

195 Squadron

Fighter Command records state at Fairlop

24 September 1943 to 15 February 1944

ORB's State:

23 September 1943 to (*) 15 February 1944(**)

- Squadron on air firing course from 19 December 1943 to 4 January 1944 at Hutton Cranswick.)

** ORB States that on 15 February, Pilots and two ground crew move to West Malling only. All other ground crew are left at Fairlop.



Aircraft

Typhoon 1b

EJ910, EK223, JP407, JP437, JP438, JP503, JP607, JP648 (JED), JP686, JP849, R8660, R8781,

Hurricane

7778

Tiger Moth

209

Pilots

Borham, GK	F/O	Monk, RR	F/O
Coombes, WE	F/Sgt	Mossman, PW	P/O
Daix, G	F/O (Belgium)	Oury, AJ (Bunny)	P/O
Donanski, S	F/Sgt	Potter, DEF	F/Sgt
Duranknaski, T	F/O	Pugh, (Spy)	P/O
Fisher, GM	Sgt	Rumsey, MW	S/Ldr
Gullan, MJ	F/Sgt	Seguin, MJ	W/O
Hardy, GE	P/O (Canada)	Shawyer, HK	F/Sgt
Harris, CA	S/Ldr	Simpson, GR	P/O
Hough, RA	F/Sgt	Strachan, ID	F/L
Hue, AL (Pedro)	F/O (Belgium)	Taylor, DM (Boss)	S/Ldr
Hughes, DA	P/O (Canada)	Trott, KAJ	F/O
Jones, FH	F/Sgt	Warner, Leonard John	
Langley, J	F/Sgt	F/Sgt 1336393 RAFVR age 21	
Lewis, JT	F/Sgt	Died 10 January 1944	
Lonn	F/O	Remembered on the Runnymede Memorial	
Mason, PC	F/Sgt (Australia)	Wood, K	F/Sgt
McGurgan W	F/O		

Notes. (P/O 'SPY' Pugh is designate narrator of this diary)

23 September. The main party left Coltishall this morning and arrive at FAIRLOP by 1500 hours.

24 September. Aircraft arrived today and the dispersals are sorted out. The 'SPY' P/O Pugh has gone on a course to SOUTHPORT. We hope he enjoys his holiday by the sea!

25 September. As many pilots as possible did Sector Recce's today.

26 September. This afternoon eight aircraft were airborne to act as escort to Liberators on a diversion to Ramrod 248, Escort was difficult owing to very low speed of the Liberators. S/Ldr Taylor had to return early owing to engine trouble. Ground test showed nothing wrong and it is reported

by the Engineer Officer that the trouble was probably caused by very low revs and boost coupled with the extremely cold air at 20,000 feet.

27 September. This morning eight aircraft were airborne to act as escort to Liberators on a diversion over the North Sea to Ramrod 249. The speed of the bombers showed an increase and co-operation was therefore easier.

28 September. A party of six pilots visited the Napier Factory at Acton and had an interesting time with them. (Napier engines powered the Typhoons).

30 September. Four sections at Readiness at 0557 hours. Due to weather, state was reduced to one section at Readiness and one at 30 minutes.

Flying time for the months are as follows:

TYPHOON 12	254 hrs. 5 mins
HURRICANE 1	11 hrs 55 mins
TIGER MOTH 2	12 hrs 45 mins

1 October. Weather u/s today.



A selection of pilots with 195 Squadron (Self is Ken Trott)
(Ken Trott)

2 October. Improved weather gave an opportunity to catch up on flying hours. A big programme of practice flying, tactical formation, cine attacks, dog fights and sector Recon.

4 October. Flying is still confined to practice only.

5 October. Flying limited to a Tiger Moth trip to Coltishall to enable the passenger F/Sgt Lewis to fly 'G' back to Fairlop.

9 October. Once again bad weather prevented operations. Three aircraft were fitted with long range tanks and after test were flown to Manston, together with one aircraft without long range tanks. The Squadron are gradually recovering from the spate of colds, which overtook them soon after arriving at Fairlop.

10 to 13 October. Weather mainly u/s.

14 October. During the spell of bad weather, we were varying our a/c and AFV studies with French lessons. F/O Gorges Daix (Belgian) is our instructor and his blackboard sessions, are very popular with the pilots.

17 October. The Squadron provided Readiness state in complete u/s weather! The Group aircraft recognition test was successfully tackled by most of our pilots. The weather cleared during the afternoon and twelve aircraft flew in a practice formation flight.

18 October. Twelve aircraft flew to Manston this morning to take part in a show with 3 Squadron. F/Sgt Warner hit a seagull enroute, so ten aircraft were on operations – nothing seen.

20 October. Weather good. Twelve aircraft formation during the morning. Ten aircraft went to Manston as escort to 3 Squadron. Target well pranged – no enemy reaction.

F/Sgt Harvey taxied into the Hurricane.

22 October. Ten aircraft went to Manston as withdrawal for 36 Boston's, slight flak no enemy aircraft seen. Rendezvous with Boston's at Ranvax. Six lost. (thought to be Ranvaux, near Verdun, France)

26 October. Six aircraft sent on patrol at 7,000 feet from Hornchurch to Southend. A precautionary patrol to cover the visit to Hornchurch of His Royal Highness The Duke of Gloucester.

28 October. A party of pilots visit the Plessey Engineering works, an interesting afternoon.

31 October. Total flying for month

Typhoon 13	207 hrs 17 mins
Hurricane 1	2 hrs 40 mins
Tiger Moth 2	0 hrs 25mins

2 November 1943. Two weather test flights. In the short period of clearer weather the four aircraft, which have been held up at Digby, were able to return – some pilots with magnificent beards.

4 November. F/Sgt Mason struck an obstruction wire while on a duly authorised low flying cross country flight. Aircraft Cat A.C. damaged.

7 November. Two aircraft were flown to Manston this afternoon for night intruder operations. F/O Trott and P/O Simpson were airborne from Manston this evening each carrying 2 x 500 lb. bombs. F/O Trott had to return with R/T trouble. P/O Simpson did not return. When over Lille he transmitted that he was short of fuel and at 2150 hours called up to say that fuel was exhausted and that he was baling out. A good fix obtained on this transmission showed him to be six miles North of Mardyck. Sea and air patrols made immediate search for P/O Simpson without success. It is hoped that he would drift in to the French coast.

8 November. Bad weather so no flying today. F/O Trott unable to get back from Manston.

10 November. Four F/Sgts detached from Squadron to take part in the Albert Hall Armistice Display. P/O Hough and F/Sgt Harvey flew with 3 Squadron on a Bomphoon raid on gun positions at Cap Gris Nez. They each carried 2 x 500 lb bombs, which they saw bursting in the target area. Intense flak was experienced. An umbrella of Spitfires was provided for the operation. During the afternoon eight aircraft, which had flown to Manton, combined with 198 Squadron to escort Bomphoons of No 3 Squadron in a Ramrod on Andeghen near Cap Gris Nez. The target was obscured by cloud and bombs not released.

12 November. Six aircraft led by F/L RR Monk flew to Hendon this morning to escort a Flamingo aircraft carrying an important personage from Hendon to Cranwell. Weather deteriorated and aircraft unable to return.

15 November. Aircraft returned from Cranwell.

17 November. Weather u/s today, no flying. Rugby and Soccer matches were played between RAF Fairlop and RAF Stapleford.

19 November. Our ground crews worked until 0330 am this morning fitting auxiliary tanks to 14 Typhoons in anticipation of a show at first light. Weather was u/s and operation cancelled.

22 November. Thick fog. All shows cancelled.

25 November. Fine weather. 12 aircraft left Fairlop to bomb Calais area with 500lb bombs. The target was bombed successfully. Aircraft landed at Tangmere and after being bombed up, bombed Cherbourg area. Heavy flak encountered in both shows, Aircraft returned direct to Fairlop after the last show. All aircraft returned with 6 aircraft damaged from light flak.

26 November. Our neighbours No.164 Squadron held a party at The Maypole, which was attended by No. 195 Squadron pilots.

29 November. Show laid on for Mootseele drome, (Moorsele airfield, Belgium), 7 of our aircraft took part and 'drome bombed successfully. Pilots report no flak nor fighters seen. All aircraft returned O.K. In the afternoon P/O Mossman force landed Typhoon L for 'Loving' at a new 'drome near Colchester. Landed O.K. wheels down. Later the Tiger Moth returned to the drome after examining 'Tiffy'

force landed OK near searchlight site. No damage sustained to pilot F/O Borham nor passenger P/O Mosman.

30 November. 10 aircraft took off for Manston in poor weather however all shows were cancelled. W/O Freddy Jones brought the Tiger back from the searchlight site. He took off midst the anxious glances of several A.T.S. wenchies.

Total flying for month

Typhoon	225 hrs 35 mins
Tiger Moth 2	10 hrs 15mins
(Presumed that the Hurricane was damaged on 20 October and unflyable)	

1 December. Twelve aircraft took off in mist for a show with three Squadrons to escort Mitchells on a bombing attack in Northern France. Rendezvous missed due to thick ground haze.

2 December. F/Sgt Len WARNER celebrated his 21st in rip roaring fashion at the local. (F/Sgt Warner died on 10 January 1944).

4 December. Weather duff.

5 December. Eight aircraft practice dive bombing on base. Later in the day ten aircraft were bombed up. 8 a/c with 56 Squadron took part in a raid on Courtra Airfield (thought to be Kortrijk, Belgium.) Target bombed and a/c returned to base. Section was led by F/L Monk and Strachan. F/O Bunny hit by flak in tailplane. No other mishap.

9 December. Bad weather. S/Ldr Taylor and his Adj., F/O 'Drogue' Trott, obtained brushes, distemper and paint etc and proceeded to dispersal, roped in all pilots, and forthwith 'spring cleaning' commenced.

19 December. Squadron prepared to move to Hutton Cranswick (RAF Station in Yorkshire) for air firing course.

24 December. Fine day. F/O KAJ Trott took Typhoon 'H' to Fairlop for inspection, collected Christmas mail (iii), and hampers for RAF personnel and returned to H.C. in 'W'.

(iii) Ken Trott remembers Fairlop each Christmas, because of a narrow escape. He flew down to Fairlop to collect Christmas mails and parcels. With 2 sacks of mail he took off to find he had no radio or airspeed indicator. At Hutton Cranswick he twice attempted a formation landing with another aircraft (to judge correct airspeed) to get a red warning flare from Ground Control to overshoot. The third time he ignored the red flares, landed and nearly overshot the runway. Ground crews later established the radio had no tuning crystals fitted and the airspeed indicator was disconnected!! Four days later he celebrated his 21st birthday! (Ken died 12 September 2013 age 90).

27 December. Air Firing and cine camera work carried out. S/Ldr Taylor had the highest score for one exercise comprising 34 hits. F/L WE Coombes started well by shooting away three consecutive drogues however he claimed to be disappointed as he is sure he riddled them with holes.

1 January 1944. Fine day! Everyone slightly hazy after seeing the new year in. Examinations were started for all pilots. Extensive flying programme laid on.

2 January. Weather fine. Last day of the course. Air firing and cine camera laid up until 1000 hours. In afternoon all log books were made up and the Squadron prepared to move back to base. P/O Logan proved to be the 'ACE' shot for the course, ending up with an average of 4% and a highest score of 8.7% for two cannons.

3 January. Duff day. Preparations made to leave, but turned back due to bad weather.

4 January. Fine day. All sections were airborne at 1045 hours to return to base. Remainder of the day spent servicing and cleaning aircraft.

7 January. Weather misty. Twelve aircraft took off bound for Ford. (near Arundel, West Sussex). All landed safely there and after lunch were joined by No's 156 and 1 Squadron. We were to dive bomb a heavily defended target south of Cherbourg.

9 January. Weather still poor. Eight Rhubarbs laid on, four carried out. F/L RR Monk hit in the rudder by light flak. The Squadron pilots were grieved to hear that an ex-member of the Squadron George 'Pedro' DAIX (Belgian F/O)– reported missing soon after being posted from the Squadron having crashed into the channel.

10 January. Weather Fair. Four Rhubarbs carried out during the afternoon. One section comprising P/O Logan and F/Sgt Warner did not bomb the target but the latter was hit by light 'flak' over the target area, and his machine set on fire. He ditched three miles out from the French coast. His number 1 circled the area and although he saw F/Sgt Warner in the sea, no movement from the F/Sgt indicated any life, and after circling for half an hour was compelled by shortage of fuel to

return. ASR failed to locate F/Sgt Warner. P/O Potter and F/O Lonn also set out, the latter being badly shot up over the target. P/O Potter also bombed the target although shot up crossing the French coast.

11 to 20 January. Weather u/s.

22 January. W/O Gullan married today. Nearly all 195 pilots attended. F/O Mason was best man.

1 February. All pilots and ground crew assembled for the unwelcome job of handing over our aircraft to 164 Squadron, which was completed after all machines had been inspected.

30 January. Weather poor am, cleared later. W/C Drake collected first sliding hood Typhoon.

4 February. Weather fine. Inactivity getting a little monotonous. Some pilots went on leave.

5 February. Still no news of replacement aircraft.

7 February. More pilots went on leave.

8 February. No news of re-equipping. All a little puzzled.

12 February. No flying. No aircraft. No joy.

15 February. Pilots and two ground crew move to West Malling only. All other ground crew are left at Fairlop. On arriving at West Malling we are confronted with the terrible news that the Squadron is to be disbanded. Every one was stunned. So this proves to be the last day of the Squadrons existence.

Flying times.....Nil (all types)



Ken with his Typhoon. As Ken stands over six feet it indicates the size of a Typhoon.

(Ken Trott)

Flying Officer Kenneth Albert John Trott

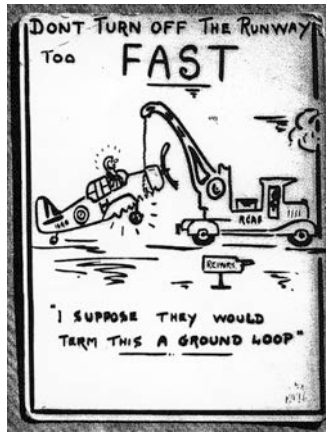
Served at RAF Fairlop with 195 Squadron.

Kenneth, son of Albert and Doris Trott from Bournemouth, Hants, born 28 December 1922, died 12 September 2013, volunteered for the RAF in September 1941, and joined the RAF Volunteer Reserve as Trainee Cadet Pilot.

During his training he held the rank of Leading

Aircraftsman and did his initial training at Torquay, Devon before being posted overseas for flying training in Canada. Whilst in Canada Ken made full use of his artistic skills to draw a series of training aids which were posted up in each dispersal.

Ken made it well known that he wanted fly a Sunderland Flying Boat with Coastal Command. Nearing the end of his training one of his fellow



One of Kens training drawings .
(Ken Trott)

pilots was killed and Ken went to his funeral. Upon return he learned that the postings had been allocated and to his dismay he was to be part of Fighter Command.

In October 1942, he received his Pilots wings and commissioned as Pilot Officer and returned to England for further training.

Then in April 1943 Ken was posted to Woodvale Airfield near Southport, Cheshire with 195 Squadron who were equipped with Typhoon single seat fighters.

Soon after, the Squadron was posted to Norfolk and Ken spent several months carrying out regular patrols over the North Sea.

In September the Squadron moved again, this time to RAF Fairlop. They carried out operations over France, often flying to RAF Manston in Kent for briefings.

Ken flew in 'JED' (JP648) which flew from Fairlop as part of 195 Squadron. Ken considered JED to be his personal aircraft and decorated it with a 'Popeye' motif! The original artwork drawn on RAF notepaper used by groundcrew who painted it on the engine cowling. Not to be outdone, his C/O Donald Taylor painted Donald Duck on his Typhoon.

'JED' later went to 164 and 257 squadrons and finally to 57 O.T.U. before being 'Struck off charge' in June 1945.

Ken and his fellow pilots were quartered in the mess at Hainault Lodge, at the eastern end of Forest Road on Hog Hill.

Whilst at Fairlop he was invited to visit the Plessey factory in Ilford where they made cartridge starters for Sabre engines, used on Typhoons. He went underground at Gants Hill to see the Plessey Engineering workshops in a newly completed tunnel, later to become the Underground extension to Hainault. He also visited the Napier Sabre Factory at Acton, to see engines being made and tested.

He was ordered to report to the M.T. Section for driving lessons, as all pilots were required to be able to drive a motor vehicle. Whilst Ken was entrusted with a Typhoon and quite able to fly it,



top : Ken Trott aboard 'JED'
bottom: 'JED'
(Ken Trott)

he was not qualified to drive! He started off in a Bedford truck driving around the perimeter track and having mastered the controls, his instructor allowed him out onto the highway and onto Ilford Broadway. Ken says it was quite useful to be about ten feet off the ground and see all that was going on!

For the last two weeks at Fairlop the Squadron were without aircraft. On arriving at West Malling they are confronted with the terrible news that the Squadron is to be disbanded. Every one stunned. Ken transferred to 197 Squadron. During the lead up to 'D' Day (6 June 1944), Ken was stationed at Needs Oar Point, near to Beaulieu in the New Forest, then on to Hurn Airfield, Bournemouth, their base to be used for 'D' Day operations.

On the 11 July 1944, Ken flew to France at Airfield B3, St Croix. Three days later Ken became a POW.

Ken's story using his own words.

"In July 1944 I was stationed at Hurn Airfield near Bournemouth, having moved with 197 Squadron (Hawker Typhoons) from Needs Oar Point near Beaulieu in the New Forest, our base for the D-Day operations.

At that time we were carrying out offensive operations over France in support of the troops now based in Normandy.

On 11th July we flew from Hurn to make our first landing on French soil at airfield B3 St. Croix as our base.

This had been constructed with Somerfield Metal Tracking to provide a base for refuelling,

rearming, plus tented accommodation.

I mentioned to a friend that I was glad it was only Thursday the 13th and not Friday the 13th as we were flying back to England that evening. It turned out to be one of the worse thing I ever said, as I was at six o'clock, in the evening whilst on operations I collided with an Me 109 and after baling out, more like falling out, I was captured by the Germans to become a POW.

I had broken out of cloud and noticed a solitary Me109 coming in my direction.

I lined up for a head on attack, firing my four cannons and, the next minute I realised I would have to break to avoid a collision

As I did so, my starboard wing collided with the wing of the 109. I felt my head hit the cockpit cover and my left shoulder the side of the cockpit, my helmet, oxygen mask, goggles and revolver holster were torn from my body and I hurtled into space with only my parachute intact. I realised I would have to pull my ripcord as my altitude was only about 3,000 feet.

The next minute the canopy opened and I lost consciousness. I came to find myself hanging from a tree in an orchard, surrounded by several armed Germans, one of whom was attempting to release me from the parachute harness.

This he did and I fell on top of him to the ground where I lay for a while.

The German NCO motioned me to stand up and put my arms up, it was then that I felt that my left arm remained at my side,

I could not move it in any way. We proceeded across a stream and fields to a French

farmhouse where the Germans had their HQ.

I was taken up some stairs and met a German officer seated behind a desk. I saluted him, a wise move, as I was then invited to sit down.

After a brief interrogation I was asked if I felt well enough to be moved to hospital.

I nodded and I then proceeded with an escort to an open top car parked in nearby farmyard.

We set off with my escort and me in the back seat and after a few minutes we arrived in the village of Pont-l'Eveque where I was taken to a schoolroom.

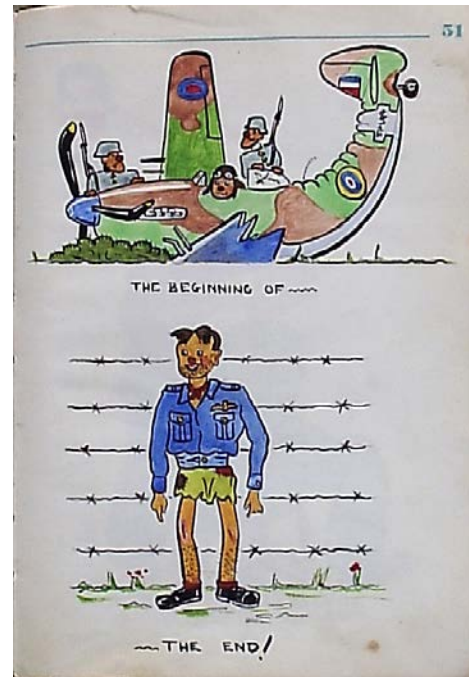
By this time I was feeling rather unwell and coughing up blood. The guard called for his superior and eventually I was moved to a nearby chateau, part of a German military hospital.

Over the next few weeks I was moved onto Evreux, Paris, Trier (Luxembourg) and finally arrived at Stalag Luft III, Sagan, Germany at the end of September.'

Kens Parents received a letter in July saying he was missing on operations after having been engaged by an enemy fighter. It was not until November they learned that their son was safe and well, albeit a POW.



**JED drawing – Both Ken and JED
survived the war**
(drawn by Claudio Meunier – Argentina)



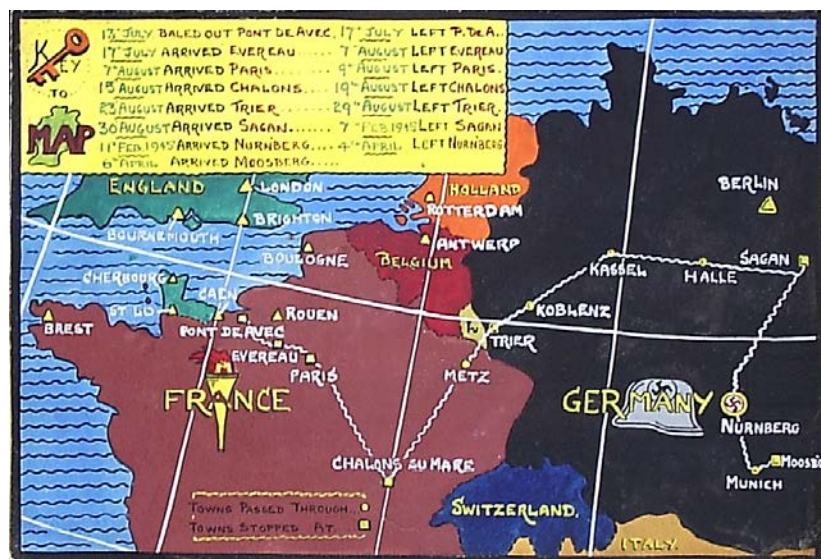
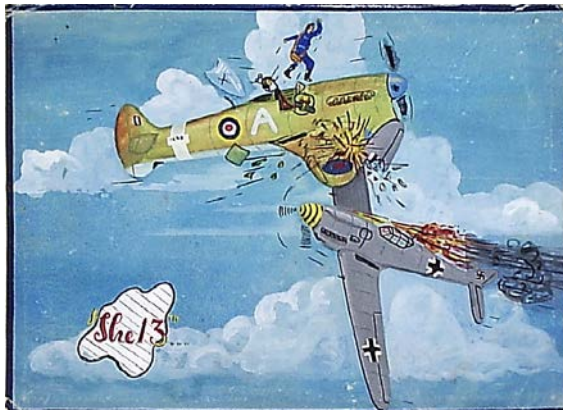
Examples of kens Artwork drawn in a Red Cross Notebook.

(Ken Trott)

Top left

Popeye drawn on JED by an anonymous Ground Crew artist.

(Ken Trott)



When Training in Canada Ken wrote a letter to his parents. This letter was printed on to a specially designed form. The airgraph was a means of reducing the weight and bulk of mail carried by air. The airgraph forms, upon which the letter was written, were photographed and then sent as negatives on rolls of microfilm.

This address should be printed in large CAPITAL letters wholly within the panel alongside.

MR & MRS. TROTT.
'BELVEDERE'
65, WEST WAY.
BOURNEMOUTH
HANTS
ENGLAND.

The address should be the same as for an ordinary letter.

604795

Print address in large CAPITAL letters in the panel above. Nothing else should be written above this line.

Please follow instructions on other side. This message should be written very plainly below.

Sender's Name and Address

1537/63 4. A.C. TROTT
No 13, S.I.T.S
R.C.A.F.
ST HUBERT
QUEBEC
CANADA

Dear Mum & Dad.

I have already written you once this week but I thought I would just drop you a line and let you know just what is happening now. I have practically finished everything now and have only about a week to go before I get my 'Wings'. After receiving them I don't know what will be happening as yet as our postings have not come through yet and we still don't know if there is any leave forthcoming. Next time you write I shall probably be a Sgt or even a P/O. Anyway just keep on writing to this address and the same rank and number until I send you a cable telling of my new address or anything else that has happened. All the chaps here are getting their wings & sewing them on the tunics now in readiness for next week. I expect I shall get a pair this week-end and then I shall be cleared. I hope I shall be hearing from you before long as I haven't received any mail from you lately. Will cheerio for the time being.

Love
Ken

This space should not be used

Letter from Canada
(Ken Trott)

A General Post Office (GPO) poster of the time claimed that 1,600 letters on film weighed just 5oz, while 1,600 ordinary letters weighed 50 lbs. At their destination the negatives were printed on photographic paper and delivered as airgraph letters through the normal Royal Engineers (Postal Section), also known as the Army Postal Services (APS). In addition to postal censorship, the method of delivery deterred espionage communications by foiling the use of invisible ink, microdots, and microprinting, none of which would be reproduced in a photocopy.