

# INTELLIGENCE COMBAT REPORT

SECRET

TO; 10 GROUP INTELLIGENCE

ST EVAL. SIGHTER SECTOR

(A) Sector Serial No. R.C.1.

(B) Serial No of order detailing flight or squadron to patrol. *RC1 and RC2*

(C) Date 5th March, 1941.

(D) Flight "A". Squadron 263.

(E) Number of enemy aircraft One.

(F) Type of enemy aircraft JU.88.

(G) Time attack was delivered. 0954.

(H) Place attack was delivered 10 miles South of ~~Land's End~~  
*Scillies ending in 25/30 miles S.W. of Scillies*

(J) Height of Enemy. 25000

(K) Enemy casualties. 1 JU.88 damaged

(L) Our casualties Aircraft. Nil

(M) " " Personnel NIL.

(N) (i) Searchlights (Did the illuminate  
enemy if not were  
they in front or  
behind enemy? N.A.

(ii) Anti-aircraft guns (Did shell  
bursts, assist  
pilot in intercepting  
the enemy. N.A.

(P) Range at which fire was opened in 400 yards. One burst  
each attack on the enemy together with to 1 second, Damage  
estimated length of burst. to Port wing.

350/300 yards. 5  
bursts. E/A SLOWED  
down 240 rounds fired  
in all.

(R) GENERAL REPORT.

2 A/C Red Section 263 took off Predannack 0914 hours under Drytree control They were first sent S.W of the Scillies and were then told to return to Land's End. Here cloud was 10/10 from 10,000 to 22,000 feet. On being informed that an E/A was 15 miles South of the Lizard they altered course to 170° and climbed through the cloud. A vector of 360° was given and after 2 minutes of this course when at 23,000 feet they sighted a JU.88 2000 feet above and to starboard flying N.W. As E/A was then nearly overhead Red 1 turned in the same direction as E/A in order to get sufficient speed. (At this height A.S.I. was 130/140) being unable at that height to climb rapidly and deliver an attack from below During this manoeuvre he lost contact with Red 2 who endeavoured to gain height but lost E/A and Red 1 in a patch of thick cloud when approximately 500 feet below and 1000 yards behind E/A.

Red 1 [Illegible] an abeam quarter attack, but when he was within 300 yards E/A dived into cloud. Red 1 followed keeping E/A in sight. At 5000 feet, when 400 yards astern, he fired a short burst and noticed damage to the port wing, just outboard of the engine. Between 4000 and 3000 feet the cloud was dense and Red 1 temporarily lost sight of E/A. On emerging from the cloud he found the E/A well to starboard still diving. [Illegible], E/A levelled out and [Illegible] on a course of [Illegible]. Red 1 got to within 300 yards and fired five short bursts, exhausting his ammunition. E/A slowed up appreciably and last seen flying on a course of [Illegible]. M/G fire was experienced from the rear position, but this ceased after the third burst. On landing a bullet hole was found in both the port and starboard slat.

Camouflage and markings were normal.

Red 1 and 2 landed St. Eval 1146

No cine camera gun was carried.

Red 1 P/O H.H. Kitchener D.F.M. 240 rounds, no stoppages.

Red 2 P/O P.G. Thornton-Brown did not fire.

*A.H. Ormerod*

A.H. Ormerod  
Intelligence Officer  
263 Squadron, St. Eval.

*H.H. Kitchener*

*P/O*

10 Group Intelligence

St Eval Fighter Sector

R.C.1.

RC1 & RC2

5<sup>th</sup> March, 1941

"A"

263

Ju. 88.

0954

Commencing 10 miles S of the Scillies ending  
25/30 miles S.W of the Scillies.

25,000

One JU.88 damaged.

Nil.

Nil.

N.A.

N.A.

- (i) 400. One short burst  
Damage to Port wing.
- (ii) 350/300 Five short  
bursts E/A slowed down  
appreciably. 240 rounds  
fired in all.

I was Red 1 and together with Red 2 took off from Predannack at 0914 hours under Drytree control. When over land's End at 11,000 feet we were informed that a bandit was 5 miles South of Lizard Head at 17,000 feet travelling North West. We climbed in that direction. Cloud was 10/10 from 10,000 to 22,000 feet. At 19,000 feet we altered course to North and as we emerged from cloud the E/A was sighted at 25,000 feet, 1 mile to starboard. As the E/A was nearly overhead and my ASI was 130/140 m.p.h. it was impossible for me to climb and deliver an attack from below. Accordingly I turned in the same direction as E/A, dived slightly get up speed, and then climbed. E/A was then on my Port side. By this time I had lost Red 2. I approached for a Port quarter attack but when I was within 300 yds E/A dived slightly towards cloud. I followed immediately astern at full throttle. Although E/A was kept in sight and the chase was started approximately over Land's End it was not until we reached the Scillies that I was able to close to 400 yards. There was light cirrus cloud all the way down to 4,000 ft a slight break at 4,000 ft but below this 10 1100 there was a thick black rain cloud. At 5,000 ft I gave a short burst as E/A was approaching thick bank of cloud. I saw damage to the Port wing just outboard of the engine. It was as if a mat had been blown up by the wind. I cannot describe it more accurately. I imagine that an H.E. shell exploded in the wing.

E/A then entered thick clout. When I emerged E/A was 5 miles to starboard still diving. At 20 XX feet it levelled off. I gave chase and within 5 minutes closed to 350 yards. I gave five short bursts exhausting all my ammunition and saw E/A slow down appreciable and turn for home. I noticed that he turned very gently and took no evasive action. I think this may have been due to the damaged wing. M/G fire was experienced from rear position, but ceased after the third burst. On landing a bullet hole was found in both the port and starboard slat. After exhausting my ammunition I climbed to 1100 feet, the maximum height from which I could keep E/A in sight, informed Drytree of position and course of E/A and asked them to send further aircraft. Apparently this message was not received. I claim one JU.88 damaged.

Sgt. H.H. Kitchener. P/O.