

Contemporary Accounts 605 Sqn

15 September 1940 - 11.30 - 12.45 hrs Combat A. The South East

605 SQUADRON INTELLIGENCE REPORT

12 Hurricanes, No.605 Squadron left Croydon 11.57 hours on 15.9.40 with orders to rendez-vous angels 15 over Kenley with No.1 Canadian Squadron. 605 Squadron intercepted between Edenbridge and Tunbridge Wells 30 Do17s at angels 18 with Me109 escort of about 70 machines behind over and well in front above the bombers in ragged formation. The enemy formations were approaching from the south-east in vics of 7. 605 Squadron were flying east in sections echelon port stepped up ‘B’ Flight leading. ‘B’ Flight made a shallow beam attack on the 4th vic. Blue 1, F/Lt McKellar, attacking one of the port aircraft of the vic without noticeable effect, Blue 3, Sgt Howes, attacking the leader of the vic with a 5 seconds burst breaking downwards. The Dornier 17 lost formation and height. Blue 3 followed it and succeeded in catching it up when only 15 miles west of Dungeness. Blue 3 did an astern attack with a 5 seconds burst closing in to 50 yards by which time there was no return fire and the enemy aircraft dived down very steeply into the sea 15 miles east of Dungeness.

‘A’ Flight meanwhile made beam attacks on the third vic of the Dornier 17s but without visible effect except for Red 1, P/O Currant, who caused one Dornier 17 to break formation with both engines smoking. By now 605 Squadron had lost formation and the enemy aircraft were turning west over Richmond and south-east over Croydon. Red 1 climbed back into the sun and attacked over Croydon Aerodrome the leader of a vic who dived down south with both engines streaming black and brown smoke. This enemy aircraft was attacked by 6 or 7 Hurricanes as it spiralled south. Red 1 then aimed at another Dornier 17 with a head-on attack. This enemy aircraft stood on its tail, stalled, and went down in a westerly direction again with other Hurricanes and Spitfires attacking it as it went down.

Blue 1, F/Lt McKellar, when climbing up again after his initial beam attack, saw 2 Me109s attacking a Hurricane which went down in flames. Blue 1 attacked the leader of the 2 Me109s with a beam attack and the other with a head-on attack in the course of the dog-fight; both went down in flames, but Blue 1 does not know where, owing to cloud.

11 Hurricanes landed Croydon 12.10 – 12.50 hours. Green 3 having baled out at West Malling slightly wounded.

COMBAT REPORT:

P/O C F Currant - Red 1, A Flight, 605 Squadron

Intercepted 30 Do17s Angels 18 with escort of 109s in front above and behind. I ordered my section beam attack. I opened fire on 1 enemy aircraft giving 1 ring and 250 yards. Enemy aircraft broke formation, both engines streaming white smoke. I climbed back into the sun west and parallel to the bombers and attacked head-on just over Croydon. I aimed at leader of vic who immediately dived down south both engines streaming black and brown smoke. This enemy aircraft was attacked by 6/7 Hurricanes as it spiralled south. I aimed at another enemy aircraft head-on which stood on its tail, stalled, and went down westerly with Hurricanes or Spitfires attacking it as went down. During this last attack I was hit in the port wing, so I broke off engagement and made for base. I could not turn left as port aileron was damaged. I made a right-handed spiral descent and approached the base where I landed at 12.10.



COMBAT REPORT:

Sgt E W Wright - Red 3, A Flight, 605 Squadron

Red Section airborne 11.37. We intercepted 30 Do17s at 18,000 feet with a fighter escort of 109s in front, above and behind. I attacked 3rd vic of 7 aircraft after Red 1. I did a head-on attack from below port aircraft with a burst of 2 seconds. I did not observe what happened to him. I broke away and dived down to 10,000 feet and saw a Do17 emerge from the clouds about 10 minutes later. He apparently did not see me, I manoeuvred into position for a head-on attack, opened fire at 700 yards firing and closing to 100 yards, burst 4 seconds, and broke above him. I turned and saw two parachutes open from aircraft which went through clouds. I followed through and saw 4 Spitfires pounce on this aircraft which had no crew. They were joined by 3 Hurricanes. Enemy aircraft continued in a gentle glide from the west earthwards and blew up on hitting the ground Tunbridge – Maidstone way. I was ordered with all other Turkey aircraft to land and did so at own base at 12.25.



Contemporary Accounts 66 Sqn

15 September 1940 - 11.30 - 12.45 hrs Combat A. The South East

66 SQUADRON INTELLIGENCE REPORT

10 Spitfires of 66 Squadron took off from Gravesend at 11.42 hours to intercept an incoming raid. At approximately 12.12 a large formation of enemy bombers with escort was sighted flying north over London. Green 1 (F/Lt K M Gillies) led the squadron round to head them off when he observed a flight of Me109s bearing down on them from the rear. He turned towards them whereupon they opened non-effective fire. On looking round he found the squadron had broken formation. So he cruised around in a southerly direction till he sighted a Do17 about to be attacked by another member of 66 Squadron and a Hurricane.

When the squadron broke formation they somehow lost touch with the enemy. Blue Section did not fire, nor did Red 1 and 2, nor Green 2. Red 3 (Sgt D F Corfe) fired at an Me109 in the first attack, but did not make any claim.

Red 4, (P/O C A Bodie) after he lost the squadron saw 20 Do17s flying north towards London and in company with 2 or 3 friendly fighters from other squadrons he attacked. Twice he dived through the enemy formation delivering beam attacks; the other fighters also made individual attacks, and there appeared to be no fighter escort. The bombers then turned and headed south and he made a further dive attack on the rear section of 3, damaging the port engine of one. He made repeated attacks on this enemy aircraft which then lost the formation, and he himself was then joined by a Hurricane and Green 1 (F/Lt Gillies), who took up the attack. The enemy aircraft was already riddled with MG fire; the port engine then stopped, the cowling and cabin top both flew off and the starboard engine was smoking. Two of the crew baled out, the rear gunner attempted to do so, but stuck hanging from the lower escape hatch. The pilot remained at the controls, but was possibly wounded. The plane eventually crashed on the edge of a wood 10 miles east of Canterbury (map ref: 51 18’ N. 1 14’ E.) and exploded.

Meanwhile Green 3 (Sgt G Parsons) in the first attack saw the enemy formation break up and he singled out a Do215 which dived from the clouds (it was then flying at 16,000 feet and there was a thick cloud cumulous at about 10,000 feet) to the west of Biggin Hill. Before enemy aircraft reached cloud, Green 3 put in a burst at the rear gunner, which must have been effective for no return fire was experienced. Sgt Parsons followed enemy aircraft and re-sighted it to the left in a clear patch. He then chased it in and out of the cloud patches delivering a series of attacks, finally seeing it going down slowly at about 3,000 feet somewhere south of Gatwick with its starboard engine smoking badly. He was forced to break off on being himself attacked by an Me109.

All our aircraft landed safely at Gravesend by 13.05 hours.

COMBAT REPORT:

P/O C A W Bodie - Red 4, 66 Squadron

I had lost the Squadron due to an attack by 109s and saw 20 Dornier 17s flying north towards London. In company with 2 or 3 more friendly fighters we attacked. I made two attacks individually (diving beam attacks) and both times dived through the formation. The other fighters had also attacked individually, and we were not bothered by fighters. The formation of bombers then turned and headed south. I made another head-on dive attack at the last section of three, and damaged the port engine of one of them and he slipped back from the formation. I made repeated attacks on him in company with Green 1, and a strange Hurricane, and his port engine stopped. Two of the crew baled out successfully, the under rear gunner tried, but became stuck, half in and half out of his ‘dustbin’. The pilot must have been badly wounded, for although he was still at the controls he made no attempt at a landing when his starboard engine stopped, but crashed at the edge of a wood, and the a/c exploded, burning fiercely.



I then observed a struggling E/A (Do17) which was about to be attacked by another member of 66 Squadron and a Hurricane. I carried out a stern attack on him closing to very close range firing a long burst. I saw pieces of fuselage fly off including port engine cowling and cabin top, and then two of the crew baled out. E/A was by then rapidly losing height, and port engine was dead, starboard one smoking. Another member of crew tried to bale out but was held fast hanging from lower cockpit hatch and remained so. E/A finally crashed in edge of wood 10 miles E. of Canterbury and exploded.

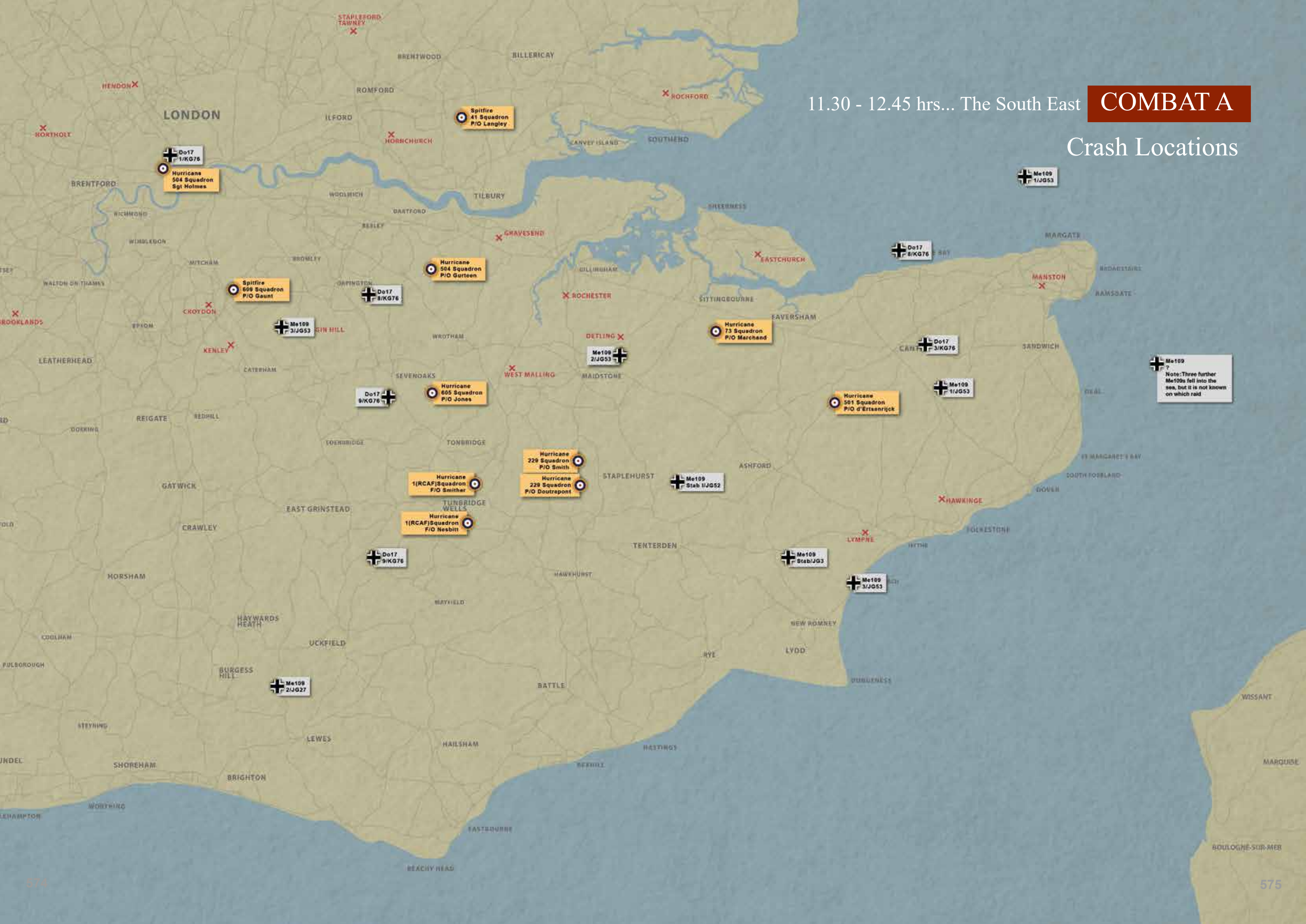
Weather fine, high layer thick cumulus 10,000 ft

F/Lt K M Gillies - Green 1, 66 Squadron

11.30 - 12.45 hrs... The South East

COMBAT A

Crash Locations





RAF Casualties

15 September 1940 - 11.30 - 12.45 hrs Combat A. The South East

RAF Casualties	Combat A	11.30 - 12.45 hrs
----------------	----------	-------------------

1 (RCAF) Sqn Hurricane P3080 YO-C F/O A D Nesbitt – wounded. Shot down by Me109s over Tunbridge Wells. Aircraft fell at Cuckoo Lane, Lamberhurst Quarter, Kent. Pilot baled out, but hit the tailplane and was knocked unconscious, coming to in time to open his parachute. 29-year-old Arthur Nesbitt returned to his squadron and flew again operationally on 7th October.

1 (RCAF) Sqn Hurricane P3876 F/O R Smither – killed. Shot down by Me109s and fell in an orchard at Matfield, Kent.

Ross Smither (27)
Born: London, Ontario, Canada
Joined the RCAF in September 1939
Joined 1 (RCAF) in June 1940
Victory claims - 3:
31/8/40 Me109 damaged
4/9/40 Me110 destroyed
4/9/40 Me110 damaged



41 Sqn Spitfire P9324 P/O G A Langley – killed. Crashed and burst into flames attempting to force land at Wick Place, Bulphan near Thurrock, Essex. It is believed that Wick Place was part of a decoy site for Hornchurch airfield that was littered with anti-glider obstacles, posts and wires.

Gerald Archibald Langley (24)
Born: Stony Stratford, Buckinghamshire
Joined the RAF in March 1939
Joined 41 Squadron 18th June from 6 FTS
Victory claim - 1:
11/9/40 Ju88 damaged



46 Sqn Hurricane N2599 Sgt C A L Hurry – safe. Slight damage to starboard wing.

73 Sqn Hurricane P3865 TP-K P/O R A Marchand – killed. Shot down by Me109s and fell at Nouds Farm, Lynsted, Kent.

Roy Achille Marchand (22)
Born: Bromley, Kent
Joined the RAF in March 1939
Joined 73 Squadron on 1st January 1940
Victory claims - 5:
Battle of France 4
6/9/40 Me109 shared



Casualty File

P/O MARCHAND

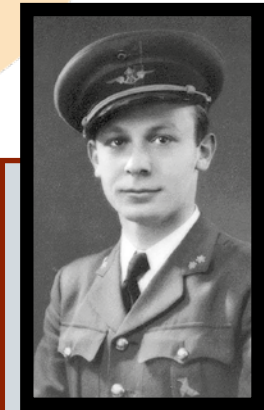
The above was one of ten pilots of 73 Squadron who took off from Castle Camps at 11.05 hours on 15th September with orders to join 17 Squadron in patrolling Chelmsford angels 15. The squadron intercepted Me109s near Maidstone. P/O Marchand crashed at Nouds Farm Lynsted where his burnt-out a/c and his badly burned body were found. No pilot of 73 Squadron saw him shot down and he was last seen just before the interception of the Me109s.

RAF Casualties

15 September 1940 - 11.30 - 12.45 hrs Combat A. The South East

92 Sqn Spitfire R6767 F/Lt S Sydney – safe. Damaged in wing by 20mm cannon over Canterbury.

229 Sqn Hurricane N2537 RE-P P/O G L J Doutrepoint – killed. Shot down and crashed onto Staplehurst Railway Station, Kent. Railway worker Charles Ashdown was also killed.



Georges Louis Joseph Doutrepoint (27)
Born: Belgium
Joined on July 1940
Joined 229 Squadron 4th August
Victory claims - 5:
11/9/40 Do17 destroyed
11/9/40 He111 shared
11/9/40 Me110 damaged

229 Sqn Hurricane V6616 P/O R R Smith – wounded. Shot down in attack on Do215s and Me110s over Sevenoaks. Canadian Robert Smith baled out with burns and leg wounds and was taken to Langley Hospital, Maidstone. He did not return to his squadron.

Casualty File P/O G L J Doutrepoint and P/O R R Smith

12 Hurricanes of No.229 Squadron were ordered to patrol Biggin Hill in conjunction with No.303 Squadron at 11.17 hours on 15th September, 1940 at 15,000 feet.

Between London and Maidstone a formation of 25 enemy aircraft were seen flying in vics of 5 aircraft; No.229 Squadron turned and engaged the enemy.

Pilot Officer Smith, leading Green Section, and Pilot Officer Doutrepoint attacked the second formation of Me109s to prevent them from diving on the squadron below. P/O Smith put his section into line astern and opened fire on a 109, which pulled up with a burst of white smoke: almost immediately his aircraft was hit in the cooling system and he himself was slightly wounded in the leg and was forced to escape by parachute.

There is no evidence to show what happened to P/O Doutrepoint, except that ground witnesses state that his machine was seen to dive steeply with engine fully on and strike the railway station at Staplehurst in Kent. It is understood that the pilot made no apparent attempt to pull the aircraft out of the dive, and it is thus assumed that Pilot Officer Doutrepoint was either killed or gravely wounded prior to the crash.

242 Sqn Hurricane V6576 F/Lt G E Ball – safe. Force-landed.

257 Sqn Hurricane F/Lt P M Brothers – safe. Landed at Biggin Hill with damage.

257 Sqn Hurricane P3642 P/O C F A Capon – safe. Landed at Croydon with damage.

303 Sqn Hurricane P2903 RF-Z P/O W Lokuciewski – wounded. Returned damaged. Pilot wounded in leg. Witold Lokuciewski returned to operations on 5th October.

501 Sqn Hurricane V7433 SD-H S/Ldr H A V Hogan – safe. Landed with damaged radiator.

501 Sqn Hurricane P2760 SD-B P/O A E A van den Hove d'Ertsenrijck – killed. Shot down attacking Do17s over Ashford. The aircraft was seen to be flying low and trailing smoke when it stalled and fell into the River Stour near Olantigh Towers, Chilham, Kent. Soldiers ran to the machine whose tail was sticking out of the river and linked hands in an attempt to reach the pilot, who was found to be dead.



Albert Emmanuel Alix Dieudonne Jean Ghislain van den Hove d'Ertsenrijck (32)
Born: Charleroi, Belgium
Flew with the Belgian Air Force and escaped from France
Joined 43 Squadron 5th August 1940
Moved to 501 Squadron 11th September 1940
Victory Claims - 3:
16/8/40 Ju87 destroyed
26/8/40 Me109 destroyed
4/9/40 Me110 probable

RAF Casualties

15 September 1940 - 11.30 - 12.45 hrs Combat A. The South East

504 Sqn Hurricane P2725 TM-B Sgt R T Holmes – safe. Collided with Do17 F1+FH over London. Aircraft crashed outside Fountain Court, Buckingham Palace Road, London. 26-year-old Ray Holmes baled out and landed in Hugh Street, Chelsea.

504 Sqn Hurricane L1913 F/O M E A Royce – safe. Damaged in oil cooler.

504 Sqn Hurricane N2481 P/O J V Gurteen – killed. Shot down in combat over southern outskirts of London. Dived at full throttle onto Whiffens Cottage, Hartley, near Longfield, Kent. The cottage was completely destroyed but the resident had taken shelter and was not in the cottage.

John Vinter Gurteen (24)

Born: Haverhill, Suffolk
Joined the RAF in March 1939
Joined 504 Squadron 18th June 1940
Victory Claims - none:



605 Sqn Hurricane L2122 UP-L P/O R E Jones – slightly injured. Shot down attacking Do17s and crashed at Dux Farm, Plaxtol, Kent. Robert Jones baled out and returned to his squadron in October.

609 Sqn Spitfire K9997 P/O E Q Tobin – safe. One wheel damaged in collision with crash tender on landing approach at Middle Wallop.

609 Sqn Spitfire R6690 PR-A P/O G N Gaunt – killed. Shot down when attacking Do17s. Aircraft broke up in the air and crashed at 'Stills Farm', Addington Village, Surrey.



Above: Geoff Gaunt was shot down and killed in this Spitfire R6690 which had been with the squadron throughout the Battle.

Geoffrey Norman Gaunt (24)

Born: Blackpool
Joined 609 Squadron AAF pre-war
Re-joined 609 Squadron 10th August 1940 from 7 OTU
Victory Claim - 1:
25/8/40 Me110 shared



Luftwaffe Casualties

15 September 1940 - 11.30 - 12.45 hrs Combat A. The South East

Luftwaffe Casualties	Combat A	11.30 - 12.45 hrs
----------------------	----------	-------------------

Stab JG3 Me109E-4 Wn.5205 +- Took off with about twelve others on a Frei Jagd. Radiator holed by a Hurricane 6,000 feet over Maidstone and engine overheated. Attempted to land at Tarpots Farm, Bilsington, but crashed into buildings, killing 4-year-old Vera Daw and her mother who later died of her injuries. Ff: Oberstlt Hasso von Wedel PoW.

Hasso von Wedel was forty-seven years old, had fought all through the First World War; was taken prisoner in Russia, subsequently released and became a fighter pilot. For fifteen years after the war he was a History Professor at the Berlin University, and between 1929 and 1934 was the Foreign Correspondent of the Berlin Tageszeitung. In 1934 he went to the RLM and was engaged in writing the history of the German Air Force since the Great War. He was allowed to take up active flying in order to gain experience under operational conditions and was a member of the Stabsschwarm. In all he made twenty-four War Flights against Britain but none against France.



Above: Oberstlt Hasso von Wedel being led into captivity after his forced landing.

3/JG3 Me109E-4 Wn.0945 Fell into the sea 25 km north-west of Boulogne. Ff: Fw Heinrich Vollmer missing.

2/JG27 Me109E-1 Wn.6147 Black 5+ Escorting Do17s of KG76 that reached the objective and bombed it, but on the return journey, flying at 21,000 feet they were attacked by Spitfires. The radiator was holed and eventually the engine caught fire. Landed near Lodge Wood, Homestead, Isfield, East Sussex. Ff: Uffz Andreas Walburger PoW.

Below: Me109 Black 5 of 2/JG27 on display to the public after being shot down at Homestead on 15 September.

Stab I/JG52 Me109E-4 Wn.3181 <1+ Crashed at Dering Wood, Berry Court, Biddenden Green, Kent. Ff: Lt Hans Berthel PoW, baled out and landed at Bounds End Farm, Staplehurst. See reports of P/O Bennions, 41 Squadron, and mention of P/O McGaw in the 73 Squadron Intelligence Report.

1/JG53 Me109E-4 Wn.1345 White 6+ Shot down over the Isle of Sheppey and fell into the sea. Ff: Ofw Alfred Müller PoW wounded.



Luftwaffe Casualties

15 September 1940 - 11.30 - 12.45 hrs Combat A. The South East

1/JG53 Me109E-4 Wn.5197 Started from somewhere near Arras on a Frei Jagd. When flying in a formation of five aircraft, three in line, with two above and behind them, aircraft was hit in the petrol tank by a Spitfire. The aircraft caught fire and fell at Adisham Court, Bekesbourne, Kent. Ff: Fw Herbert Tzschoppe baled out with very serious burns - PoW. See reports of F/O Lovell, 41 Squadron, and mention of P/O Smith in the 73 Squadron Intelligence Report.



Left: A POW photo of Herbert Tzschoppe after he had recovered from his burns.

Below: A very young looking Oblt Rudolf Schmid of 2/JG53 who was shot down and killed in this combat.

2/JG53 Me109E Crashed at Gore Wood, Aldington Court Farm, Thurnham, Kent. Ff: Oblt Rudolf Schmid killed. See report of P/O Macphail, 603 Squadron.

3/JG53 Me109E-4 Wn.1590 Shot down whilst escorting KG76 and crashed into Mullard Wood, Norheads Farm, Biggin Hill. Ff: Oblt Julius Haase baled out but fell dead in Lusted Lane after his parachute failed. See reports of F/Sgt Unwin, 19 Squadron, and of F/O Nesbitt in No.1 (RCAF) Squadron's Intelligence Report.

3/JG53 Me109E-1 Wn.3619 Yellow 2+ Started from Etaples escorting Do17s. When near London, this pilot saw some Spitfires and tried to go in to attack one, but several others promptly got on his tail and shot up his engine. He tried to get clear but had to make a forced landing at Grand Redoubt, between Hythe and Dymchurch. Ff: Uffz Karl-Heinz Feldmann PoW. See report of F/Sgt Sydney, 92 Squadron.

1/KG76 Do17Z Damaged during sortie to London Docks. Ff: Fw Kurt Uhlman and crew safe.

1/KG76 Do17Z-2 Wn.2364 F1+EH Landed near Boulogne on return from London, 60%. Bf: Uffz August Schätzle killed, Bm: Uffz Alfred Schmidt and Bm: Ogefr Hugo Schwarz both wounded. Ff: Oblt Benno Hermann safe.

1/KG76 Do17Z-2 Wn.2361 F1+FH Started from just south of Beauvais for Central London, via Cap Griz Nez and Dungeness. The aircraft came over at 15,000 feet with many others and during the journey they were under moderate AA fire. One engine was pulling badly, which caused the aircraft to lag 500 yards behind the main formation. Subjected to repeated attacks from Kennington to Central London and abandoned by crew. Finally broke up in the air. One engine fell at the corner of Victoria Station and part of a wing about quarter mile away. Parts and pieces were distributed over a wide area bounded by Putney on one side and the Horticultural Hall on the other. The rear gunner and his part of the aircraft landed at Fulham and the tail unit ended up on a house in Vauxhall Bridge Road. The main wreckage fell on Victoria Station. Bo: Uffz Hans Goschenhofer killed. Bs: Uffz Gustav Hübel killed when his part of the aircraft fell at Fulham. Ff: Oblt Robert Zehbe badly wounded, baled out and attacked on landing at Kennington - admitted to hospital but died of injuries next day. Bf: Ogefr Ludwig Armbruster baled out PoW at Wells Park Road, Sydenham. Bm: Uffz Leo Hammermeister baled out wounded PoW at Dulwich. Many pilots reported attacking this aircraft: F/Lt Jefferies, Sgt Puda, and Sgt Kaucky of 310 Squadron. P/O Curchin 609 Squadron and note of P/O Ogilvie in the 609 Squadron ORB. F/O Parsons and F/O Rook of 504 Squadron. P/O Chalupa of 302 Squadron. P/O Cochrane of 257 Squadron. Sgt Holmes of 504 Squadron finally collided with the crew-less aircraft.



Luftwaffe Casualties

15 September 1940 - 11.30 - 12.45 hrs Combat A. The South East



Left: A cameraman caught the last moments of Do17 F1+FH as it plummeted to earth minus its wings and tail section.

Below: The tail section landed a short distance away, note the tactical stripe marking on the fin. Above: A close-up view of the fin seen in the lower photo, The street behind the soldier is Gillingham Street and Victoria Station is just off to the right.



Luftwaffe Casualties

15 September 1940 - 11.30 - 12.45 hrs Combat A. The South East

2/KG76 Do17Z-2 Wn.2524 F1+JK Returned on one engine and landed near Poix, 60%. Bo: Oblt Martin Florian wounded. Ff: Uffz Hans Figge and rest of crew safe.

2/KG76 Do17Z. Damaged and landed with port main wheel punctured. Ff: Uffz Hanke, Bo: Uffz Theodor Rehm and rest of crew safe.

3/KG76 Do17Z-3 Wn.2651 F1+FL Started from Beauvais, but intercepted by fighters en-route to target and crashed in a wood at Calcott Bottom, Alcrofts Farm, Sturry, Kent. Ff: Fw Karl Niebler, Bs: Fw Karl Wissmann, and Bs: Uffz Johann-Friedrich Schatz all killed. Bo: Oblt Karl-Ernst Wilke and Bf: Fw Hans Zrenner both baled out PoW wounded. *Many pilots reported attacking this aircraft: P/O Meaker, 249 Squadron, F/Lt Leather and P/O Pollard of 611 Squadron. F/Lt Gillies and P/O Bodie of 66 Squadron.*

8/KG76 Do17Z-2 Wn.2578 F1+BS Fell into the sea 4 miles north-west of Herne Bay. Ff: Fw Lorenz Keck and Bf: Uffz Günther Rosenow both killed. Bo: Uffz Otto Zahn and Bs: Uffz Heinz Heitmann both missing. *See report of P/O Barton, 253 Squadron.*



Below: Some Do17 crews were lucky to get back to France. F1+JK of 2/KG76 limped back on one engine covered in .303 bullet holes.



Luftwaffe Casualties

15 September 1940 - 11.30 - 12.45 hrs Combat A. The South East

Right: Fw Karl Niebler and his crew prepare to board their Do17 F1+FL on 15 September 1940. They never returned, shot down near Sturry in Kent, three killed, two wounded.



8/KG76 Do17Z-2 Wn.2555 F1+FS Started from Beauvais and crossed the coast at about 15,000 feet near Dover, with eleven other bombers. On several occasions they were attacked by Spitfires and Hurricanes and during the journey they were worried by AA fire. The starboard engine failed. Three of the crew were wounded in the air and the bombs were dropped live into a field before the aircraft landed with a retracted undercarriage at Lullingstone Castle Farm, Shoreham, Kent. Bf: Fw Stefan Schmid PoW severely wounded in chest - died later the same day. Bo: Fw Hans Pfeiffer and Bs: Fw Martin Sauter both PoW wounded. Ff: Fw Rolf Heitsch PoW unhurt. *See report of F/O Dundas, 609 Squadron.*

9/KG76 Do17Z-3 Wn.2814 F1+AT Attacked by five Hurricanes and port engine set alight. Fell at Argos Hill Lodge, Paynes Farm, Rotherfield, East Sussex. Bo: Ogefr Kurt Böhme, Bs: Gefr Hans Kotouc and Ff: Oberfhr Anton Wagner all killed. Bf: Gefr Peter Holdenried tried to bale out, but his parachute caught in the tail and he was killed. *See reports of F/Sgt Kominek, 310 Squadron, Sgt Hurry and Sgt Jefferys of 46 Squadron, Sgt Ommanney and P/O Ortmans of 229 Squadron, P/O White of 504 Squadron.*

9/KG76 Do17Z-2 Wn.3322 F1+DT Attacked by Spitfires and made a forced landing, but caught fire and exploded at Underriver, near Sevenoaks, Kent. Bo: Ofw Horst Streit, Bm: Fw Walter Seuffert and Ff: Fw Wilhelm Raab baled out PoWs. Bf: Uffz Erich Malter tried to bale out but his parachute caught on the aircraft and he was killed. *Many pilots reported attacking this aircraft: Sgt Tyrer, 46 Squadron, F/Lt Rimmer, 229 Squadron, F/Lt Brothers and P/O Mortimer of 257 Squadron. Sgt Wright of 605 Squadron. F/Lt Powell-Shedden, P/O Turner and P/O Tamblin of 242 Squadron.*

Right: An injured crew member is taken away from Do17 F1+FS which force landed at Lullingstone Castle Farm near Sevenoaks.

Below: The same aircraft some time later having had the tail section removed. Note the pink stripe on the upper port wing.

