

Comments re Station Narrative No.1.

The crew arrived back at base late on the 31st. January 1944. The Narrative is dated 1st. February. It therefore appears that the signal was hurriedly cobbled together by the local Intelligence Officer from the only firm data available, namely that derived from the sketchy debriefing session.

It reveals errors of fact, in the chronological sequence of events and includes references to places which could only be based upon their own judgment, interpretation or embellishment. It reads more like a publicity hand-out than a serious report on a squadron aircraft and crew.

One section refers quite specifically to the damage sustained. This almost certainly was obtained from the signal from Woodbridge to Killingholme regarding the Engineers Damage Sustained report. I saw such a signal myself and referred to it in my previous letter.

The attached personal narrative is probably the first and only time that an attempt has been made to present a true and accurate account of the whole episode. Where I have doubts about some data, such as stated heights and the duration of the flight, no comments have been made as I have no firm basis for added criticism. However, I would love to be more precise.

As you know, the pilot was awarded the DSO for his part in this eventful flight. It is strange that no single person in authority sought to establish fully just what occurred on that fateful night.

From the details you forwarded, it appears that F/O Morrison resumed operational flying on the 24/4/44, completed a further 7 operations and was killed on the eighth. Would you have any knowledge of his activities for the period 31st. January to 24th. April 1944?

No member of the survivors of the original crew was returned to operations except F/O Morrison. I lost track of the W/Op and F/E. My own activities were concentrated into Adjutant duties at a number of Airfields, and the formal closure of many stations. One particular appointment was as Adjutant with Bomber Command Instructors School, with whom I was to fly numerous hours, albeit officially 'grounded' at the time.