

## SORTIE REPORT

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(Part A)

Sheet No. <b>ONE.</b>	Oprep. Ref. No. <b>653</b> <b>Operation No. 719.</b>	Date <b>30 Mar. 44.</b>	Squadron <b>145.</b>
Type of Aircraft <b>SPITFIRE P.VIII</b>	Captain <b>P/Lt. BLACKBURN</b>	<b>A/G.</b>	
Aircraft No. <b>JB.244, JP.810, JP.959, JP.564.</b>	Crew <b>P/Sgt. DOMAIN</b>	<b>(F)</b>	
Aircraft Letter <b>EX- P, N, G, K.</b>	<b>W/O. McCULLY</b>	<b>(H)</b>	
	<b>P/O. HARRINGTON</b>	<b>(O)</b>	
		<b>(K)</b>	
Time Up <b>0515</b>	Aerodrome or L.G. <b>MARCIANISE.</b>		
Time Down <b>0715</b>			
Total Time <b>8 Hrs.</b>			
Type of Cloud <b>Cumulus</b>	Map or Chart		
Amount of Cloud <b>8/10</b>	Reference		
Base of Cloud <b>4,000'</b>	<b>ROME: 1/500,000.</b>		
Visibility <b>Fair</b>			
General Weather <b>Dull</b>			
Task or duty <b>Patrol over ANZIO B/A.</b>			

Time	Height	Place	Narrative
<b>0550 to 0600</b>	<b>A.4-1</b>	<b>ANZIO.</b>	<p><b>COMBAT.</b></p> <p>At 0550 Hrs GRUBSTAKE reported 1 bogey going SE over PETER beach below A.7; then reported it as 1 bandit 5 miles S. of ANZIO then 4 bandits 15 miles SE of ANZIO. 4 SPITFIRES P.VIII patrolling at A.8 in box formation over ANZIO dived down below cloud (see above) and then split into two pairs, one above cloud and the other below, believing E/A to be in cloud. This proved to be the case and E/A appeared below cloud being identified as 3 FW 190's (Long nose). All 3 were engaged about 15 miles SE of ANZIO with the following results:-</p> <p>W/O. G.P. McCULLY - 1 FW 190 (L.N.) Destroyed.</p> <p>P/O. B. HARRINGTON - 1 FW 190 (L.N.) Prob. Dest.</p> <p>and E 1 FW 190 (L.N.) Damaged. (See Part B for claims.</p> <p>It is reported from other sources that E/A were on a shipping recon.</p> <p>After once leaving cloud E/A took no advantage of it again in order to avoid attack.</p> <p>Ground control (GRUBSTAKE) excellent.</p> <p>The E/A was patrolled at the same time by 4 SPITFIRES P.VIII at A.15 and 4 at A.18.</p>

PART B (on reverse) to be completed according to relevant pro-forms in H.Q. **M.A.A.F. Man. Op. Rep.**

[P.T.O.]

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PART B.

Combat claim of W/O. G.P. McCULLY.

I and My No.2 were flying below cloud at approx. 4,000' following reports of 4 E/A given by my CRUISTAKE and shortly saw 2 FW 190's (Long nose) come out of cloud and fly SE. I gave chase and got to within 500 yards of one when it suddenly broke up to starboard. The other carried on in a shallow dive to port and was followed by my No.2.. I followed the E/A up to starboard to just below the cloud when he did a 360° turn and flew S. After a couple of minutes I caught him up and fired from 300 yards astern without seeing strikes. I then closed to 200-250 yards and fired again seeing strikes on his port wing root and he began to stream glycol. When 150 yards away I fired again - a long burst - hitting the engine cowling and the cockpit. The E/A then blew up and spun down in flames at approx. M.1298. I fired 320 x .303, 200 x 20mm.

I claim 1 FW 190 (Long nose) Destroyed. (Confirmed by P/L.B.LACKBURN)

(Signed) G.P. McCULLY. W/O.

Combat claim of P/O. B. HARRINGTON.

I was flying No.2 to W/O. McCULLY when two FW 190's (Long nose) appeared below cloud flying SE approx. 15 miles SE OF ANZIO in line abreast. I followed the one to port in a shallow dive and fired from 75-25 yards astern and below seeing strikes along the under side of the fuselage from nose to tail. 2 streams of glycol started to stream from it and it dived down turning slowly to starboard from about 1,000' at approx. G.0702. I then had to break away into another FW 190 (L.N.) on my tail. P/Sgt. K. ROMAIN reports that he saw 2 exactly similar oil patches in the sea one of which was W/O. McCULLY's victim the other was at M.1389. I consider this was probably victim and I claim 1 FW 190 (L.N.) Probably Destroyed.

On seeing another FW 190 on my tail I pulled up into cloud and dived down again seeing the E/A in front of me. I closed to 100 yards astern and below and gave a short burst seeing strikes below the cockpit and just forward of it. I then broke away into another a/c above and behind me which turned out to be friendly after investigation and I lost sight of E/A which when I last saw it was in a 45° dive going SW at 1,000'. I fired 240 x .303, 45 x 20mm.

I claim 1 FW 190 (L.N.) Damaged.

(Signed) B. HARRINGTON. P/O.

*Adrian*  
Flying Officer,  
I.O. 145 SQUADRON.

*Scorru*