

COMBAT REPORT.

g/19

Sector Serial Number.....(A) _____

Serial No. of order detailing
Flight or Squadron to Patrol....(B) A95

Date.....(C) 1. 7. 40

Flight, Squadron.....(D) Flight: A Squadron: 145

Number of Enemy Aircraft.....(E) 1st July, 1940.

Type of Enemy Aircraft.....(F) "A" 145

Time attack was delivered.....(G) One.

Place attack was delivered.....(H) Dornier 17.

Height of Enemy.....(J) 1905 to 1920 approx.

Enemy Casualties.....(K) 35 miles South of Brighton to
45 miles South of Beachy Head,
23,000 feet to Sea level.

Our Casualties....(Aircraft)....(L) One.

Ditto.....(Personnel)....(M) My aircraft pierced by one
bullet in starboard wing root.

Searchlights.(Did they illuminate
enemy, if not, were they in front
or behind target).....(N) Nil.

Anti-Aircraft Guns.(Did shell
bursts assist pilot in
intercepting the enemy).....(N) (ii) N.A.

Range at which fire was opened
in each attack delivered on the
enemy and estimated length
of burst.....(P) N.A.

450 yards to 250 yards.

GENERAL REPORT....(R) _____

I was leader of RED Section of No. 145 Squadron. At 1851 hours I was ordered off to patrol base at 25000 feet and then proceeded on vectors. At 1905 whilst at 22000 feet South of Littlehampton I noticed a smoke trail East of me and proceeded at "Gate" ahead of it (210° M) and almost immediately sighted a DO 17 going South at high speed, height 23,000'. I ordered my section into "Line Astern", pulled the plug and gave chase. The D.O.17 lost height in a series of sweeps and turns, first losing height slowly and latterly very steeply. My average indicated speed was over 300 m.p.h. and I found the overtaking speed very slow. It took me over 5 minutes chasing before I came within 400 yards range. I received fire from top rear gunner at ranges from 700 to 800 yards and was hit at about 500 yards by one bullet which entered my starboard wing root (this I heard hit). Soon after this, as I found I was still unable to

OFFICER COMMANDING SQUADRON.

overtake with any great speed. As the coast of France was getting close, I opened fire in a series of bursts, some of which I saw hit enemy aircraft. Following one of these bursts, smoke issued out of both engines. I continued firing and silenced all the return fire. With my remaining ammunition I slowed the speed of enemy aircraft noticeably and broke away to allow my No 2 and 3 to engage. My No 3 however put a finish to it and the enemy aircraft crashed in sea, breaking up completely. I wish to add that a Spitfire made an attack after my break away but had nothing to do with the finish of the D.O.17.

(sgd) R.G. Dutton.

Flt. Lieut.

R.G. Dutton
Flt.