

WEDNESDAY

24 JULY

RAIDERS IN THE MORNING MIST - 591 RAF fighters fly 191 patrols

Straits of Dover cloudy with fog over the coast and hills clearing to bright intervals. Occasional rain over most of the UK.



COMBAT B ...07.40 hrs... Lynton, Devon

07.30 hrs... North-East of Peterhead

COMBAT A

Red Section 603 Squadron damage a He111 over the North Sea, but it limps back to base.



RAF Victory Claims	Combat A	07.30 hrs
603 Sqn P/O G K Gilroy	He111 damaged east-north-east of Peterhead	
603 Sqn P/O J G E Haig	-shared-	
603 Sqn P/O W A A Read	-shared-	

Luftwaffe Casualty	Combat A	07.30 hrs
He111H-3 1H+ML	3/KG 26	Returned from operations to Aberdeen on one engine. Uffz Werner Kunzea and Uffz Henry Westphalen injured.

603 SQN INTELLIGENCE REPORT

At 06.49 hours Red Section were ordered to investigate K87. E/A was sighted 5 miles north-east of Collieston and 3 miles east of Red Section. Cloud 10,000 feet 10/10ths 300 – 500 feet thick. Visibility 20 miles above top layer there was broken cloud through which Red Section approached e/a at 12,000 feet. E/A was going north-east. Red Section went astern and approached e/a from behind a cloud. On emerging from cloud Red Section were seen by e/a who started diving for the layer of cloud at 10,000 feet.

Red 1 attacked on port quarter developing into a stern attack closing from 300 to 50 yards firing a burst of 7 seconds and experienced fire from top rear gun.

Red 2 attacked dead astern with a 2 second burst from between 350 – 300 yards as e/a entered cloud. Red 3 then attacked on the port quarter which developed into a stern attack opening at 300 yards and closing to 200 yards with a burst of 4 seconds. He did not notice any return fire nor was any noticed subsequently by any of the section. Red 3 states that he cut through a trail of white smoke on approaching e/a after Red 1's first attack. Red 1 attacked again from port and above opening at 200 yards and closing to 100 yards and saw that port engine was not running. Red 1 subsequently made 3 further attacks. 3rd attack being a short burst from above and head on. The 4th, a deflection burst from starboard and the 5th astern attack. Red 2 made three further attacks, 2nd a full starboard beam attack from 50 yards 3rd a quarter starboard attack also from about 50 yards and the fourth a beam to astern quarter attack.

Red 3 made two further attacks second being a beam attack from above when he saw his tracer bullets enter the nose of the fuselage and the third attack being a short stern attack. All these attacks were made when ever e/a appeared through gaps in the clouds and the section had no clear record of the sequence of these attacks.

E/A throughout made evasive turns and making full use of cloud cover and was travelling at 200 m.p.h. when intercepted.

During the attacks e/a used his W/T to send the letter 'V' continuously. E/A was last seen disappearing into the bottom layer of the cloud at 6,000 feet losing height and circling and appeared to be heading north east. A Coastal Anson from Dyce has taken off to search for possible wreckage and survivors.

COMBAT B

07.40 hrs... Lynton, Devon



Spitfires of Red Section 92 Squadron along with a Hurricane of 87 Squadron bring down a lone Ju88 over Devon.

RAF Victory Claims Combat B 07.40 hrs

92 Sqn F/Lt C B F Kingcombe	Ju88 destroyed near Ilfracombe
92 Sqn P/O J S Bryson	-shared-
92 Sqn F/O J A Paterson	-shared-
87 Sqn P/O R P Beamont	(not claimed, as Spitfires attacked first)

Luftwaffe Casualty Combat B 07.40 hrs

Ju88A-1 3/LG 1 L1+DL	Martinhoe Common, Lynton, Devon. Started from Orleans, at about 06.00 hrs to bomb ships along the South Wales coast and in the Bristol Channel. Ff: Hptm Richard von Maltitz, PoW. Bo: Fw Paul Weilmaier, PoW wounded. Bf: Fw Gerhard Piefke, PoW. Bm: Uffz Wilhelm Wachholz, baled out too low- killed.
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Below: Several hours after the Ju88 crashed at Martinhoe Common and the wreck is still smouldering, surrounded by curious onlookers. Already at work with the tin-snips on the tail swastika is one of the 92 Squadron pilots who shot it down.

"We crossed the cliffs at a hundred feet...The next moment the 88 hit the ground at some 150mph, slid across a field, through a hedge, over a road into another field, slewed round, broke its back and caught fire..."

On a third circuit I was amazed to see three men beside the burning crash, one standing, one sitting and the other either dead or unconscious...

P/O Roland Beamont, Hurricane P3598 LK-L, 87 Squadron.



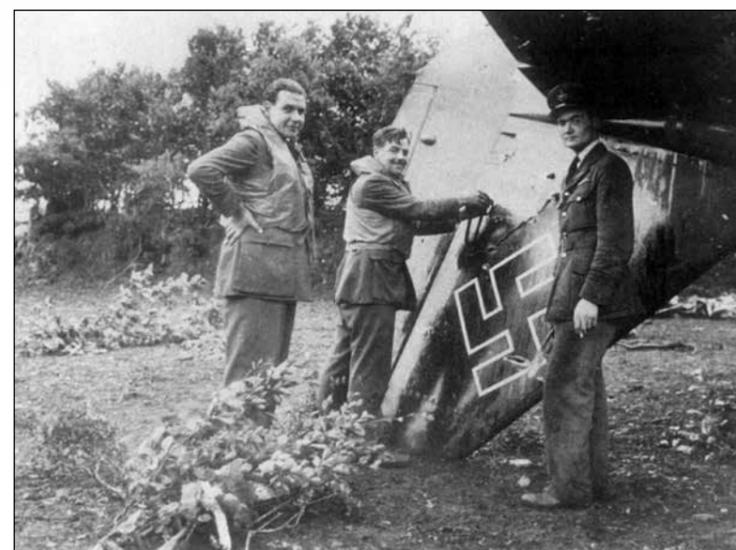
Contemporary Accounts

24 July 1940 - 07.40 hrs - Combat B - Ilfracombe, Devon

Below: Roland Beamont's Hurricane P3598 LK-L.



92 SQN INTELLIGENCE REPORT



Red Section of 92 Sqn was ordered to patrol over Porthcawl at 11,000 feet. 1 Ju88 was intercepted and attacked. Enemy aircraft jettisoned its bombs and started diving into cloud. Enemy aircraft was attacked line astern, first by Red 2 who was on the inside of the enemy aircraft when it turned. Red 2 fired several bursts from astern and saw white smoke coming out of the port engine before he broke away. He also silenced the top rear gunner. Red 3 then took up the attack and managed to get in a 2 second burst before the enemy went into cloud. As he broke away he saw smoke coming from port engine and a red glow from the starboard. Red 1 then attacked, first from astern and then a series of beam attacks using usual sighting. He saw the starboard engine burst into flames and soon afterwards saw the enemy aircraft crash. Regarding sighting, Red 1 used deflection at all angles. Red 2 and 3 used range of 250 yards and span of 60 feet. No cine-gun carried. There were

Above: P/O Bryson, F/O Paterson and F/Lt Kingcombe raced straight over to the crash site to claim their trophy, quite a trip by road from Pembrey on the opposite side of the Bristol Channel!

Below: P/O Bryson was flying K9998, one of the old pre-war Spitfires which had been upgraded to 1940 standard before joining the squadron in early July 1940.

no abnormal stoppages and no damage was done to our a/c or personnel. Fire was seen being returned but no effects were observed.

Weather: Broken clouds from 2/10,000 feet and a layer of clouds from 12,000 feet and upwards. Enemy evasive tactics employed consisted of twisting and turning, diving through cloud. R/T functioned well both ways. Enemy aircraft had usual normal markings and camouflage.

One of crew jumped from about 20 yards and was killed (top rear gunner). One badly hurt with broken leg and internal injuries, taken to hospital. Bottom rear gunner, W/T and pilot fairly well, taken to police station at Lynton.

Take off at Pembrey 07.07 hours landed 08.30 hours.

