

From :- No. 607 Squadron. A.A.F. R.A.F. INDIA.
 To :- Headquarters, Air Command, South East Asia.
 Headquarters, 3rd Tactical Air Force.
 Headquarters, No. 221 Group.
 Headquarters, No. 170 Wing.
 Headquarters, No. 165 Wing.
 Ref :- 6073/3.3707/4/INT.
 OFFICE SERIAL NO. 277.
SORTIE REPORT SERIAL NO. 2. FOR MAY 1944.
 Date :- Day 11th, May.

I. 12 Spitfires VIII "G", "C", "V", "P", "Z", "S", "T", "R", "A", "B", "F", "H".

II. "G" S/Ldr. Davies. }
 "C" P/Sgt. Townsend. } PING-PONG SECTION.
 "V" P/O. Benson. }
 "P" W/O. Wilson. }
 "Z" P/O. Gould. }
 "S" P/Sgt. Saunby. } RED SECTION.
 "T" P/O. Hole. }
 "R" W/O. Searcy. }
 "A" P/Lt. Briggs. }
 "B" P/O. Shi Shu. } BLUE SECTION.
 "F" W/O. Perry. }
 "H" Sgt. Deacon. }

III. Interception Patrol for reported 20+ at 14,000 ft S.E. of PALEI travelling N.W.

IV. IMPHAL MAIN.

V. 10/10's cloud at 10,000 ft when on Vector 250. Thick haze up to 10,000 ft.

VI. 06.25 IMPHAL MAIN.

VII. 07.30 IMPHAL MAIN.

P.A. 07.23 from Readiness.

P.B. When, on Vector 250 and at 17,000 ft, above cloud, 3 E/A were seen 5,000 ft below at 7 o'clock on edge of cloud. These disappeared into cloud when Squadron turned and dived towards them. Continuing in their direction then turning to Starboard and then port at about 06.55 hrs saw 8 E/A, OSCARS, to port. Having been above cloud for 10 minutes position is not certain, but it is estimated this was approximately 30 miles S.W. of PALEI and E/A were travelling E in no set formation but weaving violently.

P.C: When 1/B PING-PONG Squadron were told there were 20+ bandits at 14,000 ft S.E. of PALEI travelling N.W. As arranged Squadron headed for WANKJING and reached 10,000 ft 5 miles EAST of WANKJING when they were told bandits were heading North from PALEI. Squadron turned South and when about 7 miles East of SAPAM told that E/A were straffing PALEI. PING-PONG Leader reported he was going down for PALEI but told "NO" they are straffing "SAPAM" At that time Squadron was going towards SAPAM and 30 seconds later were told that E/A were bombing it. Squadron went down over SAPAM at 6,000 ft and made a fast orbit seeing nothing. Then were told of a new plot of 18+ at 14,000 ft and to Vector 160. Proceeded on this Vector gaining height to Angels 15. By that time they were above 10/10's cloud at 10,000 ft in the area. Then Vectored 160 and told E/plot was at 18,000 ft. Climbed on that Vector and then Vector 270 and 250 by that time having reached 17,000 ft. RED I reported E/A 5,000 ft below at 7 o'clock and PING-PONG leader

turned and dived down towards them. These E/A disappeared into cloud but PING-PONG A/C continued in the apparent direction of the E/A. A few moments later someone reported A/C below to starboard. PING-PONG leader turned starboard and then port and saw about 3 E/A to port weaving violently and making towards the East. PING-PONG A/C were at 14,000 ft at this time and almost flew over the top of the E/A. PING-PONG leader went down into attack with his section together with RED Section who crossed over making the attack almost pairs line abreast. BLUE section stayed up as top cover during this initial attack. Squadron attacked formations as under. After the second attack sectional attacks were made on individual A/C.

PING-PONG I. S/Ldr. Davies in his first attack closed to about 400 yds and opened fire at great overtaking speed, when at about 250 yds the E/A (OSCAR II) turned very sharply to port until it was impossible to keep it in sight and PING-PONG I pulled up making no claim. Just after he pulled up and on looking down he saw a big ball of flame and a parachute which appeared to come out of it and an A/C flaming earthwards. This proved to be the E/A shot down by RED I and the parachute was seen to touch down estimated at about 0.8. 14.07 on the side of the hills. PING-PONG leader was now about 4,000 ft above the E/A with the majority of the Squadron PING-PONG I omitted trying to find another suitable batch of E/A to attack and saw about 5 E/A just inside the haze, weaving and flying East. PING-PONG I attacked the rear A/C at high closing speed from above behind opening at 350 yds and closing to 150 yds while E/A was turning madly to port so that PING-PONG I could not stay with it. As E/A was turning strikes were seen on cockpit and Wing Roots and OSCAR II is claimed damaged. PING-PONG I pulled up and next saw 6 E/A weaving in almost line stern 4,000 ft below. He made an attack on the rear A/C and just as he opened fire, in range E/A did a half roll and went straight down and no results were observed. Squadron had then been A/B about 45 mins and were just south of IMU being the first time the leader realised exactly where the Squadron were. As the Squadron had been flying at high revs and boost all the time PING-PONG leader decided the Squadron could not have much petrol left and ordered to make one more attack on E/A and then to return to base. PING-PONG I went down on the five remaining E/A and attacked the rear one who began to turn and then to fly straight and level. PING-PONG I opened at 350 yds and closed fire under 100 yds, firing from 200 yds - 100 yds dead line astern, and saw strikes on wings and fuselage and what appeared to be a large puff of smoke from the engine. PING-PONG I broke away just under 100 yds and returned to base seeing no further results. OSCAR II claimed damaged.

RED I. F/O Gould crossed over the squadron and went in line abreast and well out from PING-PONG section and attacked the port side of the E/A. 2 OSCARS in section had evidently spotted PING-PONG leader's attack and turned to port. RED I. picked the leader of this section and closed in. By this time E/A was in a vertical bank and then levelled out still turning to port and down. RED I opened fire with ring deflection at 300 yds closing to 75 yds almost line astern. E/A burst into flames when RED I was at about 100 yds, a big sheet of flame shooting out from the Wing Root which enveloped E/A. RED I. broke down and then up. Having regained height he had a good look around but could not see any further E/A. At this time he looked straight down below and saw the parachute (already reported in PING-PONG I's report) almost to ground level. E/A OSCAR II, which had camouflage similar to that of a spitfire, is claimed destroyed. Visibility being poor and not being able to see any further E/A RED I. returned to base with RED II & III.

RED II. F/Sgt. Samby followed RED I into attack approximately 100 yds behind. He saw the section reported by RED I and saw the latter attack on the leader and E/A burst into "ONE BALL OF FLAME" E/A to starboard was in a gradual turn to Port and RED II opened fire at 150 yds closing to 50 yds almost line astern. He saw strikes and volumes of smoke coming from E/A and pieces of A/C were flying through the air. RED II broke up and attempted to join up with RED I but being unable to do so, joined up with PING-PONG III. PING-PONG III reports seeing an A/C, separate from the one which blew up in the air, crash on the ground and burst into flames in the cameras as the parachute went down. E/A (OSCAR II) attacked by RED II claimed destroyed. No more E/A being seen these A/C returned to base.

BLUE III. F/Sgt. Perry followed in RED I. and II with BLUE IV and saw a further section climbing up to port. BLUE III climbed up after this section and one E/A broke down underneath. BLUE III remained following the other E/A at about 600 yds E/A barrel rolled to the right, straight and level, and used violent evasive action at high speed (estimated 250 m.p.h.) E/A tried turning to left but BLUE III turned with him and E/A finished by doing a steep spiral turn down and then a series of dives and zooms edging S.E. BLUE III fired about 7 times when E/A was

using less evasion, but never got closer than 250 yds and the majority of the time was 400 yds or more behind. Saw strikes once on port wing of E/A when it was still turning to the right. Eventually E/A broke off by diving to deck level heading South. This engagement took 4 to 5 mins and BLUE III expended almost all his ammunition. BLUE IV stayed with BLUE III the whole time and fired once making no claim. E/A (OSCAR II) claimed damaged. PING-PONG II stayed with PING-PONG I throughout opening fire but making no claim.

BLUE I & II remained as top cover. RED III & IV remained after the first attack owing to RED III having filter trouble and PING-PONG IV returned early having Oxygen trouble.

F.D: 2 OSCAR II's Destroyed (E/O Gould 1: F/Sgt. Samby 1:)
3 OSCAR II's Damaged (S/Ldr Davies 2: W/O Perry 1:)

F.E:- F.P: N I L.

F.G: "G" 340 x .303 A.P.
340 x .303 Incen.
240 x 20 m.m. Seq 3 ball 2 Incen.

"O" 160 x .303 A.P.
160 x .303 Incen.
80 x 20 m.m. Seq 3 ball 2 Incen.

"Z" 240 x .303 A.P.
240 x .303 Incen.
140 x 20 m.m. Seq 3 ball 2 Incen.

"S" 80 x .303 A.P.
80 x .303 Incen.
20 x 20 m.m. Seq 3 ball 2 Incen.

"P" 550 x .303 A.P.
550 x .303 Incen.
240 x 20 m.m. Seq 3 ball 2 Incen.

"H" 30 x .303 A.P.
30 x .303 Incen.
20 x 20 m.m. Seq 3 ball 2 Incen.

F.H: Cine Camera guns fitted and adjusted on A/C "G" "P" "S" & "V" Combat films taken on "G" & "P".

F.J: PING - PONG Squadron had obviously been seen before the first attack as when they were seen the second time E/A were weaving madly. The Squadron leader found it extremely difficult to position himself for attack as, though it being possible for the E/A to see the spitfires, the latter were unable to see E/A owing to them being in the mist and cloud until they were almost overhead. E/A turned as Spitfires turned above. As soon as an attack was commenced and PING-PONG A/C were within 500 yds of OSCARS the latter turned, some to port and others to starboard. These turns were impossible to hold and had Spitfires continued then any further would have been subject to attack by E/A. Consequently Spitfires used tactics of diving on E/A and pulling up. It is estimated that E/A were travelling between 160 & 180 m.p.h. while spitfires were attacking at ~~about~~ about 300 m.p.h. with great closing speed owing to having to make their attacks from almost directly above. On the 1st attack the Jap A/C having been attacked on their starboard side of formation by PING-PONG 1 & II were surprised when attacked by RED section to the port almost simultaneously. The group seemed unable to cope with this manoeuvre and ~~frustrated~~ and resulted in E/A turning port or starboard indiscriminately. Controlled by 3 Ops. Controlling good except for wrong information concerning the strafing of SAFAM. The Vector 250 was very accurate and brought spitfires right over the top of E/A. R/T good. I.F.P. fitted and adjusted.

[Signature]
Squadron Leader, Commanding,
No. 607 Squadron A.A.F.