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PERMANENT HISTORICAL RECORD

ROYAL AIR FORCE  
OPERATIONS  
RECORD  
BOOK  
—  
APPENDICES  
—

HEADQUARTERS  
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Air Historical Branch  
AIR MINISTRY

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8. Medical Arrangements.

The Detachment will be accompanied by Flight Lieutenant Gregor and LAC. Pike.

9. Return.

The Flight will return to R. A.F. Station, Heliopolis after 1800 hours on 1.2.38.

INTERCOMMUNICATION.

10. By W/T to R.A.F. Station, Heliopolis. Watches will be as under.

31.1.38. 1800 hours.  
1.2.38. 0800, 1200 and 1600 hours.

11. ACKNOWLEDGE.

*McIntosh*  
Pilot Officer, for,  
Squadron Leader, Commanding,  
No. 208 (A.C.) Squadron,  
Royal Air Force, Heliopolis;

Distribution.Copy No.

O.C., No.208 (A.C.) Squadron.	1.
O.C., R.A.F. Station, Heliopolis.	2.
H.Q. Cavalry Brigade.	3.
Headquarters, Middle East.	4.
O.C., "A" Flight, No.208 (AC) Squadron.	5.
Officer i/c Road Party.	6.
S.M.O., R.A.F. Station, Heliopolis.	7.
Officer i/c Airmen's Messing.	8.
Officer i/c Signals, No. 208 (AC) Squadron.	9.
Air Liaison Officer.	10.
Op rations Record Book.	11. ✓
File.	12.
Officer i/c Transport, No.208 (AC) Sqdn.	13.
Disciplinary N.C.O..	14.

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Appendix "A"

No. 208 (Army Co-operation) Squadron,  
Royal Air Force, Heliopolis.

Operation Order No. 1.

<u>Aircraft.</u>	<u>Pilot</u>	<u>Passenger</u>	<u>N. R. Letter.</u>
K. 7540	F/L Tones	513885 Cpl Bird, J. C. - W. Opr	"D"
K. 3714	F/O Pazen	512415 AC1 Estell, P. - W. Opr	"Q"
K. 3121	P/O Hopper	516303 LAC McDonald, N. - W. Opr.	"C"

The Air party will leave at 1430 hours on 31.1.38

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Appendix "B".

No. 208 (Army Co-operation) Squadron,  
Royal Air Force, Heltopolis.

Operation Order No. 1.Road Party.

The road party will leave at 0900 hours on 31.1.38 and will form up outside Squadron Headquarters at 0830 hours.

2. Pilot Officer Currie is detailed as Officer in Charge Road Party and will select the route to be followed.

3. Personnel will be as under:-

Officers :- Pilot Officer K. D. Currie.  
Flight Lieutenant Gregg.

## Flight Personnel:-

259020	F/Sgt	Fit. 1	Bramwell,	E.
513682	Corpl	ACH	Sutton,	"
566341	L. A. C.	Fit. 2	Hailstone,	F. W.
562040	L. A. C.	M. Rig	Carey,	H. C.
535956	L. A. C.	W. O. M.	Taylor,	J.
535917	A. C. 1.	Fit. 2	Redshaw,	J.
524956	A. C. 1.	Mate	Gifkins,	W.
566647	A. C. 1.	Fit. 2	Wiseman,	T. G.
522407	A. C. 1.	Mate	Lend,	C. W.
52469	A. C. 2.	Armr	Dawson,	F.
513253	A. C. 1.	C & B	Brain,	W. R.
516281	L. A. C.	M. Ord.	Pike,	P.
513649	L. A. C.	D. Pet	Strudwick,	A. H.
513819	L. A. C.	D. Pet	Sheaff,	G. E.
526397	A. C. 1.	D. Pet	Pearce,	I. E.
514659	L. A. C.	D. Pet	Homewood,	R.

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Appendix "C"

No. 208 (Army Co-operation) Squadron,  
Royal Air Force, Heliopolis.

Operation Order No. 1.

1. Pilot Officer K.D. Currie is detailed as Officer i/c loading.
2. Loads will be distributed approximately as below.

<u>Vehicle and driver.</u>	<u>Load</u>	<u>Time</u>	<u>Place.</u>
Crossley W.D. 709 LAC Strudwick	Patrol Aviation 500 galls.	29.1.38, 1100hrs	Patrol Store.
Crossley "D 759 LAC Sheaff and water trailer	Personal bedding and MT Petrol.	21.1.38 & 31.1.38	Barrack Block
Ford Pickup "D 9 37 P/O Currie	Camp Kits (Officers)	0800 31.1.38.	Officers Mess
Ford Truck "D. 924 AC1 Pearce	Cooking Equipment	0700 31.1.38	Cookhouse
Ambulance "D. 632 LAC Homewood		0830	HQ 208 Sqdn.

0-0-0-0-0-0-0-0

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NO. 208 (ARMY CO-OPERATION) SQUADRON.

Copy No. 12..... 7

Date: 20 Jan., 1938.

NIGHT RECONNAISSANCE EXERCISE - 21/22 JANUARY, 1938.

Map. Ref: EGYPT 1:250,000, Sheet 3.

INFORMATION.

1. See review of the situation at Appendix "A".

INTENTION.

2. The aim of the exercise is:-
  - (i) To give pilots practice in navigation at night sufficiently accurate to enable them to arrive at and search a small area which is known to contain a mobile force in movement or at rest.
  - (ii) To exercise M.T. personnel in desert driving at night with and without lights.

METHOD OF EXECUTION.

3. The exercise will begin at 1800 hours, 21 January, for a period of about six hours. The exercise will be initiated by a W/T signal from MOGHARA's Mobile Force comprising unit transport as indicated at Appendix "B" attached hereto.

W/T signals will be issued from time to time by Mobile Force giving approximate position and intention of the Force Commander (Brookie). These signals will be regarded as information (intercepted and decoded) emanating from the Mobile Force Commander to his base in MOGHARA, which is being kept informed of Brookie's activities throughout the night 21/22 January.

Search operations will be initiated by flights acting on this information and amplified by pilot's reports. The method of search will be left to the discretion of flight commanders; it is considered, however, these should be restricted to single aircraft patrols at visibility height, the period of patrol and method of take over will depend upon the developments of the situation but flight commanders should employ a minimum of two patrols throughout each phase of the scheme.

Flights will operate for the following periods:-

"A" Flight	1800 to 2000 hours.
"B" "	2000 to 2200 "
"C" "	2200 to 0001 "

Aircraft will carry W/T and will be kept informed of the developments of the situation as indicated by intercepted reports.

Owing to the lack of suitable gridded maps of the operational area position reports will be given with reference by distance and bearing to various topographical features within the area. Reports will intimate only the approximate position of the Mobile Force and should be regarded as the centre of an area of one mile radius within which the force is located.

In event of reconnaissance flares being used pilots should signify their intention by firing a red Verex light at least one minute before releasing the flare. This will enable personnel of the Mobile Force to take cover beneath their vehicles.

For various reasons the scheme has been limited to six hours duration and on conclusion the Mobile force will laager in the desert for the night, but before closing down the force commander will signal its position for the night and E.T.A. at Heliopolis on 22 Jan.

/ADMINISTRATIVE ARRANGEMENTS.

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NO. 208 (ARMY CO-OPERATION) SQUADRON.

Copy No...12.....7

Date: 20 Jan., 1938.

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Map. Ref: EGYPT 1:250,000, Sheet 3.

INFORMATION.

1. See review of the situation at Appendix "A".

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Aircraft will carry W/T and will be kept informed of the developments of the situation as indicated by intercepted reports.

Owing to the lack of suitable gridded maps of the operational area position reports will be given with reference by distance and bearing to various topographical features within the area. Reports will intimate only the approximate position of the Mobile Force and should be regarded as the centre of an area of one mile radius within which the force is located.

In event of reconnaissance flares being used pilots should signify their intention by firing a red Verrey light at least one minute before releasing the flare. This will enable personnel of the Mobile Force to take cover beneath their vehicles.

For various reasons the scheme has been limited to six hours duration and on conclusion the Mobile force will laager in the desert for the night, but before closing down the force commander will signal its position for the night and B.T.A. at Heliopolis on 22 Jan.

/ADMINISTRATIVE ARRANGEMENTS.

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ADMINISTRATIVE ARRANGEMENTS.

4. Personnel detailed for the Mobile Force will be prepared to remain in the desert for 24 hours and take with them sufficient bedding for this purpose.

Dress: Blue S.D. working dress and Great-coats.

Rations.

The Officer i/c Transport will arrange to draw emergency rations and water for 24 hours per man. He will also arrange to draw the unexpired portion of the days ration for all personnel to be taken in bulk for cooking in the field.

One B.O.R. Cook is to be detailed for this duty and to take with him one portable stove for cooking purposes.

Arms, Ammunition and Pyrotechnics.

The Officer i/c Transport will arrange for two drivers to carry rifles and ammunition on a basis of 10 rounds S.A.A. each.

He will also arrange that the Ford Touring car and Pick-Up respectively are equipped with stocks of Verrey Cartridges (three colours) and Verrey pistols for use in emergency.

Fuel.

All vehicles will carry fuel and oil sufficient for 200 miles.

Desert Equipment.

The column will take with it three complete sets of sand mats and troughs.

INTER-COMMUNICATION.

5. The Mobile force will include one R/T tender for communication with No. 208 Squadron, Helionolis. Details of frequencies and watches are to be arranged by the Signals Officer, No. 208 Sqdn. He will ensure also that adequate arrangements are made for close liaison between the W/T watch and flights concerned.

A. A C K N O W L E D G E.

*W. B. Smith*  
Squadron Leader,  
Commanding,  
No. 208 Squadron,  
Royal Air Force.

Distribution: O.C., R.A.F. Station, Helionolis.....Copy No. 1.  
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O.C., No. 208 Squadron.....Copy No. 3.  
O.C., "A" Flight.....Copy No. 4.  
O.C., "B" Flight.....Copy No. 5.  
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NIGHT RECONNAISSANCE EXERCISE.APPENDIX "A".Narrative.

MOGHARA and DELTA are at war.

MOGHARA, a small independent state to the West of the Nile Valley, is normally of a peaceful disposition but has been co-erced into war against her neighbour by CYRENICA, a great power on her western border. CYRENICA has no intention of becoming openly embroiled in war but is anxious to give moral and material support to her weaker neighbour in a war which should eventuate to her advantage.

As a result MOGHARA has recently been equipped with a small and efficient mobile force, but is entirely lacking in Air Power. MOGHARA's mobile force is commanded by IBN SHAM's el CURRIE, a popular but unscrupulous leader, ably advised by VITTORIO BROOKIO, a CYRENICAN OFFICER notorious for his ruthlessness and brutality in previous campaigns.

DELTA is a highly developed state with a large Air Force and well organised intelligence service, but DELTA public opinion is pressing for more vigorous action against MOGHARA whose mobile force is already threatening their rich lands in the Nile Valley. To this extent BROOKIO has carried out a number of raids mainly under cover of darkness as a precaution against air attack. In consequence, The AMIR el TOMES, commander of DELTA's forces, a man of limited ability, has been severely criticised for his dilatory action in the face of national emergency.

On the 21st Jan. DELTA Intelligence learns of BROOKIO's proposed night raid with a view to laying a field of anti-tank mines on the main routes between DELTA and MOGHARA in the vicinity of BIR HOOKER - GEBEL RUZZA - GIZA. In beating a hasty retreat BROOKIO hopes to lure DELTA's ground forces into the trap. SHAM's el CURRIE's intimate knowledge of the frontier territory should enable him to surprise and overwhelm DELTA's columns partially immobilised by anti-tank mines. For this purpose it is essential for BROOKIO to maintain W/T communication with the reserve forces under the SULTAN of MOGHARA to exploit his initial success by rapid re-inforcement.

AMIR el TOMES appreciates the subtlety of this plan and is determined not to be drawn into the trap. It is essential that he should be kept fully informed of BROOKIO's movements and the location of the mine fields. DELTA Intelligence has recently gained possession of MOGHARA's operational cypher upon which BROOKIO depends for communicating with the SULTAN. This, together with air reconnaissance should enable the AMIR to frustrate BROOKIO's plans.

The AMIR orders his Army Co-operation Squadron to stand by from 1800 21 Jan. to carry out continuous reconnaissance over MOGHARA's Mobile Force during the Night 21/22 Jan.

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APPENDIX "B".

Vehicle.	No.	Driver.	Passenger.	Remarks.
Ford VB Tourer.	WD. 828.	AC. Magill.	S/Ldr. W. A. D. Brook.	
Ford VB Pick up	WD. 937.	Cpl. Edwards.	P/O. K. D. Currie.	
Ford Truck.	WD. 916.	LAC. Henson.	A. C. Brain.	
Ford Truck.	WD. 924.	AC. Pearce.	W.O. Ayre.	
Crossley.	WD. 739.	LAC. Sheaff.	Cpl. Stuckey. LAC. Ashton.	Rifle & 10 rounds.
Crossley.	WD. 738.	AC. Climo.	AC. Christopher.	Rifle & 10 rounds.
Ford w/T Tender.	WD. 778.	AC. Williams.	Cpl. Gilks. LAC. Matthews.	

The above transport will leave the Barrack Block at 1400 hours on Friday 21.1.38.

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NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Date:- 5th February, 1938.

Copy No. 12

MOVEMENT ORDER No.1.

Map Reference:- CAIRO 1:500,000.

List of Appendices.

- "A" Air Party.
- "B" Road Party.
- "C" Loading Table.
- "D" Return Air Party (Audax and Valentia).
- "E" Return Road Party.

INFORMATION.

1. "A" Flight is required to operate during a Cavalry Brigade Exercise from a Landing Ground in the Western Desert. This will probably be EL AWYA or BIR HOOKER.

INTENTION.

2. To move "A" Flight on 7th February, 1938, and to arrive before 10.00 hours on 8th February, 1938.

EXECUTION.

3. The move will be carried out in two parties as shown at Appendices "A" and "B".

ADMINISTRATION.

4. The unexpired portion of Rations for 7.2.38 and 48 hours Rations will be drawn and, in addition, 24 Truck Rations.

5. Arms.

The undermentioned airmen will draw 1 rifle and 10 rounds S.A.A. each from the Armoury prior to leaving.

524895.	AO2.	Dawson.	F.
515304.	AO1.	Finnegan.	J.
565917.	AO1.	Redshaw.	J.

6. Aircraft.

All Aircraft will be fitted with Wireless and each machine will carry a minimum of 12 message bags. Picketing gear will be taken. Aircraft will be fitted with complete Night Flying Equipment.

7. Equipment.

The following special equipment will be taken.

- (a) 10 Gasneck flares.
  - (b) 4 Red Obstruction Lamps.
  - (c) Aldis Lamp.
  - (d) Verrey Pistol, and 4 Cartridges of each colour.
  - (e) W/T/Set. Airman in charge:-  
585996. LAC. Taylor.
- /listening

8. Medical Arrangements.

The Detachment will be accompanied by a Medical Orderly and Ambulance.

/Contd.

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NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

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Map Reference:- CAIRO 1:500,000.

List of Appendices.

- "A" Air Party.
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- "C" Loading Table.
- "D" Return Air Party (Audax and Valentia).
- "E" Return Road Party.

INFORMATION.

1. "A" Flight is required to operate during a Cavalry Brigade Exercise from a Landing Ground in the Western Desert. This will probably be EL MARYA or SIR HOOKER.

INTENTION.

2. To move "A" Flight on 7th February, 1938, and to arrive before 10.00 hours on 8th February, 1938.

EXECUTION.

3. The move will be carried out in two parties as shown at Appendices "A" and "B".

ADMINISTRATION.

4. The unexpired portion of Rations for 7.2.38 and 48 hours Rations will be drawn and, in addition, 24 Truck Rations.

5. Arms.

The undermentioned airmen will draw 1 rifle and 10 rounds S.A.A. each from the Armoury prior to leaving.

524605. AC2. Dawson. F.  
515304. AC1. Firmegan. J.  
565917. AC1. Redshaw. J.

6. Aircraft.

All Aircraft will be fitted with Wireless and each machine will carry a minimum of 12 message bags. Picketing gear will be taken. Aircraft will be fitted with complete Night Flying Equipment.

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The following special equipment will be taken.

- (a) 10 Gaseneck flares.
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/listening

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565906. LAC. Taylor.

8. Medical Arrangements.

The Detachment will be accompanied by a Medical Orderly and Ambulance.

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9. Fuel. 600 Gallons of Aviation Petrol and 20 Gallons of lubricating oil will be taken.

10. Dress and kits. All personnel will take greatcoats, waterbottles and Respirators. Waterbottles will be filled prior to leaving.

11. Officer's Responsibilities.

Flying Officer Fazan.	Rations and Messing.
Pilot Officer Hopper.	Flight Papers, Forms etc.
Pilot Officer Currie.	M.T. and Loading.

12. Return. The return will be made in two parties as shown at Appendices "D" and "E" as far as the exigencies of the Operations permit.

INTERCOMMUNICATION.

13. There will be no means of Communication to the R.A.F. Station, Heliopolis.

14. ACKNOWLEDGE.

*W. Trench P/O*  
 + Squadron Leader, Commanding,  
 No. 208 (A.C.) Squadron,  
 Royal Air Force, Heliopolis.

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| O.C. "A" Flight, No.208 (A.C.) Squadron.     | 3.  |
| O.C., No. 216 (B.T.) Squadron.               | 4.  |
| Air Liaison Officer.                         | 5.  |
| Officer i/c Road Party.                      | 6.  |
| S.M.O., R.A.F. Station, Heliopolis.          | 7.  |
| Officer i/c Airmen's Messing.                | 8.  |
| Officer i/c Signals, No.208 (AC) Squadron.   | 9.  |
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| Operations Record Book.                      | 12. |
| Officer i/c Transport, No.208 (AC) Squadron. | 13. |
| File.  | 14. |
| Disciplinary N.C.O.                          | 15. |
| Station Warrant Officer                      | 16. |

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No. 208 (Army Co-operation) Squadron,  
Royal Air Force, Heliopolis.

Movement Order No. 1.

AIR PARTY

<u>Aircraft.</u>	<u>Pilot.</u>	<u>Passenger.</u>
K.3107.	F/Lt. Tomas.	513885. Col. Bird, J.C.
K.3714.	P/O. Hopper.	Capt. Miller.
K.3084.	F/O. Fazan.	514303. LAC. McDonald. W.

1. F/Lt. Tomas and F/O. Fazan will leave at 1130 hours on 7.2.38. The night of 7/8.2.38 will be spent at R.A.F. Decot, Aboukir and they will arrive at AMRYA at 10.00 hours on 8.2.38.

2. P/O. Hopper and Capt. Miller will leave at 0930 hours on 3.2.38.

3. The personnel mentioned supra will also comprise the Air Return Party (Audax).

APPENDIX "B".

ROAD PARTY

1. The Road Party will be prepared to leave at 13.00 hours on 7.2.38.

2. Pilot Officer K.D. Currie is detailed as Officer i/c Road Party.

3. Personnel:-

Officer i/c:- Pilot Officer K.D. Currie

Flight Personnel.

239020. F/S. Bramwell.	E.	-	Fit. 1.
513482. Col. Sutton.	W.	-	A.C.H. (5).
525998. LAC. Taylor.	J.	-	V.O.M. (1).
522040. LAC. Carey.	N.C.	-	H.Rip. (1).
525909. LAC. Overton.	G.H.	-	Fit. II.
524341. LAC. Hailstone.	F.W.	-	Fit. I.
525917. AC1. Redshaw.	J.	-	Fit. II.
515304. AC1. Finnegan.	J.	-	A.C.H. (3).
524956. AC1. Gifkins.	W.	-	Mate. (5).
524895. AC2. Dawson.	F.	-	Arm. (2).
512415. AC1. Estall.	P.	-	W.Om. (2).

Drivers.

515553. LAC. Henson.	F.	-	D.Pet. (5).
517458. AC1. Climo.	A.E.	-	D.Pet. (5).
518829. AC1. Ashton.	H.	-	D.Pet. (5).
519013. AC1. Helt.	F.	-	D.Pet. (5).
531138. AC1. Christopher.	T.	-	D.Pet. (5).

Cook.

513253. AC1. Brain. W.R. - C & B. (3).

Medical Orderly. Name will be notified later.

Natives. 1 Flight Native. 1 Officers Searcher.

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Appendix "D".

No. 208 (Army Co-operation) Squadron,  
Royal Air Force, Heliopolis.

Movement Order No. 1Return Air Party.

1. The return air party will be as for the outward journey shown at Appendix "A".
2. The time of departure will depend on the progress of the Operations, but should not be later than 1800 hours on 9.2.38.
3. In addition there will be a Valentia Party, which will leave the landing ground at approximately 1600 hours on 9.2.38.
4. The personnel of the Valentia party will be as for the outward road party, less:-
  - (a) MT Drivers
  - (b) 513253 A. C. L. Brain, W - C & B
  - (c) Medical Orderly.
  - (d) 2 natives.

all vehicles are to be as completed loaded as possible prior to the departure of this party.

5. For the information of OC No. 218 (BT) Squadron, the Valentia Party will be at either Amyria or Bir Hooker, according to the progress of the Operations.

-0-0-0-0-0-0-

Appendix "E"Return Road Party.

1. The road party will return either p. m. 9.2.38 or am 10.2.38
2. Personnel will be as under:-
 

Officer.	Pilot Officer K. D. Currie.
Airmen:-	LAC Henson
	AC1 Climo
	AC1 Ashton
	AC1 Holt
	AC1 Christopher
	AC1 Brain
	Medical Orderly.
	2 natives.

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Appendix "C".

No. 208 (Army Co-operation) Squadron,  
Royal Air Force, Heliopolis.

Movement Order No. 1 19 38.

Loading Table.

Vehicle.	Driver	Load	Place of loading	Time	date
Officer i/c Loading		Pilot Officer K. D. Currie.			
Dossley 738	AC1 Climo	600 galls Aviation	Aviation Store	1100	7/2
		152 galls M.T spirit	Main Stores	1100	7/2
Dossley 736 & Motor Trailer	AC1 Christopher	Flt Equipment	"A" Flt	1200	7.2.38
		Bedding		1230	7.2.38
		Personnel		1230	7.2.38
Dord WD 916	LAC Henson	Cooking Equip	"A" Flt	1200	7.2.38
		Rations	Ration Store	1000	7.2.38
Dord WD 823 Ambulance	LAC Ashton				
Dord WD 937	P/O Currie	W/T Pack Set	W/T Section	1100	7.2.38
	AC1 Holt	Officers Kit	Off. Mess	1230	7.2.38

All personnel and vehicles to parade outside 208 Barrack Block at 1245 hours Monday 7.2.38.

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NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Date:- 8th February, 1938.

Copy No. 18

MOVEMENT ORDER NO. 2.

Map Reference:- EGYPT 1/250,000, SHEET 2.

List of Appendices:

- "A" - Air Party.
- "B" - Road Party.
- "C" - Transport and Distribution of Loads.
- "D" - Allocation of Tentage.

INFORMATION.

1. "C" Flight, No. 208 (A.C.) Squadron, will co-operate with units of the Canal Brigade during the period 13th to 16th February in the vicinity of FAYID, and from 19th to 26th February at BIR ODEIB.

INTENTION.

2. "C" Flight will move to FAYID Landing Ground on 13th February.

METHOD OF EXECUTION.

3. Air Party.

The Air Party as stated in Appendix "A" will proceed to arrive at FAYID Landing Ground at 1300 hours on 13th February, 1938.

4. Road Party.

The Road Party as stated in Appendix "B" will proceed by the following route:-

HELIOPOLIS - TOWER NO. 12, thereafter by desert track to FAYID Landing Ground.

5. The road party will form up outside Squadron Headquarters at 0645 hours on 13th February and move off at 0700 hours.

H.C.O. i/c Party:- Flight Sergeant Benher.  
Approximate time of arrival at FAYID: 1400 hours.

ADMINISTRATIVE ARRANGEMENTS.

6. The Road party will carry haversack rations for the mid-day meal, water bottles filled, and the unexpired portion of the day's ration in bulk.
7. Blue working dress will be worn by all ranks and khaki drill taken with kit.
8. The undermentioned airmen will report to the Armoury at 0830 hours on 13th February, and draw one rifle and ten rounds of S.A.A. each.
 

513649 L.A.C. Strudwick, A.	514659 L.A.C. Homewood, R.
513819 L.A.C. Sheaff, G.E.	529107 A.C.1. Redmond, R.
517458 A.C.1. Climo, A.E.	519633 A.C.2. Attridge, A.
519623 A.C.1. Ketteringham, A.	518562 A.C.1. Williams, R.
9. Whilst on detachment the following supplies will be drawn from Army sources:-
  - (i) Rations.
  - (ii) Water.
  - (iii) H.T. Fuel.

/10. Aviation fuel will

Reference  
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ADMINISTRATIVE ARRANGEMENTS (Continued).

10. Aviation fuel will be drawn from FAYID Siding.  
Lubricating oil and paraffin will be taken from HELIOPOLIS.

PAY.  
11. Pay for one fortnight, together with detachment pay roll will be collected by air from the Accountant Officer, R.A.F., Helionolis on 18th February.  
Payment will be made to "C" Flight, No. 208 (A.C.) Squadron on the same day.

MEDICAL.  
12. An R.A.F. Ambulance and Medical Orderly will be attached to the flight at FAYID Landing Ground. Other medical services will be provided by Army sources as necessary.  
Special arrangements will be made for BIR ODEIB.

INTER-COMMUNICATION.  
13. "C" Flight will be in W/T communication with HELIOPOLIS throughout the period of detachment. Details of watch hours will be issued separately.

14. A C K N O W L E D G E .

*had Bunt*  
Squadron Leader,  
Commanding,  
No. 208 Squadron,  
Royal Air Force.

Distribution:Copy No.

O.C., No. 208 (A.C.) Squadron	1.
O.C., R.A.F. Station, Helionolis	2.
Headquarters, R.A.F. Middle East	3.
Headquarters, Canal Brigade	4.
Officer i/c Transport, No. 208 (AC) Squadron	5.
N.C.O. i/c Photographic Section	6.
S.M.O., R.A.F. Station, Helionolis	7.
S.A.O., R.A.F. Station, Helionolis	8.
O.C., "C" Flight, No. 208 (AC) Squadron	9.
" " " " " " "	10.
" " " " " " "	11.
Officer i/c Airmen's Messing	12.
Air Liaison Officer	13.
Officer i/c Road Party	14.
Officer i/c Signals	15.
Station Warrant Officer	16.
Disciplinary N.C.O., No. 208 (AC) Squadron	17.
Operations Record Book	18. ✓
File	19.

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APPENDIX "A".

NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Movement Order No. 2.

AIR PARTY.

<u>Aircraft.</u>	<u>Pilot.</u>	<u>Passenger.</u>
K.3108.	F/Lt. A.P.W. Gane.	581087 Corpl. Brayley, S.H. - Fitter 1.
K.3114.	P/Off.D.E.C. Trench.	519107 A.O.I. Jackson, A.D. - Mate.
K.3125.	F/Off. J.E. Jacobs.	585929 A.O.I. Penner, M.B. - Fitter II.

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## APPENDIX "B".

NO. 208 (ARMY CO-OPERATION) SQUADRON.  
ROYAL AIR FORCE, HELIOPOLIS.

## Movement order No. 2.

## ROAD PARTY.

Officer i/c - Pilot Officer L/G. Burnand.

547205 F/Sgt. Hemher,	J. - Fitter I.
335772 Sergt. Porter,	L.R. - Fitter I.
545948 L.A.C. Ridley,	J.W. - Fitter II.
546324 L.A.C. Whincup,	E.R. - Fitter II.
546741 A.C.1. Wilson,	S. - Fitter II.
516760 L.A.C. Ward,	W.B. - Mate.
519088 L.A.C. Hawes,	A.R. - Mate.
524581 A.C.1. Barris,	G. - Mate.
516910 L.A.C. Pearson,	F.S. - Equipment Assistant.
524448 L.A.C. Conroy,	D. - Armourer.
545299 A.C.1. Sales,	V. - W.O.H.
518530 A.C.1. Smith,	A. - W.Opr.
514578 L.A.C. Godfrey,	F. - W.Opr.
515453 L.A.C. Linton,	S.C. - Photographer.
520389 A.C.2. Hume,	F.G. - Photographer.
513448 L.A.C. Strudwick,	A. - Driver Petrol.
513919 L.A.C. Sheaff,	G.E. - Driver Petrol.
514650 L.A.C. Homewood,	R.A. - Driver Petrol.
517459 A.C.1. Climo,	A.E. - Driver Petrol.
519423 A.C.1. Ketteringham,	A.P. - Driver Petrol.
529107 A.C.1. Redmond,	R. - Driver Petrol.
519433 A.C.2. Attridge,	A. - Driver Petrol.
523543 A.C.1. Carslake,	S.P. - Aircrafthand.
355535 Sergt. Gremmins,	E. - W.Opr. i/c Signals.
524619 A.C.2. Peldon,	F.K. - W.Opr.
524734 A.C.1. Lee,	T.H. - W.Opr.
521073 A.C.2. Barham,	E.W. - W.Opr.
518562 A.C.1. Williams,	H.E.H. - Driver Petrol.
1 Medical orderly to be detailed by S.M.O.	
513253 A.C.1. Brain,	W. - Cook & Butcher.
2 Native Cooks.	
1 Flight Native.	
3 Officers' Bearers.	

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APPENDIX "C".

NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

: Movement Order No. 2.

M.T. VEHICLES - DISTRIBUTION OF LOADS.

<u>Vehicle.</u>	<u>Load.</u>
Singer Van. W.D.958.	Officer i/c Convoy.
Crossley W.D.709.	Water Trailer. Officers' and Airmen's kits.
Crossley W.D.739.	Flight Stores.
Crossley W.D.738.	Tentage and Equipment.
R./T. Tender W.D.778.	Crew.
Photographic Tender W.D.708.	Crew.
Fire Tender. W.D.675.	Crew.
Ambulance. W.D.823.	Crew.

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NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Movement Order No. 2.

ALLOCATION OF TENTAGE.

- 3 Bell Tents - Officers.
- 6 " " - Airmen.
- 1 " " - M.C.O's.
- 1 " " - Ration Store.
- 1 " " - Wireless.
- 1 " " - Natives.
  
- 1 Marquee - Airmen's Mess.
- 1 E.P.I.P. - Officers' Mess.
- 1 E.P.I.P. - Flight Office.

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NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Date:- 21st February, 1938.

Copy No. 3MOVEMENT ORDER NO. 3.

Map Reference:- CAIR-SUEZ 1/250,000.

## List of Appendices:

- "A" - Air Party.
- "B" - Road Party (M.P. Movement and Loading Table).
- "C" - List of Personnel in Road Party.

INFORMATION.

1. A Composite Brigade Exercise is being held in the vicinity of SUEZ during the period 20th to 24th February, 1938. "B" Flight, No. 208 (A.C.) Squadron is attached to "Egypt" Forces and will operate from an advanced landing ground at GEBEL IWEIBID.

INTENTION.

2. To move "B" Flight to GEBEL IWEIBID landing ground on 22nd February, 1938.

EXECUTION.

3. The move will be carried out as laid down in Appendices "A" and "B".

ADMINISTRATION.

4. (a) Accommodation. All personnel with the exception of the crew of the W/T Tender will be accommodated under canvas for the period 22nd-24th February.  
3 E.P.I.P. Tents and 1 Bell Tent (for natives) are to be drawn from Mobile Store by F/off. Honecroft at 0900 hours on 21st February.
- (b) Rations. The Road Party will carry haversack rations for the mid-day meal on the 22nd February.  
Rations for four days and the unexpired portion of the days ration will be drawn for all personnel at 0800 hours on 22nd February.  
A water trailer will be taken and must be full before starting; it will be refilled as necessary from R.A.S.C. Depot at GEBEL IWEIBID.
- (c) Arms. The undermentioned airmen are to report to the Armoury at 0945 hours on 22nd February to draw 1 rifle and 10 rounds S.A.A. each.

514974 L.A.C. Thompson, J. - Armourer.  
525394 A.C.I. Lord, W. - Mate.  
524171 L.A.C. Colling, R. - Mate.

The rifles and ammunition are to be handed to F/Sgt. Harper on arrival at GEBEL IWEIBID.

- (d) Dress. Regulation blue uniform to be worn, haversacks and water bottles to be carried, greatcoats and small kits to be taken.
- (e) Bedding. Airmen will take four blankets each. Bed boards will be drawn from Mobile Store.  
Officers' valises to be collected from Officers' Mess at 0800 hours on 22nd February.
- (f) Cooking Arrangements. One part of Mobile Cooker to be taken and one COOK to be attached from Airmen's Mess.

/(g) Fuel. 720 gallons of

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ADMINISTRATION (Continued).

- (g) Fuel. 720 gallons of petrol are to be taken in cases of two 4 gallon tins per case.  
10 gallons of oil.  
24 gallons of paraffin.
- (h) Fire. 12 Fire Extinguishers will be taken, filled with water only, and will be made serviceable on arrival at GEBEL IWEIBID. F/Off. Hopcroft is to see that L.A.C. Davie is instructed in the filling of a fire extinguisher.
- (i) Medical. One Medical Orderly, complete with first Aid Kit, is to proceed with the detachment.
- (j) Pay. Arrangements have been made for airmen to draw their pay at 0830 hours on 22nd February.

INTER-COMMUNICATION.

5. "B" Flight, No. 208 (A.C.) Squadron will communicate with No. 208 (A.C.) Squadron by Pack Set at times arranged by Officer i/c Signals, No. 208 (A.C.) Squadron. This pack set will also be in communication with the W/T Tender at Force H.Q.

6. ACKNOWLEDGE.

*W. H. ...*  
Squadron Leader,  
Commanding,  
No. 208 Squadron,  
Royal Air Force.

Distribution:

	<u>Copy No.</u>
O.C., "B" Flight, No. 208 (A.C.) Squadron	1.
	2.
O.C., No. 208 (A.C.) Squadron	3.
O.C., R.A.F. Station, Heliopolis	4.
Officer i/c Signals, No. 208 Squadron	5.
Officer i/c Airmen's Messing	6.
Headquarters, Canal Brigade	7.
	8.
N.C.O. i/c Armoury, No. 208 Squadron	9.
S.M.O., R.A.F. Station, Heliopolis	10.
S.A.O., R.A.F. Station, Heliopolis	11.
S.E.O., R.A.F. Station, Heliopolis	12.
P.H.C., Officers' Mess, R.A.F. Heliopolis	13.
W.O. i/c H.T., No. 208 Squadron	14.
W.O. i/c Workshops, No. 208 Squadron	15.
Officer i/c Road Party	16.
Station Warrant Officer	17.
Disciplinary N.C.O., No. 208 Squadron	18.
Headquarters, British Troops in Egypt	19.
Operations Record Book	20.
File	21.

Reference -  
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APPENDIX "A".

NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Movement Order No. 3.

AIR PARTY.

<u>Aircraft.</u>	<u>Pilot.</u>	<u>Passenger.</u>	<u>Remarks.</u>
K.7548.	F/Lt. K. Cabel-Cure.	351044 F/Sgt. Harper, W.	TR2., Wing Boxes, Parachute Flares.
K.31154	F/off. F.C.Hopcroft.	A/P/O. R.G.L. Baxter.	TR2., Parachute Flares.
K.3145.	P/off. J. Beavis.	545878 L.A.C. Grant, D.R.	TR2., Parachute Flares.

All aircraft are to leave fitted up for night flying, and spare Holt flares to be taken by Armourer.  
The Air Party will leave HELIOPOLIS at 1330 hours on 22nd February.

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APPENDIX "A".

NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Movement Order No. 3.

AIR PARTY.

<u>Aircraft.</u>	<u>Pilot.</u>	<u>Passenger.</u>	<u>Remarks.</u>
L.7549.	F/Lt. K. Canel-Cure.	351064 F/Sgt. Harper, W.	TR2., Wing Boxes, Parachute Flares.
L.3115.	F/off. P.C.Honcroft.	A/P/O. R.G.L. Baxter.	TR2., Parachute Flares.
L.3148.	P/off. J. Beavis.	545878 L.A.C. Grant, D.R.	TR2., Parachute Flares.

All aircraft are to leave fitted up for night flying, and spare  
belt flares to be taken by Armourer.  
The Air Party will leave HELIOPOLIS at 1330 hours on 22nd February.

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NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Movement Order No. 3.

ROAD PARTY AND H.T. MOVEMENT AND LOADING TABLE.

Vehicle.	Driver.	Passenger.	Load.
Crossley W.D.737.	AC1. Holt.	AC1. Lord.	Personnel as per Appendix "C" and kits.
Crossley W.D.733.	EAC. Henson.	LAC. Colling.	Tentage and Flight Equipment, and 2 natives.
Crossley W.D.733.	AC1. Christopher		Petrol, Oil and Paraffin. Water Trailer.
Ford W.D.710.	AC1. Penrose.	AC1. Hancock.	R/T. Tender.
Singer W.D.987.	AC1. Cross.	LAC. Boonham.	
BRUNNEN	AC1. PEARL	MEDICAL ORGANS	

Crossley W.D.733 is to report to "B" Flight for loading at 0900 hours on 21st February.

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APPENDIX "C".

NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Movement Order No. 3.LIST OF PERSONNEL IN ROAD PARTY.

## Drivers:

519013 AC1. Holt, F. - Driver Petrol.  
515553 LAC. Henson, F. - " "  
531138 AC1. Christopher, T. - " "  
527823 AC1. Cross, S. - " "  
524978 AC1. Penrose, T. - " "  
524397 AC1. Pearce, I. - " "

## Crews:

524171 LAC. Colling, R. - Mate.  
525394 AC1. Lord, W. - Mate.  
515974 LAC. Thompson, J. - Armourer.

## passengers:

Pilot officer A.M. Brown.  
511065 Cpl. King, E. - W.Opr./A.G.  
543702 LAC. Wood, A. - W.O.M.  
565813 LAC. Coe, A. - Fitter II.  
514870 LAC. Robbarts, G. - Mate/A.G.  
514995 LAC. Davies, R. - Equip.Asst.  
565419 AC1. Maddison, J. - Fitter II.  
514750 AC1. McKenzie, C. - W.Opr.  
515837 Cpl. Matthews, L. - W.Opr.  
515575 LAC. Jacobi, P. - C. & B.  
One Medical Orderly to be detailed by S.I.O.  
541149 AC1. Hancock, J. - W.O.M.  
518347 LAC. Boonham, A. - W.Opr.

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*Operations Record Book*

27

**EXERCISE SECRET.**NO. 209 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Movement Order No. 4/1938.

Copy No. 25.

Date: 2-3-38.

Map Reference:- CAIRO 1:500,000  
and MERSA MATRUH 1:500,000.

## List of Appendices:

Appendix "A" - Air Party.  
Appendix "B" - Road Party.  
Appendix "C" - Loading Table.INFORMATION.

1. A Command Exercise will be held between 12th and 14th March, 1938, under the direction of the G.O.C. Zero hour - 2300 hours on 12.3.38.
2. "A" Flight will be co-operating with the Cavalry Brigade ("Barrani"), and will operate from Landing Grounds in the Western Desert, commencing with EL ALAMEIN.

INTENTION.

3. To move "A" Flight to EL ALAMEIN, the move to be completed by 1700 hours on 12.3.38.

EXECUTION.

4. The move will be carried out in two parties as shown at Appendices "A" and "B".

ADMINISTRATIVE ARRANGEMENTS.

5. Rations. (a) Rations and water for the duration of the Exercise will be drawn from the R.A.S.C. on arrival at EL ALAMEIN.  
(b) The Road Party will take the unconsumed portion of the day's rations for 11.3.38 and rations for 12.3.38.  
(c) In addition the Road party will take truck rations.  
(d) Ration Strength, including Army personnel (8),  
5 officers.  
30 other ranks.
6. Fuel. Fuel as under will be drawn from the R.A.S.C. on arrival at EL ALAMEIN.  
Aviation Petrol.....1,200 gallons.  
H.T. Petrol..... 250 gallons.  
Lubricating Oil..... 50 gallons.
7. Two R.A.S.C. lorries will be attached to "A" Flight for the duration of the Exercise for the purpose of transporting fuel, water and rations.
8. Arms. The undermentioned airmen will each draw and be responsible for 1 rifle and 10 rounds S.A.A.

524397 A.C.1. Pearce, I.  
519013 A.C.1. Holt, F.  
524695 A.C.2. Dawson, F./9. Equipment.

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9. Equipment. (a) All personnel will take water bottles and respirators.  
 (b) The following special equipment will be taken:  
 10 Gooseneck flares.  
 8 Parachute flares.  
 8 Reserve Wing tin flares.
10. Fire Fighting Equipment. The undermentioned fire fighting equipment will be taken. No. 515304 A01. Finnegan, J. is to be responsible for this. At all times when flying is in progress this equipment will be held in readiness in Ford Pick-up, W.D.937, and a fire picquet of 3 airmen, including 1 M.T. Driver, will be detailed by the N.C.O. i/c Flight.  
 8 Froth type extinguishers.
11. Pay. All airmen proceeding on the detachment will be paid at 1200 hours on 10.3.38.
12. Aircraft. All aircraft will carry wireless, and will be fully prepared for night flying.
13. Medical Arrangements. The detachment will be accompanied by a Medical orderly and Ambulance.
14. Officers Responsibilities.  
 F/off. T.W.C. Fazan.... Maps, pads, etc.  
 P/off. D.R. Hopper..... Rations.  
 P/off. K.D. Currie..... M.T., Loading and Road Moves.
15. Return. The exercise will terminate on 15.3.38 or on 18.3.38 not later than 0800 hours.

INTER-COMMUNICATION.

16. (a) Air to R/T. Tender 17.....T.R.2.  
 (b) L.G. to HELIOPOLIS ) .....Short Wave Pack Set.  
 or BIR HOOKER )  
 (c) L.G. to "BARRANI" H.Q.....R.S. Tender.

17. A C K N O W L E D G E.

*W. J. H. H. H.*  
 Squadron Leader,  
 Commanding,  
 No. 208 Squadron,  
 Royal Air Force.

DISTRIBUTION:

- No. 1. O.C., No. 208 (A.C.) Squadron.  
 2. O.C., "A" Flight, No. 208 (A.C.) Squadron.  
 3. " " " " " "  
 4. Officer i/c Road Party.  
 5. O.C., R.A.F. Station, Heliopolis.  
 6. Officer i/c Airmen's Messing.  
 7. Senior Medical Officer.  
 8. Senior Accountant Officer.  
 9. Headquarters, R.A.F., Middle East.  
 10. Headquarters, British Troops in Egypt.  
 11. Headquarters, Cairo Cavalry Brigade.  
 12. O.C., R.A.S.C.  
 13. Air Liaison Officer.  
 14. " " " " " "  
 15. Officer i/c Signals, No. 208 (A.C.) Squadron.  
 16. Fire Officer, No. 208 (A.C.) Squadron.  
 17. Senior Equipment Officer.  
 18. N.C.O. i/c Armoury, No. 208 (A.C.) Squadron.  
 19. P.M.O., Officers' Mess.  
 20. File.  
 21. *Operation Record Book*

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"APPENDIX "A".

NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Movement Order No. 4.

AIR PARTY.

Aircraft.	Pilot.	Passenger.
K.3107.	F/Lt. Tones.	540337 Cpl. Marsh, J. - AG/FAB.
K.3714.	F/Off. Fazan.	513885 Cpl. Bird, J. - W.O/AG.
K.3084.	P/Off. Hopper.	518303 LAC. McDonald, N. - W.O.
K.3121.	A/P/O. Bartram.	512415 ACl. Estall, P. - W.O/AG.

2. The Air Party will be prepared to leave at 1400 hours on 12.3.38, and will proceed direct to EL ALAMEIN.

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"APPENDIX "B".

30

NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Movement Order No. 4.

ROAD PARTY.

1. The Road party will be prepared to leave at 1400 hours on 11.3.38, and will form up on the road outside No. 208 (AC) Squadron Barrack Block at 1350 hours.

2. The night of 11.3.38 will be spent at AMIRYA.

3. Route: HELIOPOLIS - MENA - BIR HOOKER - AMIRYA - EL ALAMBIN.

4. Personnel. Officer i/c: P/off. K.D. Currie.

335503	F/Sgt. O'Connor, L.P.	- Fitter 1.
513682	Corpl. Sutton, W.	- Aircrafthand.
585909	L.A.C. Overton, G.	- Fitter 2.
562040	L.A.C. Carey, N.C.	- Metal Rigger.
566341	L.A.C. Hallstone, F.	- Fitter 2.
565917	A.C.1. Redshaw, J.	- Fitter 2.
566647	A.C.1. Wiseman, T.	- Fitter 2.
524956	A.C.1. Gifkins, W.	- Mate.
522407	A.C.1. Land, J.W.	- Mate.
513304	A.C.1. Finnegan, J.	- Aircrafthand.
524495	A.C.2. Dawson, F.	- Armourer.
565998	L.A.C. Taylor, G.	- W'less. On. Mech.
513449	L.A.C. Strudwick, A.	- Driver Petrol.
515553	L.A.C. Henson, F.	- Driver Petrol.
518829	L.A.C. Ashton, H.	- Driver Petrol.
526397	A.C.1. Pearce, I.E.	- Driver Petrol.
519013	A.C.1. Holt, F.	- Driver Petrol.
514281	L.A.C. Pike, R.J.	- Nurs. Orderly.
Native No. 84 - Ali Abdullah.		
1 Native Cook.		

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APPENDIX "C".

NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Movement Order No. 4.

LOADING TABLE.

Vehicle.	Driver.	Load.	Time.	Place.
Crossley W.D.709.	513649 L.A.C. Strudwick, A.	Bedding. Personnel. Flight Equip't.	1330. 1350. 1000.	Barrack Room. Barrack Room. "A" Flight.
Ford W.D.918.	515553 L.A.C. Henson, F.	Cooking Equip't. Rations.	1100. 1000.	Mobile Store. Ration Store.
Ford W.D.924.	522307 A.C.1. Pearce, I.	M.T. Petrol. Flares, etc. Fire appliances.	0900. 1000. As decided by Fire officer.	Main Stores. "A" Flight.
Albion Amb. W.D.820.	518829 L.A.C. Ashton, H.	Medical Orderly.	1345.	S.S.C.
Ford P.U. W.D.937.	519013 A.C.1. Holt, F.	Officers' Kits.	1230.	Officers' Mess.

2. All times are for 11.3.38.

3. P/Off. Hopper will be responsible for drawing rations and arranging for cooking utensils.

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"NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Movement Order No. 4.

Amendment List No. 1.

1. Para. 3, line 2, For "1700" read 1800.
  2. Para. 5, Delete this para. and insert the following:
 

"5. Rations.

    - (a) 234 Rations will be drawn for 13th, 13th, 14th, 15th and 14th March.
    - (b) All personnel will take the unconsumed portion for the day on which they leave.
    - (c) In addition the Road Party will take truck rations.
    - (d) Ration strength: 4 officers,  

Total	28	Other ranks including Army	Personnel.
	34.		
    - (e) Surplus rations will be handed in on return to R.A.F. Station, Heliopolis.
    - (f) Water. Drinking and washing water will be carried in special containers and tins to be provided by the Senior Equipment Officer.
    - (g) P/O. K.D. Currie is responsible for drawing the containers mentioned at (f) and for ensuring they are filled prior to leaving.
    - (h) P/O. D.R. Honner is responsible for all matters connected with rations throughout the detachment.
  3. Para. 13, line 2, After "by a" insert "Medical Officer".
  4. Para. 16. Insert new sub-para
 

"(d) Hours of Watch.  
 First 15 mins. of every hour, opening at 0800 and closing down at 2215 hours.  
 sub para (b), Amend to read:  
 L.G. to HELIOPOLIS via BIR HOOKER...
  5. Appendix "A" - Delete 514303 LAC. McDonald, N. - W.O.  
 Insert Medical Officer.
  6. Appendix "B" - Add: 514303 LAC. McDonald, N. - T.O./A.G.
  7. Appendix "C" - Add:
    4. The two R.A.S.C. lorries are reporting to "A" Flight at 1000 hours on 11-3-38 and will come under the control of the Officer i/c Road party, who will detail one of them to collect rations from the Ration Store at 1100 hours under the supervision of P/O. D.R. Honner.
  8. Appendix "C", Columns 3, 4 and 5, line 5, delete:  
 "Rations . 1000. Ration Store.  
*L. McDonald*
- Heliopolis. Squadron Leader, Commanding,  
 7-3-38. No. 208 Squadron, Royal Air Force.
- Distribution: As for Movement order No. 4.

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EXERCISE SECRET.

No. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Movement Order No. 5/1938.

Copy No. 20

Date. 8.3.38.

MAP REFERENCE:- CAIRO 1/500,000.

List of Appendices:-

- "A" - Air Party.
- "B" - Road Party.
- "C" - Loading Table.
- "D" - Bedding and Barrack Equipment.
- "E" - Photographic Exercise - "B" Flight.

INFORMATION.

1. No. 208 (A.C.) Squadron, less 1 flight, will take part in the Command manoeuvres (Egypt Command) and will come under the orders of the O.C., HELWAN FORCE (CAIRO BRIGADE) w.e.f. 23.00 hours 12th March and will continue to function in this capacity until the completion of hostilities on the 16th or 17th March.

INTENTION.

2. No. 208 (A.C.) Squadron will move to BIR HOOKER on 12th March when it will prepare to operate w.e.f. 23.00 hrs.

METHOD OF EXECUTION.Concentration.

3. The Squadron, under the command of Flight Lieutenant A.G. Powell, will proceed in two parties, by air and by road, in accordance with Appendix "A" and "B" respectively. Certain details will proceed to Control and Force Headquarters at QARST EL RANL and MADI MATRUH respectively in accordance with Appendix "C".

Dispersal.

4. On completion of the exercise "B" Flight, plus certain details at Appendix "B", will remain at BIR HOOKER for a further 24 hours to complete a Photographic Exercise (vide training letter 208S/1/Air dated 27th February, 1938). The remainder of the Squadron will return to HELIOPOLIS by road and air in accordance with instructions to be issued later by H. Q. B.T.E.

ADMINISTRATIVE ARRANGEMENTSRations.

5. (a) The unconsumed portion of the day's ration, plus 24 hours reserve rations will be drawn in bulk for all ranks a.m. 12th March and conveyed in unit transport.  
(b) For the period of the exercise rations and water will be drawn from the Station Ration Store to be collected in Squadron Transport at 0800 hrs on 12.3.38.  
(c) Ration Strength:-  
11 Officers.  
54 Other Ranks.

/Fuel and Oil.

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ADMINISTRATIVE ARRANGEMENTS (Contd).Fuel and Oil - Aviation.

6. The Station Stores Officer will arrange to issue the following stocks of fuel and oil to be loaded into Unit vehicles at times to be arranged by the Officer i/c Transport.

11th March.	1200 galls (300 tins). 50 galls of oil.	In 2 Crossley vehicles to collect and proceed with main convoy to BIR HOOKER 12 March, returning Heliopolis p. a. same day.
13th March.	1200 galls (300 tins). 50 galls oil.	In two crossleys (as above) proceeding to BIR HOOKER same day.

The balance of fuel unexpended will be returned by road to Heliopolis under the arrangements of the O.C. "B" Flight at the conclusion of the photographic exercise.

Fuel and Oil - M.T.

7. All M.T. Vehicles will carry fuel to capacity with sufficient reserve of fuel and oil for 100 miles.

ARMS.

8. Arms will be carried on a basis of 1 rifle and 10 rounds S. A. A. per second man in each vehicle in accordance with detail at Appendix "D". Vehicles with scerff mountings will carry Lewis guns.

DRESS.

9. Blue S. D. (working dress), Gaiters and overalls will also be taken for aerodrome use.

EQUIPMENT.

10. Skeleton equipment, haversacks and water bottles (filled). Gas masks plus 1 set of gas-proof clothing per flight for decontamination purposes. Bedding and Bedack Equipment will be in accordance with detail at Appendix "D"

MEDICAL.

11. No. 208 (A. C.) Squadron will be accompanied by 1 Medical Orderly and ambulance for emergency requirements. A Field medical unit will be provided for the force. The O. C. Field medical unit will act as S. A. O. to the Force, and may be called upon to render medical assistance.

Casualties will be evacuated by the following methods:-

- (a) minor casualties by air in unit aircraft.
- (b) serious injuries under the arrangements of the field medical unit.

(Inter Communication.

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INTERCOMMUNICATION.

12. (a) Air to Ground (to Force H. Q.)  
 (b) Sqdn. H. Q. to (Heliopolis Control H. Q.)
- 2737 Kc/s  
 TR2 Frequency/  
 Short wave pack  
 set. Frequency  
 360 Kc/s.  
 /T H. Q. &
- (c) Force H. Q.

13. ACKNOWLEDGE.

*W. B. Smith*

Squadron Leader, Commanding.  
 No. 208 (A. C.) Squadron,  
 Royal Air Force, Heliopolis.

DISTRIBUTION.

- |          |      |  |
|----------|------|--|
| Copy No. | 1.   | O. C., "B" Flight, No. 208 (A. C.) Squadron.     |
|          | 2.   | " " " " " " " " " " " "                          |
|          | 3.   | Signals Officer, No. 208 (A. C.) Squadron.       |
|          | 4.   | Air Liaison Officer -do-                         |
|          | 5.   | Officer i/c Transport -do-                       |
|          | 6.   | Officer i/c Road Party. -do-                     |
|          | 7.   | Officer i/c Airmen's Messing.                    |
|          | 8.   | Officer i/c Mobilisation store.                  |
|          | 9.   | N. C. O. i/c Armoury.                            |
|          | 10.  | O. C., R. A. F. Station, Heliopolis.             |
|          | 11.  | Senior Medical Officer, R. A. F. Station, Helio. |
|          | 12.  | Senior Equipment Officer -do-                    |
|          | 13.  | Senior Accountant Officer. -do-                  |
|          | 14.  | Officer i/c Supplies, Abbaesia.                  |
|          | 15.  | P. M. C., Officer's mess.                        |
|          | 16.  | G. H. Q., R. A. F. (for information).            |
|          | 17.  | Headquarters, R. A. F. Middle East.              |
|          | 18.  | H. Q., Cairo Brigade.                            |
|          | 19.  | File.  |
|          | 20.) | Operations Record Book.                          |
|          | 21.) |  |
|          | 22.) |  |
|          | 23.) | spare.   |
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## APPENDIX "A".

NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Movement Order No. 5.

## AIR PARTY.

Aircraft. Pilot. Passenger.

"B" FLIGHT.

K. 7546.	F/Lt. Capel-Cure.	351064.	F/Sgt. Harper,	Fit. I.
K. 3118.	F/O. Hopcroft.	511035.	Corpl. King,	E. W. Op.
K. 3115.	P/O. Beavis.	565813.	L. A. C. Throne.	J. Fit. II.
K. 3117.	P/O. Brown.	514870.	L. A. C. Roberts.	G. Mate.

"C" FLIGHT.

K. 3108.	F/Lt. Cane.	563741.	A. C. I. Wilson.	S. Fit. II.
K. 3112.	F/O. Jacobs.	518530.	A. C. I. Smith.	A. W. Op.
K. 3125.	F/O. Pope.	347295.	F/Sgt. Hopher.	J. Fit. I.
K. 7531.	P/O. Burnand.	566324.	L. A. C. Whincup.	E. Fit. I.

2. The Air Party will be prepared to leave at 1400 hrs on 12.3.38 and will proceed to BIR HOOKER.

3. Flight Commanders will ensure that all aircraft carry full operational equipment and equipment for night flying to include two parachute flares per aircraft. Aircraft will carry Lewis Guns and magazines.

4. O.C. "B" Flight will be responsible for seeing that all ground equipment for night flying is included in his Flight equipment.

## APPENDIX "B".

The Road Party under the command of A/ P/O Baxter will form up on the road outside the Squadron Barrack Block at 0830 hours on 12.3.38 and will be prepared to leave at 0900 hrs.

2. Route: KAFA EL NIL - MENA - BIR HOOKER.

3. Personnel. Officer i/c A/ P/O BAXTER.

349137.	F/S. Pfeil.	H. W. O. M.	561766.	Cpl. Jennings.	E. W. O. M.
590177.	Cpl. Williams.	F. C. G. D.	521659.	AC1. Falcon.	F. W. Op.
564168.	LAC. Hales.	H. Elect.	565878.	LAC. Grant.	D. Fit. II.
562066.	LAC. Davis.	N. Fit. I.	524171.	LAC. Colling.	R. Mate.
525394.	AC1. Lord.	W. Mate.	530056.	AC1. McKeown.	W. Mate.
563702.	LAC. Wood.	A. W. O. M.	516750.	AC1. McKenzie.	W. W. Op.
514906.	LAC. Gelvin.	T. A. C. H.	514995.	LAC. Davies.	R. E. Q. A.
514974.	LAC. Thompson.	J. Arm.	516760.	LAC. Ward.	J. Mate.
519083.	LAC. Hawes.	A. Mate.	524581.	AC2. Barrie.	G. Mate.
516910.	LAC. Pearson.	F. E. Q. A.	524646.	LAC. Conroy.	D. Arm.
565299.	AC1. Sales.	J. W. O. M.	516578.	AC1. Godfrey.	T. W. Op.
523543.	AC1. Carelake.	S. A. C. H.	565929.	AC1. Pepper.	M. Fit. II.
519107.	AC1. Jackson.	D. Mate.	565948.	LAC. Ridley.	W. Fit. II.
515453.	LAC. Linton.	S. Photo.	515924.	LAC. Borland.	R. Photo.
520389.	AC2. Hume.	F. Photo.	513253.	AC1. Brain.	W. C & B.
	LAC. Wheatmen.	N. Orc.			
	1 Native Cook.			Two Flight Natives.	

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APPENDIX "C".

Vehi cle.	No.	Driv er.	Load.	Time and place of loading.
Crossley.	D. 736.	ACl. Christopher.	300 tins Aviation.	Main Stores, 10.3.38. to to to BIR HOOKER 11.3.38.
			300 tins Aviation.	-do- 11.3.38. -do- 12.3.38.
Crossley.	D. 719.	Sgt. Todd.	"B" Flight Equipment.	"B" Flight to load under flight arrangements. 11.3.38.
Lighting Trailer.				
Crossley.	D. 739.	LAC. Sheaff.	"C" Flight Equipment.	"C" Flight to load under Flight arrangements. 11.3.38.
L.O's Trailer.				
Crossley.	D. 737.	ACl. Holt.	Retions. Tentage.	To load tentage and cooking stove under arrangements of O.I/c Mob. Stores, 11.3.38. Retions from cookhouse as per para 6 11.3.38.
Water Trailer.				
Crossley.	D. 708.	ACl. Ketteringham.	Photo Eq uipment.	Photo. section under arrangements of N. C. O. i/c Photo. Section, 11.3.38.
Ford Ambulance	D. 823.	ACl. Climo.		Station sick Quarters under arrangements of N. C. O. 0800 hrs 12.3.38.
Ford Fire Tender.	D. 675.	ACl. Redmond.	Fire Fighting Equip.	
Ford w/ T Tender.	D. 710.	ACl. Penrose.	w/ T Eq uipment.	Driver Reports to ALO, 0930 11.3.38 before proceeding to Force H. Q.
	B. 20.			
Ford Pickup.	D.	LAC. Homewood.		--do--.
Ford Touring Car.	D. 828.	ACl. McGill.	C.O's Kit.	Collects P/Lt. Powell on 12.3.38 proceeds to BIR HOOKER to await C. O.
Singer Vanette.		ACl. Cross.	Pack est.	Receives special orders to proceed control camp s. n. 12.3.38.

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APPENDIX "D".BEDDING AND BARRACK EQUIPMENT.

Bedding, blankets and palliasses to the following scale per airman will be drawn from the Mobilisation Stores under arrangements of the O.I/c Mob. Store at 0800 hrs on 11.3.38.

3 Blankets.  
1 Palliasse.

He will also arrange with the Station Stores Officer for bales of straw to be loaded into vehicles for bedding on 11.3.38.

TENTAGE AND BARRACK STORES.

During the Exercise all personnel will be accommodated in vehicles as best as they can. The following tentage and Barrack Equipment will be issued by the Officer i/c Mob. Store for loading into vehicles on 11.3.38.

1 Tent E. P. I. P. Flight Office. "B" Flight.  
1 Tent E. P. I. P. Flight Office. "C" Flight.  
1 Tent E. P. I. P. Headquarters Office.

1 Store Tent for Messing, Cookhouse and general Stores.  
12 Tables airmen 6'.  
20 forms collapsible.

Pilot Officer Brown will draw 80 gallons paraffin oil for cooking and lighting purposes.

Hurry cane lamps, mugs, plates and washing bowls will be drawn under flight arrangements, quantities being kept to the absolute minimum.

The following airmen will carry rifles and ammunition in accordance with para. 8.

Crossley "D. 736.	LAC. Galvin.
" "D. 719.	LAC. Heles.
" "D. 739.	AC1. Carslake.
" "D. 737.	LAC. Davis (066).
" "D. 708.	AC2. Hume.
Ambulance "D. 823.	LAC. Colling.
Fire Tender "D. 675.	AC1. Jackson.
Ford R/T Tender "D. 710.	AC1. Feldon.
Ford Pick-Up "D.	AC1. McKenzie.
Ford Touring Car "D. 828.	Cpl. Williams.
Singer Venette	AC1. Godfrey.

The following airmen will be responsible for mounting Lewis Guns and will travel on the vehicles detailed.

Crossley "D. 736.	LAC. Conroy.
" "D. 737.	LAC. Thompson.

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APPENDIX "E".

PHOTOGRAPHIC EXERCISE - "B" FLIGHT.

At the conclusion of hostilities a photographic exercise will be carried out by "B" Flight.

2. The following will stay at BIR HOOKER for an additional period of 24 hours.

All "B" Flight Personnel.

- 343652. F/S. Jones. T. - Photo.
- 356309. Asp. Todd. J. - D. Pet.
- 519013. ACl. Holt. F. - D. Pet.
- 519623. ACl. Keeteringham. P. - D. Pet.
- 517458. ACl. Climo. A. - D. Pet.
- 528107. ACl. Redmond. R. - D. Pet.
- 515109. ACl. Mateer. E. - Photo.
- 515453. L.C. Linton. S. - Photo.
- 515924. L.C. Borland. R. - Photo.
- 520389. AC2. Hume. F. - Photo.
- 513253. ACl. Brain. W. - C & B.
- LAC. Wheatman. N. Ord.

One Flight Native.  
One Native Cook.

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NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Movement Order No. 7/1938.

Copy No. 12

Date 2-5-38.

AMENDMENT LIST NO. 1.

With reference to Appendix "A" of the above Movement Order dated 5th May, 1938, the aircraft and crews for aircraft of "B" Flight are amended as follows:-

"B" Flight.

Aircraft K. 7548. F/Lt. Capel-Cure. 511085. Cpl. King, E.  
" K. 3145. F/O. Tallyour. Capt. Watson.  
" K. 3118. P/O. Trench. 585213. LAC. Throne, J.

*H. B. ...*  
Squadron Leader,  
Commanding,  
No. 208 Squadron,  
Royal Air Force.

DISTRIBUTION.	Copy No.
O.C., No. 208 Squadron.	1.
Station Headquarters.	2.
O.C., "A" Flight.	3.
O.C., "B" Flight.	4.
O.C., "C" Flight.	5.
H.O. Middle East.	A & 7.
N.C.O. i/c Sigs. Sect.	8.
N.C.O. i/c Cookhouse.	9.
File.	10.
Operations Record Book.	) 11.
	) 12.
	13.
Spare.	14.
	15.

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NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Movement Order No. 7/1038.

Copy No. 12.

Date: 5-5-38.

Map Reference:- Cairo 1/1,000,000.  
Damascus. 1/1,000,000.  
Baghdad. 1/1,000,000.

List of Appendices :

Appendix "A" - Air Party.  
Appendix "B" - Itinerary.

INFORMATION.

1. NIL.

INTENTION.

2. No. 208 (AC) Squadron will carry out a training flight to and from Iraq during the period 7/13th May, 1938.

METHOD OF EXECUTION.

3. The Squadron, comprising 3 flights of 3 aircraft each, in accordance with the detail at Appendix "A", will proceed to and from Iraq in Squadron formation, in accordance with the itinerary at Appendix "B". In event of poor visibility, flights will proceed independently, reporting their position and progress by W/T in accordance with the normal procedure. Instructions to proceed independently will be given by the O.C., Squadron prior to departure on any particular stage of the flight or by a white Verex light fired from his aircraft, whilst in the air. In event of proceeding independently, flights will proceed by the recognised R.A.F. route to and from Iraq and will not deviate from this route in any circumstances. Whilst at Habbaniya, it is hoped to arrange for flights to visit other aerodromes during the period 11/13th May as follows:-

1 Flight to Mosul.

2 Flights to Basrah.

Further instructions in regard to this particular project will be issued verbally on arrival at Habbaniya.

ADMINISTRATIVE ARRANGEMENTS.

4. Personnel. Detail of personnel as at Appendix "A".
5. Dress. During the day, all ranks will wear Khaki Drill, Shirts and Shorts and sun helmets. Tunics and slacks will be worn after sunset. In addition, officers will take with them such items of civilian clothing as they require to include a dinner jacket suit. Mess kit will not be taken.
6. Rations and Water. All aircraft will carry the normal complement of emergency rations and water. For the outward journey on the 9th May, all ranks will take with them a haversack ration for consumption at Rutbah. At other times, personnel will be rationed by the station which they are visiting.

/7. Arms.

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7. Arms. Pilots will take with them their pistols and 14 rounds S.A.A. each.
8. Maps. The air pilotage officer will issue to all pilots maps to cover the route. The maps will be 1/1,000,000 sheets. This initial issue should include maps of Iraq to cover the routes Habbaniya - Mosul . Habbaniya - Basrah.
9. Equipment. Equipment to be carried is to be in accordance WITH H.E.S.O. Part 1 Air Staff, para. 34 and full night flying equipment.

INTER-COMMUNICATION.

10. Each flight will take one W/T aircraft. Whilst proceeding in Squadron formation, W/T communication will be maintained by the W/T aircraft of the leading flight. W/T operators in flight formations will remain at 'receive' to maintain communication on their own account in event of flights proceeding independantly. Detail of frequencies and watch hours will be made by the N.C.O. i/c Signal Section.
11. A C K N O W L E D G E.

*W. H. Smith*  
 Squadron Leader,  
 Commanding,  
 No. 208 Squadron,  
 Royal Air Force.

DISTRIBUTION.Copy No.

O.C., No. 208 Squadron.	1.
Station Headquarters.	2.
O.C., "A" Flight.	3.
O.C., "B" Flight.	4.
O.C., "C" Flight.	5.
N.O. Middle East.	6 & 7.
N.C.O. i/c Sigs. Section.	8.
N.C.O. i/c Cookhouse.	9.
File.	10.
	( 11.
	( 12.
Spare.	( 13.

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APPENDIX "A".

A I R P A R T Y.

The Squadron Formation will be as follows:-

- "A" Flight Leading.
- "C" Flight Starboard.
- "B" Flight Port.

Flights will take off in the order C, B, A and rendezvous thereafter en route for the next destination.

O.C., "C" Flight will detail one aircraft to proceed to Ismailia to pick up Col. Cameron, at 0800 hours on 2-5-38. This aircraft will rendezvous with the Squadron over Lake Timsah at 0830 hours.

Flights will land by individual aircraft in the order A, C, B.

Normal aircraft formations will be used.

Detail of crews for aircraft:-

"A" Flight.

- Aircraft K. 3714. S/Ldr. Brook. 518303. LAC. McDonald, H.
- " K. 3197. F/O. MacDougall. Major Campbell.
- " K. 7540. F/O. Fazan. 588847. AC1. Wiseman, T.

"D" Flight.

- F/Lt. Capel-Cure.
- F/O. Tailleur. Capt. Watson.
- P/O. Trench.

"C" Flight.

- Aircraft K. 7531. F/Lt. Cane. 518578. LAC. Godfrey, F.
- " K. 3112. F/O. Pope. Col. Cameron.
- " K. 3114. P/O. Burnand. 588324. LAC. Whincup, E.

- - - - -

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APPENDIX "B".

ITINERARY.

The route to be followed will be as follows:-

- Heliopolis - Amman direct.
- Amman - H.5 - Rutbah. (by wire line route).
- Rutbah - Habbaniya. (by transport route).

9th May.

Leave Heliopolis.	0600 hours.	
Arrive Amman.	0840	" Refuel & Breakfast.
Leave Amman.	1000	"
Arrive Rutbah.	1240	" (1340/EA) <sup>IRAQ TIME</sup> refuel & Lunch.
Leave Rutbah.	1500	" (L.T.).
Arrive Habbaniya.	1715	" "

13th May.

Leave Habbaniya.	<del>0800</del> 0600 hours.	
Arrive Rutbah.	0815	" Refuel. Breakfast.
Leave Rutbah.	0915	"
Arrive Amman.	1145	" (1045 Egypt Time)
Leave Amman.	1325	"
Arrive Heliopolis.	1900	"

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Reference:-



46

No. 208 (Army Co-operation) Squadron.  
Royal Air Force, Heliopolis.

Amendment List No. 1 to Movement Order  
No. 6/1938.

## APPENDIX "A".

Delete:- Opl. Rose.  
Substitute:- Opl. Williams.

## APPENDIX "B".

Add:- 564741. AC1. Wilson. S. - Fit.II.  
525394. AC1. Lord. W. - Mate.  
564384. AC1. Williams. J. - Fit.II.

## APPENDIX "C".

Delete:- 524978. AC1. Penrose. T. - D.Pet.  
Substitute:- 518562. AC1. Williams. H. - D.Pet.

Delete:- 518829. BAC. Ashton. H. - D.Pet.  
Substitute:- 518912. AC1. Osman. A. - D.Pet.

Add:-

Crossley 528107. AC1. Redmond. R. - D.Pet.  
WD: 719.

*W. Trench*  
pilot officer, for,  
Squadron Leader, Commanding,  
No. 208 (A.C.) Squadron,  
Royal Air Force, Heliopolis.

30th April, 1938.

Distribution:-

As for Movement Order No.6.

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NO. 308 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Movement Order No. 9/1938.

Copy No. 22

Date: 28-4-38.

Map Reference:- CAIRO 1:500-000  
and Alexandria 1:500-000.

List of Appendices :

Appendix "A" - Air Party.  
Appendix "B" - Road Party.  
Appendix "C" - Loading Table.

INFORMATION.

1. A composite flight from No. 308 (AC) Squadron is required to perform the following task:-
  - (a) Test the Anti-Aircraft Defences of Alexandria by night.
  - (b) Carry out a test of the Squadron Photographic Section in the field.

INTENTION.

2. To move a composite flight plus the Photographic Section to Dekheila Aerodrome on the 2nd May, 1938, for the period 2nd May to 8th May inclusive, where they will be accommodated under canvas.

EXECUTION.

3. The move will be carried out as laid down in Appendices "A" and "B".

ADMINISTRATIVE ARRANGEMENTS.

4. Rations. (a) All personnel will take the unexpired portion of the day's rations for Day 2nd. Rations will be drawn for the 3rd Day from the cook-house at Heliopolis at 0800 hours on 2nd May, 1938. Fresh rations for 4th-8th May will be drawn daily from Aboukir. The water trailer will be filled before starting and will be re-filled as required at Dekheila.
  - (b) P/O. Tailyour will be Officer i/c Messing during detachment and is to supervise drawing of rations and cooking equipment.
5. Dress. Khaki drill tunics, shirts, shorts and topees to be worn. Khaki slacks, blue caps and airmen's small kits to be taken. Haversacks and water bottles to be carried.
6. Bedding. Airmen will take three blankets and a mosquito net each. Officers valises to be outside the Officers Mess at 0810 hours on 2nd May.

7. Accommodation.

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- 2 -

7. Accommodation. All personnel will be accommodated under canvas with the exception of the crew of the R/T Tender who will be billeted at the Anti-Aircraft Brigade H.Q..  
P/O. Burnand is to draw 3 E.P.I.P. and 1 Bell Tent from the Mobile Store at 1015 on 30th April.

8. Pay. Arrangements have been made for airmen to draw two weeks pay on Friday 29th April, 1930.

9. Night Flying Equipment.

- 7 Goose Neck Flares.
- 4 Toledo Flares.
- 2 Red Hurricane lamps.

The above are to be drawn at 1000 hours on 30th April by P/O. Burnand from the night flying equipment store.

During night flying, the floodlight and boundary light at Belcheila will be available for use.

3 Parachute flares and a supply of Holt flares and Verex light cartridges are to be taken.

10. Fire Fighting Equipment. 3 Foam and 2 Soda air type extinguishers are to be taken. The soda air type are to be taken empty and filled on arrival.

11. Fuel. The following to be taken:-

40 gallons paraffin.

Aircraft will refuel at Shell station on aerodrome. M.T. Vehicles will take enough fuel for return to Helio. Ration lorry and Touring car will refuel at Aboukir as required.

12. Medical. The S.M.O. is to supply one orderly with a first-aid kit.

13. Camp Equipment. All Camp equipment is to be drawn from the Mobile Store at 1015 hours on 30th April under the supervision of P/O Burnand, who will be given a list of the equipment required.

INTER-COMMUNICATION.

14. By Short wave Pack set to Heliopolis. Hours of working to be arranged by W/T Section.

17. ACKNOWLEDGE.

*for* *W. T. ...*

Squadron Leader,  
Commanding,  
No. 208 Squadron,  
Royal Air Force.

DISTRIBUTION:

	Copy No		Copy No
O.C., No. 208 (AC) Sqn.	1-2	H.Q.O. i/c Armoury.	14.
O.C., "B" Flight 208 Sqn.	3.	Officer i/c Airman Messing.	15.
O.C., "C" Flight 208 Sqn.	4.	Officers Mess.	16.
O.C., R.A.F. Stn, Heliopolis.	5.	H.Q.O. i/c road part.	17.
O.C. Middle East.	6.	Pilo.	18.
O.C., B.T.E.	7.	Senior Equip. Officer.	19.
O.C., Anti-Aircraft Bde, Alex.	8.	OC, R.A.F. Depot, Aboukir.	20.
Senior Accountant Officer.	9.	Officer i/c Comm. Flight.	21.
Senior Medical Officer.	10.		22.
Officer i/c H.T. Section.	11.	Operations Record Book.	23.
H.Q.O. i/c Signals Section.	12.		24.
H.Q.O. i/c Photo Section.	13.		25.
		Spare.	26.
			27.

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"APPENDIX "A".

NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Movement Order No. 4.AIR PARTY.

Aircraft.	Pilot.	Passenger.	Equipment.
K. 7548.	F/Lt. Capel-Cure.	Capt. Watson.	Aldis sight - bomb sight - 3" camera - TR 2 - 2 parachute flares.
K. 3145.	F/O. Fallyour.	F/Sgt. Harner.	Drift sight - Bomb sight - 3" camera - TR 2 - 2 parachute flares.
K. 3117.	F/Lt. Cane.	Cpl. Rose.	Drift sight - Bomb sight - TR 2 - 2 parachute flares.
K. 3114.	P/O. Burnand.	LAC. Ward.	Aldis sight - 3" camera - TF 21.

2. The Air Party will leave Heliopolis at 0930 hours on 2nd May, 1938.

"APPENDIX "B".

NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Movement Order No. 4.ROAD PARTY.

- The Road Party is to be assembled outside Squadron Headquarters at 0830 hours, to move off at 0830 hours on 2nd May, 1938.
- Route: HELIOPOLIS - DEKHEILA AERODROME.  
The following are to travel in Crossley WD. 739.
- Personnel. N.C.O. i/c 348778. Sgt. Poulter.

355535.	Sgt. Gremmins,	P.	-	1/Onr.
511065.	Cpl. King,	H.A.	-	1/Onr.
514870.	Cpl. Robbarts,	G.	-	A.C.H.
354181.	Cpl. Slade,	F.H.	-	C & B.
319237.	L/Cpl. Carr,	P.	-	7th Hussars.
555813.	LAC. Throne,	J.M.	-	Fitter 2.
553352.	A.C. Spurr,	G.	-	Fitter 2.
521302.	A.C. Elkan,	H.	-	Eq. Asst.
515453.	LAC. Jinton,	S.	-	Photo.
515509.	A.C. Mateer,	H.	-	Photo.
515924.	LAC. Borland,	R.A.	-	Photo.
520389.	AC. Hume,	F.	-	Photo.
519888.	AC. Venyon,	H.S.	-	1/Onr.
520058.	AC. McKeown,	H.J.	-	Mate

The following are to travel in Crossley WD. 711:-

- 1 Native Cook.
- 1 Flight Native.
- 1 Native Servant (Officers).

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"APPENDIX "C".

NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Movement Order No. 2.

LOADING TABLE.

Vehicle.	Driver.	Escort.	Load.
Crossley W.D. 739.	517418 LAC Brett, D.	518489. LAC. Batrick, R.	Water Trailer - Kits and personnel.
Crossley W.D. 711.	528284. AC. Hamant, S.	518750. AC. McKenzie, C.	A.L.O's Trailer- Camp Equipment. To be at "B" Flight Hangar at 0900 hrs & Mobile Store at 1215 hrs on 30th April.
Crossley W.D. 718.	518883. LAC. Ketteringham, Parry, C.H. A.T.	518729. AC.	Photographic Equipment.
R/T Tender W.D. 710.	524976. AC. Penrose, T. Lee, T.H.	524734. AC.	R/T Pack Set.
Ford Touring Car. W.D. 858.	519818. AC. Macill, H.	--	Officers Kits.
Ford Ambulance W.D. 822.	518899. LAC. Ashton, H.	Medical Orderly.	First Aid Equipment.

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"APPENDIX "C".

NO. 208 (ARMY CO-OPERATION) SQUADRON,  
ROYAL AIR FORCE, HELIOPOLIS.

Movement Order No. 2.

LOADING TABLE.

Vehicle.	Driver.	Escort.	Load.
Crossley W.D. 739.	517418 LAC Brett, D.	516450. LAC. Battrick, R.	Water Trailer - Kits and personnel.
Crossley W.D. 711.	526284. AC. Hamant, S.	516750. AC McKenzie, C.	A.L.O's Trailer- Camp Equipment. To be at "B" Flight Hangar at 0900 hrs & Mobile Store at 1015 hrs on 30th April.
Crossley W.D. 718.	519623. LAC. Ketteringham, A.T.	519739. AC. Parry, C.H.	Photographic Equipment.
R/T Tender W.D. 710.	524978. AC. Penrose, T.	524734. AC. Lee, T.H.	W/T Pack Set.
Ford Touring Car. W.D. 858.	519618. AC. Macill, H.	--	Officers Kits.
Ford Ambulance W.D. 823.	519229. LAC. Ashton, H.	Medical Orderly.	First Aid Equipment.

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51

No. 208 (Army Co-operation) Squadron.  
Royal Air Force, Heliopolis.  
Amendment List No. 1 to Movement Order  
No. 3/1938.

APPENDIX "A".

Delete:- Cpl. Rose.  
Substitute:- Cpl. Williams.

APPENDIX "B".

Add:- 544741. ACl. Wilson. S. - Fit. II.  
525394. ACl. Lord. W. - Mate.  
544384. ACl. Williams. J. - Fit. II.

APPENDIX "C".

Delete:- 524978. ACl. Penrose. T. - D. Pet.  
Substitute:- 518562. ACl. Williams. H. - D. Pet.  
Delete:- 518829. BAC. Ashton. H. - D. Pet.  
Substitute:- 518912. ACl. Osman. A. - D. Pet.  
Add:-  
Crossley 528107. ACl. Redmond. R. - D. Pet.  
WD: 719.

*M. J. French*  
Pilot Officer, for,  
Squadron Leader, Commanding,  
No. 208 (A.C.) Squadron,  
Royal Air Force, Heliopolis.

30th April, 1938.

Distribution:-

As for Movement Order No. 3.

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~~SECRET~~ REFERENCE.

Cairo and Matruh. 1/500000

SECRET.

52

OPERATION ORDER NO. 1  
PART I.

COPY NO. ....

Date. 2-8-39.

APPENDICES.

APPENDIX "A" Air Party.  
" " "B" Road Party.  
" " "C" Order of March.  
" " "D" Nominal Roll of Natives.  
Followers.

INFORMATION.

No. 208 (Army Co-Operation) Squadron will move to the Western Desert for exercise purposes.

INTENTION.

The Squadron will move to Mersa Matruh to arrive Mersa Matruh A.M. 7-8-39.

EXECUTION.

- The Squadron will move in two parties.
  - (a) Air Party (See Appendix "A")
  - (b) Road Party (See Appendix "B").
- The Air Party will leave Heliopolis at 1000 hours on 7th. August, 1939 for Mersa Matruh.
- The Road Party will leave Heliopolis at 0600 hours on 4th. August 1939, in two echelons, consisting of:-
  - (a) "A" Echelon Transport : Ford Lorries.
  - (b) "B" Echelon Transport : Heavy Vehicles.
 For order and allotment of vehicles see appendix "C".
- The road party will proceed by the following route:-  
 HELIOPOLIS - CAIRO - GIZA CORNER (Cairo 1/500000)  
 697208 by Alexandria Road - CORNER (Cairo 1/500000)  
 492925 by Mersa Matruh Road - E L ALAMEIN (MATRUH 2229)  
 - EL DABA (MATRUH 2331) - MERSA MATRUH.
- "A" Echelon will move under the Command of F/L. Shipley and "B" Echelon under command of P/O. Aldis.
- The starting point will be Main Gate, R.A.F. Station, HELIOPOLIS. The head of the convoy will pass the starting point at 0600 hours.
- The Echelons will move closed up in convoy (20-30 yards between vehicles) under command of F/L. Shipley as far as CORNER (Cairo 1/500000 697208) where the O.C. Convoy will select a suitable position and halt and check convoy. "A" Echelon will halt for 10 mins and "B" Echelon will halt for 20 minutes and thereafter proceed independently.
- Both Echelons will logue if possible 4/5th h. August at EL DABA (Matruh 2331).
- "A" Echelon will move at 25 miles per hour and "B" Echelon at 15 miles per hour. Spacing will be 100 yards between vehicles. Tyre pressures to be checked twice, daily.

Halts will be called at the discretion of Officer i/c Echelons.

RECOMMENDATION.

/Over.....

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APPENDICES.

Cairo and Matruh. 1/500000

SECRET.

52

OPERATION ORDER NO. 1  
PART I.

COPY NO. ....

Date. 2-8-39.

APPENDICES.

- APPENDIX "A" Air Party.
- " " "B" Road Party .
- " " "C" Order of March.
- " " "D" Nominal Roll of Natives.  
Followers.

INFORMATION.

No. 208 (Army Co-Operation) Squadron will move to the Western Desert for exercise purposes.

ATTENTION.

The Squadron will move to Mersa Matruh to arrive Mersa Matruh a.m. 7-8-39.

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  - (b) Road Party (See Appendix "B").
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  - (b) "B" Echelon Transport : Heavy Vehicles.
 For order and allotment of vehicles see appendix "C".
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 697208 by Alexandria Road - CORNER (Cairo 1/500000)  
 492225 by Mersa Matruh Road - E L ALAMEIN (MATRUH 2229)  
 - EL DABA (MATRUH 2331) - MERSA MATRUH.
- "A" Echelon will move under the Command of F/L. Shipley and "B" Echelon under command of P/O. Aldis.
- The starting point will be Main Gate, R.A.F. Station, HELIOPOLIS. The head of the convoys will pass the starting point at 0600 hours.
- The Echelons will move closed up in convoy (20-30 yards between vehicles) under command of F/L. Shipley as far as CORNER (Cairo 1/500000 627808) where the O.C. Convoy will select a suitable position and halt and check convoy. "A" Echelon will halt for 10 mins and "B" Echelon will halt for 20 minutes and thereafter proceed independently.
- Both Echelons will loaguer if possible 4/5th h. August at EL DABA (Matruh 2331).
- "A" Echelon will move at 25 miles per hour and "B" Echelon at 15 miles per hour. Spacing will be 100 yards between vehicles. Tyre Pressures to be checked twice daily.

Halts will be called at the discretion of Officer i/c Echelons.

ADMINISTRATIVE.

/Over.....

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52A

OPERATION NO. 1

Page...2.

PART I.

INTERCOMMUNICATION.

Inter-communication will be by R/T from the front of "A" Echelon to the rear of "B" Echelon.

T.I.R.

Watches will be synchronised by the O.C. Convoy at 0530 at the Assembly Area.

14. A C K N O W L E D G E.

*[Signature]*  
Squadron Leader, Commanding,  
No. 208 (AC) Squadron,  
R.A.F. Heliopolis.

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## Map Reference:-

Cairo and Matruh 1/500000

SECRET.

OPERATION ORDER NO 1  
PART 2.

Date:- 2-8-39.

ADMINISTRATION.

1. Routine. Reveille on 4th. August, 1939 will be at 0330 hours. Breakfasts from 0400 to 0500 hours.

2. Transport. All lorries other than the kit, personnel and ration lorries will be loaded by 1800 hours 3rd. August, and will be parked in the Transport Yard.

Kit and Personnel lorries to report to their loading stations (See under "Baggage") at 0515 hours. Ration lorry to report to Cookhouse at 0500 hours.

All lorries loaded will form up under instructions of the Transport Officer in one convoy. "A" Echelon in front, on the edge of the Aerodrome, North of 113 Squadron hangar in order of their serial numbers. All lorries to be in position at 0545 hours.

3. Baggage. All kit bags will be stacked outside the Barrack Block by 0500 hours.

Each man will roll blankets, two, and Sandfly curtain from the Barrack Room with his greatcoat, tie and label the roll clearly with his name and number. Rolls will be stacked separately from kit bags outside the Barrack Block. Discip. N.C.O. will detail 2 N.C.O.s to supervise stacking and loading of kits and blankets. N.C.O. i/c Workshops will detail a fatigue Party. Officers kits are to be stacked outside the Officers Mess by 0500 hours. Native kits are to be stacked separately outside the Barrack Block by 0500 hours.

4. Kits for Mov o. -Officers. will take the scale of kit laid down in the Officers Appendix "I" of the Unit Mob Scheme.

Other Ranks, will move with the scale of kit laid down in Appendix "I" (April to September) of the Unit Mob Scheme.

5. Kits for Storage. The second kit bag and suitcases for storage in Store will be packed ready for handing in to M.Q.No. C.9 in accordance with the timetable below. At the time of handing in their kits all airmen will draw 1 palliasso, 1 bolster, 2 plates and 1 mug.

Workshops Transport Kits to be ready at	0745 hours.
"C" Flight.	" " " " " 0815 hours.
"B" Flight.	" " " " " 0845 hours.

Transport will arrange for one 3 ton Ford 6 Wheeler to be available for the above.

6. Flight Equipment. All Flight Equipment not being taken to Horsa Matruh in either "A" or "B" Echelon and not being transferred to Station inventory will be packed and clearly marked for storage in M.Q. C.9 by 0900 hours on 5-8-39.

7. Rations. A haversack ration will be issued at breakfast on 4-8-39 and the Senior Cook will draw the rations and portion of the days rations. 2 days reserve hard rations will be carried in "B" Echelon and spare rations will be carried on the last lorries of each echelon for issue to the crews of breakdown vehicles. Rations for 6-8-39 will be drawn at Horsa Matruh on arrival.

8. Water. All water bottles will be filled before departure from Heliopolis. All ranks are to be reminded that it is a serious offence to drink from their water bottle whilst on the line of march without orders from the O.C. Convoy.

The water trailers will be filled before leaving Heliopolis and will travel with "A" Echelon. The Discip N.C.O. will

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PUBLIC RECORD OFFICE

Reference:-

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[Faded typed text, likely the reverse side of the document]

ROYAL AIR FORCE.

From - Capt (Hon R/Li) A.R.W. Slophey  
 To - Adjt. 208 Sqn  
 Date - 19 Aug 39  
 Ref - Attached A.F.'s C2112

B.T.E. have ruled that  
 D.C. Egypt Group shall ~~not~~ be  
 considered to correspond to  
 Divisional Commanders. Please  
 forward as soon as possible  
 as they have to be in B.T.E.  
 by the 12<sup>th</sup> Sep<sup>r</sup>.

A.R.W. Slophey  
 Capt.

54

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PART 2.

Page 2.

be responsible for the detailing of a policeman for water duties who will hold the keys of the water trailer. The points will be open as required for cooking and for an hour on arrival in the bivouac area on the evening 4-8-39 for washing and for 1/2 hour on "rouse" on 5-8-39 for washing and filling of water bottles.

9. Arms. Rifles and 20 rounds S.A.A. per man to be drawn from the Armoury at hours on F/S. Cobb to supervise the issue. Arms and S.A.A. to be handed in on arrival at Mersa Matruh.

10. Natives. The P.M.C. will detail one waiter and 3 Officers bearers to accompany the Squadron. All natives will parade at the Barrack Block at 0500 hours with their kits. They will bring food to last them until M.N. 5-8-39 after which they will be rationed by the R.A.S.C. (See Appendix "D").

11. Medical. The Ambulance will move in rear of "A" Echelon. The M.O. will ride in this Ambulance.

12. Sanitary. The Airman i/c Sanitary Squad will be responsible, under the supervision of the M.O., for the choice and marking of suitable latrines and for all sanitary arrangements on the line of march.

13. Casualty Form Action. All Squadron personnel proceeding to Mersa Matruh, with the exception of Air Party (See Appendix "A") will be struck off the ration strength of RAF Heliopolis as from midnight 5/6-8-39. All native personnel accompanying the Squadron from Heliopolis will be taken on the ration strength from midnight 5/6-8-39. All locally employed labour will provide its own food. The Air Party will be struck off ration strength from RAF Heliopolis from M.N. 6/7-8-39.

14. City Escorts. The A.P.M. B.T.E. is requested to detail a suitable Military Police escort to report to Officer i/c Convoy, or his representative at the main gate, RAF Heliopolis at 0545 hours on 4-8-39.

15. ACKNOWLEDGEMENT.

Squadron Leader, Commanding,  
No. 208 Squadron,  
R.A.F., Heliopolis.

ROYAL AIR FORCE

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2. B.T.E.
3. R.A.M. Station, Heliopolis.
4. O.C. Supply Depot, Abbassia.
5. O.C. Suppl Depot, Mustafa Barracks Alex.
6. S.M.O. Helio.
7. P.M.C. Helio.
8. O.C. No. 208.
9. "
10. Sen. Accountant Off.
11. Officer i/c M.T.
12. Signals.
13. N.C.O. i/c Photo Sect.
14. Armament Officer.
15. Officer i/c Airmens Messing.
16. Officer i/c "A" Echelon.
17. Officer i/c "B" Echelon.
18. Senior Equipment Officer.
19. H.Q. Egypt Group.
- 20 and 21. A.L.O.
22. A.P. & B.T.E.
- 23 & 24. O.C. "A" Flt.
- 25 & 26. O.C. "B" Flight.
- 27 & 28. O.C. "C" Flt.
29. N.C.O. i/c Workshops.
30. Discip. N.C. O.
31. O.C. Mob Div Signals.
32. O.C. 31 R.A.S.C.
33. File.
34. Spare
35. Spare.

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Appendix "A".

AIR PARTY.

"B" Flight.

L.4711.	F/Lt. Humphries.	F/S. Harper.
L.4721.	F/O. Boavis.	LAC. Williams.
L.4716.	F/O. Brown.	AO1. Poyntz.
L.4728.	F/O. Webber.	AO1. Horring.

"C" Flight.

L.4726.	S/L. Stanley Turner.	LAC. Smith.
L.4707.	F/Lt. Pope.	F/S. Hopher.
L.4710.	F/O. Burnand.	AO1. Pepper.
L.4717.	P/O. Hardiman.	LAC. <del>Wilson</del> Wilson.
L.4723.		A.C. Pettman.

Flight Commanders are to insert Aircraft numbers and  
Crews.

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ROAD PARTY.

ARMAMENT SECTION

W/S. Cobb. "A" Ech.  
 Cpl. Welsh. "  
 Cpl. Conroy. "  
 ACl. Gerring. "  
 ACl. Evans. "

WORKSHOPS

Sgt. Longstaff. "  
 ACP. Brigstocke. "  
 LAC. Swansboro. "  
 AC 1. White. "  
 ACl. Sothard. "  
 ACl. Cannard. "  
 ACl. Noir. "  
 C pl. Christieson. "B" Ech.  
 LAC. Strange. "  
 ACl. Harvey. "  
 ACl. Oxley. "  
 ACl. Field. "

TRANSPORT SECTION.

Sgt. Hamilton.  
 Sgt. Rose.  
 A.C. Christopher.  
 LAC. Allen.  
 LAC. Ludlow.  
 ACl. Roberts.  
 ACl. Pearce.  
 ACl. Cross.  
 LAC. Fenwick.  
 ACP. Millington.  
 ACl. Redmond.  
 LAC. Simpkins.  
 LAC. Ball.  
 ACl. Clark.  
 ACl. Urquhart.  
 ACl. Bonner.  
 ACl. Penrose.  
 ACl. Leighton.  
 LAC. Sheldon.  
 ACl. Normant.  
 A.C. Waring.  
 ACl. Armstrongs.

ORDERLY ROOM.

Cpl. Hunt. "A" Ech.  
 LAC. Wright. "  
 ACl. Tuxworth. "  
 ACl. Holland. "  
 Cpl. Frazer. (Police) "  
 LAC. Bailey. ( " " ) "

"B" Flight.

Cpl. Colling. "  
 LAC. Robson. "  
 LA C. Kesterton. "  
 LAC. Brion. "  
 ACl. Davies. "  
 AC. Sherlock. "  
 ACl. Sharp. H. "  
 ACl. Sharp. J. "

"B" Flight. (Contd)

LAC. Lord. "B" Echolon.  
 LAC. Elkan. "  
 LAC. Currah. "  
 ACl. Ryle. "  
 ACl. Paynter. "  
 ACl. McGrogan. "

"C" Flight.

Cpl. Johnston. "A" Ech.  
 LAC. Barrie. "  
 ACl. Conzantino. "  
 ACl. Nield. "  
 ACl. O'Donohue. "  
 ACl. Topliss. "  
 ACl. Hewlett. "  
 ACl. Parfitt. "  
 LAC. Pouthorer. "  
 ACl. Graham. "  
 ACl. Coates. "  
 ACl. Brady. "B" Ech.  
 ACl. Beech. "

MIO. CLERK.

Sgt. Rodgers. (RASC) "A" Ech.

"C" Flight.

ACl. Nicholls. "

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APPENDIX.

59

"A" Echelon.

Serial No.	Vehicle.	Load.
1.	5711. St aff Car.	
2.	998. Van.	B.V.
3.	916. 2 Ton.	"C" Flight.
4.	929. 2 Ton.	W/Shops.
5.	5807. 3 Ton.	W/Shops.
6.	5809. 3 Ton.	W/T and O.R.
7.	5812. 3 Ton.	Arm.
8.	5795. 3 Ton.	Arm.
9.	896. 2 Ton.	Arm.
10.	5792. 3 Ton.	Mob Store.
11.	5797. 3 Ton.	Mob Store.
12.	879. 2 Ton.	"B" Flt.
13.	924. 2 Ton.	K.T. Fuel
14.	872. 2 Ton.	Rations.
15.	738. 3 Ton.	Personnel and Kits.
16.	770. 2 Ton.	Water.
17.	5839. 3 Ton.	Power.
18.	5736. 3 Ton.	V.P. Airscrew.
19.	5808. 3 Ton.	Kits.
20.	910. 2 Ton.	Kits and Personnel.
21.	553. Pick up.	A.L.O.
22.	778. 2 Ton.	E.F.
23.	719. 2 Ton.	A.B.

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APPENDIX.

"B" ECHOLON.

11 V chiclos.

Serial No.	Vehicle.	Load.
1.	740. 3 Ton	Personnel and Kits.
2.	739. 3 Ton	Mob.
3.	711. 3 Ton	Mob.
4.	732. 3 Ton	W/Shops.
5.	596 3 Ton	Rations.
6.	862. 2 Ton	M.T. Fuel.
7.	867. 3 Ton	Ambulance.
8.	937. Pickup.	M.T.Sparos.
9.	800 3 Ton	A/Gas.
10.	764. 3 Ton	W.T.

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REFERENCE:-

Qasaba-Mersa Matruih 1/500000.

SECRET.

Operation Order No. 2

Copy No. *22*

Date. 31-8-39.

APPENDICES.

- Appendix "A" Air Party.
- " " "B" Road Party.
- " " "C" Order of March.

INFORMATION.

General Officer Commanding, Armoured is withdrawing his Headquarters from Ka'aten Bagush on 1-9-39 and it has been decided to move No. 208 Squadron to QASABA and No. 33 Squadron to MERSA MATRUH.

ATTENTION.

No. 208 Squadron will move from Mersa Matruih in time to operate from QASABA by 1800 hours 1-9-39.

EXECUTION.

The Squadron will move in two parties.

- (a) Air Party (See Appendix "A")
- (b) Road Party (See Appendix "B").

The Air Party will leave Mersa Matruih 1430 hours 1-9-39, for QASABA.

The Road Party will leave Mersa Matruih 1400 hours 1-9-39, for QASABA in two echelons consisting of:-

- (a) "A" Echelon Transport : Ford Lorries
  - (b) "B" Echelon Transport : Heavy Vehicles.
- Order and allotment will be notified by Transport Officer.

"A" Echelon will move under the command of Flight Lieut. Shipley and "B" Echelon under the command of P/C. Dean.

The starting point will be the main entrance to the Camp and the head of the convoy will pass the starting point at 1400 hours.

On leaving the camp "A" and "B" Echelons are to proceed independently. "A" Echelon will move at 25 m.p.h. and "B" Echelon at 15 m.p.h. Spacing between vehicles will be 100 yards.

INTERCOMMUNICATION.

Intercommunication will be by R/T from the front of "A" Echelon to rear of "B" Echelon.

ACKNOWLEDGE.

Time of issue : 1000 hours.  
Date of issue: 1-9-39.  
By hand.

*[Signature]*

Squadron Leader, Commanding,  
No. 208 Squadron, RAF.

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## Map Reference:-

Qasaba and Mersa Matruh :- 1/500000.  
Part 2.

SECRET.

Operation Order No. 2.

Date. 31-8-39.

ADMINISTRATION.

1. Transport. All lorries are to be loaded by 1200 hours on 1-9-39, and will be parked in the order of march by Sgt. Hamilton.
2. Tentage. All tentage is to be left standing except that specifically earmarked by P/O. Dean for removal.
3. Rations. Flight Lieut. Shipley is to arrange for the unconsumed portion of the days rations to be carried, together with authorised reserve rations.
4. Water. Both water tankers will be filled prior to departure from Mersa Matruh.
5. Arms. Arms will be issued to 1200 hours, 1-9-39 under the supervision of F/S. Cobb. They are to be returned to the Armoury on arrival at Qasaba.
6. Natives. Locally engaged natives are not to be taken to Qasaba, as the natives employed by No. 33 Squadron will be taken over on arrival.
7. A C K N O W L E D G E.

*Lyndon Currier*  
Squadron Leader, Commanding,  
No. 208 Squadron, RAF.

## Distribution:-

- |   |                                |
|---|--------------------------------|
| 1. O.C. No. 208 Squadron.                   | 2. Adjutant.                   |
| 3. O.C. "A" Flt.                            | 4. O.C. "B" Flight.            |
| 5. O.C. "C" Flight.                         | 6. O.C. H.T. Section.          |
| 7. O i/c Signals Section.                   | 8. O i/c Armament Section.     |
| 9. N.C.O. i/c Photographic.                 | 10. N.C.O. i/c Workshops.      |
| 11. O.C. Advanced <del>Division</del> Wing. | 12. O.C. "A" Echelon.          |
| 13. O.C. "B" Echelon.                       | 14. O i/c Airmen's Messing.    |
| 15. P.M.C. Officer Mess.                    | 16. A.L.O.                     |
| 17. Armoured Division.                      | * 18. O.C., R.A.S.C. M. atruh. |
| 19. H.Q. Cairo Brigade.                     | 20.                            |
- \* Appendices not attached.

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AIR 27/1244

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"Appendix "A"

Air Party.

Flt.	L.4725. L.4713 R/S. L.4717.	F/Lt. McDougall. F/Lt. Legge. P/O. Bartram.	F/S. Davison. LAC. McCue. A.C. Muldowney.
Flt.	L.4711 L.4721 L.4728.	F/Lt. Humphries. F/O. Beavis. F/O. Webber.	F/S. Harper. Cpl. Weeks. A.C. Paynter.
Flight.	L.4710 L.4726 L.4707.	S/L. Stanley Turner F/L. Pope. F/O. Burnand.	LAC. Barrie. F/S. Hopher. Cpl. Johnstone.

App. "B"

Road Party.

2 Officers.  
8 Senior N.C.O.s.  
145 Cpls. and Airmen.  
15 Natives.

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SECRET.

OPERATION ORDER No.3.

Date:- 23-10-39.

NO. 208 SQUADRON, R.A.F. COPY NO. 20...

Map Reference:- Egypt 1/500,000, Sheet Matruh.

Appendices "A" - Air Party.  
 "B" - Road Party.  
 "C" - Order of March.

PART 1.INFORMATION.

1. In the course of Command Exercise I of Combined Training, the Armoured Division is withdrawing EAST OF MERSA MATRUH, which will remain a fortress defended by the Garrison. It becomes necessary for No.33 Squadron to evacuate MATRUH and for No.208 Squadron to retire from QASABA to MAATEN BAGUSH.

INTENTION.

2. No. 208 Squadron will move from Qasaba to Maaten Bagush, where a previously chosen site on the WEST side of the Aerodrome will be occupied on the afternoon of 23-10-39.

EXECUTION.

3. The Squadron will move in two parties:-  
 (a) The Air Party (Appendix "A")  
 (b) The Road Party (Appendix "B")
4. The Air Party will leave QASABA at 1445 hours on 23-10-39.
5. The Road Party will leave Qasaba at 1430 hours on 23-10-39, in two echelons:-  
 (a) "A" Echelon - Transport : Ford Lorries.  
 (b) "B" Echelon - Transport : Heavy Vehicles.
- For Order of allotment see Appendix "C"
6. "A" Echelon will move under the command of Flying Officer K.D. Currie and "B" Echelon under the command of P/O. M. Dean.
7. The starting point will be the entrance to the Camp opposite the M.T. Section and the head of the convoy will pass the Starting Point at 1430 hours.

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Page 2.

8. On leaving the Camp "A" and "B" Echelons are to proceed independently. "A" Echelon will move at 25 m.p.h. and "B" Echelon at 15 m.p.h. Spacing between vehicles will be 100 yards.

INTERCOMMUNICATION.

9. Intercommunication will be by D.R. from the front of "A" Echelon to the rear of "B" Echelon.

Time of Issue: 0930 hours.  
Date of Issue: ~~1200~~ hrs.  
Date of Issue: 23-10-39.  
By hand.

*A. [Signature]*

Flight Lieutenant, Commanding,  
No. 208 Squadron,  
Royal Air Force, Casaba.

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66

SECRET.

Map Reference:

Scale 1/50,000, Sheet Matruh.

Operation Order No.5.

Date: 23-10-39.

Part 2.ADMINISTRATION.

1. Transport. All lorries will be loaded by 1345 hours on 23-10-39 and will be parked in the Order of March at the site now occupied by the M.T. Section. / F.O. Currie.
2. Tentage. All tentage will be left standing except 14 double fly bivouac tents and 8 green canvas single bivouac tents, which will be loaded on Mobile Store Lorry.
3. Rations. Tiffin will be served at 1200 hours on 23-10-39 and the Camp Commandant will arrange for the unconsumed portion of the days rations, together with the authorised reserve rations, to be carried.
4. Water. Both water tankers will be filled prior to departure from Qasaba.
5. Arms. Arms will be issued at 1015 hours under the supervision of Cpl. Welsh. These will be returned to the Armoury on arrival at Maaten Bagush.
6. Petrol. 500 gallons each of M.T. Fuel and B.T.D. 280 petrol will be carried with the convoy.
7. Natives. Daily paid natives engaged in Mersa Matruh will be returned to Mersa Matruh forthwith.
8. ACKNOWLEDGE.

/s/

Flight Lieutenant, Commanding,  
No. 208 Squadron,  
Royal Air Force, Qasaba.

## Distribution:-

- |                             |                              |
|-----------------------------|------------------------------|
| 1. O.C. No.208 Squadron.    | 2. Adjutant.                 |
| 3. O.C., "A" Flight.        | 4. O.C., "B" Flight.         |
| 5. O.C., "C" Flight.        | 6. O.C., M.T. SECTION.       |
| 7. O i/c Signals Section.   | 8. O i/c Armament Section.   |
| 9. N.C.O. i/c Photographic. | 10. N.C.O. i/c Workshops.    |
| 11. H.Q. 253 Wing.          | 12. Officer i/c "A" Echelon. |
| 13. O.C., "B" Echelon.      | 14. O i/c Airmens Messing.   |
| 15. P.M.O. Officers Mess.   | 16. A.L.O.                   |
| 17. Armoured Division.      | 18. R.A.S.C. Mersa Matruh.   |
| 19. H.Q. Adv. B.T.E.        | 20. Spares.                  |

Issued at 0930 hrs 23-10-39.

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APPENDIX "A".

AIR PARTY.

<u>Aircraft.</u>	<u>Pilot.</u>	<u>Passenger.</u>
L.4713	F/L. MacDougall	F/S. Davison.
L.4727	F/O. Deacon.	LAC. Spurr.
L.4717	F/L. Legge.	AC1. Feldon.
L.	F/L. Hill.	AC1. O'Donohue.
L.	F/L. Wilson.	F/S. Hopher.
L.	F/O. Burand.	LAC. Barrie.
L.	P/O. Stephenson.	AC1. Pepper.

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Appendix "B".ROAD PARTY.

Opl. Wilson.	AC. Constantine.	AC. Nield.
AC. Nicholls.	AC. Beech.	AC. Peutherer.
AC. Graham.	P/O Benson.	AC. Shipman.
AC. Phillips.	LAC Swansboro.	AC. Hewlett.
P/O Bartram.	P/O Aldis.	P/O Druce.
P/O. Burwell.	Cpl Wiseman.	AC. Buchanan.
AC. McCue.	AC. Muldowney.	AC. Hollis.
AC. Rogerson.	Sgt Taplin.	Cpl Ludgate.
Cpl. Fisher.	LAC Wenyon.	LAC Gods.
AC. Kelly.	AC. Davidson.	AC. Dunne.
AC. Lewis.	AC. Oakes.	AC. Bruce.
AC. Crook.	AC. Ganner.	AC. Goddard.
Cpl. Hunt.	AC. Holland.	AC. Tuxworth.
F/S. Shilland.	LAC Hammett.	LAC Noon.
LAC. Hume.	LAC Taylor.	AC. Kearney.
AC. Clark.	Cpl Yates.	LAC Megarity.
Cpl Bourke.	Cpl Frazer.	LAC Bailey.
<del>XXXXXXXXXX.</del>	AC. McGrogan.	Cpl Welsh.
Cpl Conroy.	AC. Gerring.	AC. Hollis.
AC. Graham.	Cpl Jamieson.	Cpl Dennis.
<del>XXXXXXXXXX.</del>	Cpl Hammond.	LAC Allen.
LAC Ludlow.	LAC Ball.	LAC Fenwick.
LAC Christopher.	AC. Calvey.	AC. Hogg.
AC. Carey.	AC. Redmond.	AC. Kelly.
AC. Cross.	AC. Hammant.	AC. Leighton.
AC. Clark.	AC. McLeod.	AC. Urquhart.
AC. Wareing.	AC. McKeown.	AC. Armstrong.
AC. Stothard.	AC. Roberts.	AC. Penrose.
AC. Herring.		

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Appendix "C"Operation Order No. 3.ORDER OF MARCH.

<u>Vehicle.</u>	<u>Reg. No.</u>	<u>Section</u>	<u>Driver.</u>
<u>"A" Echelon.</u>			
Ford	853	"A" Flight.	Cpl. Hailstone.
"	5797	"	Cpl. Wiseman.
"	898	"B" Flight.	A.C. Currah.
"	5792	"	LAC. Sheldon.
"	862	"C" Flight.	A.C. Nichoos.
"	5808	"	Cpl. Johnstone.
"	5795	Armoury	Cpl. Welsh.
"	5809	"	LAC. Allen.
"	5738	"	A.C. Roberts.
"	5931	Equipment Sect.	Cpl. Jamieson.
"	5812	"	Cpl. Dennis.
"	794	"	Cpl. Bourke.
"	5702	Anti-Gas	LAC Christopher
"	842	"	A.C. Kelly.
"	5929	Squadron H.Q.	A.C. Turworth.
"	5801	Rations	LAC. Fenwick.
"	892	Cooker.	A.C. Hogg.
"	872	Water Cart.	A.C. Rogerson.
"	5878	"	A.C. McLeod.
<u>"B" Echelon.</u>			
Ford	5925	Photo. Section.	A.C. Wareing.
"	849	"	LAC. Hume.
"	910	A.L.O.	Sgt; McArthur.
"	924	W.T. Section.	Sgt. Taplin.
"	774	"	Cpl. Boonham.
"	5787	"	Cpl. Luggate.
Albion	764	"	LAC Ridge.
Ford	998	"	LAC. Wenyon.
"	929	Sick Quarters.	LAC. Evans.
Albion.	867	"	LAC. Ball.
Ford	872	M.T. Section.	LAC. Ludlow.
"	5769	"	Cpl. Hammond.
"	5807	"	A/C/ Stothard.
"	738	Officers Mess	A.C. Hammant.
"	897	"	A.C. McKown.
"	780	"	Cpl. Hunt.
"	533	Sergeants Mess	A.C. Bonner.
"	903	Parachute Section	A.C. Beech.
"	915	Natives kits	A.C. Noon.
"	5839	Power Tender	A.C. Penrose.
"	675	Firetender	A.C. Clark.
Crossley	596	N.A.A.F.I.	LAC. Griffiths.
Ford	937	Off. i/c Convoy.	F/O. Currie.
Norton.	5258	D.R. Motorcycle	AC1. Leighton.
"	5256	"	A.C. Redmond.
Ford	5726	Mob Store	LAC. Swansbro.
"	957	"	A.C. Blake.

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Map Ref  
Egypt 1/

INFORMAT

1. Squadron

INTENTION

2. Qasaba in 28-10-39

EXECUTION

3.

4. hours on

5. Exercise until 104 the duties

6. hours in

(a)

(b)

For

7. The M.T. Sect: Point at

8. On independent m.p.h. Spe

9. Int "A" Echelo

UNIT:

DATE:

REF:

P.	Q.	R.	S.	T.	U.	V.	W.	X.	Y.	Z.
Type of airframe or engine.	No. of I.E. aircraft or engines	Serviceable or serviceable in 3 days	Undergoing repair or overhaul "S" in 14 days.	In Storage "S"	Undergoing overhaul or repair.	For overhaul or repair: work not commenced	Awaiting strike-off or write-off	Total.	Allotted but not yet despatched	Allotted but not yet received.
(The table body is mostly blank with a diagonal line drawn across it.)										

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**AIR 27/1244**

PUBLIC RECORD OFFICE

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Operation Order No. 4.

Copy No... 19.....

Date:- 27th October, 1939.

Map Reference:-  
Egypt 1/500,000 Sheet Matruh.

- Appendix "A"
- Appendix "B"
- Appendix "C"
- Appendix "D" - List of Tentage for return to Mersa Matruh.
- Appendix "E" - Vehicles for W/T Advance Party.

PART 1.

INFORMATION.

1. No. 208 Squadron will return to Qasaba and No.33 Squadron will return to Mersa Matruh.

INTENTION.

2. No. 208 Squadron will move from Maaten Bagush to Qasaba in time to operate from Qasaba at 1200 hours on 28-10-39.

EXECUTION.

3. The Squadron will move in three parties:-
  - "A" Advance Party.
  - "B" Air Party (Appendix "A")
  - "C" Road Party (Appendix "B")
4. The Air Party will leave Maaten Bagush at 1045 hours on 28-10-39.
5. Aircraft operating in connection with Command Exercise No.2 will continue to operate from Maaten Bagush until 1045 hours after which they will, on completion of the duties allotted to them, return to Qasaba.
6. The Road Party will leave Maaten Bagush at 1030 hours in two Echelons:-
  - (a) "A" Echelon : Ford Lorries under command of F/O Currie.
  - (b) "B" Echelon : Heavy vehicles under command of P/O Dean.

For order of allotment see Appendix "C"
7. The Starting point will be the Western Entrance to the M.T. Section, and the head of the convoy will pass the Starting Point at 1045 hours.
8. On leaving the camp, "A" and "B" Echelons will proceed independently, "A" Echelon at 25 m.p.h., "B" Echelon at 15 m.p.h. Spacing between vehicles will be 100 yards.
9. Intercommunication will be by D.R. from the front of "A" Echelon to the rear of "B" Echelon.

/cont.....

Type of No. of 1.E. Serviceable Underpoint In Underpoint For Over Ammunition  
 P.  
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 DATE:  
 UNIT:  
 R.  
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 pendices "A"

Daily Insp. Groups.	As	PL	Co	PL	Co	Engines Nos.	10 hour Inspect Groups.	Co	PL	Co	PL	Signature of responsible Officer/NCO.
F.O.Os							F.O.Os					
All Grps once per month.							All grps once per 120 hrs					
Pilots							Pilots					
One ass-embly per week.							Two ass-embly Grps per 120 hours.					
20 hrs Groups.							20 hrs Groups					
F.O.Os							F.O.Os					
All Grps once per 120 hrs.							All grps once per 120 hrs					
Pilots							Pilots					
Two ass-embly Grps per 120 hrs.							Two ass-embly Grps per 120 hours.					

NOTE:- (a) When new sheets are commenced, the minor inspection group squares that have been completed during the current 120 hours are to be blotted out.

(b) Reserve Engines are to have minimum checks of:-  
 Pilots:- One complete D.I. (A & I) Group per month.  
 F.O.Os:- per week.

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PUBLIC RECORD OFFICE

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Distly Insp. Groups.	Ad PL	Co	de	Engine Nos.	10 hour inspect Group.	PL	Signature of responsible Officer/NGO.
W.O. Os							
All 57ps							
over							

Page 2.

0. W/T Intercommunication.

The Officer i/c Signals Section will be responsible for arranging that a W/T Watch is opened at Qasaba at 1030 hours for which purpose the vehicles shown in Appendix "E" will leave Maaten Bagush at 0930 hours.

1. Cypher Staff.

Accommodation will be arranged in the W/T Vehicles for the Cypher Officer on duty at 1030 hours.

2. ACKNOWLEDGE.

Flight Lieutenant, Commanding,  
No. 208 Squadron,  
Royal Air Force, Egypt.

Appendices "A", "B", "C" and "E" to follow.

PUBLIC RECORD OFFICE					
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Reference:-					
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Operation Order No.4.Date:- 27th October, 1939PART 2.ADMINISTRATION.

1. Routine. Reveille on 28-10-39 will be at 0530 hours, Breakfast at 0630 hours and Squadron Working Parade at 0700 hours.
2. Transport. All lorries will be loaded by 1015 hrs on 28-10-39 and will be parked in their echelons at the M.T. Section under the supervision of F/O Currie.
3. Tentage. All tentage will be struck and that received from No. 33 Squadron shown in Appendix "D", will be loaded in the lorry allotted, which will proceed direct to Mersa Matruh on the arrival of the Road Party at Qasaba. All other tentage will be loaded in the lorries allocated to Mobile Store and Officers Mess.
4. Rations. The Camp Commandant will arrange for the unconsumed portion of the day's rations and the authorised Reserve Rations to be carried. Tiffin will be served at 1200 hours at Qasaba.
5. Water. Both water tankers will be filled prior to departure from Maaten Bagush.
6. Petrol. Remaining Stocks of petrol brought from Qasaba will be carried with the Convoy.
7. Native Labour. All daily paid native labour will be disembarked from the lorry from Mersa Matruh at Qasaba at 8 a.m. and the lorry will then return to Maaten Bagush for loading.
8. ACKNOWLEDGE.

Flight Lieutenant, Commanding,  
No. 208 Squadron,  
Royal Air Force, Egypt.

Distribution:-

- |                              |                             |
|------------------------------|-----------------------------|
| 1. O.C., No.208 Squadron.    | 2. Adjutant.                |
| 3. O.C., "A" Flight.         | 4. O.C., "B" Flight.        |
| 5. O.C., "C" Flight.         | 6. O.C. M.T. Section.       |
| 7. O i/c Signals Section.    | 8. O i/c Armament Section.  |
| 9. N.C.O. i/c Photographic.  | 10 HQ. 253 Wing.            |
| 11. Officer i/c "A" Echelon. | 12 Officer i/c "B" Echelon. |
| 13. O i/c Airmens Messing.   | 14 P.M.C., Officers Mess.   |
| 15. A.L.O.                   | 16. Armoured Division.      |
| 17. R.A.S.C. Mersa Matruh.   | 18 HQ. Adv., B.T.E.         |
| 19 and 20 (spare).           |                             |

Issued at 1800 hours on 27-10-39.

PUBLIC RECORD OFFICE

AIR 27/1244

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Lic

Type.
Hosp. Patt. I
E.P.I.P.
Bell.

Daily Insp. Groups.	As	PL				Co	Fu	Ge	Engine Pos.	10 hour Inspect Groups.	As	PL				Co	Fu	Signature of responsible Officer/NGO.
N.C.Os										N.C.Os								
All grps once per month.										All grps once per 120 hrs								
Pilots.										Pilots								
One assembly per week.										Two assembly Grps per 120 hours								
20 hrs Groups.										40 hour groups								
N.C.Os										N.C.Os								
All grps once per 120 hrs.										All grps once per 120 hrs.								
Pilots.										Pilots.								
Two assembly Grps per 120 hrs.										Two assembly Grps per 120 hours.								

NOTES:- (a) When new sheets are commenced, the minor inspections group squares that have been completed during the current 120 hours are to be blanked out.

(b) Reserve Engines are to have minimum checks of:-  
 Pilots:- One complete L.I. (A & I) Group per month.  
 E.C.Os:- -do- per week.

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N.O.O.S.

Daily Mess Groups.	AS	PL	Co	Pa	Ge	Engine Nos.	10 hour Inspect Groups.	N.O.O.S. All 120 hrs	Signature of responsible Officer/MCO.
	AS	PL							

All Smps

APPENDIX "D".

List of Tentage for Return to  
No. 33 Squadron.

Type.	No.	Site.
Hosp. Patt. Large.	One.	Mens Dining Hall.
E.P.I.P.	Three.	SSQ, Sgts Mess and A.L.O.
Bell.	Fourteen.	Lines.

PUBLIC RECORD OFFICE

Reference:-

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INFORMATION

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INTENTION.

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Operators.

EXECUTION.

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9-11-39 and

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From:- No. 208 Squadron, Royal Air Force,  
Qasaba.

To:- O.S.G., "A", "B" and "C" Flights.  
Air Liaison Officer.  
Signals Section. (2)  
Orderly Room.  
Spare (3).

Date:- 23rd October, 1939.

Pilots Serial Letters and Numbers.

The following additional serial letters  
and numbers have been allotted.

Sqdn. Letter.	Pilots No.	Pilot.	Pilots Serial Letter.
P.	6	F/O Deacon.	T
P.	7	P/O Druce.	U
P.	8	P/O Burwell.	V
P.	23	P/O Holdsworth.	W.
P.	24	F/L Jackson.	X.
P.	25	P/O Macrostic.	Y.
P.	20	P/O Stephenson.	G.
P.	17	P/O Benson.	M.

*B. B. B.*  
Flying Officer, for,  
Squadron Leader, Commanding,  
No. 208 Squadron,  
Royal Air Force, Qasaba.

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Appendix "A"

Map Reference:-  
1/500,000 (Egypt), Sheets  
Matruh and Cairo.

Operation Order No.5.

Date:- 8-11-39.

Copy No.....

Appendix "A" - Air Party.  
Appendix "B" - Road Party.

INFORMATION.

1. In pursuance of instructions from H.Q.M.E., "C" Flight, No.208 Squadron will move from Qasaba to Heliopolis for the purpose of conducting a four weeks Army Co-operation Course commencing on 13-11-39.

INTENTION.

2. That "C" Flight will move from Qasaba to Heliopolis on 9-11-39. The Flight will be accompanied by 1 Flight Sergeant Photographer and 1 Corporal Signals plus two W/T Operators.

EXECUTION.

3. The Flight will move in two parts:-

- (a) Air Party. (Appendix "A" attached)
- (b) Ground Party (Appendix "B" attached).

4. The Air Party will leave Qasaba at 0900 hrs on 9-11-39 and will proceed direct to Heliopolis.

5. The Ground Party as detailed in Appendix "B" will leave Qasaba at 0600 on 9-11-39 and will move in one echelon, speed 25 m.p.h distance between vehicles 100 yards. The Convoy will proceed by the Matruh-Cairo Main Road via Anriya and will complete the move in one day. Halts will be made at the discretion of the O.C., Convoy.

*S. Kim*

Flight Lieutenant, Commanding,  
"C" Flight, No.208 Squadron.

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Letter.

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Squadron,  
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AIR 27/1244					
Reference:-					
COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION					

Map Refer  
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12. On to S.H.Q. of the per kits.
13. A C R

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Command  
Adjutant  
"A", "B"  
O.C., Ne  
O.C., Ne  
H.Q., 20  
H.Q.M.F.  
Equipme  
Cookhou  
P.M.G.,  
P/O Ste

Daily Insp. Groups.	As	PL	Co	Pu	Se	Engine Nos.	10 hour Inspect Groups.	PL	Co	Pu	Signature of responsible Officer/NGO.
<u>M.C.Os</u>							<u>M.C.Os</u> All grps once per 120 hrs				
<u>Pilots</u>							<u>Pilots</u> Two ass-embly Grps per 120 hours.				
<u>20 hrs Groups.</u>							<u>40 hour Groups.</u>				
<u>M.C.Os</u>							<u>M.C.Os</u> All grps once per 120 hrs.				
<u>Pilots</u>							<u>Pilots</u> Two ass-embly Grps per 120 hours.				

NOTE:- (a) When new sheets are commenced, the minor inspections group squares that have been completed during the current 120 hours are to be blanked out.

(b) Reserve Engines are to have minimum checks of:-  
 Pilots:- One complete (A & I) Group per month.  
 M.C.Os:- per week.

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Reference:-

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Map Reference:-  
Egypt 1/500,000, Sheets  
Matruh and Cairo.

Operation Order No.5.

Date:- 8-11-39.

6. P/O Stephenson will be in charge of the convoy of the ground party.
7. All officers and airmens kits will be carried in the convoy and will be loaded by 0530 hrs 9-11-39. All personnel will carry arms and Gas Respirators.
8. Breakfast will be served at 0515 hrs on 9-11-39 and all airmen will draw the unexpired portion of the days rations prior to departure. In addition, 3 days emergency rations will be carried.
9. Water tanks will be filled by 1800 hrs on 8-11-39.
10. One Flight Native and two officers bearers will travel with the convoy.
11. On arrival, the personnel of the Air Party will be responsible for the housing and refuelling of their own aircraft.
12. On the arrival of the ground party the O.C., will report to S.H.Q. or the Orderly Officer, and arrange for the dispersal of the personnel to their quarters and the custody of their kits.
13. A C K N O W L E D G E.

Issued at 1930 hrs 8-11-39.

*S. Linn*

(  
Flight Lieutenant, Commanding,  
"F" Flt, No. 208 Squadron, R.A.F.)

Distribution:-

- Commanding Officer.
- Adjutant.
- "A", "B" and "C" Flights.
- O.C., No.253 Wing.
- O.C., No.251 Wing.
- H.Q., 202 Group.
- H.Q.M.E.
- Equipment Officer.
- Cookhouse.
- P.M.C., Officers Mess.
- P/O Stephenson.

Signature of  
responsible  
Officer/ICO.

ALL STAFF	0530 hrs	AS	PI	CO	FM	OS	ENGINE	10 HOUR	INSPECT	GROUPS	N.O. Oe	ALL STAFF	0530 hrs	AS	PI	CO	FM	OS	ENGINE	10 HOUR	INSPECT	GROUPS	N.O. Oe	ALL STAFF	0530 hrs
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Reference:-					
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Cpl. Jc  
Cpl. Fl  
A.C. Du  
LAC. Ba  
A.C.S.  
A.C. Gr  
A.C. Br  
A.C. Cr

Flight N

Aircraft.  
L. 4726  
L. 4710  
L. 4714  
L. 4707  
L. 4723

	As	PL			Co	Fu	Ge	Engine Pos.	10 hour Inspect Groups.	As	PL			Co	Fu	Signature of responsible Officer/NGO.
Daily Insp. Groups.																
<u>N.C.Os</u>									<u>N.C.Os</u>							
All grps once per month.									All grps once per 120 hrs							
<u>Pilots.</u>									<u>Pilots</u>							
One ass-embly per week.									Two ass-embly Grps per 120 hours.							
20 hrs Groups.									40 hour Groups.							
<u>N.C.Os</u>									<u>N.C.Os</u>							
All grps once per 120 hrs.									All grps once per 120 hrs.							
<u>Pilots.</u>									<u>Pilots.</u>							
Two ass-embly Grps per 120 hrs.									Two ass-embly Grps per 120 hours.							

NOTE:- (a) When new sheets are commenced, the minor inspections group squares that have been completed during the current 120 hours are to be blacked out.

(b) Reserve Engines are to have minimum checks of:-  
 Pilots:- One complete I.I. (A & I) Group per month.  
 P.C.Os:- do- do- per week.

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Daily Insp. Groups  
 As pl.  
 Co Pa Ge  
 Engine Nos.  
 10 hour Inspect Groups  
 N.C.O.s  
 Co Pa  
 Signature of responsible Officer/NCO.

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Appendix "A".

AIR PARTY.

Aircraft.	Pilot.	Passenger.
L.4726	F/Lt. <del>Wilson</del> <sup>Mill</sup>	F/Sgt. Hepher.
L.4710	F/O. Black.	F/Sgt. Shilland.
L.4714	P/O. Hardiman.	A.O.1. Pepper.
L.4707	P/O. Benson.	L.A.C. Smith.
L.4723	F/O. Burnand.	Corpl. Wilson.

Appendix "B".

ROAD PARTY.

- P/O. Stephenson.-
- |                   |                       |
|-------------------|-----------------------|
| Cpl. Johnstone. ✓ | A.C.1. Nicholls. ✓    |
| Cpl. Fisher. ✓    | L.A.C. Wenyon. ✓      |
| A.C. Dunne. ✓     | A.C.1. Pettman. ✓     |
| LAC. Barrie. ✓    | A.C.1. Constanbine. ✓ |
| A.C.2. Shipman. ✓ | A.C.2. Phillips. ✓    |
| A.C. Graham. ✓    | A.C.2. Hewlett. ✓     |
| A.C. Brady. ✓     | A.C.1. Redmond. ✓     |
| A.C. Cross. ✓     |                       |

Flight Native No.67 Maghraby Achmed. ✓

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Daily	As		
Imps.	Pl		
Groups.			

F.C.05  
All Grps

Appendix "B"

Operation Book 77  
SECRET.

Map Reference:  
Matruh 1/500,000.  
Cairo 1/500,000.

Operation Order No. 6.

Copy No. 22

Date: 10th November, 1939.

- Appendix "A" - Air Party.
- "B" - Road Party.
- "C" - Order of March.
- "D" - Nominal Roll of Native Followers.

PART 1.

INFORMATION.

1. No. 208 Squadron is to proceed to Heliopolis in order to carry out training with Army Troops in the Cairo area.

INTENTION.

2. No. 208 Squadron is to move from Qasaba to Heliopolis to arrive a.m. 14.11.39.

EXECUTION.

3. The Squadron is to move in two parties:
- (a) Air Party (See Appendix "A").
  - (b) Road Party (See Appendix "B").
4. The Air Party is to leave Qasaba at 0900 hrs on 13th November, 1939, for Heliopolis.
5. The Road Party is to leave Qasaba in two echelons on 13.11.39 at times given below.
- 0800 hrs. "B" Echelon - Heavy Vehicles.
  - 0930 hrs. "A" Echelon - Ford Lorries.
- For Order and allotment of vehicles see Appendix "C".
6. The Road Party is to proceed by the following route:  
Qasaba - El Alamein - Amriya - Giza Corner - Heliopolis.
7. "A" Echelon is to move under the command of F/O York and "B" Echelon under command of P/O Aldis.
8. Echelons are to form up on the main road with leading vehicle opposite the entrance to M.T. Lines.
9. "A" Echelon is to move at a speed of 25 m;p;h; and "B" Echelon at 20 m.p.h. Spacing to be 100 yards between vehicles. Tyre pressures to be checked twice daily. Halts will be called at the discretion of Officers i/c Echelons.
10. Both echelons are to leaguer for night 13/14 November at Amriya.

/cont.....

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Part 1 (cont)

Page 2.

11. "B" Echelon is to lead from Amriya to Heliopolis and departure from Amriya is to be timed so that Echelons pass through Cairo between 1430 hrs and 1500 hours on 14th November.

INTERCOMMUNICATION.

12. Intercommunication will be by R/T from front of "B" Echelon to rear of "A" Echelon.

TIME.

13. Watches are to be synchronised by Fg York at 0730 hrs on 13th November.

A C K N O W L E D G E .

-----

*[Handwritten Signature]*

Squadron Leader, Commanding,  
No. 208 Squadron, R.A.F.

Time of Issue: 0900 hrs.  
Date of Issue: 11.11.39.  
By Hand.

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<b>AIR 27/1244</b>					
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Map References:  
Matruh 1/500,000.  
Cairo 1/500,000.  
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S E C R E T.

Operation Order No.6.

Date: 10th November, 1939.

PART 2.ADMINISTRATION.

1. Routine. Reveille on 13th November will be at 0530 hrs. Breakfast 0600 to 0645 hrs.
2. Transport. All lorries other than Kit, Personnel and ration lorries to be loaded by 1200 hrs on 12th November. Kit, ration and personnel lorries are to report to their loading stations at 0700 hrs. All lorries to be loaded and formed up fifteen minutes prior to zero hour.
3. Baggage. Flight and Section Baggage is to be loaded on vehicles detailed for their use, the Transport Officer being informed if there is any overflow.
4. Tentage. All tentage is to be struck except that earmarked for "B" Flight and the Officers Mess; In the event of there being insufficient transport to carry the full scale of tentage O.C. "B" Flight is to take over tentage left behind and is to store it in one of the gas-proof trenches or wherever else he may decide.
5. Rations. A haversack ration will be issued at breakfast on 13.11.39 and Corporal Yates is to arrange to draw rations in accordance with instructions already issued. Three days reserve hard rations are to be carried in both echelons. The unexpired portion of the days rations for 14.11.39 is to be handed in to the Cookhouse on arrival at Heliopolis.  
Personnel will come on ration strength of M.S.F. Station Heliopolis w.e.f. 15.11.39.
6. Water. All water bottles will be filled before departure from Qasaba. All ranks are reminded that it is a serious offence to drink from their water bottles while on convoy without orders from O.C., Echelon.  
The water tankers are to be filled before leaving Qasaba and one will travel with each echelon.  
The Discip M.C.O. is to be responsible for detailing two M.C.O.s for water duties who will hold the keys of the water tenders. The points will be opened as required for cooking and for an hour on arrival in the bivouac area on the evening of 13.11.39 for washing, and for half an hour after Reveille on 14.11.39 for washing and filling of water bottles.
7. Arms. Rifles and 20 rounds S.A.A. per man to be drawn from the Armoury under Flight and Section arrangements. Arms and S.A.A. to be handed in on arrival at Heliopolis on 14.11.39.
8. Medical Squadron Mobilisation Medical equipment as required by the Medical Officer is to be retained at Qasaba.

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Reference: -	
AIR 27/1244	
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9. Natives and rationing of Commandant.

10. Casualty

the exception of strength of R.A. is to be brought as from midnight on ration sterna 13/14-11-59.

11. ACKNO

Time of Issue: 0  
Date of Issue: 1  
By: H.R.D.

Distribution:

- 1. O.C., No. 208
- 3. C.C.; "A" Flt
- 5. O.C.; M.T. Sq
- 7. O i/c Armament
- 9. HQ; 253 Wing
- 11. Officer i/c "
- 13. P.M.C., Office
- 15. Armoured Divi
- 17. HQ, Adv. P.T
- 19. H.Q., Middle
- 21. File.

FL	Uc	Co	Fu	ES	Pl	Signature of responsible Officer/ECO.
<del>40 hour Inspection Groups.</del>						
<del>N.C.O.s All grps once per 120 hrs.</del>						
<del>Pilots Two assembly Grps per 120 hours.</del>						
<del>20 hrs Groups.</del>						
<del>N.C.O.s All grps once per 120 hrs.</del>						
<del>Pilots Two assembly Grps per 120 hrs.</del>						

NOTE:- (A) When the sheets are commenced, the minor inspections per sq are that have been completed during the current 120 hours are to be marked red.

(B) Pilots' sheets are to have minimum checks of:-

Pilots: One complete (A & B) group per month.  
N.C.O.s: One complete (A & B) group per month.

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AIR 27/1244

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PART 2. (cont).

Page 2.

9. Natives. All arrangements regarding the transport and rationing of natives are to be made by the Camp Commandant.

10. Casualty Form Action.

All personnel proceeding to Heliopolis, with the exception of the Air Party is to be struck off the ration strength of R.A.F. Casaba as from midnight 14/15-11-39, and is to be brought on ration strength of R.A.F. Station, Heliopolis as from midnight 14/15-11-39. The Air Party is to be brought on ration strength of R.A.F. Station; Heliopolis as from midnight 13/14-11-39.

11. ACKNOWLEDGE.

*[Signature]*  
Squadron Leader, Commanding,  
No. 208 Squadron; R.A.F.

Time of Issue: 0900 hrs.  
Date of Issue: 10/11.39.  
By Hand.

Distribution:

- |                              |                              |
|------------------------------|------------------------------|
| 1. O.C., No. 208 Squadron.   | 2. Adjutant.                 |
| 3. C.C., "A" Flight.         | 4. O.C., "B" Flight.         |
| 5. O.C., M.T. Section.       | 6. O i/c Signals Section.    |
| 7. O i/c Armament Section.   | 8. M.C.O. i/c Photo Section. |
| 9. HQ., 253 Wing.            | 10. O i/c "A" Echelon.       |
| 11. Officer i/c "B" Echelon. | 12. CO i/c Airmens Messing.  |
| 13. P.M.C., Officers Mess.   | 14. Air Liaison Officer.     |
| 15. Armoured Division.       | 156 R.A.S.C. Mersa Matruh.   |
| 17. HQ., Adv. B.T.E.         | 18. HQ. 202 Group.           |
| 19. H.Q., Middle East.       | 20. HQ., 281 Wing.           |
| 21. File.                    | 22. Operations Book.         |

1. O.C. No. 208 Squadron  
I.C.O.S. All Zpps

10. HQ. i/c Echelon  
I.C.O.S. All Zpps

Signature of responsible Officer/MCO.

1	2	3	4	5	6
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Reference: AIR 27/1244					
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PART 2. (cont).

Page 2.

9. Natives. All arrangements regarding the transport and rationing of natives are to be made by the Camp Commandant.

10. Casualty Form Action.

All personnel proceeding to Heliopolis, with the exception of the Air Party is to be struck off the ration strength of R.A.F. Qasaba as from midnight 14/15-11-39, and is to be brought on ration strength of R.A.F. Station, Heliopolis as from midnight 14/15-11-39. The Air Party is to be brought on ration strength of R.A.F. Station; Heliopolis as from midnight 13/14-11-39.

11. ACKNOWLEDGE.

*[Signature]*  
 Squadron Leader, Commanding,  
 No. 208 Squadron; R.A.F.

Time of Issue: 0900 hrs.  
 Date of Issue: 10/11.39.  
 By Hand.

Distribution:

- |                              |                              |
|------------------------------|------------------------------|
| 1. O.C., No. 208 Squadron.   | 2. Adjutant.                 |
| 3. C.C., "A" Flight.         | 4. O.C., "B" Flight.         |
| 5. C.C., M.T. Section.       | 6. O i/c Signals Section.    |
| 7. O i/c Armament Section.   | 8. N.C.O. i/c Photo Section. |
| 9. HQ., 253 Wing.            | 10. O i/c "A" Echelon.       |
| 11. Officer i/c "B" Echelon. | 12. OC i/c Airmens Messing.  |
| 13. P.M.C., Officers Mess.   | 14. Air Liaison Officer.     |
| 15. Armoured Division.       | 156 R.A.S.C. Mersa Matruh.   |
| 17. HQ., Adv. B.T.E.         | 18. HQ. 202 Group.           |
| 19. H.Q., Middle East.       | 20. HQ., 251 Wing.           |
| 21. File.                    | 22. Operations Book.         |

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Aircraft.  
 L. 4727  
 L. 4725  
 L. 4717  
 L. 4719

	Jo	Co	Fu	Ta	PL	Os	Aircraft Nos.	10 hour Inspect. Groups.	PL	Uc	Co	Fu	Ta	PL	Signature of responsible Officer/SCO.
Daily Insp. Groups.															
<u>N.C.O.s</u> All grps once per month.								<u>N.C.O.s</u> All grps once per 120 hrs.							
<u>Pilots.</u> One ass-embly per week								<u>Pilots</u> Two ass-embly Grps per 120 hours.							
20 hrs Groups.								40 hour Groups.							
<u>N.C.O.s</u> All grps once per 120 hrs.								<u>N.C.O.s</u> All grps once per 120 hrs.							
<u>Pilots.</u> Two ass-embly Grps per 120 hrs.								<u>Pilots.</u> Two ass-embly Grps per 120 hours.							

NOTE:- (a) When new sheets are commenced, the minor inspection group squares that have been completed during the current 120 hours are to be blanked out.  
 (b) Reverse Aircraft are to have minimum checks of:-

Pilots:- One complete D.I. (A & B) group per month.  
 N.C.O.s:- One per week.

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AIR 27/1244

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Appendix "A".

AIR PARTY:

<u>Aircraft.</u>	<u>Pilot.</u>	<u>Passenger.</u>
L. 4727	S/L Stanley-Turner.	LAC. Sparr. ✓
L. 4725	Flight Lieut. Deacon.	F/S. Davison. ✓
L. 4717	Flight Lieut. Leggs.	LAC. McCue. ✓
L. 4719	Pilot Officer Bartram.	ACI. Feldon. ✓

Lally Insp. Groups.  
 R.C.O. E  
 All grps  
 Us Co Pa  
 Aircraft Insp.  
 10 hour Inspect. Groups.  
 R.C.O. A  
 All grps  
 PL Ue Co Fu  
 Signature of responsible Officer/WCO.

R.C.O. F  
 R.C.O. G  
 R.C.O. H  
 R.C.O. I  
 R.C.O. J  
 R.C.O. K  
 R.C.O. L  
 R.C.O. M  
 R.C.O. N  
 R.C.O. O  
 R.C.O. P  
 R.C.O. Q  
 R.C.O. R  
 R.C.O. S  
 R.C.O. T  
 R.C.O. U  
 R.C.O. V  
 R.C.O. W  
 R.C.O. X  
 R.C.O. Y  
 R.C.O. Z  
 R.C.O. AA  
 R.C.O. AB  
 R.C.O. AC  
 R.C.O. AD  
 R.C.O. AE  
 R.C.O. AF  
 R.C.O. AG  
 R.C.O. AH  
 R.C.O. AI  
 R.C.O. AJ  
 R.C.O. AK  
 R.C.O. AL  
 R.C.O. AM  
 R.C.O. AN  
 R.C.O. AO  
 R.C.O. AP  
 R.C.O. AQ  
 R.C.O. AR  
 R.C.O. AS  
 R.C.O. AT  
 R.C.O. AU  
 R.C.O. AV  
 R.C.O. AW  
 R.C.O. AX  
 R.C.O. AY  
 R.C.O. AZ  
 R.C.O. BA  
 R.C.O. BB  
 R.C.O. BC  
 R.C.O. BD  
 R.C.O. BE  
 R.C.O. BF  
 R.C.O. BG  
 R.C.O. BH  
 R.C.O. BI  
 R.C.O. BJ  
 R.C.O. BK  
 R.C.O. BL  
 R.C.O. BM  
 R.C.O. BN  
 R.C.O. BO  
 R.C.O. BP  
 R.C.O. BQ  
 R.C.O. BR  
 R.C.O. BS  
 R.C.O. BT  
 R.C.O. BU  
 R.C.O. BV  
 R.C.O. BW  
 R.C.O. BX  
 R.C.O. BY  
 R.C.O. BZ  
 R.C.O. CA  
 R.C.O. CB  
 R.C.O. CC  
 R.C.O. CD  
 R.C.O. CE  
 R.C.O. CF  
 R.C.O. CG  
 R.C.O. CH  
 R.C.O. CI  
 R.C.O. CJ  
 R.C.O. CK  
 R.C.O. CL  
 R.C.O. CM  
 R.C.O. CN  
 R.C.O. CO  
 R.C.O. CP  
 R.C.O. CQ  
 R.C.O. CR  
 R.C.O. CS  
 R.C.O. CT  
 R.C.O. CU  
 R.C.O. CV  
 R.C.O. CW  
 R.C.O. CX  
 R.C.O. CY  
 R.C.O. CZ  
 R.C.O. DA  
 R.C.O. DB  
 R.C.O. DC  
 R.C.O. DD  
 R.C.O. DE  
 R.C.O. DF  
 R.C.O. DG  
 R.C.O. DH  
 R.C.O. DI  
 R.C.O. DJ  
 R.C.O. DK  
 R.C.O. DL  
 R.C.O. DM  
 R.C.O. DN  
 R.C.O. DO  
 R.C.O. DP  
 R.C.O. DQ  
 R.C.O. DR  
 R.C.O. DS  
 R.C.O. DT  
 R.C.O. DU  
 R.C.O. DV  
 R.C.O. DW  
 R.C.O. DX  
 R.C.O. DY  
 R.C.O. DZ  
 R.C.O. EA  
 R.C.O. EB  
 R.C.O. EC  
 R.C.O. ED  
 R.C.O. EE  
 R.C.O. EF  
 R.C.O. EG  
 R.C.O. EH  
 R.C.O. EI  
 R.C.O. EJ  
 R.C.O. EK  
 R.C.O. EL  
 R.C.O. EM  
 R.C.O. EN  
 R.C.O. EO  
 R.C.O. EP  
 R.C.O. EQ  
 R.C.O. ER  
 R.C.O. ES  
 R.C.O. ET  
 R.C.O. EU  
 R.C.O. EV  
 R.C.O. EW  
 R.C.O. EX  
 R.C.O. EY  
 R.C.O. EZ  
 R.C.O. FA  
 R.C.O. FB  
 R.C.O. FC  
 R.C.O. FD  
 R.C.O. FE  
 R.C.O. FF  
 R.C.O. FG  
 R.C.O. FH  
 R.C.O. FI  
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 R.C.O. FO  
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 R.C.O. HJ  
 R.C.O. HK  
 R.C.O. HL  
 R.C.O. HM  
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 R.C.O. HS  
 R.C.O. HT  
 R.C.O. HU  
 R.C.O. HV  
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 R.C.O. HX  
 R.C.O. HY  
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 R.C.O. IA  
 R.C.O. IB  
 R.C.O. IC  
 R.C.O. ID  
 R.C.O. IE  
 R.C.O. IF  
 R.C.O. IG  
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 R.C.O. MM  
 R.C.O. MN  
 R.C.O. MO  
 R.C.O. MP  
 R.C.O. MQ  
 R.C.O. MR  
 R.C.O. MS  
 R.C.O. MT  
 R.C.O. MU  
 R.C.O. MV  
 R.C.O. MW  
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 R.C.O. MZ  
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 R.C.O. NE  
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 R.C.O. NI  
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 R.C.O. NL  
 R.C.O. NM  
 R.C.O. NN  
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 R.C.O. NP  
 R.C.O. NQ  
 R.C.O. NR  
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 R.C.O. NU  
 R.C.O. NV  
 R.C.O. NW  
 R.C.O. NX  
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 R.C.O. PN  
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 R.C.O. QK  
 R.C.O. QL  
 R.C.O. QM  
 R.C.O. QN  
 R.C.O. QO  
 R.C.O. QP  
 R.C.O. QQ  
 R.C.O. QR  
 R.C.O. QS  
 R.C.O. QT  
 R.C.O. QU  
 R.C.O. QV  
 R.C.O. QW  
 R.C.O. QX  
 R.C.O. QY  
 R.C.O. QZ  
 R.C.O. RA  
 R.C.O. RB  
 R.C.O. RC  
 R.C.O. RD  
 R.C.O. RE  
 R.C.O. RF  
 R.C.O. RG  
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 R.C.O. RI  
 R.C.O. RJ  
 R.C.O. RK  
 R.C.O. RL  
 R.C.O. RM  
 R.C.O. RN  
 R.C.O. RO  
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 R.C.O. RQ  
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 R.C.O. RS  
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 R.C.O. RU  
 R.C.O. RV  
 R.C.O. RW  
 R.C.O. RX  
 R.C.O. RY  
 R.C.O. RZ  
 R.C.O. SA  
 R.C.O. SB  
 R.C.O. SC  
 R.C.O. SD  
 R.C.O. SE  
 R.C.O. SF  
 R.C.O. SG  
 R.C.O. SH  
 R.C.O. SI  
 R.C.O. SJ  
 R.C.O. SK  
 R.C.O. SL  
 R.C.O. SM  
 R.C.O. SN  
 R.C.O. SO  
 R.C.O. SP  
 R.C.O. SQ  
 R.C.O. SR  
 R.C.O. SS  
 R.C.O. ST  
 R.C.O. SU  
 R.C.O. SV  
 R.C.O. SW  
 R.C.O. SX  
 R.C.O. SY  
 R.C.O. SZ  
 R.C.O. TA  
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 R.C.O. TC  
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 R.C.O. TE  
 R.C.O. TF  
 R.C.O. TG  
 R.C.O. TH  
 R.C.O. TI  
 R.C.O. TJ  
 R.C.O. TK  
 R.C.O. TL  
 R.C.O. TM  
 R.C.O. TN  
 R.C.O. TO  
 R.C.O. TP  
 R.C.O. TQ  
 R.C.O. TR  
 R.C.O. TS  
 R.C.O. TT  
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 R.C.O. UD  
 R.C.O. UE  
 R.C.O. UF  
 R.C.O. UG  
 R.C.O. UH  
 R.C.O. UI  
 R.C.O. UJ  
 R.C.O. UK  
 R.C.O. UL  
 R.C.O. UM  
 R.C.O. UN  
 R.C.O. UO  
 R.C.O. UP  
 R.C.O. UQ  
 R.C.O. UR  
 R.C.O. US  
 R.C.O. UT  
 R.C.O. UY  
 R.C.O. UZ  
 R.C.O. VA  
 R.C.O. VB  
 R.C.O. VC  
 R.C.O. VD  
 R.C.O. VE  
 R.C.O. VF  
 R.C.O. VG  
 R.C.O. VH  
 R.C.O. VI  
 R.C.O. VJ  
 R.C.O. VK  
 R.C.O. VL  
 R.C.O. VM  
 R.C.O. VN  
 R.C.O. VO  
 R.C.O. VP  
 R.C.O. VQ  
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 R.C.O. VS  
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 R.C.O. VX  
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 R.C.O. WA  
 R.C.O. WB  
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 R.C.O. WE  
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 R.C.O. XE  
 R.C.O. XF  
 R.C.O. XG  
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 R.C.O. XI  
 R.C.O. XJ  
 R.C.O. XK  
 R.C.O. XL  
 R.C.O. XM  
 R.C.O. XN  
 R.C.O. XO  
 R.C.O. XP  
 R.C.O. XQ  
 R.C.O. XR  
 R.C.O. XS  
 R.C.O. XT  
 R.C.O. XU  
 R.C.O. XV  
 R.C.O. XW  
 R.C.O. XX  
 R.C.O. XY  
 R.C.O. XZ  
 R.C.O. YA  
 R.C.O. YB  
 R.C.O. YC  
 R.C.O. YD  
 R.C.O. YE  
 R.C.O. YF  
 R.C.O. YG  
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 R.C.O. ZZ

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ROAD PARTY.

Cpl. Bourke.✓  
Cpl. Hammond.✓  
Cpl. Wiseman.✓

~~Cpl. Fraser.~~  
Cpl. Jamieson.✓  
Sgt. Rose.✓

Cpl. Hailstone.✓  
Cpl. Welsh.✓  
Sgt. Taplin.✓

AC. Tuxworth.✓  
AC. Armstrong.✓  
Beech.✓  
~~XXXXXX.~~  
Clark (353).✓  
~~XXXXXXXX~~  
Evans.✓  
~~XXXX.~~  
Hinnell.✓  
Hume.✓  
Land.✓  
McBride.✓  
Muldowney.✓  
Pearce.✓  
Ridge.✓  
Stothard.✓  
Turner.✓  
White.✓  
f/s hold.✓  
Oliver.✓

AC. Holland.✓  
Ashurst.✓  
Bonner.✓  
Cernell.✓  
Clark (430).✓  
Daukney.✓  
~~XXXXXX.~~  
Griffiths.✓  
Hogg.✓  
Kearney.✓  
Leighton.✓  
McKeown.✓  
Noon.✓  
Penrose.✓  
Sheldon.✓  
Swansboro.✓  
Urquhart.✓  
Evans.✓  
AC. Hamant.✓  
b/f Yates.✓

AC. Allen.✓  
Ball.✓  
Buchanan.✓  
Christopher.✓  
Carey.✓  
~~XXXXXX.~~  
Ganner.✓  
Hammett.✓  
Hollins.✓  
Kelly.✓  
Ludlow.✓  
McLeod.✓  
~~XXXXXX.~~  
Rogerson.✓  
Simpkins.✓  
Taylor.✓  
Wareing.✓  
~~XXXXXX.~~  
o' Donohue.  
McClellan.

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Signature of  
Responsible  
Officer/ECO.

Appendix "C".

ORDER OF MARCH.

Order No;	Vehicle.	Plt or Section	Driver.	Remarks.
<u>"A" Echelon.</u>				
1.1.	5711	Officer Commanding.	Cpl. Hammond.	O i/c Convoy
22.	853	"A" Flight.	Cpl. Hallstone.	Flt. Equip.
66.	5702	"A" Flight.	Cpl. Wiseman.	-do-
33.	5795	Armoury.	AC1. Bonner.	Armament.
73.	5809	Armoury.	AC1. Kelly.	Armament.
83.	5812	Armoury.	Cpl. Welsh.	Armament.
23.	5792	W/T.	AC1. Carnell.	W/T Equip.
62.	896	W/T.	AC1. Clark.	-do-
43.	5797	Mob. Stores.	Cpl. Bourke.	Mob. Equip.
16.	738	Officers Mess.	AC1. Hamant.	As
93.	5769	Officers Mess.	LAC. Ludlow.	required.
72.	903	Parachute Section.	AC1. Beech.	Parachutes.
82.	910	Ord. Room and ALO.	LAC. Tuxworth.	-
S.1.	892	Cookhouse.	LAC. Hogg.	Cooker.
R.1.	772	-do-	LAC. Griffiths.	Water.
52.	879	-do-	AC1. Carey.	Rations.
63.	5808	M.T.	LAC. Sheldon.	Petrol.
PR.2.	849	Photo Section.	LAC. Hume.	Power Eng.
12.	924	-do-	LAC. Taylor.	Photo Eq.
<u>"B" Echelon.</u>				
P.3.	980	Cookhouse.	AC1. Turner.	Rations.
86.	596	Mob. Stores.	LAC. Christopher	Mob. Stores
26.	794	-do-	AC1. Pearce.	and
76.	842	-do-	AC1. Wareing.	Tentage.
AG.1.	957	Anti-Gas.	LAC. Ridge.	
AG.2.	915	-do-	AC1. Urquhart.	
ST.1.	5931	Main Stores.	Cpl. Jamieson.	
OR.1.	5929	Orderly Room.	LAC. Simpkins.	
PO.1.	5925	Photo Section/	LAC. Allen.	
WT.5.	764	W/T.	AC1. Penrose.	
AM.1.	867	S.S.Q.	LAC. Ball.	
13.	5738	M.T.	AC1. Stothard.	Petrol.
42.	872	M.T.	AC1. McKeown.	Spares.
WR.3.	5976	M.T.	AC1. McLeod.	Water.
	916	H.Q.	AC1. Rogerson.	Natives.
MC.2.	5256	H.Q.	AC1. Leighton.	D.R.

The above vehicles will travel in the order shown.

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Signature of  
 responsible  
 Officer/Unit

Appendix "B"

Nominal Roll of Native Followers.

The undermentioned natives will be proceeding by road to Heliopolis on the morning of 18.11.39.

- No. 64 Ali Abdullah. ✓
- 69 Ahmed Ismail. ✓
- 63 Hassan Ibrahim. ✓
- 74 Mahmoud Hassan. ✓
- 79 Ahmed Mahmoud. ✓
- 86 Seleb Maghrabi. ✓
- 144 Hassan Dawish. ✓
- NB.1218 Mohamed Biam. ✓

- Hassan Ahmed. ✓
- Mohamed Keri. ✓
- Mohamed Ali. ✓
- Abdul Khalil. ✓
- Abdul Hayfa. ✓
- Abdul Ahmed. ✓
- Hadri Ateik. ✓
- Grasha Nawad. ✓

Officers Mess.

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1			2		
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SECRET.

Operation Order No. 7.

Copy No. 3....

Map References:-

Date:- 23-2-40.

Cairo : 1/500,000  
Matruh : 1/500,000Appendices.

"A" - Air Party.  
 "B" - Road Party.  
 "C" - Order of March.

INFORMATION.

1. "C" Flight, No. 208 Squadron is to proceed to Mersa Matruh to carry out Artillery Shoots with the 31st Regiment, R.A. A mosaic of Mersa Matruh is required and will be taken by "C" Flight during the detachment.

Whilst at Mersa Matruh, the Flight will be rationed by No. 33 Squadron and accommodated under canvas.

INTENTION.

2. "C" Flight is to move to Mersa Matruh from Heliopolis to arrive 28-2-40. Flight tentage will be taken.

3. The Road Party will draw 3 days rations on 28-2-40 and will take with them the unexpired portion of the days rations for 27-2-40.

4. The Air Party will take the unexpired portion of the day's rations for 28-2-40.

EXECUTION.

5. The Flight is to move in two parties:-

- (a) Air Party (Appendix "A") under command of F/L. Wilson.  
 (b) Road Party (Appendix "B") under command of P/O Hardiman.

6. The Air Party is to leave Heliopolis at ~~1400~~<sup>1100</sup> hours on 28-2-40 for Mersa Matruh.

7. The Road Party is to leave Heliopolis at 0830 hours on 27-2-40 for Amriya.

8. The Road Party is to proceed by the following route:-

Heliopolis - Giza Corner - Amriya - El Alamein -  
 Qasaba - Mersa Matruh.

9. The Road Party is to move under the Command of P/O R.J. Hardiman.

/cont.....

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Page 2.

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10. The Road Party is to form up on the road opposite 208 Squadron Signals Section with leading vehicle opposite South Camp Guard Room.

11. The Convoy is to move at a speed of 25 m.p.h. Spacing to be 100 yards between vehicles. Tyre pressures to be checked twice daily. Halts will be called at the discretion of the Officer i/c Convoy.

12. The Road Party is to leaguer for night 27/28Feb. at Amriya.

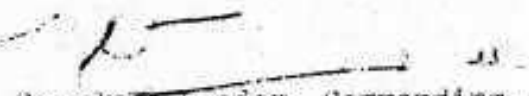
13. The Road Party is to leave Amriya at 0830 hours on 28-2-40.

14. Dress:- Working Drill and Greatcoats.

15. Time. Watches are to be synchronised by P/O Hardiman  
Time of Issue:- 1230 hours. at 0800 hrs on 27-2-40.

Date of Issue:- 23-2-40.

A C K N O W L E D G E.

  
Squadron Leader, Commanding,  
No. 208 Squadron,  
Royal Air Force, Heliopolis.

DISTRIBUTION:-

	<u>Copy No.</u>
O.C., RAF. Stn., Heliopolis.	1
O.C., No. 208 Squadron.	2
Adjutant, No. 208 Squadron.	3
O.C., "C" Flight.	4 & 5
O.C., M.T. Section.	6
H.Q., 253 Wing.	7
P/O R.J. Hardiman.	8
P.M.C., Officers Mess.	9 & 10
H.Q. Middle East.	11
Station Adjutant.	12
Officer i/c Signals.	13
N.C.O. i/c Photo Section.	14
Officer i/c Airmens Messing.	15
A.F.L.O.	16
H.Q., 202 Group.	17
O.C., No. 33 Squadron	18
O.C., No. 80 Squadron.	19
Operations Book.	20
File.	21
Cas. Form Clerk.	22
spare.	23-26.

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Appendix "A".

AIR PARTY.

Pilot.	Passenger.
F/Lt. Wilson.	518530 <del>L.A.C. Smith.</del> <i>Capt Knox - Rebles</i> x
P/O . Benson.	610375 A.C.1. Phillips.
P/O. Stephenson.	565929 L.A.C. Pepper.

(Aircraft Numbers will be detailed later)

X *Lal Smith with Road party*

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	1	2				
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APPENDIX "B".ROAD PARTY.

Officer i/c P/O Hardiman.

532766	Corpl.	Johnstone,	H.
524581	Corpl.	Barrie,	G.
568512	L.A.C.	Pettman,	E.
519554	L.A.C.	Nicholls,	T.
523284	L.A.C.	Gerring,	S.
530903	L.A.C.	O'Donohue,	P.
568852	L.A.C.	Nield,	P.
517688	Corpl.	Taylor,	R.
520389	L.A.C.	Hume,	F.
521605	L.A.C.	Oakes,	E.
544306	A.C.l.	Lucas,	B.
612697	A.C.l.	Lawley,	J.
617825	A.C.l.	Bruce,	J.
524846	Corpl.	Goss,	J.
518561	Corpl.	Hammond,	E.
526179	L.A.C.	Wareing,	J.
527767	L.A.C.	Hogg,	D.
523890	L.A.C.	Bonner,	O.

1 Army Driver (A.I.L.O.)

*W. Smith*

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Appendix "C".

ORDER AND ALLOTMENT OF VEHICLES.

<u>Vehicle.</u>	<u>Load.</u>	<u>Driver.</u>
W.D. 794	Flt. Equipment & Personnel.	Cpl. Hammond.
W.D. 903	Signals Equipment.	LAC. Hogg.
Photo Lorry & Trailer.	-	LAC. Wareing.
W/T Tender "Betty Vic".		LAC. Bonner.
(To be collected at Fuka)		

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SECRET

Map ref  
Cairo:-  
Matruh:-

INFORMATION

1.  
15/5/40  
Quasaba

INTERPRETATION

2.  
17.5.40  
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EXECUTION

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(B)

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P/O. Ben  
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Officer 1

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13.  
Benson at

14.

A C K

Time of I

Date of i

Handwritten notes and calculations on a piece of paper:

- 179
- 179 / 40 = 44.75
- 179 / 49 = 3.65
- 179 / 31 = 5.77
- 179 / 153 = 1.16
- 179 / 173 = 1.03
- 239 / 4 = 59.75
- 1439 / 4 = 359.75
- 40 | 1249 | 31
- 120
- 40 | 1439 | 35
- 120
- 239
- 200
- 39
- 1249 / 35 = 35.68
- 1284 + 35CK
- 82
- 51
- 133

SECRET.

Operation Order No. 9

Copy No. 19...

90

Date:- 15.5.40.

Map references:-  
Cairo:- 1/500,000  
Matruh:- 1/500,000

Appendices.

"A" - Air Party.  
"B" - Road Party.  
"C" - Order of March.

PART I.INFORMATION.

1. In pursuance of instructions received by signal *CR/Egypt/2/2403 G.*  
15/5/40 "C" Flight, No. 208 Squadron will proceed to  
Qasaba from Heliopolis.

INTENTION.

2. "C" Flight is to move from Heliopolis on Friday,  
17.5.40 and to arrive at Qasaba on the same day.  
3. The Road Party will draw 3 days Reserve Rations and 2 day  
rations on 17.5.40 and will take with them the unexpired portion  
of the days rations for 17.5.40.  
4. The Air Party will take the unexpired portion of  
the days rations for 17.5.40.

EXECUTION.

5. The Flight will move in two parties  
(a) Air Party (Appendix "A") under the command of F/O. Currie.  
(b) Road Party (Appendix "B") under the command of P/O.  
Benson.  
6. The Air Party will leave Heliopolis at 1430 hours  
on 17.5.40 for Qasaba.  
7. The Road Party will leave Heliopolis at 0445 hours  
on 17.5.40 for Qasaba.  
8. The Road Party will proceed by the following  
route:-  
Heliopolis - Giza corner - Amriya - El Daba - Qasaba.  
9. The Road Part is to move under the command of  
P/O. Benson. It is to form up on the roadway outside  
the Squadron Mobilization Store facing east.  
10. The convoy is to proceed at a speed of 35 m.p.h.,  
spacing to be 100 yards between vehicles.  
11. Halts will be called at the discretion of the  
Officer i/c Convoy.  
12. Dress Working Drill and Great Coats.  
13. Time. Watches are to be synchronised by P/O.  
Benson at 0415 hours on 17.5.40.  
14. Reveille will be at 0300 hours on 17.5.40.  
Breakfast will be at 0330 hours.

ACKNOWLEDGE.

Time of Issue:- 1500 hours

Date of issue:- 15.5.40.

*R. Sprague*  
Squadron Leader, Commanding,  
No. 208 Squadron, R.A.F.

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H. Q. B. T. E.	2
H. Q. No. 202 Group, R. A. F.	3
H. Q. No. 253 Wing, R. A. F.	4
Base Accountant Officer, R. A. F.	5
O. C. R. A. F., Helioopolis.	6
O. C. No. 200 Squadron.	7
Adjutant, No. 200 Squadron.	8
O. C. "C" Flight, No. 200 Squadron.	9 and 10.
Officer i/c M. T. Section.	11
P/O. Benson.	12
P. M. C. Officers Mess, Helioopolis.	13
Station Adjutant, Helioopolis.	14
Signals Officer.	15
Officer i/c Photo Section.	16
Officer i/c Airmen's Messing.	17
A. I. L. O., No. 200 Squadron.	18
Operations Record Book.	19
File.	20
Unit Equipment Officer.	21
Spare.	22 - 25.

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OPERATION ORDER No. 9. Dated 15th May, 1940.

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## PART II.

## ADMINISTRATIVE.

Routine. Reveille. 17.5.40. ... 03.00 hours.  
Breakfast. " ... 03.30 hours.

Transport. All vehicles (other than kits, personnel and rations) to be loaded by 16.00 hours, 16.5.40. and vehicles will be parked in transport yard.

Ration lorry to collect 3 days reserve rations and 2 days ordinary rations on 16.5.40 and unexpired portion of rations for 17.5.40. at 04.00 hours 17.5.40. These latter rations to be collected from Squadron Cookhouse.

Kits and personnel <sup>vehicles</sup> to report to P/O. Benson immediately outside Squadron Headquarters at 04.00 hours 17.5.40.

One lorry will be detailed to collect kits of personnel in Room 192, North Camp, on 17.5.40.

When loaded vehicles will form up outside Squadron Mob. Store in order of March Facing East.

Vehicles to collect Officers Kits at 03.30 at Officers Mess.

Baggage. All Kit Bags to be stacked on roadway outside Squadron Headquarters by 03.50 hours 17.5.40.

Each man will roll blankets and sandfly curtain with his greatcoat, tie and label clearly with name and number. Rolls will be stacked separately from kit bags.

Scale of Kits. Officers. 1 Kit Bag and 1 suit case.  
Airmen: All K.D. and Overcoat.

Kits for storage. Kit for storage will be clearly marked and taken to Squadron Mob. Store at 14.00 hours; at which time each airman/1 balliasso, 1 bolster, 2 plates and 1 mug. will draw

Flight Equipment. Any flight equipment not taken will be very clearly marked and stored in Flight store. The key will be handed to P/O. Dean with a list of equipment.

Rations. Immediately after breakfast a haversack ration will be issued. The unexpired portion of the days rations will be loaded at cookhouse. Rations for 18.5.40. will be drawn at Messes Matruh on 20.5.40. Two B.O.R. Cooks will accompany the flight.

All water bottles will be filled before departure. This water will only be drunk on orders from O. i/c Convoy.

Arms. Rifles and 20 rounds S.A.A. per man to be drawn from Armoury at 04.20 hours under supervision of P/Sgt. Evans. Officers and N.C.O.s will draw revolvers.

Anti-Gas Clothing. 100% Anti-gas clothing will be taken. This will be drawn from Anti-gas office at 15.00 hours 16.5.40.

-/11. Medical.

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- 11. Medical. The Ambulance will move in rear of convoy. Two Nursing Orderlies will ride in this vehicle.
- 12. P.C.R. Action. All personnel proceeding with 'C' Flight will be struck off ration strength at Heliopolis w.e.f. 20.5.40 and will be rationed by R.A.S.C. at Quasaba w.e.f. 20.5.40.
- 13. Imprest Officer. P/O. Hewitt is detailed as Imprest Holder for detached flight and will report to the Senior Accountant Officer, Heliopolis on 16.5.40.
- 14. Pay. Personnel will parade for Pay at 16.00 hours 16.5.40. at Squadron Headquarters. P/O. Holdsworth will arrange with S.A.O. to draw pay on morning of 16.5.40. Witnesses: Officers: P/O. Kirton and W/O. Willis.
- 15. Cypher Officer. P/O. Hewitt will accompany flight as cypher officer and will report to F/O. York 16.5.40. to take over Secret books, etc.
- 16. Camp Defence. The Armament Officer will arrange to send 6 A.A. Lewis guns and 6 A.A. mountings and 30 magazines.

ACKNOWLEDGE.

*[Signature]*  
 Squadron Leader, Commanding,  
 No. 200 Squadron, R.A.F.

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APPENDIX "A".

AIR PARTY.

Pilot.	Passenger.	Aircraft.
E/O. Currie.	AO. Phillips.	L.4734.
E/O. Seymour-Nosley.	LAC. Constantine.	L.4740.
P/O. Stephenson.	AO. Shipman.	L.4726.
P/O. Hardiman.	Cpl. Barrie.	L.4577..

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APPENDIX VIII.

ROAD PARTY PERSONNEL.

Officers:- P/O. Benson.  
P/O. Hewitt.

Airmen:- F/Sgt. Soper.  
Cpl. Johnstone.  
Cpl. Nicholls.  
Cpl. Poulter.  
AC's G. Lee.  
Wentock.  
O'Donnell.  
Wilson.  
Deroyal.  
Gerrin.  
Newlett.  
Dinnage.  
Hallen.  
Woodsman.  
Kington.  
Kaysoll.  
Evans.

AC's Pomer.  
Hunter. (Gas).  
Beach.  
Wright. (Photos).  
2 cooks.  
2 Nursing Orderlies.  
Cpl. Fisher.  
Kolly.  
Duff.  
Davidson.  
Bruce.  
Lucas.  
Dunbar.  
Dobbie.  
Gamer.  
Goulson.  
Farrar.  
Archer.  
Lewis.  
Hochan.  
2 Photos. personnel.  
Cpl. Dawe.  
AC's King.  
Coates.  
Winterlood.  
White.

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ROAD PARTY.

W.D.		Driver.
1. 533	A.L.O. Office Tender.	LAC. Quinn.
2. 5839	Power tender.	LAC. Sheldon.
3. 5878.	Water Tender.	LAC. McLeod.
4. 5702	Flight Equipment.	AC.1 Barber.
5. 784	Mobile Stores.	Reserve Driver. *
6. 5812	Mobile Stores.	Reserve Driver.
7. 656	Armoury.	AC.1 Clements.
8. 5797	A/Gas and Personnel.	Reserve Driver.
9. 774	Wireless Tender.	LAC. Troostwyck.
10. 773	M/T Section.	Reserve Driver.
11. 6148	M.T. Fuel and Spares.	Cpl. Mailstone. *
12. 910	Rations.	Reserve Driver.
13. 825	Ambulance.	LAC. Garnell.
14. 675	Fire Tender.	LAC. Urquhart.
15. 905	Flight Equipment.	Reserve Driver. *
16. 654	Officers Kits.	O.C. Convoy.
17. 7078	A.L.O. Staff Cpr.	R.A.S.C. Driver.

\* These vehicles will return to Heliopolis at earliest.  
 Reserve Drivers to be detailed by O. 1/c M.T. Section.

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No. 208 Squadron, R.A.F.

Map Reference:-  
Cairo: 1/500,000.  
Matruh: 1/500,000.

S E C R E T.

Operation Order No. 10.

Copy No. .... 23 .....

Appendices.

"A" - Air Party.  
"B" - Road Party (Advance)  
"C" - Road Party (Main)  
"D" - Order of March (Advance)  
"E" - Order of March (Main)

PART 1.INFORMATION.

1. In pursuance of instructions received from H.Q., B.T.E. in signal 2/8403/G/B dated 7-6-40, No. 208 Squadron will proceed to Qasaba from Heliopolis.

INTENTION.

2. The Squadron will arrive at Qasaba on Sunday, 9-6-40, the Advance Party leaving Heliopolis at 1200 hours on Saturday, 8-6-40 and the Main Party at 0430 hours on Sunday, 9-6-40. The Air Party will leave Heliopolis on Sunday, 9-6-40, at 1430 hours.

EXECUTION.

3. The Squadron will move in three parties:-

- (a) Air Party (Appendix "E").
- (b) Advance Road Party (Appendix "B") under command of F/Lt. York.
- (c) Main Road Party (Appendix "C") under command of F/Sgt. Shilland.

4. The Air Party will leave Heliopolis at 1430 hours on 9-6-40, for Qasaba.

5. The Advance Party will leave from Heliopolis at 1200 hours on 8-6-40 for Qasaba and will proceed by the following route:-

HELIOPOLIS - GIZA CORNER - AMRIYA - EL DABA - QASABA.

6. (a) The Advance Road Party, under the command of F/Lt York, will form up in the Transport Yard and will move off at 1200 hours.

(b) Speed of Convoy 20 m.p.h.

(c) The Advance Party will halt for the night at a place to be chosen by the Officer i/c Convoy.

7. The Main Road Party, under command of F/S. Shilland will form up in the Transport Yard and move off at 0430 hrs using same route as Advance Party; arriving the same day at Qasaba.

8. DRESS:- Working Drill and Greatcoats.

/9. Time.....

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9. Time. Officers i/c Convoys will be responsible for synchronising watches at the following times:-

- (a) Advance Party - 1130 hrs 8-6-40.
- (b) Main Party - 0400 hrs 9-6-40.

10. An early lunch will be arranged for the Advance Party at 1100 hours on 8-6-40.

11. Reveille on 9-6-40 at 0300 hours.  
Breakfast on 9-6-40 at 0330 hours.

12. A C K N O W L E D G E.

Time of Issue:- 1030 hours.  
Date:- 7-6-40.

*R Spang*  
Squadron Leader, Commanding,  
No. 208 Squadron,  
Royal Air Force, Egypt.

DISTRIBUTION:-

	<u>Copy No.</u>
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H.Q., No. 253 Wing.	4.
Base Accountant Officer.	5.
O.C., R.A.F. Heliopolis.	6.
O.C., No. 208 Squadron.	7.
Adjutant, 208 Squadron.	8.
7th Arm. Div.	9.
O.C., R.A.S.C., Mersa Matruh.	10.
O.C., "A" Flight.	11.
O.C., "B" Flight.	12.
O.C., "C" Flight.	13.
Officer i/c M.I. Section.	14.
P.M.O., Officers Mess, Helio.	15.
Station, Adjutant, Helio.	16.
Signals Officer.	17.
Officer i/c Photo Section.	18.
Officer i/c Airmens Messing.	19.
A.I.L.O., No. 208 Squadron.	20.
Unit Equipment Officer.	21.
Unit Gas Officer.	22.
Operations Record Book.	23 & 24.
File.	25.
Spare.	26 - 28.
F/Lt. York.	29.
F/S. Shilland.	30.

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8-6-40  
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References-

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PART 11.

Operation Order No. 170

ADMINISTRATIVE.

Date:- 7-8-40.

1. Routine.  
8-6-40. Normal with exception of Advance Road Party (See Part I)  
9-6-40. Reveille - 0300 hours.  
Breakfast - 0330 hours.
2. Transport.
  - (a) Advance Party.  
All vehicles (including kits, rations etc) to be loaded by 1000 hours 8-6-40 and parked in Transport Yard.
  - (b) Officer i/c Messing will arrange to load Advance Party Rations on 7-6-40 as follows:-  
1 days ordinary rations.  
3 days Emergency Rations.
  - (c) Kits vehicles will be loaded at 0900 hours 8-6-40 under supervision of W.O. Willis.
  - (d) A vehicle is to report to the Officers Mess at 0830 hours.
  - (e) Main Party.  
All vehicles (except kit vehicles) will be loaded by 1600 hours on 8-6-40 and parked in the Transport Yard.  
Officer i/c Messing will arrange to load Main Party rations on 8-6-40 as follows:-  
1 days Ordinary rations.  
3 days emergency rations.  
Kit vehicles will be loaded at 0400 hours 9-6-40 under supervision of P/S Shilland.  
A vehicle will be detailed to collect Officers kits from the Officers Mess at 0545 hours.
3. Baggage.  
For purposes of centralization of baggage, all kit bags for both road parties will be stacked on roadway outside Squadron Headquarters prior to loading at following times:-  
Advance Party - 0900 hrs 8-6-40.  
Main Party - 0400 hrs 9-6-40.  
Each man will roll blankets and sand fly curtain with his greatcoat, tie and label clearly with name and number. Rolls to be stacked separately from kit bags.
4. Scale of Kits.

<u>Officers</u>	- 1 Suitcase, 1 Kitbag & Camp Kit.
<u>Airmen.</u>	- All K.D. and overcoat.

/5. Kits for storage...

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5. Kits for Storage.

The following kit will be stored in Squadron Mobilization Store:-

Second Kitbag.

2 jackets Blue Grey.	2 pairs trousers,
1 Black Tie.	blue grey.
2 Shirts Angola Blue.	1 pr. Braces.
with collars.	1 Cap Blue G.S.

These kits must be securely fastened and labelled with a tie-on label. No two airmen are to pack kits in one package. Blue uniform to be separated in a second kit bag. All this kit must be left in a condition to be sent from Heliopolis to any other address. Kits will be handed in to the Squadron Mob. Store at 0830 hours 8-6-40, at which time airmen will draw a tin helmet, 1 palliasso, 1 bolster, 2 plates and 1 mug.

Officers are to see that the kit they leave behind is clearly labelled etc and are to hand same in to the Mob. Store under their own arrangements.

6. Flight Equipment.

Officers i/c Flights and Sections are to ensure that Station Equipment necessary to leave behind agreed with the items enumerated on the Station Inventories.

7. Inventories, Forms 22.

Inventories and Forms 22 will be handed over to the Officer i/c Communication Flight; and this undertaking will be completed by 1200 hours 8-6-40.

8. Rations - Advance Party.

The unexpired portion of the days rations will be taken and collected from Cookhouse. In addition, rations will be taken as mentioned in Para.2 (b) above.

Main Party.

The same as for the Advance Party with the addition of haversack ration which will be issued immediately after breakfast on 8-6-40.

9. All Water Bottles will be filled before departure.  
This water will only be drunk on order from Officer i/c Convoy.10. Arms.

Rifles and 20 rounds S.S.A. per man to be drawn from Armoury as follows:-

Adv. Party.	- 1130 hours	- 8-6-40.
Main Party.	- 0410 hours	- 9-6-40.

F/S Evans will supervise drawing of arms by Advance Party.

Officer i/c Armoury will detail an Armourer to supervise issues to Main Party Personnel.

/11. Anti-Gas clothing....

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Page 3.

11. Anti-Gas Clothing.

Anti-Gas Clothing will be taken in vehicle provided under arrangement by Anti-Gas Officer.

12. Medical.

The Ambulance will move in rear of the Advance Party Convoy. The M.O. & Nursing Orderlies will ride in this vehicle.

13. P.O.R. Action.

The Squadron will be rationed by the R.A.S.G. at Qasaba waf. Monday, 10-6-40. Personnel will be struck off strength R.A.F. Station, Heliopolis waf. Monday, 10-6-40.

14. Imprest Officer.

P/O Holdsworth, Squadron Imprest Officer, will report to the Senior Accountant Officer, Heliopolis on 7-6-40.

15. Pay.

No pay will be issued to personnel before departure.

16. S & C Publications.

F/Lt. York will be responsible for safe transit of all Secret and Confidential Publications.

17. Signals.

Wireless Silence will be maintained throughout the move.

18. Files.

All files, secret or open, will be returned to Squadron Headquarters by cease work, 7-6-40.

19. Mess Bills - Officers.

Officers Mess Bills up to date of leaving Heliopolis must be settled before departure. Arrangements have been made for accounts to be prepared.

20. ACKNOWLEDGE.

*R. [Signature]*  
Squadron Leader, Commanding,  
No. 208 Squadron,  
Royal Air Force, Egypt.

21. 5 Native Bearers will travel with the Advance Party. Arrangements are to be made by W.O. Willis for the issue of 2 blankets to each native prior to leaving Heliopolis.

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APPENDIX "A".Air Party.

<u>Pilot.</u>	<u>Passenger.</u>	<u>Aircraft.</u>
S/Ldr. Sprague.	F/S. Davison.	L.4719.
F/O. Aldis.	Cpl. McCue.	L.4717.
P/O. Burwell.	Cpl. Williams.	L.4690.
P/O. Kirton.	Sgt. Gibbs.	L.4724.
P/O. Druce.	LAC. Feldon.	L.4728.
F/Lt. Black.	Cpl. Lord.	L.4680.
F/Lt. Burnand.	Cpl. Kesterton.	L.4680.
F/O. Webber.	LAC. Payne.	L.4679.
F/O. Brown.	LAC. Paynter.	L.4731.
P/O. Holdsworth.	W.O. Harper.	L.4711.

P/O. Macrostie to fly Tutor Aircraft to Qasaba on 8-6-40.

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Appendix "B".

ADVANCE ROAD PARTY.

Officer i/c F/Lt. York.

- |                  |                     |              |
|------------------|---------------------|--------------|
| AC. Armstrong.   | AC. Alton.          | AC. Bradley. |
| 298 Clark.       | Cpl Dennis.         | 248 Davies.  |
| McIlwrath.       | Miles.              | Wood.        |
| Williamson.      | Street.             | Gates.       |
| Opl Christieson. | Bell.               | Brentnall.   |
| Brightocke.      | Buchanan.           | Campbell.    |
| Cannard.         | Christopher.        | Crookes.     |
| Dixon.           | Faulkner.           | Gibbons.     |
| Harvey.          | Hayhurst.           | Jackson.     |
| Land.            | Mair.               | Moir.        |
| McBride.         | McKeown.            | Norrie.      |
| Ridley.          | Roberts.            | Ronson.      |
| Rogerson.        | Ryle.               | Sharp.       |
| Spurr.           | Swansboro.          | 093 Wright.  |
| Wright.          | Keysell.            | Cpl Wiseman. |
| Opl Currah.      | Evereden.           | Field.       |
| Topliss.         | Hollis.             | Brady.       |
| Allen.           | Muldowney.          | Mitchinson.  |
| Cutt.            | Vaughn.             | Dunn.        |
| Flower.          | Hills.              | Martin.      |
| Mudie.           | Leach.              | Sgt Dickens. |
| Opl Weeks.       | Robson.             | Shrelock.    |
| Herring.         | Davies.             | McGrogan.    |
| Roberts.         | Mason.              | Hamilton.    |
| Goddard.         | May.                | Fletcher.    |
| Brunskill.       | Coulson.            | Johns.       |
| Sgt Hamilton.    | Leighton.           | Bonner.      |
| Redmond.         | Lomas.              | Kelly.       |
| Wareing.         | Law.                | Penrose.     |
| Huscroft.        | Whitley.            | Ludlow.      |
| Turner.          | Pearce.             | Stothard.    |
| Calvey.          | Catton.             | McClay.      |
| Hogg.            | Edwards.            | Thomas.      |
| Kraushaar.       | Dunne.              | Crook.       |
| Blake.           | Opl Goss.           | Opl Little.  |
| Ganner.          | Opl Wenyon.         | Opl Bushell. |
| Opl Boonham.     | Sgt Taplin.         | Oakes.       |
| Opl Brien.       | Poyntz .            | Stark.       |
| McGuirk.         | <del>XXXXXXXX</del> | Opl Taylor.  |
| Opl Hammett.     | Hume.               | Noon.        |
| Clark.           | Whitelam.           | Brown.       |
| Sgt Welan.       | McKenzie.           | WO Willis.   |
| Opl Hunt.        | Opl Tuxworth.       | Izard.       |
| Holland.         | Warner.             | Cpl Brown.   |
| Pto Hughes.      | Pte Lowndes.        | Pte Howsam.  |
| Hobbs.           | Rowlands.           | Price.       |
| Attwood.         | Bain.               | Brimmer.     |
| Cavanaugh.       | Goodwin.            | Harland.     |
| Howell.          | Mallison.           | McDonald.    |
| McEveley.        | Needham.            | Osborne.     |
| Pearson.         | Penman.             | Vernon.      |
| Harris           | 352 Wright.         | Dobson.      |
| Sgt Bourke.      | Opl Frazer.         |              |

Officers:- F/L. Sibbald. F/O Dean. P/O Waymark. Opt. Burdon. ALO.

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Appendix "B".ADVANCE ROAD PARTY.

Officer i/c F/Lt. York.

AC. Armstrong. 296 Clark. McIlwrath. Williamson.	AC. Alton. Opl Dennis. Miles. Street. Bell. Buchanan. Christopher. Faulkner. Hayhurst. Mair. McKeown. Roberts. Ryle. Swansboro. Keysell. Evereden. Hollis. Muldowney. Vaughn. Hills. Leach. Robson. Davies. Mason. May. Coulson. Leighton. Lomas. Law. Whitley. Pearce. Catton. Edwards. Dunne.	AC. Bradley. 248 Davies. Wood. Gates. Brentnall. Campbell. Crookes. Gibbons. Jackson. Moir. Norrie. Ronson. Sharp. 093 Wright. Cpl Wiseman. Field. Brady. Mitchinson. Dunn. Martin. Sgt Dickens. Shrelock. McGrogan. Hamilton. Fletcher. Johns. Bonner. Kelly. Penrose. Ludlow. Stothard. McClay. Thomas. Crook.
Opl Christierson. Brightooke. Canford. Dixon. Harvey. land. McBride. Ridley. Rogerson. Spurr. Wright. Opl Currah. Topliss. Allen. Cutt. Flower. Mudie. Opl Weeks. Herring. Roberts. Goddard. Brunskill. Sgt Hamilton. Redmond. Wareing. Huscroft. Turner. Galvey. Hogg. Kraushaar. Blake. Gannor.	Opl Goss. Opl Wenyon. Sgt Taplin. Poyntz . <del>XXXXXX</del> Hume. Whitelam. McKenzie. Opl Tuxworth. Warner. Pte Lowndes. Rowlands. Bain. Goodwin. Mallison. Needham. Penman. 352 Wright. Opl Frazer.	Opl Little. Opl Bushell. Oakes. Stark. Opl Taylor. Noon. Brown. WO Willis. Izard. Opl Brown. Pte Howsam. Price. Brimmer. Harland. McDonald. Osborne. Vernon. Dobson.

Officers:- F/L. Sibbald. F/O Dean. P/O Waymark. Cpt. Burdon. ALO.

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APPENDIX 'C'.

MAIN ROAD PARTY.

F/Sgt. Shilland.	Cpl. Hammond.
F/Sgt. Evans.	LAC. Christopher.
Cpl. Evans.	LAC. Carey.
AC. Graham.	LAC. Clarke.
AC. Russell.	LAC. Cross.
AC. Skews.	AC. Miles.
Sgt. Longstaff.	Sgt. Buckle.
Sgt. Rose.	Cpl. Neale.
LAC. Oxley.	LAC. Fettman.
LAC. Parfitt.	

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Appendix "D".

ORDER OF MARCH: ADVANCE PARTY.

Convoy.	W.D. No.	Type.	Load.	Driver.
	5711	Staff Car	O.C. Convoy	LAC. Pearce.
	5929	Office	O.R.	Sgt. Hamilton.
	5931	Stores	Mob. Stores	LAC. Leighton.
	504	Stores	-do-	LAC. Bonner.
	849	2 Ton.	Photo Power.	Opl. Taylor.
	5787	W/T.	W/T.	AC1. Kraushaar.
	957	A/Gas.	Anti-Gas.	LAC. Lomas.
	915	A/Gas.	-do-	LAC. Catton.
	738	A/Gas.	-do-	LAC. Kelly.
0.	5728	6 wh.	"B" Flight.	Opl. Kesterton.
1.	794	6 wh.	"A" Flight.	Opl. Wiseman.
2.	5925	Photo.	Photos.	LAC. Wareing.
3.	867	Amb.	M.O.	LAC. Law.
4.	764	W/T.	W/T.	LAC. Penrose.
5.	772	Water.	Water.	LAC. Redmond.
6.	924	2 ton.	Armoury.	Sgt. Welsh.
7.	862	"	Mob. Stores.	Opl. Elkan.
8.	879	"	Rations.	LAC. Huscroft.
9.	896	"	Personnel & Kits.	AC. Thompson.
0.	910	"	Photos.	AC. Jackson.
1.	929	"	Workshops.	LAC. McKeown.
2.	5838	3 ton.	W/T.	Opl. Wenyon.
3.	5792	"	Mob. Stores.	LAC. Carey.
4.	5795	"	Armoury.	LAC. Whitley.
5.	5797	"	Personnel & Kits	LAC. Oxley.
6.	5808	"	Workshops.	LAC. Field.
7.	5769	"	Mob. Stores.	Opl. Currah.
8.	5899	"	Personnel & Kits	LAC. Ludlow.
9.	5809	"	-do-	Opl. Tuxworth.
0.	842	6 wh.	M/T W/shop.	LAC. Stothard.
1.	998	15 cwt.	W/T	Opl. Boonham.
2.	636	3 ton.	M/T Fuel.	LAC. Turner.
3.	5258	Motor Cycle.		LAC. Calvey.
4.	-	A.L.O.	A.L.O.	

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Appendix "E".

ORDER OF MARCH - MAIN PARTY.

Convoy.	W.D. No.	Type.	Load.	Driver.
	648	15 cwt.	Parachutes.	LAC. Cross.
	778	2 ton.	W/T.	Cpl. Hammond.
	853	2 ton.	Mob. Stores.	Cpl. Dennis.
	872	2 ton.	O.R.	LAC. Christopher.
	928	2 ton.	Offer. Kits.	LAC. Carey.
	5801	3 ton.	W/Shop.	LAC. Clark.

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Reference:- No. 208 Squadron, R.A.F. **APP. C 106**  
 Matruh 1/500000= **SECRET.** Operation Order No. 11.  
 Copy No... 15.....

INFORMATION.

To establish a refuelling point and permanent refuelling party at the Landing Ground at BIR FUAD, 648250, to be used by aircraft of the R.E.A.F.

ATTENTION.

To move 5000 gallons of D.T.D. 250, 200 gallons H.T. petrol and 500 gallons of oil, commencing on 19.6.40, from Qasaba to Bir Fuad.

EXECUTION.

A convoy of three six wheelers from No. 3 S and T. Column, manned by 3 drivers and one Cpl. and three A.C.H.'s (provided by 3 S. and T.) and 1 Leyland Float and 1 Ford Fargo of R.E.A.F. manned by 2 Egyptian drivers and 2 Egyptian other ranks and one R.E.A.F. W/Opr. to proceed to Bir Fuad. Route:-

Qasaba - Horsa Matruh - Charing Cross - Bir Fuad.

COMMAND.

P/O. Hardiman 1/c Convoy.  
 P/O. R.E.A.F. 2nd in command.

LOAD.

- (a) Three six wheelers to convey 450 galls of cased petrol and 50 galls of oil.  
 (b) Leyland to carry tentage, rations and water.  
 (c) Ford Fargo to carry W/T set, rations, water, equipment and refuelling kit etc.

EQUIPMENT.

Veroy Pistol and cartridges, tow rope, 2 shovels, 2 picks, 2 bivouac tents, 2 tent Egyptian small, 1 W/T pack set (Provided by R.E.A.F.) and portable charging set, 4 hurricane lamps and paraffin, 1 table and form, cooking utensils.

RATIONS.

R.A.F. Personnel - 3 days emergency and 4 days ord.  
 REAF personnel - -do-

WATER.

90 galls (10 camel tanks, REAF).  
 Chlorinating tablet to be taken (P/O. Hardiman to arrange with M.O.).

COMMUNICATION.

By W/T to Qasaba (REAF).

ADMINISTRATION.

- (a) Loading to commence 0630 hours 19.6.40.  
 (b) Convoy to form up 1000 hours outside No. 208 Squadron Orderly Room.  
 (c) Convoy to move off 1015 hours to reach Bir Fuad by 1300 hours.  
 (d) Water bottles to be filled.  
 (e) P/O. Hardiman to be responsible for water rationing (2 galls per man per day).

ARMS.

Personnel to be armed with rifle and 150 rounds S.A.A. Ground defence guns to be provided by REAF.

ACKNOWLEDGE.

Issued 2015 hours 18.6.40.

Squadron Leader, Commanding,  
 HQ. 208 Squadron, R.A.F.

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No. 200 Squadron, R.A.F. Operation Order No. 11.

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Adjutant. -do-	2
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F/Lt. Pope.	4
Headquarters, No. 202 Group, R.A.F.	5.
Headquarters, R.A.F., Middle East.	6
F/O. Mcquillan, No. 3 S. and T. column.	7
P/O. Hardiman.	8
P/O. , R.A.F.	9
Officer i/c M.T.	10
Signals Officer.	11
Medical Officer.	12.
Officer, i/c Messing, P/O. Burwell.	13.
File.	14
Operations Record Book.	15 and 16.
Spare.	16 - 13.

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PUBLIC RECORD OFFICE

Reference:-

**AIR 27/1244**

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No. 208 Squadron, R.A.F. 108  
Operation Order No. 11.

SECRET. Copy No. *13*...

AMENDMENT LIST NO. 1.

Owing to the withdrawal of the Royal Egyptian Air Force Flight from Qasaba, the following amendments are issued to our Operation Order No. 11 dated 18-6-40.

INTENTION.

Delete 19-6-40 and substitute 20-6-40.

EXECUTION.

Delete this paragraph and substitute:-

A convoy of 4 six wheelers from No. 3 S and T Column manned by four drivers (R.A.F.), a Sergeant, 4 A.C.Hs (Provided by 3 S & T and one Wireless Operator to proceed to Bir Fouad.

Route:

QASABA - MERSA MATRUH - CHARING CROSS - BIR FOUAD.

COMMAND.

Delete P/O - (R.E.A.F.) 2nd in Command.

LOAD.

(a) Delete 3 and substitute 4.  
Delete (b) and (c).

RATIONS.

Delete R.E.A.F. Personnel etc.

WATER.

Delete line 1 and substitute:-  
45 gallons (in water bins).

COMMUNICATION.

Delete R.E.A.F.  
Delete 19-6-40 and sub: 20-6-40.

ARMS.

Delete from "Ground to R.E.A.F."  
Add:- One Lewis Gun and Ammunition to be taken.

ACKNOWLEDGE.

20-6-40.

Distribution:-

- |       |                           |       |                               |
|-------|---------------------------|-------|-------------------------------|
| No. 1 | O.C., 208 Squadron.       | No. 2 | Adj. 208 Squadron.            |
| 3     | H.Q., 202 Group.          | 4     | HQ. RAF. Middle East.         |
| 5     | F/O MaQuillan, No. 3 S&T. | 6     | P/O Hardiman.                 |
| 7     | Officer i/c M.T.          | 8     | Signals Officer.              |
| 9     | Medical Officer.          | 10    | P/O Burwell.                  |
| 11    | File.                     |       | 12&13 Operations Record Book. |

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SECRET 109

From:- No. 202 Squadron, R.A.F.

To:- H.Q., R.A.F., H.Q.  
Headquarters, No. 202 Group, R.A.F. (2)  
(For Operations and Intelligence).

Date:- 2nd July, 1940.

Ref:- 202S/7/6/2/Air.

DAILY OPERATIONS REPORT.

Further to our A.475 dated 2/7/40.

W/O. Webber carried out a dawn tactical reconnaissance of tracks in area Sidi Azeis-Fort Capusso. Troop and lorry concentrations were revealed in Sidi Azeis and Fort Capusso. Some tanks were also seen at the Fort and at the defended outposts digging was in progress. No opposition was encountered and aircraft returned safely.

*R. Sprague*

Squadron Leader, Commanding,  
No. 202 Squadron, R.A.F.

SECRET  
ROYAL AIR FORCE  
REF. 84  
4 JULY 1940  
HEADQUARTERS, R.A.F.

S.44276

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110

From:- No. 208 Squadron, R.A.F.

To:- H.Q., R.A.F., I.S.  
Headquarters, No. 202 Group, R.A.F. (2)  
(For Operations and Intelligence).

Date:- 2nd July, 1940.

Ref:- 208S/7/6/2/Air.

DAILY OPERATIONAL REPORT.

Further to our A.473 dated 2/7/40.

Two Tactical Reconnaissance were undertaken from SIDI BARRANI over upon Sidi Omar- Port Madelone, no enemy movements were recorded and no opposition encountered. Aircraft returned safely.

A Photographic reconnaissance ordered by Headquarters 7th Armoured Division along the road Assis-Capuzze revealed a concentration of enemy vehicles. The object of this reconnaissance appears to have been to ascertain whether this enemy concentration was a suitable target for bombing. Photographs were flown to QASABA and developed and distributed.

Reference Part IV, enemy action, 5 enemy bombers flying at 10,000 feet were observed over Sidi Barrani at 1145 hours. Bombs were dropped but no damage was done. Enemy aircraft and bombs unidentified.

*R. Sprague*

Squadron Leader, Commanding,  
No. 208 Squadron, R.A.F.

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111

From:- No. 208 Squadron, R.A.F.

To:- H.Q., R.A.F., H.E.  
Headquarters, No. 202 Group, R.A.F.(2)  
(For Operations and Intelligence).

Date:- 2nd July, 1940.

Ref:- 208S/7/6/2/Air.

DAILY OPERATIONAL REPORT.

Further to our A.472 dated 2/7/40.

F/O. Seymour-Hesley carried <sup>out</sup> photographic reconnaissance at Fort Capuzzo taking oblique photographs at 1500 feet for 7th Armoured Division. The photographs were successful and considerable ground opposition was encountered, anti-aircraft and small arms fire were directed at the aircraft. The pilot reported what he thought to be red Very lights fired from the ground. Two fighter aircraft were seen on the landing ground and 50 mechanical transport in the vicinity of the Fort. The aircraft returned safely to Q&BARR where the photographs were developed and flown to Divisional Headquarters the same day.

Two Tactical Reconnaissances, one at 0945 hours by F/O. Holdsworth ~~in the area Fort Madelena~~ and another at 1345 hours by F/O. Webber in the area Capuzzo-Cheferzan-Madelena revealed considerable enemy movement exact details of which are not to hand at time of compiling report. Reconnaissance reports were dropped at Divisional Headquarters. Wireless silence was maintained. No opposition was encountered and aircraft returned safely.

*R. Sprague*

Squadron Leader, Commanding  
No. 208<sup>th</sup> Squadron, R.A.F.

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112

**SECRET**

**From:-** No. 208 Squadron, Royal Air Force.

**To:-** ~~Headquarters, Royal Air Force,~~  
~~Middle East;~~  
Headquarters, No. 202 Group,  
Royal Air Force. ✓

**Date:-** 28th June, 1940.

**Ref:-** 208S/7/6/2/Air.

Daily Operational Report.

Further to this Unit's Signal A.456 dated 28th June, 1940, herewith amplified report on a photographic reconnaissance which was carried out by P/O Burwell from Qasaba of the Fort at GIARUBUB for the 7th Armoured Division.

2. The purpose of the reconnaissance which was carried out in the evening was to furnish the Army with information regarding the approaches to the Fort. Verticals at 6,000' with a 20" lens and obliques at 1,500' were taken and proved adequate. Some stationert vehicles were observed but no movement seen in or around the Fort.

No opposition was encountered and the Pilot returned safely to Qasaba.

*R Sprague*

Squadron Leader, Commanding,  
No. 208 Squadron,  
Royal Air Force, Egypt.

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**SECRET**

113

From:- No. 208 Squadron, Royal Air Force.

To:- ~~Headquarters, Royal Air Force,  
Middle East.  
Headquarters, No. 202 Group,  
Royal Air Force.~~

Date:- 27th June, 1940.

Ref:- 208S/7/6/2/Air.

Daily Operational Reports.Further to my A.440 dated 26th June, 1940,  
the following amplified report is forwarded:-22-6-40.

P/O Waymark, "B" Flight, carried out a photographic reconnaissance from Sidi Barani over FORT GALEB. Vertical pin points were taken at 8,000, 4,000 and 2,000 feet. No opposition was encountered. The films were flown to Qasaba the same day for development and delivered to H.Q. <sup>74/2</sup> the Armoured Division the same evening. Time of recce 0700-0845.

23-6-40.

One tactical reconnaissance was done for the 7th Armoured Division by P/O Holdsworth over the area around FORT MADELENA. No movement of enemy troops was seen and no opposition encountered. The reconnaissance was carried out between the hours of 0605 and 0830.

24-6-40 & 25-6-40.

No reconnaissance work carried out by the Flight but on 24-6-40 F/L Black dropped a message on Bardia on instructions for No. 202 Group. No opposition was encountered.



Squadron Leader, Commanding  
No. 208 Squadron,  
Royal Air Force, Egypt.

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**SECRET**

114

From:- No. 208 Squadron, Royal Air Force.

To:- ~~Headquarters, Royal Air Force,  
Middle East.  
Headquarters, No. 202 Group,  
Royal Air Force.~~

Date:- 20th June, 1940.

Ref:- 208S/7/8/2/Air.

Daily Operational Report.

With reference to our signal A.396 dated 20-6-40, herewith amplified report of operations carried out by "B" Flight detached at Sidi Barani on 17-6-40.

2. P/O Waymark left at 0655 hours on a tactical reconnaissance of the area around Fort Madelena. No movement was seen. Weather : Fine.

3. F/O Webber went on a Photographic Reconnaissance at 1640 and took a vertical line overlap of BIR AZEIZ for 7th Armoured Division. The result was successful. A vertical pin-point of Fort Capuzza was also taken. Copies of these photographs were sent to HQ. RAF. ME., and 202 Group. On the return journey, the pilot forced landed at BUQ BUQ owing to engine failure. Soon after landing, enemy aircraft bombed the landing ground. The pilot and Air gunner made for safety. The machine was undamaged and later that evening, essential equipment was taken off the machine. Arrangements were made by 202 Group for a salvage party to be despatched immediately. The camera and film were flown to Qasaba early next morning, 18-6-40, and the photographs delivered to the 7th Armoured Division by 1450 hours.

Nothing further to report.

4. On 18-6-40, the Squadron (including the detached flight) was not engaged in operations.

*R. Sprague*

Squadron Leader, Commanding,  
No. 208 Squadron,  
Royal Air Force, Egypt.

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SECRET.

From:- No. 208 Squadron, R.A.F.

115

To:- Headquarters, R.A.F., Middle East.  
Headquarters, No. 202 Group, R.A.F.

Date:- 18th June, 1940.

Ref:- 208a/7/6/2/Air.

Daily Operational Report.

With reference to this Units A.381 dated 18/6/40 the reconnaissance sortie undertaken by P/O. A.H. Brown from Sidi Barrani penetrated the enemy territory 20 miles in area around Fort Maddelena but no ground movements were seen. No aerial opposition was encountered and the pilot returned safely to the landing ground.

2. A reconnaissance for a lost aircraft of No.33 Squadron was carried out by P/O. Waymark but with no positive result.

3. 'B' Flight moved back from Bug Bug to Sidi Barrani on 15-6-40 under orders of Advanced Headquarters 7th Arm Division.

4. On 16-6-40 at Sidi Barrani heavy aerial bombardment resulted in serious damage to two flight vehicles. No damage to aircraft was caused.

*R. Spragg*  
Squadron Leader, Commanding,  
No. 208 Squadron, R.A.F.

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C O P Y

SECRET

116

From:- No. 208 Squadron, Royal Air Force.

To:- Headquarters, Royal Air Force,  
Middle East.

Date:- 13th June, 1940.

Ref:- 208S/7/6/2/Air.

Daily Operational Report.

With reference to your signal A.181 dated 12-6-40, herewith reports in amplification of our A.331 dated 12-6-40 and A.340 and A.341 dated 13-6-40.

A.331. NIL.

A.340. Three tactical reconnaissance sorties were undertaken by "B" Flight detached at Sidi Barrani. The first reconnaissance carried out by Flying Officer Black covered the area Fort Madelena - Fort Capuzza - Mersa Ramla. The reconnaissance began at 0405 hours. Small enemy movements were reported and one aircraft was seen to take off from Amseat Aerodrome. No opposition was encountered and our aircraft returned safely.

The second reconnaissance carried later in the morning by Flying Officer Webber of area Sidi Omar to Ramla. Small enemy ground movements were seen and fighter aircraft were observed at Amseat. No opposition was encountered.

The third reconnaissance carried out by Flying Officer Brown was of area Sidi Omar - Fort Capuzza - Bir Azeiz - Mersa Ramla. No movement was seen. The pilot dropped 8 20 lb bombs on Fort Capuzza; two struck defence posts, two fell close to the tents. There was no retaliation and the aircraft returned safely. Wireless silence was maintained. The weather for all three sorties was good.

A.341. A photographic sortie was undertaken by Pilot Officer Druce from Qasaba. He flew to Fort Madelena and took three oblique photographs at low altitude. The aircraft was engaged from the ground by small arms fire and two hits were secured but no damage other than superficial was done. The Air Gunner, LAC. Feldon, replied with a short burst. Personnel on Fort Madelena were seen to scatter and the pilot returned safely. Photographs were taken for 7th Armoured Division and were delivered the same evening.

Reports on reconnaissance by the detached flight for 13-6-40 are not available. They will be forwarded at the earliest.

(Sgd) R. Sprague  
Squadron Leader, Commanding,  
No. 208 Squadron.

Copy to:-  
202 Group.

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**SECRET**

117

From:- No. 208 Squadron, Royal Air Force,  
Egypt.

To:- Headquarters, Royal Air Force,  
Middle East.  
Headquarters, No. 202 Group.

Date:- 16th June, 1940.

Ref:- 208S/7/6/2/Air.

Daily Operational Summary.

Further to our A.369 dated 16-6-40,  
herewith report in amplification of operation  
carried out by "B" Flight Detachment at BUQ BUQ.

1. Date:- 14-6-40.

Flight Lieutenant Black carried  
out a Tactical Reconnaissance at 0540-0730  
hours in area MERSA RAMLA - FORT CAPUZZA -  
BIR AZEIZ - SIDI OMAR. No ground movements  
of enemy troops were seen but intensive  
A.A. fire was observed from BARDIA. No  
aerial opposition was encountered and pilot  
returned safely.

2. At 0635 hours, Flying Officer Webber  
went off on a Tactical Reconnaissance in  
area around FORT MADELENA. No enemy move-  
ments on ground were seen; but four Savoia  
S.81 bombers were seen heading South. No  
aerial opposition. Pilot returned safely.

*R. Sprague*

Squadron Leader, Commanding,  
No. 208 Squadron.

Copy to:- Operations  
Record Book.

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SECRET

FROM:- No. 208 Squadron, R.A.F.

TO:- Headquarters, R.A.F. Middle East.

REF:- 208S/7/6/2/Air.

DATE:- 15th June, 1940.

SUBJECT:- Daily Operational Report.

Further to H.Q.R.A.F.M.E. signal A.181 dated 12.6.40, herewith amplification report of our A.355 dated 14.6.40.

One aircraft of the detached flight carried out a tactical reconnaissance Sidi Barrani - Ford Madelena - Amseat and along the track to Bardia. No conspicuous ground movement was observed. One enemy Fiat CR 32 was spotted at 3000 feet. No opposition was encountered and our aircraft returned safely to Sidi Barrani.

The weather was fine. "B" Flight moved to an advanced landing ground at Buq Buq, reference 564368, Mersa Matruh 1/500000, following the sudden advance to this ~~along~~ landing ground of Advanced Headquarters of the 7th Armoured Division. The Flight was operational from this landing ground by 1700 hours.

Nothing further to report.

*J. R. Wilson F/lt*

for Squadron Leader, Commanding,  
No. 208 Squadron, R.A.F.

Copies to:- Headquarters, No. 202 Group, R.A.F.  
Operations Record Book. ✓

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119

APP. 'A'

From:- No. 208 Squadron, Royal Air Force.

To:- Os.C., "A", "B" and "C" Flights.  
Officer i/c M.T. Section.  
Officer i/c Signals Section.  
Medical Officer.

Date:- 24th July, 1940.

S E C R E T .

Ref:- 208S/17/3/2/Air.

Qasaba Night Flying Organisation in War.

Introduction.

These orders are designed in accordance with "No. 202 Group Operational Instructions, Part III, Night Flying" and cancels all previous orders.

Organisation.

(a) Area will consist of Qasaba Landing Ground (hereafter called 'Main Aerodrome' or "M.A.") and a Dummy Aerodrome (called "D.A."). The D.A. is situated 5 miles South of M.A. at pin point 74303235 (Matruh 1,100,000).

(b) D.A. will have a flare path of 7 Money Flares, laid approximately into wind. A distinguishing sign of eleven Hurricane lamps in the form of a 'V' (The hurricane lamps are to be 20 yards apart) is to be placed near No. 1 Flare of the D.A.

(c) M.A. will have a floodlight at leeward extremity of aerodrome, facing into wind and 3 guiding lights of Glim Lamps extending in a line upwind from the Floodlight.

(d) D.A. will be in communication with M.A. by D.R.

(e) D.A. Staff will be:-

- (i) Dummy Aerodrome Control Officer (DACO).
- (ii) 1 airman per 5 hours operation.
- (iii) 1 Ch.T. Driver.

(f) M.A. Staff will be:-

- (i) Officer i/c Night Flying (O i/c N/F).
- (ii) Main Aerodrome Control Officer (MACO).
- (iii) 1 W/T Operator.
- (iv) 1 airman every 5 hours operation.
- (v) 1 M.T. Driver.
- (vi) Fire Tender & Ambulance & Personnel.

(g) D.A. Staff will be provided with bomb-proof shelter and will be armed with revolver or pistols (officers) or rifle and bayonets (airmen).

Cont....

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Procedure.

Homing aircraft without Navigation Lights are to fly outside the prohibited area and complete a circuit of 1,000 yards radius, and transmit their Squadron & Aircraft Code letters four times on the downward identification light to the D.A.. They will then proceed to the M.A. by the corridor and flash the letter of the period on the downward light, and also the Squadron and Aircraft Code Letters. In addition, they will flash "F" if the floodlight is required. If the M.A.C.O. is satisfied as to the identity of the aircraft, he will order the lighting of the glim lamps and will give permission to land by flashing the letter of the aircraft with the Aldis Lamp with a green screen. The floodlight is only to be used if required by the aircraft.

As soon as the aircraft has landed, all lights are to be extinguished and the aircraft guided clear by screened torches.

Aircraft requiring to make an emergency landing will flash the letter of the period only, in quick succession. The M.A.C.O. will warn off other aircraft with flashes of the red screened Aldis Lamp, and flash a green screened Aldis Lamp to the distressed aircraft.

Note:- When an aircraft has had permission to land, the downward recognition light ONLY will be switched on.

Equipment Required.(1) Dummy Aerodrome.

- (b)
- (a) 1 Lorry.
- (b) 7 Money Flares & 11 Hurricane Lamps.
- (c) Tins of Paraffin.
- (d) 1 Pick.
- (e) 2 Spades.
- (f) 1 Tin Cutter.
- (g) Matches.
- (h) 2 Blankets per person.
- (i) Tea, milk and sugar.

(2) Main Aerodrome.

- (a) 1 lorry.
- (b) 3 Glim Lamps. 2 Red Hurricane Lamps.
- (c) 1 Floodlight.
- (d) 2 Aldis Lamps with Red and Green Screens.
- (e) Fire Tender and Ambulance.

Flight Lieutenant, Commanding,  
No. 208 Squadron.

Copies to:-  
Officer Commanding.  
Adjutant.  
File.  
Spare (5).

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121 2

DAILY OPERATION REPORT.

To: Headquarters, Royal Air Force, Middle East.

APPB

Headquarters, No 808 Group, Royal Air Force.

( For Operations & Intelligence.

Ref: No 8088/1/8/40 Air.

Further to our OS, Date 8/7/40.

On the evening of 7/7/40, F/O Aldie carried out a Tactical Reconnaissance of area GAIABUB FORT and DEFENCES. Two aircraft, SB1's were seen apparently dropping supply cannisters from a low height, in the vicinity of FORT GAIABUB. Ground strips were in this form



No other movement was seen, the airdrome & Fort were apparently deserted.

The pilot who flew round the area reports:-

- (a) The network round the North and Eastern side of Gairabub is a system of Anti-tank obstacles.
- (b) That wire surrounds the entire system except to the N.W. where the going is bad.
- (c) That the bank along the Eastern edge of photo, No 18404 is old wire covered with sand.

F/O Brown carried out a dawn Tactical Reconnaissance on the morning of the 8/7/40. A column of M.T. on the Hardis-Ageiz track was engaged with machine gun fire, but no reply was returned, no damage was noticed.

J. R. Wilson.

Signed.

Flight Lieutenant R. Squadron Leader, commanding No. 808 Squadron R.A.F.

From: No. 808 Squadron, Royal Air Force.

Date: 8/7/40.

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APP. 22

From:- Pilot Officer D.M.B. Bruce, No. 208 Squadron.

To:- Officer Commanding,  
No. 208 Squadron.

Date:- 17th July, 1940.

Report on Aircraft Wreckage Found on  
Sea Shore near BUQ BUQ.

The attached wreckage was found during the afternoon of 16-7-40 spread over a mile of coast line at 545368 (Matruh 1/500,000). There was very little metal found other than that forwarded with this report; there was, however, a great deal of wood, mostly small slivers up to a foot long and  $\frac{1}{2}$ " cross section painted green on two sides and some plywood similarly painted. There were also found six seats similar to the one attached and one round "Dunlopillo" seat. All the wreckage shows plenty of signs of violent damage, which may have been caused by rocks near the shore, but no sign of fire. There was no sign of any of the aircraft's occupants, though a small piece of steel helmet's lining was found. Units of the Army are watching the coast for further wreckage. From the quantity of wooden wreckage, the writer formed the opinion that the aircraft was a large one, with either considerable plywood covering or else extensive interior wooden fittings. There can be no doubt that the aircraft is British and might be a Bombay or a Flying Boat.

Attached:

- 1 Strut.
- 1 Seat.
- 1 Fitting marked "Spare engine runway stowage"
- Parts of Wooden Spar.
- Pegasus and Mercury Flight Tool Kit.
- 1 Squate piece plywood with 2 (possibly) bullet holes.
- 1 Handle and shaft (Possibly spade)
- 1 Steel Helmet fitting.
- 1 Hinged metal and wooden framework.
- 1 Wooden Block (Possibly Verey Cart. Holder)
- Sundry pieces of Plywood, one marked "W".

There was nothing to give the actual aircraft number, except a small piece of brown plywood with "W" marked in yellow paint (which might be some recognition letter). The stamped letters on the metal fittings have been scraped by me and the only indication, other than the usual drawing numbers, appears to be the letters SHB with two or three figures in an oval thus: (SHB 999). The wreckage did not appear to have been in the sea long and Army Officers told me that there are considerable currents in the sea near the spot where the wreckage was found and hence the aircraft may have come down many miles from the actual spot where it was found.

The attached wreckage was selected from considerable quantities on the shore as showing the greatest individuality and most likely to identify the aircraft.

(Sgd) D.M.B. Bruce, P/O.

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OPERATIONS RECORD BOOK.

AUGUST, 1940.

LIST OF APPENDICES.

- Report by P/Lt. J.R. Wilson on aircraft wreckage found North of QASABA aerodrome. Appendix 'A'.
- Observations on bomb craters after bombing raid at SIDI BARRANI on 13/8/40. .... Appendix 'B'.
- Report of casualties and damage done by bombing raid at SIDI BARRANI on 13/8/40... Appendix 'C'.
- Report on landing grounds in advanced area.... Appendix 'D'.
- Report on reconnaissance by P/Lt. E.R.H. Black on 20th August, 1940 . .... Appendix 'E'.
- Report by W/O. Aldis on landing ground at BIR KAWAYIS, on 21/22-8-40. .... Appendix 'F'.
- Forms 541. .... Appendix 'G'.
- Photographs. (For Air Ministry only). Enclosures 1- 6.
- Forms 765A 1-8-40 to 31-8-40.

No. 208 Squadron,  
Royal Air Force,  
In the Field.

(Sgd) J.R. Wilson,  
Flight Lieutenant, Commanding,  
No. 208 Squadron.

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File.

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APPENDIX "A"

124

SECRET.

From:- O.C., No. 208 Squadron, R.A.F.

To:- Headquarters, No. 202 Group, R.A.F.  
(For the attention of M.E.T.I.S.).

Date:- 9th August, 1940.

Ref:- 208S/7/6/2/Air.

REPORT ON AIRCRAFT WRECKAGE.

At 12.30 hours today, 9th August, 1940 2 airmen of this Squadron reported to me that they had found a piece of aircraft wreckage on the shore due North of Qasaba aerodrome. They produced the small piece of wreckage which in my opinion was a section of an aileron belonging to an Italian aircraft.

2. At 14.00 hours accompanied by F/Lt. E.R.E. Black I proceeded to the beach immediately due North of the aerodrome. We found numerous pieces of three-ply wood which could have been used in aircraft construction but with no definite markings. We proceeded for three hundred yards along the beach in a Westerly direction and saw some wreckage approximately two hundred yards out at sea. F/Lt. E. R.E. Black swam out to the wreckage and on his return informed me that it consisted of what appeared to be the rear section of a fuselage belonging to a large type aircraft. He attempted to drag the wreckage to the shore but did not succeed in moving it. F/Lt. E.R.E. Black dived down in the vicinity of the wreckage and although he did not reach the bottom he noticed that it tapered considerably and thought that it was being held in position with the tail plane resting on the bottom. The wreckage was of all wood construction with approximately two feet showing above the surface. On F/Lt. E.R.E. Black's return to the shore we proceeded approximately another five hundred yards in a Westerly direction and again found a considerable amount of wreckage the main items of which were:-

About 10 feet of spar and plywood with one control rod attached.

Several portions of wing on which the Italian markings were easily identified.

3. We proceeded to the Coast from the aerodrome on foot as there is no definite track.

(Sgd) J.R. Wilson.  
Flight Lieutenant, Commanding,  
No. 208 Squadron, R.A.F.

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Operations Record Book.  
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APPENDIX "B"

SECRET. 125

OBSERVATIONS ON BOMB CRATERS.

B

The following observations were made on the bomb craters of the bombs dropped on the 14-3-40. The bombs were dropped by two flights of 5 aircraft each and about 40 bombs were dropped.

Two bomb craters were examined, as they were the only two which gave any indications of their effect. In other cases, the sandy nature of the ground hid any splinters.

The size of the craters were 3ft - 10ft across and 2ft - 3ft in depth.

The "apparent blast" was apparently about 24 feet from the edge of the crater. This was difficult to gauge, as the strength of the wind would affect the fall of the sand and would cover the marks.

In one case, 45 gallon drums of oil, standing on end, were hit at about a height of 2ft 6 inches from the ground. These drums were 54 to 60 feet from the edge of the crater.

Splinters were found around the crater at a distance of approximately 54 feet, and a portion of the bomb tail unit (vanes) was found approximately 110 feet to 120 feet from the crater.

Sketch attached.

B. In this second case, oil drums of 5 gallon capacity, standing approximately 108 feet away were damaged about 12 inches up. Drums of the same size, standing about 45 feet away were untouched.

No splinters were found in the area.

Sketch attached.

GENERAL.

In the holes examined, a great number of small splinters of about 1 inch - 2 inches in size were found.

The average thickness of the splinters found was  $\frac{1}{8}$  inch and the thickness was uniform, but the edges were almost razor sharp.

The metal of the splinters has been stated as mild steel.

From an unexploded bomb which was found, the bombs dropped were about 50 kilo.

No. 208 Squadron.  
(Detachment).

14-3-40.

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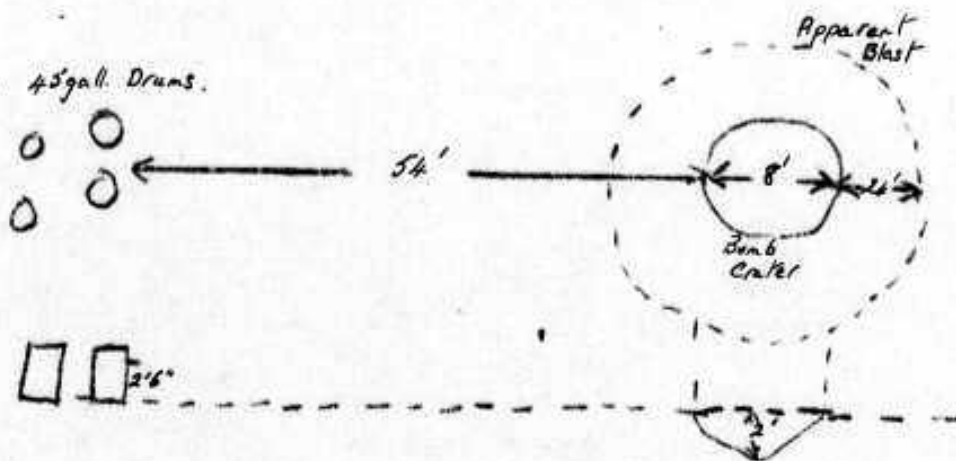
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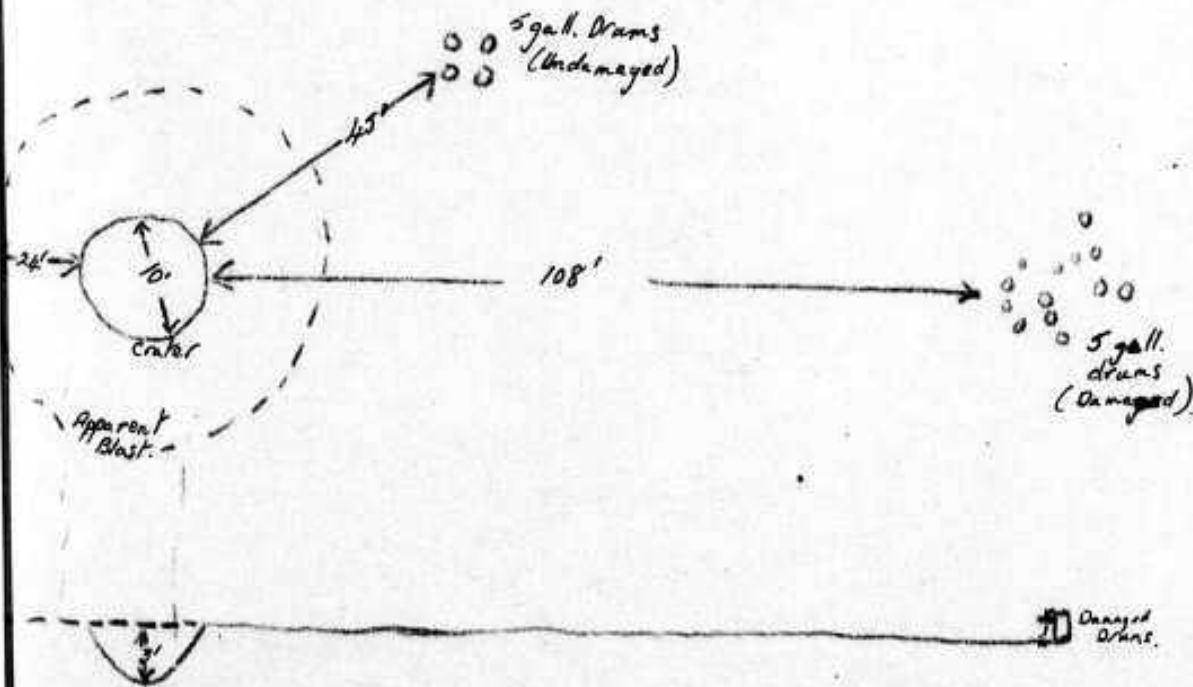
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Sketch of A.



Sketch of B.



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APPENDIX "C" 127

From: 208 Detached Flight  
 To: H.Q., R.A.F., M.E.  
 Date: 18th August, 1940.  
 Subject: Damage caused by enemy bombing.

Further to our signal O.31 dated 18/8/40.  
 Name of injured airman: 650566 AC1. Oakley, S.  
 Extent of injuries. Flesh wounds in shoulder and buttock  
 caused by bomb splinters. Not serious. This airman was  
 evacuated by air to Casualty Clearing Station, Fuka, today.

Damage to equipment.

- a. W/T Equipment. 1 6v 80 Acc:  
 3 2v 20 Acc:  
 1 morse key.  
 1 pr telephones.  
 1 microphone.  
 1 insulator 10A/8099.  
 1 smoothing unit.  
 1 TR 54 B.G.S.
- b. Transport. 1 15cwt Ford Van, equipped as wireless van  
 and containing the above listed equipment,  
 completely unserviceable.
- 1 Crossley Fire Tender. Four wheels burst.  
 Following equipment damaged :
1. Water tank punctured in three places.
  2. Carbon Dioxide sprays punctured.
  3. One hose unserviceable.
  4. One water hose cut but repairable.
  5. Windscreen broken.
  6. Spotlight broken.

The aerodrome was not rendered unserviceable though  
 five bombs fell just inside the North and East boundaries.

(Signed). R. Sprague. S/Ldr.  
 Commanding,  
 R.A.F., Sidi Barrani.

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 208 Squadron, Qasaba.  
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4/40.

LANDING GROUNDS.

On instructions from the 7th Armoured Division a reconnaissances were carried out by ground and by air on the 8th, 10th and 11th August to locate and establish new landing grounds(advanced). The following results were obtained.

1. BIR SORAFI (562336). No suitable landing grounds South of the Escarpment. A very suitable site for an advanced landing Ground is immediately West of the track at 563340. This needs clearing. (300 yds. by 300 yds.)

The S.E. corner is marked with a cairn and the figures 208 on the ground. (Suitable in winter);

2. BIR ENBA. (590343) A very suitable site for Lysanders at 592341, needs no clearing. (stony surface, suitable in winter.).

3. BIR SHAIABA. (640336). A very suitable site for Lysanders needs little clearing at 643334. (Stony surface, suitable in winter).

4. BIR KENAYIS. (681311) A very suitable site for Lysanders at all times.

5. Landing Grounds at 685347, 665354 are suitable but possibly soft in winter.

No suitable sites were found in area 650350, 680350, 650340, 680340 or in area round BIR ABU TUNIS 682341.

The ground in area 570340, 590340, 590330, 570330 was also unsuitable.

All these landing grounds have been tested.

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APPENDIX "E" 129

MOST SECRET.

From:- Headquarters, No. 203 Squadron, R.A.F.

To:- Headquarters, No. 202 Group, R.A.F.  
(For attention of Operations & Intelligence.).

Date:- 21st August, 1940.

Ref:- 2088/7/6/2/Air.

Report on Reconnaissance on 20th August, 1940.

with reference to your signal A.306 dated 20/8. A reconnaissance of the area detailed, (i.e. points 620344, 740544, 820230, 740250) in the above signal was carried out at 14.00 hours on 20th August, 1940 and no dumps of any kind were observed.

2. In the above signal reference was made to the possibility of the enemy making dumps on the escarpment, the area given however, only just touched this feature.

3. If the escarpment referred to is that flanking the Gattara Depression the pin-points given would not go far enough to the south. A search of this area could be carried out by operating from the landing ground at Sir Fud.

4. Several Bedouin camps were seen in the area; it is thought that these are entirely above suspicion. They would be excellent places for concealing petrol, etc., and there is nothing to prevent a Bedouin in the enemy's way signalling his position by an innocent looking fire at night. Any supplies dropped could be quickly collected and concealed, especially on moonlight nights.

5. The idea may seem fantastic but nevertheless it is quite possible.

S. B. Black.

Flight Lieutenant, Commanding,  
No. 203 Squadron, R.A.F.Copy to:-  
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APPENDIX "F" 130

23/8/40.

SECRET.REPORT.

From: F/O. J.R. Aldis.  
 To: Officer Commanding, No. 208 Squadron.  
 Date: 23rd August, 1940.  
 Map References : 1/100000 Matruh & Khaldia.  
 Appendices : A, B & C Sketch maps of Landing Grounds.  
 Subject : Landing Grounds at BIR KANAYIS, 810115.

1. A two-day ground reconnaissance was carried out on 21/22. 8.40, in the area BIR KANAYIS and southwards to locate and mark three landing grounds. The landing grounds were to be disposed with two close together about 3 to 5 miles from KANAYIS where there is a well and telephone, and the third at KANAYIS.
2. Local ground and air reconnaissances had previously indicated that the ground northwards from QARET EL KANAYIS, 815125, is rocky and covered with patches of samalthorn, and there would be no possibility of an operational landing ground without considerable clearing work being entailed and consequently the aerodromes being conspicuous.
3. The ground south west of KANAYIS is very rocky and totally unsuitable for aerodromes. The maximum speed of a three ton truck in this area is about 5 miles per hour.
4. Two landing grounds were located and marked at 820040 and 830033. This is about 4 miles from KANAYIS. These required no clearing and the surface is good. Sketch maps of each are attached in appendices B & C. They are rather close together, the distance between the centres being 1000 yards. Further reconnaissance revealed that there are no more areas in the vicinity of BIR BILAMAD, 811021, which could be used immediately as aerodromes, but there are several areas which could be cleared. Landings have been made on the three present ones by LYSANDER aircraft. In both cases the boundaries marks define the best areas for landing and outside them the land is good for taxiing or emergency purposes. The markings consist of ordinary aerodrome markings showing black on the white sand. They are clearly visible from 1000 feet.
5. There are two landing grounds at KANAYIS, the best one of which is marked. A sketch map of the position is given in Appendix A. The surface is stony and deteriorates towards the south.
6. The landing grounds in Appendices A & B are suitable for all types, but that in Appendix C is not suitable for aircraft heavier than the Lysander.

Qasaba.  
 23.8.40.

*J.R. Aldis*  
 Flying Officer,  
 No. 208 (AC) Squadron,  
 Royal Air Force.

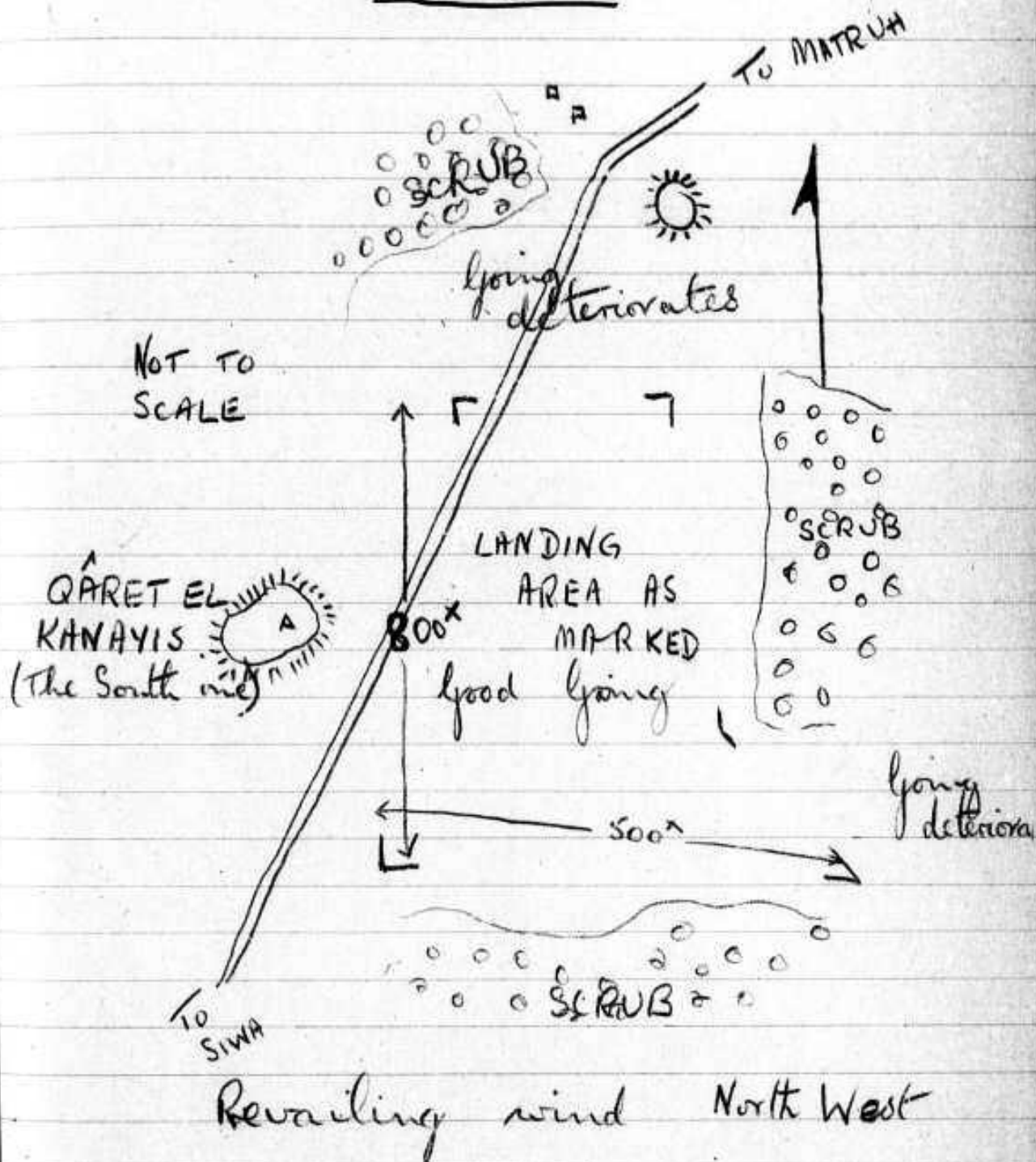
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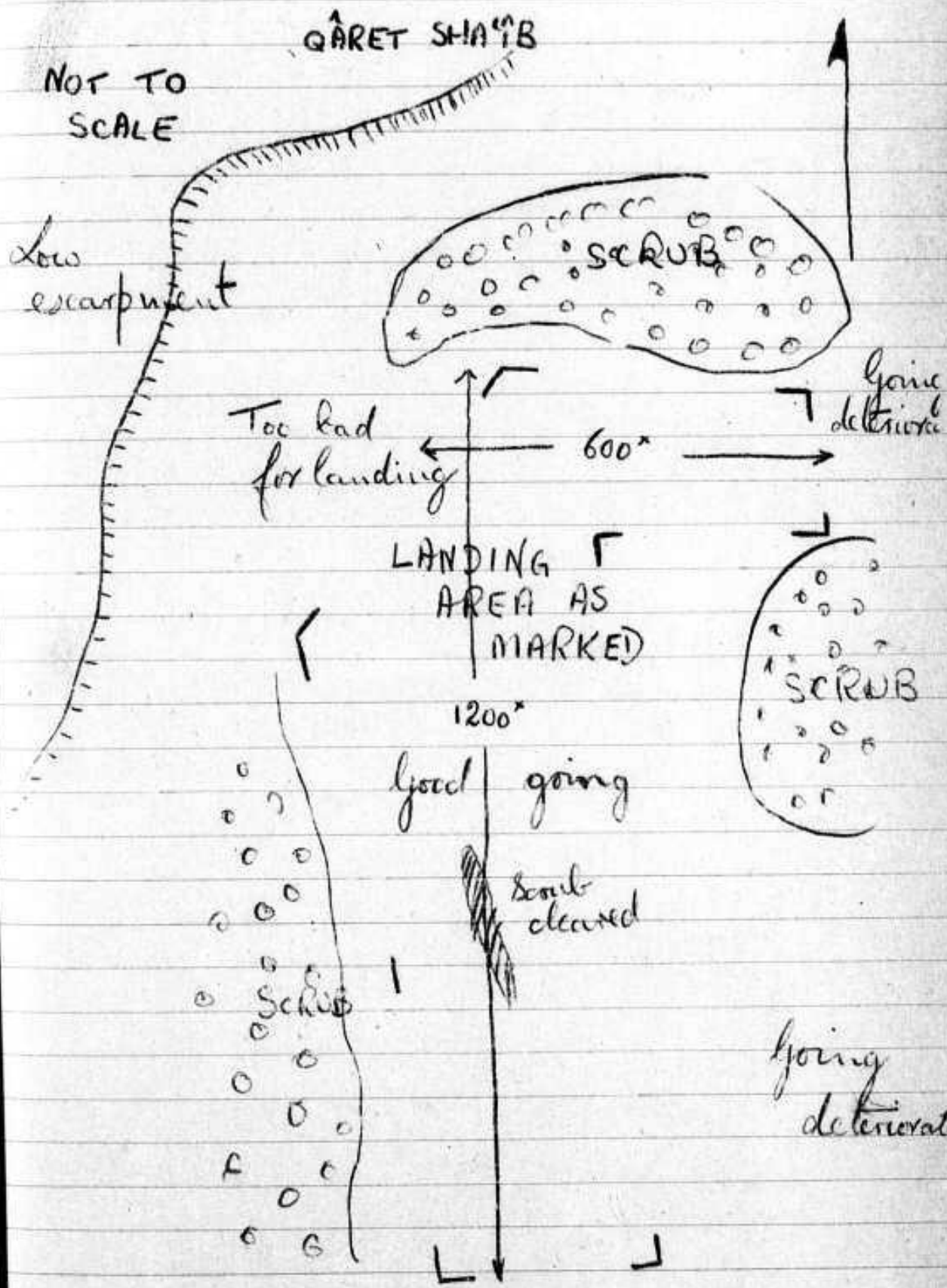
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APPENDIX A.



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APPENDIX B.



Prevailing wind North West.

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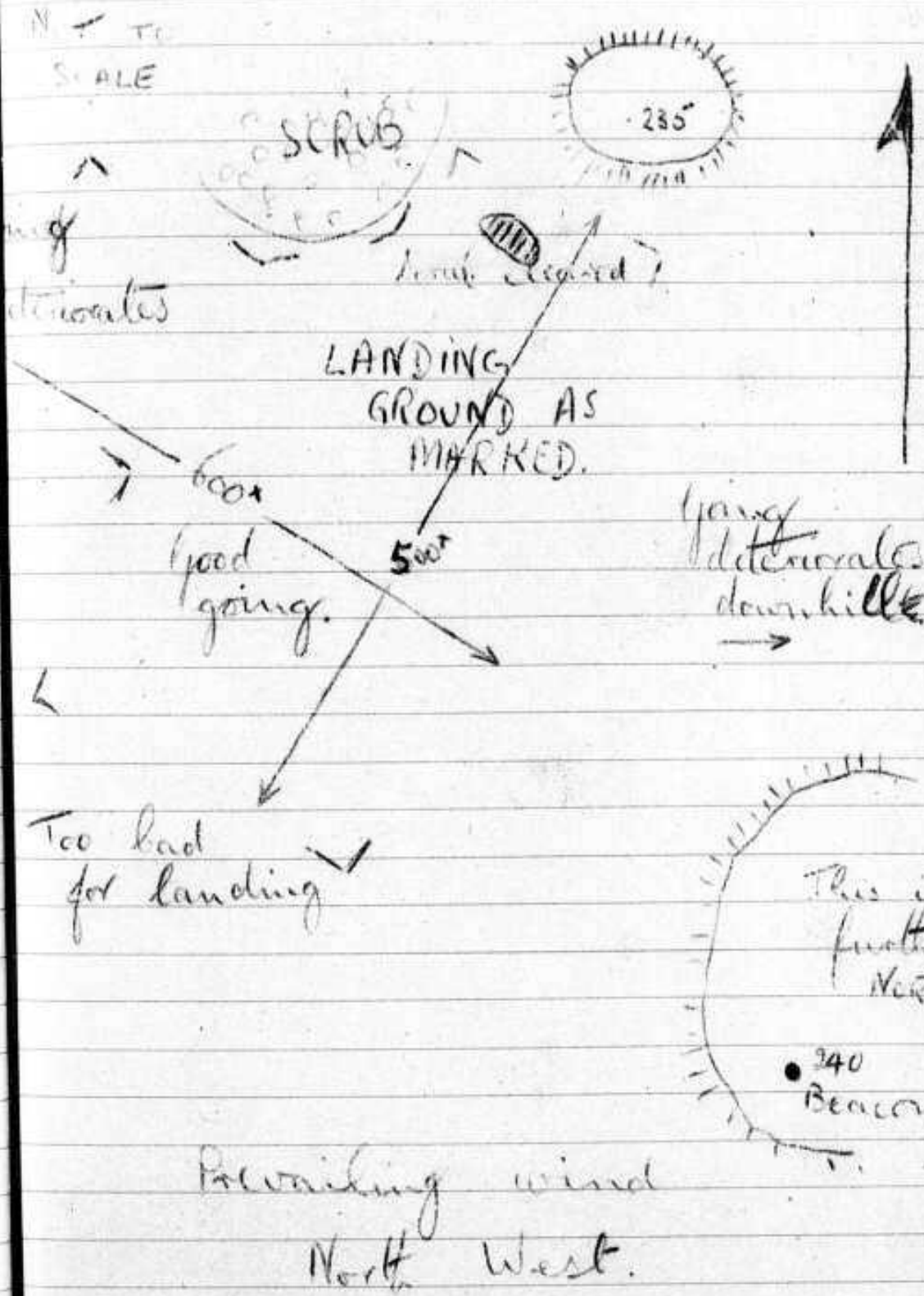
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APPENDIX C



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OPERATIONS RECORD BOOK.

AUGUST, 1940.

LIST OF APPENDICES.

- Report by F/Lt. J.R. Wilson on aircraft wreckage found North of QASABA aerodrome. Appendix 'A'.
- Observations on bomb craters after bombing raid at SIDI BARRANI on 13/8/40. .... Appendix 'B'.
- Report of casualties and damage done by bombing raid at SIDI BARRANI on 18/8/40... Appendix 'C'.
- Report on landing grounds in advanced area.... Appendix 'D'.
- Report on reconnaissance by F/Lt. E.R.E. Black on 20th August, 1940 . .... Appendix 'E'.
- Report by F/O. Aldis on landing ground at BIR KANAYIS, on 21/22-8-40. .... Appendix 'F'.
- Forms 541. .... Appendix 'G'.
- Photographs. (air Ministry only). Enclosures 1- 6.
- Forms 765A for 1-8-40 to 31-8-40.....

No. 208 Squadron,  
Royal Air Force,  
In the Field.

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SECRET.APPENDIX "A."  
135  
15.8.40  
15/8/40

From:- O.C., No. 208 Squadron, R.A.F.

To:- Headquarters, No. 202 Group, R.A.F.  
(For the attention of M.E.T.I.S.).

Date:- 9th August, 1940.

Ref:- 208S/7/6/2/Air.

REPORT ON AIRCRAFT WRECKAGE.

At 12.30 hours today, 9th August, 1940 2 airmen of this Squadron reported to me that they had found a piece of aircraft wreckage on the shore due North of Qasaba aerodrome. They produced the small piece of wreckage which in my opinion was a section of an aileron belonging to an Italian aircraft.

2. At 14.00 hours accompanied by F/Lt. E.R.E. Black I proceeded to the beach immediately due North of the aerodrome. We found numerous pieces of three-ply wood which could have been used in aircraft construction but with no definite markings. We proceeded for three hundred yards along the beach in a Westerly direction and saw some wreckage approximately two hundred yards out at sea. F/Lt. E. R.E. Black swam out to the wreckage and on his return informed me that it consisted of what appeared to be the rear section of a fuselage belonging to a large type aircraft. He attempted to drag the wreckage to the shore but did not succeed in moving it. F/Lt. E.R.E. Black dived down in the vicinity of the wreckage and although he did not reach the bottom he noticed that it tapered considerably and thought that it was being held in position with the tail plane resting on the bottom. The wreckage was of all wood construction with approximately two feet showing above the surface. On F/Lt. E.R.E. Black's return to the shore we proceeded approximately another five hundred yards in a Westerly direction and again found a considerable amount of wreckage the main items of which were:-

About 10 feet of spar and plywood with one control rod attached.  
Several portions of wing on which the Italian markings were easily identified.

3. We proceeded to the Coast from the aerodrome on foot as there is no definite track.

(Sgd) J.R. Wilson.  
Flight Lieutenant, Commanding,  
No. 208 Squadron, R.A.F.

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APPENDIX "B" SECRET.

B

OBSERVATIONS ON BOMB CRATERS.

13/8/40

136

The following observations were made on the bomb craters of the bombs dropped on the 13-8-40. The bombs were dropped by two flights of 5 aircraft each and about 40 bombs were dropped.

Two bomb craters were examined, as they were the only two which gave any indications of their effect. In other cases, the sandy nature of the ground had any splinters.

The size of the craters were 8ft - 10ft across and 2ft - 3ft in depth.

The "apparent blast" was apparently about 24 feet from the edge of the crater. This was difficult to gauge, as the strength of the wind would affect the fall of the sand and would cover the marks.

A.

In one case, 45 gallon drums of oil, standing on end, were hit at about a height of 2ft 6 inches from the ground. These drums were 54 to 60 feet from the edge of the crater.

Splinters were found around the crater at a distant of approximately 54 feet, and a portion of the bomb tail unit (vanes) was found approximately 110 feet to 120 feet from the crater.

Sketch attached.

B.

In this second case, oil drums of 5 gallon capacity, standing approximately 108 feet away were damaged about 12 inches up. Drums of the same size, standing about 45 feet away were untouched.

No splinters were found in the area.

Sketch attached.

GENERAL.

In the holes examined, a great number of small splinters of about 1 inch - 2 inches in size were found.

The average thickness of the splinters found was  $\frac{1}{4}$  inch and the thickness was uniform, but the edges were almost razor sharp.

The metal of the splinters has been stated as mild steel.

From an unexploded bomb which was found, the bombs dropped were about 50 kilo.

No. 208 Squadron.  
(Detachment).

14-8-40.

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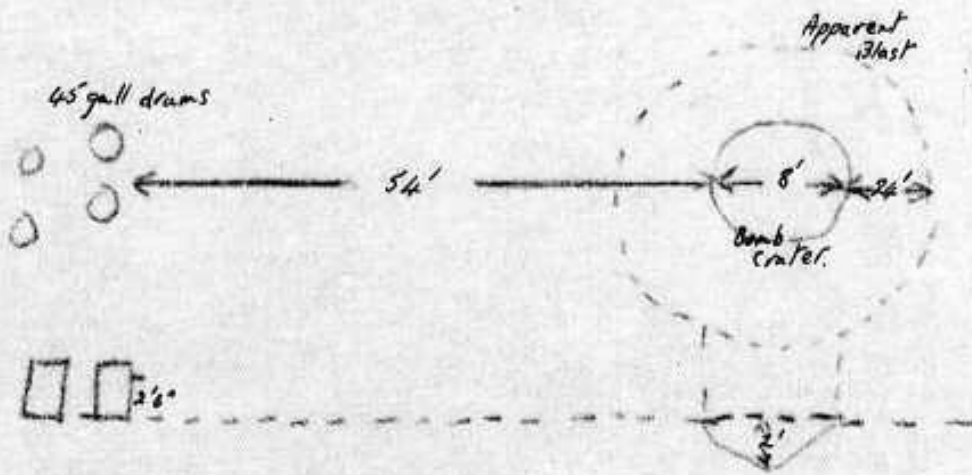
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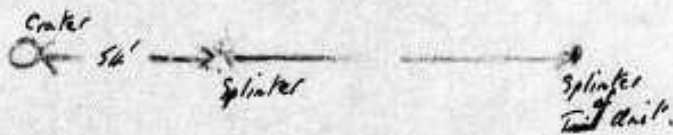
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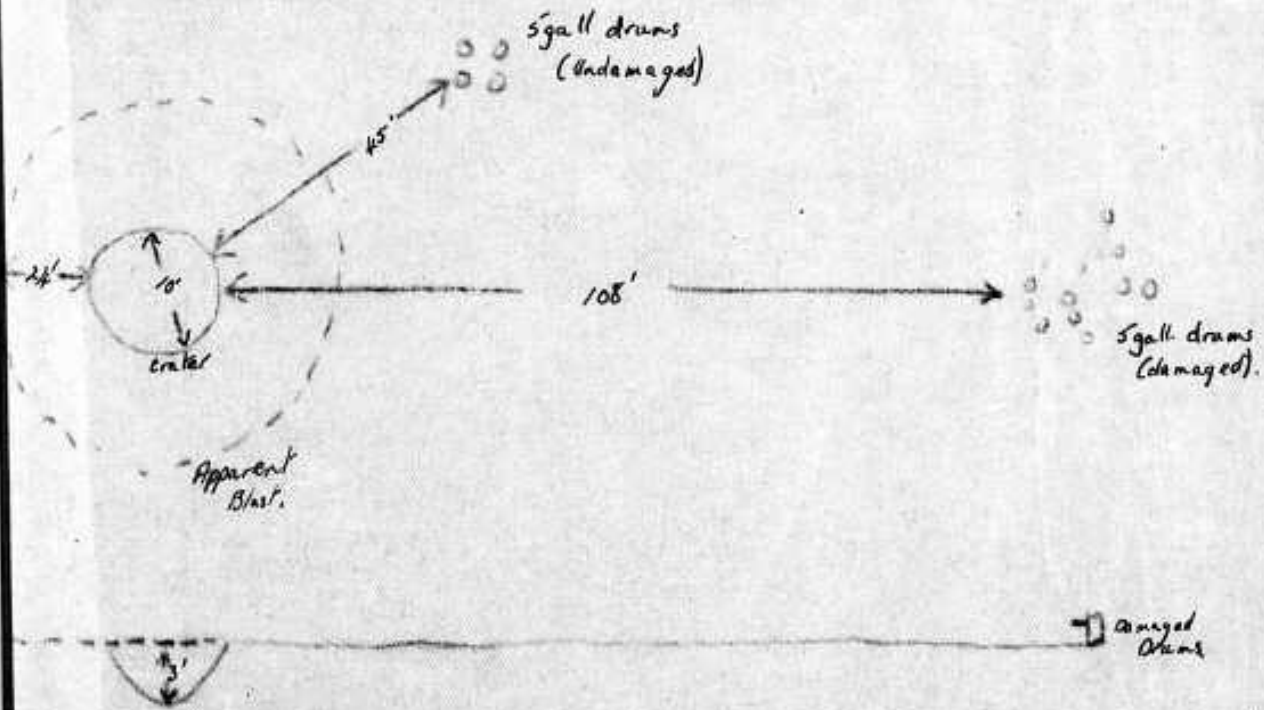
Sketch of A



Bombs  
○○  
○○



Sketch of B



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APPENDIX 'C' 18/8/40 138

From: 208 Detached Flight  
 To: H.Q., R.A.F., M.E.  
 Date: 18th August, 1940.  
 Subject: Damage caused by enemy bombing.

Further to our signal O.31 dated 18/8/40.  
 Name of injured airman: 650566 AC1. Oakley, S.  
 Extent of injuries. Flesh wounds in shoulder and buttock caused by bomb splinters. Not serious. This airman was evacuated by air to Casualty Clearing Station, Fuka, today.

Damage to equipment.

- a. W/T Equipment. 1 6v 80 Acc:  
 3 2v 20 Acc:  
 1 morse key.  
 1 pr telephones.  
 1 microphone.  
 1 insulator 10A/8099.  
 1 smoothing unit.  
 1 TR 54 B.G.S.
- b. Transport. 1 15cwt Ford van, equipped as wireless van and containing the above listed equipment, completely unserviceable.
- 1 Crossley Fire Tender. Four wheels burst. Following equipment damaged :
1. Water tank punctured in three places.
  2. Carbon Dioxide sprays punctured.
  3. One hose unserviceable.
  4. One water hose cut but repairable.
  5. Windscreen broken.
  6. Spotlight broken.

The aerodrome was not rendered unserviceable though five bombs fell just inside the North and East boundaries.

(Signed). R. Sprague. S/Ldr.  
 Commanding,  
 R.A.F., Sidi Barrani.

Copies to:  
 208 Squadron, Qasaba.  
 Operations Record Book (2).

*ONE*  
*by G/C Sprague*  
*Record*  
*Flight*

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18/8/40

LANDING GROUNDS.

On instructions from the 7th Armoured Division a reconnaissance were carried out by ground and by air on the 8th, 10th and 11th August to locate and establish new landing grounds(advanced). The following results were obtained.

1. BIR SOFAFI (562336). No suitable landing grounds South of the Escarpment. A very suitable site for an advanced landing Ground is immediately West of the track at 563340. This needs clearing. (300 yds. by 300 yds.)

The S.E. corner is marked with a cairn and the figures 208 on the ground. (Suitable in winter);

2. BIR ENBA. (590343) A very suitable site for Lysanders at 592341, needs no clearing. (stony surface, suitable in winter.).

3. BIR SHAIABA. (640336). A very suitable site for Lysanders needs little clearing at 643334. (Stony surface, suitable in winter).

4. BIR KENAYIS. (681311) A very suitable site for Lysanders at all times.

5. Landing Grounds at 685347, 665354 are suitable but possibly soft in winter.

No suitable sites were found in area 650350, 680350, 650340, 680340 or in area round BIR ABU TUNIS 682341.

The ground in area 570340, 590340, 590330, 570330 was also unsuitable.

All these landing grounds have been tested.

-----

From: 808 Bde  
To: H.Q. R.  
Date: 18/8/40  
Subject: Landing Grounds  
Extent of area cleared by bombs evacuated by  
Date: 18/8/40  
W/T K...

Proposed

The five bombs

Copies for:  
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Operations Room

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APPENDIX "E" 140

MOST SECRET.

From:- Headquarters, No. 208 Squadron, R.A.F. 20/8/40

To:- Headquarters, No. 202 Group, R.A.F.  
(For attention of Operations & Intelligence.).

Date:- 21st August, 1940.

Ref:- 208S/7/6/2/Air.

Report on Reconnaissance on 20th August, 1940.

With reference to your signal A.846 dated 20/8. A reconnaissance of the area detailed, (i.e. points 620314, 710314, 620230, 710250) in the above signal was carried out at 14.00 hours on 20th August, 1940 and no dumps of any kind were observed.

2. In the above signal reference was made to the possibility of the enemy making dumps on the escarpment, the area given however, only just touched this feature.

3. If the escarpment referred to is that flanking the Qattara Depression the pin-points given would not go far enough to the South. A search of this area could be carried out by operating from the landing Ground at Bir Fuad.

4. Several Bedouin camps were seen in the area; is it thought that these are entirely above suspicion? They would be excellent places for concealing petrol, etc., and there is nothing to prevent a Bedouin in the enemy's pay signalling his position by an innocent looking fire at night. Any supplies dropped could be quickly collected and concealed, especially on moonlight nights.

5. The idea may seem fantastic but nevertheless it is quite possible.

*S. H. Black.*  
Flight Lieutenant, Commanding,  
No. 208 Squadron, R.A.F.

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APPENDIX "F" 141

SECRET.REPORT.

From: F/O J.R. Aldis.  
To: Officer Commanding, No. 208 Squadron.  
Date: 23rd August, 1940.  
Map Reference: 1/100000 Matruh and Khalda.  
Appendices: A, B & C Sketch maps of Landing Grounds.  
Subject: Landing Grounds at BIR KANAYIS. 810115.

1. A two-day ground reconnaissance was carried out on 21/22. 8.40, in the area BIR KANAYIS and Southwards to locate and mark three landing grounds. The landing grounds were to be ~~disposed~~ disposed with two close together about 3 to 5 miles from KANAYIS where there is a well and telephone, and a third at KANAYIS.
2. Local ground and air reconnaissances had previously indicated that the ground Northwards from QARET EL KANAYIS, 815125, is rocky and covered with patches of camelthorn, and there would be no possibility of an operational landing ground without considerable clearing work being entailed and consequently the aerodrome being conspicuous.
3. The ground South West of KANAYIS is very rocky and totally unsuitable for aerodromes. The maximum speed of a three ton truck in this area is about 5 miles per hour.
4. Two landing grounds were located and marked at 820040 and 830033. This is about 4 miles from KANAYIS. These required no clearing and the surface is good. Sketch maps of each are attached in appendices B & C. They are rather close together, the distance the/centres being 1000 yards. Further reconnaissance between revealed that there are no more areas in the vicinity of BIR BILAMAD, 811021, which could be used immediately as aerodromes, but there are several areas which could be cleared. Landings have been made on the three present ones by LYSANDER aircraft. In both cases the boundaries marks define the best areas for landing and outside them the land is good for taxiing or emergency purposes. The markings consist of ordinary aerodrome markings showing black on the white sand. They are clearly visible from 1,000 feet.
5. There are two landing grounds at KANAYIS, the best one of which is marked. A sketch map of the position is given in Appendix A. The surface is stony and deteriorates towards the South.
6. The landing grounds in Appendices A & B are suitable for all types, but that in Appendix C is not suitable for aircraft heavier than the Lysander.

(sgd.) J.R. Aldis.

Flying Officer.  
No. 208 (AC) Squadron,  
Royal Air Force.

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APPENDIX B.

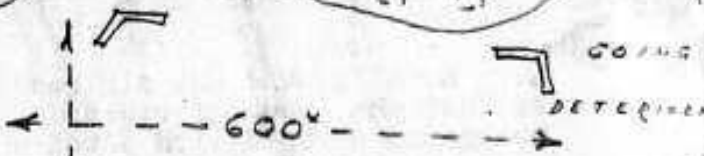
NOT TO SCALE

QÂRET SHA'IB

LOW ESCARPMENT



TOO BAD FOR LANDING



GOING DETERIORATED

LANDING AREA AS MARKED

1200'

GOOD GOING



SCRUB CLEARED

SCRUB

GOING DETERIORATED

PREVAILING WIND - NORTH WEST

NOT TO SCALE

QÂRET E  
KANAYIA  
(THE SOUTH O

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Reference -

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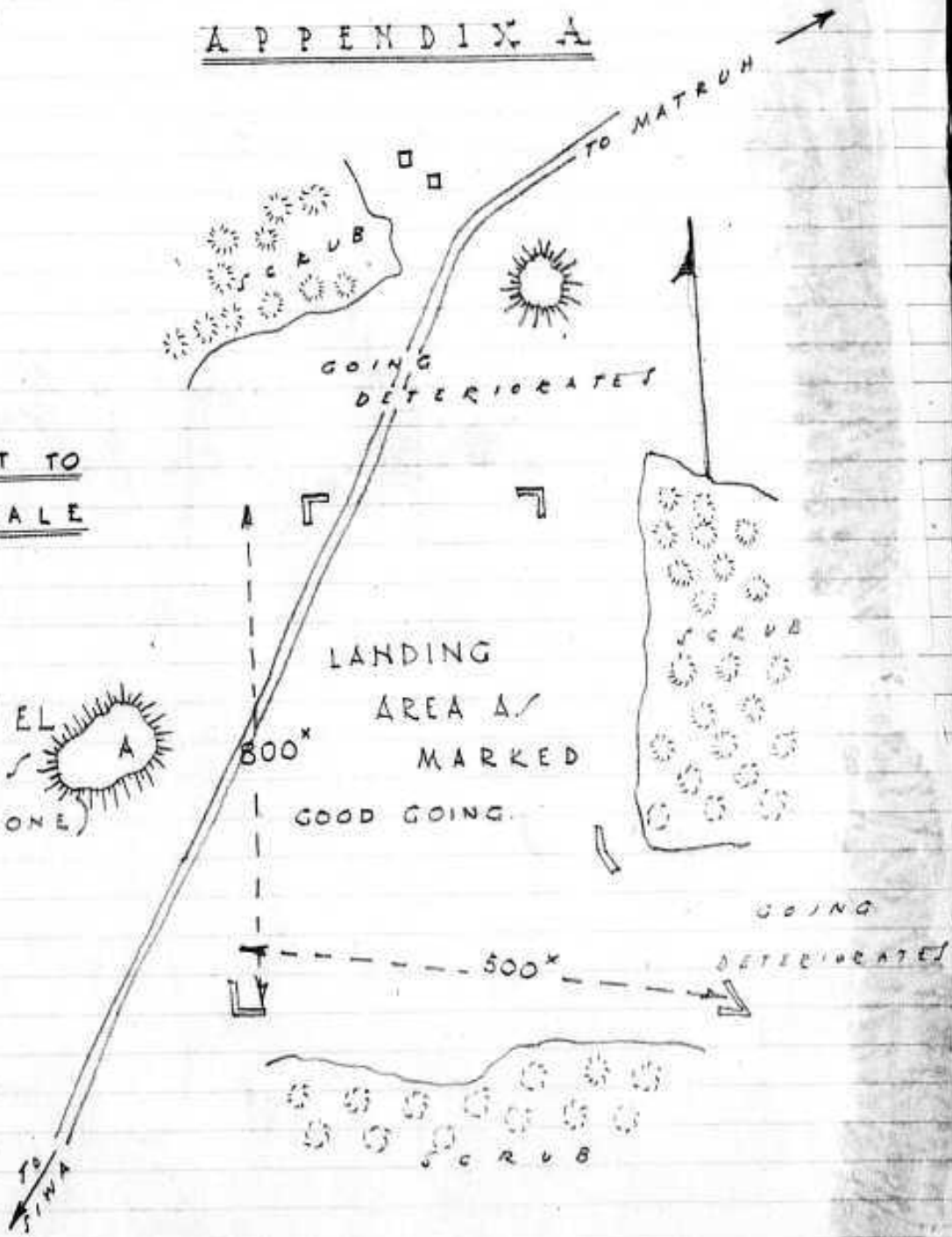


APPENDIX A

NOT TO SCALE

QÂRET EL KANAYIS (THE SOUTH ONE)

LANDING AREA A MARKED GOOD GOING.



PREVAILING WIND ~ NORTH WEST

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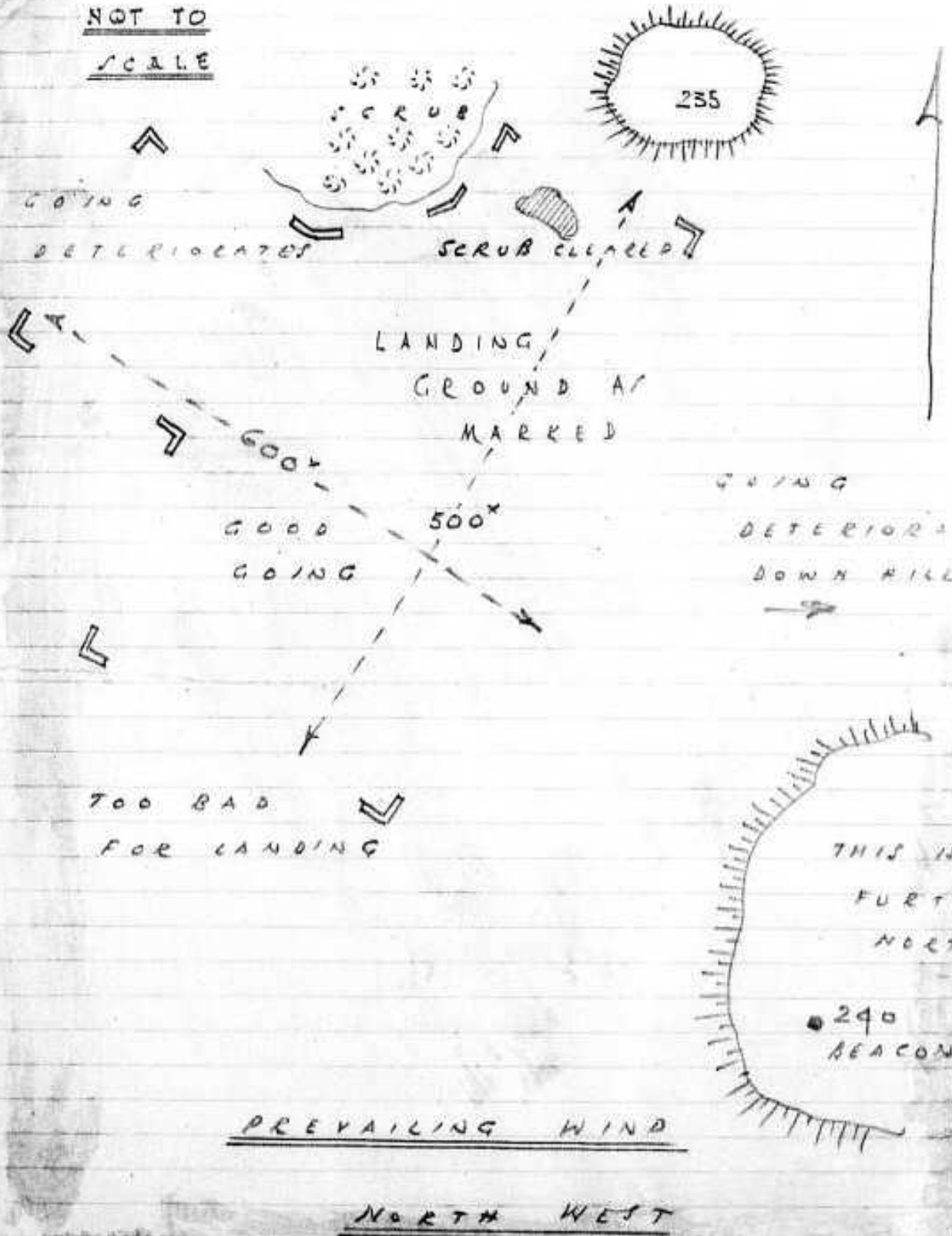
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APPENDIX C.

NOT TO  
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OPERATIONS RECORD BOOK. September, 1940.

List of Appendices.

- Forms 541. .... Appendix 'A'.
- Report on Recce. for landing grounds  
by W/O. Aldis. .... Appendix 'B'
- Report on landing Grounds by  
P/O. Druce.... .... Appendix 'C'
- Report on Giarabub reconnaissance..... Appendix 'D'.
- Report on destruction of fuel and  
ammunition at Sidi Barrani..... Appendix 'E'.
- Operation Order No.12-'A' flight to Siwa. Appendix 'F'.
- Report on reconnaissance for landing  
grounds by F/O. Aldis..... Appendix 'G'.
- Report on reconnaissance for landing  
grounds by F/Lt. Legge..... Appendix 'H'.
- Report by 2/Lieut. Eden on Survey .... Appendix 'I'.
- Photographs. .... Enclosures 1 to 13.  
*Forms. 765A.*

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APPENDIX 'B'SECRET.

From: F/O. J.R. Aldis, No. 208 Squadron, R.A.F.  
 To: Officer Commanding, No. 208 Squadron.  
 Date: 10th September, 1940.  
 Map Ref: 1/500,000 MATRUH.  
 Subject: Reconnaissance for Landing Grounds in area  
730318, 790306, 800267, 723284.

1. Attached is a summary of landing grounds located on reconnaissance in the above area made on the 6th September, 1940 to 8th September, 1940. Only those mud flats actually ~~visited~~ visited have been reported, and it is probable that others exist in the area.
2. The gravel landing ground at 761298 (Serial No. 8) is not marked, but can easily be located by the fact that it is on top of the escarpment 1 mile North from the mud flat at 761297 (Serial No. 7). It is bounded to the North by the track (though no harm would be done in over-running this) to the South and West by the escarpment and to the East by camel thorn.
3. The landing ground at 739288 (Serial No. 3) was not marked owing to lack of time and equipment. There are several areas at that position on which a machine could be landed.
4. The landing grounds at 773302 (Serial No. 12) is marked by a small T 15 ft x 15 ft 500' North of the track. This T is in the centre of the best landing area. The landing ground at 773273 (Serial No. 13) is similarly marked, the T being about 1,500 yards North of an escarpment.
5. All the landing grounds reported could be used immediately the ones marked "Require clearing" indicate that great care should be taken to choose a good runway.
6. Numbers 2, 16, 17, 19 are situated under escarpments which would render them dangerous should a take off or landing be attempted over the top of it. In all these cases a slightly cross wind approach could be chosen which would be safe. Number 10 is semi-circular with an escarpment following round the curve 500 yards away. This could only be used lengthways. This aerodrome is not well situated.
7. The ground Numbers 17 to 19 is very uneven and full of depressions bounded by escarpments which make mud flats numerous. It is probable that there are many mud flats to the East of these.
8. There are mud flats 1,000' x 1,000' at 743278 and 738276 which were not visited owing to lack of time but are reported to be serviceable for landing.

(Sgd.) J.R. Aldis.

GABABA. 9.9.40.

Flying Officer.  
No. 208 Squadron, R.A.F.

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APPENDIX "C" 146

SECRET.

From: Pilot Officer D.M.B. Druce,  
No. 208 Squadron, R.A.F.

To: The Air Officer Commanding-in-Chief,  
No. 202 Group, Royal Air Force.

Date: 13th September, 1940.

Ref: 208S/43/1/Air.

Landing Grounds on Desert Track from  
FUKA to WADI NATRUN.

This reconnaissance was carried out by road on the 11th and 12th September, 1940: 18 landing grounds were located on the track, which extends from FUKA (788318 - Matruh 1/500,000) to a point 594832 (Matruh 1/500,000). The ground surface can be divided into three classes, the first extending from FUKA to approximately 850280 (Matruh 1/500,000) and consisting largely of rocky ground with considerable camel thorn; landing grounds on this stretch are small and rocky and would require considerable clearing to make them serviceable, although two or three runways could be cleared with little labour.

2. From 850280 (Matruh 1/500,000) to approximately 530830 (Cairo 1/500,000) the ground is mainly hard gravel and sand and would make excellent landing grounds. The third stretch of ground from 530830 to the main ALEXANDRIA - CAIRO road is mainly soft sand and gravel and unfit for landing grounds.

3. The details of each landing ground are given below:

Location.	Remarks.
1. 776320. (Matruh 1/500,000)	Landing ground already cleared and ready for use.
2. 778317.	Small bushes of camel thorn on hard sand; could be cleared to give an area 800' square.
3. 809297.	2 runways north-south and east-west of 800' each; required a little clearing of large stones and scrub; marked with a stone cairn and "L.G." in stones on the ground.
4. 814295.	Similar to the above, except for dimensions. North-south - 600'. East-west - 1,000'.
5. 828292.	600' North-south, 800' East-west: requires considerable clearing of rocks and scrub. Marked with a stone cairn and "L.G." in stones on ground.
6. 841284.	700' runs East-west and North-south. Requires clearing of large rocks. Situated in a valley and probably unserviceable after rain.

-/Cont'd.

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Location.	Remarks.
7. 853276.	Good gravel surface, requires very little clearing of camel thorn; 1,000' square in valley 3 miles wide with escarpments 80' high on N. & S. sides.
8. 872266.	Hard sand and gravel plain, approximately 5 miles east-west by 1 mile north-south. Excellent landing ground, requires slight clearing of camel thorn. Marked with a stone cairn and "L.G." in stone on ground.
9. 877264.	Similar to No. 8 but not marked.
10. 883250.	Flat gravel plain 1,000' square. Excellent landing ground. Requires very little clearing.
11. 890250.	Good gravel surface 1,000' East-west, 700' North-South. Requires no clearing.
12. 448854. (Cairo 1/500,000)	Excellent hard gravel surface 1,000' square. Requires no clearing.
13. 462850.	Similar to No. 12.
14. 480845.	Similar to no. 12 except 800' square.
15. 490842.	Similar to No. 12.
16. 499840.	Similar to No. 12, except 1 mile square. Observer line telegraph 3 miles distant.
17. 517836.	Similar to No. 12.
18. 528832.	Similar to No. 12.

(Sgd.) D.M.B. Druce, P/O.

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APPENDIX 'D'

148

Report of GIARABUB reconnaissance  
15th September, 1940.

No movement of any kind was apparent from the air during the reconnaissance either at GIARABUB or in the SIWA area, or below MADDALENA from 30° 30' N. 24° 50' E. Photographs were taken of the fort, a small group of M.T. (6 in number) and of the North Eastern Pass; the North Western Pass was not visible, in spite of prolonged search for same.

On the NORTH aerodrome, there were obvious signs that large aircraft had landed there recently.

Photograph No. 31133.

The presumed M.T. are in the wadi in the top left hand part of the exposure.

Photographs 31134 & 31135.

show the fort area.

Photographs 31136 - 31139.

Consist of an overlap of the North Eastern pass. Also, in 31139, the beginning of an estimated 1,000 yard break in the wire is shown; this break did not look a very recent one from the air, but tracks crossed it and returned, which were fresh, at 29° 43' N. 24° 30' E.

To sum up, there was not a soul in sight anywhere, even within the fort itself, which unfortunately has not come out very clearly in the photographs; I came down to quite a low height in order to verify this.

*R. Sandhu*  
Pilot Officer.  
No. 208 Squadron, R.A.F.

15th September, 1940.

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APPENDIX "E"  
SECRET.

REPORT ON DESTRUCTION OF FUEL AND AMMUNITION  
AT SIDI BARRANI.

149

On the night of 15/9/40 at 21.30 hours orders were received from A.O.C., No. 202 GROUP to proceed to SIDI BARRANI for the destruction of supplies of fuel and ammunition on the main and satellite landing grounds there. At 23.59 hours F/Lt. J.R. WILSON, F/O.K.D. CURRIE, and Cpl. BARRIE left for SIDI BARRANI in a pick-up with rations, water, a Lewis Gun, two rifles and 100 rounds of incendiary ammunition for setting the dumps alight. The party proceeded without lights and passed through MERSA MATRUH at 00.45 hours and on arrival at CHARING CROSS heard sounds of heavy enemy bombing over MER A area. At 03.09 hours the party arrived at 'Z' observer post at Kilo 105 on the MERSA MATRUH-SIDI BARRANI road where attempts were made to report arrival by phone to the A.O.C. without results. At 06.00 hours 16/9/40 the party left for SIDI BARRANI arriving at 06.45 hours. Near SIDI BARRANI satellite Landing Ground was a small party of Goldstream Guards. The dumps were located and stacked for firing. The oil drums were destroyed by holeing them. At 08.00 hours attempts to fire dump on 2nd landing ground with tracer failed as tracer went right through the tins. Verex cartridges were then used but were found to be too inaccurate and invariably bounced over dumps. Finally petrol was trailed for about five yards from dump and this was lighted. The dumps blew up. All the dumps were then destroyed including four cases of 25 lb. incendiary and 4,000 rounds S.A.A. 10,000 rounds incendiary and tracer were loaded on the pick-up but S.A.A. had to be destroyed owing to lack of room in pick-up.

The party proceeded to Fighter Satellite and same procedure was adopted. At 09.00 hours the party returned to SIDI BARRANI main aerodrome where Dummy aircraft were covered with petrol and destroyed. In all ten fires could be observed and the sky for some considerable distance was obscured with thick pall of smoke. At 16.00 hours party returned reaching CASABA at 13.00 hours.

J. R. Wilson.  
Flight Lieutenant.

17/9/40.

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APPENDIX F 150

No. 208 Squadron, R.A.F.

References.  
 1/500,000  
 1/100,000

Operation Order No. 11.

SECRET.

Copy No..... 15

1. INFORMATION.

To establish an Air and Ground Party at SIWA to operate under the orders of Lt.Col. Bather, B.M.M., in accordance with No. 202 Group Signal A. 810 dated 20th September, 1940.

2. INTENTION.

To establish and maintain two Aircraft, pilots and crews, and Ground Party consisting of 1 W.C.O., 1 Armourer, 1 Ground Crew and 2 Wireless Operators. The Ground Party will move at 1800 hours on 20-9-40. The Ground Party will halt for the night at BIR MENAYIS, and at first light on 21-9-40, will continue, to arrive at SIWA by 1800 hours same day. The Air Party will leave at first light on 21-9-40, to be operational at SIWA by 1100 hours.

3. EXECUTION.

The detachment will move in two parts :

- (a) Air Party - See Appendix "A".
- (b) Ground Party under command of F/O. Aldis - See App: "B"

- 4. Air Party will leave QASABA at first light on 21-9-40.
- 5. Ground Party will leave QASABA at 1800 hours on 20-9-40, and will halt at BIR MENAYIS for the night. Ground Party will form up outside "A" Flight Office at 1700 hours.

6. DRESS.

Working Drill, Greatcoats.

7. TIME.

The Officer i/c Ground Party will synchronise watches at 1700 hours with the Duty Operations Officer.

ADMINISTRATION.

8. RATIONS.

Four days rations will be taken on the transport. The unconsumed portion of the day's rations will be taken by the Road Party. Further supplies of rations will be delivered by air.

9. ARMS.

Rifles and 50 rounds of S.A.A. per man will be taken. One Lewis Gun and 10 pans of Ammunition will be taken.

10. AMMUNITION.

50 20-lb Cooper Bombs and 5,000 rounds of .303 will be taken.

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Page -2-

ADMINISTRATION (Cont'd.)11. MEDICAL.

The Medical Officer will arrange for a Medical Orderly and the necessary equipment to accompany the Road Party.

12. COMMUNICATION.

Communication between the Detachment and the Squadron will be by W/T. point-to-point. The Officer i/c Signals is to make arrangements with the Officer i/c "A" Flight.

13. FUEL.

The Road Party will take 2,000 gallons D.T.D. 230, and 200 gallons D.T.D. 109 Oil.

14. WATER.

Water Bottles will be filled and the Officer i/c Transport will be responsible for ensuring that sufficient additional water is taken for the journey.

ACKNOWLEDGE.

Time of Issue: 1700 hours.

*R Sprague*  
Squadron Leader, Commanding,  
No. 208 Squadron, R. A. F.

DISTRIBUTION:

Officer Commanding, 208 Squadron.   
Officer Commanding, "A" Flight.   
Medical Officer.   
Transport Officer.   
Adjutant.   
Signals Officer.   
Equipment Officer.   
P/O. Burwell.   
Operations Record Book. (2).

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APPENDIX "A".Air Party.

<u>Pilot.</u>	<u>Crew.</u>	<u>Aircraft.</u>
F/Lieut. Legge.	Sgt. McCue.	L.4710.
P/O. Druce.	Sgt. Luldownoy.	L.4712.

-----

APPENDIX "B".Ground Party.

<u>Officer i/c.</u>	F/O. Aldis.
Cpl. White.	
LAC. Topliss.	
LAC. Flower.	
LAC. Hollis.	
AC. Price.	- Medical Orderly.
Cpl. Brion	} - Wireless Operators.
LAC. Lewis	
4 M.T. Drivers.	(To be detailed.)

Note: F/O. Aldis and 4 M.T. Drivers will return to QASABA on 21-9-40.

-----

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APPENDIX "G" 153SECRET.

From: F/O. J.R. Aldis, No. 208 Squadron.  
 To: Officer Commanding, No. 208 Squadron.  
 Date: 25th September, 1940.  
 Ref: 208S/43/1/Air.  
 Map Ref: 1/100,000 MATRUH & BAS EL KAHAYIS.  
 Subject: Reconnaissance for Landing Grounds  
340200 800200 800100 340100.

1. The area above consists of flat ground with shallow escarpments covered with camel thorn of varying thickness and rocks. There is no area large enough for an operational landing ground ready for immediate use within this area.
2. There are, however, many places which could be cleared with comparatively little trouble, given the necessary labour. It is estimated that one 2-ton truck and 20 men could clear a runway large enough for a LYSANDER aircraft in two days.
3. The positions of these areas are :-
  - (i) BIR SHINEINA 348158.
  - (ii) SHINEINA 587150 to BIR RIMMA 450117.
  - (iii) SIDI DAKIL 582118 to BIR EL WISHEIKA 614112.
  - (iv) SIDI DAKIL 582118 to BIR EL HIRAEYINA 506180.
4. The employment of the "rail towing" method of clearing, as used in the construction of GERAWLA aerodrome, is recommended for these clearing operations.

*J.R. Aldis*  
 Flying Officer.  
 No. 208 Squadron, R.A.F.

In the field.  
25-9-40.

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*Ops Record*

*Sent to 202 G, 26.9.40  
cdg*

Secret.

From: F/Lt. P. Legge,  
No. 208 Squadron, R.A.F.

To: Officer Commanding,  
No. 208 Squadron, R.A.F.

Date: 26th September, 1940.

Ref: 2088/43/1/Air.

Map Ref: MATRIM 1/500,000.

Report on a Reconnaissance for Landing  
Grounds near the track leading from  
SIWA to RAS GATTARA.

The ground between SIWA and the escarpment at  
604139 is low-lying and unsuitable for landing grounds.

2. From 604139 to 642143, the ground is flat and with  
labour, landing grounds could quickly be levelled.  
Suitable sites are 616135, 618136, 622136, 630137, 635136.

3. From 642143 to 660177, the ground is totally un-  
suitable for any landing grounds, as it is rough and  
broken.

4. At 663177, the ground is level and a landing ground  
could be made there with labour.

5. At 686202, there appears to be a very good landing  
ground and also at 715225, but a ground reconnaissance  
is necessary to confirm this.

6. I did not land in the course of this reconnaissance  
owing to the weakness of the Lysander tail wheel on bad  
ground.

(sgd.) P. Legge.

Flight Lieutenant.

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Extension of 1/25,000 MATRUH Maps.

It was decided by B.T.M. that an extension of the existing 1/25,000 sheets of the MATRUH area was necessary in view of possible operations in this area. The work was organised by the Survey Directorate, M.E., and carried out by the 512 Field Survey Company, R.E., in co-operation with 208 Squadron, R.A.F. The area to be surveyed consisted of 1,050 square Kilometres, and lay South of MERSA MATRUH, extending roughly from RAS EL KANAYIS on the Eastern extremity to just South of GARAWLA on the Western extremity and covering an area about 20 kilometres back from the coast. The area also extended to the West for 30 kilometres from a point some 20 kilometres South of GARAWLA.

The flying was undertaken by P/O. BENSON and LAC. PHILLIPS, and was satisfactory in every respect. In fact the standard of flying was much higher than expected, and Mr. Benson was particularly congratulated by the Directorate of Surveys. The area was covered with 18 strips of photographs comprising some 470 exposures. The main block was covered with Southerly run strips. These were flown perfectly and full advantage was made of the few cloudless days experienced. The Westerly extension was covered with strips flown due West. The flying of this part of the area was particularly difficult, owing to the existing maps being almost blank in this area, but it was nevertheless successfully covered by Mr. Benson.

The scale of the photography was 1/30,000. An F. 24 camera was used with a 5 inch lens. The height flown was 12,500 feet.

Two sets of contact prints and the negatives were delivered to the Survey Directorate. The production of maps from these photographs is now in hand.

(Sgd.) J.A. Eden. 2/Lieut.

Survey Directorate, G.H.Q.

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SECRET.Upper Secret  
APPENDIX A

156

From:- No. 208 Squadron, Royal Air Force.

To:- Headquarters, Royal Air Force,  
Middle East.  
Headquarters, No. 202 Group,  
Royal Air Force.

Date:- 10th October, 1940.

Ref:- 208S/7/6/1/Air.

Daily Operations Report.

With reference to our Operational Summary O.28 dated 10-10-40, the following information is forwarded in amplification.

2. At 1600 hours on 9th October, 1940, P/O Roberts, carrying out a tactical reconnaissance at 6,000 feet in the BIR SOFAFI area sighted one enemy aircraft at 7,000' diving towards him. The enemy aircraft passed to port within 100 to 200 yards without firing and was given a sustained burst of front gun at full deflection. Two other enemy aircraft, identified with the first as G.R. 42s were then sighted to starboard, also at 7,000'.

3. The Lysander was put into a steep dive with full throttle and the first enemy aircraft followed, firing from astern. The Air Gunner replied with rear gun. On reaching ground level, the Lysander was yawed from side to side in order to present a difficult target; but the attack was not pressed home, the enemy aircraft disappearing after the initial dive.

4. On landing at an advanced landing ground, the port tyre was found to be punctured and a large hole, presumably the result of enemy action, found in the wheel.

*R. Sprague*  
Squadron Leader, Commanding,  
No. 208 Squadron.

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APPENDIX "A"

From: Officer Commanding 'C' Flight Detachment,  
208 Squadron, Siwa.

157

To: Officer Commanding, No. 208 Squadron.

Date: 7th November, 1940.

Subject: Bombing of SIWA - 7.11.40.

SIWA Town and aerodrome suffered a sustained bombing and machine gunning attack by enemy aircraft from 13.00 hours to 13.30 hours.

At 13.00 hours. Six enemy aircraft, probable S.79's, in two flights of 3 aircraft approached from the WEST, and dropped their bombs (number not indicated) well away from the L.G., about half a mile to the S.W.

Almost immediately afterwards six more aircraft, in two flights of three, approached from the South East and dropped a stick of 30 bombs across the Egyptian Army Barracks towards the town. The aerodrome was not hit by either of these attacks. Further bombs were dropped North of the Town in the direction of the 60th Rifles Camp: and more could be heard exploding to the EAST.

At 13.10 hours. A further six aircraft approached from the South East and dropped their bombs (approximately 30) in the vicinity of the town and around the aerodrome, one falling close to the ~~XXXXXX~~ 208 Detachment living compound. A minute or two later, 6 C.R. 42's dived on the aerodrome out of the sun and directly over the Rest House. They made about six dives each, machine gunning and dropping small bombs, 2 lb. anti-personnel bombs and 20 lb. bombs. One Lysander blew up - presumably the result of machine gun fire - and burnt completely out. Another was hit in several places, two Verey Cartridges exploding in the pilot's cockpit. Damage to this machine was slight and it was found, after local repairs, possible to fly back to QASABA for Workshops repairs.

The attack finished at 13.30 hours.

There were no R.A.F. personnel casualties.

The Town aerodrome is perfectly serviceable.

Reports from various positions around SIWA indicate that a further 3 bombers were involved, these coming in between the first two waves of six.

A report from an Egyptian post says that at one time there were 21 aircraft in the air approaching the northern landing ground. Another report says that the first wave of bombers was escorted by six fighters.

It would seem that the fighters remained above during the bombing attacks, and having ascertained that the Gladiators which were at SIWA until yesterday, were not in the neighbourhood, attacked the aerodrome.

DAMAGE. SIWA. Craters from 25 to 35 feet across were seen in at least 7 cases in Siwa Town. One landed in the centre of the market place - five more in the vicinity of the Caracol and new mosque. There is evidence of very little material damage.

~~Signature~~

(Sgd.) Lewis G. Burnand. F/Lt.

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APPENDIX B 158

SECRET.

MAKILA CAMP  
625372  
Maha Suman

COMBAT Army Co-op.  
(~~PILOT~~ AIRCRAFT).

Squadron Number... 208 ..... Pilot... F/O L.T. BENSON  
Date... 16. 11. 40 ..... Crew. SGT. PHILLIPS  
Time... 14.45 .....  
Place... ALAM EL TUMMAR.  
Duty... Tactical Reconnaissance  
and photography

NARRATIVE:-

- (1) Number, Type and Formation of our own aircraft taking part in <sup>Rece</sup> attacks... ONE LYSANDER I
- (2) Height when first sighting enemy... 18,000'
- (3) Position of Enemy relative to our own aircraft... 5000' below on starboard side.
- (4) Type of Enemy aircraft or description... FIAT C.R. 42.
- (5) Number and Formation of Enemy Aircraft... Two flights of three aircraft in Vic formation
- (6) Was own approach observed or unobserved?... N.A.
- (7) Type of attack delivered on Enemy... NIL.
- (8) Action taken by Enemy... Three aircraft in Vic formation attacked from ASTERN
- (9) Result of engagement... ONE FIAT C.R. 42 shot down and burnt out on hitting the ground. Lysander crash landed on engine failure
- (10) Special Comments... SGT. PHILLIPS wounded in leg early in combat and carried on firing. Attempted to repair gun but was unable to owing to broken leg.

N.B. Separate reports on individual combats resulting from an initial engagement with an Enemy aircraft formation are to be attached. In each case the special comments should refer in particular to enemy tactics.

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159

No. 208 Squadron, R.A.F.

APPENDIX C.

Operation Order No. 14.

SECRET.

Copy No.....

PART 1.1. INFORMATION.

To re-arm "C" Flight, No. 208 Squadron, with Hurricane aircraft at Amriya.

2. INTENTION.

To move the Flight to Amriya on the 22nd November, 1940, in two parties, as under :

- (i) Air Party. (Appendix "A").  
(ii) Road Party. (Appendix "B").

The Air Party to fly off at 08.45 hours, the Road Party to move off at 10.00 hours, to arrive at Amriya the same day.

3. EXECUTION.

(a) Air Party. The Air Party will fly off at 08.45 hours for Amriya. At Amriya, aircraft will be refuelled and 5 pilots of No. 274 Squadron will be picked up and flown to No. 102 Maintenance Unit, Abu Sueir, where the Lysander aircraft will be handed over and the Hurricanes taken over. The Hurricane aircraft will be flown to Amriya by pilots of No. 274 Squadron, while the pilots of "C" Flight will travel by train, via Cairo, to Amriya, where they will arrive a.m. on 23rd November, 1940.

(b) Road Party. The Road Party, in charge of F/Sgt. Soper, will leave Qasaba at 10.00 hours on the 22nd November, 1940, to arrive at Amriya before nightfall on the same day. The Road Party will be inspected by the Commanding Officer before departure.

PART 2.4. ADMINISTRATION.

Accommodation. The Flight will be accommodated at Amriya during the period of re-armament.

5. RATIONS.

Three days rations will be taken by the Flight. The Flight will be struck off the Squadron Ration Strength v.e.f. 23rd November, 1940, and taken on the Ration Strength of No. 274 Squadron v.e.f. 23rd November, 1940.

The unexpired portion of the day's ration will be taken by the Road Party. The N.C.O. i/c Cookhouse will arrange for a sandwich lunch for the Road Party.

-/Cont'd.

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Page 2.PART 2. (Continued.)6. WATER.

Water Bottles will be filled.

7. ARMS.

Airmen will carry rifles and 10 rounds S.A.A., and Senior N.C.O's. pistols and 14 rounds.

8. BAGGAGE.

All kits will be loaded by 08.30 hours, and Officers kits will be collected at the Mess at 08.20 hours.

9. DRESS.

Working Drill and Greatcoat.

10. ACKNOWLEDGE.

Time of Issue: 15.30

Date: 21.11.40.

*Alan Rowland*  
 Squadron Leader, Commanding,  
 No. 208 Squadron, R. A. F.

DISTRIBUTION:

Officer Commanding, No. 208 Squadron.  
 Adjutant, No. 208 Squadron.  
 Officer Commanding "C" Flight.  
 Signals Officer.  
 W/O. i/c Armoury.  
 Officer i/c Airmens' Messing.  
 Officer i/c M.T.  
 Operations Record Book (2).

Copies to:

No. 274 Squadron.  
 No. 102 Maintenance Unit.

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APPENDIX "A".AIR PARTY.

L.4734.	F/Lt. Wilson.
L.4726.	F/Lt. Burnand.
L.4722.	F/O. Currie.
L.4723.	F/O. Seymour-Hosley.
L.4712.	F/O. Stephenson.

No passengers will be taken.

-----

APPENDIX "B".Road Party.

F/Sgt. Soper                      i/o Road Party.

Sgt. Gibbs.  
 Cpl. Johnstone.  
 Cpl. Dawe.  
 LAC. Nicholls.  
 LAC. Wilson.  
 LAC. Herring.  
 LAC. Tancock.  
 LAC. Gerring.  
 LAC. Kelly.  
 Cpl. Little.  
 Cpl. Conroy.      Cpl Evans

Vehicles.

W.D.5726.(6 wheeler)  
 W.D.5738.(3 ton truck)  
 W.D. 654.(Pickup)

Drivers.

LAC. Barber.  
 Cpl. Johnstone.  
 LAC. Simmonds.

LAC's. Evans and Winterflood will rejoin the Flight at AMRIYA on return from leave on Monday, 25.11.40.

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TACTICAL RECONNAISSANCE POLICY.

APP. "B"

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1. Misunderstanding exists concerning the ordering of tactical reconnaissance in areas where interception by E.A. is anticipated. The procedure is as follows:-
2. The formation in control of tactical reconnaissance aircraft when ordering a reconnaissance in an area where E.A. are known to be active will, when ordering the recce from the Squadron concerned, state if the recce is of sufficient importance for it to be carried out
  - (a) with fighter escort if available.
  - or
  - (b) without fighter escort if escort is not available
3. The decision to dispatch an unescorted recce as in (b) above must be given by the Army formation commander concerned or his deputy.
3. The decision regarding any particular area being dangerous for tactical reconnaissance rests with the Squadron Commander in the light of information at his disposal concerning enemy air activity. The latest information on this point being obtained from operation H.Q. No., 202 GROUP.
4. Application for fighter escort for tactical reconnaissance will be made to H.Q. No. 202 GROUP by the Squadron Commander and the dispatch of the reconnaissance will depend on provision of such escort and on the orders received from the Army formation as in para. 2 above.
5. Reconnaissance in areas where E.A. are known to be active whether with escort or not, are to be reduced to a minimum time over the area. In the event of a reconnaissance being ordered over such an area unescorted by fighters the task allotted to one aircraft should be so arranged that the information can be obtained by a quick dash into the area and return. If necessary additional aircraft should be used to facilitate this.

(Sgd). GROUP CAPTAIN BROWN.

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APP: C. 163

No. 14

# SOLDATI!

Il vostro esercito è stato sconfitto. Parecchie migliaia dei vostri compagni sono stati uccisi. 30.000 VOSTRI CAMERATI si sono arresi e sono oggi salvi e ben trattati. Abbiamo già preso la maggior parte delle vostre armi e dei vostri carri armati. I Generali GALLINA, PESCATORI, MERZARI, CERIO e centinaia dei vostri ufficiali sono nostri prigionieri di guerra.

Le nostre forze stanno tagliando la vostra ritirata verso TOBRUK e un importante contingente di forze inglesi si prepara ad attaccare BARDIA. Nessun aiuto vi può giungere dall'Ovest perchè i nostri nuovi carri armati e i nostri cannoni sbarrano la via. Avete già veduto funzionare questi carri armati e questi cannoni a BARRANI. Si trovano di nuovo vicino alle vostre posizioni difensive che saranno sfondate come lo furono le precedenti.

## ARRENDETEVI

e unitevi ai vostri compagni che sono ora fuori pericolo, ben nutriti e pronti a tornare alle loro famiglie appena la guerra sarà terminata, da valorosi soldati, fatti prigionieri di guerra. Consegnatevi senza armi e non vi sarà fatto alcun male.

## SE NON VI ARRENDETE

saremo costretti ad attaccarvi con le nostre più potenti forze su terra, sul mare e nell'aria, provocando inutili perdite di vite

## CHE POTETE RISPARMIARE

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APP: 'D' 164

SPECIAL ORDER OF THE DAY

BY

General Sir Archibald P. Wavell, K.C.B., C.M.G., M.C.  
Commander-in-Chief, the Middle East.

G.H.Q., M.E., Cairo.  
23rd December, 1940.

Now that the enemy has been driven from Egyptian soil, I should like to express to all ranks in Egypt my thanks and my admiration. The success won in the Western Desert has been one in which all have shared. It has been above all a triumph for careful preparation, good administration and hard training, behind the lines and at the Base, as well as in the theatre of operations. Without the organisation and hard work at the docks, in the camps, in the workshops, in the supply depots, in the training establishments, it would have been impossible to have had ready, and equipped, the striking force that hit so hard and moved so rapidly. Without the careful staff work and administration the preparations could not have been so surely and so secretly made. Only troops trained to the highest moral and physical pitch and led with dash and confidence could have carried through the operation so swiftly and successfully, and at such small cost.

The hard conditions of warfare in this desert - long distances, dust-storms, alternate cold and heat - have been cheerfully endured by everyone. I would add a special word of thanks to the supply services and the drivers of vehicles whose efforts have enabled the forward troops to make so rapid an advance, and to the signal service who have maintained communications during that advance. The operations are not ended and further efforts with a similar spirit will bring further successes.

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APP: E 165

Copy of Signal A.415 dated the 23rd December, 1940,  
from Air Chief Marshal Sir Arthur M. Longmore,  
Air Officer Commanding-in-Chief.

As Air Officer Commanding-in-Chief, I send  
my Christmas Greetings to all ranks R.A.F., R.A.A.F.,  
and S.A.A.F. in Middle East, whether pilots, air crews,  
ground crews or staffs. You are playing your parts  
splendidly in maintaining the high tradition of your  
Service.

With our ever-increasing resources and the  
high morale of our Squadrons, we shall look forward  
to a victorious New Year and real proper Christmas  
in the years to come.

1133/23.

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APP: "F" 166

No. 208 Squadron, R.A.F.

SECRET.  
\*\*\*\*\*

Operation Order No. 15.

Copy No.....

Part I.1. INFORMATION.

To bring the skeleton flight ('B' flight) No. 208 Squadron, detached at position Egypt 1:500,000 Matruh Sheet pin point 525430 (Halfaya Landing Ground) up to full strength.

2. INTENTION.

To move the remainder of 'B' flight on the 28th December, 1940, in one party by road, as detailed in Appendix 'A'. The Road Party to move off at 08.30 hours to arrive at Halfaya Landing Ground the same day.

3. EXECUTION.

The Road Party, commanded by F/O. Linchan, will leave QASABA at 08.30 hours on 28th December, 1940, to arrive at the Landing Ground before nightfall the same day. In the event of the convoy being unable to reach the Landing Ground before nightfall, it will camp for the night, and proceed at first light on 29th December, 1940. F/O. Linchan will return to QASABA with the 3-ton lorry and driver as soon as ordered by the O.C. 'B' flight Detached. The 3-ton lorry will tow the Cooker, and will load before dark on 27th December, 1940, in the following order :- Equipment Section, 'B' flight, Photo Section, Workshops to collect water tank.

Part II.ADMINISTRATION.4. Rations.

Three days rations will be taken by the party. The party will be struck off the Squadron Ration Strength w.o.f. 31st December, 1940, and taken on Ration Strength by the Army w.o.f. 31st December, 1940.

The unexpired portion of the day's rations will be taken by the Road Party in suitable form, as arranged by the N.C.O. i/c Cookhouse. The N.C.O. i/c Cookhouse will arrange for an early breakfast for the party on 28th December, 1940, at 08.00 hours.

5. Water.

Water Bottles will be filled.

/R. Arms ....

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Part II. Administration (cont'd).6. Arms.

Personnel of the Party will be armed and issued with ammunition.

7. Baggage.

With the exception of bedding and knives, forks, spoons, plates and cups, all baggage will be loaded onto the 3-ton lorry before dark on 27th December, 1940.

8. Dress.

Working Drill and greatcoat.

9. Acknowledge.

Time of issue : 12.45.

Date: 27.12.40.

*J. R. Wilson*

Squadron Leader, Commanding,  
No. 208 Squadron, R. A. F.

Distribution:-

Officer Commanding, No. 208 Squadron.  
Adjutant, No. 208 Squadron.  
Officer Commanding 'B' Flight.  
F/O. Linchan.  
Signals Officer.  
W/O. i/c Armoury.  
Officer i/c Airmen's Messing.  
Officer i/c M.T.  
Operations Record Book (2 copies).  
W/O. Willis.  
Opl. Robson.  
W/O. Harper.  
File.

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Part II. Administration (cont'd).6. Arms.

Personnel of the Party will be armed and issued with ammunition.

7. Baggage.

With the exception of bedding and knives, forks, spoons, plates and cups, all baggage will be loaded onto the 3-ton lorry before dark on 27th December, 1940.

8. Dress.

Working, Drill and greatcoat.

9. Acknowledge.

Time of issue : 12.45.

Date: 27.12.40.

*J. R. Wilson*

Squadron Leader, Commanding,  
No. 208 Squadron, R. A. F.

Distribution:-

Officer Commanding, No. 208 Squadron.  
Adjutant, No. 208 Squadron.  
Officer Commanding 'B' Flight.  
F/O. Linchan.  
Signals Officer.  
W/O. i/c Armoury.  
Officer i/c Airmen's Messing.  
Officer i/c M.T.  
Operations Record Book (2 copies).  
W/O. Willis.  
Cpl. Robson.  
W/O. Harper.  
Filo.

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Appendix 'A'.Road Party.

F/O. Linehan            Officer i/c Road Party.

The Road Party will consist of the following vehicles:-

W.D. 633. Office	Cpl. Hammond.
W.D. 823. Ambulance	LAC. Clark.
W.D. 675. Fire Tender	LAC. Crook.
* W.D. 6110. 3-ton lorry, towing cooker	LAC. Ho33.

Drivers will be detailed to their respective vehicles by the N.O.O. i/c M.T. Section.

\* To return to QASABA with driver and F/O. Linehan, in accordance with Part I, para. 3.

Sgt. Shipman. 'B' Flight.	LAC. Price	Medical Orderly.
Cpl. Robson.            "	AC. Abbott	A.C.H.
AC. Banbury.            "	AC. Gates	A.C.H.
LAC. Sharp.            "	AC. Williamson	A.C.H.
LAC. Clark            Cook.	LAC. Whitlam	Photographer
	AC. Newbatt	"

Sgt. Dickens }  
Sgt. Goddard } Will rejoin the flight at HALFAYA on their  
Sgt. Payne } return from leave.

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Appendix 'B'.Complete M.T. Detachment with 'B' Flight.

	W.D.	Drivers.
Pickup.	654.	Cpl. Hammond.
2 Tonner	928.	LAC. Smith.
3 Tonner	5812.	LAC. Lomas.
3 Tonner	5769.	LAC. Cowie.
3 Tonner	11362.	LAC. Clark.
Office	633.	LAC. Crook.
Fire	675.	
Ambulance	823.	
B.V.	998.	

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