

# Contemporary Accounts

29 July 1940 - 14.45 hrs... Combat C off East Anglia

## 17 SQN INTELLIGENCE REPORT (14.15 HRS)

At 15.10 hours while Blue Section of 17 Squadron were on patrol they were given vector 020 to intercept Raid X.17 and an He111 was sighted at 400 feet below cloud heading south-west. Spitfires were attacking, but no firing was observed. Blue Section went into line astern and delivered a frontal attack out of the sun, followed by a No. 1 attack. F/Lt Bayne the Blue Leader opened fire at 250 yards closing to 25 yards firing continuously. There was not return of fire and the e/a dropped its undercarriage and jettisoned its bombs. Pieces fell away from it and dense smoke poured from both engines covering windscreen and leading edges of Blue One with oil. Blue One fired all his ammunition. P/O Bird-Wilson (Blue 2 and P/O Wissler (Blue 3) followed Blue Leader in frontal and No. 1 attacks. E/A diving to sea level. Blue Three experienced a short burst of fire from the enemy front gun, but no hits were sustained. After another frontal and head on attack the e/a crashed into the sea and Blue 2 saw 3 of the crew climb out into a rubber boat. Blue 2 fired all but 30 rounds of his ammunition from each gun. Blue 3 all but 70 rounds.

Cloud was 6 tenths at 4,500 feet and there was slight haze at sea. Visibility about 40 miles at 4,000 feet. F/Lt Bayne, F/O Bird-Wilson and P/O Wissler jointly claim one conclusive He111.

RAF Victory Claims	Combat C	14.45 hrs
66 Sqn P/O R W Oxspring - Blue 1	He111 destroyed 20 miles 80° Lowestoft	
66 Sqn P/O J A P Studd - Blue 2	-shared-	
66 Sqn P/O J H T Pickering - Blue 3	-shared-	
17 Sqn F/Lt A W A Bayne	-shared-	
17 Sqn P/O H A C Bird-Wilson	-shared-	
17 Sqn P/O D H Wissler	-shared-	

## 85 SQN INTELLIGENCE REPORT (15.05 HRS)

At 15.05 hours while patrolling convoy, F/O Woods-Scawen DFC No. 3 of Blue Section sighted e/a at 8,000 feet travelling east. He broke away from section being unable to inform them owing to R/T congestion, and made a quarter attack on the e/a out of the sun. Firing a long burst from 300 yards range closing to 100 yards making deflection allowance. He followed with stern and quarter attacks firing short bursts and the enemy a/c slowed up and skidded down towards the sea with one wing down and pieces falling away from engines and centre section. There was some return fire, and Blue 3 received a bullet through airscrew and port mainplane inflicting slight damage. The bullet appeared from indications to have been of the armour piercing type. Blue 3 fired all his ammunition and when 4 enemy fighters appeared he left the e/a and made for home. He did not see it crash, but considers it unlikely to have reached its base, and claims one inconclusive enemy casualty. Mk2 sights were used, and there are no criticisms to report. Cine camera gun was not carried.

RAF Victory Claim	Combat C	15.05 hrs
85 Sqn F/O P P Woods-Scawen	Do17 damaged 40 to 50 miles off Felixstowe.	



Below: Pilots of 17 Squadron pose with one of their Hurricanes, P3878, YB-W in July 1940. Its regular pilot Harold Bird-Wilson is sitting on the tailplane.

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## 66 SQN INTELLIGENCE REPORT (15.15 HRS)

Above: Spitfire N3035 was a real workhorse for 66 Squadron, flying with it throughout the Battle of Britain including two patrols on 29 July. The odd markings are a result of the change in roundels, starting with the small blue and red fuselage roundel at the outbreak of WWII, then having the blue white and red roundel applied in November 1939, and then having the yellow outer ring applied in June 1940. The serial number was probably overpainted soon after delivery in September 1939, as were many at the time, only to be reapplied in light grey sometime later. The light grey serials were seen on many 66 Squadron Spitfires in 1940. The inset shows how the aircraft probably looked in September 1939.

66 Sqn, Green Section, was ordered to patrol Hammond's Knoll at 14.53 hours. At 15.01 hours it was ordered to intercept Raid 21. The tally-ho was given at 15.15 hours. Enemy was sighted 10 miles due east at 9,000 feet. Green Section formed line astern, turned round and pursued e/a which commenced to turn to port slowly. Quarter and astern attacks delivered by all three members of the section. E/A gradually lost height, port engine out of action. It made for land in the direction of Yarmouth, when about 10 miles off Yarmouth it jettisoned 6 bombs. Whenever a section approached within about 1,000 yards our a/c experienced a small amount of inaccurate return fire. When almost over the coast enemy turned east-south-east and was last seen making east losing height. Our pilots were very doubtful as to the possibility of the e/a reaching his home base.

Green 3 (P/O L W Collingridge) was called off for another interception before he could be questioned, and unfortunately crashed at Orfordness, but pilot's combat report was completed. He fired 1,742 rounds and had one stoppage due to premature explosion.

Green Section took off from home base at 14.55 hours. Landed at home base at 15.45 hours.

RAF Victory Claims	Combat C	15.15 hrs
66 Sqn F/O E W Campbell-Colquhoun	He 111 damaged 14 miles east of Hammond's Knoll*	
66 Sqn F/Lt H P Burton	-shared-	
66 Sqn F/O L W Collingridge	-shared-	

\* A sandbank off the Norfolk coast between Great Yarmouth and Cromer.

Luftwaffe Casualties	Combat C
He111H-2 2/KG53	Lost attacking shipping off East Anglia. Ff: Ltn Otto Kliffgen and Bo: Fw Erhard Knobloch both killed. Bf: Gefr Heinz Fricke and Bm: Fw Martin Eiblmeier both missing. Bs: Gefr Herbert Keil killed.
He111H-2 3/KG53	Lost attacking shipping off East Anglia. Ff: Uffz Alexander Angermeier, Bo: Fw Friedrich Prütting, Bo: Lt Wilhelm Schatka, Bf: Uffz Ernst Jendricke and Bm: Uffz Richard Kotz all killed.
Do17Z III/KG76	Returned to base damaged in combat. Oblt Genth killed. (Gruppenkommandeur).

RAF Casualties	Combat C
66 Sqn Spitfire N3042	P/O L W Collingridge - injured. Crashed on the beach at Orfordness after an attack on a He111.
85 Sqn Hurricane P3150	F/O P P Woods-Scawen - safe. Airscrew and port mainplane hit by return fire from Do17 40 miles east of Felixstowe.



## COMBAT D

17.15 hrs... off Felixstowe



11 Me110s of I/ErprGr210 (8 with bombs) with an escort of 30 Me110s from III/ZG26 attacked shipping off the Suffolk coast and were engaged by 9 Hurricanes from 151 Squadron.

Below: F/O Tucker of 151 Sqn took this footage of him attacking an Me110 during this combat. The smoke trails from the tracer rounds can clearly be seen.



### 151 SQN INTELLIGENCE REPORT

At 16.44 hours on 29.7.40, 151 Sqn (9 aircraft) were ordered to patrol Felixstowe. They came across about 20 Me110s bombing a damaged ship which was being escorted by 5 naval ships.

The Me110s were dive-bombing. 151 Squadron went in to attack and as a result, one Me110 was probably destroyed and two damaged.

Two of our aircraft were damaged, one being in category one, and the other in category two. None of our pilots was injured.

RAF Victory Claims		Combat D	
151 Sqn	F/O K H Blair	Me110 unconfirmed	Harwich area
151 Sqn	P/O D H Blomely	Me110 damaged	Harwich area
151 Sqn	Sgt G Atkinson	Me110 damaged	Harwich area

Luftwaffe Victory Claims		Combat D	
8/ZG26	Oblt Karl-Heinz Meyer	Hurricane	East of Southend
8/ZG26	Oblt Sophus Baagoe	Hurricane	South of Harwich
8/ZG26	Uffz Walter Scherer	Hurricane	East of Southend

Luftwaffe Casualty		Combat D	
Me110C-6	1/Epro Gr 210 S9+RH	Landed at St.Omer aerodrome with damage following combat off Orfordness. Ff: Ltn Erich Beudel safe. Bf: Ogefr Heinrich Diemer wounded.	

RAF Casualty		Combat D	
151 Sqn	Hurricane P3119	F/O C D Whittingham - safe. Damaged by Me110s. Landed at Martlesham Heath.	
151 Sqn	Hurricane P3306	F/O R M Milne - safe. Damaged by Me110s. Landed at Rochford.	

### 610 SQN INTELLIGENCE REPORT – 13.00



Above: F/Lt E B Smith photographed at Hawkinge shortly after landing from the combat detailed here on 29 July 1940.

12 Spitfires left Biggin Hill 12.45 hours. 'B' Flight landed at Hawkinge 13.16 hours. 'A' Flight were instructed to intercept Raid 49 off Dungeness. Sighted a Do215 at point indicated by R/T. E/A immediately dropped large quantity of bombs into the sea and turned for the French coast. Our Spitfires attacked in succession. E/A was considerably damaged as pilots state large pieces of e/a were seen falling off and a lot of smoke from the port engine. Pilots commented on the speed of the e/a necessitating opening the gate wide to engage. Tactics used by e/a were diving to sea level and gentle evasive turns. When the action was broken off e/a was last seen nearly at the French coast flying steadily at 50 feet. 6 Spitfires landed Hawkinge 13.28 hours. All pilots safe. 2 of our a/c unserviceable with minor damage.

Enemy casualties – 1 Do 215 damaged.

#### Extract from report of F/Lt E B Smith, Red Leader

Started a beam attack on e/a which turned, our pilot was compelled to do an astern attack, and fired 2 or 3 bursts before breaking away. Then tried a No. 2 attack but e/a dived to sea level. Saw Yellow 2's bullets hitting the port wing of the e/a and small pieces coming off. Our pilot then expended his remaining ammunition and saw his bullets hitting the e/a, which, however, continued to fly on. Its camouflage was dark green and it had a small upper turret from which an air gunner was firing.

#### RAF Victory Claims

610 Sqn	Sgt R F Hamlyn – Yellow	2 Do17s damaged near Sangatte
610 Sqn	F/Lt B B Smith – Red 1	-shared-
610 Sqn	P/O S C Norris – Yellow 1	-shared-
610 Sqn	Sgt C A Parsons	-shared-

#### Luftwaffe Casualty

Do17Z	Stab KG2	Landed with 60% damage at St.Inglevert aerodrome after fighter attack. Ff: Ltn Heinrich Hunger wounded. Rest of crew safe.
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#### RAF Casualty

610 Sqn	Spitfire P9503	P/O S C Norris - safe. Damaged by return fire from Do17s off Dungeness. Landed at Biggin Hill on punctured tyre.
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#### Other Luftwaffe Losses

He111P	G1+CS	8/KG55 Fullers Lane, East Woodhay, Newbury, Berkshire, 02.00 hrs. Took off from Villacoublay to attack the Avonmouth area. Caught by searchlights and port engine hit by AA over Bristol. Shortly after the starboard engine began to fail, so the crew baled out. Ff: Fw Theodor Metzner captured soon after landing. Bo: Fw Josef Marke evaded capture for nine days. Bf: Uffz Kurt Bäcker captured soon after landing. Bm: Gefr Heinz Morgenthal captured after forty-eight hours on the run. Bs: Gefr Ernst Ostheimer captured after forty-eight hours on the run.
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He111H	I/KG27	Landed on the sea off Guernsey, following engine failure. Crew rescued.
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#### Shipping Losses

The destroyer HMS Delight left Portsmouth at 15.00 hrs, but was bombed and sunk off Portland with the loss of 18 killed and 58 wounded shortly after. Fighter Command failed to intercept the bombers.

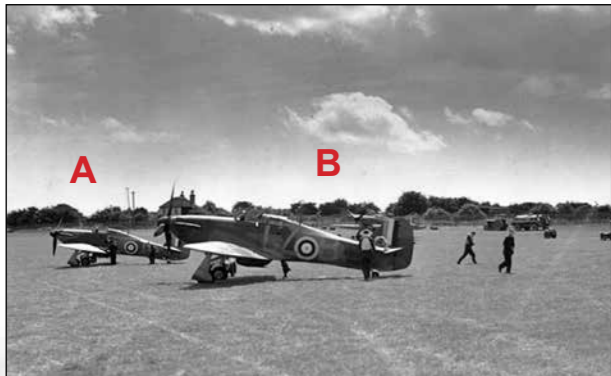
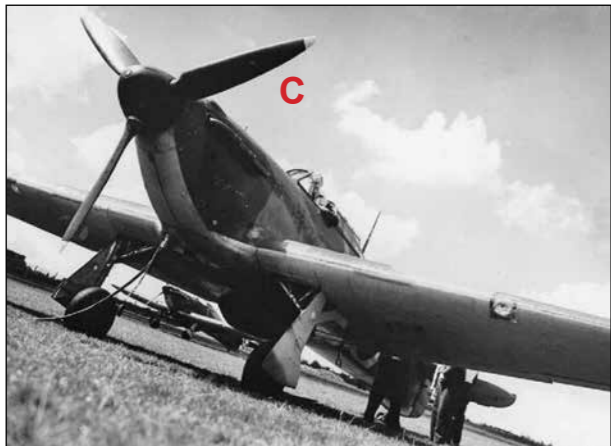


# The day the Press came to Hawkinge

29 JULY 62



On 29th July 1940 a Fox Film Unit arrived at Hawkinge to shoot an instructional film. At that time, Hawkinge was being used as a forward airfield with no permanently based squadrons, being just a minute's flying time from the English Channel. On this particular day, 32 Squadron and 610 Squadron had flown in from Biggin Hill to be at readiness. As the photographers roamed the airfield they captured these iconic images which went on to represent the Battle of Britain in hundreds of future publications. The 610 Squadron pilots (above) had just returned from an engagement over The English Channel and the tension and excitement in their stances is clearly visible. 32 Squadron's pilots (right) on the other hand were still awaiting the call to scramble so their demeanour is a little more relaxed! Hawkinge itself would soon see action as the airfield was heavily bombed on several occasions in the following weeks, making this sort of Press visit too dangerous to repeat.



The wide view below of 'A' Flight dispersal is very helpful in setting the scene at Hawkinge that day. The location is on the west side of the airfield with Gibraltar Lane in the background, looking west. The group of 32 Squadron pilots in the above photos can clearly be seen below marked 'D'. The Hurricanes are located as shown, 'C' is GZ-V P3522 and 'B' is GZ-B.



TUESDAY

# 30 JULY

**SAMMY BAGS ANOTHER ONE - 724 RAF fighters fly 185 patrols**

*Low cloud, showers and drizzle covered the whole of the UK.*





**COMBAT A**

13.05 hrs... off Montrose



603 Squadron continued its rather one-sided on-going battle with KG26 and brought down another of its Heinkels into the Scottish seas.

**RAF Victory Claims      Combat B      15.30 hrs**

603 Sqn	F/Lt F W Rushmer	He111 destroyed 40m SE Montrose
603 Sqn	P/O R Berry	- shared -
603 Sqn	P/O A P Pease	- shared -

**Luftwaffe Casualty      Combat A      13.05 hrs**

**He111H-4 8/KG26** Shot down 40 miles south-east of Montrose. Uffz Hans Grieshaber, Fw Georg Hornung, Gefr Gerhard Wolf and Felix Büsing all missing.

**603 SQN INTELLIGENCE REPORT**

Green 1 F/Lt Rushmer, Green 2 P/O Berry, Green 3 P/O Pease.  
 603 Green Section at 11.45 hours ordered to intercept raid 23 at 20,000 feet. At 12,000 feet after orbiting 30 miles east of Montrose, they were given two successive vectors by controller and whilst on latter e/a was sighted at 16,000 feet in northerly direction. On Green Section being ordered to attack in line astern, e/a was seen to turn away to starboard and dive into thin cloud, and on emerging from lower part thereof at about 10,000 feet, Green 1 saw rear top gunner open fire at about 400 yards range. He immediately closed to 250 yards making a No. 1 attack from dead astern firing all his ammunition. Smoke was observed issuing from both e/a engines and on breaking away Green 2 delivered an astern attack firing all his ammunition in three bursts. As he attacked he noticed that u/c of e/a machine had dropped and after his attack he observed e/a dive down towards the sea flattening out at about 4,000 feet at which height Green 3 made his attacks, first from astern and later on the port beam of e/a firing with 30° deflection. All three pilots of Green Section saw e/a burst into flames on hitting the sea. A large petrol tank was observed which apparently detached itself from e/a as it hit the sea. A float was also seen but no survivors. E/A jettisoned bombs when still 100 feet above the sea. Green 1 carried cine camera which will be developed at Montrose.

E/A carried usual camouflage and markings.  
 After landing Green 2 found oil from e/a on his windscreen and engine cowlings.  
 Green 2 saw e/a fire at Green 1 but Green 3 did not observe any fire.  
 An Anson being in vicinity of combat reports having seen one body floating in sea.  
 Weather – cloud base 4,000 feet 2 to 9/10ths. Main cloud formation 12,000 feet 5/10ths thin. Visibility 40 – 50 miles. Wind 10 – 15 miles per hours north westerly.  
 Green 1 sustained one hit grazing port wing. One hit on leading port edge main plane. One hit on port engine cowling.  
 Green 3 sustained 2 bullet grazes on port plane.



Below: Pilot Officer Arthur Peter Pease had just joined 603 Squadron in July 1940 when he shared in the destruction of the 8/KG26 Heinkel 111 off Montrose.

15.30 hrs... off Suffolk

**COMBAT B**



Two Me110s of ErprGr210 went on a shipping reconnaissance and located Convoy Pilot, but had the misfortune to meet three Hurricanes of 85 Squadron.

**RAF Victory Claims      Combat B      15.30 hrs**

85 Sqn	F/Sgt G Allard	VY-L	Me110 destroyed 40 miles south-east of Southwold
85 Sqn	F/Lt H R Hamilton	VY-H	-shared-

**Luftwaffe Casualty      Combat B      15.30 hrs**

Me110C-6 1/ErprGr 210 Fell into the sea off Harwich. Ff: Ltn Hans Herold and Bf: Ogefr Lotar Lilienthal both missing.

Below: F/Sgt 'Sammy' Allard in his 85 Squadron Hurricane in July 1940. Allard was one of the leading aces at the time with at least 10 victories claimed during the Battle of France, for which he was awarded the DFM.

