

# Combat A

7 July 1940 05.30 hrs... off Isle of Wight

## 145 SQUADRON OPERATIONS RECORD BOOK

Squadron Leader J R A Peel took Yellow Section for convoy duty at 05.00 hours. On this patrol a Dornier 17 was sighted five miles away travelling north-west at about 20,000 feet. Leaving Flying Officer Rowley with the convoy, he and Pilot Officer Wakeham gave chase and eventually shot the Dornier down into the sea, at a point 20 miles south south-west of the Needles. Pilot Officer L D M Scott crashed Hurricane N2497 in attempting to take off in coarse pitch, the aircraft receiving considerable damage. Pilot Officer D N Forde taxied P3545 into P2929, which was stationary on the aerodrome, and damaged both aircraft. The accident occurred at 04.00 hours when his section was ordered on an operational patrol.

### RAF Victory Claims      Combat A      05.30 hrs

145 Sqn	S/Ldr J R A Peel	Do17	destroyed	20m south south-west Needles
145 Sqn	P/O E C J Wakeham		- shared -	

### Luftwaffe Casualty      Combat A      05.30 hrs

**2(F)/123 Do17P 4U+KK** Shot down 20 miles off the Needles, Isle of Wight. Ff: Fw Walter Plotzitzka killed - body later washed ashore in France. Fw Rudolf Scherzinger and Uffz Richard Storch both missing.

# Combat B

7 July 1940 09.47 hrs... off Brighton

## 43 SQUADRON OPERATIONS RECORD BOOK

Yellow Section 43 Squadron intercepted a Do17 which was seen to be damaged.

Pilots: P/O Brunner, P/O Cruttenden, Sgt Buck. P/O Cruttenden Yellow Section whilst investigating 'X' Raid, aircraft caught fire and pilot baled out. Landed safely.

### RAF Victory Claims      Combat B      09.47 hrs

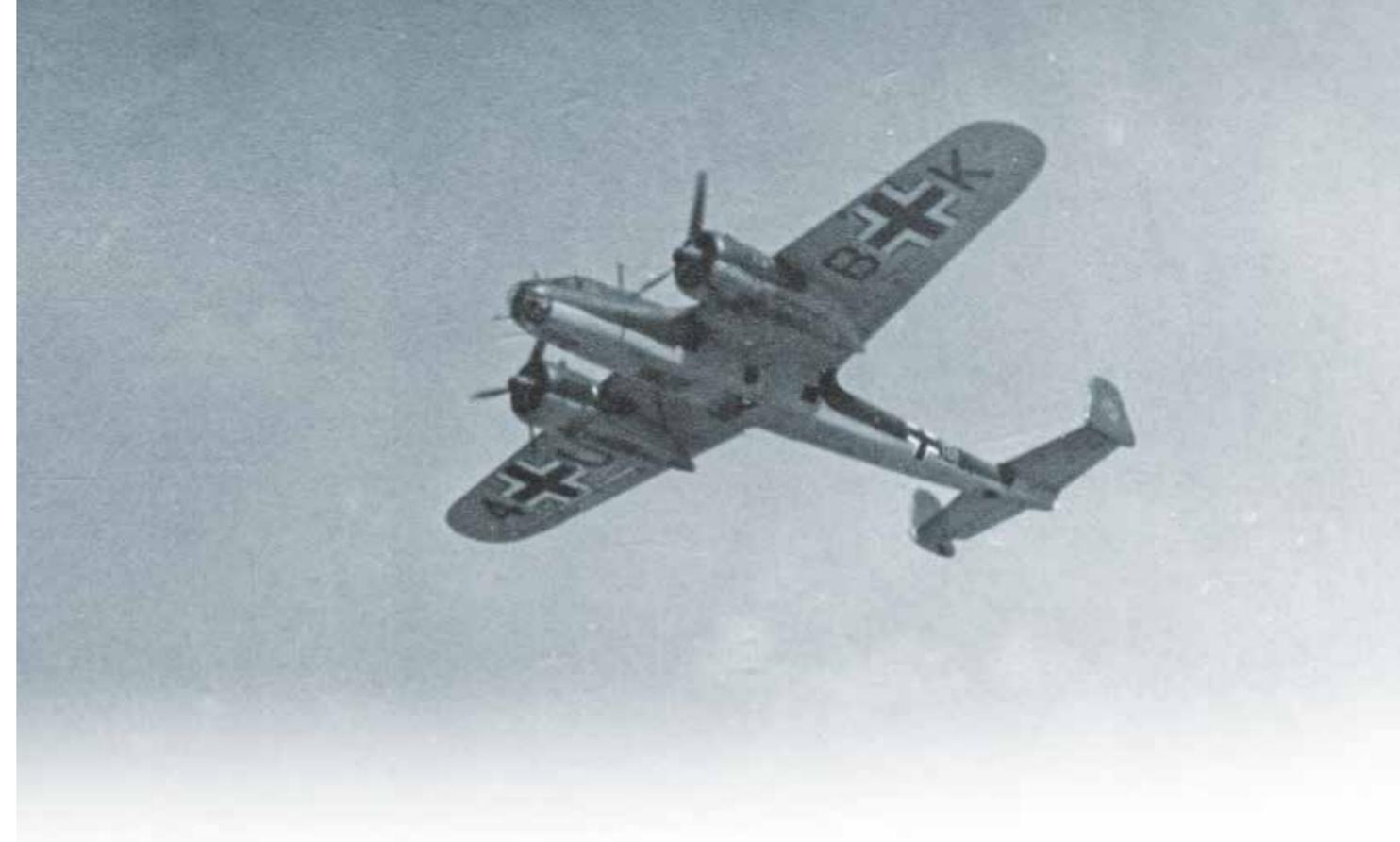
43 Sqn	P/O G C Brunner	Do17	damaged	off Brighton
43 Sqn	P/O J Cruttenden		- shared -	
43 Sqn	Sgt J A Buck		- shared -	

### Luftwaffe Casualty      Combat B      09.47 hrs

**3(F)/121 Do 17P-1 7A+FM** Crash-landed near Rouen, 60% damage. Bf: Ogefr Paul Wingert wounded.

### RAF Casualty      Combat B      09.47

**43 Sqn Hurricane L1849** P/O J Cruttenden - baled out safe. Crashed 4 miles south east of Tangmere after being damaged by return fire from Do17. Engine caught fire and pilot blinded by smoke. On pushing head and shoulders out of the cockpit pilot was forced out of the aircraft by the slipstream and came down 20 yards away from the aircraft.



# Combat C

7 July 1940 10.20 hrs... off Cherbourg

## 601 SQUADRON OPERATIONS RECORD BOOK

The Squadron carried out 22 hours 50 minutes flying by day. There were three interception flights, and 1 Do17 was confirmed shot down by S/Ldr Aitken, DFC, and F/O Clyde DFC.

### RAF Victory Claims      Combat C      10.20 hrs

601 Sqn	S/Ldr J W M Aitken	Do17	destroyed	15 miles north of Cherbourg
601 Sqn	F/O W P Clyde		- shared -	

### Luftwaffe Casualty      Combat C      10.20 hrs

**2(F)/123 Do17P-1 4U+FK** Shot down off Cherbourg following a reconnaissance of the Dorset coast. Ff: Lt Hans-Joachim Nest and Bf: Uffz Friedrich-Wilhelm Elicker both missing. Bo: Lt Bernhard Vedder killed - body later washed ashore in Belgium.

Above: A Dornier 17 reconnaissance aircraft of 2(F)/123 which operated over the UK throughout the Battle of Britain. Note the camera ports in the bomb bay.

## Combat Report

### F/O W P Clyde - Green 1, B Flight, 601 Squadron

Leading Green Section I attacked after following E/A from 13,000 to 100 ft. Fired two long bursts - E/A firing lot of tracer. After rest of squadron had attacked I attacked again, E/A now at 50 ft going very slow, the port wing low. After another burst E/A settled in water, no crew was seen to get out.



# Combat D

7 July 1940 13.15 hrs... off Manston

## 54 SQUADRON OPERATIONS RECORD BOOK

09.30. A second and most disastrous day at Manston. 'B' Flight lost three machines, two being complete 'write-off'. Green Section were attacked by a number of He112s whilst themselves attacking an He111. P/O Campbell and P/O Coleman were both shot down, but managed to make forced landings near Deal. The pilots suffered from minor injuries but the machines were completely wrecked. F/O McMullen, the leader was also damaged but managed to land at Manston. The He111 disappeared unscathed. The fundamental lesson of 'looking everywhere in the sky at once' has been learned at a very high price.

18.35. Later in the day P/O Gribble fired a few rounds at an Me109 without effect and was himself fired upon by a Hurricane. Eleven sorties were made by the two sections in nine hours during the day.

Luftwaffe Victory Claims	Combat D	13.15 hrs
7/JG51 Oblt Walter Oesau	Spitfire	5km south of Dover
7/JG51 Lt Harald Jung	Spitfire	5km south of Dover
7/JG51 Ofw Arthur Dau	Spitfire	6km south of Dover
7/JG51 Uffz Robert Fuchs	Spitfire	6km south of Dover

## RAF Casualties

- 54 Sqn Spitfire P9389** F/O D A P McMullen – slightly wounded. Damaged by Me109s off Dover and landed at Manston.
- 54 Sqn Spitfire R6711** P/O A R McL Campbell – wounded. Damaged by Me109s off Dover. Force-landed at Eastry, near Sandwich, Kent.
- 54 Sqn Spitfire P9390** P/O E J Coleman – slightly wounded by Me109s off Dover and force landed at Sutton, near Deal, Kent.



Left: F/O JL Allen, P/O EJ Coleman, F/Lt. DG Gribble, P/O AR McL Campbell of 54 Squadron. Coleman and Campbell were both shot down in this encounter.

### Casualty File

Accident to Spitfires P9390 (P/O Coleman) & R6711 (P/O Campbell).

At 13.05 hours Green Section took off from Manston to intercept an incoming raid. At 13.15 hours an He111 was sighted at 4,000 feet out to sea off Dover. No.1 attack was ordered and the Leader went into attack with the two above mentioned pilots in line astern of him. At this moment the section was descended upon from behind by 9 Me109s who shot down the two rear aircraft. Both pilots were able to force land inside the British coast; P/O Coleman at Sutton Top and P/O Campbell at Eastry. P/O Campbell who was wounded in the arm and leg landed with his wheels retracted writing off the aircraft as a result. P/O Coleman who was not wounded but whose aircraft was almost on fire attempted a landing with his wheels down but ran into some 'anti-troop carrier' wires which caused the aircraft to crash and giving the pilot concussion.

All pilots have been warned when closing to attack enemy bombers, of fighters positioned above and behind.

# Combat E

7 July 1940 18.15 hrs... off Plymouth

## RAF Victory Claims

234 Sqn P/O K S Dewhurst Ju88 damaged north east of Plymouth

## Combat Report

**P/O K S Dewhurst - Blue 1, B Flight, 234 Squadron**



Enemy sighted 18.12, one Ju88 estimated speed of 200-220 mph. Blackish grey colour. No evasion before attack delivered as I was in the sun; I attacked from dead astern and fired a burst. Enemy gunner opened fire. I fired another burst dead astern and enemy fire ceased. Enemy then did gentle right-hand turn into slight cloud. I fired another burst from slight deflection from the right. The last burst was delivered in thicker cloud as enemy turned downwards and to the right, into thick cloud. Enemy was lost sight of. My ammunition was expended.

Enemy fire had no effect whatsoever. Weather was thick cloud from 2,000' to 7,000' with clear patches. Took off St Eval 17.50 - landed 18.30.

# Combat F

7 July 1940 18.15 hrs... off St Abbs Head

## RAF Victory Claims

RAF Victory Claims	Combat F	18.15 hrs
602 Sqn F/Lt R F Boyd	Ju88 destroyed	20 miles north east of St Abbs Head
602 Sqn F/O W H Coverley	- shared -	
602 Sqn F/O C H MacLean	- shared -	

## Luftwaffe Casualty

**1/KG30 Ju88A-1** Shot down 20 miles east north-east of St Abbs Head. Ff: Lt Fritz Meinhold, Bo: Lt Heinz-Günther Wallenstein, Bf: Fw Walter Ölschläger and Bs: Flg Fritz Schwarz all missing.

**1/KG30 Ju88A-1** Damaged off St Abbs Head. Crew safe.

## Combat Report

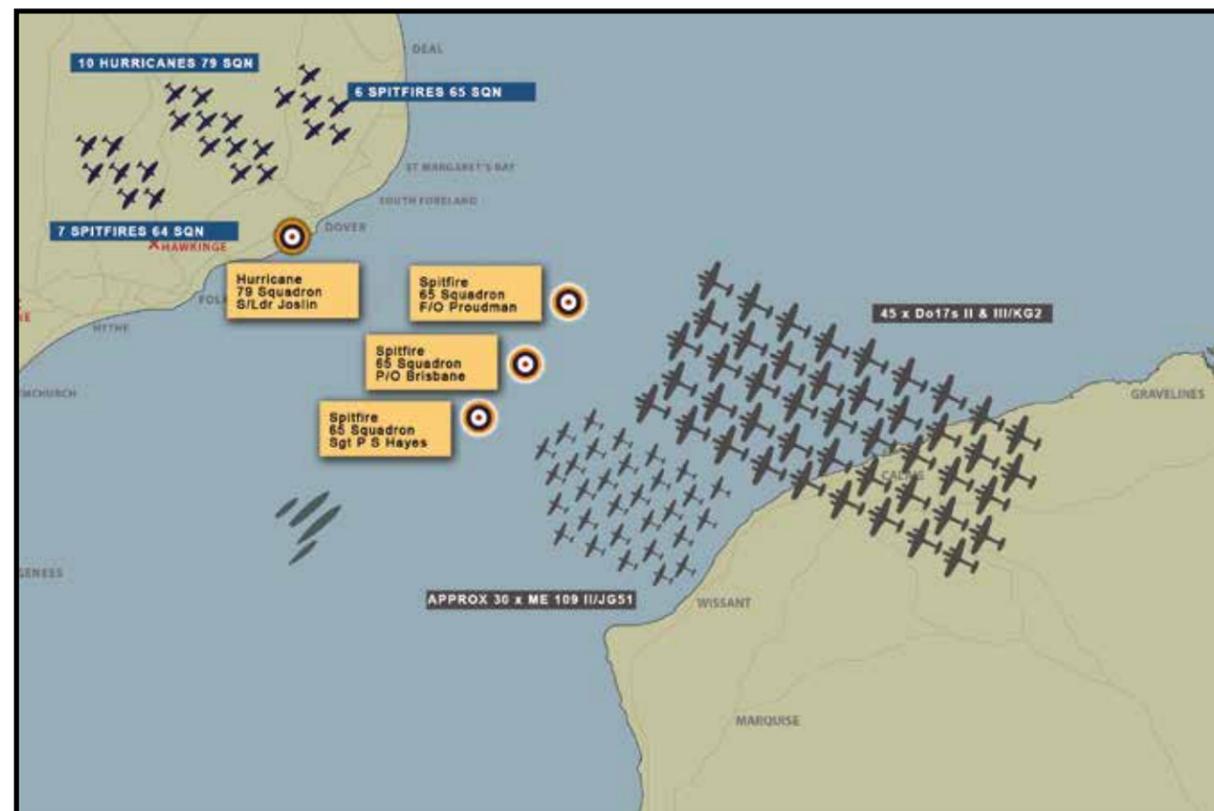
**F/Lt R F Boyd - Yellow 1, A Flight, 602 Squadron**



Yellow 1 (F/Lt Boyd), Yellow 2 (F/O McLean) and Yellow 3 (F/O Coverley) forming Yellow Section 'A' Flight 602 Squadron left Drem 17.32 to patrol 10 miles north St Abbs Head, at 5,000 feet. Control subsequently varied instruction with result that Yellow Section at 8,000 feet saw two Ju88s heading south-west 20 miles east-north-east St Abbs Head at 9,000 feet. Yellow 1 delivered beam attack with 3 second burst closing to 100 yards on one Ju88 (herein referred to as 'A') while it was diving into clouds. Meanwhile Yellow 2 had attacked the other Ju88 (herein referred to as 'B') with a No.1 attack from slightly above firing 2 bursts of 2 seconds each from 250 yards closing to 100 yards and broke away. Yellow 1 then followed 'B' in a south-east direction to 80 miles east of Farne Islands delivering 4 attacks of 3 second bursts each upon 'B' at distances varying from 300 to 100 yards until ammunition expended. 'B' last seen with much black smoke issuing from starboard engine at 50 feet above sea which height it appeared to maintain. 'B' fired tracer from top turret ceasing fire after Yellow 1's second attack.

Yellow 2, seeing Yellow 1 was attacking 'B' then saw 'A', followed it through the cloud and attacked it with a 2 second burst from 150 yards closing to 50 yards on its top surface from slightly starboard turn. He observed no immediate result. Yellow 2 then broke away and Yellow 3 immediately attacked 'A' with a No.1 attack with a 2 second burst from 100 yards when 'A' disappeared into thick cloud. Yellow 3 then climbed above cloud to 6,000 feet observing 'A' ahead and fired a burst of 1 second from 50 - 100 yards as 'A' was making stall turn to starboard diving towards the sea. Yellow 3 then made 2 more attacks from astern at 4,000 feet after the first of which thick black smoke issued from port engine. 'A' eventually went into low cloud heading east, about 30 miles east of St Abbs Head and was not seen again.

On return journey Yellow 1 and Yellow 3 observed a large patch of smoke on water 20 miles east of St Abbs Head (the scene of Yellow 3's action with 'A') as if bombs had been dropped. All aircraft of Yellow Section returned Drem 18.40 hours.



The small convoy, reportedly consisting of 10 or 15 ships, had been followed eastwards along the Channel from the Isle of Wight by Luftwaffe reconnaissance aircraft. By the evening it was steaming off Dover and prompted the first concerted attack of the Channel campaign. Oberst Johannes Fink, Geschwaderkommodore of KG2, and Kanalkampfführer sent 45 of his Do17 crews from II and III Gruppen on an evening raid. The bombers, with an escort of Me109s from II/JG51, were met by seven Spitfires of 64 Squadron from Kenley and six of 65 Squadron from Hornchurch. The ten Hurricanes of 79 Squadron were unable to locate the enemy.

### RAF Victory Claims      Combat G      21.30 hrs

64 Sqn	S/Lt F Dawson-Paul	Me110	destroyed	5 miles off Calais
64 Sqn	F/O A J O Jeffrey	Me110	destroyed	5 miles off Calais
65 Sqn	F/Lt G A W Saunders	Me109	destroyed	mid Channel
65 Sqn	F/Sgt W H Franklin	Me109	destroyed	off Calais
65 Sqn	F/Sgt W H Franklin	Me109	destroyed	10m south of Dover

### Luftwaffe Victory Claims      Combat G      21.30 hrs

5/JG51	Lt Hermann Segatz	Spitfire		south west of Dover
5/JG51	Lt Hermann Striebel	Spitfire		south of Hastings
6/JG51	Ofw Fritz Beeck	Spitfire		east of Dungeness
6/JG51	Fw Heinz Hemmerling	Spitfire		north west of Folkestone
6/JG51	Lt Herbert Huppertz	Spitfire		north west of Dungeness

### Luftwaffe Casualty      Combat G      21.30 hrs

**4/KG2 Do17Z U5+AM** Damaged during attack on a convoy off Dover and force-landed near Boulogne. Bo: Oblt Johannes Seidel wounded. Ff: Uffz Wilhelm Pleitz, Bf: Fw Heinrich Suschake and unknown gunner safe. 80% damage.

### 79 SQUADRON OPERATIONS RECORD BOOK

20.50. Ten aircraft took off to patrol Dover at 8,000 feet, several other squadrons were also on the same patrol. No enemy aircraft seen by 79 Squadron. S/Ldr J D C Joslin was missing on this patrol, and was found to have crashed at Chilverton Elms, between Folkestone and Dover. F/Lt Hayson took over command.

“ I was Yellow 1 and whilst on patrol over Dover at approx 7,000 feet just below a layer of cloud I saw what I took to be a Spitfire spin out of the cloud in flames. I went up through the cloud to ascertain the cause of this and observed an Me110 making off in a southerly direction between two layers of cloud. I gave chase and after about 5 minutes came into range. I fired 3 short bursts and saw his starboard engine burst into flames – he immediately fell into an over the vertical diving spiral and disappeared through the cloud. I intended to follow him down and see the result but on looking into my mirror saw another Me110 bearing down on my tail. I pulled up into a loop hoping to come down behind him but on coming out of the upper layer of cloud I found he had disappeared.”

F/O A J O Jeffrey - Yellow 1, A Flight, 64 Squadron

### 65 SQUADRON OPERATIONS RECORD BOOK

In the evening at 20.19 hours, 'B' Flight left Hornchurch to intercept enemy aircraft over the Channel. Approaching the coast between Dover and Folkestone, Green 1, F/O Proudman, informed the Flight Leader that he could see enemy through cloud. As the Flight Commander could not see them he instructed Green 1 to lead the attack. As Green Section dived to attack, Blue 2 warned them that a formation of Me109s was diving on them from above. Blue Section broke up and manoeuvred to attack the enemy aircraft. Blue 1, F/Lt Saunders, attacked an Me109. Closing on him, he fired 3 long bursts forcing the enemy aircraft down to the sea. Blue 2, F/Sgt Franklin, attacked the rear Me109 in the formation and followed it nearly to Calais; after delivering one short burst he saw the enemy crash into the sea. On his return journey Blue 2 attacked another formation of Me109s, and after chasing one of them through cloud firing at intervals, he hit the engine and the enemy aircraft landed in the sea about 10 miles from the English coast, and sank shortly afterwards. Blue Section returned safely to base but Green Section, consisting of F/O Proudman, P/O Brisbane and Sgt Hayes failed to return, and nothing further was heard of them. It is tough luck losing three of our boys like this but such is war, a darn good show by Franklin though.

Below: 65 Squadron pilots pose rather reluctantly for a photo! L-R unknown (hidden), Gordon Olive, Norman Jones (looking into the sun) George Proudman, Sam Saunders, Jack Kennedy, Johnnie Welford and 'Chad' Giddings.



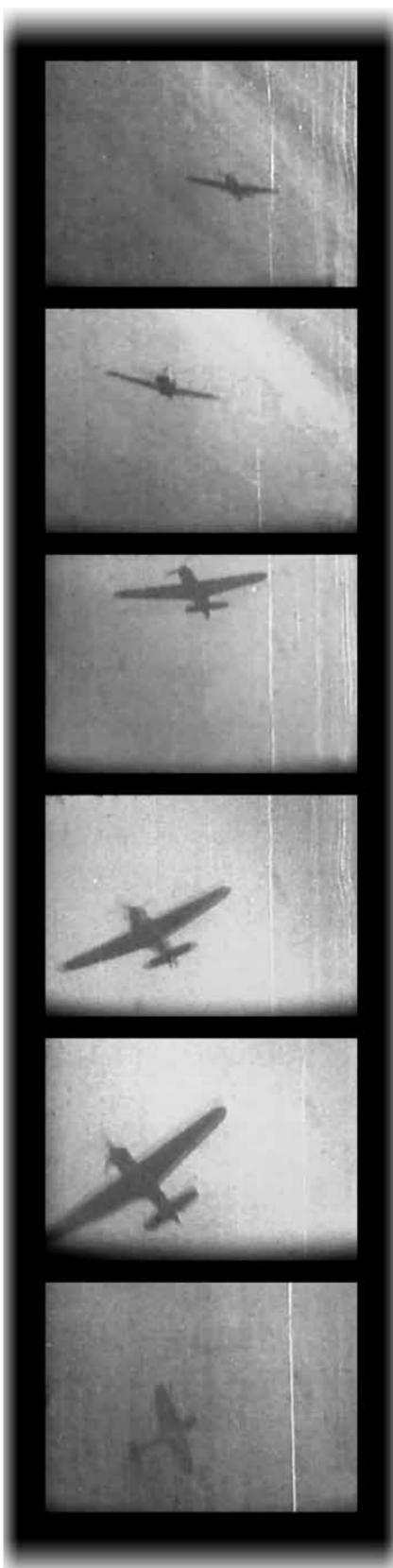
## Combat Report

**F/Lt G A W Saunders - Blue 1, B Flight, 65 Squadron**



At 20.09 hours on the 7th July, 'B' Flight of 65 Squadron were detailed to intercept raiders in the Channel.

I was leading Blue Section, 65 Squadron; Green Section was in line astern of me. We were patrolling between Folkestone and Dungeness at approximately 10,000 feet. Green 1 reported to me that he had seen some aircraft and I told him to lead his section in their direction and I would follow. Green 1 turned fairly steeply and dived through some clouds. I followed and after coming out of clouds could not locate Green Section as there was another cloud layer below. I was then told by Blue 2 that aircraft were diving on us from behind. I turned sharply and saw 5 Me109s who immediately opened fire. Blue Section then broke formation and I found myself behind and above an Me109, he half rolled and dived steeply for the sea. I followed and in the dive was attacked by another Me109 and was forced to break away slightly. I then saw the first Me109 flying towards France just on top of the water. I chased him and when within range (300 - 400 yards) gave three long bursts. After the third burst he hit the sea and was skidding on top of the water throwing up a lot of spray. At that moment I was again attacked by the second Me109 and had to break away in a steep turn and discovered that I had practically no ammunition left. By now I was 3/4 of the way across the Channel so I headed back for England. The second Me109 followed and started to attack from above and behind and opened fire well out of range. I did two steep turns and again headed for England and was not followed again.



Above: Sgt Patrick Sherlock Hayes of 65 Squadron who was killed in action during this combat.

Below: A 65 Squadron Spitfire has its guns harmonised.

RAF Casualties	Combat G	21.30 hrs
65 Sqn	Spitfire R6615	F/O G V Proudman - missing. Shot down by Me109s over the Straits of Dover.
65 Sqn	Spitfire R6609	P/O N J Brisbane - missing. Shot down by Me109s over the Straits of Dover.
65 Sqn	Spitfire N3129	Sgt P S Hayes - missing. Shot down by Me109s over the Straits of Dover.
79 Sqn	Hurricane P2756	S/Ldr J D C Joslin - baled out but killed. Shot down near Folkestone. Crashed in flames at Chilverton Elms, Hougham, Kent.

### Casualty File

Flying Accident to Spitfire Aircraft of 65 Squadron.

Nos. R6615, N3129 & R6609.

Sir,

I have the honour to submit the following report on the under mentioned pilots who failed to return after squadron operations on the 7th July, 1940.

'B' and 'G' Sections of No.65 Squadron were ordered to intercept enemy raiders in the Channel at 20.19 hours on 7.7.40.

On approaching the coast at 12,000 feet between Dover and Folkestone, Green Section consisting of F/O G V Proudman, P/O N J Brisbane and Sergeant Hayes, informed the Flight Leader in Blue Section, through Green One, that they had sighted enemy aircraft below cloud. Blue One, then told Green One to lead the way as he had not observed the enemy aircraft and the formation then dived steeply through cloud layer.

Blue Section came out between two cloud layers and could find no trace of Green Section. At this precise moment Blue Section found that they were being attacked from the rear by a formation of 7 Me109s, and broke formation to engage enemy aircraft.

Occupied by this engagement and having followed enemy aircraft to within five miles of the French coast, they had no opportunity of contacting Green Section, though on their return they kept a look out for them. R/T also failed to elicit any reply. Green Section were therefore not seen since the beginning of the engagement and no news is available in spite of considerable enquiries.

## Combat Report

**F/Sgt W H Franklin - Blue 2, B Flight, 65 Squadron**



On 7th July at 20.20 hours, 'B' Flight of 65 Squadron were detailed to intercept raiders in the Channel.

I was Blue 2 and I sighted 5 Me109s attacking us from the rear. I informed Blue 1 and the section broke up and manoeuvred to attack enemy aircraft. I pursued one enemy aircraft nearly to Calais, fired a short burst and enemy aircraft crashed into sea. Returning to the English coast I sighted several Me109s protecting bombers. They were roughly in 2 vics of 3 and 4 respectively. I climbed above and attacked several times 4 to 5 aircraft. One machine was hit in the engine and pulled away towards France through clouds. I followed, firing at intervals, and finally saw machine make a forced descent in sea about 10 miles from the English coast. The enemy aircraft sank.

Returning towards land, I saw what I thought to be another Me109 and attacked but recognised it to be a Hurricane. I looked for markings and saw none. I examined aircraft closely, the only marking visible were a red 'dope' centre (not identification red) and a dark blue outer circle on wings. No marking on fuselage was visible. I was doubtful and returned to base without firing.

Above: F/Sgt Franklin's camera gun footage from this controversial combat, clearly showing a Hurricane in his sights.



# The Unfortunate Death of John Joslin

7 July 1940 21.30 hrs... off Dover

Although it has often been stated that Squadron Leader Joslin was shot down by Spitfires there is still an element of doubt as to whether any of the Spitfires encountered by 79 Squadron actually shot him down. The camera gun footage is undoubtedly proof that F/Sgt Franklin did engage a Hurricane but did he deal the final blow? The report by Reginald Foster (opposite) would seem to cast doubt on the idea. The entire action took place at twilight so it was difficult for anybody to positively identify aircraft types. Also consideration should be given to the claims of Fw Hemmerling and Lt Huppertz of 6/JG51 who both made claims to have shot down 'Spitfires' north of the English coastline. Having said that, many 79 Squadron personnel were convinced that their C/O had been shot down by 65 Squadron and were apparently ordered to stay on the ground at Hawkinge as they wanted to shoot up 65 Squadron's Spitfires on the ground at Manston.

## Casualty File

Crash of Hurricane P2756 on 7.7.40

Involving Death of Squadron Leader J D C Joslin.

Sir,

I have the honour to report that at 20.50 hours on 7th July, 1940 I took off with Squadron Leader J D C Joslin, Yellow Section, with orders to patrol Dover to base. We flew to Dover and as we were turning back I saw three aircraft dive out of the clouds from seaward and appeared to be about to attack us. In the half light it was difficult to see what these aircraft were so I called up twice on the R/T to say that there were three aircraft about to attack us. Our section broke up and I circled round with the Spitfires for some time. The light was too bad for me to be able to see the leader and join up again. I was later joined by the third member of the section and a squadron of eight Spitfires made as if to attack us and circled round, but did not fire. There seemed to be one squadron of eight Spitfires who stayed together the whole time, and there were other various single Spitfires flying around. At one time I noticed a column of smoke coming from the sea, apparently from an aircraft which had crashed.

P/O Stones

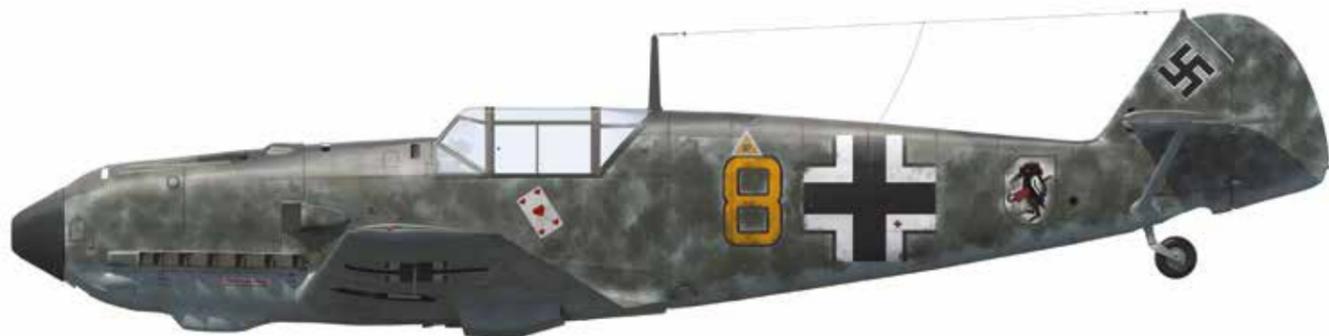
Crash of Hurricane P2756 on 7.7.40.

Sir,

I have the honour to report that on the night of 7th July, 1940 I was duty pilot and was ordered to inspect the crash of Hurricane P2756 at Chilverton Elms, involving the death of Squadron Leader J D C Joslin. According to eye-witnesses an aircraft was seen to go down in flames and was completely wrecked. The pilot fell about 250 yards away from the machine. He was seen to leave the machine at approximately 2,000 feet but no attempt had been made to pull the rip cord of his parachute. His helmet was badly burned and there were two holes in the back of it which appeared to be bullet holes.

F/O Robert B Knowles

Below: A 6/JG51 Me109. Two pilots from this staffel claimed 'Spitfires' inland during this combat, could one of them have been Joslin's Hurricane?



# The Unfortunate Death of John Joslin

7 July 1940 21.30 hrs... off Dover

Reginald Foster was a reporter for the Daily Herald and had broken news of Dunkirk to the British public on May 31st. On July 7th he was near Hawkinge when he saw a dog-fight taking place above him. As the only aircraft to have fallen on land on the date that he gives, it is clear that he actually witnessed the fall of S/Ldr Joslin:

'I think Dover's own war really started on Sunday 7 July. The entry in my diary for that day reads "Biggest raid so far, when German machines attacked a convoy off Folkestone and our fighters engaged them over land. Terrific fighting, planes falling and machine-gunning all over the place. About 70 planes.

'It was just after dinner, though of course still daylight, when a series of terrific explosions were heard from the sea. There was also considerable gunfire and machine-gunning. Two of us left to go to what is usually described as a 'cliff-top vantage point' - a part of a cliff outside the town some five hundred feet high. We had no steel helmets then, because the days when 'tin hats' became a far more important part of our dress than umbrellas or mackintoshes had not yet arrived.

'Along the cliff edge was gathered a crowd of excited civilians, their cars parked by the side of the road. Overhead was being fought one of the most spectacular dog-fights I have ever seen - and since that day I have seen hundreds. There were some twenty machines in the fight, mostly Messerschmitts, which engaged the few British fighters protecting the convoy, and the battle had swept on over land.

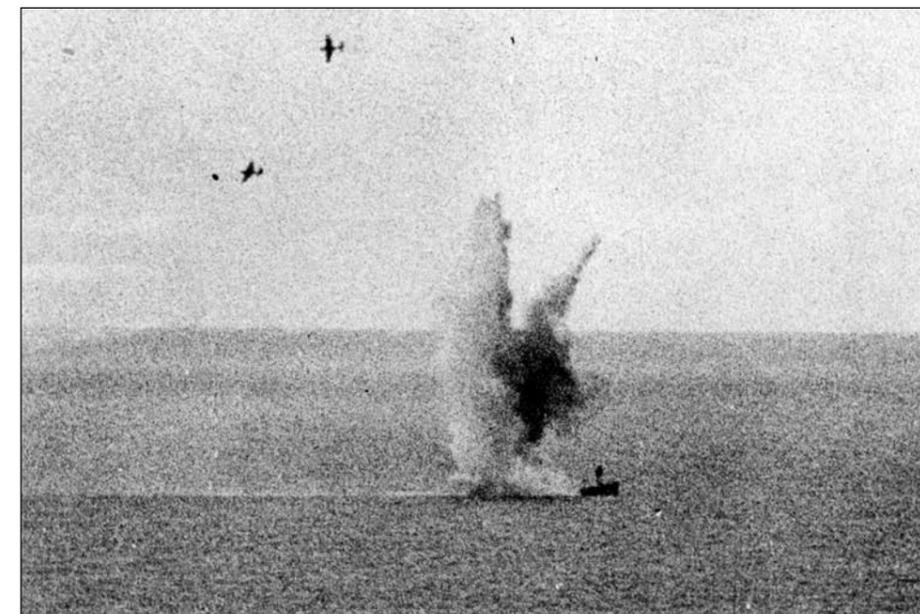
'These machines, British and German, could be clearly followed as they circled round each other, looking for an opening. Machine-gun fire was continuous, and we looked up at the grim spectacle with eager fascination, quite regardless of the thousands of spent bullets that were flying about and were later picked up in fields and along the cliff.

'So it was that on this fine sunny Sunday evening, when many of us at Dover saw sudden death for the first time. The duel between the fighters seemed to have developed into a general melee. Then two of them fastened over alongside each other for a second or two. They were quite low, and we realised, unpleasantly, this was the kill. There was a burst of machine-gun fire and a cigar-like glow appeared in the body of the Messerschmitt. The glow spread to a flame and the machine rocketed to earth in a shroud of smoke and flame. The whole terrible drama lasted less than a minute. I have seen scores of machines, both enemy and British, destroyed since, but few incidents have given me such a shock as this first close-up view of death in the air. It seemed - and I still get the same feeling - rather indecent to stand lamely on the ground and gaze at the efforts of two men about to give and avoid death.'

Reginald Foster

'Dover Front' - Published in 1941

Right: The south coast cliffs of England had become a favourite spot for onlookers to watch as the RAF and Luftwaffe clashed over the Channel convoys. Whenever an aircraft was shot down it was always assumed to be an enemy, a natural human reaction. Even a BBC radio reporter gleefully described watching the demise of a German fighter which post-war research proved to be a Hurricane.



## Other Luftwaffe Casualties

4/KG55 He111P-2 35% damaged whilst on an anti-shipping flight to the Portland area. Bm: Fw Hans Jaffke wounded.

Stab StG3 He111H Damaged by fighters and landed 5 km south of Baupte, 60% damaged, south of Cherbourg, Bf: Uffz Gerhard Seidel and Bm: Uffz Willi Lehmann both wounded.