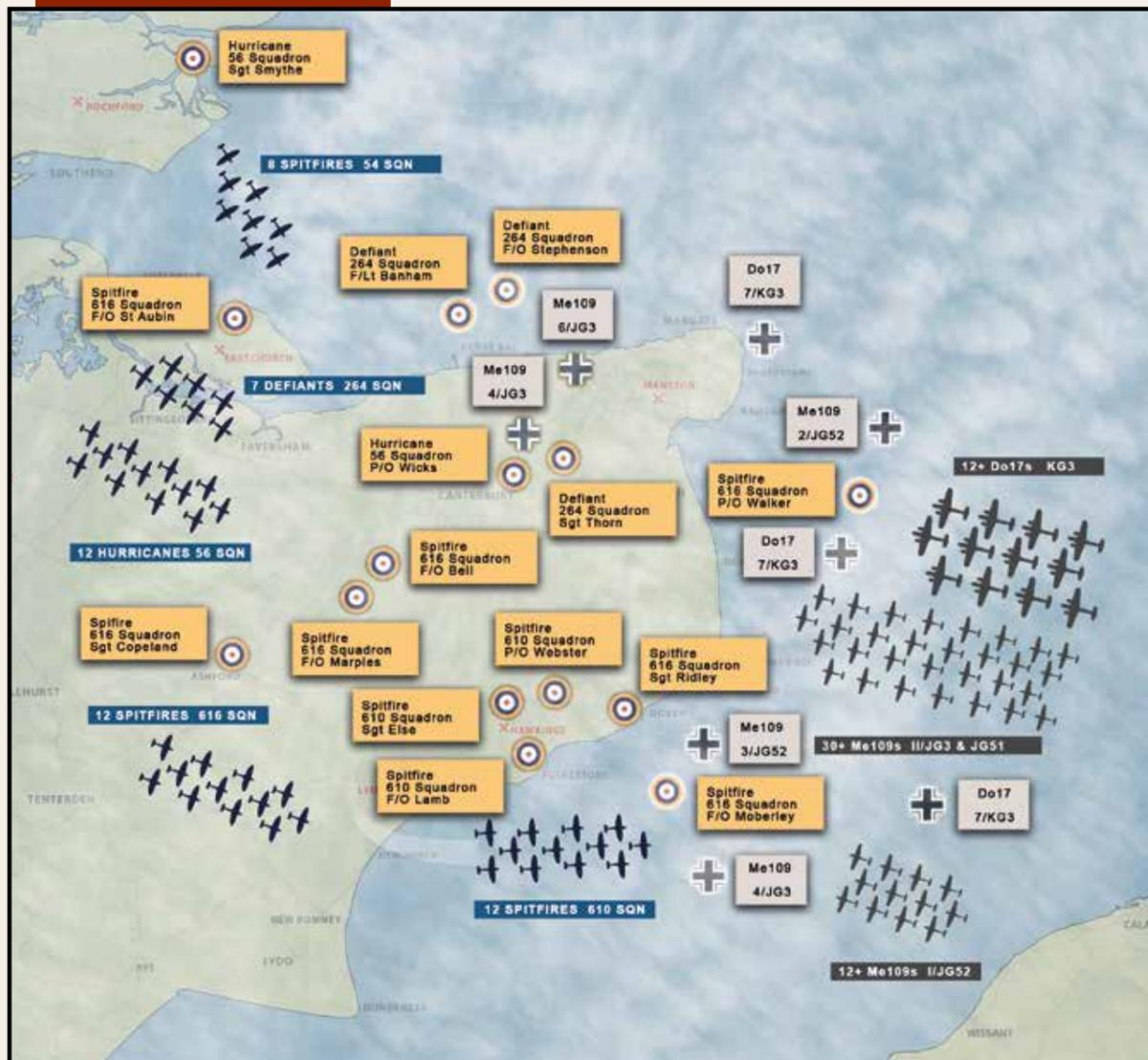


COMBAT A

11.55 - 12.30 hrs... Folkestone to Dover



At 11.00 hours a single aircraft dropped four bombs on Harwell airfield, Oxfordshire. Six people were killed, ten others injured and two Wellingtons damaged. 'B' Flight of 616 Squadron were sent to intercept and were the only fighters in the area when a large raid suddenly developed in the Dover Straits. As 'B' Flight returned to Kenley at 11.45 hours the 11 Group Controller scrambled the following to meet the raid:

- 56 Squadron – 12 Hurricanes up from North Weald to Maidstone then Hawkinge.
- 610 Squadron – 12 Spitfires up from Hawkinge to Dover.
- 264 Squadron – 7 Defiants up from Hornchurch to Dover.
- 54 Squadron – 8 Spitfires up from Rochford to Manston.
- 616 Squadron – 12 Spitfires up from Kenley to Dover.

Bombs fell on Folkestone at 11.53 hours just as 610 Squadron arrived to see eight Me109s 'bombing' from 5,000 feet. As the pilots of 610 Squadron fought the Me109s, the other squadrons approached the coast and engaged a second 'wave' of the raid.

616 Squadron was 'bounced' by Me109s. 264 Squadron came upon 12+ Do17s with a strong escort of 30 to 50 Me109s and attempted to fight their way to the bombers – even though greatly outnumbered. The Defiants were no match for the Me109s and would have suffered greater losses had not 56 Squadron intervened.

54 Squadron, at 25,000 feet over Deal, also engaged some Me109s on a freelance patrol.

As the pilots returned to refuel and rearm three small raids crossed the coast using cloud cover to avoid interception and dropped bombs near Broadstairs, Minster and Brentwood.

RAF and Luftwaffe Claims

26 August 1940 - 11.55hrs - 12.30 hrs. Combat A. Folkestone to Dover

Air Vice-Marshal Park issued '11 Group Instruction to Controllers No.6' which stated that his fighter pilots should now report to their controllers the details of any enemy sighted. Prior to this it was thought that giving such details might alert the Luftwaffe and the advantage of surprise be lost, but it was now realised that it was more important to communicate with other squadrons in the vicinity.



P/O D S Wilson 610 Sqn



P/O D A P McMullen 54 Sqn



Hptm Günther Lützow JG3



Lt Egon Troha 7/JG3

RAF Victory Claims Combat A 11.55 - 12.30 hrs

RAF Squadron	Pilot	Enemy Aircraft	Location
610 Sqn	S/Ldr J Ellis	Me109 destroyed	Dover Area
610 Sqn	P/O D S Wilson	Me109 destroyed	Folkestone
610 Sqn	F/O P G Lamb	Do215 destroyed	Deal-Dover
610 Sqn	Sgt N H D Ramsay	Me109 probable	Folkestone
610 Sqn	Sgt R F Hamlyn	Me109 destroyed	Folkestone
610 Sqn	Sgt R F Hamlyn	Me109 probable	Folkestone
54 Sqn	P/O D A P McMullen	Me109 destroyed	Channel off Deal
54 Sqn	P/O C F Gray	Me109 probable	Channel off Deal
54 Sqn	P/O E F Edsall	Me109 probable	Channel off Deal
56 Sqn	P/O K T Marston	Me109 destroyed	Whitstable-Westgate
56 Sqn	P/O K T Marston	Me109 destroyed	Whitstable-Westgate
56 Sqn	P/O M H Mounsdon	Me109 destroyed	Whitstable-Westgate
616 Sqn	F/O D E Gillam	Me109 destroyed	Deal-Dover area
264 Sqn	F/Lt A J Banham	Do17 destroyed	Dover - Deal
264 Sqn	F/Lt E W Campbell-Colquhoun	Do17 damaged	Dover - Deal
264 Sqn	P/O F D Hughes	Do17 destroyed	Dover - Deal
264 Sqn	P/O F D Hughes	Do17 destroyed	Dover - Deal
264 Sqn	P/O H I Goodall	Do17 destroyed	Dover - Deal
264 Sqn	Sgt E R Thorn	Do17 destroyed	Dover - Deal
264 Sqn	Sgt E R Thorn	Do17 destroyed	Dover - Deal
264 Sqn	Sgt E R Thorn	Do17 destroyed	Dover - Deal
264 Sqn	Sgt E R Thorn	Me109 destroyed	Dover - Deal

Luftwaffe Victory Claims Combat A 11.55 - 12.30 hrs

Luftwaffe Unit	Pilot	Enemy Aircraft	Location
St/JG3	Oblt F-F v.Cramon	Defiant	-
St/JG3	Hptm Günther Lützow	Defiant	Herne Bay - Deal
St/JG3	Hptm Günther Lützow	Defiant	Herne Bay - Deal
1/JG3	Oblt Lothar Keller	Hurricane	Thames Estuary
2/JG3	Fw Hans Ehlers	Spitfire	west of Calais
2/JG3	Ofw Robert Olejnik	Hurricane	Faversham
3/JG3	Uffz Kurt Graf	Spitfire	Canterbury
St II/JG3	Hptm Erich v.Selle	Spitfire	Thames Estuary
St II/JG3	Oblt Heinrich Sannemann	Spitfire	Thames Estuary
4/JG3	Uffz Jost Kipper	Hurricane	Canterbury
5/JG3	Lt Horst Buddenhagen	Spitfire	Canterbury
6/JG3	Oblt Karl Westerhoff	Spitfire	Canterbury
6/JG3	Oblt Erich Voitke	Spitfire	Canterbury
7/JG3	Lt Egon Troha	Spitfire	Canterbury
8/JG3	Uffz Josef Keil	Spitfire	Dover
8/JG3	Lt Winfried Schmidt	Spitfire	Ashford
St/JG51	Maj Werner Mölders	Spitfire	Folkestone
3/JG51	Oblt Richard Leppla	Spitfire	Dover - Folkestone
4/JG51	Lt Erich Hohagen	Spitfire	Canterbury
4/JG51	Fw Hans-Dieter John	Spitfire	Canterbury
4/JG51	Ofw Werner Hübner	Hurricane	Canterbury
4/JG51	Oblt Josef Fözö	Spitfire	Canterbury
5/JG51	Lt Hans Kolbow	Spitfire	north of Dover
5/JG51	Lt Hans Kolbow	Spitfire	north of Dover
6/JG51	Oblt Josef Priller	Spitfire	5 km west of Boulogne
8/JG51	Lt Gottfried Schlitzer	Spitfire	-
1/JG52	Oblt Karl-Heinz Leesmann	Spitfire	Dover
2/JG52	Fw Ifons Bacher	Spitfire	Dover
2/JG52	Oblt Helmut Bennemann	Spitfire	Dover
St II/JG54	Hptm Dietrich Hrabak	Spitfire	Canterbury
1(J)/LG2	Lt Ludwig Theopold	Hurricane	-

Contemporary Accounts 610 Sqn

26 August 1940 - 11.55hrs - 12.30 hrs. Combat A. Folkestone to Dover

610 SQUADRON INTELLIGENCE REPORT

12 Spitfires, 610 Squadron left Hawkinge 11.42 hours to engage enemy aircraft approaching Dover. They engaged about eight Me109s which were bombing Folkestone at 5,000 feet. 4 Me109s were destroyed, all being shot down into the sea off Folkestone. A further Me109 was probably destroyed. One Do215 also destroyed.

Sgt Else baled out at Hawkinge and is seriously wounded at the Kent and Canterbury Hospital. One a/c crashed at Hawkinge and immediately caught fire, the pilot being instantaneously killed. This was P/O Webster, as identification mark was found on his body.

10 a/c landed at Biggin Hill between 12.10 and 13.10 hours.

Extract from report of S/Ldr Ellis – Blue 1. This pilot and his No.2 attacked a pair of Me109s from astern and above taking them both by surprise. Immediately our pilot had opened fire a large piece of exhaust manifold flew off the 109 and hit his wing. The Me109 was seen to burst into flames and plunge in the sea 400 yards off the beach at Folkestone. This was seen by F/O Wilson.

Extract from report of F/O Lamb – Yellow 1. Sighted a Dornier flying home out to sea off Deal about 1,000 below. A No.1 attack was delivered and after a burst of about 8 seconds the starboard engine began smoking and rear gun fire ceased. Machine was losing height, and the pilot was picked up 12 miles south of Dover.

Extract from report of F/O Wilson – Blue 2. Chased an Me109 and having given it a deflection burst, the Me109 went into a steep dive towards France, another burst was delivered and the aircraft started smoking and went right in. No wreckage or pilots were seen, merely the splash and rings.

Sgd. P P Beecroft A/S/O Intelligence Officer

COMBAT REPORT:

Sgt R F Hamlyn – Yellow 2, A Flight, 610 Squadron

I was Yellow 2. We were flying at 12,000 to 15,000 feet when the leader turned and dived towards Folkestone. I followed and at about 9,000 feet I saw an Me109, I attacked it with two long bursts and saw it start to smoke and turn downwards.

Just then I noticed another Me109 to the left of me just coming out of a dive at about 3,000 feet. I turned and came up astern and underneath it. The first burst I did not notice any results, but the second, a very long one, set the cockpit on fire, and before I broke away I noticed the whole fuselage was in flames. It went straight down into the sea a mile off Folkestone. Sgt Parsons, Red 2, saw and confirms this.



COMBAT REPORT:

Sgt Ramsay – Green 2, B Flight, 610 Squadron

I was Green 2, and we were flying at 12,000 feet when the leading section dived to attack some e/a over Folkestone. My leader saw aircraft above and did not follow down. He ordered 'line astern' and started turning in a circle. I saw the e/a coming down at different angles, one came down astern with me. I turned very steeply to the left, and eventually got on to his tail, he started turning left and right and I fired three short bursts. On the last burst he emitted a cloud of black smoke and started spiralling down very fast. As he went down the smoke ceased and he vanished into the cloud looking very much out of control. I did not go through the cloud immediately because I wanted to see if there were any more e/a near me. There were some above, but I decided they were too high so I went through the clouds and saw an e/a blazing on the ground west of Folkestone.

Contemporary Accounts 54 & 56 Sqns

26 August 1940 - 11.55hrs - 12.30 hrs. Combat A. Folkestone to Dover

54 SQUADRON INTELLIGENCE REPORT

54 Squadron 11.46 – 12.50 hours

Eight Spitfires of 54 Squadron left Rochford at 11.46 hours in order to join 264 Squadron over Manston and with them to intercept waves of enemy aircraft. 54 Squadron sighted the enemy aircraft at 25,000 feet north of Deal. They were Me109s and were associated with other large formations of enemy aircraft at various heights, which the squadron was not near enough to engage in formation. The squadron split up and attacked various small formations and dog-fights ensued.

56 SQUADRON INTELLIGENCE REPORT

56 Squadron left North Weald at 11.49 hours to patrol Maidstone at 12,000 feet, being then diverted to patrol Hawkinge at 15,000 feet. About 10 miles from Manston they saw 12 Dornier 215s or 17Zs in formation at 15,000 feet with about 30 fighters (Me109s and He113s) flying above in bunches of 6 line astern. The bombers were flying west when sighted and then turned south-east but they were too far away to be caught.

Red 2 (P/O Wicks) was on the tail of a Dornier 215 but had to bale out near Canterbury as the result of an attack by a Me109. He was unhurt.

Green 2 (Sgt Smythe) forced landed near Rochford. His aircraft was wrecked but a lot of the instruments etc are intact. He was unhurt. He got the impression that the bomber he was attacking – when he himself was attacked – was a Breda 88. He says it had large twin rudders, the fins being half way along the tail plane and cut away at the bottom. The markings and camouflage were the usual German. He cannot give any further evidence as it was just an impression which he received. He says the Spitfires which were attacking the bombers probably got a better view than he did.

“...I then saw an Me109 below me and dived on to it. I opened fire at 250 yards and a three second burst knocked the hood off the cockpit. E/A started to dive and then pulled out. I gave another burst and it flicked out and dived vertically. It went through a hole in the clouds and following it I saw the centre section burst into flames. E/A crashed in the sea about one mile off the end of Whitstable pier. Pieces of the machine splashed in the water for several seconds. I climbed up again through the clouds, but there were no aircraft in sight so I returned to base. All the enemy fighters seen had yellow wing and tail tips.”

P/O M H Mounsdon - Yellow 3, A Flight, 56 Squadron

COMBAT REPORT:

P/O K T Marston – Red 2, A Flight, 56 Squadron

I was flying Red 2. I saw the 1st Me109 about 2,000 feet below me coming from the north-west. I managed to drop on his tail about 100 yards behind him. He attempted to evade me but I got in a short burst, his port radiator and cowling flew off. The enemy a/c then turned on its back and I saw the pilot's head and shoulders out of the cockpit. The machine then dived steeply into the cloud. I followed him through the cloud, but the first thing I saw was another Me109 on the tail of a diving Boulton Paul Defiant. I dived with full throttle and got about 10 yards behind the Me109 at a height of 50 feet. I gave him a short burst and I saw a flame appear from beneath the cockpit. Then the Me109 crashed about 100 yards behind the Defiant, which had force landed with wheels up. The crew of the Defiant got away from their machine and were picked up by an army tender. The position of the crash was approximately 5 miles due south of Reculver Church near Herne Bay.

I then returned to the position where I came out of the cloud and saw below me a burning wreck in a crater by a farm approximately 3 miles south-west of Westgate-on-Sea. I looked around for a parachutist but could not see one. I then returned to base.



616 Squadron's Black Monday

26 August 1940 - 11.55hrs - 12.30 hrs. Combat A. Folkestone to Dover

616 SQUADRON INTELLIGENCE REPORT

Seven Spitfires of 'B' Flight (Blue and Yellow Sections) took off 11.05 to intercept a single He 111. Blue Section sighted the He111 just above cloud at 7,000 ft but it dived into clouds (at 4,000 feet) to evade our fighters and disappeared. Blue 1 detailed Yellow Section to fly below cloud in case enemy appeared below. Yellow Section ordered to pancake. As enemy was not sighted again Blue Section received the order to look out for a loose balloon at 10,000 feet at a position approximately over Dungeness. Balloon was not seen. Controller then told Blue 1 that he was in the vicinity of several large raids (X50 and others). He then sighted approximately 100 Me109s about 3,000 feet above at 20,000 feet. His section of four aircraft immediately formed into a circle. In the meantime Yellow Section were climbing to re-join Blue Section (having remained under cloud base in case the He111 came down), but before they arrived they were all shot at by the Me109s who swooped down and disabled all of them. All three pilots made forced landings, two being wounded and all three aircraft u/s.

Yellow 1 (F/O St Aubin) forced landed on the perimeter of Eastchurch aerodrome. His aircraft was burnt out and he is suffering from burns and is now in the Minster County Hospital. His aircraft was hit in the glycol cooling system.

Yellow 2 (F/O Bell) made a forced landing near Canterbury. His aircraft was hit in numerous places and is a 'write off'. Pilot safe and returned to Kenley by transport from West Malling.

Yellow 3 (Sgt Copeland) forced landed near Ashford. His aircraft has been "written off" and he is wounded and in Ashford Hospital.

Blue Section were then attacked by several Me109s diving on to them, and when one of them went on to Blue 2's tail, he (Blue 1) chased it down to 4,000 feet, firing three-quarters of his ammunition. After going through the cloud he saw a Me109 crashing into the sea ahead of him about 2 miles east of Deal, and presumed it was the one he had fired at. As he was carrying a cine gun, the developed cine film should confirm his claim. Blue 1 returned to base after the engagement and landed at 12.40. Blue 1 was F/Lt Gillam A.F.C.

Blue 2 (P/O Marples) made a forced landing about 5 miles south of Canterbury. His aircraft is a 'write off' (hit in petrol tank and dashboard) and he is wounded with cannon shell shrapnel in the leg. He is now in the Kent and Canterbury Hospital at Canterbury.

Blue 3 (P/O Murray) after diving down to evade enemy, returned to base and landed at 12.40 hours.

Spitfires of 616 Squadron prepare for take off, probably at Fowlmere in September 1940. Note the variation in placement of squadron code both before and aft of the roundel.



One of the unfortunate 616 Sqn pilots that day was William Walker who received a bullet in his ankle. He survived until the grand old age of 99 and kept the bullet as a souvenir.

616 Squadron's Black Monday

26 August 1940 - 11.55hrs - 12.30 hrs. Combat A. Folkestone to Dover

Five fighters of 'A' Flight (Red and Green Sections) took off at 11.44 to orbit base. They were then ordered to patrol between Dover and Deal at 17,000 feet when they were unfortunately caught unawares by the Me109s.

Red 3 (Sgt Ridley) was seen by Red 1 to make an inverted dive and dropped 10,000 feet. He was not seen again and is presumed killed.

Green 1 (F/O Moberly) was not seen again. His body was subsequently picked up in the sea and taken to Dover mortuary.

Red 1, Red 2 and Green 2 dived down immediately to evade the enemy, circled round, but did not see the large numbers of Me109s witnessed by 'B' Flight. They landed together at 13.20.

Blue 4 (P/O Walker) of 'A' Flight baled out when over the sea and was picked up by the Navy and taken to Hawkinge Sick Quarters. He has a bullet wound in his foot and is now in Halton Hospital.

It should be explained that in this particular case 'B' Flight consisted of Blue and Yellow Sections, 4 aircraft in the former and 3 in the latter.

'A' Flight consisted of Red and Green Section, 3 aircraft in the former and 2 in the latter.

Our casualties.

F/O Moberly	Killed
Sgt Ridley	Missing believed killed
F/O St Aubin	Wounded
P/O Marples	Wounded
P/O Walker	Wounded
Sgt Copeland	Wounded

P/O Bell forced landed but unwounded. Seven aircraft unserviceable.

Enemy casualties.

1 Me109 destroyed

Signed

C R Gibbs P/O Squadron Intelligence Officer
No.616 Squadron
Kenley



Right: Roy Marples was another of the unfortunate 616 Squadron pilots that day. He too survived and went on to fight in the Western Desert, receiving the DFC and Bar in the process. He was killed in a mid air collision on 26 April 1944 at the age of just 24.