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FCCR/98/41

FIGHTER COMMAND COMBAT REPORT FORM "F"

Headquarters, 11 Group. From: To: Headquarters, Fighter Commend. Sector Serial No. Serial No. of Order detailing Flight or Squadron to patrol (A) (B) 10th March, 1941. (¤) Date Flight - Sqdn. 604 Flight, Squadron. Œ) Number of Enemy Alrereft One Heinkel III (?) (F) Type of enemy aircraft Time attack was delivered Place attack was delivered Over Portsmouth. (H)13.000 fest. J) Height of enemy K) Inconclusive Enemy Casualties Nil . Our Casualties.... Aircraft Personnel. Nil. Searchlights (1) Did they illuminate enemy, if not, were they in front or behind target)

A.A.Guns (11) Did shell bursts assist pilots in intercepting No. (N) No. enemy) 100 yards. Range at which fire was opened in each attack delivered on enemy (P) bursts

and estimated length of burst.

and estimated length of burst.

(R) GENERAL REPORT - W/Cdr. Appleton

After two chases from Sopley on aircraft which were finally reported by G.C.I as friendly, a vector of Olo 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, Egt. 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 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 1800 and was lost to sight. From the silhoustte of the gendit 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 sirecraft had completely settled down as it seemed

the attacking eircraft 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 armement.

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

(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) Ca H. Appleton

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COMBAT REPORT-

	(A)
Sector Serial No.	
Serial No. of Order detailing Flight	or (B)(B)
Squadron of P	(6)6, 5, 41,
Date	(c) 6.5.41. (D) Flight A sqdn 604.
Flight, Squadron	One He 111
- A Thomas Airgraft	(E)
Number of Mienty 1111	One He 111
T ype of Enemy Aircraft	(E) One He 111 One (G) ONE Middle Wallon
Time Attack was delivered	···· (G)
Flace Attack was delivered	
The same of magnetic services and the same of the same	(J)
	(K) 13445345
Enemy Casualties	(K) Damaged
	The Control of the Co
Personnel	
	(N1) N11
Searchlights	(N2) N11
A A	(N2).
neme to the contract of the co	ostimated
Range at which fire we opened and	(P)600 feet 5. secs.
length of burst	
GENERAL REPORT	••••• (R)
Child Threath and a	

After a Sopley G.C.I. controlled chase which started at a height of 19,000 feet A.1. contact was gained which finally resulted, after a somewhat prolonged chase, in the enemy aircraft being sighted above on the starboard bow at 12,000 feet. When closing in to attack, the e/a increased speed but usual contact was maintained and the distance closed. The e/a opened contact was maintained and the distance closed. The e/a opened fire when the range was about 600 feet scoring hits which later fire when the range was about 600 feet scoring hits which later fire was therefore opened and hits were seen on the rear of the Fire was therefore opened and hits were seen on the rear of the enemy's fuselage. The e/a dived hard to starboard and both enemy's fuselage. The e/a dived hard to starboard and both usual and A.I. contact were lost; neither of which were regained.

Signature, M. Appleton W/C.
(Section. 0/C 604-Squad:

(Section, 0.6. (Flight,

Squadren No.

Gordal Wo.		
Sector Serial no.	TIN41 e236	$\left\{ \right\}$
Serial No. of Order detailing Flight or Squadron to patrol(B)		1
Date(C)	··· 25.5-41	
Flight, Squadron(D) Fli		• • •
Number of Enemy Aircraft(E)		• • •
T ype of Enemy Aircraft(F)	网络沙漠 医静脉性神经 医多生物 化二氯化乙酰 人名西巴尔 人名英格兰	1.
Time Attack was delivered(G)	이 어떻게 그렇게 확인하는 사람이 있는 그 없는 사람들이 들었다. 그 사람들이 가장 하다 하는 것 같다.	
32	miles South of St. Catherine is	
	5.600	
Enemy Casualties(K)		./
Our Casuaties, Aircraft (L)	선택 경기 : 그 : 그런 살아 가장 하는 것 같은 그리다 하고 있습니다.	
Personnel (M)		
Searchlights(N1)		
Range at which fire was opened and estimated		
length of burst	1200 feet and 900 feet	
GENERAL REFORT	W/Gdr. Appleton & P/O Jackson.	•

Ordered by H.W. mester to 45.000° over base to intercept a southgoing E/A. I was given a motor of 270 deg., to be positioned across path of raid. I was married that there were two 5.5.P. in the area and these aircraft were paked up by my A.L. Operator when I was in cloud. I was taken over my Soplay she immediately gave me gate and a series of rectors eliminating between 460 deg; and 160 deg. Contact was obtained at maximum range units was lost. I want back to G.C.I. the continued that the E/A was 6 miles to the east and on a source of 195 deg. It turned on 150 deg; and got evanual at 3,000° 11,000 feet a returned on to 190 deg and got a visual at 3,000° 11,000 feet a returned on to 190 deg and got a visual at 3,000° I 1,000 feet a returned on the seast mand years. I discretified soon blue sky below me the clouds were much demonst. I discretified the E/A as an HE 141 which was atraight shead end at the same level. The 5/A want into a gentle left hand turn which I followed: he then straightened back on to 197 deg. I closed in at 1200 feet gave a short burst and han no results: at 900 feet I gave a Long burst and seek scame pieces of siverest some away from sharbourd wing level and same least smake from the contine. The e/a west into a gentle while my A.I. Sperator was re-loading I spoke to Boyley she mild that the R.D.F. had she was hed died away but later I was told that the R.D.F. had plotted an a/a to within 23 miles of therbourg. There was ne return fire from the c/a at any time.

Signature, Waffels

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

Squadren No.

REPORT.

INAIle264

ector Serial No	(A)	.BA.31	
ector Serial not			
Serial No. of Order detailing Flight or Squadron to patrol	(B)		**********
Date	(C)	48/29th Nev. 1941	***********
Pate	(n) Flight	Sqdn.	. 604
Flight, Squadron	· (D)	One	
Number of Enemy Aircraft	. (E)		* * * * * * * * * * * * * * * * * * * *
. 01	(F)	OT 2	
	(G)		
Place Attack was delivered	••(田)	13.000	
Height of Enomy	(K) •••••	<u>Ha. III</u> . Omberayad Na 7	
	(T.)		
	(36)		
Personnel	(NL) Hindr	Suce out 1 decinates	
A.A	(N2)		
A.A. and on	time ted		
length of burst			
GENERAL REPORT .W/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 Oll3 hours when the e/a was shot

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 s/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

My first visual was of the exhausts and on the second and third occasions bomber. 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 opend fire from dead astern. Hits were seen on the fuselsge 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 lerge measure due to the skill entirely.

of my A.I. Operator.

Signature, ... H Apple

Cection, O.C. (Elight, (Squadron.

Squadren No.