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This constant reduction in height caused a verbal exchange of views re jumping, ditching or staying put.

8. Somewhile before reaching the Dutch coast, we perceived a coded flashing beacon. Upon request, the pilot wind-milled the port outer prop and I was able to obtain a weak but perceptible Gee signal. Bearing in mind the lengthy time that had elapsed, it was possible that this could indicate a landfall in Kent, although this was not considered very likely. Upon circling the beacon, an airfield kindly switched on numerous lights including an illuminated runway arrow. Our recognition of error was prompt, we sent an appropriate message on the (hopefully working) downward recognition light, and hurriedly departed.

9. Until then, no attempts (apart from the odd flares) had been made to interfere with our return flight. Subsequent to the beacon incident, we encountered heavy and accurate ground fire. Numerous hits were registered, most in the central and rear parts of the aircraft. Tied bundles of 'window' were hastily ejected through ~~the~~ the open hatch, and by luck, coincidence or the window, the AA fire fell behind.

10. When over water, searchlights were noticed somewhat north of our track towards Woodbridge. A decision was made to turn towards these, but as we neared, they directed their beams south. We therefore reverted to our original track and with the searchlights now crossing their beams, located Woodbridge.

11. Because of the previous course alteration towards the searchlights, we approached the East/West runway from the northeast and this meant that the pilot had no option but to attempt to reposition the aircraft for a better approach. At low altitude and with exhausted ~~the~~ fuel supplies, this was achieved at the expense of a ~~the~~ ground slew as the punctured wheel collapsed.

12. We were informed later that there were 19 gallons of fuel recovered from the tanks. The total flight time was 9 hours 5 minutes.