

SECRET.

FORM "F"
Form 1151.

28

ADVANCE COMBAT REPORT.

Sector Serial No. (A) K-1

Serial No. of Order detailing Flight or Squadron to Patrol (B) Not Known

Date (C) 17.5.40

Flight, Squadron (D) Flight: 'B' ^{1st Section} Sqdn.: 615 ^{attached}

Number of Enemy Aircraft (E) 1

Type of Enemy Aircraft (F) HENSCHEL 126.

Time Attack was delivered (G) 0630 HRS.

Place Attack was delivered (H) 5 miles N.W. of Mons.

Height of Enemy (J) 1500 FT.

Enemy Casualties (K) 1 (Inclusive)

Our Casualties Aircraft (L) NIL

Personnel (M) NIL

General Report Searchlights (N.1) N.A.

A.A. Guns (N.2) N.A.

Aircraft Fire: Range and Length of Bursts (P) 150 yds. 1.3 sec Burst

General Report (R)

I was flying a zig-zag, westerly course from Brussels when I sighted at 0625 hrs a single enemy aircraft which was patrolling a line North and South from Mons. ^{at about 1500 ft.} The aircraft was camouflaged brown and green above and pale green underneath. I attacked from astern and took the enemy by surprise. The enemy aircraft dived to the ground with black smoke pouring from the engine. Near the ground he flattened his

Signature

O.C.

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dive and his shadow on the ground 29
merged with aircraft. While investigating
I sighted another similar aircraft and
proceeded to take up attacking position.
No fire was observed from the rear
cockpit of the Heinkel.

Weather

Clear sky with sun at advantageous
height for an attack from an easterly
direction.

H. Farnhill

P/O.

'B' Flight 229 Squadron

20. 5. 40.

SECRET.

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FORM "F" 1151.

ADVANCE COMBAT REPORT.

Sector Serial No. (A) K-2
 Serial No. of Order detailing Flight or Squadron to Patrol (B) Not Known.
 Date (C) 17. 5. 40.
 Flight, Squadron (D) Flight: B. 1st Section 615th Sqdn.: 615th
 Number of Enemy Aircraft (E) 1
 Type of Enemy Aircraft (F) Henschel 126
 Time Attack was delivered (G) 0640 hrs.
 Place Attack was delivered (H) 6 miles N.W. of Maus
 Height of Enemy (J) 1000 ft.
 Enemy Casualties (K) 1
 Our Casualties (L) Aircraft: N/L
 Personnel (M) N/L
 General Report (R) Searchlights (N.1) N.A.
 A.A. Guns. (N.2) N.A.
 Aircraft Fire: Range and Length of Bursts (P) 100-120 yds - 5 sec burst
 General Report (R)

On sighting this second aircraft I took a position to attack from astern, at 200 yds the rear gunner opened fire and I watched his tracer bullets going above me about two or three yds. I closed to a hundred yds and having got him in my sights gave a long burst breaking away about 10 yds astern of the enemy. The Henschel immediately spun down and crashed into the ground.

Signature

O.C.

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Weather.

clear sky with sun on starboard side.

General Report of Operation.

At 0530 hrs. 3 sections of 3 aircraft (Hurricanes) of 615 Squadron left Mooselee aerodrome (Nr. Courtrai) on a patrol.

Three miles (approx) West of Brussels my section leader attacked a Heinkel nos 2 (myself) and 3 in line astern position on him. Heavy anti aircraft fire forced me to break to the right, no 3 following me, and we lost contact with the leader as we all had a different RT frequency. A few minutes after I sighted an aircraft below me to the right and proceeded to go down to investigate. I lost sight of this aircraft and, on regaining original ht (4000 ft), I discovered I was alone. I proceeded to patrol the West of Brussels in long zigzag North and South course, gradually creeping West. After my combats with the two Heinkels I steered a course due West. I eventually landed at Coupiengue where I was informed by French personnel on the landing ground that I was approximately 30 miles South of Lille.

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FORM 10

COMBAT REPORT.

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Sector Serial No. (A)

Serial No. of Order detailing Flight or Squadron to Patrol (B)

Date (C)

Flight, Squadron (D) Flight: Sqdn.:

Number of Enemy Aircraft (E)

Type of Enemy Aircraft (F)

Time Attack was delivered (G)

Place Attack was delivered (H)

Height of Enemy (J)

Enemy Casualties (K)

Our Casualties Aircraft (L)

Personnel (M)

General Report Searchlights (N.1)

A.A. Guns (N.2)

Aircraft Fire: Range and Length of Bursts (P)

General Report (R)

Signature

O.C.

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Flight
Squadron

Squadron No.

therefore took off and with a view to landing on Viter, aerodrome. I found myself later over very wooded and hilly country and decided to forced land in a ploughed field approx 600 yds long and into wind. one side of the field is the main Paris - Duffre Road and on the other the Forêt de Bray. I touched the field once, lowered my undercarriage etc. and as I was on the cross wind leg of the approach into the field my petrol supply ran out and I could not re-start the engine with the emergency starter on the gravity tank should it have contained any petrol. I therefore only had just enough time to paracatch the aircraft on top of the trees and crash through.

I left the aircraft in the care of the local police at Forge les Bains, and proceeded to Poix by road and thence to Abbeville by air.

H. Ravenhill p/o

'B' flight 229 Squadron

20.5.40.