

Four Whirlwinds of 263 Squadron, (Red section, P/O Mason and F/O Coghlan, and Yellow section, P/O Rudland and Flight Sergeant Brackley) took off from Ibsley at 0846 for Maupertus aerodrome. They crossed the English coast at 0849 at 200 feet. They flew on a course of 184 magnetic, and crossed the French coast at 0912 at 100 feet near Cap de la Hague. Being momentarily uncertain of their position, they orbited for a minute or so, and then, finding that he was on the West side of Cherbourg P/O Mason gave the order to return. About 5 miles East of Cap de la Hague P/O Mason saw an E boat about 1½ miles off shore. He reports that it was well camouflaged and difficult to see. He delivered three attacks on it from the broadside and saw many hits. He cannot say however, whether it was likely to have been sunk or not.

Meanwhile the other three had become separated from P/O Mason. They saw a wireless station on the Cap de la Hague and delivered an attack in line astern. They could see chunks of masonry flying off it.

Red 1 landed at Ibsley at 0945.

Red 2 and Yellow section landed at Ibsley at 1000 hours.

*SUMMARY of 263 Squadron Operations
on August 6th 1941*

Warhead No. 4

(1) 0846 – 0946 P/O Mason F/O Coghlan P/O Rudland F/Sgt Brackley
from Ibsley to attack Maupertus. Target not found but an E boat and a W/T station were damaged

(2) Warhead No. 5 1221 – 1318 S/Ldr Donaldson AFC, P/O Rudland, F/O Coghlan, Sgt Albertini from
Ibsley to attack Maupertus. JU 86 + ME 109s were shot up, also gun positions. Two tankers damaged. P/O
Rudland destroyed ME 109 taking off.

(3) Warhead No. 6 1538 – 1640 S/Ldr Donaldson, P/O Rudland, P/O Mason, F/Sgt Brackley from
Ibsley to attack tankers previously reported. A dog-fight ~~took place~~ in which Whirlwinds were outnumbered
5-1, took place between Querqueville + C. de la Hage. ~~P/O Mason + P/O Rudland~~ 1 ME 109 damaged S/Ldr
Donaldson, 1 ME 109 destroyed P/O Rudland, 1 ME 109E destroyed F/Sgt Brackley

Four Whirlwinds of 263 Squadron, (Red section Sq/Ldr. Donaldson A.F.C. and P/O Rudland, and Yellow section F/O Coghlan and Sgt . Albertini) took off from Ibsley at 1221 for Maupertus aerodrome. They crossed the English coast at 1224 at 200 feet and the French coast at 1247 at 100 feet. Coming over the aerodrome, they observed the wreck of one burnt out JU 87 and three or four others badly damaged, probably Cat. 3. The ME 109s were still along the Southern boundary.

Red 1 flew from West to East along the Southern boundary firing at the ME 109s. He certainly hit the first one but is uncertain about the last. He then fired a burst at the JU 87s and hit four of them. Three minutes after leaving the aerodrome he could see two columns of black smoke rising from it.

About 5 miles to the North West of Cherbourg he observed two tankers provisionally estimated at 3000 tons. He attacked both of them from the broadside and observed hits on both. He then attacked one of them head on and saw smoke rising from amidships. The tankers returned cannon and machine gun fire.

Red 2 saw one ME 109 just taking off. It had not left the ground but it had got its tail up. He gave it a 2 seconds burst from 50 yards, and it immediately burst into flames. He then fired a 3½ second burst at the JU 87s. He reports that four or five of them appeared to be completely wrecked. Heavy Flak from Cherbourg followed him out to sea.

saw

Yellow 1 about 10 ME 109s along the Southern boundary. He fired two bursts at them, but did not observe the results.

Yellow 2 fired a burst along the line of ME 109s. He hit one of them in the starboard wing, but is uncertain about any others. He then observed a machine gun post on the East side of the aerodrome firing at Yellow 1. He attacked and silenced it. Going out he observed three Bofors gun posts to the north of the hill to the North of the aerodrome. One of these was firing at Yellow 1. He attacked and silenced it. The other posts did not appear to be manned.

He also reports the presence of 4 or 5 gun emplacements, Bofors and machine gun, to the North East of the aerodrome
The four Whirlwinds landed at Ibsley at 1318.

*Pilot's Personal***FIGHTER COMMAND COMBAT REPORT.**

To:-

Colerne

From:-

263 SQUADRON

(A) Sector Serial No RE 1.(B) Serial No. of Order detailing Flight or Squadron to patrol N/A(C) Date 6th. August 1941.(D) Flight A Squadron 263(E) Number of Enemy Aircraft 1(F) Type of Enemy Aircraft ME 109E.(G) Time attack was delivered 1250(H) Place attack was delivered Maupertus Aerodrome(J) Height of Enemy Just taking off(K) Enemy Casualties 1 ME 109 destroyed(L) Our Casualties—Aircraft Nil.(M) “ “ - Personnel Nil.(N) (i) Searchlights (Did they 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 each attack on the enemy, together with estimated length of burst 50 yards. 2 second.

(R) GENERAL REPORT:—

Red 1

I was ~~Yellow 1~~ on Warhead Operation No. 5, the object of which was to attack Maupertus aerodrome. At about 1250 we came in over the aerodrome from the North at about 100 feet. I saw an ME 109 just taking off. It had not left the ground, but it had got its tail up. I fired a 2 seconds burst at it from 50 yards, and it immediately burst into flames.

I claim 1 ME 109E as destroyed.

Rudland

INTELLIGENCE

FIGHTER COMMAND COMBAT REPORT.

To:-

From:-

263 SQUADRON

(A) Sector Serial No RE 1.

(B) Serial No. of Order detailing Flight or Squadron to patrol *N/A*

(C) Date 6th. August 1941.

(D) ~~Flight~~ 4 Aircraft Squadron 263

(E) Number of Enemy Aircraft Approximately 20

(F) Type of Enemy Aircraft ME 109E.

(G) Time attack was delivered 1600

(H) Place attack was delivered Off the French coast between Querqueville
and Cap de la Hague(J) Height of Enemy *1500 to 3000 feet*

(K) Enemy Casualties 2 Destroyed and 1 damaged.

(L) Our Casualties—Aircraft *2 Whirlwinds damaged. Cat 1.*

(M) “ “ - Personnel NIL

(N) (i) Searchlights (Did they illuminate enemy ; if not, N/A
were they in front or behind enemy?)(ii) Anti-aircraft guns (Did shell bursts assist pilot in N/A
intercepting the enemy ?)(P) Range at which fire was opened in each attack on the *Red 1 200 x ½ second. 150 x ½ second.*
enemy, together with estimated length of burst *Red 2 From 300 x head on 1½ seconds.*

(R) GENERAL REPORT:—

Yellow 2 200 x 2½ seconds.

Four Whirlwinds of 263 Squadron, (Red section and Yellow section) took off from Ibsley at 1538 followed by 118 Squadron on Warhead Operation No. 6, the object of which was to search for two tankers the presence of which had been reported off Cherbourg as a result of Warhead Operation No. 5. About 5 miles off the French coast, between Querqueville and Cap de la Hague, they were met by 3 ME 109E followed by 12 to 20 more. A dog fight developed ranging from 1500 feet to sea level.

Red 1 saw Yellow 1 being chased by 2 E/A. He got on the tail of one of them and fired a ½ second burst at *200* yards range. The E/A did a turn, then a half roll and a dive. On the dive Red 1 fired

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(*5515) Wt 28674-1937 400 pads 10/40 T.S. 700

a further ½ seconds burst at 150 yards range. He saw a panel fly off the wing, also a puff of white smoke. The E/A made off in the direction of Querqueville aerodrome, and is claimed as damaged. In the melee Red 1 fired at two more E/A but claims no results.

Yellow 2 heard Red 2 call out on the R/T that there were three E/A immediately on his, Red 2's, tail, Yellow 2 immediately saw a Whirlwind to starboard with three E/A on its tail. The first E/A broke away across Yellow 2's nose, but too quickly for him to fire. As the second broke away across his nose he ~~gave it~~ *fired* a 2½ seconds ~~burst~~ *barrage* using full deflection, and saw it go straight into the sea. *Yellow 2 fired again in the melee but claims no results*

Red 2 saw a Whirlwind (Yellow 2) coming towards him with one E/A on its tail. He made a head on attack, firing a 1½ seconds burst, saw several of his shells strike just behind the cockpit. He broke away above the E/A, passing about 5 feet over it. He then did a steep turn to Port, saw Yellow 2 but no ME 109. Sq/Ldr. Howell of 118 Squadron which was now arriving on the scene saw a ME 109 go straight into the water, and it is thought that this must have been Red 2's victim.

The Whirlwinds gradually disengaged themselves and returned to the English coast. Red 1 and 2 and Yellow 1 landed at Ibsley at 1640 – 1645. Red 1 and 2's had many 7.9mm bullet holes in them. For convenience they were flown to the Westland aircraft company's works at Yeovil for repair, but they were in fact Cat 1.. There is no evidence at all of cannon fire from the E/A.

Yellow 2's machine developed an internal glycol leak in the starboard engine and he made a forced landing at Hurn damaging his machine (Cat 2). This was not due to enemy action, no bullet holes being found on his machine.

Both 263 and 118 Squadron agree that the enemy attacked the Whirlwinds in preference to the Spitfires. The enemy appeared to be operating in threes.

Camouflage of E/A was normal. Red 2 observed one with a yellow stripe down its belly.

Red 1 – S/Ldr Donaldson A.F.C – Rounds fired not known owing to machine being at Yeovil – 1 ME 109 claimed as damaged.

Red 2. P/O Rudland – Rounds fired not known. 1 ME 109 claimed destroyed.

Yellow 1 P/O Mason

106 rounds from 4 20mm cannon

No stoppages

Yellow 2 F/Sgt Brackley

165 rounds from 4 20mm cannon. 1 ME 109 claimed destroyed.

The starboard gun did not fire. Reason not known owing to machine being at Hurn.

Cannon loaded in sequence 2 Ball 2 HE incendiary. They appeared very effective.

*Pilot's Personal***FIGHTER COMMAND COMBAT REPORT.**

To:-

From:-

263 SQUADRON

(A) Sector Serial No RE 2.

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

(C) Date 6th. August 1941.

(D) Flight A Squadron 263

(E) Number of Enemy Aircraft 3

(F) Type of Enemy Aircraft ME 109E.

(G) Time attack was delivered 1600

(H) Place attack was delivered Off the French coast between Querqueville
and Cap de la Hague

(J) Height of Enemy 600 feet

(K) Enemy Casualties 1 ME 109E destroyed

(L) Our Casualties—Aircraft Nil

(M) “ “ - Personnel NIL

(N) (i) Searchlights (Did they illuminate enemy ; if not, N/A
were they in front or behind enemy?)(ii) Anti-aircraft guns (Did shell bursts assist pilot in N/A
intercepting the enemy ?)(P) Range at which fire was opened in each attack on the 200 x 2½ seconds.
enemy, together with estimated length of burst

(R) GENERAL REPORT:—

I was Yellow 2 on Warhead Operation No. 6. About 5 miles off the French coast we were met by 3 ME 109E followed by 12 to 20 more. In the Melee which followed I heard Red 2 call out on the R/T that there were three 109s on his tail. I immediately saw a Whirlwind to starboard with three 109s on its tail. The first E/A broke away across my nose, but it was gone before I could fire. As the second broke away, also across my nose, I fired a 2½ seconds ~~burst at it~~ *barrage*, and I saw it go straight into the sea.

I claim 1 ME 109E as destroyed.

Brackley

*Pilot's Personal***FIGHTER COMMAND COMBAT REPORT.**

To:-

From:-

263 SQUADRON

(A) Sector Serial No RE 3.

(B) Serial No. of Order detailing Flight or Squadron to patrol *N/A*

(C) Date 6th. August 1941.

(D) Flight A Squadron 263

(E) Number of Enemy Aircraft

(F) Type of Enemy Aircraft ME 109E.

(G) Time attack was delivered 1600

(H) Place attack was delivered Off the French coast between Querqueville
and Cap de la Hague

(J) Height of Enemy 1500 feet

(K) Enemy Casualties 1 ME 109E destroyed

(L) Our Casualties—Aircraft 1 Whirlwind damaged. Cat 1.

(M) “ “ - Personnel NIL

(N) (i) Searchlights (Did they illuminate enemy ; if not, N/A
were they in front or behind enemy?)(ii) Anti-aircraft guns (Did shell bursts assist pilot in N/A
intercepting the enemy ?)(P) Range at which fire was opened in each attack on the From 300 yds head on. 1½ seconds.
enemy, together with estimated length of burst

(R) GENERAL REPORT:—

I was Red 2 on Warhead Operation No. 6. About 5 miles off the French coast we were met by 3 ME 109E followed by 12/20 more. In the melee which followed I saw a Whirlwind coming towards me with one ME 109 on its tail. I made a head on attack firing a 1½ seconds burst, and I saw several of my shells strike just behind the cockpit. I broke away over the E/A, passing about 5 feet above it. I then did a steep turn to Port. I could see the Whirlwind, but no ME 109. Sq/Ldr. Howell of 118 Squadron which was now arriving on the scene saw an ME 109 go into the sea. I claim 1 ME 109E as destroyed.

P Rudland

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(*5515) Wt 28674-1937 400 pads 10/40 T.S. 700

FIGHTER COMMAND COMBAT REPORT.

To:-

From:-

263 SQUADRON

(A) Sector Serial No RE 4.

(B) Serial No. of Order detailing Flight or Squadron to patrol *N/A*

(C) Date 6th. August 1941.

(D) Flight B Squadron 263

(E) Number of Enemy Aircraft One

(F) Type of Enemy Aircraft ME 109E.

(G) Time attack was delivered 1600

(H) Place attack was delivered Off the French coast between Querqueville and Cap de la Hague

(J) Height of Enemy

(K) Enemy Casualties 1 ME 109 damaged

(L) Our Casualties—Aircraft 1 *Whirlwind damaged. Cat 1.*

(M) “ “ - Personnel NIL

(N) (i) Searchlights (Did they 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 each attack on the enemy, together with estimated length of burst

(R) GENERAL REPORT:—

I was Red 1 on Warhead Operation No. 6. About 5 miles off the French coast we were met by three ME 109E, followed by 12 to 20 more. In the melee which followed I saw Yellow 1 being chased by 2 E/A. I got on the tail of one of them and fired a $\frac{1}{2}$ seconds burst at 200 yards range. The E/A did a turn, then a half roll and a dive. On the dive I fired a $\frac{1}{2}$ second burst at 150 yards. I saw a panel fly off the *starboard* wing, and also a puff of white smoke. *I now believe that I hit the radiator in the starboard wing.* The E/A made off in the direction of Querqueville aerodrome. *I did not see this machine make landfall as I was myself in turn attacked by 2 109s.*

I claim 1 ME 109E as damaged.

Donaldson

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