

SORTIE REPORT

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(Part A)

Sheet No. ONE.	Comm. Ref. No. 155,647 Operation No. 705.	Date 24 Mar. 44.	Squadron 145.
Type of Aircraft SPITFIRE P.VIII		Captain See below.	
Aircraft No. JG. 244, 246, JP. 959, 835, JG. 241, 119, JP. 810, JG. 109, 155, 243, JP. 352, 375.		Crew See below.	
Aircraft Letter P.A.A.C.D.J.B.N.Y.P.V.M.T.			
Time Up 0940			
Time Down 1120			
Total Time 19 Hrs. 25 mins.	Aerodrome or L.G. MARTIANISE.		
Type of Cloud Cirrus	Map or Chart		
Amount of Cloud 1/10	Reference		
Base of Cloud 20,000'	Scale 1/500,000		
Visibility Good.			
General Weather Fine.			
Task or duty Patrol over CASSINO E/A.			

Time	Height	Place	Narrative															
1030 to 1035	A. 16 - O.	CASSINO	<p>Combat.</p> <p>12 SPITFIRES were patrolling over CASSINO in 3 sections of 4 a/c at A. 11, 15, and 19, in box formation. At 1025 CHANGER reported 30+ bandits approaching CASSINO down Highway No. 6 then reported bandits in CASSINO area at 17,000'. Spitfires now flying SE^W at A. 14, 16, and 19. Sections then saw 30+ ME 109's and FW 190's in two gaggles - one just above the other - at 16,000' flying NE head on into Spitfires and about 900 yards away. On seeing Spitfires E/A turned and dived away SE, splitting up into 3's and 4's. Spitfires attacked with following results:- W/Lt. W.A.R. MACDONALD 1 ME 109 Destroyed, P/Lt. E. BLACKBURN 1 FW 190 (Long nose) Destroyed, P/O. J.C. MINTO 1 FW 190 (Short nose) Destroyed. (For claims see Part B.)</p> <p>No pilots were seen to bale out. No losses to Spitfires. No bombs or bombing seen. Ground Control (CHANGER) excellent.</p> <p style="text-align: center;">Pilots & Aircraft.</p> <table border="0"> <tr> <td>Top Section</td><td>Medium</td><td>Lower Section.</td></tr> <tr> <td>P/L. BLACKBURN (P)</td><td>S/L. DUKE DSO, DFC</td><td>P/L. MACDONALD (P)</td></tr> <tr> <td>P/S. REMAIN (A)</td><td>P/S. HUGHES (D)</td><td>W/O. MARTIN (V)</td></tr> <tr> <td>W/O. McCULLY (C)</td><td>P/O. MINTO (N)</td><td>P/O. PARBURY (M)</td></tr> <tr> <td>Lt. GREENE (D)</td><td>P/S. NEWMAN (Y)</td><td>P/S. LORIMER (T)</td></tr> </table>	Top Section	Medium	Lower Section.	P/L. BLACKBURN (P)	S/L. DUKE DSO, DFC	P/L. MACDONALD (P)	P/S. REMAIN (A)	P/S. HUGHES (D)	W/O. MARTIN (V)	W/O. McCULLY (C)	P/O. MINTO (N)	P/O. PARBURY (M)	Lt. GREENE (D)	P/S. NEWMAN (Y)	P/S. LORIMER (T)
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Lt. GREENE (D)	P/S. NEWMAN (Y)	P/S. LORIMER (T)																

PART B (on reverse) to be completed according to relevant pro-forms in H.Q., R.A.F., M.E. Instruction 34

U.A.A.F. Man. Op. Rep.

[P.T.O.]

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Combat Claim of F/Lt. W.A.R. MACDONALD.

I was leading a section of 4 a/c at 11,000' when CHANGER reported 30+ E/A approaching CASSINO at 15,000'. I climbed to 14,000' and approached the E/A head on. One section dived below us - all of them FW 190's - and two sections of ME 109's and FW 190's passed over us. In all about 12+ a/c. I turned into a section of ME 109's to starboard and they immediately climbed into sun. I followed, my No.2 with me, and fired on the rear ME 109 from 200-300 yards astern while in a climb without seeing results. The E/A then turned over on his back and went down in a dive. I made the same manoeuvre, followed him down and got in another burst from 100-150 yds. astern in a dive seeing strikes on the fuselage and wings then a large piece flew off the starboard wing and another off the fuselage. The E/A continued in his dive and crashed into the ground at G.7822. The action was witnessed by W/O. A.S. MARTYN my NO.2.

I claim 1 ME 109 F or D Destroyed.

I used 120 x .303, 40 x 20mm.

(Signed) W.A.R. MACDONALD F/LT.

Combat Claim of F/Lt. B. BLACKBURN.

I was leading a section at 19,000' over CASSINO when CHANGER reported 30+ bandits coming in from the NW. We sighted these a/c diving down from the West in a north-easterly direction. Section patrolling below me half rolled and gave chase, I followed suit. I chased a number of FW 190's up Highway from CASSINO and caught them up very slowly. When about 300 yards from the nearest E/A I fired from astern but saw no strikes. I then fired from 250 yards and saw strikes on the port wing root. I fired again from within 200 yards - a long burst - scoring hits on the starboard wing root, and starboard side of the engine cowling. Pieces flew off the E/A and a large cloud of white smoke or vapour poured out and my a/c was covered with glycol. The E/A slowed up and lost height and although it appeared to be under control it eventually crashed at G.6930 where it burnt. I used 360 x .303, 180 x 20mm.

I claim 1 FW 190 (Long nose) Destroyed.

(Signed) B. BLACKBURN F/LT.

Combat Claim of F/O. J.G. MINTO.

The Squadron was on patrol over CASSINO, our section, of which I was No.3, was being at 15,000', when CHANGER reported 30+ bandits coming from the NW. After about 5 mins we saw the E/A - ME 109's and FW 190's - ahead of and slightly below us coming towards us. Our section half rolled and dived on these and I got behind a FW 190 which was at the rear of the formation going up Highway No.6. I closed to 2-300 yards astern, the E/A apparently had not seen me, and fired at him giving him about 3 bursts seeing strikes all over the fuselage, wings and tail unit pieces flying off him. The E/A slowed up and began to smoke badly. I fired another burst and the E/A skidded to port and then flicked over to starboard and spun into the ground at G.5837.

I used 1400 x .303, 240 x 20mm.

I claim 1 FW 190 (Short nose) Destroyed.

(Signed) J.G. MINTO F/O.

L.D.R.
Flying Officer,
No. 145 SQUADRON.

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