
| 8 | 16 | " " | L78 | BENNETT F/O | " | 18 |
| 8 | 20 | " " | E77 | F/O PETERSON | " | 19 |
| 8 | 20 | " " | E77 | F/O PETERSON | " | 21 |
| TOTAL # 14 S.F.T.S. | | | | | | |
| | | | | # 56 O.T. U | LINK TRAINER | |
| 12 | 11 | LINK TRAINER | | SELF | E/ 1-7 | |
| 12 | 12 | " " | | " | D.R.N (NAVIGATION) | |
| 12 | 15 | " " | | " | INTERCEPTION | |
| 12 | 19 | " " | | " | " | |
| 1942 | 12 | " " | | " | E/ 22 | |
| 1942 | 30 | " " | | " | E/ 22 | |
| 2 | 2 | " " | | " | D.R.N. | |

GRAND TOTAL [Cols. (1) to (10)]

.....Hrs.....Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR/CLOUD FLYING (Incl. in cols. (1) to (10)) | |
|--|--------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|----------------|--|--------------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | (11) | | DUAL (12) |
| | | | | | | | | | | | | 915 |
| B+ | OK. | | | | | | | | | | | 60 |
| B+ | | | | | | | 1/3/43 | Covering Pattern | 27 | | | 60 |
| A | Very Good. | | | | | | | Steering Pat. | 23 | | | 45 |
| B+ | | | | | | | | Surveys | 47 | | | 60 |
| B+ | | | | | | | | Spit time | 23.50 | | | 60 |
| B+ | | | | | | | | ops | 123.20 | | | 60 |
| A- | | | | | | | | | | | | 60 |
| A | | | | | | | | | | | | 60 |
| B+ | | | | | | | | | | | | 60 |
| A | | | | | | | | | | | | 60 |
| A | | | | | | | | | | | | 60 |
| A | | | | | | | | | | | | 60 |
| <hr/> | | | | | | | | | | | | 2100 |
| <i>Certified Correct - Chas Lewis #6</i> | | | | | | | | | | | | |
| <i>O. C. Link 14 S.F.T.S</i> | | | | | | | | | | | | |
| | | | | | | | | | | | | 1:00 |
| | | | | | | | | | | | | 1:00 |
| | | | | | | | | | | | | 1:00 |
| | | | | | | | | | | | | 1:00 |
| | | | | | | | | | | | | 1:00 |
| | | | | | | | | | | | | 1:00 |
| | | | | | | | | | | | | 1:00 |
| | | | | | | | | | | | | 1:00 |
| TOTAL | | | | | | | | | | | 7:00 | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) |

| YEAR | | AIRCRAFT | | PILOT, OR | 2ND PILOT, PUPIL | DUTY |
|-------|------|--------------|-----|--------------|------------------|---------------------------------|
| 1942 | | Type | No. | 1ST PILOT | OR PASSENGER | (INCLUDING RESULTS AND REMARKS) |
| MONTH | DATE | | | | | TOTALS BROUGHT FORWARD |
| | | | | | | EXERCISE. |
| 7 | 24 | LINK TRAINER | L75 | REID F/O | SELF | 10 10 10 |
| 7 | 28 | " | L # | 122 SQUADRON | LINK TRAINER | 10 10 10 |
| 3 | 1 | LINK | L77 | PETERSON | | REVISION 10 10 10 |
| 3 | 2 | LINK | L76 | MENDEZ | | " 10 10 10 |
| 3 | 19 | LINK | L76 | MENDEZ | | S.B. 17 10 10 |
| 3 | 19 | LINK | F77 | PETERSON | | S.B. 11 10 10 |
| 3 | 20 | LINK | F77 | CARROLL | | INTERCEPTION 10 10 10 |
| 3 | 24 | LINK | F77 | PETERSON | | Z.Z. 10 10 10 |
| 5 | 16 | LINK | F77 | PETERSON | | INTERCEPTION 10 10 10 |
| 5 | 27 | LINK | L76 | BENNETT | | " 10 10 10 |
| 6 | 3 | LINK | F77 | HOPKINSON | | " 10 10 10 |
| 7 | 23 | LINK | L77 | PETERSON | | Z.Z. 10 10 10 |
| 7 | 24 | LINK | | | | INTERCEPTION 10 10 10 |
| 7 | 31 | LINK | | | | Z.Z. 10 10 10 |
| 8 | 13 | LINK | | | | Z.Z. 10 10 10 |
| 8 | 17 | LINK | | | | S.B.A. 10 10 10 |
| 8 | 20 | LINK | | | SELF | S.B.A. 10 10 10 |
| 9 | 3 | LINK | | | | EDMONDS TRAINER 10 10 10 |
| 9 | 8 | LINK | | | | GENERAL 10 10 10 |
| 10 | 13 | LINK | | | | EDMONDS TRAINER 10 10 10 |
| 10 | 25 | LINK | | | | Z.Z. 10 10 10 |
| 10 | 28 | LINK | | | | EDMONDS TEST 10 10 10 |
| 11 | | LINK | | | | " 10 10 10 |

GRAND TOTAL [Cols. (1) to (10)]

.....Hrs.....Mins.

TOTALS CARRIED FORWARD

| SINGLE-ENGINE AIRCRAFT | | | | MULTI-ENGINE AIRCRAFT | | | | | | PASS- ENGER | INSTR/CLOUD FLYING [Incl. in cols. (1) to (10)] | | | |
|------------------------|--------------|-------------|--------------|-----------------------|---------------------|---------------------|-------------|---------------------|----------------------|----------------|--|--------------|---------------|------|
| DAY | | NIGHT | | DAY | | | NIGHT | | | | (11) | DUAL (12) | PILOT (13) | |
| DUAL (1) | PILOT (2) | DUAL (3) | PILOT (4) | DUAL (5) | 1ST PILOT (6) | 2ND PILOT (7) | DUAL (8) | 1ST PILOT (9) | 2ND PILOT (10) | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | TOTAL | | | 35 | 15 |
| B+ | | | | | | | | | | | | | | 60 |
| B+ | | | | | | | | | | | | | | 60 |
| | | | | | | | | | | | | | | 30 |
| | | | | | | | | | | | | | | 300 |
| | | | | | | | | | | | | | | 40 |
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| | | | | | | | | | | | | | | 1.00 |
| | | | | | | | | | | | | | | 4.00 |
| | | | | | | | | | | TOTAL | | | 51 | 35 |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | | |

YEAR

AIRCRAFT

PILOT, OR

2ND PILOT, PUPIL

DUTY

Type

No.

1ST PILOT

OR PASSENGER

(INCLUDING RESULTS AND REMARKS)

1943

MONTH

DATE

TOTALS BROUGHT FORWARD

EXERCISE

11 8 LINK TRAINER

EDMONDS TEST + 2.2.

11 9 LINK

EDMONDS TEST + S.B.A.

11 9 LINK

EDMONDS TEST + 2.7.

GRAND TOTAL [Cols. (1) to (10)]

.....Hrs.....Mins.

TOTALS CARRIED FORWARD

Form 700 - Pilots' Responsibilities.

1. Form 700, from the pilots point of view, is a history sheet which contains the following information:-

- (a) Whether the aeroplane is serviceable or not.
- (b) Time of last Daily Inspection.
- (c) State of fuel, oil and coolant.
- (d) Consumption of fuel and oil on previous flights.
- (e) Record of boost, r.p.m. attained on daily ground run.
- (f) Flying times and time of next inspection.
- (g) Record of recent history of repairs and replacements.

2. Before initialling F.700 for a flight, pilots should check these points and query anything unusual, e.g. a falling-off in r.p.m., or excessive fuel consumption on previous flights.

3.. If any defect or unusual symptom is noted in flight, or if makers' limitations are unavoidably exceeded, it is the pilot's duty to put the aircraft unserviceable by personally entering up columns 1, 2, 3, 4 and 6 of the change of Serviceability and Repair Log. When in doubt, consult the Flight Commander, but never pass over anything unusual such as rough run, overheating, or slight Glycol puffs from the exhaust. An early report may prevent a future accident.

4. Attention of all pilots is drawn to Unit Aircraft Maintenance Orders, Part I, para 22.

S. Madon
Wing Commander,
Commanding, Training Wing.
No.56 O.T.U., Sutton Bridge.

Certified that I understand the petrol, oil, ignition, coolant and hydraulic systems, oxygen systems, and the operation of the flaps, Undercarriage and brakes of the HURRICANE aircraft

I have examined the above named Pilot and I am satisfied that he understands the systems and operations.

Signature of Pilot... *S. Madon* D.T. *11.11.41*

Signature... *M. J. P. V.* Date. *11/11/41*

Officer Commanding... *P.* Squadron, Sutton Bridge

RECORD OF SERVICE

DUTY

| UNIT | DATES | | UNIT | DATES | |
|---|----------|----------|--|----------|----------|
| | FROM | TO | | FROM | TO |
| MANNING POOL | 6/1/41 | 18/1/41 | 21/9 [#] 403 SQD WARMWELL | 21/9/44 | 1/10/44 |
| PICTON ONT | 18/1/41 | 7/2/41 | [#] 403 SQD GRAVE - HOLLAND B82 | 1/10/44 | 20/10/44 |
| #4 B+G. FINGAL ONT | 7/2/41 | 4/3/41 | # 403 SQD MELSBOEK B 58 | 20/10/44 | 8/11/44 |
| #3 I.T.S. VICTORIAVILLE | 4/3/41 | 3/4/41 | # 403 SQD EVERE BRUSSELS ^{B-56} | 8/11/44 | 3/2/45 |
| #13 E.F.T.S ST. EUGENE | 3/4/41 | 6/7/41 | # 403 SQD B90 PETIT BROGEL | 3/2/44 | 13/3/45 |
| #14 S.F.T.S AYMER | 6/7/41 | 24/9/41 | REPATRIATED | 29/4/45 | |
| #3 P.R.C BOURNEMOUTH | 23/10/41 | 23/11/41 | #13 E.F.T.S PENDLETON | 4/6/45 | 10/6/45 |
| #56 O.T.U. SUTTON BRIDGE | 23/11/41 | 13/2/42 | #1 R.L.G GANANOQUE | 14/6/45 | |
| #122 SQD. SCORTON | 26/2/42 | 1/4/42 | <i>Leischmeyer</i> | | |
| #122 SQD. HORNCHURCH | 1/4/42 | 8/6/42 | | | |
| #122 SQD FAIRLOP | 8/6/42 | 6/29/42 | | | |
| #122 SQD MARTLESHAM | 29/6/42 | 6/7/42 | | | |
| #122 SQD FAIRLOP | 6/7/42 | 17/7/42 | | | |
| #122 SQD HORNCHURCH | 17/7/42 | 29/9/42 | | | |
| #122 SQD MARTLESHAM | 29/9/42 | 3/10/42 | | | |
| 122 SQD HORNCHURCH | 3/10/42 | 16/11/42 | | | |
| 122 SQD FAIRLOP | 16/11/42 | 17/12/42 | | | |
| 185 SQD MALTA (H.M.L. FAIR) | 10/1/43 | 5/6/43 | | | |
| 185 SQD. KRENDI MALTA | 5/6/43 | 20/7/43 | | | |
| REPATRIATED | 3/9/43 | 9/10/43 | | | |
| #1 O.T.U. BAGOTVILLE ^{B.E.} | 9/10/43 | 28/4/44 | | | |
| #3 P.R.C. INNSWORTH | 3/6/44 | 6/6/44 | | | |
| #403 SQD. TANGMERE | 12/6/44 | 16/6/44 | | | |
| #403 SQD CREPON "B2" | 16/6/44 | 28/8/44 | | | |
| #403 SQD ILIER LEVESQUE ^{B-26} | 28/8/44 | 21/9/44 | | | |

TOTALS CARVED FOR...

MUTUAL INSTRUCTION CERTIFICATE

FLIGHT

B.

DATE

16/8/41

1. Certified that I have read and understand Command Instruction No.130/1/7 "Instrument Flying Restriction in use of hood"-

G. Nadon

Pupil's Signature

2. Certified that No. R. 69392 LAC.....NADON has completed 50 hours combined dual and solo S.F.T.S. Flying and that he is a capable and reliable pilot and is qualified to act as safety pilot for I.F.

W. H. ... F/O

Officer Commanding B. Flight

A. ...

Officer Commanding No. 1 Squad.

SOLO FORMATION AUTHORIZATION

Flight

B.

Date

22/8/41

1. Certified that I understand that when carrying out solo formation flying, I am not to take-off, land, climb, or dive in formation.

G. Nadon

Pupil's Signature

2. Certified that No. R. 69392 LAC...NADON G.R. has carried out elementary formation satisfactorily and is a capable and reliable pilot and is qualified to carry out solo formation flying (2 A/C only)

W. H. ... F/O

Officer Commanding B. Flight

W. H. ... F/O

Officer Commanding No. 1 Squad

1200 - 1530

| | | |
|----------|----------|---------|
| Boyle | LINDSAY | Mac |
| O'Kelly | Campbell | Butte |
| Thompson | Reeves | Hill |
| Forsyth | Powers | Garland |

1530 - 1900

| | | | |
|---------|-----------|--------|-----------------|
| Brown | Wood | ORR | Butt |
| O'Kelly | Wilcocks | Comm'f | |
| Collie | Nadon | Green | |
| Harvey | Tomlinson | Shaps | |

1941
 135.40
 141.0
 151.51

1900-2200

| | | |
|----------|----------|---------|
| Lindsay | Mac | Hill |
| Campbell | Butte | Garland |
| Boyle | Thompson | Reeves |
| Oliver | Forsyth | Powers |

(1) "A" (2)

| | |
|---------|------------------|
| Mac | ORR |
| Butte | Comm'f |
| Hill | Green |
| Garland | Shaps |
| Reeves | Nadon |
| Powers | Shaps |

(2) "B" (1)

| | |
|----------|----------|
| Wood | Lindsay |
| Wilcocks | Campbell |
| Boyle | Brown |
| Oliver | O'Kelly |
| Collie | Thompson |
| Harvey | Forsyth |

3
 235
 525
 1600
 410
 410
 1915
 1915
 2050

"A"

| | |
|-----------|-----------|
| Wood | Mackenzie |
| Tomlinson | Butte |
| ORR | Hill |
| Comm'f | Garland |
| GREENE | Reeves |
| Shapter | Nadon |
| Powers | |

| | |
|---------------------|---------------------|
| LINDSAY | Thompson |
| Campbell | O'Kelly |
| Thompson | |
| Forsyth | |
| Boyle | |
| Oliver | |

"B"

| | |
|-------------------|--------------------|
| LINDSAY | Brown |
| O'Kelly | Campbell |
| Thompson | Boyle |
| Powers | Forsyth |
| Wilcocks | Collie |
| Forsyth | Harvey |

- 1 WOOD LINDAY - 3 weeks.
- 2 Swabs. MACKENZIE (GORDON) OFF
- 3 ~~LINDAY~~ ORR BROWN
- 4 HILL THOMPSON
- 5 GREENE BOYLE
- 6 REEVES COLLIER
- 7 NADON WILCOCKS?
- 8 SHAPTER HARVEY
- 9 BETTIE FORSYTHE
- 10 TOMLINSON CAMPBELL
- 11 COMM'F O'KELLY
- 12 GARLAND OLIVER
- 13 POWERS

10 60
 4 20
 14 10
 130 40
 152 50



F/L Georges Nadon

