**COMBAT REPORT.**

<table>
<thead>
<tr>
<th>Sector Serial No.</th>
<th>Serial No. of Order detailing Flight or Squadron to Patrol</th>
<th>Date</th>
<th>Flight, Squadron</th>
<th>Number of Enemy Aircraft</th>
<th>Type of Enemy Aircraft</th>
<th>Time Attack was delivered</th>
<th>Place Attack was delivered</th>
<th>Height of Enemy</th>
<th>Enemy Casualties</th>
<th>Our Casualties</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>18-5-40</td>
<td>B, Sqdn.: 17</td>
<td>3</td>
<td>2 / 1E10 + 1 B20 / 15</td>
<td>16.35</td>
<td>S.W. S-line of Falmouth</td>
<td>8000 ft</td>
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</tbody>
</table>

**GENERAL REPORT.**

Po. 350. - 4 000. - 4 10 000. 2 00 000.

1st Aircraft 2nd Aircraft 3rd Aircraft 4th Aircraft 5th Aircraft

R. 4 000.

**Signature**

C.F. Gayle

**O.C.**

Section Leader

Flight Leader

Squadron No.

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R.A.F. Form 1151.

Archives of M. Williams
The Hull followed by one
other Hurricane & anticipated it
being blown beyond action, to which
it and followed by the Hurricane
bowed into & used the reflection
shot from Stour's son, & other
from another, held fire for 60 sec.
while smoke from Stour's engine, pulled
Emergency boat outside & came in
from astern, as other & bow practise
away opened fire at approx. 10.50,
bus. A black smoke was then
pouring from port engine, but E4
was rapidly drawing away from
resided at full out 382 miles
per hour. E4 at this time was
well out of range approx. 1000 yds.
Black smoke while coming from
Stour's engine pulled away as
are ammunition locked. Enemy fire
noticed for short period only of becoming
heaviest indication by A9 fire, severe return
pulled away until ceased.

Off Widgey 16