

The following is original documentation relating to the search of an aircraft as recorded by F/O George W. Gregory during service in Ops. with 95 Squadron in Bathurst.

The Mosquito was reported overdue on 26th February 1944, the crew being successfully recovered 28th February and the aircraft duly destroyed. Records show that this Canadian de havilland built aircraft (Type B.25) was "written off" before reaching service.

AS & L R

A

FORM "R"

APPENDIX "C".

- (a) Type of Aircraft *Mosquito* Letter & Squadron *(KB 575)*
 Station *airborne ascension 1123/26*
- (b) Number of Crew *Believed two.* Aircraft No. *KB 575*
- (c) Position *Unknown*
- (d) Type of original report *Overdue*
 (S.O.S., I.P.F., visual, overdue, etc.).
- (e) Origin of report *Commodore Tundum*
- (f) Time of original report *261910*
- (g) Time received at Group
- (h) Time received at Area Combined Headquarters
- (i) Search Aircraft:-

A *

TYPE	LETTER & SQUADRON.	STATION.	TIME OF DEPARTURE.	TIME OF RETURN.	RESULTS.
<i>Wellington</i>	<i>P/26</i>	<i>Uyundum</i>	<i>0900z/27</i>	<i>1016/27</i>	} <i>Recalled - adverse weather.</i>
<i>---</i>	<i>F/26</i>	<i>---</i>	<i>0908z/27</i>	<i>1035/27</i>	
<i>---</i>	<i>B/343</i>	<i>Beakar</i>	<i>0814/27</i>	<i>1344/27</i>	} <i>Returned - bad viz dropped 2 Bircham barrels. Provision re.</i>
<i>---</i>	<i>H/26</i>	<i>Uyundum</i>	<i>0820/28</i>	<i>0912/28</i>	
<i>---</i>	<i>P/26</i>	<i>Uyundum</i>	<i>1500/28</i>	<i>1720/28</i>	

(j) Search Marine Craft:-

B

TYPE	NUMBER.	STATION.	TIME OF DEPARTURE.	TIME OF RETURN.	RESULTS.
<i>26th Ash Punace</i>	<i>1304</i>	<i>Bathurst</i>	<i>24952</i> <i>to Faraway Bay</i>	<i>0235</i>	<i>Standing by</i> <i>3 degrees</i>
<i>27th " "</i>	<i>"</i>	<i>"</i>	<i>27 2310</i>		<i>Standing off shore at</i> <i>Casco River Mouth</i>

(k) Details of any special air/sea rescue equipment used. (Dinghy, Lindholms Gear, Bircham barrel, etc.).

(l) Narrative (see over).

(m) Time of origin of Form "R"

C Land Party. *4 RAN Personnel in RAN desert truck NO RAN 118 departed Bathurst at 1630 hrs 27th Feb. as primary effort.*

MARK 1

Beairings passed

- 1658 QTE 144 - 3 (R) 1707
- 1743 " 138 (R)
- 1758 " 147 (R) 1807
- 1805 QSY 4575 A/c Transmitted QSY impossible
- 1830 QTE 142 (R)
- 1840 QTE not passed - interference.
- 1904 "Change to S/R for beairing"

from a/c 1908 IMI

27TH FEBRUARY 1945

27 1150. from Coast A/c GNSG - Forced down in position 1210N. 1621W -

Crew proceeding on foot to CAHFU.

1220 A/c not able to fly off.

1305 to GNSG - what is your condition? Do you need medical aid?

1409 ^{FROM GNSG} no medical aid required.

1416 to GNSG - remain with aircraft

1430 from GNSG - No fringed field suitable for light planes.

1506 to GNSG - remain your position Load Party and Puruase proceeding from this base.

1605 to GNSG - assistance unlikely arrive until PM tomorrow - is this OK (no R given to this message despite continued transmission)

1630 Load Party Proceeded in desert truck

1632 Wellington of 26 Lyda standing by at Yindum with Kucham barrels. Weather conditions adverse, take off cancelled - A/c to be available at First Light 28th Feb - (Kucham barrels re-filled and blankets, provisions, water supplies etc)

1723 Still no contact with GNSG, to on 1605 hours transmission - last transmission made.

2210 A/R Puruase 1304. Capt. brief to proceed to position west of Lachen River mouth and await further orders.

2310 A/R Puruase 1304 advised under orders.

28TH FEB 1945

0120 Wellington H/25 %ACCH - Airborne

0240 - - - returned to Yindum presence of Box the shells. Remain

1500. Wellington. H/96 a/b to locate

1720 " " landed.

A/c had dropped 2 containers & reported crew safe. Yumnam Orange 8 Feb 28 refer

1925 Message to Pinnace - "Proceed to position of aircraft fuselage. Pilot requested but do not wait. Remain in vicinity to await road party. Repair progress" (Cable sent to Portuguese authorities requesting Pilot at first light).

Paragraph

0855 Message from GWSG - "Any instructions"
0905 " " To GWSG - Sunderland arriving 1130 - watch for Pinnace
1037 2/95 a/b on search and to locate and cooperate with Pinnace 1304.

1150 Message received from 2/95. Have reached objective.

1225 From 2/95 to Pinnace - "Repair your position"

1245 From 2/95 to Bathurst -

"No sign of land party. Pinnace experiencing great difficulty"

1320 2/95 Mc waterborne Cacheo River

1355 2/95 instructed to pick up Mosquito crew and to destroy Mc if other than mark 20 or mark 25. Land bygone for news of Road Party.

1358 Pinnace 1304 ordered to anchor and remain present position and await instructions.

1410 ~~Message~~ requested (Pinnace) - a/c requested to take off in Argus Mc and search for Road Party - and if located, to drop message for them to return to Road Party.

NAR 2

- 1430. Z/95 reports rescue party going ashore now
- 1455 Z/95 reports ETD 1700 at soonest. Are we still to go to Ziguichor?
- 1510. to Z/95. Leave Ziguichor visit upon discretion & Report progress before taking off from river.
- * 1537. - Airborne at Yundum on search for land party - continue below
- ↑ 1548. W/F. Transmitter Yundum report Pinnace 1304 not raised - on T.O.O. 1358 not passed.
- 1555 to Z/95 before leaving area signal MHBA II (i.e. Pinnace 1304) to return to Base immediately even at expense of overflying Ziguichor.
- informed by Capt. Decker that signal dispatched to head man of Ziguichor telling him to instruct land party to return to Base
- 1630. from Z/95. "Pinnace in company"
- 1700 from Z/95 "Aircraft destroyed ETD 1830"
- ~~1720~~
- 1725. Ordered Pinnace to return to Base.
- 1805. from Z/95 'Pinnace in company'. Have instructed it to return Base first light tomorrow 2nd.
- 1755 from Z/95 crew on board returning now.
- 1815 to Pinnace 1304 Proceed seaward as far as possible tonight.
- 1830 from Z/95 Airborne return to base ETA 1905
- 1907 Z/95 Waterborne Base
- 1920 FROM Pinnace 1304 - Impossible to navigate channel during hours of darkness am remaining in position until first light.
- 1940 Crew of Z/95 and rescued crew at Bathurst Cps.

2nd blank

- 0820 Pinnace signals "BAR" ETA signalled later
- 1055. Airborne from Yundum on search for land party and to report position of Pinnace

B

- (a) Type of Aircraft Letter & Squadron.....
Station
- (b) Number of Crew Aircraft No.....
- (c) Position
- (d) Type of original report
(S.O.S., I.P.F., visual, overdue, etc.).
- (e) Origin of report
- (f) Time of original report
- (g) Time received at Group
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- (i) Search Aircraft:-

TYPE	LETTER & SQUADRON.	STATION.	TIME OF DEPARTURE.	TIME OF RETURN.	RESULTS.
<i>Argus</i>	<i>Myndum Communications M/c.</i>	<i>Myndum</i>	<i>1537/1 Mar</i>	<i>1826/1 Mar</i>	<i>Search in land - Party nil result.</i>
<i>Sunduland</i>	<i>Z/95</i>	<i>Kathurst</i>	<i>1031/1 Mar</i>	<i>1907/1 Mar</i>	<i>dropped 2 Bircham Barrels (1 only recovered) dropped dinghy pack. Alighted Caches River sent rescue party in. collected Rescued crew, destroyed the crashed aircraft and returned safely to base</i>

(j) Search Marine Craft:-

TYPE	NUMBER.	STATION.	TIME OF DEPARTURE.	TIME OF RETURN.	RESULTS.

- (k) Details of any special air/sea rescue equipment used. (*Dinghy, Lindholm Gear, Bircham barrel, etc.*). *Two Bircham Barrels - provisions, water, blankets. (Myndum A/c.)*
- (l) Narrative
(see over). *Two Bircham Barrels + dinghy pack dropped by Kathurst M/c. Z/95.*
- (m) Time of origin of Form "R"