

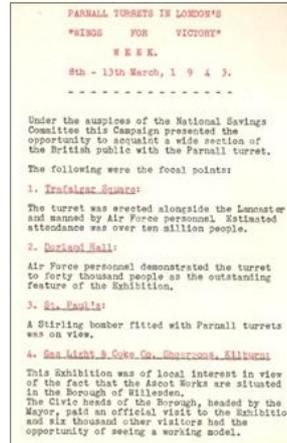
PFBC Archive: *Our Charity is committed to developing & maintaining its Public-Access Archive... For the purpose of this website a brief selection of items together with information have been provided where references in blue indicate further material is available.* Á

Part Twenty-six: Poole Savings Committee... Sunderland ML743 'Wings for Victory' © PFBC



**Wings For Victory Poster of 1943**

38cms x 50cms: Two-colour poster (*sepia b'gnd*) published by the National Savings Committee for the Wings For Victory Campaign. Poster shows various significant WW2 Bomber Aircraft - including the Lancaster, Halifax, Stirling, Liberator and also Flying Fortress. *This fund raising scheme launched in 1943 encouraged civilians to save money in Govt. accounts with cash paid at POs & Banks*

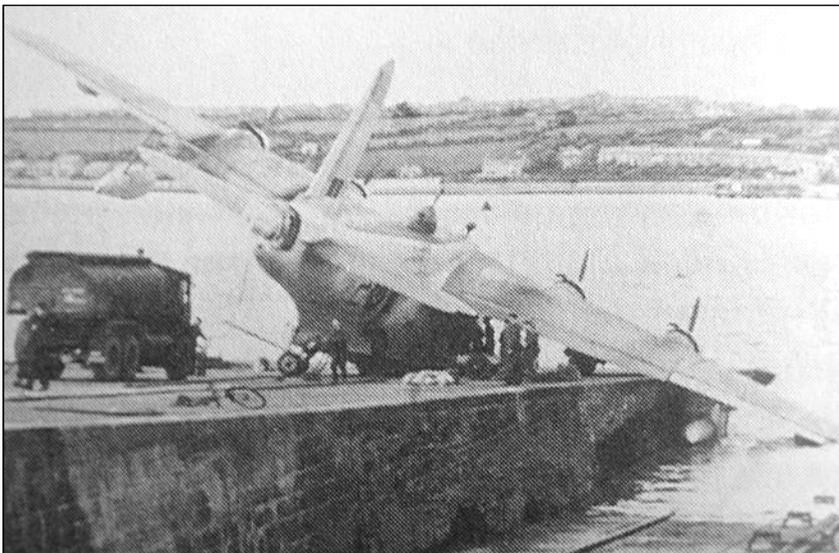


**The Parnall Turret**

During WW2 the National Savings Committee launched a Campaign to advertise the Parnall Turret ~ made by the Yate based company... It featured in London's 'Wings for Victory Week' 8 - 13th. March, 1943. People flocked to the various exhibition points eg in Trafalgar Square where a Lancaster was placed alongside manned by RAF Personnel. Morale was boosted, and much money was raised for the War Effort !

After a highly successful Campaign by the Poole Branch of the National Savings Committee which exceeded the target of half a million Pounds, in raising the remarkable total of £640,519 (equivalent to the manufacture-price of 12 Sunderlands), the then Town Council of Poole arranged for the opening of a special Log Book relating to [Mark III Sunderland: ML 743](#)... When the choice of aircraft was made, this military Flying Boat was on [RAAF 461 Squadron](#) based at RAF Pembroke Dock with a new registration of [2-O](#), where the Squadron had taken delivery of ML 743 from Shorts (Rochester) in March 1944.

461 *aka* [The Anzac Squadron](#), had been associated with Poole when stationed at [RAF Hamworthy](#) Sept. 1942 - April 1943, during which time it had served with much distinction in patrolling the SW Approaches and a sector of the Bay of Biscay: A period when the squadron had lost 11 aircrew ([UT-A](#): 21st. Jan.) on Biscay Patrol, also two aircraft (...[UT-C at Poole](#))! The operational strength of 13 Sunderlands with a total of 256 Personnel (- *rising to 300 at Poole*), since the formation of



The reason for the subsequent transfer of ML 743 to [201 Squadron](#) for October 1944, was that this aircraft had been repaired following the accident which occurred with 461 at [RAF Pembroke Dock](#): For on the 28th. May whilst on a slipway ML 743 (in process of being launched) had been damaged owing to the collapse of the beaching chassis' leg. Major repairs were conducted under the auspices of [No. 43 Group of RAF Maintenance Command](#). Yet on 201 Squadron ML 743 as [NS-A](#) would only complete 20 more missions, detailed as follows:~

Picture: [ML 743](#) on [RAAF 461](#), as [2-O](#) at [RAF Pembroke Dock](#) when badly damaged 28th. May, is pumped clear of aviation fuel

THIS  
**LOG BOOK**

*which will record the operational activities  
of an Aircraft  
is a tribute to the success achieved by*

*Pool*

SAVINGS COMMITTEE

*in the*

**WINGS FOR VICTORY**

NATIONAL SAVINGS CAMPAIGN • 1943

*Target :- £ 500,000*

*Achievement :- £ 640,519*

REPRESENTING  
THE COST OF :-

*Twelve Sunderland Flying Boats*



Picture: Beneath the port wing of a 201 Squadron Sunderland, undergoing maintenance ashore

**AIRCRAFT  
LOG BOOK**

TYPE

SUNDERLAND Mk.III

NUMBER

ML 743

DESCRIPTION Four-engined high wing monoplane  
flying-boat, single fin and rudder.

ARMAMENT

1 X 303 Vickers gun, nose turret  
4 X 303 Browning guns, tail turret  
2 X 303 Browning guns, mid-upper turret  
SQUADRON No. Bomb load 2000 lbs.

201

THE CREW W/O R.L. Smith Captain.

F/Sgt M.D. Osborne F/Sgt F.R. Fraser

W/O J.M. O'Connell W/O R.G. White

W/O D.H.E. Porter F/Sgt G. Kennedy

Sgt W.R. Hopkins F/Sgt H.V. Wise

F/Sgt C.J. Ryder F/Sgt A.R. Butler

Sgt A. Burnett

**Sunderland Mk III Factfile:**

A Total of 463 Sunderland IIIs were produced in four aircraft factories: at Rochester, Belfast, Windermere and Dumbarton. This accounted for the biggest percentage of the total number of 749 Sunderlands manufactured during WW2

Engine: Four Bristol Pegasus XVIII

Power: 1,050hp

Span: 112ft 9in

Length: 85ft 4in

Height: 34ft 6in

Max speed: 210mph

Ceiling: 17,200ft

Loaded Weight: 58,000lb

Crew: Normally 11 or 12

Armament: Two 0.303in in nose turret, four in tail turret and three in dorsal turret (four fixed 0.303in guns added to nose in later aircraft)...

Bomb load: 2,000lb slung on retractable racks

ASV.Mk III Radar was installed in the majority

RECORD

DATE	TASK	DETAILS OF OPERATIONS
11/10/44	A/U Patrol	Owing to weather at base aircraft was recalled soon after take off.  Time up: 09.23 Time down: 10.48
23/10/44	A/U Patrol	A few minutes after arrival in the patrol area at 1927 51030 'N' W engine trouble developed, the starboard outer engine eventually packing up, Sortie was curtailed by 7¼ hours. Average height 2000 feet.  Time up: 16.45 Time down: 22.55
7/11/44	A/U Patrol	Patrol lay in area 57 oN 08oW but was without incident. Aircraft recalled early owing to weather at base. Average height 800 ft. On patrol 1140 off 1600  Time up: 10.00 Time down: 17.15
10/11/44	A/U Patrol	On patrol 0959 in area 58oN 10oW. At 1028 with aircraft at 800 feet a firm contact 140 green range 11 miles was announced by the Radar Operator. Aircraft turned onto course, losing height, but contact was lost on turn; at 1031 aircraft 600 ft. contact regained 040 green 11 miles; aircraft homed almost immediately lost contact till again at 1033, aircraft now at 500 ft. a firm contact showed up dead ahead 8 miles, but half a minute later it disappeared. At 1035, aircraft 350 ft, again a firm contact dead ahead 5 miles which finally disappeared at 4½ miles range. Aircraft continued course watching over approximate position of contact but nothing was seen. A marker was dropped and aircraft circled and searched, messages being sent to Group. At 1253 engine trouble developed and aircraft set course Base, Average height 800 feet.



Picture: Armed with a Camera in a 201 Squadron Sunderland for surveillance of a Convoy...

RECORD

DETAILS OF OPERATIONS

18/11/44	A/U Patrol	This patrol lay in area 51o 30'N 09oW. Other than a wisp of smoke that was sighted and investigated on way out, no incident occurred On patrol 0900. Over a convoy 0943 where a patrol was done ahead of convoy. Weather deteriorated cloud base being down to 200 ft and vis. often under 1 mile. Aircraft left convoy at 1545. Average height 100 ft.  Time up: 08.12 Time down: 15.15
20/11/44	A/U Patrol	This was a C.L.A. search in area 57oN 10oW. No incident except sighting of some trawlers at 1536. On patrol 1002 off 1800. Average height 1000 ft. Vis 30 miles, cloud 6/10 2000 ft.  Time up: 06.37 Time down: 18.46
30/11/44	A/U Patrol	This patrol lay in area 56030'N 08oW. No incident whatsoever. On patrol 1033 off 1540. Average height 1000 ft. 10/10 cloud 1500 ft. showery and sleet, vis. 7 miles.  Time up: 08.05 Time down: 19.58
16/12/44	Escort to C/V UR 147	Although in C/Vs presumed posn. it was not met until 1302 in posn. 59o48'N 00o42'W. Convoy seen to be almost stationary in very heavy seas. Owing to bad weather at C.A. and its likelihood of deteriorating elsewhere aircraft was instructed to land at Alness in daylight. Left C/V 1415 still stationary. Average height 500 ft.  Time up: 08.55 Time down: 17.13
		Time up: 09.31 Time down: 17.30



Picture: At the tail-end inside of a 201 Squadron Sunderland recently delivered from Shorts

RECORD

DATE	TASK	DETAILS OF OPERATIONS
1/1/45	A/U Patrol	A/E C/A on A/U Patrol in area bounded by 51o06'N 10o30'W 51o22'N 10o30'W 31o11'N 08o55'W 50o57'N 08o55'W 50o57'N 08o55'W 50o50'N 09o40'W. At 0950a radar contact was made 9½ miles in position 53o06'N 10o42'W which disappeared. When aircraft turned to investigate a long bluish oil patch was found in estimated position of contact. Later 2nd pilot reported black object and small white puff which lasted for few seconds only. Nothing further seen. A/C W/B C/A 2108. Average height 1000 ft. Sea calm. Conditions favourable.  Time up: 08.17 Time down: 21.08
6/1/45	A/U Patrol LV.6.	No contacts during this patrol and only own shipping seen. CA/04//6/1 On patrol at 0843 in posn 51o30'N 06o47'W to carry out C. L. A. Sea slight to moderate; average height 1500'.  Time up: 06.38 Time down: 20.09
10/1/45	A/U Patrol D.9 - 10	At 0915 in posn. 57o31'N 08o22'W on C. L. A. 3 miles vis. Area covered 3 times. 2 Drifters seen, during patrol. Sea calm. Average height 1000 ft.  Time up: 07.09 Time down: 19.51
17/1/45	A/U Patrol LV.34	On patrol 0953 C.L.A. Patrol using 3 m vis. Area covered twice. Own forces only sighted. 1050 posn. 5412N 0510W Radar contact Grade II bearing 130T/3 miles which disappeared immediately, reappearing twice at 3&3½ miles respectively. R/T to S.O.S. "Have disappearing contact 1000 yds ahead of you" Acknowledged Vis 6-8 miles, sea rough. 1230 hrs. posn. 5425N 0439W height 800 ft. Radar contact



Photo: Returning to the Base at Castle Archdale by Lough Erne via the Donegal Corridor (Eire), 201 Squadron Sunderland NS-H

(11822) Wt. 23040-1095 5M 10/46 T.S. 700

RECORD

DATE	TASK	DETAILS OF OPERATIONS
15/2/45	A/U Patrol LV.52	Grade II, bearing 40o Red/2 miles which disappeared immediately. Aircraft homed to estimated posn. of contact. Nothing seen. Aircraft circled at 2 miles range, and contact reappeared at 1 mile, slightly firmer and disappeared after 5 seconds. Circled posn, for 20 minutes but nothing seen. Flame float dropped in posn. No escort group in vicinity. Vis. 5 miles.  Time up: 07.58 Time down: 15.52
18/2/45	Escort to CV, ONA, Channel Section	Met Cobra 12 patrol. Reported 6 stragglers to S.O.E.  Time up: 04.20 Time down: 17.55
21/2/45	Escort to C/V CU.58.	Met after Radar contact. Adder patrol.  Time up: 05.44 Time down: 19.08
23/2/45	Escort to C/Vs ONA 286	Starboard outer began cutting after take-off Cylinder head temperature of 320 degs. Jettisoned 1000 gallons of petrol.  Time up: 05.51 Time down: 06.13

(1222) Wt. 23040-18 5M 10/46 T.S. 700



Picture: The WW2 Ops Room of 201 Sunderland Squadron's Base at Castle Archdale with a member of the WAAF on duty

RECORD		
DATE	TASK	DETAILS OF OPERATIONS
1/3/45	A/U Patrol LV. 16(N) diverted to escort C/V ONS 43.	Uneventful patrol of area bounded by 5600N 1000W - 5600N 1300W - 5530N 1325W - 5530N 1033W - Area covered 1½ times. At 1521 diverted to escort C/V ONS43 till dusk. C/V met Gobra 12 patrol.  Time up: 07.19 Time down: 21.00
10/3/45	A/U Patrol SC.9.	Uneventful patrol of area 5205N 0730W - 5205N 0524W - 5151N 0524W - 5151N 0730W. For the last 90 minutes of patrol a sea fog 200 ft. thick covered the whole area.  Time up: 06.51 Time down: 20.39
12/3/45	A/U Patrol	Uneventful box patrol inside area 5304N - 5400N by 0536W - 0512W. Sortie curtailed by 4 hrs. 50 mins - recalled by Control - threatening weather.  Time up: 08.31 Time down: 16.00
14/3/45	A/U Patrol LV.13.	No signals were received from this aircraft which failed to return to base. The aircraft was wrecked on high ground (approx. 1500 ft.) 5 miles N.W. of Killybegs in County Donegal, at approx. 0230. There were no survivors.
	<u>CREW</u>	F/Lt. Denis Ralph Hatton, RAF (Pilot: Captain) P/O. Robert Douglas Albert Becker, RCAF (2nd. Pilot) F/Sgt. Stanley Bernard Frith, RAF (3rd. Pilot) F/Lt. Vivian Howkins, RAF (Navigator) F/Lt. John Percival Garrard, RAAF (Navigator) F/Sgt. David John Thomas Twist, RAF (Flight Engineer) F/O. Edward Norman Cave, RAF (1st. Wireless Op.) F/Sgt. Norman Davison, RAF (2nd. Wireless Op.) F/Lt. James George Robinson, RAF (W/O Mech. Air) F/Sgt. George Reginald Kennedy, RAF (FME/Air Gunner) F/Sgt. Frederick Nicholas George Ford, RAF (Air Gunner) Sgt. James McAvoy, RAF (Air Gunner)



Photograph: "The Last Patrol" of a 201 Squadron Sunderland at the War's End in June 1945

**Aircrew Notes: ~**

Flt Lt Hatton, PO Becker, Flt Sgt Frith, FO Howkins, Flt Lt Garrard, FO Cave, Flt Sgt N Davison and Flt Sgt Kennedy bd. Irvingstown Church of Ireland Churchyard ~ Co Fermanagh, 12kms north of Enniskillen, N.Ireland

Flt Sgt Twist is buried in Llanfair Caereinion Cemetery  
Flt Sgt Robinson bd. Hucknall Cemetery nr Nottingham  
Flt Ford is buried in the Taunton (St Mary) Churchyard  
Sgt J McAvoy bd. in Glasgow (St.Peter's) RC Cemetery

Whilst flying on Patrol during the 14th. March 1945, from 201 Squadron's Base at **Castle Archdale** by Lough Erne in Co Fermanagh, Northern Ireland ML 743 had hit the mountain slopes above Killybegs, in Co Donegal, Eire... Tragically all twelve aircrew members had died in this dreadful accident !

ML 743 had been returning to Base along the 'Donegal Corridor' over Eire, and were the last crew to be killed on operational flying from Lough Erne !

Fifty years later this Crew were finally credited with the sinking of **U-297**... which had been one of the U-boats to attack shipping between Great Britain that was heading from the USA to Glasgow & Liverpool etc. with supplies ! The loss of U-297 (subsequent to action) was confirmed on 6th. Dec. 1944.

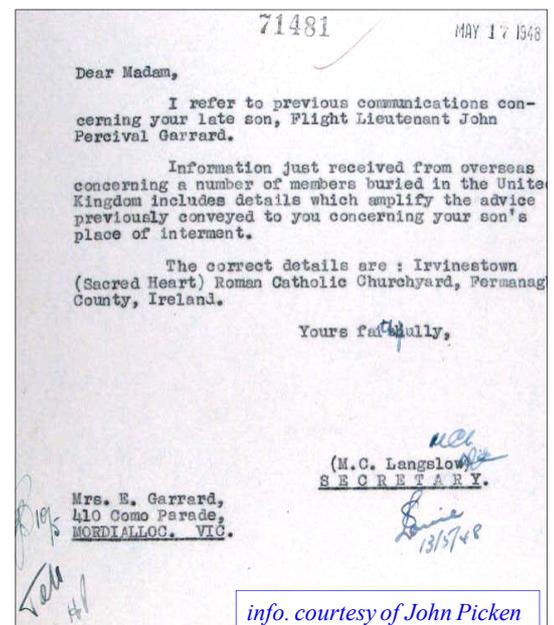
Within the auspices of **RAF Coastal Command** Castle Archdale had been a vital cog in the war effort in providing protection for the Atlantic Convoys, and was home to 201 Squadron from October 1941 through to August 1945 (+ with a deployment to **RAF Pembroke Dock** during **Operation Overlord**).

From origins with the Royal Naval Air Service as No.1 during the Great War 201 reformed in 1929 and spent the next decade of service at **RAF Calshot**, to where it returned in March '46 after another slot at RAF Pembroke Dock, continuing with its Sunderlands (including the Berlin Airlift) until Jan. 1949.

At the start of WW2 the Squadron had used Saro London Mk.II Flying Boats but was re-equipped with Sunderland Mk.IIs in 1941 to feature prominently in Coastal Command, flying 20,000 operational hours + claiming 7 U-boats.

In 1943-45, Coastal Command sank more U-boats than any other service... !

[Aimée - with acknowledgement to Dai Watkins, Services & Operations Manager ~ Borough of Poole Museum Services, with Ken Sanson (Commodore PFBC) + Air Commodore Norman Ashworth (RAAF Rtd.)]



info. courtesy of John Picken

Above: A copy of a very sad letter sent to the mother of Flt Lt John Percival Garrard a married man from Victoria in Australia... that corrected the place of his interment as originally recorded in the Aircrew Notes !