

S/OPS/4930I

16.9.43.

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S/OPS/4930/II.

17.9.43.

MOST SECRET AND PERSONAL.

To:- Colonel H.B. Perkins.

Subject:- "WILDHORN".

We have today received the following message from Poland regarding the above subject:-

"The area of the landing ground will be marked by hurricane lamps as follows:-

- (a) The length each side will be marked by white lights 75-metres apart.
- (b) The width marking the beginning of the landing ground with green lights.
- (c) The width marking the end of the landing ground with red lights.

On the "direction of approach" of the landing aircraft two paraffin fires will be burning at a distance of 1 - 2 kilometres from the green lamps. Obstacles on the approach of the landing ground will be marked by red lights.

When the aircraft arrives over the landing ground it should give the agreed recognition signal, the ground personnel will answer flashing their recognition letter, and will later on switch on all the landing lights.

The landing must be performed within the boundaries marked by the lights, and must not take place before the green lights, or after the red.

Upon landing, the aircraft should "taxi" to the point from which it will take-off where it will be refuelled, undergo the necessary inspection, and receive its return load.

The/

NOTE: Size of this landing ground giving the full space which can be utilised - length 1,000-m. width 200-m.

Landing Ground No. 6/

1-2/22/2-1
X

The signals given by the "starting" officer will be as follows:-

- (i) Waving of a white light - "taxi" in the direction of the light.
- (ii) Several red flashes - stop!
- (iii) Several green flashes - start!

The take-off from England should be signalled by IODOFORM."

It appears from the above that the aircraft will have landing and taking-off conditions almost as safe as those here.

"S" Section,
Special Bureau.

J. Jazwinski
Major.
(J. JAZWINSKI).

19 OCT 1943 H²N

AK

Q. 10.1

MOST SECRET

25 OCT 1943

MOST SECRET AND PERSONAL.

AK

AK/B

To : S/Ldr. de Laszlo.
 From : A.I.2(c), Air Ministry.
 Date : 24th October, 1943.
 Ref : AI2c/3077/43.

OPERATION "WILDHORN."

As requested in your FMT/205 of 19th October, 1943, here are my views and comments on the proposed operation WILDHORN.

I have already expressed surprise that before the Polish Section started to select and reconnoitre suitable grounds, greater care was not taken to ensure that the Air Ministry requirements for this type of work were not made quite clear. Also, since the proposals were made as long ago as May, and in view of the communication difficulties coupled with the great handicap of being unable to lay on photographic reconnaissance, that steps were not taken to begin detailed arrangements much sooner.

2. With regard to the suggestion that the operation might be undertaken in the Spring of next year, during either March or April, there are two or three points to be considered :-

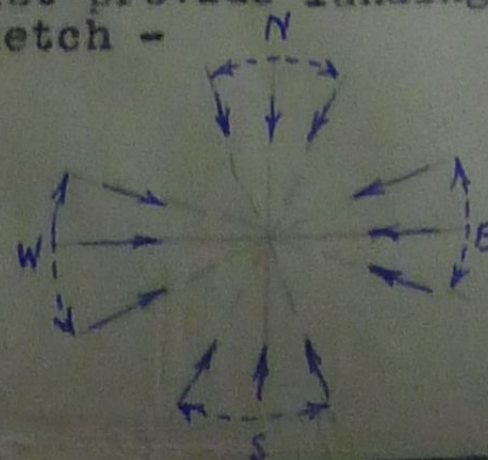
- 1) The selection of a suitable ground would have to be undertaken during January or at the latest February, which might well prove impossible if the ground is covered by more than two or three inches of snow, since ditches, holes and obstructions would be obscured. No one could carry out a survey adequately with snow on the ground.
- ii) If the thaw sets in at the time of the operation or just before it, it is improbable that many surfaces would carry the weight of the aircraft.
- iii) If snow is on the ground at the time of the operation, it would undoubtedly constitute an obstruction, partly for the reasons stated in (i), partly because of the slippery nature of the surface, and partly because of the difficulties which would be encountered by the pilot on take off.

3. Obviously, if this winter proves to be a mild one similar to the last, it is highly probable that the points raised in para. 2 would not be prohibitive. If, on the other hand, the winter is severe, then I consider that the state of the surface of the ground would be prohibitive. If the Polish Section deem it worth while to make all their arrangements basing them on speculations as to the stage of the seasons during either March or April of next year, then I say carry on; but if the Air Ministry is in any doubt about the stage of the seasons ^{and} during the thaw when the time comes, then the operation would have to be cancelled.

4. With regard to the requirements for a normal Hudson pick-up landing ground, I give the following details :-

- 1) The ground chosen must provide landing ^{runs} grounds roughly as shown in this sketch -

N.B. This sketch shows runs from approx. N, E, S & W, being roughly 90° apart. This ensures that the flarepath is laid in to wind, no matter what its direction may be.



/If

8/8/220/2.1

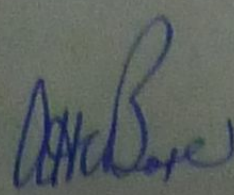
If possible all runs must be on the same field, but if this is impracticable, then the two fields chosen must not be further apart than 2 kms. (It is quite a frequent occurrence to have say a North-South run on one field and an East-West run on another).

- ii) The landing runs must be a "useable" minimum of 1,000 metres long by 200 metres wide and straight.
- iii) The approaches must be clear at each end of each run, so that the aircraft may approach easily, losing height at the rate of approximately one in fifty. ^{increase} Obstructions on the approaches should in no way ^{suspend} this angle of loss in height. This ensures that the "potential" of the landing run is not reduced.
- iv) The surface must be firm and hard, e.g. pasture land ^{or} and stubble over which a loaded dray can be drawn without the dray wheels making an impression more than $\frac{1}{4}$ " deep.
- v) The surface must be smooth, not recently ploughed, not ridged and furrowed, well drained, free from filled in or open ditches and level. It must be borne in mind that a very slight decl^{ivity} or ridge is a serious danger to an aircraft on landing or take off.
- vi) The runs must be quite clear of ditches, small trees, stumps, ponds, water holes etc.
- vii) The heights and locations of any buildings, telegraph and power lines, pylons, trees, high ground or any other possible obstruction within 1,000 m. of the perimeter of the field must be given.

The lay out of the flarepath has not been mentioned as it is considered that the original suggestions made by the Counter Section concerned would be suitable, namely that lamps would be placed at every 75 yds. of the run, and that Polish airmen would be included in the reception committee.

5. If the above conditions are satisfactorily fulfilled, there is no reason at all why the operation should not be undertaken from a southern Italian base, arrangements for which are in hand for special operational squadrons and flights. Probably a Hudson and crew of 161 Squadron would have to be detached to M.A.C. for this special undertaking.

6. In conclusion I may say that I am most anxious for this operation to be fully successful, and that I am in complete sympathy with the Polish Section, but these numerous stipulations have to be made for the benefit and safety of all concerned.


Wing Commander.