

COMBAT REPORT

f9/10

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200

Sector Serial Number.....(A) \_\_\_\_\_

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

Date.....(C) JUNE 15<sup>th</sup> 1940

Flight, Squadron.....(D) Flight: A Squadron: 43

Number of Enemy Aircraft.....(E) 60

Type of Enemy Aircraft.....(F) Me. 109<sup>(30)</sup> Me. 110<sup>(30)</sup>

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 <sup>(109)</sup> definitely, ONE <sup>(110)</sup> unconfirmed.

Our Casualties....(Aircraft)....(L) 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.....(P) \_\_\_\_\_

GENERAL REPORT.....(R) We were ordered to patrol Dunkerque

at approximately 11:30 hours a large number of ME.109 aircraft were seen approaching us from the East. In the dog-fight that ensued I managed to get onto the tail of one of the 109's almost immediately. He had, I am sure, no suspicion of my presence, for I closed to about 100' & fired two bursts of approx. 2 sec each, & the E/A exploded & disintegrated like a ball of fire. I managed to get onto the tail of two other E/A (both 109's) who immediately half-rolled but I was able to follow & overhaul each of them easily. Altho' I fired two short bursts at each, no damage was observed. On pulling out of the second dive, another 109 passed me across my line of sight, & I gave him a long burst of 6 sec at about 60° deflection, and the E/A spun into the sea with smoke pouring from the engine. By this time, most of the E/A were flying fast towards the German lines over Dunkerque, and most of the fighting was taking place just over the land. I climbed

OFFICER COMMANDING SQUADRON.

up towards a large number of Me 110's who were ~~being~~ flying above the scene of the fighting, & were occasionally firing in when they saw a 'lame duck', or an aircraft being engaged. I singled out one of the Me 110's who was rather far back from the rest, & alone. Unfortunately, he saw me coming, & climbed away from me easily - although I was climbing at full throttle, in 'fine' pitch & with the automatic boost cut-out pulled, as it was obviously hopeless to try to follow him, I turned sharply & dived - very luckily almost right onto the tail of another 110 who was flying S.W. over Dunkerque. I opened fire at approx 200', & gave a 5sec burst, closing to 100', the ETA dived violently, with the starboard engine sputtering black smoke & flames. I did not see it crash, or make a landing, as I noticed another aircraft almost immediately behind me, which I took to be enemy, & on pressing my firing button to give the last of my ammo. to the crippled 110, discovered that I was out of ammunition.

On discovering this, I did a very tight right hand turn, rolled onto my back & did a half roll, diving vertically earthwards at full throttle from 8,000' down to about 1500, when I pulled out, & at sea level, I set course 290° & returned to base. There was no sign of the aircraft who had been on my tail after this manoeuvre, which showed me as doing 450mph. On the ASI & broke the underpanelling on pulling out. Although it caused me to "black-out", it was by no means uncomfortable. My aircraft sustained no hits, & showed marked superiority over the ETA in manoeuvrability.

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