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SECRET.

FOCR/98/41

FIGHTER COMMAND COMBAT REPORT FORM "F"

From: Headquarters, 11 Group.

To: Headquarters, Fighter Command.

(A)	Sector Serial No.	
(B)	Serial No. of Order detailing Flight or Squadron to patrol	
(C)	Date	10th March, 1941.
(D)	Flight, Squadron.	Flight - Sqdn. 604
(E)	Number of Enemy Aircraft	One
(F)	Type of enemy aircraft	Heinkel III (?)
(G)	Time attack was delivered	
(H)	Place attack was delivered	Over Portsmouth.
(J)	Height of enemy	13,000 feet.
(K)	Enemy Casualties	Inconclusive
(L)	Our Casualties.... Aircraft	Nil
(M)	Personnel	Nil.
(N)	Searchlights (i) Did they illuminate enemy; if not, were they in front or behind target)	No.
	A.A. Guns (ii) Did shell bursts assist pilots in intercepting enemy)	No.
(P)	Range at which fire was opened in each attack delivered on enemy and estimated length of burst.	100 yards, One burst.
(R)	<u>GENERAL REPORT</u> - W/Cdr. Appleton	

After two chases from Sopley on aircraft which were finally reported by G.C.I as friendly, a vector of 010° was given which resulted in an A.I. contact. The bandit was followed at 13,000 feet into the Portsmouth gun zone; There was some light A.A. going up to medium height, some heavy A.A. and considerable searchlight activity. It was noticeable that the searchlights never appeared to illuminate any aircraft. When over the target area the A.I. operator, Sgt. Moody, was confused by the number of blips which were showing on his weapon at the same time. Sopley confirmed that there were 5 or 6 bandits orbiting the area. When approaching minimum range an aircraft was seen slightly below and on the port bow. The aircraft was burning tail and wing tip navigation lights. An approach was made from astern and below and, at what was judged to be about 100 yards, fire was opened and held until the guns stopped. One hundred and fifty four rounds were fired, that is, three complete magazines and four rounds from the other.

The aircraft, still keeping its navigation lights burning turned to starboard and lost height down to approximately 8,000 feet where it turned on to a course of 180° and was lost to sight. From the silhouette of the bandit it was judged to be a Heinkel III.

The contact was not brought to a successful conclusion because:-

(i) Owing to inexperience of the pilot, fire was opened before the attacking aircraft had completely settled down, as it seemed inconceivable that the bandit had not seen the fighter and would have at any second opened fire with its defensive armament.

(ii) The gun failure of one gun appeared to throw off the aim.

(iii) The ammunition was expended so quickly that the pilot was convinced that the guns had jammed and did not reload, which, if this had been quickly done, it might have been possible to make a second attack.

(Signed) G. H. Appleton  
W/C

Date: 21.3.41  
FO/B 17570/INT





COMBAT REPORT

IN 11/264

Sector Serial No. .... (A) ..... BA.31.....

Serial No. of Order detailing Flight or Squadron to patrol ..... (B) .....

Date ..... (C) ..... 28/29th May, 1941.....

Flight, Squadron ..... (D) Flight ..... Sqdn. 604.....  
One

Number of Enemy Aircraft ..... (E) .....

Type of Enemy Aircraft ..... (F) ..... He.111.....

Time Attack was delivered ..... (G) ..... 0113.....

Place Attack was delivered ..... (H) ..... Flintshire.....  
13,000'

Height of Enemy ..... (J) .....

Enemy Casualties ..... (K) ..... He.111 destroyed.....

Our Casualties, Aircraft ..... (L) ..... Nil.....

Personnel ..... (M) ..... Nil.....

Searchlights ..... (N1) ..... Hindrance on 3 occasions.....

A.A. .... (N2) .....

Range at which fire was opened and estimated length of burst ..... (P) ..... 100 yds 154 rounds.....

GENERAL REPORT V/Cdr. Appleton..... (R) P/O Jackson

I was taken over by Sopley 0020 hours and given orbit once to starboard and flash on a vector of 010°. Ours flying at 15,000'. A.I. Contact was obtained immediately and retained for nearly an hour until 0113 hours when the e/a was shot down.

I obtained a visual of the bandit at least three times, if not more, during the chase but on each occasion searchlights were holding us or exposing between us and the e/a. This interference made it impossible to attack. Apart from spoiling visuals the searchlights on every occasion prevented us from closing to minimum range as they were illuminating the fighter and behind the bomber.

My first visual was of the exhausts and on the second and third occasions I could see both the exhausts and the silhouette. My operator, realising the danger from the searchlights, kept us in contact but about 3,000 ft away and dead astern of the target. We finally got our fourth visual at a range of 12,000 feet. I closed to about 200 feet and opened fire from dead astern. Hits were seen on the fuselage and then there was a large explosion. The e/a dived in flames to the ground where it continued to burn. Place of crash was Mold, Flintshire.

The success of this interception was in large measure due to the skill of my A.I. Operator. *entirely.*

Signature, *J.H. Appleton*

(Section,  
O.C. (Flight,  
(Squadron.

Squadron No.