SECRET

COMBAT REPORT

Sector Serial Number..............(A) 
Serial No. of order detailing Flight or Squadron to Patrol...........(B) 
Date.......................(C) JUNE 15 1940 
Flight, Squadron...............(D) Flight: A  Squadron: 43 
Number of Enemy Aircraft.......(E) 60 
Type of Enemy Aircraft.........(F) Me.109  Me.110 

Time attack was delivered........(G) 11.35 
Place attack was delivered.......(H) 3m. N.W.  of  DUNKERQUE 
Height of Enemy.................(J) 10,000' 
Enemy Casualties...............(K) TWO probably, ONE unconfirmed. 
Our Casualties................(I) Nil 
Ditto..................(Personnel)...(M) Nil 

Searchlights, (Did they illuminate enemy, if not, were they in front or behind target).........(N) (1) N/A 
Anti-Aircraft Guns, (Did shell bursts assist pilot in intercepting the enemy)........(N) (11) N/A 

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

GENERAL REPORT.....(R) We were ordered to patrol Dunkerque at approximately 1100 hours. A large number of Me.109 aircraft were seen approaching us from the west. In the engagement that ensued I managed to get onto the tail of one of the Me109 aircraft immediately. He had I am sure no suspicion of my presence, for I closed to about 100' of speed two miles of Separation. I fired on it and the ETA exploded. I disposed of a bolt of fire. I managed to get onto the tail of two other ETA (Me109's) who mutually engaged. I was able to follow a Me109 and each of them fairly well, but the ETA's were so far to the rear of the EA's as to be ineffective. I opened fire on the EA's with bursts at about 6000 feet and one ETA came into the fire and dropped from the sky. By this time, most of the ETA's had left the area. The German lines were being bombed by the EA's. 

OFFICER COMMANDING SQUADRON.
up towards a large number of ME 110s who were above the scene of the fighting, I was occasionally being hit when they gave a 'leave alone', on an aircraft being attacked. I singled out one of the ME 110s who was rather far back from the rest, I aimed. Unhappily, he saw me coming, climbed away from me easily – although I was climbing at full throttle, in 'fine' pitch, with the automatic booster cut out pulled, as it was obviously hopeless to try to follow him, I turned sharply left, and by a miraculous almost right onto the tail of another 110 who was flying SW over Dunkirk. I opened fire at approx. 2500 ft, gave a fire burst, clearing to 150°, the ETA raised violently, with the starboard engine spitting black smoke and a flame. I did not see it crash, or into a woodfield, as I noticed another aircraft almost immediately behind me, which I tried to be leaving, I then pulled my firing button to give the rest of my rounds to the crippled 110, discovering that I was out of ammunition. On recovering this, I did a very tight right hard turn, rolled onto my back and a half roll, aiming vertically earthwards at full throttle from 8000 ft, at about 1500, when I pulled out, I was at sea level, I set course 390° I returned to base. There was no sign of the aircraft who had been on my tail after this manœuvre, which showed me doing about 650 mph and the ASI I broke the windfanning on pulling out although it caused me to black-out, it was no means uncomfortable. My aircraft sustained no hits; it showed marked superiority over the ETA in manœuvre.