



Me109
7
Note: Two other Me109s fell in the Channel, but it is not known which fell in the A.M. or P.M. combats

Hurricane 73 Squadron F/Lt Lovett

Spitfire 41 Squadron F/Lt Webster

Hurricane 333 Squadron F/O Lapkowski

Me109 STAB III/JG54

Me109 9/JG54

Spitfire 41 Squadron F/O Lovell

Spitfire 41 Squadron S/Ldr Hood

ENGINE & PARACHUTE

FUSELAGE & WING

WING

BODY

BASILION

PITSEA

SHELL HAVEN TERMINAL

SCARS ELBOW FORD

CANVEY ISLAND

COMBAT B 14.30 – 16.30 hrs... Attack on Thames Haven

The Attack on Thames Haven

5 September 1940 - 14.30 - 16.30 hrs Combat B. Kent and Sussex

The build-up for the afternoon attack began just after 14.00 hours when an increase in activity was detected over the Channel off Dover. As the scale of the threat developed 18 squadrons were scrambled between 14.25 and 15.00 hours:

- 72 Squadron – 11 Spitfires up from Croydon to patrol Hawkinge.
- 222 Squadron – 11 Spitfires up from Rochford to patrol Maidstone.
- 501 Squadron – 12 Hurricanes up from Gravesend to patrol Maidstone.
- 41 Squadron – 12 Spitfires up from Hornchurch to patrol Thames Haven / Gravesend.
- 73 Squadron – 12 Hurricanes up from Castle Camps to patrol Gravesend.
- 66 Squadron – 10 Spitfires up from Kenley to patrol Gravesend.
- 303 Squadron – 9 Hurricanes up from Northolt to patrol Chatham.
- 46 Squadron – 8 Hurricanes up from North Weald to patrol Rochford.
- 249 Squadron – 12 Hurricanes up from North Weald to patrol Rochford.
- 17 Squadron – 12 Hurricanes up from Debden to patrol Hornchurch.
- 43 Squadron – 11 Hurricanes up from Tangmere to patrol Biggin Hill.
- 234 Squadron – 12 Spitfires up from Middle Wallop to patrol Kenley.
- 310 Squadron – 10 Hurricanes up from Duxford to patrol North Weald.
- 253 Squadron – 7 Hurricanes up from Kenley to patrol Maidstone – did not intercept.
- 601 Squadron – 11 Hurricanes up from Tangmere – did not intercept.
- 1 (RCAF) Squadron – 11 Hurricanes up from Northolt – did not intercept.
- 602 Squadron – 6 Spitfires up from Westhampnett – did not intercept.
- 79 Squadron – 6 Hurricanes up from Biggin Hill – did not intercept.

By 15.00 hours the 11 Group controller had all available aircraft up; 161 from 11 Group, 12 from 10 Group and 10 from 12 Group – a total of 183 fighters.

72 Squadron was first to engage, meeting the first raid of Me109s sweeping ahead of the main forces near Hawkinge. The three raids that had been identified over the Channel then crossed the coast; one almost immediately turned back, one headed north and returned via Herne Bay, and the third made its way over Kent to the Thames Estuary. A fifth raid then came in over North Foreland and flew along the north Kent coast parallel to that heading for the Thames Estuary.

303 Squadron took on a number of Ju88s over the Thames Estuary and 222 Squadron engaged Me109s off the north Kent coast, but the attack on the Thames Haven oil tanks and refinery was successful, with 8 of the massive tanks going up in flames. Attracted by the anti-aircraft fire near Thames Haven 73 Squadron made an attack as the raid then headed west towards Southend, where 41, 46 and 249 Squadrons engaged.

The three other raids, which were fighter sweeps, suddenly turned towards the north Kent coast and Thames Estuary and were clear by 15.40 hours. Immediately afterwards a small force of 30+ bomb-carrying Me109s came in over Pegwell Bay and bombed Detling after being attacked by 43 Squadron.

Luftwaffe Intelligence

15.10 hrs. Thames Haven Oil Storage. 20 SC 250, 10 Flambo, 40 SC 50 and 80 SD 50 bombs dropped. Smoke and flames observed rising 2,000 metres.

15.33 hrs. Detling Airfield. 112 SC 250 bombs dropped. 25 aircraft in south west corner of the airfield attacked.

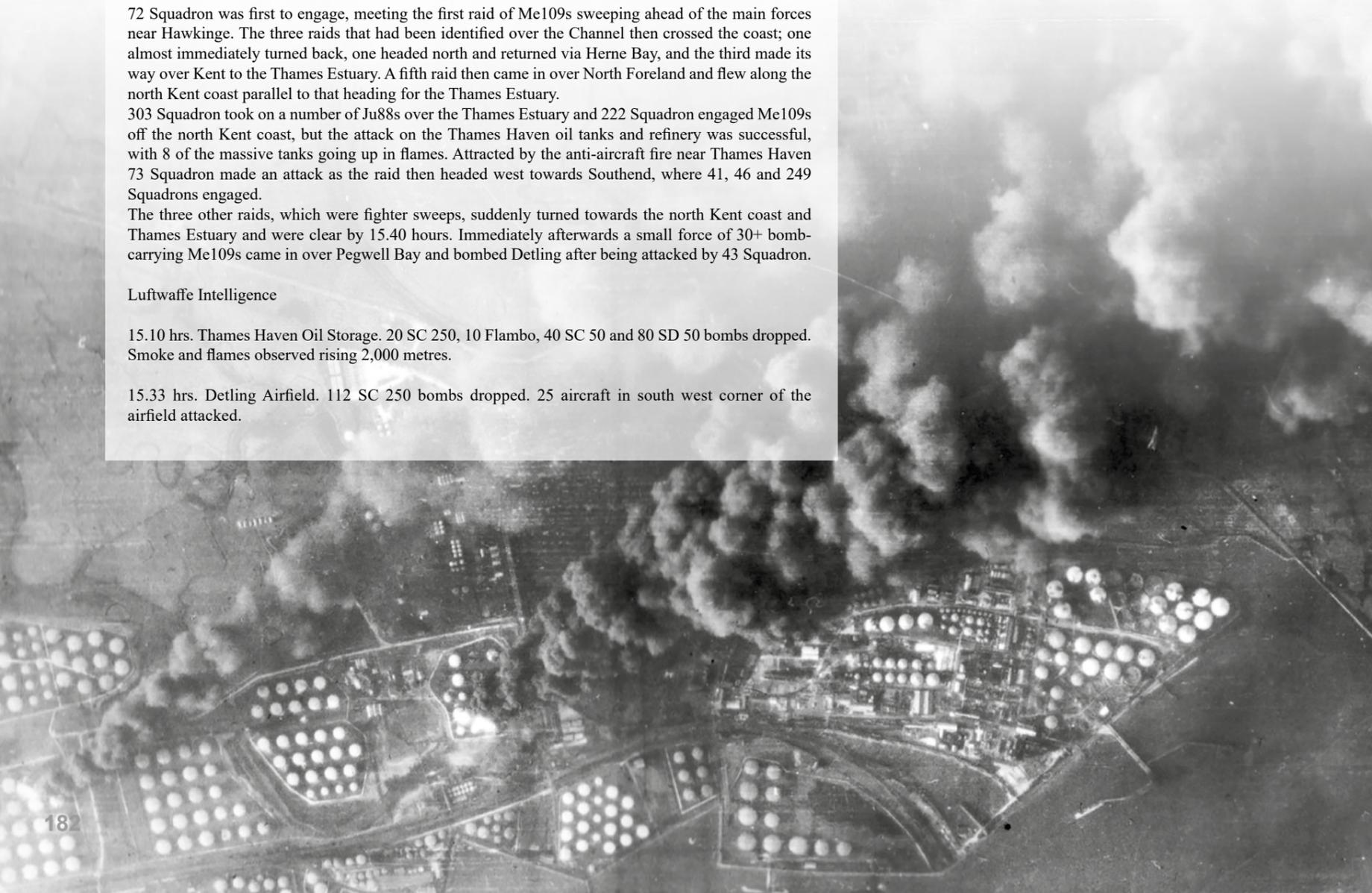


RAF Victory Claims

5 September 1940 - 14.30 - 16.30 hrs Combat B. Kent and Sussex

RAF Victory Claims		Combat B	14.30 – 16.30 hrs
72 Sqn	P/O D F Holland	Me109 destroyed	Hawkinge
72 Sqn	P/O D F Holland	Me109 damaged	Hawkinge
41 Sqn	F/Lt E N Ryder	Me109 destroyed	Sheppey
41 Sqn	P/O E S Lock	He111 destroyed	Sheppey
41 Sqn	P/O G H Bennions	Ju88 probable	Sheppey
41 Sqn	P/O G H Bennions	Ju88 damaged	Sheppey
41 Sqn	P/O O B Morrogh-Ryan	Me109 destroyed	Sheppey
41 Sqn	P/O R W Wallens	Me109 destroyed	10 miles south east of Dover
41 Sqn	P/O E S Lock	Me109 destroyed	Sheppey
41 Sqn	P/O R C Ford	Me109 damaged	Sheppey
222 Sqn	Sgt E Scott	Me109 probable	Maidstone
222 Sqn	Sgt D J Chipping	Me109 probable	north west of Dover
222 Sqn	Sgt E Scott	Me110 probable	Maidstone
303 Sqn	S/Ldr R G Kellett	Me109 destroyed	Thames Haven
303 Sqn	S/Ldr R G Kellett	Me109 probable	Thames Haven
303 Sqn	F/Lt A S Forbes	Ju88 destroyed	Thames Haven
303 Sqn	F/O W Lapkowski	Ju88 destroyed	Thames Haven
303 Sqn	Sgt S Karubin	Me109 destroyed	Thames Haven
303 Sqn	Sgt S Karubin	Me109 destroyed	Thames Haven
303 Sqn	Sgt K Wunsche	Me109 destroyed	Thames Haven
303 Sqn	Sgt J Frantisek	Me109 destroyed	Thames Haven
303 Sqn	Sgt J Frantisek	Ju88 destroyed	10 miles south of Dover
310 Sqn	Sgt Kaucky	Me109 damaged	east of North Weald
46 Sqn	F/Lt A C Rabagliati	Me109 destroyed	5 miles south of Sheppey
46 Sqn	P/O Johnson	Me109 destroyed	Gravesend
46 Sqn	Sub Lt J C Carpenter	Me109 destroyed	Gravesend - Sheppey
17 Sqn	F/Lt A W A Bayne	Me109 destroyed	Chatham
17 Sqn	F/O M B Czernin	Me109 destroyed	Chatham - Gravesend
17 Sqn	F/O M B Czernin	He111 destroyed	Chatham - Gravesend
17 Sqn	F/Sgt C A Chew	- shared -	
17 Sqn	S/Ldr A G Miller	He111 probable	Chatham – Gravesend
17 Sqn	P/O P E Pitman	- shared -	
17 Sqn	Sgt L H Bartlett	- shared -	
17 Sqn	F/O M B Czernin	He111 probable	Chatham - Gravesend
17 Sqn	Sgt G Griffiths	He111 probable	Chatham - Gravesend
73 Sqn	S/Ldr M W S Robinson	He111 probable	Hornchurch
73 Sqn	Sgt G W Brimble	He111 damaged	Hornchurch
249 Sqn	P/O H J S Beazley	Me109 probable	Sheerness
249 Sqn	Sgt R Smithson	Do17 probable	Gravesend
249 Sqn	Sgt R Smithson	Do17 damaged	Gravesend
249 Sqn	Sgt W L Davis	Do17 damaged	Sheerness
249 Sqn	Sgt H J Davidson	Me109 probable	Sheerness
501 Sqn	Sgt J H Lacey	Me109 destroyed	Isle of Sheppey
501 Sqn	Sgt J H Lacey	Me109 destroyed	Isle of Sheppey
501 Sqn	Sgt R J K Gent	Me109 probable	Isle of Sheppey
234 Sqn	F/Lt P C Hughes	Me109 destroyed	Eastchurch
234 Sqn	F/Lt P C Hughes	Me109 destroyed	Eastchurch
234 Sqn	P/O J Zurakowski	Me109 destroyed	Sheppey-Hastings
234 Sqn	P/O R F T Doe	Me109 destroyed	Isle of Sheppey
234 Sqn	Sgt M C B Boddington	Me109 destroyed	Ramsgate
43 Sqn	Sgt C A L Hurry	Me109 destroyed	Appledore

5 SEPTEMBER



Luftwaffe Victory Claims

5 September 1940 - 14.30 - 16.30 hrs Combat B. Kent and Sussex

Luftwaffe Victory Claims	Combat B	14.30 – 16.30 hrs
1/JG2	Oblt Otto Bertram	Spitfire south of Canterbury
1/JG2	Oblt Otto Bertram	Spitfire south of Canterbury
3/JG2	Oblt Karl-Heinz Krahl	Spitfire
3/JG2	Oblt Rudolf Pflanz	Spitfire
6/JG2	Oblt Helmut Wick	Spitfire Canterbury
7/JG2	Ofw Hans Klee	Hurricane Thames Estuary
9/JG2	Fw Peter Neumann-Merkel	Spitfire Ashford
2/JG3	Fw Hans Ehlers	Spitfire London
2/JG3	Ofw Robert Olejnik	Spitfire Thames Estuary
2/JG3	Ofw Robert Olejnik	Spitfire Thames Estuary
2/JG3	Oblt Helmut Reumschussel	Spitfire London
2/JG3	Oblt Helmut Reumschussel	Spitfire Thames Estuary
2/JG3	Oblt Helmut Reumschussel	Spitfire London
3/JG3	Lt Eberhard Bock	Hurricane London
3/JG3	Fw Heinrich Vollmer	Spitfire London
5/JG3	Oblt Herbert Kijewski	Hurricane Southend
6/JG3	Oblt Erich Woitke	Spitfire
7/JG3	Lt Eugen Troha	Spitfire east of Southend
Stab II/JG53	Hptm G Frhr V Maltzahn	Spitfire
6/JG53	Hptm Heinz Bretnütz	Spitfire Hawkinge
7/JG53	Uffz Hans-Georg Schulte	Spitfire
8/JG53	Oblt Hans Kunert	Spitfire
8/JG53	Oblt Friedrich-Karl Müller	Spitfire
8/JG53	Uffz Ernst Reckers	Spitfire
9/JG53	Lt Erich Schmidt	Spitfire
9/JG53	Lt Erich Schmidt	Spitfire
St I/JG54	Hptm Hubertus v Bonin	Spitfire
St I/JG54	Hptm Hubertus v Bonin	Spitfire east of Southend
2/JG54	Oblt Rudolf Unger	Spitfire
4/JG54	Oblt Hans Philipp	Spitfire Thames Estuary
5/JG54	Oblt Roloff v Aspern	Spitfire Thames Estuary



Below: Oblt Hans Philipp, (centre)Staffelkapitän of 4/JG 54 and his colleagues standing at the tail of his Me109 displaying 18 black victory bars, the last three were achieved on 13/10/40. Philipp would become one of the Luftwaffe's leading aces with around 200 victories before he was killed in action on 8 October 1943.



Contemporary Accounts 41 Sqn

5 September 1940 - 14.30 - 16.30 hrs Combat B. Kent and Sussex

41 SQUADRON INTELLIGENCE REPORT

41 Squadron took off 12 a/c, 14.59 hours, landed 8 a/c 15.30 – 15.45 hours.

Ordered to patrol base 15,000. Patrolled Thames Haven Gravesend ... enemy formation sighted to port over Rochford flying straight towards the squadron from the east.

The formation consisted of about 30 Ju88 s in very close vics with He111 in the leading section. They were escorted by Me109s.

Squadron leader ordered line astern and then ordered Blue and Green to echelon port for head-on attack on bombers. Red and Yellow to act as rear protection.

Blue and Green commenced attack but appeared to break away to port and downward as enemy formation had turned north about.

Blue and Green were then attacked by fighters and general dog-fight ensued. Blue and Green a/c covered by Red and Yellow continued to attack bomber formation.

One Me109 had Me109E on plate.

One Me109 was silver colour.

Casualties: F/Lt Webster killed. S/L Hood missing.

F/O Lovell baled out but is safe.

Wounded P/O Cory, P/O Lock and F/O Wallens. 4 a/c Cat.3.

Enemy casualties: Two He111s destroyed. Four Me109s destroyed. One Ju88 probable.

One Ju88 damaged. One Me109 damaged.

Below: An artist's impression of Squadron Leader Hood's Spitfire P9428 which failed to return from this combat. A previous intelligence report records his Spitfire as having a blue spinner and there are photos of his squirrel emblem, the colours of which are speculative.



COMBAT REPORT:

P/O E S Lock – Red 2, A Flight, 41 Squadron

I was Red 2 flying in formation with the rest of the squadron when we intercepted a formation of enemy a/c. We attacked the bombers first. After we engaged we broke away to port, then I saw Red 1 shoot down an Me109 which exploded in mid-air. It then developed into a dog-fight. I then engaged an He111 which crashed into the river and I followed this down. I climbed back to 8,000 feet and saw an He111 which had left the main formation. I engaged same and his starboard engine was set on fire. I closed in to about 75 yards and fired 2 long bursts and smoke came from the fuselage. The c/a then put his wheels down and started to glide. I then stopped firing and followed him down. I was then attacked by an Me109 who fired at me from below and wounded me in the leg. As he banked away he stall- turned. I fired at him and he exploded in mid-air. I then followed the bomber down who landed on the sea about 10 miles from the first one in the mouth of the river. I circled round a boat which was at hand. I also flashed my downward light – I saw the boat go to the enemy c/a. I was then joined by Red 3. On our return we saw the first bomber which was still floating. I saw a small rubber boat.



Contemporary Accounts 41 Sqn

5 September 1940 - 14.30 - 16.30 hrs Combat B. Kent and Sussex

Contemporary Accounts 72 & 222 Sqns

5 September 1940 - 14.30 - 16.30 hrs Combat B. Kent and Sussex

72 SQUADRON OPERATIONS RECORD BOOK

7 aircraft of 72 Squadron left Croydon for Hawkinge and having refuelled patrolled Hawkinge at 25,000 feet. Enemy were sighted at 14.25 hours. Consisted of two patches of Me109s. Enemy contacted and P/O Winter and Sergeant Gray were killed, F/O Sheen wounded. 1 Me109 destroyed, 1 Me109 damaged.

COMBAT REPORT:

P/O D F Holland - A Flight, 72 Squadron

I was flying as rear guard for the squadron when I saw about 9 or more Me109s starting to attack us from above. I shouted 'Me109s coming down on us' over the R/T and turned to attack the centre E/A head on as they were diving down. I fired a short burst of 2 secs at him. I could see my tracer going into him when he broke away. After my attack the formation of E/A split up. I then attacked one of the E/A as they were trying to form up again. I did a quarter attack on the E/A developing into astern. I gave E/A about 12 secs burst, I saw white smoke pouring from him, he then dived slowly down, and seemed to be out of control. I think that I hit the pilot of the E/A. I followed him down to about 8,000 feet when I was attacked myself by an Me109. I turned over on my back and dived away, he did not follow me. The last I saw of the E/A I attacked the machine was smoking furiously. I am convinced that this machine was destroyed.



COMBAT REPORT:

F/Lt E N Ryder - Red 1, A Flight, 41 Squadron

When leading 'A' Flight and acting as rear guard to 'B' Flight I attacked one Me109 who was on the tail of Blue 3. I fired 5 bursts and followed the e/a to 8,000 feet. It was smoking heavily and then exploded and caught fire at about 7,000 feet. It was last seen as a ball of flame. There were no further interceptions.

COMBAT REPORT:

P/O O B Morrogh-Ryan - Red 3, A Flight, 41 Squadron

41 Squadron were ordered on patrol to intercept enemy formation. I was Red 3 and on sighting bombers squadron commander ordered line astern, and then echelon port in order to make a head-on attack. As Red Section were going into attack Red 1 saw an Me109 on the tail of Blue 3, which he attacked and shot down. I lost main formation after this but sighted one Me109 making for coast down river. I chased him and caught him over Margate. I fired all my rounds at him and at the finish of my rounds he was smoking. I turned away but watched him as the smoke turned to flame and he turned over on his back and dived into the sea. I also saw Red 2 shoot down 2 of the bombers.



COMBAT REPORT:

P/O G H Bennions - Mitor Yellow 1, A Flight, 41 Squadron

As Mitor Yellow 1 I led Yellow Section to attack three of the formation of Ju88s. I attacked one and after two bursts of about 2 seconds each the return fire from the Ju88 ceased and the port engine began to smoke. Then seeing an Me109 diving from above I broke away to port. As the formation turned to starboard I came in again from underneath on to another Ju88. I fired several short bursts - the wheels were lowered and the port engine exploded. I fired a further burst at the starboard engine and smoke began to pour from that. The a/c was well below the main formation with speed reduced. As my ammunition was exhausted I broke away and circled around one of our pilots descending by parachute north of Southend. I then heard all Mitor a/c to pancake, so I returned to base and landed.



COMBAT REPORT:

P/O R C Ford - Yellow 3, A Flight, 41 Squadron

I followed Yellow 2 P/O Cory, line astern in an attack on about nine e/a. After watching Yellow 2 break away I opened fire, one ring deflection 2 second burst on one of the bombers, then broke away, in a steep spiral dive. When enemy fighters attacked me, found myself about 2,000 feet above some Hurricanes and was proceeding to make formation with them when I noticed a 109 diving across my line of flight. Gave it 2 seconds burst as I turned onto its tail and 2 further bursts when chasing it down, 200 yards range. After the final burst I noticed a cloud of what appeared to be white vapour issuing from the e/a. It was still diving when I lost sight of it. I then found myself about 5 miles out to sea, and 5 miles north of the Thames Estuary. Received order to pancake and returned to base.



222 SQUADRON INTELLIGENCE REPORT

14.20 - 16.00 hours. 5.9.40.

11 aircraft left Hornchurch to land at Rochford. Most of the aircraft had landed and were refuelling when they were ordered to patrol Maidstone. 4 aircraft which had not landed rapidly gained height to 29,000 feet over Maidstone where they saw 5 Me110s in vic formation and two Me109s some distance off were also seen.

Sgt Scott was leading the section by now over Thames Haven, and attacked one of the Me110s, pieces of which fell away. He received no return fire from rear gunner and had reason to believe the e/a crashed as blazing wreckage was seen from the air on the spot afterwards.

Sgt Scott was then attacked by an Me109, and during his counter attack, which took him north of Rochford, he saw as the result of his fire clouds of black smoke coming from the e/a before it dived down steeply.

Sgt Chipping also had a combat and is said to have probably brought down an e/a but he is still in hospital. 10 aircraft landed at Rochford at 16.00 hours.



Sgt Chipping still in hospital, thus Combat Report not yet available.

Left: An early production 222 Squadron Spitfire at dispersal, note the prominent gas detection patch on the starboard wing which was slowly phased out during the Battle as the threat of gas attacks faded.

Contemporary Accounts 303 Sqn

5 September 1940 - 14.30 - 16.30 hrs Combat B. Kent and Sussex

303 SQUADRON INTELLIGENCE REPORT

Combat – Thames Estuary at 15.05 on 5.9.40.
9 Hurricanes up 14.53 hours – 8 Hurricanes down 15.35 – 15.50 hours. F/O Lapkowski baled out, and in hospital at Southend with fractured shoulder.

S/Ldr Kellet was leading the squadron at 22,000 feet near Gillingham, when he saw e/a across the estuary, and led the squadron into attack. There were 5 vics of 3 Junkers 88s formed into a vic with Me109s above and around them.

S/Ldr Kellet attacked the nearest fighters while F/Lt Forbes led Blue Section into attack the bombers. F/Lt Forbes damaged one Ju88, but had to break off from it with its starboard engine in flames, owing to an attack by Messerschmitts.

Sgt Frantisek following F/Lt Forbes brought down another Ju88 which fell in the sea in flames, after which, being attacked by an Me109, he turned quickly and it broke away with the engine emitting clouds of black smoke diving towards the sea.

Meanwhile Red Section was engaged with the Messerschmitts. S/Ldr Kellet brought one down and badly damaged another, and the other two members of Red Section also accounted for four Messerschmitts, Sgt Wunsche destroying one, and Sgt Karubin destroying two. These pilots continued, expended all their ammunition, and were compelled by the fighters to dive to the ground and make for home.

Meanwhile Yellow Section led by S/Ldr Krasnodebski had been attacked by a strong force of enemy fighters from above and out of the sun. The section took evasive action away from the enemy, and when they recovered from their dive were unable to find the enemy and returned home without firing.

There is little comment to be made concerning this action. The tactics employed by S/Ldr Kellet did allow Blue Section to get in among the bombers, but the six Hurricanes were too small a force to make any sustained attack on the enemy bombers with so many Me109s all around and above them.

S/Ldr Kellet went into action from a very good position out of the sun, but the numbers of enemy fighters were soon able to reverse the advantage, and the squadron was lucky only to lose one machine.

Enemy casualties: 5 Me109 destroyed. 1 probable.
3 Ju88 s destroyed.

Our casualties: F/O Lapkowski – fractured shoulder.
1 Hurricane.

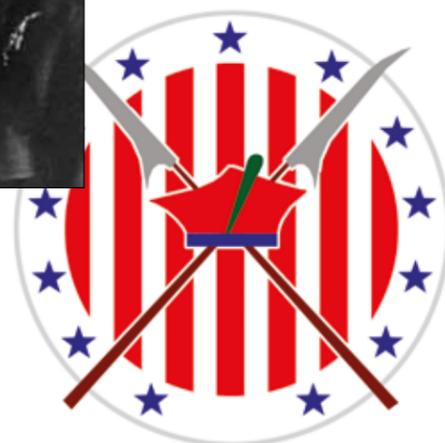
Sgd. E M Hadwin F/O
Intelligence Officer,
No.303 Squadron (Polish).

SUPPLEMENTARY.

Report of F/O Lapkowski: (pictured right)
I went in to attack 9 to 12 Ju88s in three vics line astern with F/Lt Forbes. I fired at a Ju88, No.1 of the last vic, at 150 yards, the engine began to smoke. I broke off and tried unsuccessfully to find Blue 1. I at once made a second attack, firing at 150 yards, and closing from above. Both engines were set on fire, and e/a began to dive. At this time I saw the a/c at which F/Lt Forbes had fired falling in such a great cloud of smoke that the a/c became invisible. I am quite certain that this a/c was destroyed. Then I was shot by a cannon from behind. My engine caught fire. I turned over on to my back, opened the cockpit cover and on getting out I broke my left arm near the shoulder. I was also burnt on the face and left leg. I came down near Rochford, Southend, and was taken to Rochford hospital.

Revised enemy casualties: 4 Me109s destroyed. 2 probable.
3 Ju88 s destroyed.

Sgd. E M Hadwin F/O



Contemporary Accounts 310, 501 & 66 Sqns

5 September 1940 - 14.30 - 16.30 hrs Combat B. Kent and Sussex

310 SQUADRON INTELLIGENCE REPORT

10 aircraft took off between 14.45 and 14.50 and landed between 15.25 and 16.20 hours.
Combat: 15.15 hrs. East of North Weald.

310 Squadron were ordered to patrol North Weald at 15,000 ft, and left Duxford at 14.50 hrs. S/Ldr Blackwood who was leading the squadron had orders to remain on patrol unless enemy attacked. At 15.12 enemy approached from the east and A Flight led by S/Ldr Blackwood manoeuvred into position to attack with 'B' Flight led by F/Lt Jefferies some 5,000 feet above them. When S/Ldr Blackwood saw that enemy were being engaged by 2 other squadrons he broke off and returned to patrol North Weald followed by 'B' Flight. Green section of 'B' Flight did not receive 'B' Flight Leader's signal to return to patrol and were attacked by 4 Me109s which were guarding the main formation of bombers. Green Leader, Sgt Hubacek, turned right in order to escape enemy attack and enemy broke away. Green No. 2, Sgt Kaucky, manoeuvred into position and attacked an Me109 from astern. He fired 260 rounds at 200 yards after which his starboard aileron was hit and he broke off. Green No. 3, P/O Kredba, as far as is known also attacked but was wounded and landed at North Weald and is in St. Margaret's Hospital Epping. No details of his combat.

501 SQUADRON OPERATIONS RECORD BOOK

The squadron again took off to patrol Maidstone at 15,000 feet. They joined up with another squadron. Sgt Lacey had 1 destroyed and 1 destroyed unconfirmed and Sgt Gent 1 Me destroyed unconfirmed. The squadron were again ordered up at 16.05 hours and landed at 17.00 hours. No interception was made.

Editor's note:

12 aircraft took off at 14.30 hrs and were down again between 15.30 and 16.15 hrs. All immediately refuelled and were up again within minutes on a second patrol, joined by three more pilots. P/O Hairs flew three patrols. All had landed by 16.50 hours.

66 SQUADRON OPERATIONS RECORD BOOK

Interception patrols. P/O Allen had to force-land but he was uninjured. F/Lt Christie was admitted R.N. Hospital Gillingham after receiving injuries in flying combat. P/O Pickering was discharged from R.N. Hospital Chatham and proceeded on 14 days sick leave. P/O King was killed in flying battle. It is presumed that his parachute failed to open. P/O Mather was also shot about and had to force-land, he was uninjured.

Below: The wreckage of a Spitfire that is believed to be N3060, Peter King's 66 Squadron aircraft.

