

SORTIE REPORT
(Part A)

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Sheet No. 1	Oprep. Ref. No. 236	Date 14/2/44	Squadron 417 ROAF
Type of Aircraft Spitfire Mk. VIII	Aircraft No.	Captain CAN. J. 4887 S/L A.U. Houle, DFC	
Aircraft Letter AN-A		Crew	
Time Up 10.10		Aerodrome or L.G. Martindale L.G. (Italy)	
Time Down 12.00			
Total Time 1 hour 50 mins.			
Type of Cloud Clear	Amount of Cloud	Map or Chart	Reference
Base of Cloud Unlimited.	Visibility	Rome	2nd Edition
General Weather		1,500,000	N/E-40-10
Task or Duty Defensive Patrol over Anzio (Italy.)			

Time	Height	Place	Narrative
10.10	"0"	Base.	10 a/c airborne at 10.10 hours to patrol the Anzio area. One aircraft returned early at 10.35 hours, the remainder arrived on patrol at 10.40 hours. One section of four aircraft (Red Section) patrolled at 7,000 ft. and the remaining five a/c (Blue Section) patrolled at 12,000 ft.
11.20	12,000	Anzio	Red and Blue Sections were flying N.W. about two miles N.W. of Anzio when F/L Everard Blue 1 reported Six F.W.190's coming in from the S.E. and diving on Anzio from approx. 15,000 ft. These aircraft were followed by a further 12 F.W.190's. Our formation did a quick turn-about and Red Section led by S/L Houle attacked the first formation of six. Blue section led by F/L Everard attacked the second formation of F.W.190's. Just as the attack was developing 12 plus Me.109's appeared above and F/L Everard led his section up into these. NOTE:- The enemy were flying in sections of six aircraft line abreast, and when attacked, turned and headed North towards their own lines.

COMBAT CLAIMS SEE PART "B".

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I was leading Red Section of four a/c at 7,000 ft. and had just completed a turn about towards Anzio harbour when Blue Section reported a/c diving on harbour. We intercepted about 12 F.W.190's just as they had dropped their bombs and were pulling out of their dive at 7,000 ft. I took a short burst at one of them at 50 yds. range using full deflection, but had no time to observe results. I closed behind the second section of four a/c which were flying N.E. I took several bursts at one of them at 250 to 300 yds. range and observed strikes on the port side of the engine and fuselage. They looked like machine gun strikes. The engine started to emit black smoke which increased in volume. At this moment I noticed another F.W.190 flying parallel and slightly ahead of me and I turned in behind it. I got in two good bursts from dead line astern at 200 yds. range and saw an explosion on the tail or lower part of the fuselage. At this instant I was shot at from behind, and the head piece of my armour plating was hit by a cannon shell and broke loose from its bracket and hit me behind the head. I broke sharply to the starboard and returned to the harbour. As my R/T was U/S and I had a wound in my neck I returned to base.

I claim one F.W.190 Destroyed and one F.W.190 Damaged.

Note:- The above claim confirmed by any sources.

(Sgt.) A.W. Hault S/L

Ammunition Expenditure.

20 M1. Cannon - 120 rds. HE/I
120 rds. SA/I

.303 H.G. - 900 rds. A.P.
300 rds. BWIZ

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