COMBAT REPORT.

Sector Serial No.  
Serial No. of Order detailing Flight or Squadron to Patrol  
Date  
Flight, Squadron  
Number of Enemy Aircraft  
Type of Enemy Aircraft  
Time Attack was delivered  
Place Attack was delivered  
Height of Enemy  
Enemy Casualties  
Our Casualties  

GENERAL REPORT.  
I was leading Turkey Squadron, following No. 501 Squadron, and was told to patrol Sevenoaks line, and after various vectors we were brought round in a sweep by/Dungeness and Dover. About here several Spitfires came down as if to attack us. As they were coming up in a most unnecessarily threatening manner, I broke the Squadron up to do evasive tactics. This flight of Spitfires were most troublesome and I would like to register a strong protest. (The lettering of our machine ID's). It was quite unnecessary and I would suspect that they be taken to a Hurricane Squadron and shown over and about Hurricanes aircraft, if they are so completely unable to identify friendly aircraft. I asked Control to tell all Turkey Squadron aircraft to join up with me, and 7 of them did so. We were then told to come back and report back... Shortly after this, Control informed me that there were hundreds of Spitfires left of the East, and that they were very near us at Aigles 15 to 25. I therefore kept my Squadron into the sun as much as possible. Shortly after this I noticed 15 Me. 109's at approximately Aigles 18, near Biggin Hill, followed by about 50 at various heights and I ordered the Squadron into line astern and to follow me. I lived down on the 15 Me. 109's at 18,000 ft, and as they were going rather fast, I had to do a No. 1 attack. I saw a bomb being dropped from this machine, pieces fly off from his wings, and dense white smoke or vapor pour from him and he went into a most violent out-of-body spin. This enemy aircraft was seen by Yellow 3: (Sgt. Jones) to crash in flames in a field North of the railway between Brasted and Westhampnett. In my mirror I could see another No. 109 coming up to attack me; I therefore turned sharply to the right and found myself just behind and slightly below a No. 109. I opened fire and could see my D.W. hitting this machine. It burst into flames almost at once and went down over the intersected somewhere East of Biggin Hill. As I again had...
SECRET.

COMBAT REPORT.

Sector Serial No. (A)

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

Date (C)

Flight, Squadron (D) Flight Sqdn.

Number of Enemy Aircraft (E)

Type of Enemy Aircraft (F)

Time Attack was delivered (G)

Place Attack was delivered (H)

Height of Enemy (J)

Enemy Casualties (K)

Our Casualties Aircraft (L)

Personnel (M)

GENERAL REPORT (Continued) (R)

I had a Me.109 trying to come on my tail. I spiralled down to about 15,000 ft., and by now there appeared to be Me.109's struggling all over the sky and heading S.E. I followed one, pulled up boost control, and speedily made up on him. I gave him a burst from dead astern, and at once his radiator appeared to be hit as dense white vapour came back on me and, as I was rather close, my windscreen was all fogged up! This speedily cleared and I gave him another burst. The machine burst into flames and fell into a wood with a curious crash. It was near Motteville. I then noticed another Me.109 rapping in and out of the clouds, which were very broken and scattered. I followed him, still with boost pulled, attacked him from astern, and saw his machine catch alight and the pilot bail out. This enemy aircraft crashed slightly North of the Ashford railway link between Ashford and Tonbridge. My ammunition was then expended, so I returned to base 14.16 hrs.