

# **No. 8 Squadron RAF**

**March 1945 to May 1945**

**Aden**

Transcription of records from the National Archives, Kew, England

Air 27/119

Robert Quirk

Winnipeg, Canada

Dedicated to all those who served on 8 Squadron, Royal Air Force

Notes:

This is a preliminary transcription.

There are errors in it, especially where the copies of the records were hard to read.

The "?" symbol is used where the records were unclear or where the transcript is suspect.

Name and initials are always a problem in transcribing these records. Not only is it difficult to read the copies, but the records themselves are not consistent.

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**March 1945: Form 540**

8 Squadron

Place	Date	Time	Summary of events
Khormaksar Aden			No. 8 Squadron History
			March 1945
			Officer Commanding :- W/Cdr. M. G. L. Foster. A.F.C. (90007)
			Adjutant. :- F/Lt. S. J. Jordain. M.C. (79305)
			Officers Commanding :-
			A & B Flights. :- F/Lt. W. G. Maxwell (119578) and F/Lt. P. H. Stembridge. D.F.C. (118184)
			Engineering Officer :- F/Lt. F. W. Carter. (50412)
			Intelligence Officer :- F/O. M. Bland. (178407)
			Medical Officer :- F/Lt. R. K. McElderry. (89043)
			Officer I/C Training :- F/Lt. C. H. Smith. (135426)
			Staff Navigator :- F/Lt. J. L. Livingstone. (120346)
			Radar Officer :- F/O. F. D. C. Baker. (171984)
			Signals Officer :- F/O. E. Grylls (178463)
			Establishment Officers 54. Other Ranks 396.
			Strength Officers 34. Other Ranks 418
			Aircraft Held. Wellington, Mark XIII. Beechcraft.
			Aircraft Held. Beechcraft - 1. Wellington - 16.
			The amount of operational work was again very limited during March, a total of 37.55 hours only being flown. The sorties comprised of G.A.C. Sweeps, one Shipping Search and one Convoy Escort.
			Training.
			During March, the average strength of the Squadron at Khormaksar was only two crews. This had made it impracticable to hold lectures, but flying training has been quite satisfactory. Training flights amounted to 73 hours and combined exercises 30 hours. Night Flying training totalled 11 hours.
			Training Hours.
			Base Day. Night. Aver strength of A/C. Average Serviceability
			Baco. 95.30 11.00 9 5
			Riyan. 42.00 2 2
			Salalah. 48.00 2 2
			Bander Kassim. 35.55 2 2
			The Squadron had two flying accidents during March with Wellington aircraft.
			On the 19th. March, 1945, Wellington XIII – JA417, on return from training flight at Riyan, pilot made a normal circuit and on lowering undercarriage both green lights came on. Throttles were closed and horn did not blow. The pilot approached at 100 knots (static vent) and made a three point landing. Shortly after landing, port wing dropped slightly, causing a swing which was checked with brake and aileron. As speed fell off, port wing dropped again, eventually striking ground, and swinging aircraft through 180°. Premature retraction did not take place, as pilot waited til wheels had stopped turning before retracting.
			The crew, all uninjured, were:- Capt. P/O. J. R. Richardson (1879100)
			2nd Pilot. F/O. T. W. Rolph. (154140)
			Nav. F/S. Shore, N. H. (1607928)

			W/Op/Air. Sgt. Spackman, L. A. (1383355)
			W/Op/Air. Sgt. Wood, L. (1562438)
			W/Op/Air. Sgt. Warrick, T. W. (1398779)
			Extend of damage:- Airframe E.1. Engines Cat 11
			On the 26th. March, 1945, Wellington Mark XIII, JA356, after flying for 1 hour and 20 minutes at + 1 ½ boost and 1850 revs, port engine made a peculiar noise, followed by several loud bangs, and aircraft swung violently to port. The 2nd pilot, who was flying, opened balance cock 'A' and then changed places with the captain, who set the starboard engine at + 4 boost at 2400 r.p.m., and throttle port engine back. The appropriate distress messages were sent and fuel jettisoned down to 50 gallons each side in main tanks. Nacelle tanks were turned on and cock 'A' closed. Aircraft maintained height, but starboard engine began to overheat, cylinder temperature 290°, oil temperature 80°C and oil pressure dropped to 72 lb/in. The captain found that he could take a little power from the port engine without excessive vibration, and was able to run the starboard engine at + 1 ½ boost and 2100 revs which cooled it down to cylinder temperature 245°C, oil temperature 65°C and oil pressure rose to 85 lbs (outside temperature +30°C). Flight was continued at these settings and aircraft landed at Riyan at 1315C.
			The crew were:- Captain :- F/S. Davenport. E. E. (1450112)
			2nd. Pilot :- F/O. T. W. Rolph (154140)
			Nav :- F/S. Cunningham. R. (1459678)
			W/Op/Air :- F/S. Horridge. R. (1764187)
			Passengers :- LAC. Brabon. T. (1101475)
			: : :- LAC. Emery. I. (1190602)
			: : :- LAC. Foster. R. (976003)
			Category of damage :- Airframe undamaged. Port Engine- Cat 2.
			Stbd Engine- Cat 1.
			Aircrew State.
			Pilots - 30,.
			Navigators - 15,
			W.Op/Air. - 43.
			Crews Fully Operational - 14.
			Flying Hours.
			Operational Hours :- 37.55
			Operational Sorties :- 7
			Other Flying Hours :- 209.
			Information has been received from Headquarters, British Forcers. Aden, that in view of the increase in Squadron detachments, necessitated by the forth coming conversion to Liberators, and as the present enemy U-boat threat is nil, it has been decided to revise the strike organization at Khormaksar.
			(a). Khormaksar will, in future, provide one Wellington aircraft as Strike aircraft at immediate readiness to be kept fully fuelled but not bombed up. depth charges or Air/Sea rescue equipment will be fitted, as required, when aircraft is called out.
			(b) An available crew that will take off in the shortest time after being called. No specific strike crew will be detailed but Khormaksar will make arrangements to ensure that there is at least one crew available on the station which can take off in the strike aircraft
			The first two Liberator aircraft to form the Liberator Conversion Flight at

			Khormaksar, arrived at Khormaksar on the 26th. March 1945. Photograph of one aircraft attached.
			Sport – Football
			March saw the commencement of the Residents Cup Knock Out Competition, about thirty teams competing, including native teams. The first two rounds for the Squadron were easy games against the natives, the Squadron winning both matches. The third round was against 30 Staging Post (Sheik Othman) at Khormaksar, the Squadron team winning by 2 goals to nil.
			One friendly match was played at Khormaksar during March, 8 Squadron v E. & S.D., the Squadron winning easily by three goals to nil.
			The Squadron 2nd. XI, playing in the Aden Championship Bowl, did not fare as well as the 1st. XI, being defeated in the second round by T.C.A. after a hard struggle (after extra time) at Khormaksar by 4 goals to nil.
			In the Khormaksar Station Billet Knock Out Competition, 4 Block East, comprising 8 Squadron personnel, battle their way through to the final and won the competition against 3 Block West (621 Squadron) by two goals to nil. This team had a good record by scoring 10 goals for against 1 throughout the competition.
			Cricket.
			Practicing commenced late in March. The Squadron hope to field a strong team this year.
			A Billet League has been formed at Khormaksar for the cricket season in addition to the unit matches.
			Postings, Promotions Etc.
			Aus.413201. W/O. Ison. N. H. (W/Op/Air). Embarked Aden 4/3/45 and posted to 22 P.T.C.
			F/O. R. J. Ellis (162383 – Pilot) P/O. L. Davies (181543 – Obs) F/O. N. Royce (154168 – Pilot) Posted from 22 P.T.C. to 8 Squadron w.e.f. 9-3-45
			F/O. K. C. Weaver (148041 – Obs) Attached to 22 P.T.C. from 5.2.45 to 16.2.45 inclusive for No 65 Night Vision Course.
			F/O. R. C. Davis (175884 – W/Op/Air) Posted from 22 P.T.C. to 8 Squadron w.e.f. 19.2.45.
			F/O. E. Grylls (178463 – W/Op/Air) Posted from 22 P.T.C. to 8 Squadron w.e.f. 13.2.45
			F/Lt. J. L. Livingstone (120346 – Obs) Posted from 22 P.T.C. to 8 Squadron w.e.f. 10.2.45
			F/O. S. F. Sara (169313 – Pilot) Posted from 8 Squadron to No 5 (M.E.) A.P.C. for G.R. Captains Course w.e.f. 26.1.45
			1591489 Sgt. Habershon. R. (W/Air) 1853109 Sgt. McCleery. K. P. R. : 1894349 Sgt. McMillan. A. : Posted from 22 P.T.C. to 8 Squadron w.e.f. 9.3.45.
			1216632 F/S. Pattenden. E. A. (Nav) 1237465 F/S. Butler. E. H. (W/Air) 1320703 F/S. Hughes. E. F. : : 1323390 F/S. Head. E. E. : : 1344534 F/S. Rogerson. W. L. : : 1602186 F/S. Richards. G. N. (Nav) Embarked Aden 4.3.45 and posted to 22 P.T.C. (M.E.).
			964553 F/S. Burley. O. J. (Pilot) Promoted T/W/O. w.e.f. 26.12.44
			1319258 F/S. Matthews. A. C. (Pilot) : : : 18.2.45
			1349735 F/S. Sprott. M. J. (Pilot) : : : 20.2.45

			1144180 Sgt. Sherwood. R. B. (W/Op/Air)	:	T/F/S	:	13.9.44
			1146783 Sgt. Charlton. E.	:	:	:	12.9.44
			1319411 Sgt. Hatt. S.	:	:	:	12.9.44
			1338637 Sgt. Eveleigh. P. R.	:	:	:	17.11.44
			1452543 Sgt. Marvelly. C. D.	:	:	:	6.12.44
			1567115 Sgt. Howard. T. R.	:	:	:	9.11.44
			1568107 Sgt. Rutherford. W. F.	:	:	:	6.12.44
			1568823 Sgt. Mackie. J. T.	:	:	:	27.11.44
			1568832 Sgt. Fisher. W. C.	:	:	:	1.12.44
			1589840 Sgt. Gregory. E. W.	:	:	:	4.1.45
			1601903 Sgt. Forrester. R. C. Nav.	:	:	:	15.1.45
			1602543 Sgt. Goldsmith. R. W. Pilot	:	:	:	3.12.44
			1603742 Sgt. Hustwitt. R. (W/Op/Air)	:	:	:	9.11.44
			1604217 Sgt. Dewar. R. J.	:	:	:	9.11.44
			1604319 Sgt. Maddon. C. A.	:	:	:	17.11.44
			1607029 Sgt. Shore. N. H. Nav.	:	:	:	25.11.44
			1613090 Sgt. Hayes. E. B. (W/Op/Air)	:	:	:	29.11.44
			1621354 Sgt. Dyson. K. F.	:	:	:	27.11.44
			1624317 Sgt. Vealo. J. F. Pilot	:	:	:	19.11.44
			1626201 Sgt. Evans. F. E. (W/Op/Air)	:	:	:	23.11.44
			1670774 Sgt. Ingram. D. I.	:	:	:	14.11.44
			1681509 Sgt. Robinson. T. Nav.	:	:	:	15.11.44
			1684374 Sgt. King. B. C. (W/Op/Air)	:	:	:	9.11.44
			1764187 Sgt. Horridge. R.	:	:	:	29.11.44
			1801802 Sgt. Marden. R. W. (Pilot)	:	:	:	8.1.45
			1804715 Sgt. Hoy. A. (W/Op/Air)	:	:	:	6.12.44
			1834135 Sgt. Mansell. M. A.	:	:	:	27.11.44
			1089361 F/S. Holland. J. (W/A/ASVG)			posted from H.Q. (Unit) British Forces Aden w.e.f. 19.2.45	
			1409917 Sgt. Stanley. E. W. (R/Mech/R)			disemplaned Aden 2/3/45 on creation of attachment to 222 Group	
			(next is photo of 8 Squadron Football 1st. XI with names in caption)				
			(also photo of 1st Liberator)				

**March 1945: Form 541**

8 Squadron

Date	Aircraft type and No.	Crew	Duty	Time up	Time Down	Remarks
21/3/45	Wellington Mark XIII Y	F/O. Simons. L. G. (Can.J.23573)	G.A.C. Sweep	0523	1123	<p>Patrol :- G.A.C. Sweep. Observed:- Aircraft airborne Salalah and at 0638 hours, height 2000', position 1450N. 5500E on patrol. One 8-10000 ton merchant vessel sighted at 0643 hours in position 1447N 5450E, course 245°, speed 10 knots and in position 1420N 5425E at 0658 hours, one 8000 ton merchant vessel, speed 8 knots, course 250°. In position 1402N 5244E, one merchant vessel observed at 0751 hours on a course of 239°, speed 4 knots. One tanker sighted at 0910 hours, position 1255N 4859E, course 073°, speed 10 knots. Off patrol at 1049 hours, position 1154N 4532E, and set course for Aden. Aircraft landed at Aden, Remarks:- General weather good, no cloud, visibility good, sea calm, W/C 105/14kts. 6-250lbs Torpex DC 25' setting, and 600 rounds of ammunition carried.</p>
		F/S. Pembridge. J.F.W.				
		F/O. Frost. J. M.				
		Sgt. Dix. R.				
		Sgt. Cronin. M.C.				
		Sgt. Taylor. N.A.				

8/3/45	Wellington Mark XIII Y	F/S. Matthews. A. C.	Shipping Search	0645	1430	<p>Patrol :- Shipping Search. Observed:- Aircraft airborne Salalah and at Ras Risuit, set course for position 1420N. 5400E. In position 1429N 5359E at 0807 hours, commenced patrol, and set course 080° for position 1440N 5600E. At 0827 hours, position 1424N 5440E., vessel – old coaster type, 2-3000 tons, course 260°, speed 7 knots. No signals made by the vessel. One tanker sighted at 0930 hours, position 1444N 5502E, 5000 tons, speed 12 knots, course 073°. At 1035 hours, sighted tanker again on the return track, course and speed the same. At position 1510N 5352E at 1345 hours, completed the patrol and set course for position 1620N 5420E. Aircraft landed at Salalah. Remarks :- At 0807 hours, position 14119N 5359E, 5/6 10ths stratocumulus cloud, base 2000 feet, visibility 10 miles, decreasing, wind 045/13. 6-250lb Mark XI DCs, set at 25 ft, and 6000 rounds of ammunition carried. Also carried 8-4.5" flares.</p>
		F/S. Mardon. L.W.E.				
		Sgt. Robinson. T.				
		Sgt. Leggatt. W. R. P.				
		Sgt. Vernon. J.J.R.				
		Sgt. Roper. J.S.				

12/3/45	Wellington Mark XIII F	F/L. Maxwell. W.C. F/S. Bowering. F/O. Tregarthen. H.P. Sgt. Evelyn. B.A. Sgt. Wood. J.W. Sgt. Dyson. K.F.	Shipping Lane Sweep	0910	1510	Patrol :- Shipping Lane Sweep. Observed:- Aircraft airborne Aden and set course for position 1230N 4456E. Arrived at this position at 0921 hours and then set course on G.A.C. shipping lane and on patrol. In position 1231N 4506E at 0925 hours, sighted one Liberty Ship, course 253°, speed 10 knots and at 1210 hours, position 1345N 51112E, sighted further Liberty ship, speed 10 knots, course 253°. One merchant vessel sighted at 1245 hours, position 1418N 5241E, on a course of 252°, speed 10 knots. Further merchant vessel sighted in position 1452N 5432E at 1339 hours, course 253°, speed 10 knots. Off patrol at 1351 hours, position 1500N 5500E. Aircraft landed at Salalah. Remarks :- At 1305 hours, position 1428N 5312E, no cloud, visibility 10 – 15 miles, wind 100/10. 6-250 lb Mark XI D.Cs, set at 25', 6000 rounds of ammunition and 8 – 4.5" flares carried.
18/3/45	Wellington Mark XIII JA271	F/O. Jackson. W.S. Sgt. Garlick. G.M. F/O. Weaver. K.C. F/S. Hales. A.F.H. F/S. Dewar. R.J. F/S. Hustwitt. R.	G.A.C. Sweep.	0553	0850	Patrol :- G.A.C. Sweep, to land at Salalah. Observed:- Aircraft airborne Aden and at 0601 hours, height 2000', set course for position 1230N 4456E. Arrived at this position at 0608 hours, and altered course for 1249N 4757E. At 0722 hours, in position 1246N 4758E, set course for 1500N 5500E and at 0800 hours when in position 1308N 4901E altered course for Riyan. Aircraft landed at Riyan. Remarks :- In position 1246N 4758E at 0728 hours, height 1500', 1/10 St. Cu cloud, base 1600', visibility 15 miles, W/C 080/12 kts. 6-250lb Torpex DCs, spaced 60', fused 25' and 6000 rounds of ammunition carried.

27/3/45	Wellington Mark XIII JA379	F/O. New. F.W. (Can.J.24580)	G.A.C. Sweep	0655	1043	<p>Patrol :- G.A.C. Sweep, land Riyan.</p> <p>Observed:- Aircraft airborne Aden and at 0702 hours, height 2000', set course for position 1230N 4456E. At 0710 hours, set course for position 1249N 4756E. One tug, one landing craft sighted at 0710 hours, position 1225N 4453E, course 000°, speed 8 knots. At 0719 hours, Position 1232N 4513E, one escort carrier on a course of 075°, speed 15 knots. Six aircraft were airborne, three took off and two landed. In position 1249N 4756E at 0851 hours, set course for position 1257N 4920E and at 0855 hours, position 1250N 4804E, one landing craft sighted, course 082°, speed 10 knots. When in position 1257N 4920E at 0942 hours, set course for Riyan. One trooper, course 080°, speed 15 knots observed at 0950 hours in position 1312N 4925E. One merchant vessel sighted at position 1312N 4917E, on a course of 080°, speed 10 knots. Further merchant vessel sighted in position 1312N 4910E, speed 10 knots on a course of 080°. Aircraft landed at Riyan.</p> <p>Remarks :- At 0942 hours, position 1257N 4820E, 6/10 ths St. Cu. cloud, base 2500', visibility 18 miles, sea smooth, W/V 041/13 knots.</p> <p>6-250lb D.Cs, spaced 60 feet, fused 25' and 6000 rounds of ammunition carried.</p>
		Sgt. Harrison. I.I.				
		F/S. Forrester. R.C.				
		F/S. Sherwood. R. E.				
		F/S. Hatt. S.				
		Sgt. Wood. L.				

27/3/45	Wellington Mark XIII JA447	F/L. Newland. J.H.	GAC Sweep	0845	1240	Patrol :- GAC Sweep Observed:- Aircraft airborne Aden and set course for position 1230N 4456E. At 0958 hours, one aircraft carrier, two escort vessels sighted in position 1240N 4456E, course 000°, speed 8 knots. When in position 1230N 4456E at 1001 hours, set course for position 1248N 4756E and when in position 1251N 4755E at 1119 hours, set course for position 1247N 4920E. One landing craft tank sighted at 1135 hours in position 1248N 4835E. Speed 8 knots, course 085°. At 1152 hours, position 1258N 4918E, set course for Riyan. Aircraft landed at Riyan. Remarks :- At 1109 hours, position 1250N4755E, 3/10 St.Cu. cloud, base 2000 ft, visibility 20 miles, sea smooth, W/V 096/10 knots. 6-250lb Torpex DCs, spaced 60 feet, fused 25' and 6000 rounds of ammunition carried.
		F/S. Davies. J.G.				
		F/O. Swaine. L.H.				
		F/S. King. B.C.				
		F/S. Ingram. D.I.				
		F/S. Howard. T.R.				
22/3/45	Wellington Mark XIII V.	F/O. Ellis. R.J.	Escort	0820	1615	Patrol :- Escort S.U.1. Observed:- Aircraft airborne Bandar Kassim and at 0826 sighted convoy, position FGSU 0735, course 270°, speed 8 knots. At 0828 hours, height 1500', position FGSU 0726, met the convoy and signalling commenced. On patrol at 0900 hours, position FGSU 1033 – Cobra 19. No sightings and at 1530 hours, position FGCG 3055, off patrol. Aircraft landed at Bandar Kassim. Remarks :- In position FGSU 2858, 1120 hours, height 1500', cloud Sc, 2/20ths, base 3000', weather fine, visibility 12 miles, w/v 100/10. A.S.V., used for 30 mins. 6-250lb Torpex DCs carried.
		F/O. Royce. N.A.				
		P/O. Davies. L.				
		Sgt. Habershon. R.				
		Sgt. McCleery. K.P.G.				
		Sgt. McMillian.				

**April 1945: Form 540**

8 Squadron

Place	Date	Time	Summary of events
Khormaksar			No. 8 Squadron History
Aden			April 1945
			Officer Commanding :- A/W/Cdr. M. G. L. Foster. A.F.C. (90007)
			Adjutant. :- F/Lt. S. J. Jordain. M.C. (79305)
			Officers Commanding :-
			A & B Flights. :- A/S/Ldr. P. H. Stembridge. D.F.C. (118184) and F/Lt. W. G. Maxwell (119578)
			Engineering Officer :- F/Lt. R. M. Gray (49401)
			Intelligence :- Vacant.
			Officer I/C Training :- F/Lt. C. H. Smith. (135426)
			Staff Navigator :- F/Lt. J. L. Livingstone. (120346)
			Radar Officer :- F/O. F. D. C. Baker. (171984)
			Signals Officer :- F/O. E. Grylls (178463)
			Establishment Officers 54. Other Ranks 396.
			Strength Officers 41. Other Ranks 427
			Aircraft Held. Wellington, Mark XIII. Beechcraft.
			Aircraft Strength Wellington, Mark XIII - 16. Beechcraft - 1 (To 5/4/45)
			Operations.
			No operational flying was done during April.
			Flying Hours.
			Operational Hours. :- Nil.
			Operational sorties :- Nil
			Other Flying Hours :- 251
			Aircrew State
			(Including aircrew attached to 8 Squadron)
			Pilots. 42
			Navigators. 18
			W/Op/Air. 59
			F/Engineer. 4
			Complete Crews (8 Squadron) 15
			On the 6th. April, Air Vice Marshall, H. T. Lydford. C.B.E., A.F.C., Air Officer Commanding, British Forces, Aden, paid an official visit to 8 Squadron.
			Early in April, several No 244 Squadron aircrew personnel arrived at Khormaksar and were attached to 8 Squadron pending conversion to Liberator aircraft.
			The Squadron had two flying accidents during April.
			On 5-4-45, in Beechcraft FL656 at Khormaksar, the pilot under instructions on this type of aircraft was making his fourth landing. His approach was good, and

		landing fair, and when speed had fallen off to about 45 m.p.h., a swing to port began. Pilot over corrected, applying too much right brake, and aircraft ground looped to starboard, causing collapse of both undercarriage legs. The instructor was unable to correct the error, as he has no control over the brakes. He applied full port rudder. Wind was less than 5 m.p.h., and was along the runway. The tail wheel was locked.	
		The crew were uninjured and consisted of :-	
		Pilot :- F/Lt. D. P. Spencer (132318)	
		Pupil Pilot :- Sgt. I. I. Harrison (1804376)	
		W/Op/Air :- F/Sgt. R. B. Sherwood (1144180)	
		Fitt IIE :- LAC. D. Longley (1031946)	
		On the 26th. April, 1945, pilot (F/O. J. L. Tweddle (146154)), was authorised to take off on a communication trip from Riyan to Salalah at 0500z in Wellington, Mark XIII, JA195. A petrol load of 750 gallons in the wing tanks and a crew of four were carried. After running up, the pilot taxied to the take-off end of the main runway, turned across wind and carried out cockpit check before take off. He then turned into wind for take off, Q.D.M. 065°. The take off run was normal until the aircraft reached a point a few yards from the intersection of the main and tarmac runways. At this point, there was aloud report on the port side, and the port wing started to drop, and the aircraft tended to swing to port. The A.S.I., showed 90 knots so the pilot pulled the aircraft off the ground, press the brakes, and then retracted the undercarriage and climbed to one thousand feet. The pilot got in touch with the ground control on R/T, and they confirmed that the port tyre had burst just before the aircraft left the ground. Pilot was advised to proceed to Khormaksar immediately. Over Khormaksar, the pilot contacted Flying Control on the R/T and asked for instructions. The instructions were issued to jettison all petrol except 100 gallons, pull the floatation gear, and after ascertaining that the crew members were in their crash positions, to make a wheels up landing on the left hand side of the runway, landing west to east. The pilot carried out these instructions, and landed up finishing about fifteen yards to the left of the runway proper and approximately half way down it. The crew were unhurt.	
		Category of damage :- Airframe. A.C. Engines (Cat 2).	
		The crew were :-	
		Pilot F/O. Tweddle. J.L. (146154)	
		2nd Pilot F/S. Offord. R.F. (1399953)	
		Navigator Sgt. Holloway. D.R. (1310725)	
		W/Op/Air Sgt. Wears. K.B. (631597)	
		Promotions, Postings, Attachments Etc.	
		F/Lt. K.L. Boon (46959) Pilot	Posted to H.Q. (Unit) British Forces Aden w.e.f. 9-3-45 s/numerary non effective sick.
		F/O. E. Grylls (178463) W/Op/Air	Posted to H.Q. (Unit) British Forces Aden w.e.f. 2-3-45 s/numerary non effective sick.
		F/O. R. Bradshaw (162378) Pilot	Attached from 244 Squadron w.e.f. 3-4-45 for Liberator Conversion Course.
		P/O. C.H.A. Grant (189967) Pilot	Attached from 244 Squadron w.e.f. 1-4-45 for Liberator Conversion Course.
		F/O. R.C. Davis (175884) W/Op/Air	Ceased to be attached to R.A.F.

		F/O. H. Rose (154484) Pilot F/L. C.H. Smith (Observer) A/S/L. P.H. Stembridge (118184) Pilot	Station Aber Sueir (M.E.) on completion of Liberator Conversion Course w.e.f. 6-4-45. Disemplaned Aden 10-4-45.
		F/Lt. P.H. Stembridge (118184) Pilot	Appointed to acting rank of S/Ldr w.e.f. 8.1.45
		P/O. P.M.L. Fox (188126) Pilot	Disemplaned Aden 29.3.45 on cessation of attachment to M.E. Command (No 2 Aircrew Officers School) for No 2 General Service Training Course.
		P/O. J.R. Richardson (189100) Pilot	Emplaned Aden 27/3/45 and attached to M.E. Command w.e.f. same date for General Service Course at No 2 Aircrew Officers School
		F/O. D.B. Crouchman (Can.J/25938) Pilot	Posted to H.Q. (Unit) British Forces Aden w.e.f. s/numerary non effective sick. 5.2.45
		631597 Sgt. Wears. K.B. (W/Air/ASVG)	Promoted T/F/S w.e.f. 12.9.44
		1214012 Sgt. Young. S.W. :	: : : 29.11.44
		1383355 Sgt. Spackman. L.A. :	: : : 25.10.44
		1392055 Sgt. Aarons. S.M. :	: : : 1.11.44
		1398779 Sgt. Warrick. T.W. :	: : : 25.10.44
		1561438 Sgt. Wood. L. :	: : : 25.10.44
		158766 Sgt. Leggatt. W.R.P. :	: : : 9.11.44
		1604445 Sgt. Hales. A.F.H. :	: : : 9.11.44
		1694360 Sgt. Vernon. J.J.R. :	: : : 9.11.44
		1804376 Sgt. Harrison. I.I. pilot	: : : 11.2.45
		573338 F/S. Birlison. R.K. (W.E.M.)	Posted from R.A.F. Unit Scuisuiban w.e.f. 13.4.45
		1581616 F/S. Hesketh. E. (Pilot)	Attached from 244 Sqdn w.e.f. 7.4.45 pending Liberator Conversion Course.
		1589433 Sgt. Ambler. C. (Nav) 5.4.45	Attached from 244 Sqdn w.e.f.
		1589433 F/S. Ramage. J. (Pilot) 10.4.45	: : : :
		1583788 Sgt. Pritchard. T.P. (W/A/ASVG) 10.4.45	: : : :
		1819688 Sgt. Heighton.F.R. : : 10.4.45	: : : :
		1822578 Sgt. Johnstone. R.J. : : 10.4.45	: : : :
		630336 F/S. Graydon. V. J. Pilot 1.4.45	: : : :
		1569522 Sgt. Endlar. C. Navigator 1.4.45	: : : :
		1821822 Sgt. Sutherland. G.M. (W/A/ASVG) 1.4.45	: : : :
		1894472 Sgt. Rootham. F.A. ; : 1.4.45	: : : :
		2203222 Sgt. Brown. K. : : 1.4.45	: : : :
		1477116 Sgt. Haynes. A.V. Pilot	: : : :

			3.4.45	
			1676393 Sgt. Holmes. C.A. Navigator	: : : :
			3.4.45	
			1851708 Sgt. Jeanes. A. (W/A/ASVG)	: : : :
			3.4.45	
			1892385 Sgt. Hopkins. R.A.	: : : :
			3.4.45	
			1894612 Sgt. Hart. L.E.	: : : :
			3.4.45	
			804140 F/S. Edmunds. A. G. (W.E.M.)	Embarked Aden 17.4.45 and posted U.K. w.e.f. same date.
			939012 A/F/S. Thorpe. J.N. Fitt IIE	Posted from 621 Sqdn e.r.f. 9.4.45
			545559 A/F/S. Crump. T.A. Fitt IIA	Emplaned Aden 12/4/45 on attachment to M.E. Command (22PTC) pending transfer to R.C.A.F.
			1349735 W/O. Sprott. M.J. (Pilot)	Empaned Aden 15/3/45 and posted to 22 P.T.C. (M.E.) w.e.f. same date.
			1608?543 F/S. Goldsmith. R.W. (Pilot)	
			1398055 Sgt. Aaarons. S.M. W/A/ASVG	Emplaned Aden 6/3/45 and posted to 22 P.T.C.
			654523 Sgt. Crampton. P.P. Pilot	Emplaned Aden 14/3/45 and posted to 22 PTC w.e.f. same date.
			979369 Sgt. Caldor. H.S. Pilot	
			1337411 F/S. B?assmore D. H. Pilot	
			Sport – Football	
			<p>In the semi final of the Residents Cup, 8 Squadron 1st CI defeated Station Headquarters by 2 goals to one, and therefore qualified to meet H.M.S. Sheba in the final. Station Headquarters, the giant killers in this competition, had previously beaten 131 M.U., the favourites.</p> <p>The final was played at Khormaksar on Saturday, April 14th 1945, before a very large crowd. 8 Squadron kicked off and for a while the play was very even. Just before the interval, Hinton scored for the Squadron, much to the delight of the Squadron supporters. At half time, the Squadron was leading by one goal to nil. In the interval after about ten minutes play, H.M.S. Sheba scored, and then began the ding dong struggle as to who could score the next goal. Both teams played very hard and each goal mouth had its fair share of thrills. At full time, the score was one each, so extra time was played. Both teams had one opportunity of scoring, but both missed and the match ended in a draw.</p> <p>The replay was at Steamer Point, Aden, on Monday the 23rd April 1945 and once again there was a very large crowd. During the first half of the game, H.M.S. Sheba were definitely playing better football than the Squadron and were having most of the game. However, the Squadron held them out and at half time neither team had scored. In the second half, the Squadron found their form and after eleven minutes play, Harrison scored for 8 Squadron. All during the second half, the Squadron were on top, and as the final whistle was going the ball was again soaring into H.M.S. Sheba's net. The result however was :- 8 Squadron 1. H.M.S. Sheba Nil.</p> <p>After the game, at the invitation of H.M.S. Sheba, a celebration was held at H.M.S. Sheba. The Squadron held their own celebration at Khormaksar the following evening, at which several of H.M.S. Sheba's players attended.</p> <p>The officers of 8 Squadron played No 621 Squadron officers at Khormaksar on Wednesday, the 25th. April 1945, and after a very amusing game, 8 Squadron team were worthy winners, having scored 8 goals against 1.</p>	
			Cricket.	
			In the Station Billet League, 4 Block East (8 Squadron personnel) played 4 Block West (8 Sqdn personnel), and after a very hard struggle 4 Block West	

			<p>won by one single.</p> <p>On Wednesday, April 25th, 4 Block East played 2 Block West (131 M.U. personnel) and once again after a very hard struggle, 4 Block East were defeated by one single run.</p> <p>LAC Lucus whilst playing with the Officers Mess team scored a very sound 101 runs.</p> <p>The Squadron XI played T.C.A. at Khormaksar in the Aden Command Cricket League, the Squadron winning easily. The scores were :- T.C.A. 79, 8 Squadron 102 for 2 wickets.</p>
			The Squadron is to be disbanded with effect from 1st May, 1945.
			(the next 11 pages contain photographs)

**May 1945: Form 540**

8 Squadron

Place	Date	Time	Summary of events
Khormaksar			No. 8 Squadron History.
Aden			On the 1st. May, 1945, the following signal was received from headquarters British Forces, Aden.
			"Warning Order. Number Eight Squadron to be disbanded with effect from the 1st. May, 1945. Squadron non-operational preparatory to disbandment".
			"Para 2. On completion of disbandment No. 8 Squadron number plate to be transferred to A.C.S.E.A. for use of No 365 Squadron".
			"Para 3. Relevant Air Order to follow".
			This is the second occasion that No 8 Squadron has been disbanded since it was formed at Brooklands on the 1st. January 1915, only to be reformed late. No 8 Squadron proceeded overseas (France and Belgium) on the 15th April 1915 and returned to England on the 28th. July 1919, only to be disbanded at Duxford on the 20th. January 1920. However it was reformed at Elwan (Egypt) on the 18th. October 1920 and came to Aden in 1927. , where it has stayed until the present disbandment. October 1945 would have seen twenty five years overseas service since it was reformed in Egypt. Although the disbandment of 8 Squadron in Aden is regretted in so much that it will lose its present personnel who have carried on the old traditions of the Squadron, it is very pleasing to note that another Squadron in A.C.S.E.A., will carry on the name plate of 8 Squadron – commonly known to all airmen as the "Shiny Eight". It is hoped that the new Squadron will also carry on the traditions of the old Eight'.
			All personnel of 8 Squadron were posted to Station Headquarters, Khormaksar, with effect from the 1st. May 1945, pending posting. Nominal rolls are attached in respect of personnel on the strength of the Squadron.
			The following arrangements were made for the disposal of aircrew:-
			Those aircraft which are serviceable and for which tour expired aircrew are available will be flown to 168 M.U., Middle East. Other aircrew will await transportation under arrangements made by Headquarters, British Forces, Aden.
			Following the disbandment of No. 8 Squadron and also 244 Squadron (Masirah), all ground staff within the Aden Command are being posted and releases to the Middle East will be made in the following groups and priority.
			(a) Personnel in Groups 1 – 11.
			(b) Overseas tour expired.
			(c) Aden tour expired.
			(d) Those who have completed 2 years elsewhere in the Middle East before posting to Aden.
			(e) Those within 6 months of becoming Aden or Overseas tour expired.
			(f) Those with less than 8 months service in Aden.
			(g) Those required to reach the necessary total (approximately 939) from the Age Service Groups above Group 11.
			Following the news of the disbandment, arrangements were made for a social evening to be held for all Squadron personnel. This was held on Thursday, May 17th, 1945 in the Station Cinema. A/W/Cdr. M.G.L. Foster, A.F.C. Officer

		Commanding, and the Adjutant, F/Lt. S. J. Jordain, M.C. thanked all personnel for their service to the Squadron and hoped that should any personnel be post to the new Squadron in A.C.S.E.A., they would carry on the traditions of the old Squadron.
		Pending instructions for disposal from Headquarters, British Forces, Aden, the following items are held by 8 Squadron.
		Shield. Inter Flight Athletic Championship.
		Shield. Shooting
		Bowl. 'Portal' Challenge Trophy for Flight Bombing.
		Cup. Inter Flight Sports Championship.
		Cup. Officers Mess of 8 Squadron – presented by sir Robert and Lady Belfour.
		Cup. Individual Shooting.
		Cup. Victor Ludorum
		Cup. "Jan" Tug-O-War.
		Cup. Aden Yacht Club Presented by Mrs B. Playne – won 1932
		Cup. Inter Flight Tennis.
		Miniature Bomb Trophy Presented by F/O. S.E.R. Tait
		Miniature Bomb Trophy Presented by S/L. G. Farnhill.
		Two Small Cups Presented to the Officers of 8 Squadron by the French Flight.
		Ashtray Presented to the Officers of 8 Squadron by F/Lt. W. L. Payne.
		Ashtray Presented by P/O. J.A. Field.
		Clock Presented by S/L. Bowman D.F. – 1924.
		One Pint Tankard Presented by F/L. F.J. Taylor
		Two Pint Tankards. Presented by Airways Flying Staff.
		One Pint Tankard Presented by F/O. D. Lungair.
		One Pint Tankard Presented by F/O. Edgar Heaven
		One Framed Squadron Crest.
		One Framed Certificate (Copy herewith).
		Headquarters Royal Air Force, Middle East, Cairo. 12th. April 1941.
		To:- Officer Commanding, No. 8 Squadron, Royal Air Force.
		In my Despatch dealing with operations carried out in the Middle East during the period 13th. May to 31st December 1940, I had occasion to mention the work done by No.8 Squadron.
		The extract referring to your unit read as follows:- "The bombing policy from Aden during recent months was principally aimed at rendering Assab unusable as a port or air base and this has to a large measure been achieved. Other objectives have included Dessie and Diredawa with the purpose of destroying resources and dislocating railways, operations in which No. 8 (B) Sqdn, Blenheims, has been particularly prominent."
		(Signed) W. H. L. Longmore. Air Officer, Commanding in Chief.
		One Framed Certificate (Copy herewith)
		For immediate award. Received 16.2.18 Passed 4.9.18.

		5th. Brigade Royal Air Force September 4th, 1918.
		Unit.
		Royal Mumater Fusiliers, (Special Reserve) and Royal Air Force. 8 Squadron
		Rank and Name.
		Lieutenant (Temporary Captain) Ferdinand Maurico Felix West, Military Cross.
		Action for which commended.
		For unparalleled pluck and endurance. This officer has flown in France for over Five hundred hours. On the 8th. August 1918, he had a bad accident in the fog. In spite of this he went out on a Tank Contact Patrol on the 9th. August. He scattered by machine gun fire enemy infantry, who were surrounding four of our Tanks. His machine was riddled, but he brought it down safely in our front line, when he proceeded at once to the Tank Company Commander and reported the situation. On August 10th, 1918, he went far over the enemy lines, and fired from a low altitude at enemy troops in Roye, when he was attacked by seven enemy aircraft. At the onset of the fight one of his legs was severed by an explosive bullet, and fell into the controls, from which he lifted it, and although wounded in the other leg, he manoeuvred his machine so that his Observer was able to get several good burst into the enemy machines and drive them off, and then by sheer grit and determination he brought his machine over our line, and safely landed himself and his Observer. When he regained consciousness, he insisted on writing his report. The valour displayed by this officer has throughout been a magnificent example to his Flight, which he has inspired with his devotion courage and power of endurance. Attached are the original statements of three witnesses.
		(Signed) L. Charlton. Brigadier General, Commanding 5th Brigade, Royal Air Force.
		Recommended by.
		Brigadier General L. C. Charlton, C.M.G. D.S.O.
		Honour or Award.
		Victoria Cross.
		The following signal was received on the 20th. May 1945.
		"From :- H.Q. M.E.A.
		Information :- H.Q. B.F. Aden. 222 Group. 8 Squadron.
		19th. May 1945.
		Your O0 2680 May 16th. My 0664 May 7 addressed Air Ministry repeated to you. Transfer Number Plate 8 to 200 Squadron. Request you cancel your 0268.
		F/O. R. Gallagher (139038) relieved F/Lt. S.J. Jordain, M.C. (79305) as Adjutant on 16th. May 1945. F/Lt. Jordain is tour-ex.
		To end the closing of 8 Squadron, R.A.F. Aden history, it is very appropriate that the Squadron 'War Cry' should be the last entry :-
		Two – Four – Six – Eight, Who do we appreciate, S – H – I – N – Y, SHINY.
		Wing Commander, Commanding, No 8 Squadron, R.A.F. Aden.

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