

# Combat Report 17<sup>th</sup> May 1940 (Moorsele, Belgium)

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## **ADVANCE COMBAT REPORT**

Sector Serial No.	(A)	<i>K.1.</i>
Serial No. of Order detailing Flight of Squadron to Patrol	(B)	<i>Not Known</i>
Date	(C)	<i>17.5.40</i>
Flight, Squadron	(D)	<i>Flight: 'B' 1st Section Sqdn: 615 Attached</i>
Number of Enemy Aircraft	(E)	<i>1</i>
Type of Enemy Aircraft	(F)	<i>HENSCHEL 126</i>
Time Attack was delivered	(G)	<i>0630 hrs.</i>
Place Attack was delivered	(H)	<i>5 miles N.W. of Mons</i>
Height of enemy	(J)	<i>1500 FT.</i>
Enemy Casualties	(K)	<i>1 (Inconclusive)</i>
Our Casualties	(L)	<i>NIL</i>
	(M)	<i>NIL</i>
	(N)	<i>(N.1). N.A.</i>
	(O)	<i>(N.2). N.A.</i>
	(P)	<i>150 yds 1-3 sec Burst</i>
	(R)	

*I was flying a zig-zag Westerley course from Brussels when I sighted at 0625 hrs a single enemy aircraft which was at about 150 m.p.h patrolling a line North and South from Mons. 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 dive and his shadow on the ground merged with aircraft. Whilst investigating I sighted another similar aircraft and proceeded to take up attacking position. No fire was observed from the rear cockpit of the Henschel.*

### **Weather**

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

*M Ravenhill P/O*

*'B' Flight 229 Squadron*

*20.5.40*

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## ADVANCE COMBAT REPORT

Sector Serial No.	(A)	K.2.
Serial No. of Order detailing Flight of 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)	0640 hrs.
Place Attack was delivered	(H)	6 miles N.W. of Mons
Height of enemy	(J)	1000 FT
Enemy Casualties	(K)	1
Our Casualties	(L)	NIL
	(M)	NIL
	(N)	(N.1). N.A.
	(O)	(N.2). N.A.
	(P)	100-120 yds 5 sec Burst
	(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.*

### **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 Moorsele aerodrome (Nr Courtrai) on a patrol. Three miles (approx) West of Brussels my section leader attacked a Henschel 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 R/T 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 zig zag North and South course gradually creeping West. After my combat with the two Henschels I steered a course due West. I eventually landed at Compiègne where I was informed by French personnel on the landing ground that I was approximately 30 miles South of Lille. I therefore took off with a view to landing on Vitry 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-Dieppe road and on the other the Foiet de Bray. I circled 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 restart the engine with the emergency starter on the gravity tank should it have contained any petrol. I therefore only had just enough time to pancake the aircraft on top of the trees and crash through. I left the aircraft in the care of the local Police at Forges Les Eaux, and proceeded to Poix by road and thence to Abbeville by air.*

*M Ravenhill P/O*

*'B' Flight 229 Squadron*

*20.5.40*