



'A' Flight Westhampnett 1940

# RAF WESTHAMPNETT DURING THE BATTLE OF BRITAIN

80th Anniversary Booklet

**By Mark Hillier BSc (Hons) MRICS**

## ABSTRACT

'15 Ju 87s were seen diving in turn on Tangmere aerodrome and bombing, so 12 Spitfires took off at 13:00 hours to attack. I saw one Ju87 pulling out of a dive and fired one short burst. Saw enemy aircraft crash through a hedge, returned and landed at 1309'

*A not-for-profit booklet produced on the 80<sup>th</sup> Anniversary year of the Battle of Britain.*

*Also, by Mark Hillier*

*Westhampnett at War*

*To War in a Spitfire*

*Joe Roddis: In Support of the Few*

*Suitcases, Vultures and Spies: From Bomber Command to Special Operations the Story of  
Wing Commander Thomas Murray DSO DFC\**

*A Fighter Command Station at War, A Photographic Record of RAF Westhampnett from the  
Battle of Britain to D-Day and Beyond*

*Warbirds, the Diary of a Great War Pilot.*

*RAF Battle of Britain Fighter Pilots Kitbag*

*Luftwaffe Battle of Britain Fighter Pilots Kitbag*

*Royal Flying Corps Kit Bag*

*Thunderbolts Over Burma*

*RAF Tangmere in 100 items*

**RAF Westhampnett**  
**80<sup>th</sup> Anniversary of the Battle of Britain**

<b>Contents</b>	<b>p2</b>
<b>Acknowledgements</b>	<b>p3</b>
<b>Introduction</b>	<b>p4</b>
<b>The Battle of Britain</b>	<b>p5</b>
<b>145 Squadron</b>	<b>p8</b>
<b>145 Squadron Roster</b>	<b>p23</b>
<b>602 Squadron</b>	<b>p54</b>
<b>602 Squadron Roster</b>	<b>p86</b>
<b>The Casualty List</b>	<b>p130</b>
<b>Bibliography</b>	<b>p131</b>

## **Acknowledgements**

Thanks, must be given to the following for allowing me to use their research, information, and photographs. Edward McManus and his excellent website [bbm.org.uk](http://bbm.org.uk), Tangmere Military Aviation Museum, 602 Squadron Museum, Martin Mace, the authors of *Westhampnett at War* amongst others.

**Copyright of Mark Hillier, not to be reproduced in any way or in part without express permission.**

## Introduction

For the past 15 years I have been fascinated with the history of our airfield. On face value a small grass airfield, nestled at the foot of the downs, but in reality, a sleeping tiger!

Today a Tranquil and picturesque setting, the peace interspersed with the reassuring notes of the trusty Lycoming engine and the occasional chest beating roar of the odd Merlin. Students learning to master the art of aviation, pilots visiting from the continent, club members off on cross countries or just people gaining the experience of flight for a birthday or a treat. Flying for fun!

A far cry from the sights and sounds that could have been experienced during the airfield heydays of 1940-1945 and certainly the stakes were much higher. 46 Squadrons of Spitfires, Hurricanes, Typhoons and Tempests along with the odd lodger unit with Mustang, Lysander and Mosquito amongst others. This was a busy airfield and an important jewel in the 11 Group crown.

The airfields resident squadrons took part in almost every major aerial engagement of the European air war and as the total stands today, 100 of those young men sacrificed their lives flying for our freedom from the airfield. Of that total 17 of them during the period of the Battle of Britain.

This booklet is not about the history of the airfield but about the men who took part in the Battle of Britain, 80 years ago this year flying from Westhampnett. The pilots and groundcrew of 145 Squadron and 602 who were resident from July to October 1940 and their stories.

From the beginning of the Battle, pilots were in the thick of the action, Squadron Leader John Peel the commanding officer of 145 was the man who was credited with the first shots of the Battle of Britain. The airfield at that time had only basic accommodation and these pilots and groundcrew were drawn into battle daily, managing with sparse resources, maintaining the aircraft in the open and keeping the pressure up on the attacking Luftwaffe Ju 87s, Bf 109s and Me110s.

145 Squadron were badly mauled, of 25 pilots who flew with the squadron during the period July to August, 11 of these lost their lives. 602 Squadron who took over the fight in August from 145 did not escape lightly with 6

pilots killed in action. I have produced this booklet to remember the contribution of our Few in the 80<sup>th</sup> year since the Battle of Britain. Having been fortunate to have met and conversed with a number of the survivors over the years, I was always awestruck by their humbleness and reluctance to take any direct plaudits. Nigel Rose was one such pilot, quiet and unassuming, engaging and still a twinkle in his eye when it came to be talking about flying! Joe Roddis, one of the ground crew for the Few. He always saw the whole thing as an adventure.

They all were brave men and should not be forgotten. This book covers the squadrons, its personnel and role from the 10<sup>th</sup> July to the 31<sup>st</sup> October 1940 which is formally recognised as the official Battle of Britain Period.

I dedicate this book to the memory of all of those brave men who took part in air operations in this period and to those who gave the ultimate sacrifice. Of the 59 pilots who served at Goodwood during the Battle of Britain, 17 were killed in action, and of the total of 59 , 26 did not survive the war. Pilots from all nationalities, Polish, British New Zealand, both RAF and Fleet Air Arm. We shall Remember Them.

Mark Hillier

Fontwell, 2020

## The Battle of Britain

July 1940- October 1940

The *Phoney war* is over, Allied forces have been driven from the shores of Northern Europe and back across the Channel through *Dunkirk* the previous month. Britain's RAF hasten to replenish the crippling losses sustained whilst supporting the evacuation effort. The German seaborne advance into Britain is inevitable but can only be achieved if they control the skies during the crossing, when invasion forces are vulnerable to attack from the RAF and Navy.

*"...the achievement of air supremacy as a preliminary to the invasion"* Adolf Galland (Geschwaderkommodore JG 26).

Britain's air defense's must be destroyed on the ground prior to invasion. Goering's Luftwaffe targets supply convoys and ports, Radar stations and planned landing areas on the south coast of England. All the while, probing Allied defenses for a more concerted effort in the future...640 allied fighters oppose 2600 enemy fighters and bombers!

The 13th of August, *Adlertag* (Eagle Day), opens with the first mass strikes on the airfields of the RAF. As the weeks roll on, night raiders intensify the pressure on already stretched defenses as serviceable aircraft decrease in number and casualties increase.

Hugh Dowding and Keith Park resist the call for the fighters to be withdrawn to North of the Thames, for fear of leaving the South coast vulnerable to the Invasion fleet building on the French coast and the Luftwaffe over British ports. RAF groundcrews struggle to keep the fighters in action and the cities children are evacuated to more secure areas of Britain.

With the Battle raging above, Westhampnett is in the thick of it whilst Fighter command verges on the brink of total failure.

On the 7th of September, In an attempt to break the moral of the British and draw the fighters away from the coast, Hitler changes tactics and begins bombing London and it's industries, inadvertently giving respite to the airfields and Radar stations which soon become operational again.

Over the next few weeks, Luftwaffe raids bound for London and

industrial targets are now intercepted by robust formations of British fighters. The losses incurred by the Germans convinces them that the hoped-for aerial superiority is not available to support an invasion, ***Operation Sea-Lion*** is abandoned.

The Battle of Britain was over and although a close-run thing, the RAF succeeded in always being there to push back the oncoming fighters and bombers, the first major engagement in military history determined entirely in the air.



## 145 Squadron

The Squadron was formed at Croydon initially in 1939 with Blenheim's and converted to Hurricane I's in March 1940. They moved to RAF Tangmere on the 10<sup>th</sup> May with 'A' Flt of 145 Squadron sent to Abbeville to assist in the Battle of France on the 18<sup>th</sup> May.

The Squadron moved down the road to RAF Westhampnett on the 23<sup>rd</sup> of July 1940 after already having been bloodied in the Battle of France and skirmishes with enemy aircraft over the channel, to a very basic RAF Station to become the first squadron to operate from the airfield. They were still flying Hurricanes and the Squadron markings were "SO"

The Squadron was led at this stage by Squadron Leader John Peel, who took command of the unit in July. He had already seen action having been shot down whilst operating from Tangmere, he ended up in the channel after combat in Hawker Hurricane P3400 off of Selsey Bill. It was the local lifeboat at Selsey that plucked him out of the water.

Squadron Leader John Peel is also credited with firing the opening shots of the battle of Britain on the 8<sup>th</sup> August 1940 whilst flying from RAF Westhampnett in an action, which took place five miles South East of St Catherine's point. In this action he claimed two Ju 87's, one damaged one unconfirmed and a Bf 109E

Whilst flying from the airfield the commanding officer was again shot down and force landed off of the Isle of Wight. John Peel was awarded the DFC on the 13<sup>th</sup> August the day before 145 Squadron or what was left of them were to depart Westhampnett to Drem for a rest.

He had a number of pilots who later in the war were to become distinguished pilots such as Squadron Leader Peter Parrott DFC and Bar also Group Captain Adrian Hope Boyd DSO, DFC, and Bar.



Adrian Hope Boyd wearing the sunglasses and flying suit at dispersal at Westhampnett between sorties. (Tangmere Aviation Museum)



Adrian Hope Boyd playing with Luftwaffe ammunition at the airfield between sorties. He was a well know pyromaniac and his ground crew often were close by with buckets of water in case any incendiary rounds went off. (Tangmere Museum)

Flight Lieutenant A H Boyd was a pre-war pilot who was posted to 145 on Blenheim's at Croydon. He opened his score in the Battle of France and continued his successes being awarded the DFC in June 1940.

His aircraft was Hurricane P3221 SO-K (see pictures) which was modified with a blister hood. This was not a modification approved by the Air ministry!

From the date the Squadron moved in they flew regular patrols, sometimes five a day. The day they moved to Westhampnett from Tangmere; the squadron were in action over the Isle of Wight as the Operational Record Book records:-

*22nd of July. Weather fine all day. Blue section of 'B' flight Boyd, Weir and Dunning White, were ordered on patrol to Beachy Head at 20,000 feet and later vectored to Selsey Bill. A Dornier 17 was sighted and in the ensuing combat the bandit was shot down into the sea. Preparations were carried out for moving the two flights of the squadron to a satellite aerodrome at Westhampnett.*

The next few days, the squadron had chance to get used to their new surroundings with only patrols being carried out:-

*23rd July. Weather cloudy two flights of the squadron move to satellite aerodrome. The squadron did numerous patrols during the day, but no contact was made with an any enemy aircraft.*

*24th of July. Weather low cloud and poor visibility all day with continuous rain from 12:00 hours squadron ordered on several patrols, but no contact made with enemy aircraft.*

*25th of July Weather cloudy with bright intervals numerous patrols were carried out but no enemy aircraft were in encountered*

*26th of July. Weather cloudy with bright sunshine. Numerous patrols during the day but no enemy aircraft were encountered. The Air Officer Commanding number 11 group visited the squadron at Westhampnett.*

Despite a relatively quiet few days, the action kicked off on the 27<sup>th</sup> July when Flight Lieutenant Boyd and Pilot Officer Storrar sighted a dogfight of the Needles and joined in the melee. Storrar shot down a Bf 109 but Boyd was not so lucky, he was chased out to sea by 109's to the French coast. Eventually they broke off the combat and Boyd managed to get back to Westhampnett after two hours flying.

The ORB recorded events as:-

*27th of July. Weather fine, sections and flights were sent up on numerous occasions during the day but contact with enemy aircraft was affected only once. Flight Lieutenant Boyd and Pilot Officer Storrar of blue section sighted a dog fight between spitfires and Me 109s about 20 miles south of the Needles and joined in themselves. Pilot Officer Storrar shot down one Me 109 into the sea and this combat was witnessed by a pilot from a Spitfire Squadron. Flight Lieutenant Boyd was not so lucky he engaged 1 Me 109 and soon found three others on his tail, failing to shake them off he was forced to take violent evasive action for about 15 minutes at the end of which time he was down at sea level and rapidly nearing the French coast eventually the Me 109 s broke off their attack possibly owing to shortage of ammunition and Flight Lieutenant Boyd succeeded in reaching base after exactly 2 hours flying with only 5 gallons of petrol remaining. All other sorties of the squadron were fruitless*

Here is an extract from the combat report of Pilot Officer James Storrar of 145 Squadron:-

*“after a few minutes I was alone except for one Spitfire and both of us started to look for the enemy when suddenly I saw one Me 109 ahead of me. I closed and opened fire. He immediately half-rolled and went down vertically towards the sea. I followed at full throttle firing whenever he was in the sights. At 8000 ft I was doing 460 MPH LAS and the panel had blown out of the side of my A/C, so I began to ease out of the dive and at the same time turning to my right. The 109 also began to level out, but before reaching level flight he struck the water and went straight under. I pulled out at about 1000 ft and saw the Spitfire was still circling above me”*



B Flight hut of 145 Squadron in late July 1940, pilots awaiting a scramble (Tangmere Museum)



Guy Rawstron Branch of 145 squadron sat with his Mae West on waiting for a scramble at Westhampnett. Sadly, he was killed in action on the 11<sup>th</sup> August 1940. (Tangmere Museum)

Pilot Officer J E Storrar was back in action again on the 29<sup>th</sup> July just South of Worthing when he managed to engage a Ju88. The squadron records record:-

*29th of July. Weather fine all day. Separate flights and sections of the squadron were ordered on patrol during the day but made only one contact with the enemy at about 14:00 hours. Red and yellow sections sighted a Ju 88 south of Worthing. Red section was sent aloft to guard against attacks by Me escort, while Yellow section attacked in turn. Pilot Officer Storrar of Green section also attacked in the end. The result of this attack by those four pilots was a complete destruction of the Ju 88 which crashed into the sea 20 miles south of Worthing.*

The combat report of Storrar explains the action in more detail:-

*I was No.2 of Blue section 145 Sqdn when we were called off at 13.30 hrs to assist A flight who were about to intercept bandits. We were vectored towards the fight that was taking place. I had heard previously over the R.T that A Flight had engaged one bandit and that more were visible.*

*I saw ahead of us a Ju 88 dive out of what appeared to be a dogfight. I informed Blue1 and he broke away, as I thought, as I fived to attack. I then saw a Hurricane was already attacking the bandit as I waited to one side while the other aircraft finished his attack. The E.A did not appear to be in difficulties and was climbing rather steeply, he did however level out before the aircraft ahead of me had finished his attack.*

*As soon as the aircraft broke away, I went into attack and opened fire at 250 Yds. I noticed small fragments and oil passing me. I did not see any tracer. I presumed therefore that the rear gunner was killed so I closed very close and continued one long burst without carrying out evasive tactics. I noticed the glycol fumes begin and thick black smoke start; various flashes occurred, and pieces came off the aircraft. The aircraft then began a gentle dive and struck the sea and sank leaving one survivor.*

Pilot Officer J E Storrar was awarded the Distinguished Flying Cross on the 20<sup>th</sup> August 1940 for his actions.

The squadron were not in action on the 30<sup>th</sup> but were still on many patrols during the day as the ORB records: -

*30th July. Weather, fine all day. The squadron were ordered on numerous patrols, but no enemy aircraft were encountered. Instructions were received from number 11 group for Pilot Officer LDM Scott to proceed to Hawkinge on attachment, Pilot Officer JH Harrison and Sergeant Pilot J V Wadham were posted to the squadron from No 7 Operational Training Unit with affect from today's date for flying duties.*

The 31<sup>st</sup> of July saw red section find themselves a Dornier 215 (Do17) to engage just off of the Isle of Wight:-

*31st of July. Weather fine all day. Red section was ordered to patrol Bembridge area and encountered 1 Dornier 215 about 15 miles south east of Bembridge and red section No 2, Flying Officer Ostowicz was able to get in three short bursts before the bandit disappeared in cloud, the extent of damage to the Dornier was unknown. Flight Lieutenant C L Page was posted to the squadron from old Sarum with affect from today's date, supernumerary for flying duties. The squadron completed 1039 flights, Flying hours day, 869 hours, night 41 hours and 35 minutes*

Flying Officer Antoni Ostowicz gives more detail of the engagement from his combat report:-

*Date :- 31st of July 1940*

*Red section, A flight, 145 Squadron*

*Number of enemy aircraft, one*

*type of enemy aircraft Dornier 215*

*Time attack was delivered, about 0800 Hours*

*Place of attack was delivered 15 miles south east of Bembridge.*

*Height of enemy between 1000 to 1500 feet*

*Attack at 400 yards one short burst at 200 yards*

*I was number two in red section which was patrolling above clouds in the Bembridge area. We sighted one Dornier 215 below us. We followed and caught sight of him below cloud above 4 small ships. I attacked at 400 yards and he went into a dive into clouds and I attacked twice more with short bursts but after the third attack he disappeared completely into clouds and I never saw him again. I circled round the four small ships hoping that the Dornier would return.*

In the afternoon of the 1<sup>st</sup> August, A flight of 145 Squadron were patrolling base and along the coast, Red and Yellow sections were split up and Yellow section found themselves South of Hastings where they engaged a Henschel 126 reconnaissance aircraft. During the engagement sadly Sub/Lt I H Kestin (RNVR) was shot down by return fire from the rear gunner of the enemy aircraft. The flight commander Pilot Officer E C J Wakeham shot down the Henschel 15 miles south of Hastings but the kill was shared with both of his flight. Red section also had some success, engaging a Ju 88 but the combat was inconclusive although the enemy aircraft was seen to be severely damaged and smoking it managed to evade being shot down.

The Operational Record book records the events as follows:-

*1st August 1940. Weather fine all day. Red section( Dutton, Yule, and Sears) attacked 1 Ju 88 at about 1500 hrs, 7 miles south of Beachy Head and hunted it across the channel. All three pilots attacked in turn and expended all their rounds of ammunition but the enemy aircraft although damaged and smoking made good it is escape. Yellow section (Wakeham, Kestin and Shuttleworth) encountered Henschel 126, 10 miles south of Hastings. Yellow three (Shuttleworth) was patrolling above cloud by order and took no part in this fight. Yellow one (Wakeham) attacked first and he broke away. Yellow 2 Kestin went in on an astern attack but was immediately shot down into the sea. Yellow 1 attacked again and his third burst sent the Henschel head long into the sea. Yellow one circled above the scene but no trace of Sub Lieutenant Kestin of this aircraft Hurricane*

*P3155 was discovered. It is probably that he was mortally wounded as he made no effort to save himself or the aircraft.*

Yules Combat report highlights the action in more detail:-

*1st August 1940*

*Red flight*

*145 Squadron*

*Number of enemies:- one*

*Type of enemy aircraft:- Ju88*

*Time attack was delivered: 1455 to 15:05*

*Place attack was delivered 10 to 25 miles South of Beachy Head*

*Height of enemy:- 3000 feet above sea level*

*Enemy casualties:- one damaged*

*Range at which fire was opened :- 300 to 200 yards*

*I was number two of red section 145 Sqn. Red section was ordered to patrol base at 5000 feet. Later on, ordered to Selsey Bill then to Beachy Head. We were vectored 150 degrees and practically immediately saw enemy aircraft due South flying West. We were ordered into line astern and dived off the enemy aircraft which was making for the clouds. We followed through cloud, number one attacked and aircraft dived to sea level. I noticed fire from the rear gunner passing above number one, but it later stopped. After number one and used up all his ammo, number three attacked as I was out of position. Number three fired all his rounds, and I went into attack, I could not close to less than 200 yards range due to the speed of the enemy aircraft, which was practically hedge hopping at wave height, the enemy aircraft was being tossed about by bumps and I experienced the same difficulty making it difficult to obtain a sight on the enemy aircraft. I had to fire short burst. When I broke away having run out of ammunition the enemy aircraft climbed towards clouds with clouds of black smoke issuing from it. I could see my ammunition hitting the aircraft and considered it to be damaged very severely*



On the 8 August 145 Squadron took a particularly brutal battering.

On this day, the Squadron was ordered to intercept a formation of Ju 87 'Stukas' of StG 1,2 and 77, escorted by Bf 109's from JG27 who were attacking a convoy codenamed 'Peewit'. With other Squadrons from 11 Group, they engaged the enemy. The score at the end of this engagement was three Ju 87's shot down, six badly damaged and several escorting fighters. Unfortunately, four more ships were sunk. 145 Squadron went back to refuel and re-arm at Westhampnett and were back in action shortly after 12:45am.

The Squadron ORB states:-

*8<sup>th</sup> August 1940*

*Weather, fine:- The Squadron was engaged with very large formations of Ju 87s and Me 109s at 0900hrs. This engagement developed into numerous dogfights and in the end the Squadrons bag was 6 Ju 87s and 3 Me 109s destroyed and others damaged. Pilot Officer L A Sears and Sgt E Baker failed to return. At 12:45 hrs, blue section engaged some 10 enemy aircraft 25 miles South of the Isle of Wight. In this action 3 Me 110s and 1 Me 109 were shot down. Blue section suffered no losses. At 1610hrs the Squadron was heavily engaged with more than 100 enemy aircraft over a convoy south of the Isle of Wight. in this combat 6 Ju 87s and 2 Me 110 were destroyed. Pilot Officer E C J Wakeham and Pilot Officer Lord Shuttleworth and Sub-Lieutenant S A Smith, Royal Navy failed to return. The squadrons recorded bag was therefore 21 enemy aircraft destroyed but in actual fact the enemy casualties were considerably heavier.*

*The following signals were received by the squadron: From the Secretary of State for Air:-Congratulations on your splendid achievement today.*

*From Chief of Staff:- Well done 145 Squadron in your hard fighting today good work by all.*

*From Air Officer Commanding number 11 group:- Warm congratulations to number 145 squadron on their outstanding success during three heavy engagements against superior numbers today and sincerely hopes that some of the missing pilots will turn up as frequently happened in the past. Today's fighting demonstrates fine offensive spirit good leadership and straight shooting which reflect great credit to the whole squadron. The following signal was forwarded to the air officer commanding:- Your message greatly appreciated by all ranks of the squadron; we consider ourselves extremely lucky to have such opportunities we were given today. HRH the Duke of Gloucester visited the squadron at Westhampnett and congratulated the squadron on today's activities.*

One of the pilots on that day was Peter Parrott who recalls the action:-

*It was called Convoy C7 I think. Well, that was a convoy which was sailing along the south coast, we picked it up early in the morning with a section of 3, just west of Beachy Head. There was one ship on fire they had been attacked by E-boats during the night and we were sent out at dawn to check on them and also to give warning if there was a dawn raid by aircraft on them, which was quite a likely-hood of it, in fact that didn't eventuate.*

*There were three columns they were small ships, one was burning, and one was stopped in the water and there was a smallish naval ship, I think probably a destroyer, might have been a Corvette (I don't know that we had Corvette's in those days), it was a small destroyer laying a smoke screen and we flew over them for a little while and gave a bit of moral support I suppose. There was one little ship leading the landside column flying a barrage balloon we came back and landed, and we were scrambled at breakfast time and climbing out over the coast due south the convoy was now quite a lot further on, three hours at 15 knots or something, it was coming up to the Isle of Wight it hadn't quite reached Selsey Bill. But we had climbed due south and we were over it straight away and it was being attacked by JU87's, there was a mass of them, and they were covered by 109's and beyond them we could see another two waves of something like 80 to 100 aircraft mixed JU87's and 109's.*

*The first wave of Junkers was going down, the Squadron Commander put us into line astern – which was rather strange to me – but we went in in line astern and then just picked our own target. I picked a JU87 which was just going down on its bombing run or at least had almost finished its bombing run and I followed it up and started firing at it. He had started to turn to the south to go home but when I started firing he straightened up and then started going towards the land again and so I kept with him and gave him a short burst every now and again to make sure he knew I was there and he actually landed on the Isle of Wight, near Ventnor, he hit a tree at the end of his landing run and I had killed the rear gunner, but the pilot was ok he was a prisoner of war. There are some good photographs of the wreckage in the Tangmere Museum.*

*From the rest of the squadron, I think most people shot something down. We did two more sorties that day, one more in the afternoon and in the two sorties we lost five pilots all in the sea.*

*The Squadron Commander John Peel was also shot down that day, he landed his aircraft on the Isle of Wight and turned over and so he was in hospital. So, it was 5 and 1 injured. So that was the convoy and the squadron claimed 21 victories plus some damage as well and probable. Post war investigation of the German Archives confirm 17 of those 21, which wasn't bad. We were given the next day off, but we were given a whole sheet of congratulatory telegrams from the AOC and the C in C and all the rest of it”*

The combat reports for this action are quite telling, one in particular sets the scene for the mornings action, that of the Squadron Boss, Squadron Leader J R A Peel:-

*I was leader of 'A' flight 145 Sqn ordered to patrol Convoy off St Catherines point. Received warning of E/A approaching from the SW and climbed into sun at 16,000 feet, saw large formation of Ju87s approaching from SW in Vic formation with Me 109s stepped up to rear at 12,000 feet. Approached unobserved from the sea and went into attack on rear Ju 87s with Yellow section before enemy fighters could intercept. Gave one 87 a 5 sec burst at 250 yds but did not observe result as I broke to engage two Me 109s. These fought by half rolling, diving and zooming in climbing turns. They were painted silver. Got on the tail of one Me 109 and gave him two 5 sec bursts at 100 yds. Smoke came from starboard wing and he dived to South at sea level. Followed second Me 109 up in a zoom and caught him with a deflection shot at the stall. E/A immediately dived to sea level and made off at 50 feet. Gave chase for 3 minutes but unable to close enough for effective shooting.*

*Turned back towards engagement and observed about 20 Ju87s fling south at 1,000 in Vic 500 yds on beam. Attacked on straggler and shot him down into the sea. Me 109 then carried out a beam attack but didn't give enough deflection. Attacked another 87 some distance behind with a beam attack but guns stopped after 2 second burst. E/A dropped to sea level and flew off in a right hand turn unsteadily and apparently damaged.*

In the morning Pilot Officer L Sears and Sergeant E Baker failed to return. After refuelling they accounted for several more of the enemy but not without considerable loss. In the afternoons action, Pilot Officer E Wakeham, Pilot Officer Lord Shuttleworth and Sub-Lieutenant F Smith R.N failed to return. At the end of the day five pilots were lost for a claim of 21 enemy aircraft destroyed. Five of those claimed were by one pilot, Flt Lt Adrian Hope Boyd.



Hurricane SO-K of Flight Lieutenant A H Boyd at RAF Westhampnett 1940  
(Tangmere museum)



A Flight Dispersal, Westhampnett, August 1940.

‘A’ Flight hut in 1940, not far from the current runway 24 threshold, The cottage in the background is still on the airfield today. Credit 602 Squadron Museum



A view inside one of the flight huts on the airfield, during 1940 there would have been

An ‘A’ and ‘B’ Flight dispersal hut. Credit 602 Squadron Museum

They received telegrams of congratulations from all directions including the Secretary of State for Air, Chief of the Air Staff and the Air Officer Commanding 11 Group but this did not ease the loss.

Again, the Squadron was back in action on the 11<sup>th</sup> August, engaging over 150 aircraft South of Swanage and 2 more pilots were lost in this combat, even the Commanding Officer had to force land. Peter Parrot, one of the pilots who went up that day recalls the action:-

*Oh yes, we were getting a bit short of pilots by that time 5 out of 20 [shot down] we were down to 15 pilots. On that day I had another go at a circle of 110's over Portsmouth one I damaged I think because he put his nose down and started heading south whether he got home I don't know. 11th and 12th are mixed up in my mind one of the raids was on Portsmouth the other on Portland Bill on the naval dockyard there.*

*I am not sure if I went out to Portland I certainly remember being over Portsmouth and having a go there. Anyway, we lost 2 more pilots on that day and on the following day we lost 3 more, so we had lost 10 pilots, half the squadron in 5 days, plus an 11th back on the 1st August. At that point we were withdrawn, we were at Westhampnett at the time.*

*On the afternoon of the 13th, 602 Squadron arrived to relieve us. They had Spitfires.*

*On the 14th there were just 12 of us including Nigel Weir who had got a slight head-wound who looked rather gallant with a white bandage round his head and he was going off on leave and he was the last pilot, and it was the last aircraft, so he took it on leave which is fair enough I suppose.*

*The rest of us I think there were 5 of us on B Flight, well 6 of us with Nigel Weir, I am not sure about A Flight whether they still had 6 or less than that, I can't remember.*

*There was a certain amount of friction between the 2 Flight Commanders not a lot of love lost unfortunately. We were posted up to Drem in Scotland.*



145 Squadron on a scramble, the East boundary behind, taking off to the South West (Tangmere Museum)



Adrian Hope Boyd taking the chance to have a shave between sorties.  
(Tangmere Museum)

The squadron operational record book records the events of the day:-

*11th August. Weather, fine all day. The squadron engaged very large numbers about 150 to 200 Me 109's and Me 110s, South of Swanage at about 10:30 hours. In the face of these numbers the combat took the form of a succession of dog fights. The squadron scored 3 Me 110s and two Me109s destroyed with two Me 110s damaged. Flying Officer G R Branch and Flying Officer Ostowicz failed to return. Sqn Ldr J Peel Force landed in the isle of white and sustained an injured wrist. Pilot Officer A N C Weir was forced down without serious injury near Christchurch.*

The same occurred on the 12<sup>th</sup> August, with the Squadron going up against large numbers of escorted Ju 88's just off the Isle of Wight, with the loss of three more valuable pilots as the ORB records:-

*12th August. Weather fine all day. 10 aircraft of the squadron engaged large numbers of enemy aircraft chiefly Ju 88s and Me 110s in the Isle of Wight area at 12:15 hours. The squadron total was 1 Ju 88 confirmed and 2 Ju 88s unconfirmed, 1 Me 110 unconfirmed and one Dornier 17 probably destroyed. Flight Lieutenant W Pankratz, Pilot Officer J M Harrison and 780691 Serjt J Kweicinski failed to return. Pilot Officer C A Gibbs reported to the squadron on posting from Air Ministry, supernumerary as assistant adjutant.*

. By the time the squadron was ready to pull out on the 13<sup>th</sup> of August they had lost 11 pilots with another two wounded nearly all between the 8th and 12th of August. When they flew out there were three pilots left operational and the commanding officer! They had enjoyed great success but also suffered considerable loss.

145 Squadron withdrew from operations for a rest at Drem but was soon to return to Tangmere in October 1940 to resume operations and to take part in the early offensive sweeps into France in 1941. In early 1941 they re-equipped with Spitfires. They stayed locally to Westhampnett moving just down the road to Merston later in 1941. The Squadron was posted overseas to the Middle East in 1942 and played a major role in the air fighting over the Desert.

**Of the 25 pilots of 145 Squadron who flew from RAF Westhampnett, 13 were not to survive the war. 11 were killed in action flying from the airfield during the Battle of Britain.**

## The Pilots of 145 Squadron

Please note that these Biographies have been copied from [bbm.org.uk](http://bbm.org.uk) for reference only and not for any commercial usage. All photos with kind permission of [bbm.org](http://bbm.org)

### 145 Squadron Pilots



#### **Group Captain John Peel DSO DFC**

John Ralph Alexander Peel, the son of Colonel Basil Peel DSO of the Indian Army, was born on 17th October 1911 at Boscombe, Hampshire. He was educated at Clifton and entered RAF College Cranwell in September 1930 as a Flight Cadet. He graduated in July 1932 and joined 19 Squadron at Duxford. On 5th January 1934 Peel was posted to 801 (Fleet Fighter) Squadron, based at Upavon and on HMS Furious.

He joined the staff of 601 Squadron Auxiliary Air Force on 21st September 1935 as Flying Instructor. Peel went to the staff of RAF College Cranwell on 13th July 1936 but returned to 601 Squadron on 23rd September 1937.

In 1940 Peel was at the Air Ministry, in the Postings Section. He was given command of 145 Squadron at Tangmere in July 1940. On 7th July he shared in destroying a Do17. Peel was shot down over the Channel on the 11th and ditched off Selsey Bill in Hurricane P3400. He was rescued, semi-conscious, by the Selsey lifeboat. In this action he is believed to have destroyed either a Me110 or a Do17. On the 17th he returned to Tangmere, damaged by return fire from a Ju88 engaged near St Catherine's Point, which he damaged.

Peel shared a Do17 on the 19th, shared a Ju88 on the 29th and claimed two Ju87's and a Me109 destroyed on 8th August. He made a forced landing on the Isle of



Wight on the 11th, after being damaged by enemy fighters south of Swanage, slightly injured. He was awarded the DFC (gazetted 13th August 1940).

On 16th September Peel left the squadron but returned to command again on 18th November. In January 1941 he was posted away and in March was appointed Wing Leader at Kenley. On 7th April he damaged two Me109's as they prepared to take off from Berck airfield.

Peel was shot down into the Channel off the French coast in July 1941 but was picked up and led the Wing the next morning. He was posted away in early August and awarded the DSO (gazetted 5th August 1941). He was appointed Sector Commander and Wing Leader at Debden.

In 1943 Peel became Deputy Director of Fighter Operations at the Air Ministry as an Acting Group Captain. He was Assistant Commandant at Cranwell in 1947. He retired from the RAF on 20th January 1948 as a Wing Commander, retaining the rank of Group Captain.

He took up farming in Cambridgeshire before moving to Devon. In the early 1980s he retired to Wiltshire and spent most of his time painting. After his 1940 rescue he became a lifelong supporter of the RNLI.

He died in January 2004.



### **Air Commodore Roy Gilbert Dutton CBE, DSO, DFC & Bar**

Roy Gilbert Dutton was born in Hatton, Ceylon on 2nd March 1917. He joined the RAF in June 1936 on a short service commission and began his flying training.

On 5th September he was posted to 8 FTS Montrose and on completion of his training joined 111 Squadron at Northolt on 24th April 1937.

In early 1940 Dutton was still serving with 111. On 13th January he shared a

He111 and on 8th March destroyed another. He was posted to 145 Squadron on 3rd April and appointed 'A' Flight Commander the next day.

East of Brussels on 18th May Dutton destroyed a He111 and shared another and on the 19th and 22nd destroyed another two He111's. Off Dunkirk on the 31st Dutton destroyed a Me109 and shared another and on 1st June he destroyed two Me109's and a Me110.

He was awarded the DFC (gazetted 31st May 1940).

Dutton shared a Do17 on 1st July, claimed a He111 destroyed on the 11th, damaged a Ju88 on the 17th, shared a He111 on the 19th, damaged a Ju88 on 1st August, claimed three Ju87's probably destroyed and a Me110 damaged on the 8th, got two probable Me110's and damaged two more on the 11th and destroyed a Ju88 on the 12th.

He was awarded a Bar to the DFC (gazetted 20th August 1940).

Dutton was posted from the squadron to RAF Drem on 28th August 1940 as non-effective sick. He was posted from Drem to RAF Hornchurch on 16th September. He returned to 145 Squadron, then at Tangmere, on 22nd December 1940 as non-operational, and was immediately posted to RAF Tangmere as non-effective sick.

On 12th April 1941 Dutton went to Kirton-in-Lindsey to form and then command 452, the first RAAF fighter squadron. He left to command 19 Squadron at Fowlmere on 15th June, damaged a Me109 on the 23rd but went to a staff job at the Air Ministry on 16th July.

In preparation for a return to operations Dutton was posted to 54 OTU Church Fenton on 3rd March 1942. After converting to Beauflights he joined 141 Squadron on 17th April as a Flight Commander.

Tour-expired, Dutton was attached to No. 1 ADF Croydon on 26th November 1942 and soon afterwards joined the Overseas Staff.

In early May 1943 he was posted to HQ Middle East and on 9th September took command of 4 Ferry Control at Habbaniya, Iraq.

Dutton was appointed SASO 249 Wing on 1st April 1944. He returned to the UK later in the year and on 12th December he went to HQ 46 Group as Wing Commander Ops.

In January 1945 Dutton took command of 512 Squadron at Broadwell and in March was detailed to lead a glider train of over 400 tug and glider combinations

conveying an airborne division on the Rhine Crossing to a point between Weser and Emmerich.

Dutton was first to reach the area and his tug and glider combination came under heavy fire. He pressed on to the landing zone, several miles behind enemy lines. He only gave the order for the glider to be released when he was sure it would reach its objective.

For this action Dutton was awarded the DSO (gazetted 8th June 1945).

He commanded 525 Squadron at Lyneham and Membury from 15th June 1945 to 28th March 1946. He held various appointments and commands in the post-war years. He was ADC to the Queen, was made a CBE, went to Moscow as a Defence and Air Attaché in May 1968, and retired on 3rd December 1970 as a Group Captain, retaining the rank of Air Commodore.

Dutton died on 14th September 1988 and is buried in St. Lukes churchyard, Whyteleafe, Surrey.



### **Wing Commander Peter Parrott DFC\* AFC**

Peter Lawrence Parrott was born in Aylesbury on 28th June 1920 into a family of local solicitors. He was educated as a boarder at Lord Williams Grammar School.

He joined the RAF on a short service commission and began his initial flying course at No. 1 E&RFTS Hatfield on 27th June 1938.

He was posted to 11 FTS Shawbury on 3rd September and after completing his training went to No. 1 Armament Training School at Catfoss on 30th March 1939, towing targets. On 27th September 1939 Parrott went to No. 1 Air Armament School Manby as a staff pilot. He was posted to 11 Group Pool at St. Athan on

28th December, converted to Hurricanes and then joined 2 Ferry Pilot Pool on 22nd January 1940.

Parrott joined 607 Squadron in France on 29th January 1940. He claimed three He111's destroyed, another two shared and one damaged on 10th May, and a He111 probably destroyed and another shared on the 11th. He was jumped by Me109's near Louvain on the 13th and had his radio shot to pieces.

While in France Parrott was one of several pilots who were snapped by a visiting photographer. After being sent home on leave he saw himself on a RAF recruitment poster with the words 'Volunteer for Flying Duties' - to his embarrassment the posters seemed to be plastered everywhere.

Parrott shared a probable Do17 on 16th May, went on leave on the 17th and at home on the 19th he received a telegram, posting him to 145 Squadron at Tangmere.

On the 26th, over Dunkirk, he probably destroyed a He111 but was hit by return fire. Heading home, his engine seized as he crossed the coast in Hurricane I N2589 and he made a crash-landing in a field at Great Mongeham, near Deal.

On 3rd July 1940 Parrott shared a probable He111, on the 15th shared a probable Do17, on the 18th shared a He111, on 8th August destroyed a Me109 and a Ju87 and on the 12th destroyed a Ju88.

He was posted to 605 Squadron at Croydon on 27th September and awarded the DFC (gazetted 22nd October 1940).

On 1st November Parrott damaged a Me109. Acting as weaver on 1st December he was jumped by a Me109 and his Hurricane, Z2323, damaged. He dived to 3000 feet and fearing fire, bailed out over East Hoathly, landed in a field, and was found by a farm labourer.

Parrott was posted to CFS Upavon on 21st April 1941 for an instructor's course, after which he went to 9 FTS Hullavington on 26th May. He moved to 5(P) AFU Ternhill on 22nd March 1942, to instruct, and joined the Handling Squadron at Hullavington on 1st September to prepare pilots notes.

As a preliminary for a return to operations Parrott went to 57 OTU Eshott on 11th May 1943 for air-firing practice and up-to-date procedures. He joined 501 Squadron at Martlesham Heath on 1st June.

Parrott was posted overseas on 16th July 1943, arrived at Safi, Malta on 1st August and then joined 72 Squadron at Pachino, Sicily on the 10th as a supernumerary. Eight days later he went to 111 Squadron, also at Pachino, as a Flight Commander.

Parrott destroyed a Mc202 on 4th September. He was given command of 43 Squadron at Capodichino, Naples on 13th October 1943.

On 26th November he shared in destroying a Ju88 and on 17th February 1944 he damaged a Me109. He led the squadron until 6th March 1944 when he was posted to the Middle East. After a course at the Air Bombing and Gunnery School at El Ballah in April, Parrott was appointed OC Gunnery at 73 OTU Abu Sueir on 22nd May.

He returned to Italy in early November 1944 and took command of 72 Squadron at Rimini on the 11th. He was posted away to HQ Desert Air Force, Italy on 15th February 1945 and was awarded a Bar to the DFC (gazetted 20th March 1945).

Parrott became Group Training Inspector, Fighters and later Wing Commander Ops. He returned to the UK in June 1946.

He began training as a test pilot. After qualifying in 1948 at Farnborough, for the next two years he test-flew early versions of the Vampire and Meteor, as they were accepted into RAF service at Boscombe Down. The casualty rate among test pilots of the early jet fighters was high but Parrott survived to earn an AFC (gazetted 1st January 1952).

There followed tours of duty at the Air Ministry, RAF Staff College, RAF Nicosia and RAF Geilenkirchen and he completed his service in the RAF on 10th July 1965 as a Wing Commander.

Thereafter Parrott worked for Autair and, after it was taken over, for Court Line, initially flying commercial domestic routes in Britain and subsequently flying members of the Libyan royal family and government on tours of the Middle East.

During the Arab-Israeli war in 1967, Parrott arrived at the airport in Damascus by taxi to see his plane in the process of being destroyed by Israeli bombers. After seeking sanctuary at the British Embassy, he was co-opted into leading an overland convoy of British civilians fleeing the conflict to Turkey.

During the 1972 Arab-Israeli war, Parrott flew (at Gaddafi's behest) to Uganda to collect Idi Amin, whom he was to take to Khartoum, where Amin was supposedly going to act as the mediator in the conflict. On landing the Learjet at Entebbe,

Parrott and his co-pilot found themselves arrested and interrogated as suspected mercenaries before Amin realised who they were.

In 1973 Parrott returned to Britain to work as a training adviser until his retirement in 1983. After the Falklands conflict he organised the sending of a telegram '*From the Few to the Few*' congratulating the Sea Harrier pilots on their part in the campaign. He was also instrumental in getting the statue of Lord Dowding erected outside St. Clement Danes in the Strand.

Parrott died on 27th August 2003.



### **Wing Commander Peter Dunning Whyte DFC**

Peter William Dunning-White, the son of an industrialist, was born at Hadley Wood near Barnet on 16th April 1915 and educated at Harrow from 1929 to 1933. He gained a place at Jesus College Cambridge, where he spent most of his time playing golf and billiards. He also learned to fly, gained his pilot's licence and obtained his own aircraft.

In August 1938 he joined 601 Squadron Auxiliary Air Force at Hendon and made his first flight there in an Avro Tutor on 5th August. On joining the squadron, the billiard-playing Dunning-White attracted the nickname '*Stunning Black*'.

He was called to full-time service on 24th August 1939 and posted later to 6 FTS Little Rissington. He went to 5 OTU Aston Down on 6th May 1940 and after converting to Blenheims joined 29 Squadron at Drem on the 27th.

Dunning-White was attached to 6 OTU Sutton Bridge on 28th June to convert to Hurricanes. Whilst there he was posted from 29 to 145 Squadron on 2nd July and he joined the squadron at Tangmere on the 5th.

On 18th July he shared a He111, on the 22nd shared a Do17, on 8th August destroyed a Ju87 and a Me110 and damaged a Me109, on the 11th probably destroyed a Me109 and probably another on 29th October.

On 10th January 1941 Dunning-White shared in the probable destruction of a Ju88. He went to 615 Squadron at Kenley on 13th March as a Flight Commander. After shooting down a Me109 over Dungeness on 15th April Dunning-White's Hurricane IIa Z2410 was severely damaged and he bailed out over Dymchurch and was picked up by an ASR launch.

In early May 1941 he was posted to 59 OTU Crosby-on-Eden as an instructor. Dunning-White was awarded the DFC (gazetted 6th June 1941) and was decorated by the King at Buckingham Palace on 17th July 1941.

He was attached to 409 (RCAF) Squadron in early 1942 for night-flying experience and in March he went to 255 Squadron at High Ercall.

In November the squadron went to North Africa and in March 1943 Dunning-White was promoted to Acting Squadron Leader and made a Flight Commander. He returned to the UK in September 1943 and was posted to the staff at HQ Fighter Command. Dunning-White moved to 100 Group Bomber Command in July 1944 to oversee night-fighting training. He was released from the RAF on 8th October 1945 as a Wing Commander. He was re-commissioned in 601 Squadron in 1946.

Dunning-White went on to be a landowner in Scotland and enjoyed country pursuits. He was a keen shot and fisherman and for 15 years was the field master of the Dumfriesshire Foxhounds. It is likely that his wartime service, in particular the loss of five colleagues lost in one day in August 1940, were to have a lasting and profound effect on his life.

He died on 27th December 2008 aged 93. His wife Mary (married 1949) died in 1969 and a son survives him.



### **Wing Commander James Eric Storrar DFC\***

James Eric Storrar was born on 24th July 1921 at Ormskirk. His family had run a veterinary practice at Chester since the early 18th century and he was educated at Chester City and County School.

He increased his age by one year and joined the RAF on a short service commission. He began his initial flying course at No. 1 E&RFTS Hatfield on 23rd January 1939.

He went on to 11 FTS Shawbury for No. 12 Course, which ran from 15th April to 23rd October 1939.

During the course, in August 1939, he moved to the Blenheim Conversion Flight and then joined 145 Squadron at Croydon on 23rd October soon after it was reformed.

The squadron exchanged its Blenheims for Hurricanes in March 1940. On 23rd May Storrar claimed a Me110 destroyed, on the 24th a Do17 and on the 27th two Me110's near Dunkirk.

On 11th July he claimed a He111 destroyed, on the 15th a probable Do17, on the 18th a shared He111, on the 27th a Me109 destroyed, on the 29th a shared Ju88, on 8th August a Ju87 destroyed and another damaged, on the 12th a probable Me110 and on 8th September a shared, probable Do17.

He was awarded the DFC (gazetted 20th August 1940).

On 28th September Storrar was posted to 73 Squadron at Castle Camps. He was detached from 73 to 421 Flight on 20th October. He flew one sortie with the Flight, on the 24th, and he re-joined 73 on the 25th.



The squadron left Debden on 9th November for Birkenhead, en route for the Middle East. It embarked in *HMS Furious* at Glasgow on the 13th, with its aircraft, and flew off to Takoradi on the 29th. The squadron then flew in easy stages to Heliopolis via Lagos, Accra, Kano, Maidugari, Khartoum, Wadi Haifa and Abu Sueir. During December the pilots were attached to 274 Squadron in the Western Desert.

In early January 1941 73 Squadron began operating on its own account. On the 3rd Storrar joined S/Ldr. AD Murray and Sgt. AF Marshall in destroying eight enemy aircraft on a landing ground, on the 6th he shot down a CR42 in the Tobruk area, on 1st February he destroyed a Caproni Ghibli on Apollonia airfield and on the 5th, again with Murray and Marshall, he strafed Benina airfield destroying some eight-enemy aircraft on the ground between them.

On the 19th Storrar damaged a Me110.

On 4th April 1941 Storrar shot down a Ju87 near Derna. He later saw a Lockheed Lodestar which had made a forced landing in the desert. He landed and found it to be General Wavell's personal aircraft. The pilot managed to take off again but Storrar could not restart his own engine and had to return to Tobruk on foot.

In Takoradi for a rest, Storrar and four other pilots were ordered to fly a Blenheim and two Hurricanes to Freetown on 21st June 1941. Forced by bad weather to make a forced landing in the jungle, the pilots had no way of taking off again and they walked 72 miles in two days and three nights, arriving at the Firestone Rubber Plantation, 35 miles from Monrovia in Liberia.

Storrar returned to the UK in November 1941 and was posted to 55 OTU Annan as OC Gunnery Training Squadron. In January 1943 he took command of 65 Squadron at Drem.

On 29th June he probably destroyed a Fw190, on 18th August shot down a Me109, on the 31st damaged a Fw190, his final victory.

He was awarded a Bar to the DFC (gazetted 29th October 1943) and posted away to 53 OTU on 15th November 1943 as an air-firing instructor. In December Storrar was appointed CFI.

From April to October 1944 Storrar was in 1697 ADLS Flight, engaged on communications duties to and from the Continent. He commanded 64 Squadron in October/November, 165 Squadron from November 1944 to January 1945 and 234 Squadron from January to March 1945.

Storrar was Wing Commander Flying successively at Hunsdon, Digby and Molesworth, from March to August 1945.

He flew top cover for Operation Nest egg, the liberation of Jersey on 9th May 1945. He then went to a staff job at HQ 12 Group until January 1946, when he went to 239 Wing, Desert Air Force in Italy, leading it until April 1947 when he was released from the RAF as a Wing Commander.

He studied veterinary science at Edinburgh University and later joined the family practice as a veterinary surgeon, practising in Chester for many years.

In June 1949 Storrar joined 603 Squadron Royal Auxiliary Air Force and served with it until March 1952. He then went to 610 Squadron, which he commanded from 1954 until its disbandment on 10th March 1957.

Storrar died on 29th March 1995.



### **Wing Commander R D Yule DSO DFC\***

Robert Duncan Yule, the son of a dental surgeon, was born in Invercargill, New Zealand on 2nd January 1920. He attended Southland Boys High School from 1932 to 1934.

In early 1938 he won a national scholarship to RAF College, Cranwell. He sailed in the *RMS Rangitiki* on 10th March and began training as a flight cadet on 28th April. The course was shortened because of the outbreak of war.

Yule went into the RAFVR on 7th September 1939 and was granted a Permanent Commission on 23rd October. He arrived at 11 Group Pool, St Athan on the 24th. After converting to Blenheim's, he was posted to 145 Squadron at Croydon on the 27th.

145 Squadron began to receive Hurricanes in March 1940 and became operational in May, ferrying Hurricanes to France and assisting squadrons there.

Yule destroyed a He111 over Brussels on 18th May, a Ju87 on the 22nd and a Me110 over Dunkirk on 1st June. He shared in destroying Do17's on 1st and 10th July, claimed a Ju88 destroyed and a Me110 probably destroyed on the 12th, shared another Do17 on the 19th and damaged Ju88's on 1st, 13th and 17th August.

On 25th October Yule was shot down in combat with Me109's over Tenterden. He made a forced landing at Barn Farm, Brightling, wounded in the leg, and was admitted to Pembury Hospital. His Hurricane, P3926, was a write-off.

Yule returned to the squadron on 17th February 1941. He was posted away to 53 OTU Heston on 10th March, moving to 61 OTU at the end of June.

Yule returned to operations in early November 1941, joining 501 Squadron at Ibsley, as a Flight Commander. He was awarded the DFC (gazetted 17th April 1942).

On 22nd June 1942 he took command of 66 Squadron, also at Ibsley. Leading the squadron on a sweep over Cherbourg on 15th July Yule destroyed a Fw190 and probably another.

On 17th November Yule went to HQ 10 Group on staff duties and was awarded a Bar to the DFC (gazetted 20th November 1942). He was promoted to Wing Commander on 8th August 1943 to lead 15 Wing at Detling. Yule's final victory was a Fw190, destroyed on 6th January 1944. He damaged a Me109 on the 14th.

He was posted to 83 Group Control Centre on 9th March, responsible for planning and controlling many of the operations of 2nd TAF fighter wings. Yule was awarded the DSO (gazetted 16th March 1944) and posted to RAF Staff College on 8th January 1945, after which he was posted to the Air Ministry on staff duties. He remained in the RAF post-war.

On 11th September 1953 Yule was rehearsing for the Battle of Britain flypast over London. His Meteor WF695 collided with Meteor WK938 while Yule was avoiding a Hurricane. Though the tail of his aircraft was sheared off it is believed that Yule attempted to steer the aircraft away from populated areas. It came down in the Woolwich Arsenal between rows of buildings. Yule was killed. Some workers were injured, and buildings damaged but there were no other fatalities. Meteor WK938 landed safely.

Yule is buried at Old Catton, Norwich.



### **Squadron Leader Adrian Hope Boyd DSO DFC\***

Adrian Hope Boyd was born on 1st January 1913 in Sialkot, India. He enlisted in the Royal Navy as a cadet in 1926. In 1933 he became an Acting Sub-Lieutenant and in 1934 he retired.

He entered the RAF in June 1936, was posted to 2 FTS Digby on 19th September and joined 65 Squadron at Hornchurch on 22nd May 1937.

Boyd went to 145 Squadron at Croydon in October 1939, as 'B' Flight Commander. Over France he destroyed two Ju87's and probably another on 22nd May 1940 and two Me110's and probably another on the 27th. Next day Boyd was shot down into the sea off Ostend but was picked up unhurt. On 1st June he destroyed a Me109 and a Me110 and damaged another Me110. For these ten days he was awarded the DFC (gazetted 21st June 1940).

On 3rd July Boyd shared in destroying a He111, on the 11th he claimed a Me110 shot down, on the 18th he shared a He111, on the 22nd shared a Do17 and on 8th August destroyed two Me109's, two Me110's, a Ju87 and damaged another Ju87.

During the night of the 26th/27th Boyd damaged a He111 off St. Abb's Head. He shared in the destruction of an Arado Ar196 south of St. Catherine's Point on 12th October and on the 15th shot down a Me109 off the Isle of Wight.

Boyd was awarded a Bar to the DFC (gazetted 20th August 1940).

In December 1940 Boyd was posted away to an OTU as an instructor but returned to operations when he took command of 501 Squadron at Ibsley in mid-June 1941. On 7th July he destroyed a Ju88 at night and on the 24th he claimed two Me109's.

Boyd was appointed Wing Leader at Middle Wallop on 2nd August 1941 and on 13th October he damaged a Me109.

When he was awarded the DSO (gazetted 2nd December 1941) he was credited with sixteen enemy aircraft destroyed.

In 1944 Boyd commanded 281 Wing in Italy as an Acting Group Captain. He left the RAF in 1947 as a Wing Commander and died on 21st January 1975.



### **Squadron Leader Witold Urbanowicz DFC, VM, KW\*\*\***

Witold Urbanowicz was born in Olszanka, NE Poland on 30th March 1908, he joined the Polish Air Force in 1930 and graduated from the Air Force College in 1932 as an observer.

His first posting was to the night bomber squadron of the 1st Air Regiment in Warsaw. Later he retrained as a fighter pilot. In the 1930s he flew with the 111th and 113th Fighter Squadrons.

In August 1936, flying an PZL P11a, he shot down a Soviet reconnaissance plane which had crossed into Polish airspace. He was officially reprimanded and unofficially congratulated by his superior officer and as a show punishment he was posted as an instructor at Deblin where he was nicknamed 'Cobra'.

In the September campaign he flew with a scratch detachment of instructors defending Deblin, without result. He was then ordered with a group of fifty flight cadets to Romania, where they were told to await re-equipment. This did not

transpire and Urbanowicz returned to Poland to continue to fight. He was captured by a Soviet irregular unit but managed to escape with two cadets and re-crossed the Romanian border. He made his way via the Balkans to France where he elected to continue on to England.

Urbanowicz arrived there on 27th January 1940 and went to RAF Eastchurch, where he was commissioned in the RAFVR.

From 1st June 1940 Urbanowicz was at the Polish Wing at 3 School of Technical Training Blackpool, to await a posting.

He went to No. 1 School of Army Co-operation Old Sarum for the 1st Polish Pilots Course, from 5th to 13th July for testing and grading. He moved on to 6 OTU Sutton Bridge on 14th July, converted to Hurricanes and joined 145 Squadron at Westhampnett on 4th August.

He was attached from to 253 Squadron at Turnhouse from 16th to 21st August and flew a sortie with the squadron on the 17th.

Whilst with 145 Squadron Urbanowicz probably destroyed a Me109 on 11th August and probably destroyed a Ju88 on the 12th. With this experience, Urbanowicz joined 303 Squadron at Northolt on 21st August as a Flight Commander. When the CO, S/Ldr. Z Krasnodebski, was shot down on 6th September Urbanowicz took command.

He claimed a Me109 destroyed on 6th September, a Do17 and a probable Me109 on the 7th, two Do17's on the 15th, a He111 on the 26th, a Do17, a Me109 and two Ju88's on the 27th and three Me109's and a Do17 on the 30th.

On 20th October 1940 Urbanowicz was posted to HQ 11 Group on staff duties as Polish Liaison Officer.

He was awarded the DFC (gazetted 27th October 1940), the VM (5th Class) (gazetted 23rd December 1940) and the KW and three Bars (gazetted 1st February 1941).

In mid-April 1941 he began to organise the first all-Polish Wing at Northolt, made up of 303, 306 and 308 Squadrons. Urbanowicz was posted away in June and sent to the USA to recruit Americans of Polish descent for the Polish Air Force in England. Whilst there he delivered lectures on tactics at USAF bases.

On 27th July 1942 Urbanowicz was posted to 2 FIS Montrose for an instructor's course. He went to 16 FTS Newton on 23rd September but on 3rd November he was appointed Assistant Air Attaché at the Polish Embassy in Washington. In Spring 1943 Urbanowicz met General Clair Chennault, who invited him to China.

He flew there from 23rd October to 15th December, firstly in P-40s from Kunming and later with the 75th Fighter Squadron (USAF) in Eastern China. He destroyed two Japanese aircraft on 11th December 1943.

After further services in Washington, Urbanowicz returned to Kunming in early 1944 and then returned to the UK. In August he returned to Washington as Polish Air Attaché.

He returned again to Britain in early July 1945 and was released from the Polish Air Force on 18th October.

He was awarded the Air Medal (US) (gazetted 25th September 1944) and the Chinese Flying Cross.

In 1946 he returned to Poland but was arrested by the communist regime as a suspected spy. After his release went to the USA as a political emigre.

He lived in New York City working for American Airlines, Eastern Airlines and Republic Aviation, retiring in 1973.

In 1991 he visited Poland after the fall of communism and again in 1995 when he was promoted to the rank of General. He died in New York on 17th August 1996.



### **Flight Lieutenant Wilhelm Pankratz KW**

Wilhelm Pankratz was born on 1st October 1903 in Lomianki, Warsaw, Poland. He was commissioned in the PAF before the war and served at the Air Force Academy at Deblin from 1928 to 1938. After the German invasion he was one of the first Polish airmen to escape to England, arriving in late 1939.

He was commissioned in the RAF in January 1940. Pankrantz was posted from 18 OTU to 6 OTU Sutton Bridge and arrived there on 23rd June 1940. After converting to Hurricanes, he joined 145 Squadron at Tangmere on 16th July.

Pankratz was reported 'Missing' after a combat south of the Isle of Wight on 12th August 1940 in Hurricane R4176.

He is remembered on the Polish Air Force Memorial at Northolt.

Pankratz was awarded the KW (gazetted 1st February 1941).

### **Flight Lieutenant Cyril Leslie Page OBE**

Cyril Leslie Page was born on 20th October 1916, the son of CH Page, Ye Olde Cottage, Sherborne, Dorset, later of Hove, Sussex.

He attended Sherborne Preparatory School and then Sherborne School (Abbeylands House) from September 1930 to July 1934.

He flew civil aircraft before joining the RAF on a short service commission in April 1935. Page was posted to 2 FTS Digby on 7th May and on completion of the course he joined the staff at the School of Army Co-operation at Old Sarum.

Page next went to 16 (Army Co-operation) Squadron there on 21st June 1938. He was serving with 234 Squadron at St. Eval in early July 1940, moved to 145 Squadron on the 16th but then re-joined 234 Squadron, then at Middle Wallop, on the 19th as 'A' Flight Commander.

Page was posted away to No. 1 School of Army Co-operation at Old Sarum on 21st November 1940.

He was released from the RAF in 1947 as a Squadron Leader.

Post-war Page worked for the BBC 1947-1976 and was Controller of Personnel at BBC Television 1949-1976.

He was awarded an OBE in 1965.

Retiring in 1976, Page went on to be a Member of Council at the Royal Postgraduate Medical School 1975-1989.

He died in December 2003 in Slough, Berkshire.

### **Flight Lieutenant R M B Rowley**



Richard Michael Bernard Rowley was educated at Eton and New College, Oxford where he read History. He was a member of the University Air Squadron.

He joined 601 Squadron Auxiliary Air Force in late 1937 and was commissioned in February 1938.

Called up on 25th August 1939, Rowley completed his training and was serving with 601 Squadron by January 1940.

He was one of the 601 Squadron pilots detailed to stage from Tangmere to Hawkinge on 11th May 1940 from where they flew an uneventful patrol over Belgium and Holland.

On 17th May a number of 601 pilots flew to Merville in France to reinforce 3 Squadron, Rowley being posted to 'B' Flight. They returned to Tangmere on 22nd May.

He was posted to 145 Squadron at Tangmere on 1st June and served with them for the rest of the Battle.

He died of a brain tumour on 19th September 1952.

He is buried at St. Mary the Virgin churchyard at Madresfield, Worcestershire, his headstone bears the 601 Squadron badge.



### **Flying Officer Guy Rawstron Branch**

Born on 27th October 1913. His father, Charles Churchill Branch, was a barrister and Alpine mountaineer. Educated at Eton, like his father, GR Branch then went up to Balliol College, Oxford. He joined 601 Squadron, AAF in late 1936 and was commissioned in May 1937. On 11th February 1937 he was on an instructional cross-country flight in a Demon with Flying Officer Aidan Crawley. After refuelling at RAF Netheravon, they took off in poor weather, just missed the hangars and crashed in flames on the road nearby. Branch extricated himself from the wreckage but, finding Crawley still trapped, went back into the flames and pulled him out. For this act he was awarded the Empire Gallantry Medal (gazetted 25th March 1938). On 25th March 1939 he married Lady Prudence Mary Pelham, daughter of the sixth Earl of Chichester.

On the 10th May 1940, Branch was sent as a member of 'A' Flight to operate from Merville in France. Late on this day AA fire separated him from the rest of the patrol and he became lost, eventually setting his Hurricane N2435 down, out of fuel, near Aire, SE of St. Omer.

On 20th May he was shot down by return fire from a Do17. He bailed out from Hurricane P2699 and came down at Izel-les-Equerchin, west of Douai.

He was posted to 145 Squadron, also based at Tangmere, on 1st June. On 15th July 1940 Branch shared in the probable destruction of a Do17 and on 8th August he claimed the destruction of two Ju87s.

He failed to return from a combat south of Swanage on 11th August. His Hurricane, P2951, crashed into the sea and Branch's body was later washed up on the French coast.

He was 26 and is buried in Quiberville churchyard, France.



### **Flying Officer Derek Nigel Forde DFC**

Derek Nigel Forde was born on October 17th, 1917 and joined the RAF on a short service commission in August 1938. He was with 145 Squadron in May 1940 and on the 27th was shot down over Dunkirk in combat with Me110's. He was unhurt and re-joined the squadron.

Forde was posted to 605 Squadron at Croydon on September 26th, 1940. By 1942 he was serving with 72 Squadron and went with it to North Africa in November. He was awarded the DFC (gazetted 26th February 1943) being then credited with at least three enemy aircraft destroyed. On April 24th, 1943 Forde damaged a Me 109.

At some point later in the war Forde was shot down over France and sustained hip and leg injuries but managed to escape back to the UK via the Pyrenees, aided by the French Resistance.

He stayed on in the RAF and retired on February 8th, 1953, as a Squadron Leader.

Forde died on January 16th, 1979.



### **Flying Officer Richard Ughtred Paul Shuttleworth**

Richard Ughtred Paul Kay-Shuttleworth was born on 30th October 1913, the son of Lawrence Ughtred Kay-Shuttleworth, barrister-at-law, killed in action on 30th March 1917 whilst serving as a captain in the Royal Field Artillery. The family home was Gawthorpe Hall, Burnley, Lancashire.

Kay-Shuttleworth was educated at Eton and Balliol College, Oxford, where he read Modern History. He was a member of the University Air Squadron and was commissioned in the RAFO in July 1937.

He relinquished this and was commissioned in the RAFVR in December 1938. He was a JP and a County Councillor for Lancashire.

Kay-Shuttleworth succeeded his grandfather in 1939, becoming the 2nd Baron. Called to full-time service in September 1939, he completed his training and joined 145 Squadron at Tangmere in June 1940.

On 11th July Shuttleworth shared in the destruction of a He111 and on the 27th he shared a Ju88.

He failed to return from a combat with Ju87's and Me110's over a convoy south of the Isle of Wight on 8th August in Hurricane P3163.

Shuttleworth was reported 'Missing'. He is commemorated on the Runnymede Memorial, Panel 6.



### **Flying Officer Archibald Weir DFC**

Archibald Nigel Charles Weir was born in Hythe, Kent on 2nd June 1919, the son of a serving RAF officer who later went to Oxford as the first adjutant of the University Air Squadron. Weir was educated at Abberley Hall, Worcester and Winchester College.

In 1937 he went up to Christ Church College, Oxford, where he read Modern Greats. He learned to fly with the University Air Squadron.

Commissioned in the RAFVR in June 1939, Weir was called to full-time service at the outbreak of war. He completed his training at 2 FTS Brize Norton and in late February 1940 he went to the Harvard Flight there for operational training. On 8th April Weir was posted to Penrhos for bombing and gunnery exercises, after which he was briefly with 504 Squadron before joining 145 Squadron at Tangmere on 12th May.

Near Dunkirk on 1st June 1940, Weir shared a Me110 and probably another. On 18th July he shared a He111, on the 22nd shared a Do17 and on 8th August claimed two Me109's and a Ju87 destroyed. On 11th August Weir's aircraft was damaged in combat with enemy fighters south of Swanage and he made a forced landing near Christchurch, unhurt. He was awarded the DFC (gazetted 30th August 1940).

Weir was lost on 7th November 1940, when he was shot down into the sea off Ventnor by a Me109 of JG2. His Hurricane, P2720, sank immediately.

He is commemorated on the Runnymede Memorial, Panel 6. His portrait was drawn by Cuthbert Orde.



### **Pilot Officer Ernest Cecil John Wakeham DFC**

Ernest Cecil John Wakeham was born at Yelland Farm, Rattery, South Devon on 20th February 1921. He attended South Brent primary school and then King Edward VI Grammar School at Totnes. A keen sportsman, he was in the rugby team and won a rifle shooting prize.

He joined the RAF on a short service commission in February 1939, though as a farmer's son he would have been in a reserved occupation and not likely to be called up.

His training was carried out at 11 FTS Shawbury, he gained his wings on 22nd July 1939 and passed out with a Distinguished rating. Along with some pilot colleagues he returned to Rattery on leave to help with the hay harvest. He joined 145 Squadron at Croydon on 23rd October 1939. Then equipped with Blenheim's, 145 began to receive Hurricanes in March 1940.

In May the squadron began ferrying Hurricanes to France and supporting the

squadrons there. On the 18th Wakeham destroyed a He111 and damaged another over Dunkirk and on the 19th destroyed another.

On the 27th he damaged a Me110 but was stunned by a glancing bullet whilst attacking and lost consciousness. Wakeham came to after falling 5,000 feet and returned to the attack.

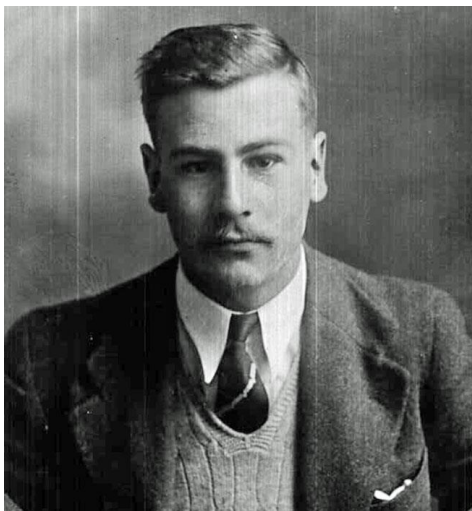
Later in the day he was shot down in Hurricane P3314, making a forced landing between Ostend and Dunkirk. He joined the thousands of troops on the beaches and was evacuated by ship. He returned to Yelland Farm to convalesce and became a regular dart player at the local Church House Inn.

Wakeham was awarded the DFC (gazetted 21st June 1940).

Back with 145, on 7th July he shared in destroying a Do17, on the 11th claimed a He111, on the 19th shared a Do17, on the 29th shared a Ju88 and on 1st August claimed a Hs126.

Wakeham failed to return from an action with Ju87's and Me110's over a convoy south of the Isle of Wight on 8th August in Hurricane P2957.

Wakeham was 19. He is remembered on the Runnymede Memorial, panel 10.



**Pilot Officer John Howard Harrison**

John Howard Harrison was born in Mitcham, Surrey on 10th November 1917 and educated at Rutlish School, Merton and Wimbledon Technical College.

He joined the RAFVR in 1937 as an Airman u/t Pilot and began flying at 13 E&RFTS White Waltham.

Harrison was awarded Aero Certificate 18848 at University Aero Club on 26th June 1939.

In January 1939 Harrison left his job with the International Model Aircraft Company and went to Marshalls Flying School at Kidlington to train as a flying instructor. He obtained his 'A' license in June 1939, No. 19407.

Called up on 1st September 1939, he went to 11 Group Pool St. Athan for further training, converted to Hurricanes and then went to No. 1 AAS Manby for an armament course.

Harrison joined 145 Squadron at Westhampnett on 31st July 1940. He failed to return from a combat with Ju88's and Me110's in Hurricane I R4180 south of the Isle of Wight on 12th August and was reported 'Missing'.

Harrison is remembered on the Runnymede Memorial, panel 8.



### **Pilot Officer Lionel Sears**

Lionel Argent Sears, of Cambridge, was born in Enfield, Middlesex on 8th March 1921 and joined the RAF on a short service commission in August 1939. With his training completed he was posted to 145 Squadron at Tangmere in June 1940.

On 1st July he shared in the destruction of a Do 17.

On 8th August he failed to return from combat with enemy aircraft over the



Channel, south of the Isle of Wight, in Hurricane P2955. He was possibly shot down by Uffz. Sippel of 1./JG27.

Sears was 19 years old and is commemorated on the Runnymede Memorial, panel 10.



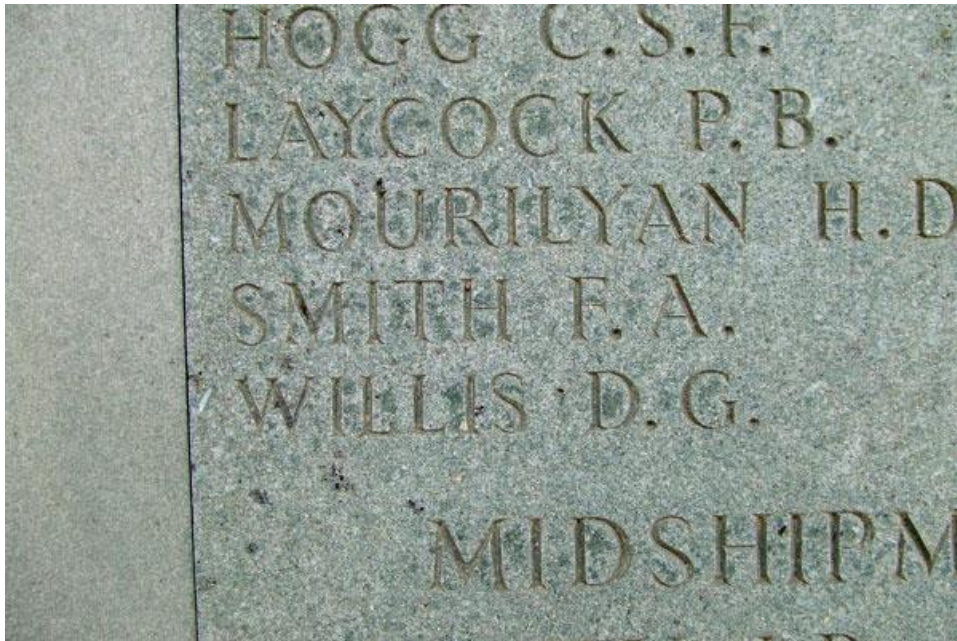
### **Pilot Officer Antoni Ostowicz**

Antoni Ostowicz arrived in England in late 1939 and was commissioned in the RAF in January 1940. He joined 145 Squadron at Tangmere on 16th July 1940 and shared in the destruction of a He111 on the 19th, this was the first victory credited to a Polish airman in the Battle.

He was shot down in combat with enemy fighters on 11th August 1940 in Hurricane V7294 which is believed to have crashed on the Isle of Wight.

Ostowicz was reported 'Missing' aged 29.

He was awarded the KW and Bar (gazetted 1st February 1941) and is remembered on the Polish Air Force Memorial at Northolt.



**Sub Lieutenant Francis Alan Smith RN,**

Francis Alan Smith was born on 24th June 1920 at Barrow-in-Furness, he was educated at the Sacred Heart Convent there and, after the family moved to Stowmarket, he went to the County Grammar School.

After leaving he worked as a trainee with the Eastern Electricity Company. Smith joined the FAA on 3rd July 1939. He trained at *HMS Frobisher* and St. Vincent and on 9th October went to 14 EFTS Castle Bromwich, moving to 7 FTS Peterborough on 11th December.

Awarded his wings on 17th March 1940, Smith completed the course on 26th May and went on loan to the RAF in mid-June. He converted to Hurricanes at 7 OTU Hawarden and on 2nd July joined 145 Squadron at Tangmere.

On the 12th Smith overturned when attempting a forced-landing north-west of Ringwood during a patrol. The Hurricane, N2703, was written off.

Smith was reported 'Missing' following a combat south of the Isle of Wight on 8th August 1940. His Hurricane, P3545, crashed into the sea.

He is remembered on the Fleet Air Arm Memorial at Lee-on-Solent.

**Sub Lt Ian Herbert Kestin, RN**

Ian Herbert Kestin, from Hatfield, Hertfordshire, was born on 24th July 1917. Before the war he was an instructor at the London Aero Club and was awarded Aero Certificate 15209 on 28th July 1937.

He joined the Navy on 15th September 1939 and after training at *HMS Daedalus* and *HMS Raven* he joined 758 Squadron. In early 1940 Kestin volunteered for a Fighter course and on 27th May was sent on one at *HMS Raven*.

He was then attached to the RAF on 23rd June and posted to 7 OTU Hawarden. Having converted to Hurricanes he was posted to 145 Squadron on 1st July. Kestin attacked a Hs126 (a reconnaissance aircraft) ten miles south of Hastings on 1st August 1940. His Hurricane P3155 was hit by return fire and went down in the Channel.

The Hs126 was shot down by P/O ECJ Wakeham DFC.

Kestin, age 23, was reported Missing and is commemorated on the FAA Memorial, Lee-on-Solent.



**Sergeant Eric Debnam Baker**

Eric Debnam Baker of Wimborne, Dorset was born on 14th August 1911 and joined the RAFVR in January 1937 as an Airman u/t Pilot. Called up on 1st September 1939, he went to 11 Group Pool St Athan on the 2nd to convert to Blenheim's.

He was then posted to 145 Squadron on 7th October, the squadron was then about to reform at Croydon.

On 8th August 1940 Baker was reported 'Missing' after a combat over the Channel, south of the Isle of Wight. His Hurricane, P3381, is believed to be that shot down into the sea by Feldwebel Muller of 1/JG27.

Baker is remembered on the Runnymede Memorial, Panel 11.

### **Sergeant J Kwiecinsk**

Josef Kwiecinski was born on 4th May 1917. He must have served in the Polish Air Force, but the details are currently unknown.

He arrived in England in February 1940 and enlisted in the RAF. On 14th July he arrived at 6 OTU Sutton Bridge from No. 1 School of Army Co-operation at Old Sarum, as a LAC.

After converting to Hurricanes, he joined 145 Squadron at Westhampnett on 4th August 1940.

Kwiecinski failed to return from a combat south of the Isle of Wight on the 12th, in Hurricane P3391, and was reported 'Missing'.

He is commemorated on the Polish Air Force Memorial at Northolt.



### **Sergeant Jan Budzinski KW\***

Jan Budzinski was born in Grudziadz, Poland on 22nd June 1916. After three years' service in the army, he volunteered to stay on in the Air Force and after training was posted to 141 Squadron of the 4th Fighter Regiment at Torun.

After the Polish campaign he escaped through Romania to France but elected to serve with the RAF, he arrived in England in January 1940 and was sent to RAF Eastchurch, where he was enlisted in the RAFVR.

He was at the Polish Wing at 3 School of Technical Training Blackpool from 11th June 1940. He was on the 3rd Polish Pilots Course at No. 1 School of Army Co-operation Old Sarum from 22nd to 29th July for testing and grading.

Budzinski was then sent to 7 OTU Hawarden and after converting to Hurricanes he joined 145 Squadron at Westhampnett on 12th August and went to 605 Squadron at Drem on the 31st.

The squadron went south to Croydon on 7th September and on the 11th Budzinski claimed a Me109 destroyed, on the 27th a Me110 and on 7th October he shared another Me109. He was non-effective sick, with meningitis, from 31st December 1940.

He was awarded the KW (gazetted 1st February 1941) and on 27th April 1941 he was posted to 302 Squadron at Kenley. Budzinski received a Bar to the KW (gazetted 15th July 1941).

On 8th August he was posted to No. 2 Air Observers School as a staff pilot. One month later he went to 2 ACS at Dalcross.

Budzinski was posted to 2 FIS Montrose on 28th July 1942 and at the end of the course he went as an instructor to 16 (Polish) FTS Newton. He remained there until 20th November 1945, when he went to 3 PHU for release, as a Warrant Officer.

Budzinski did not return to Poland but stayed in the UK until 1953, when he moved to Canada, where he worked as an inspector in a factory producing jet engines.

He moved on to the USA in 1958, he lived in the United States.

He died there on 26th August 2007.



### **Sergeant John Victor Wadham**

John Victor Wadham was born on 14th May 1919 in the Isle of Wight. He was educated at Ryde School and Newport Grammar School. He worked as an apprentice with a furnishing firm in Southampton and joined the RAFVR in November 1938 as an Airman u/t Pilot.

Called up at the outbreak of war, Wadham completed his training at 5 FTS Sealand on No. 46 Course, which ran from 1st February to 26th June 1940.

He arrived at 7 OTU Hawarden on 1st July and after converting to Hurricanes joined 145 Squadron at Tangmere on 30th July. Wadham was attached to 601 Squadron, also at Tangmere, from 6th to 9th August, during which time he made several training flights. He then re-joined 145 Squadron, which had moved to Westhampnett.

Wadham was shot down and killed by Me109's over Hastings on 12th October. His Hurricane, V7426, crashed at Courseham Farm, Chittenden, near Cranbrook.

Wadham was 21 and is buried in Carisbrooke Cemetery, Newport, Isle of Wight.

## 602 (City of Glasgow) Squadron, 1940

602 Squadron, equipped with Spitfires, had only been at Westhampnett 4 days when they received their baptism of fire. By the end of their time at Westhampnett, six of the aircrew would have lost their lives for a score of 35.5 German aircraft confirmed. Although the unit was at Westhampnett for a short time they had plenty of action and interesting incidents.

602 was a pre-war Auxiliary Air Force unit born in 1925 as a light bomber Squadron. It had already proved itself at the outset of the war by bringing down the first German aircraft on British soil, an He111 on October 28th, 1939. The Squadron and its Spitfires had been in action from its base at Drem when the order was received by the CO Sqn Ldr Sandy Johnstone to move his unit south to Westhampnett on the 13th August. They were to replace 145 Squadron who as previously mentioned had a rough time.

On arrival the Squadron were astounded to see a 145 Squadron Hurricane on its back in the middle of the field. The CO Sqn Ldr John Peel, his arm in a sling after being injured welcomed 602's CO and explained they could do with a rest. They only had a few serviceable Hurricanes left and quickly departed for Drem leaving 602 to it!

Squadron Leader Sandy Johnston later wrote “ *Johnny peel, the CO of 145 Squadron was waiting to greet us, for it was his outfit we were here to relieve. He had an arm in a sling. According to Johnny, his outfit had been taking a bit of stick from Jerry and was now reduced to four aircraft and four pilots. That was his Hurricane in the middle of the airfield, he told me. He had brought it down without any aileron control. However, he was glad to say that the smoke rising from behind the hedge was coming from a burning Me 109! Westhampnett was beginning to sound more like Calamity Corner!*”

The airfield at this stage as already mentioned was basic, grass runways, the officers mess was in Woodcote Farm on the edge of the airfield and the airmen were billeted in the Old Kennels (now the Kennels), on the Goodwood estate. There were a couple of huts for dispersal and a windsock.

602 settled in and were called in to action the following day at 6:50 am when they located a Heinkel just West of the airfield and damaged it, they did a further 10 operational patrols during the day. The operational record book records the event as :-

*14<sup>th</sup> August 1940*

*09:3 Hrs B flight engaged one He 111 just West of base and damaged it.*

*11:00 Hrs B Flight patrolling Selsey Bill sighted two Blenheims approaching from the South and were obliged to fire a cautioning burst across the nose of the leading aircraft before it would give the correct recognition signal. Ten operational patrols were flown during the day.*

On August 15 'B' flight, with 6 aircraft took off from Westhampnett at 06:50 hours and were ordered to patrol over Brighton. They were subsequently vectored on to a couple of bandits one turned out to be a Do 215 on an easterly heading. Green 1,2, and 3 all delivered attacks and the Do 215 was soon smoking and losing height. The squadron claimed one confirmed kill. The ORB entry has a very simple one line entry for the combat:-

*15<sup>th</sup> August 1940*

*07:40 Hrs B flight attacked a Do 215 15 miles South of Portland and forced it down into the sea of Ventnor.*

*17:43 Hrs Considerable enemy activity having developed, B Flight with two aircraft from A flight (the remainder of A flight having been released at 13:00hrs) took off but were not in combat. Three operational patrols were flown during the day.*

On the 16th at lunchtime, 602 was ordered to scramble. They were to patrol over the airfield at 2000 feet. This was to be the day of one of the largest raids on RAF Tangmere and was also the day that Billy Fiske of 601 Squadron was to lose his life. The raid was already in full swing on Tangmere when the 'B' Flight commander, Flight lieutenant Findlay Boyd had got airborne.

He had only just re-tracked his wheels when a Ju 87 appeared in his sights, he moved his finger over the fire button and with his first burst of machine gun fire, the bullets found their mark and the Ju 87 crashed just outside the airfield. He did a quick circuit and landed to be re-armed. Only airborne for a minute. This must have been one of the quickest kills of the war. The German pilot must have wondered what hit him! His combat report conveys the action:

*“15 Ju 87s were seen diving in turn on Tangmere aerodrome and bombing, so 12 Spitfires took off at 13:00 hours to attack. I saw one Ju87 pulling out of a dive and fired one short burst. Saw enemy aircraft crash through a hedge, returned and landed at 1309”* The ORB records the day's events as:-

*16<sup>th</sup> August*

*12:58 Hrs, Commanding Officer (Sandy Johnstone) led the squadron off at sight of Ju 87s bombing Tangmere aerodrome. One Ju 87 was destroyed by the squadron, but no others engaged.*



*16:29 Hrs, Squadron ordered to patrol base at 15,000 ft. A and B flights got separated; the latter being above clouds saw 60 He 111s and 30 Me 110s which they attacked, and B Flight below clouds attacked two single aircraft. In these sections two Me 110s were destroyed, one He 111 destroyed, two He 111s probably destroyed and five Me 110s destroyed. Three operation patrols were flown. Some Spitfires at Tangmere for servicing were damaged by the bombing.*

There was no rest for the unit when on the 18th they were scrambled at lunchtime to see off a raid of Ju 87s and Bf 109s who had taken off from Caen in France to attack Poling Radar Station ,followed by another Gruppe of Ju 87s bound for Ford Aerodrome. Further units followed to attack airfields at Thorney and Gosport.

Dunlop Urie found his normal aircraft up on jacks, so he jumped in a brand-new spitfire, which had yet to be given squadron markings. Once airborne he found Ju 87s at Ford and tore into them. Dunlop Urie had just fired at one Stuka and was pulling out of his attack when there were four loud bangs. He had been hit by a Bf 109 and had been blown out of his seat. He did not take evasive action because of the damage and as a result took more hits.

He returned to Westhampnett with no radio, flaps, brakes and wheels punctured. His legs were also full of shrapnel, but he managed to pull off a safe landing. The aircraft lasted all of 27 minutes. The squadron lost 2 aircraft shot down this day and one damaged.

Flt Lt Robert Findlay Boyd was leading B flight which scrambled from Westhampnett at 14:15 hours heading for Ford aerodrome, his combat report reads :

*“ I was Blue 1 leading 2<sup>nd</sup> section 602 Squadron 12 spitfires which took off from Westhampnett at 14:15 hours. I attacked the 2<sup>nd</sup> formation of Ju87s but failed to get there in time to stop them bombing but caught them as they left before they had reformed formation. I singled out one and did a quarter attack and saw it crash into the sea. I shot at a second one and saw black smoke come out in large quantities from the engine”*The Operation record book records that although the squadron had some success, five aircraft were also lost due to damage caused by enemy fire.

*18<sup>th</sup> August, Squadron took off to patrol base at 8,000ft and almost immediately sighted 60 Ju 87s at 6,000 feet preparing to bomb Ford aerodrome, escorted by many Me 109s. 14:40/14:45 Hrs Squadron attacked, heading off two waves of Ju 87s from the target and following them out to sea, being themselves attacked by Me 109s. Two Me 109s and six Ju 87s were destroyed, One Ju 87 was probably destroyed and seven Ju 87s damaged. Flt Lt Urie was wounded in the feet*

*and F/O Ferguson also wounded and shocked by flying through H/T cables. Five aircraft were lost.*

The combat report of Cyril Babbage states he reported seeing 30/40 Ju 87s with 40 plus accompanying Me 109s, he was to claim a Ju87 that was escaping out to sea:

*I was Green 3, 602 Squadron Spitfires which took off from Westhampnett at 14:15 hours. I attacked one Ju87 which was making out to sea, part of a general stream. This did skids to escape, but I opened fire silencing the rear gunner. I attacked again firing another long burst and the enemy aircraft dived into the sea. I broke away and as I did, I carried out a No 2 attack on an Me 109 passing overhead. I saw bullets entering its fuselage. I was now at 1000 feet. I landed at Westhampnett at 14:50 Hours.<sup>i</sup>*

The following day B flight were back in action again with the loss of one aircraft, but the following days saw some respite although patrols were still being flown.

*19<sup>th</sup> August 1940 14:07 B Flight, ordered to patrol base, sighted one Ju 88 which was destroyed. 14:49 Pilot Officer Moody's Spitfire was set on fire and he was compelled to bail out, incurring some burns to his hands. This was the second time in two days that this pilot had been shot down. 16:44 Hrs, A flight ordered to patrol base, was vectored to St Catherines point where one Ju 88 was attacked and destroyed. Three operational patrols were flown, and the Squadron destroyed the only two enemy casualties in 11 Group that day.*

*20<sup>th</sup> August 1940, four operational patrols were flown, none of which resulted in combat.*

*21<sup>st</sup> August 1940, Only the operational patrol was flown. A Ju 88 flew over the aerodrome at about 2,000 feet to be shot down later by another squadron.*

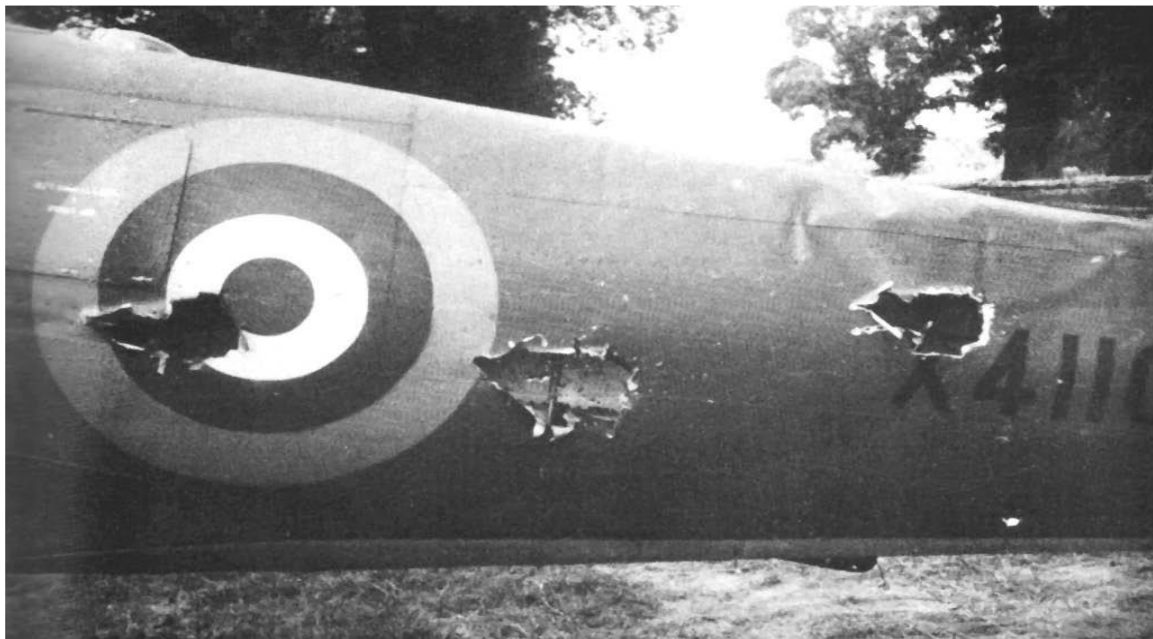
*22<sup>nd</sup> August 1940. Group Captain H.R.H The Duke of Kent visited the squadron, staying for tea, six patrols were flown but none resulted in combats.*

The Squadron frequently had visitors to entertain in between the action with His Royal Highness the Duke of Kent arriving at the airfield as recorded in the ORB on the 22<sup>nd</sup> August to visit the squadron and staying for tea.

Although Nigel Rose in his recollections explains there was not time to spend many hours in the pub, The Commanding Officer Sandy Johnstone mentions in his book 'Enemy in the Sky' that the Squadrons officers and men used several

pubs in the local area including the Ship at Bosham which is again mentioned in Johnnie Johnson's book 'Wing Leader' but also the Unicorn, Rose and Crown and the Dolphin.

Sandy Johnstone also talks about the Squadron having a canvas hanger erected outside the field and taking Spitfires through the hedge to have them maintained. He also recalls airmen being billeted in the Goodwood Golf Club Buildings and using the base of the Racecourse grandstand for storing 602 Squadron's equipment.

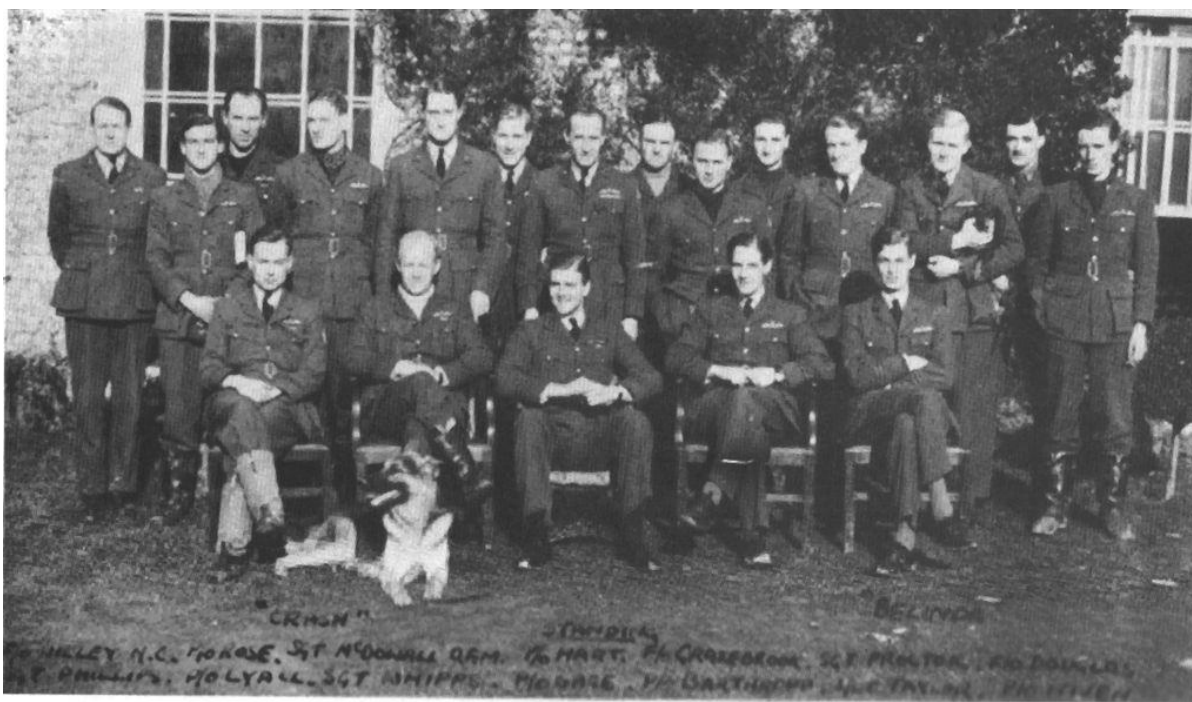


Dunlop Urie's Spitfire, post action with an Me 109 on the 18 August 1940 probably taken adjacent 'B' Flight hut near Fishers cottage which is on the Eastern boundary of the airfield.

©602 Squadron Museum



Another view of the same aircraft, illustrating the potency of the Bf 109s 20mm cannons. (Fighter Command Station at War)



602 Squadron at Westhampnett, November 1940. Seated in the front row are F/L Mount, DFC, F/L Boyd, DFC, myself, S/L Urie and F/L Jack.

A Squadron photograph taken outside the officer's mess in 1940, Nigel Rose can be seen standing second from left, the Commanding Officer seated in the middle.

. © 602 Squadron Museum

The rest of August was busy with numerous patrols and a particularly successful day on the 25<sup>th</sup> with a good bag of enemy shot down or destroyed for the loss of two Spitfires as the ORB reflects:-

*23<sup>rd</sup> August 1940. Green section attacked two separate Ju 88s, P/O Ritchie was involved in a collision with a Spitfire of another squadron without serious damage to himself, though the pilot of the other baled out. Seven operational patrols were flown.*

*24<sup>th</sup> August 1940. Only two operational patrols were flown, none of which resulted in combat. Although considerable enemy activity developed during the afternoon and the Portsmouth District was bombed. None of the Spitfires ordered up were able to engage.*

*25<sup>th</sup> August 1940, 17:04 Hrs Squadron took off to intercept large numbers of enemy aircraft crossing the coast between Swanage and Portland and sighted a solid mass of enemy aircraft at 15,000 feet between Dorchester and the coast: total number was estimated at 200/300 Do 17s Me 109s and Me 110s. Losses inflicted by the squadron were 6 Me 110s, three Me 109s and three Do 17s destroyed with one 109 probable. F/O Coverley and Sgt Sprague baled out but were not injured. Four operational patrols were flown.*

Sergeant pilot Cyril Babbage intercepted what he thought to be 200 plus aircraft over Dorchester, a mixture of types and his combat reports states they were met at 15,000 feet, claiming an Me 110 and Do 17 Destroyed.

*I was Green 2 and took off from Westhampnett at 17:04 Hours. I saw a large number of E/A over Warmwell district. I attacked an Me 110 at same height as myself 10/15 degrees from head on, glass house collapsed and*

*E/A rolled onto back on fire. I broke away and manoeuvred onto the tail of a Do 17 at 14,000 feet. Fired long from slightly above whereupon starboard engine started smoking, top gun turret disintegrated and E/A tumbled back towards land. Attacked again from astern. E/A half rolled and crashed into the sea from 12,000 feet.<sup>ii</sup>*

*26<sup>th</sup> August 1940. 16:13 Hrs, Squadron took off to intercept enemy aircraft approaching from the South and sighted 150 He 111s Do 17s and Me 109s which it attacked over Selsey Bill at 15,000 feet, compelling the enemy formation to split in two and make off South East and South West. Casualties inflicted were three He 111s destroyed, one Do 17 destroyed and one Me 109 probable. F/O MacLean was seriously wounded and had to have his right foot amputated. Sgt Babbage baled out in to the sea uninjured.*

Pilot Officer E W Aries was one of the pilots who made a claim which was later confirmed as having crashed in to the sea off of Pagham. His combat report illustrates the action:-

*I was yellow 2 and took off from Westhampnett at 16:13hrs. I climbed into the sun westwards. Enemy aircraft seen above us. I selected a Do 17 or 215 and attacked from 2000 feet above astern seeing lots of white smoke from port engine, broke away down, climbed again selecting another Do17 or 215 which was separated. Took quarter attack from below and saw pieces fall out of the fuselage and wing. I then came back to Westhampnett and landed about 16:40hrs.<sup>iii</sup>*

Sgt Cyril Babbage was in the thick of the action and managed to claim a Bf 109 as a probable before getting tied up chasing a retreating formation of Dorniers and getting too much attention himself from an escorting 109!:

*I was Green 2 and took off from Westhampnett at 16:13 hours. I followed Green 1 climbing to attack fighters and got separated. I saw one Me 109 on tail of Spitfire and attacked from dead astern and as he turned away I used a deflection shot. He fell into a spin from the turn and went down with large quantities of black smoke coming from the engine. I am confident from the the colour and quantity of smoke that this enemy aircraft was probably destroyed. I then attacked the centre aircraft of 3 Do 215s in vic formation which was one of several making out to see, adopting dead astern attack opening at 300 yards and firing until my ammunition exhausted. I saw my bullets striking the enemy aircraft but observed no other damage. Heavy cross fire was experienced from all the bombers and as I broke away downwards to my left I was struck by a cannon shell, probably from a Me 109 and had to bail out because my aircraft was on fire.<sup>iv</sup>*

*18:37 Hrs B Flight took off and after considerable searching encountered a He 59, 20 miles south of St Catherine's Point which they destroyed. This was possibly picking up survivors from the battle earlier in the afternoon. Seven Operational patrols.*

*27<sup>th</sup> and 28<sup>th</sup> No Patrols Flown.*

*29<sup>th</sup> August 1940, Five patrols, none of which resulted in combat.*

*30<sup>th</sup> August 1940, three operational patrols were flown.*

*31<sup>st</sup> August 1940, 17:54 Hours, Squadron took off to patrol Biggin Hill to Gravesend and attacked 28 Ju 88s escorted by 60 Me 109s. When attacked, the bombers turned South and crossed the coast between Beachy Head and Dungeness, one Ju 88 and one Me 109 were destroyed and two Me 109s 'possible'. One Spitfire was damaged, but no pilot was injured. Three operational patrols were flown, the weather was hazy up to 7000 feet with hot sun and no cloud, a continuous spell of such weather.*

September was not to be a good month for the squadron, with action on the 7<sup>th</sup> leading to two pilots being killed. The ORB records the days up to the 7<sup>th</sup> as follows:-

*1<sup>st</sup> September 1940, only one operational patrol was flown*

*2<sup>nd</sup> September 1940, 12:55 Hrs, Squadron was sent off on patrol over Kent where enemy aircraft were seen bombing the suburbs but not attacked by us. This was the only patrol of the day.*

*3<sup>rd</sup> September 1940, three operational patrols flown but no combat.*

*4<sup>th</sup> September 1940, 12:46 Hrs, Squadron was ordered to patrol Beachy Head at 15,000 feet and 15 miles South of Beachy Head at 17,000 feet, one formation of 40 Do 17s, escorted by 15/30 Me 110s were attacked flying down channel. The Me 110s were leading and circled to attack the Spitfires, 1 Me 110, 2 Do 17s and 1 Me 109 destroyed, 1 Do 17 and 1 Me 110 were probable and 1 Me 110 damaged. 1 Spitfire was destroyed.*

*5<sup>th</sup> September 1940, only one operational sortie flown.*

*6<sup>th</sup> September 1940, 13.20 Hrs, Squadron was ordered to patrol Mayfield and at 20,000 feet over Hailsham sighted 12/15 enemy bombers escorted by approximately 100 Me 109s on a South East course which the Squadron lead by Red 1 pursued without being able to attack. "B" Flight was surprised by Me 109s whose presence had not been noticed and suffered severely. 3 Spitfires being destroyed for 1 Me 109 on the enemy's side. Pilot Officer Ritchie was slightly wounded. 3 operational patrols flown.*

*7<sup>th</sup> September 1940, 17:12 Hrs Squadron was ordered to patrol Mayfield to intercept raiders attacking London, and at 18,000 feet sighted 28 Do 17s escorted by 100 Me 109s. The Do 17s were attacked. 17:30 hrs, after breaking away the CO flew to Staines where from 5,000 feet he saw ten waves of enemy bombers, four of which he attacked. P/O Coverley and P/O Moody went missing after this action; 4 Spitfires were lost. Enemy casualties were 1 Me 110, 1 Me 109 and 1 Do 17 destroyed, 2 Me 109s probable and 1 Ju 88, a Do 17 and a He 111 damaged. 4 Operational patrols were flown. Air Chief Marshall Sir Cyrill Newall visited Westhampnett.*

*Flying Officer William Hugh Coverley, KIA 07/09/40 Age 23 Flying Spitfire N3198*

*Pilot Officer Henry Wollaston Moody KIA 07/09/40 Flying Spitfire X4256*

The squadron had suffered badly but not without some success. It was called to readiness at shortly after 2 o'clock. This was the first day of the Blitz and most of the day's action was due to take place over Kent.

The Squadron was ordered to patrol Mayfield at 18,000 ft. Over Kent and up into South West London, the squadron came face to face with row upon row of

Ju 88s, He 111s, Do 17s and escorting Bf 109's with Bf 110s. The German fighters fell upon the Spitfires and a huge dogfight developed ranging across London, Kent and Essex.

Pedro Hanbury of 602 attacked a Dornier 17 and thought he had done enough to shoot it down, but he was hit by return fire and managed to get back to Westhampnett trailing black smoke, but two other 602 pilots were not so lucky this day.

Harry Moody was lost over Biggin Hill, but no trace was ever found of his Spitfire X4256 or of his body. Flying Officer Bill Coverely who was flying Spitfire N3198 had attacked a Bf 109 but was attacked in turn and he was seen to go down in flames again over Biggin Hill. He did manage to bail out, but he died of his injuries and his body was found in the top of a tree a week later. They were not the only unit to have a bad day with 43 Squadron losing two pilots, 234 Squadron lost a further two. 249 Squadron at North Weald lost one pilot with a further three wounded

A few of the combat reports for that action give an insight into the ferocity and confusion of the fight. Pilot Officer E W Aries found a formation of Do 17s in the Biggin Hill area to attack but was one of the Spitfires damaged as a result of return fire:-

*I was Green 2 and took off from Westhampnett at 17:12 Hrs. I followed the squadron to attack formations of Do 17s. I selected the extreme left-hand E/A of the formation i.e., the aircraft nearest me and attacked quarter from astern, from slightly above and saw my tracer striking the nose to the centre of the mainplane. This E/A turned left and downwards, breaking from a closely packed formation. Bullets had penetrated the header tank of engine coolant in my Spitfire and my cockpit was filled with fumes, so I dived very steeply in an aileron spin and forced landed. Immediately after I landed, I saw a twin-engine aircraft dive into the ground near Sevenoaks. I believe that this was my Do 17 I attacked."*

On this day, the Squadron operational record book shows that Air Chief Marshall Sir Cyril Newall, chief of the air staff visited the airfield. There was some cause for celebration on the 8<sup>th</sup> when one of the pilots was awarded the DFC:-

*8<sup>th</sup> September 1940, 2 Patrols were flown. The weather broke and cloudy conditions with some rain were experienced. Flt Lt Boyd awarded the DFC, three new pilots P/Os Fisher, Edy and Barthropp arrived. State of Alert 1 introduced.*



On the 9<sup>th</sup> of September, a further large raid had been detected and the Squadron had been scrambled, heading towards Mayfield they came across a large number of Do 17s already being attacked by 605 sqn.

The CO had immediate success and with Pat Lyall hit a Do17. As the dogfight progressed Paul Webb, another 602 pilot, was hit and was trailing smoke over Mayfield but was closely being tailed by a number of 109's keen to finish him off. He was hit badly and was restricted to flying in a straight line with no control over his ailerons and rudder.

The 109's obviously thought he had had it and left Webb to his own fate. He could not bale out and he had no choice but to close his throttle and belly his Spitfire in. It came to grief at Boxgrove only a few miles from the airfield after hitting a tree. Both wings came off, then the tail. The remaining fuselage ploughed on for a further 50 yards. Local people ran to the cockpit but amazingly Web was alive with a broken wrist, four broken fingers and a cut to his head! A very lucky Chap!

Amazingly on the 10<sup>th</sup> of September, Red section was ordered up late in the afternoon, none of whom had any night flying experience. As a result of which one aircraft crashed on Bognor golf course and the other two aircraft crashed at Tangmere.

On the 11<sup>th</sup> of September the Squadron were ordered on patrol with 213 Squadron. They encountered some twenty or thirty Dorniers and a further twenty Bf 110's. 602 engaged the 110's and in this engagement, Sgt Sprague was posted missing and Pilot Officer Nigel Rose was injured. Spragues body was washed ashore almost a month later and he was buried at Tangmere.

Sergeant pilot Babbage's combat report states that the combat was five miles South of Selsey Bill and they engaged the enemy at a height of 16, 000 feet:-

*I was Blue 2 and followed Blue 1 in an attack on Me 110's. One Me 110 before we got within range detached itself from remainder and headed South. I attacked this full beam from 500 feet above on enemy aircraft's starboard side and broke away behind. Enemy aircraft then turned into sun, but I saw it again manoeuvring to attack me. I made a head on attack at the same altitude, swerving left to avoid return fire. I climbed into sun and made another beam attack. Enemy aircraft dived 45 Degrees and I followed till it crashed into the sea. I climbed back to 16,000 feet and was attacked by two Me 110s which were on a Southerly course, one of which I fired at without visible affect (head on). After breaking away, I lost sight of the enemy aircraft and returned to base."*

The Operational record book for 9<sup>th</sup> September to the end of the month confirm that the squadron were working in co-operation with the two Tangmere Hurricane squadrons and they were often patrolling Kent and then also covering Southampton where a number of fights broke out. There were only a few days of less activity where the pilots could grab a well-earned rest. Fortunately, only a few injuries and one fatality for the rest of the month.

*9<sup>th</sup> September 1940, 17:04 Hours, Squadron was ordered to patrol Mayfield at 15,000 feet and attacked 30/40 Do 17s. Many Me 109s were present but too far off to prevent this attack. Green section delayed in taking off, fought a separate action against a different enemy formation. Flt Lt Webb crashed landing and broke his wrist (among other injuries); Sergeant Pilot Basil Whall was also slightly injured. Enemy losses were 1 Ju 88, 1 Do 215, 1 Do 17 and 2 Me 109s were destroyed, 1 Do 17 Probable, 1 Ju 88 damaged. Three operational patrols flown.*

*10<sup>th</sup> September 1940, Red section, none of whom had any night flying experience were ordered up till caught out by darkness with the result that one pilot crashed on Bognor Golf Course and the other two damaged their machines landing at Tangmere. Seven Patrols were flown and Sergeant Pilot Whall was awarded the DFM.*

*11<sup>th</sup> September 1940, 15:42 Hours, Squadron (8 Spitfires, all the serviceable aircraft) was ordered on patrol and in co-operation with 213 squadron engaged 20/30 Do 17s escorted by 20/30 Me 110s. Among which appear to have been some Jaguars, accompanied by some Me 109s much higher up. 602 in accordance with orders attacked the Me 110s. Sergeant Pilot Sprague went missing and Pilot Officer Rose was slightly wounded. 3 Spitfires were lost. Enemy Losses were 1 Me 109, 2 Me 110s and 1 Jaguar destroyed. 1 Me 109 Probable and 1 Jaguar damaged. 3 Operational patrols flown and C.O Awarded the DFC.*

*12<sup>th</sup> September 1940, Red Section attacked a Do 17 over Beachy Head and pursued it through broken cloud to Boulogne where it was left with an engine stopped. 3 Operational patrols flown.*

*13<sup>th</sup> September 1940, Three operational patrols were flown*

*14<sup>th</sup> September 1940, six operational patrols were flown, the weather was broken and unsettled.*

*15<sup>th</sup> September 1940, 14:35 Hours, Squadron was ordered to patrol Biggin Hill/Kenley and intercepted 15/20 Do 17s and Do 215s over Beachy Head, unescorted by enemy fighters. 1 Spitfire was lost and 3 Do 17s were destroyed, 1 Do 215 Probable, and one Do 215 and 1 Do 17 damaged.*

Sergeant Pilot Babbage was one pilot caught up in the melle and he combat report stated he was in the vicinity of Beachy Head at 14,000 feet when he delivered his attack on a Do 215 which was not without effective return fire:

*I was Green 2 and took off from Westhampnett at 14:33 Hours. One Do 215 was flying 1 mile to starboard of main formation heading South and just above cloud. I made a beam attack and observed my bullets striking the fuselage. I then made a second attack dead astern and pieces dropped off enemy fuselage, perspex hood around rear gun and the rear of pilots compartment was shattered and the rear gun ceased to fire. I then lost the enemy aircraft in cloud. During this attack I was hit by machine gun fire and my engine was disabled but I was able to land at Shoreham.<sup>vii</sup>*

*16<sup>th</sup> September 1940, three operational patrols were flown without combats. Squadron Leader Sutherland arrived on a visit. Flying Officer Coverleys body was found.*

*17<sup>th</sup> September 1940, Five operational patrols were flown. Red section and unsuccessful combat with a Ju 88 [10:45 Hrs] which eluded them in cloud out to sea from Brighton.*

*18<sup>th</sup> September 1940, three operational patrols were flown without combat.*

*19<sup>th</sup> September 1940, one patrol was flown. Rain and low cloud prevailed. This was the quietest day since the squadron came to Westhampnett.*

*20<sup>th</sup> September 1940, 11:25 Hrs, Squadron ordered to rendezvous with 2 other squadrons over Tangmere and patrol Mayfield at 25,000 feet. No combat resulted but this was the first time squadron had been ordered to co-operate with two others. Two operational patrols flown.*

*21<sup>st</sup> September 1940, 13:00 Hrs Squadron came to readiness after 24 hours at 30 minutes availability. [14:07 Hrs] Yellow section took off on a convoy patrol between Selsey Bill and Bembridge and was subsequently vectored over the coast to search. One Ju 88 passed over base at 2000 feet in broken cloud and going towards Tangmere (E.S.E) and was attacked by A.A at Tangmere and by 2 Spitfires of Yellow section which brought it down by Bosham. Red section also up but failed to intercept.*

*15:32 Hrs Green and Blue sections were ordered to patrol Convoy and Base and "A" flight went up on an East course climbing to 12,000 feet. Green section intercepted a Ju 88 over Beachy Head and Green 1 and 3 attacked without result; Green 2 had been unable to keep up and dived below cloud where he damaged a Do 17. 16:25 Hours, "A" flight, 7 Spitfires attacked a Ju 88 ten miles South of Brighton and though all Spitfires fired they were unable to do more than damage it before it escaped into cloud.*

One of the pilots engaged in the combat was Paddy Barthropp who found the Do 17 heading South West at 3500 feet:-

*I was green 2 and took off from Westhampnett at 1532 Hours. After being vectored to Beachy Head, above cloud, I lost the rest of the section because I could not keep up with them and dived below cloud. I saw 1 Do.17 on a S.W course and attacked quarter astern twice. I saw one large*

*piece broke off starboard motor which emitted large quantities of white smoke changing shortly to black smoke, this continued all the time the E/A was in sight. E/A lost height to 2000 ft and I broke off because I was getting too far out to sea.<sup>viii</sup>*

*18:04 Hrs Squadron was ordered off to rendezvous with 213 Squadron (Hurricanes) and patrol Biggin Hill and Maidstone. No combat resulted. Six patrols flown, three resulting in combat. 10/10<sup>th</sup> cloud in the morning but this cleared away and the late afternoon was fine.*

*22<sup>nd</sup> September 1940, No operational patrols were flown, being the quietest day since we came to Westhampnett. The clouds were low and there were heavy storms of rain.*

*23<sup>rd</sup> September 1940, 09:35 Hrs, Squadron did one long patrol over Kent with 213 Squadron without being in combat. 13:00 Hrs the Squadron was put to 15 minutes available until dusk instead of 30 minutes as hitherto.*

*24<sup>th</sup> September 1940, 08:20 Hrs, being at 30 minutes available, Squadron was called to readiness and went off to Biggin Hill and Tonbridge with 607 and 213 but no combat resulted. 11:49 Hrs Squadron was on a similar patrol again during the morning again without combat. In the Afternoon 13:31 Hrs, the Squadron was ordered to patrol Portsmouth where it was fired on by Naval A.A guns and 607, which it was escorting had several aircraft damaged. 14:00 Hrs "A" flight was up again, and was split, Yellow section making no contact with the enemy but Red attacked 1 Ju 88 without being able to claim damage. Red section was not refuelled when order came at 16:10 Hrs to patrol Southampton so 3 sections took off. Air Battle was reported over Southampton at 20,000 feet but on reaching that position no enemy aircraft were seen and three sections landed without engaging the enemy. 17:25 Hrs Red section was ordered off again and engaged a Me 110 (Jaguar?) over Swanage, damaging it. 7 patrols were flown. Weather was fine with haze high up which cleared off late in the afternoon.*

*25<sup>th</sup> September 1940, 11:10 Hrs, Squadron was ordered to patrol base with 213 and Yellow section was detached to search for one enemy aircraft. The rest of the squadron landing. 12:00 hrs Yellow section attacked a Me 110 over Brighton and damaged it. No other engagement took place although 4 patrols were flown and the whole squadron was off twice. The weather was very fine and rather cold and bright sunshine.*

*26<sup>th</sup> September 1940, there was very little activity during the morning but in the afternoon, 16:03 Hrs the squadron was ordered off to intercept a raid approaching Southampton with 607 and 213 (both Hurricanes) from Tangmere. Combat took place over an area extending from Southampton to several miles South of the Isle of Wight and the squadron destroyed 1 Me 109, 1 Me 110 and 2 He 111s, with 2 Me 109s and 1 He 111 probable. 6 patrols were flown during the day in fine sunny weather.*

One of the pilots on the sortie who claimed a Me 110 was Sergeant Pilot James Gillies who had arrived on the squadron in early September. His combat report gives his view of the fight:-

*I followed Green 3 well behind as I had been weaving to attack bombers, I was attacked by a Me 109 which after a short dog fight, disappeared in haze. I attempted to catch bombers and saw 1 Me 110 attack a Spitfire (or Hurricane) which went down in flames in the sea. I attacked Me 110 dead astern. Owing to my high speed I had to break away over top. But experienced no return fire. Black smoke started from the starboard engine. Enemy aircraft turned left, and I turned to do a quarter astern attack. Explosion took place in nose of starboard motor, and E/A went down in flat left hand spin obviously well on fire.<sup>ix</sup>*

Pilot Officer W P Hopkin was also engaged but he went for a He 111 using all of his ammunition to claim him !

*I was Green 1 and took off from Westhampnett 16:03 hrs. I followed E/A up to 20,000 feet and then lost him in the sun. Went into attack 30 He 111 bombers, selected a lone one did stren attack and must have killed gunner as there was no fire from the bomber. Pieces fell off the E/A and port engine caught fire. Then I did quarter attack and set starboard engine on fire. Then I hit him again with a deflection shot and he flapped out of control into the sea with both engines on fire.<sup>x</sup>*

Sergeant Babbage claimed a He 111 over Southampton water with his combat starting at 15,000 feet:

*I was Green 2 and took off from Westhampnett at 16:03 Hours. Squadron became separated and I led Green 3 into attack, 30/40 He 111's but without any result seen. I then went out to sea in a big circle climbing and attacked a Vic of 3 He 111's going South. I selected a He 111 on the right and attacked quarter ahead. This enemy aircraft dropped out of formation and crashed into the sea.<sup>xi</sup>*

*27<sup>th</sup> September 1940, 08:50 Hrs, the Squadrons 10 Spitfires, took off on patrol, Mayfield at 15,000 feet with 213 and was attacked by some Me 109s. Pilot Officer Gage being hit and compelled to crash land without injury to himself. Squadron formation was broken up but in individual combat, pilots destroyed 1 Ju 88, 1 He 111 and 1 Me 110.*

Pilot Officer Hopkin was Green 1 and engaged an Me 110 north of Hastings after being bounced by the 109s as he describes in his combat report:-

*I followed Blue Section until attacked by Me 109's when I half rolled and went straight down losing squadron. I then climbed towards London and saw Me 110s circling over me so I climbed up to 18,000 feet and picked one out, firing short bursts but lost this E/A. I went down to look for it and found it at about 8000 feet with a very slight smoke from the starboard engine but definitely under control and flying south west at 250 m.p.h. There were some Hurricanes circling round quite close but I did not see any Hurricane shoot. I got full astern but was shot at with*

*cannon. I then assumed a quarter astern position and did one long burst, seeing the perplex hood and fuselage round the cockpit shatter. E/A then went straight into the ground near an aerodrome, the name of which I do not know.*<sup>xii</sup>

Its highly likely that this was a Bf 110 of 15/ LG1 that was reported as being harried by fighters over Gatwick aerodrome and this was eventually claimed by Anti Aircraft fire at 10:00 am. The aircraft was L1 + BL piloted by Oblt. Fr Von Grafenruth who was the Staffel Kapain. His crew member Fw Reinhold and he were both killed.

Sergeant Babbage was attacked by Me 109s 8 miles North of Dungeness but he managed to evade the fierce fire of their cannons and latched onto a Ju88:

*I was Green 2 and took off from Westhampnett at 08:50 Hours. When the squadron was attacked by Me 109s. I was myself attacked by 3 Me 109s and I went into a steep spiral dive to 500 feet to avoid them and then saw a Ju 88 flying South at 400 feet at about 200 m.p.h. I attacked this full beam five times and saw this enemy aircraft crash into the sea.*<sup>xiii</sup>

*15:10 hrs Squadron took off on patrol Horsham with 607 and 213 and the last section in the formation was attacked by Me 109s, one which was probably destroyed. 3 patrols were flown all by the entire squadron. Weather was again fine and sunny with hardly any cloud.*

Paddy Barthropp found a He 111 south south east of Mayfield at 8000 feet and closed in for an attack although he was not alone and this claim was shared with some Hurricanes:

*I was Blue 3 and took off from Westhampnett at 08:50 hrs. When Blue section was attacked by Me 109s, squadron went into right hand defensive circle and I was attacked by 1 Me 109 so I went down to 8000 feet in a spiral and shook off the E/A. Then ordered to proceed to Mayfield and at 12,000 feet sighted many Me 109s above me. I came low again and at 8000 feet saw 2 or 3 Hurricanes attacking a He 111 at 7000 feet going down 45 degrees with smoke coming from the starboard engine. I did two quarter astern attacks and saw the starboard engine go up in flames. E./A then went down vertically into the ground, 15 miles SSE of Mayfield in a ploughed field. One of the crew bailed out. I certainly hit this E/A but it was probably damaged before I attacked it.*<sup>xiv</sup>

Sergeant pilot Babbage was back in the air in the afternoon as Green 2 and engaged Me 109s at 15,000 feet over Dungeness claiming one as a probable:

*I was Green 2 and took off from Westhampnett at 15:10 Hours, When over Dungeness at 15,000 feet on an East course, I was attacked from above and behind by 2 Me 109s. I saw them coming and avoided them and one then attacked Blue 3. When it broke away from Blue 3, I attacked it from head on and slightly below. I broke away underneath and lost sight of the enemy aircraft. Sqn Ldr Johnstone, leading squadron as Red 1, saw this Enemy aircraft going down*

*about 45 Degrees with heavy black smoke pouring from it and considers it was probably destroyed.<sup>xv</sup>*

*28<sup>th</sup> September 1940, The Squadron went off twice, on the second occasion being ordered out over Kent and having to hurry back as a large number of E/A were approaching Selsey Bill: these were intercepted at 13:40 Hrs and proved to be Me 109s and Me 110s. Three patrols were flown altogether. The weather was fine, sunny and cold.*

*29<sup>th</sup> September 1940, there was some activity in the morning, mostly confined to single enemy machines.*

*16:34 Hrs, the squadron was ordered off once without being in combat. 5 patrols were flown. Weather was settled, fine, with a North wind and rather cold. Captain David Margesson visited the camp as the C.O.s guest.*

*30<sup>th</sup> September 1940, 15:47 Hrs, The squadron was in combat once during the day, ordered to patrol Selsey Bill.*

*16:10 Hrs, the Squadron sighted and engaged 12 Ju 88s flying north at 11,000 feet at 250mph. The CO ordered individual pilots to select such enemy aircraft as presented a convenient target. 4 Ju 88s were destroyed, 2 probable and 1 damaged. 5 Operational patrols were flown. The weather remained fine with less prospect of a break than ever.*

As October dawned, the weather broke into heavy rain and low cloud with the occasional German bomber sniffing about which 602 scrambled to intercept. Air Vice Marshall Keith Park flew in to Westhampnett on the 7<sup>th</sup> October for a visit. Closely followed by Wing Commander the Duke of Hamilton on the 14<sup>th</sup> who stayed with the Squadron for the night.

Later that Month Captain Cuthbert Orde arrived at the Squadron to draw portraits of Micky Mount, Boyd, Donald Jack, and Sgt McDowall. Even this late in October raids were still continuing and on the 27<sup>th</sup> October 602 were in action again against a raid on Portsmouth by Ju 88's escorted by Bf109's. The best day ever for the squadron occurred on the 29<sup>th</sup> of October when they had height and sun advantage over a formation of Me 109s and had a field day! The score sheet was well and truly in 602s favour! Although there was a smaller skirmish the following day with more Me 109s resulting in damage both sides, the squadron had no combat on the last day of October which is now recognised as the formal end of the Battle of Britain.

*1<sup>st</sup> October 1940, 10:41 Hrs, The Squadron took off to patrol Portsmouth and the Isle of Wight and when at 23,000 feet over St Catherines point, Blue section was attacked by 8/10 Me*

109s. No casualties were inflicted and fortunatley none suffered. Five operational patrols were flown. Weather continued fine.

2<sup>nd</sup> October 1940, 08:51 Hours, two aircraft of Blue section took off to intercept a single raider off Shoreham. This was a Ju 88 which was approaching the coast but when the Spitfires appeared it turned and dived to sea level in an attempt to escape. It was shot down into the sea 35/40 miles out.

The combat report by Findlay Boyd states that the action took place 10 miles South East of Selsey Bill at a height of 10,000 feet. The clim was shaerd  $\frac{3}{4}$  Boyd and  $\frac{1}{4}$  Barthropp.

I was Ble Leader on patrol 10,000 ft over Shoreham when one bandit was intercepted 10 miles S.E Selsey Bill. Succesive atcaks carried out by both Blue 1 and Blue 2 from beam and astern, resulted in enemy crashing into sea, no survivors.<sup>xvi</sup>

10:00 Hrs, the Squadron was sent off over Kent with 213 once but this was the only other oeprational patrol flown during the day. Waether continued fine but in the evebeing the glass began to fall.

3<sup>rd</sup> October 1940, the oustatnding event of the day was the rain: it came as a surprise, after a fine evening, but it was heavy and fairly continous. One German twin engined aircraft flew over the camp at about 200 feet up in the mist and though fired on by Tangmere is believed to have escaped. One operational patrol was ordered but was impracticable owing to weather.

4<sup>th</sup> October 1940, Heavy rain and low cloud prevailed throughout the day and was no flying.

5<sup>th</sup> October 1940, 10:15 Hrs, 2 aircraft of Reds section took off and intercepted a Ju 88 over Beachy Head which they attcaked and finally left with one motor stopped over the French coast. Four other patrols were flown during the day, three of them by the entire squadron. Weather was wet in the morning, improving in the afternoon.

6<sup>th</sup> October 1940, No patrols were flown although one Spitfre took off on a weather test, this reported solid cloud from 200 feet to 20,000 feet, there was much haevy rain and strong wind.

7<sup>th</sup> October 1940, 15:30 Hrs, Squadron took off with 607 and 213 Squadrons to patrol Southampton and Blue section, 2 Spitfires was detached to search for one enemy aircraft N.E of worthing. 16:40 Hrs this was intercpeted over Beachy Head and pursued out to sea, where it was left probably destroyed. Unfortunatley, Sergeant Pilot Whall, who was the last to leave the E/A got into difficulties and crashed near Seaford: He died shortly after admission to hospital. 7 patrols were flown during the day, only one resulting in combat which was unfortunate for us. Weather was bright with little cloud, AVM Keith Park, commanding 11 Group, visited the squadron.



*8<sup>th</sup> October 1940, There was only one short patrol during which the squadron went up through a heavy bank of cloud. A good deal of rain fell and at times the clouds were right down on the ground. At about 19:00 hrs a German machine flew low over the aerodrome in the dusk firing its machine guns without doing any damage.*

*9<sup>th</sup> October 1940, there were six patrols during the day all by the formation of two or three aircraft: none of them were successful in intercepting enemy aircraft. There was a high blustering wind, some rain with bright intervals. The experiment was tried of keeping two of our few remaining night operational pilots, Flying Officer Jack and Sergeant Pilot McDowall at readiness until dark on the chance that a solitary night raider might attack again. No such attack was attempted.*

*10 October 1940, There were five operational patrols during the day, one of them by the squadron and four by two or three aircraft, but no interception. Sgt Spragues body was washed ashore at Brighton, Flt Lt Boyd was awarded a bar to his DFC and Sgt Babage was awarded a DFM.*

*11<sup>th</sup> October 1940, four patrols were flown one of these being by the squadron and one on experimental dusk patrol. Weather was fine and sunny. The dusk patrol of three Spitfires, The CO, F/O Jack and Sgt McDowall was an attempt to intercept enemy bombers going in early to bomb London. Taking off from Westhampnett at 18:42 Hrs when it was not yet twilight and later assisted by a full moon, the three Spitfires patrolled in company as far as Brighton, thus covering Beachy Head, which was a landfall much used recently by German night bombers. The patrol was cut short owing to ground mist, the land being rendered invisible by this in the Beachy Head District. F/O Jack and Sgt McDowall landed at Tangmere with the assistance of the floodlight, while the CO landed at Westhampnett with his landing light.*

*12<sup>th</sup> October 1940, Four patrols were flown, one of these being by the Squadron. One patrol resulted in an interception, Green section, Sgt Babage, P/O Fisher and P/O Hart took off at 15:17 hrs and intercepted a Ju 88 at 15:30 Hrs just out to sea from Beachy Head at 10,000 feet. This aircraft was left at 50 feet above the sea with 1 engine stopped the rudder badly damaged and the whole machine raked with our fire. It was claimed as a probable. Two of our Spitfires were badly damaged, Sgt Babage was compelled to land near Lewes and P/O Hart although he got back to Westhampnett had a bullet in the main spar of one wing and this necessitated a new wing.*

*13<sup>th</sup> October 1940, there were two patrols during the day, one of them by the Squadron. Weather was fine again. Colonel Walker SMO at Goodwood and Lt Colonel MacNaughton called on the squadron this evening.*

*14<sup>th</sup> October 1940, There were two patrols, One by B Flight led by Flying Officer D Jack, during the morning he took the flight up to 25,000 feet through solid cloud from 500 feet and brought them down again still all together. In the afternoon the weather cleared and at about 17:00 Hrs there was a raid. AA fire being seen West of here. The Squadron took off but were*

*not engaged. Sgt Sprague was buried at Tangmere, the funeral being attended by Flt Lt Boyd and F/O Douglas. Wing Commander the Duke of Hamilton arrived and stayed for the night.*

*15<sup>th</sup> October 1940, there were four patrols, one by the squadron, which patrolled from Portsmouth to Bournemouth at 25,000 feet. Ice conditions were experienced and ice formed on the windscreens making landing difficult. No interceptions were effected.*

*16<sup>th</sup> October 1940, apart from two weather tests, there was only one patrol, no interception being effected, clouds all day, heavy rain commenced about 16:30 Hrs.*

*17<sup>th</sup> October 1940, there were three patrols, none of which resulted in combat. The CO with one other aircraft of Yellow section was at 5000 feet over Tangmere when he saw smoke trails forming behind a Dornier and an Me 110 at 25,000 feet but he could not catch them. There were clouds at 2000 feet with poor visibility below.*

*18<sup>th</sup> October 1940, Weather was foggy, no patrols were flown, there was one take-cover warning but nothing was seen from Westhampnett.*

*19<sup>th</sup> October 1940, there were two patrols, one of them being by the squadron but no interceptions were effected. F/O Jack, Ferguson and Maclean were promoted to Flight Lieutenants. The RAMC compelled us to evacuate Goodwood and we took over the racecourse this is not nearly so convenient.*

*20<sup>th</sup> October 1940, There were three patrols during the day, in one of these a Ju 88 was intercepted over St Albans Head. "A" Flight was ordered up with Red section above the clouds (which were 9/10<sup>th</sup> at 4000 feet) and Yellow section below. Flt Lt Mount leading Red section, saw one Ju 88 and was able to get two short bursts in before losing it in the clouds. No other member of the patrol was able to fire. Captain Orde arrived to draw portraits of the CO, Flt Lt Mount, Flt Lt Boyd, Flt Lt Jack and Sgt McDowall.*

*21<sup>st</sup> October 1940, there were four patrols during the afternoon each of two aircraft. Weather was cloudy beginning with rain but this stopped at 10:30 Hrs.*

*22<sup>nd</sup> October 1940, there were two patrols during the day both by the squadron, carried out over Kent, one was at 35,000 feet. No interceptions effected. There was heavy fog North of the Downs. VHF R/T was fitted to our aircraft.*

*23<sup>rd</sup> October 1940, Weather was too foggy for flying and no patrols were flown.*

*24<sup>th</sup> October 1940, the Commanding Officer went on leave and Flt Lt Boyd DFC and Bar took Command of the squadron. Two patrols were flown by each section.*

*25<sup>th</sup> October 1940, four patrols were flown, two of them by the squadron as a whole without any combat resulting.*

*26<sup>th</sup> October 1940, Three patrols were flown, one of them being by the squadron. During one of these Sgt Elcome went missing, just disappearing from the formation for no known reason.*

*27<sup>th</sup> October 1940, weather was overcast but no rain. Five patrols were flown, two of which were by the Squadron and in the course of one of these two pilots, P/O Hopkins and Sgt Pilot McDowall were engaged in combat. An attack was made on the Portsmouth Southampton area in which some 20- 30 Ju 88s were involved with a number of Me 109s as escort. P/O Hopkin flying No 2 in Blue section pursued a Me 109 which went to far out to sea and on his return got in a short burst at a Ju 88 before it escaped in cloud. Sgt McDowall attacked a vic of 5 Ju 88s going South at 11,000 feet over the Solent and destroyed one; he then attacked a second which he probably destroyed. Flt Lt Boyd DFC and Bar took off on hearing gunfire and flew to Selsey Bill where he saw a Vic of 5 Ju88s. At his approach one of these dived to sea level and Flt Lt Boyd followed to attack it whereupon the others attacked Flt Lt Boyd who broke off the action and returned home without firing.*

*28<sup>th</sup> October 1940, There were four patrols during the day, two of them by the Squadron as a whole.*

*29<sup>th</sup> October 1940, There were four patrols during the day, one of them being perhaps the most succesful the squadron has yet fought. When at 27,000 feet, the squadron led by Flt Lt Mount saw two formations of Me 109s about 25 in each, approaching them at 23,000 feet and with some advantage from the sun and the supreme asset of great height, the Spitfires were able to inflict heavy casualties, 7 Me 109s being destroyed, 2 Me 109s probably destroyed and 3 damaged. One of our Spitfires was very slightly damaged.*

*30<sup>th</sup> October 1940, Weather was cloudy with patches of clear sky. Three patrols were flown, two of them by the squadron and in the course of one of these the squadron was attacked by Me 109s from above. In the course of the dog fight two Me 109s were destroyed 1 by P/O Hanbury and 1 by Sergeant McDowall while two Spitfires were practically destroyed and one slightly damaged. F/O Gage being compelled to land near Mayfield without injury to himself. Sgt Smith being wounded and P/O Lyall returning to base with his aircraft slightly damaged.*

*31<sup>st</sup> October 1940, there were no patrols during the day.*

By the end of the month the airfield was a sea of mud, especially in the vicinity of the dispersal huts and this was causing problems for the Squadron. The wet cold conditions were to take their toll on the pilots and the operational record book records a shortage of pilots in November due to cold and influenza, with the airfield also suffering badly with the grass being torn up.

The Battle of Britain was officially over but the squadron continued to fly patrols in November and December.

Accidents were not uncommon and on the 23<sup>rd</sup> November Pilot Officer Hopkins was coming into land in poor visibility and misjudged the landing. He landed on

top of another aircraft parked on the aerodrome and damaged both aircraft although he himself was unhurt.

It was a sad day on the 28<sup>th</sup> of November. Flight Lieutenant C.J 'Micky' Mount was leading the Squadron at 33,000 feet when they were jumped by Bf 109's and in the ensuing fight Pilot Officer A Lyall was shot down and killed in his parachute after he bailed out too low and hit the ground before it managed to open. He was the last casualty that 602 were to suffer whilst based at RAF Westhampnett as they were soon to move North for a rest. The day ended with a visit from the Commander in Chief Air Marshall Sholto Douglas.

Up till this time the Squadron had been flying Spitfires fitted with canvas-covered ailerons. On the 19<sup>th</sup> of December, the Commanding Officer tested a new Spitfire that had just arrived at Westhampnett, but fitted with new metal ailerons, this made a difference in the high-speed turning characteristics of the aircraft.

It had been a successful period for 602 whilst at Westhampnett with the award of three Distinguished Flying Crosses, and three Distinguished Flying Medals although the units had lost 6 pilots in the course of their actions.

602 Squadron departed for Prestwick on the 17<sup>th</sup> December 1940.

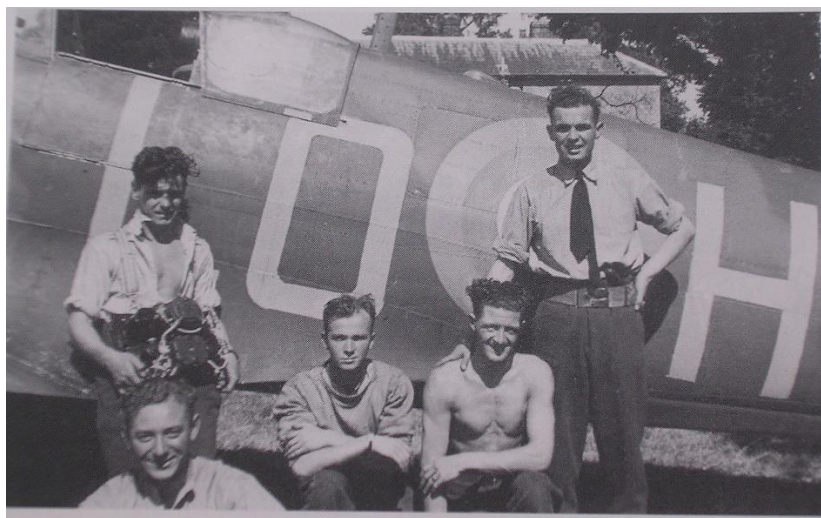


Above is Pedro Hanbury in front of his Spitfire at dispersal probably taken on the Eastern boundary of the field close to the airfield entrance

©602 Squadron Museum



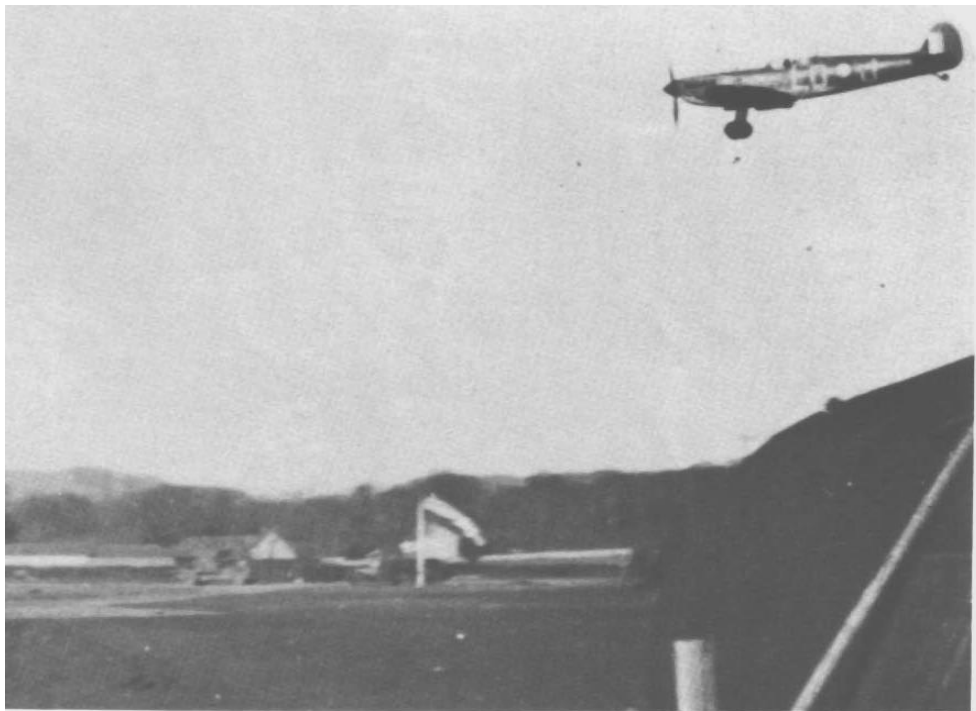
Above is Spitfire LO-G X4382 in the summer of 1940, flown by Pedro Hanbury and damaged on the 7th September, looking up the Eastern hedge line, note the tented accommodation. ©602 Squadron Museum



**Groundcrew of 602 in 1940 in front of Hector Mcleans Spitfire LO-H. This cottage was known as Fishers Cottage during the war and accommodated NCO Aircrew. . © 602 Squadron Museum**



Below another photo of 602 Groundcrew at Westhampnett © 602 Squadron Museum



Spitfire LO-J coming in to land on to what is today runway 24, piloted by Squadron Leader Sandy Johnstone who was the Commanding Officer of 602 Squadron  
©602 Squadron Museum.



Pilots of 602 outside a dispersal hut at Westhampnett including Donald Jack, second from right. Probably A flight dispersal near the threshold to Runway 24.  
©602 Squadron Museum.



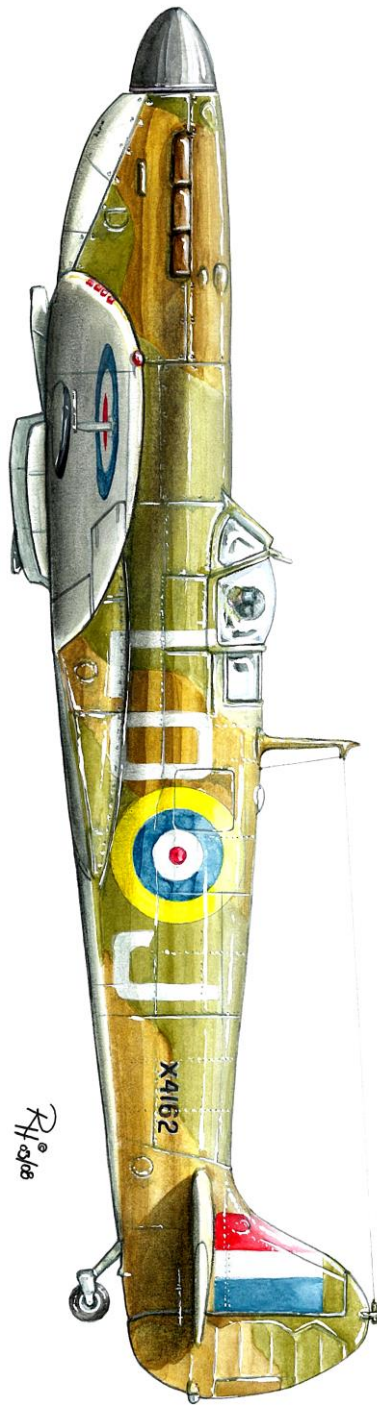
Sergeant Mervyn Herbert Sprague on his wedding day. His wife visited the airfield every day after he was posted missing gazing at the B flight huts waiting for his return.

©602 Squadron Museum



On September 11<sup>th</sup>, 1940 Sprague was shot down in combat with Bf110's South of Selsey Bill whilst flying Spitfire N3282. His Body was washed ashore at Brighton on 10<sup>th</sup> October 1940 and he was buried in St Andrews, Tangmere.  
Via Mark Hillier





The Commanding Officers Aircraft Squadron Leader Sandy Johntsone, Spitfire  
LO-J  
© Rob Henderson

**A Pilots View**

**By Nigel Rose 602 Squadron.**



Pilot Officer Nigel Rose ©Nigel Rose

*Nigel Rose was a Pilot Officer with 602 Squadron throughout its time at RAF Westhampnett. He joined the RAF VR at Southampton in March 1939 and logged 87 Hours at Hamble before being posted to 14 Flying Training School at Kinloss. He was then posted to 602 Squadron. He recalls his time at Westhampnett and gives us an insight into daily life on the Squadron*

The Squadron left Drem, near Edinburgh on August 13<sup>th</sup>, 1940, we put down at Church Fenton in Yorkshire for lunch and refuelling. A further hour and a half and we were circling Westhampnett, a satellite airfield to Tangmere, was unpretentious, with no runways, hangers or other permanent buildings. There was a handful of Nissen huts, and a small flint walled cottage in one corner.

Catching the eye was the splendid spire of Chichester Cathedral about 2 miles in the West. Having taxied in, we began to get the feeling of our new surroundings. Our predecessors, 145 Squadron, flying Hurricanes, had lost 12 of their aircraft destroyed, with 11 pilots killed in the three days 8<sup>th</sup>, 11<sup>th</sup> 12<sup>th</sup> August.

On the 12<sup>th</sup> the day previous to our arrival, 512 enemy planes had been plotted on radar. 145 Squadron had I recall only 4 pilots left and they were forthwith despatched to Dyce in Scotland for recuperation.

This was high drama, because although 602 had been bloodied earlier than most squadrons, during the defence of Scotland, the loss of a pilot and his aircraft was still a rarity. Things were now obviously on an altogether different scale.

I wrote to my parents on the 14<sup>th</sup> August – “we live for the moment in a typical Sussex Rectory with a delightful smell of soap, flowers and new mown grass. There are also wasps in abundance of which we bagged two ‘certains’ and three “unconfirmed” at tea just after we arrived”.

The original pilots of 602 included many who were to make their names for doughty deeds in the Battle of Britain. Sandy Johnstone, the commanding officer, Findlay Boyd, Dunlop Urie, Hector McClean, Donald Jack, Paul Webb, Andrew MacDowell, Patt Lyall and Cyril Babbage. Mickey Mount, Paddy Barthropp, ‘Pedro’ Hanbury joined them and others posted in to replace casualties.

After only a day or two, we ourselves began to see casualties in both pilots and aircraft.

McClean and Urie were seriously wounded and after a particularly violent engagement it were not unusual to see one or more of our Spitfires limping back with crippling damage. Some could be repaired on site or at Tangmere, but often they would be transported to a maintenance unit for reconstruction or writing off!

The fine summer of 1940 made for days that seemed so long. The morning call to ‘flights’ could be as early as 4 a.m and sometimes a scramble would mean taking off in a blanket of mist, above which the only point of reference was the spire of the Cathedral bathed pink in the rising sun.

Release at dusk on a fine day could be as late as 9pm. In an average day, a pilot would fly 3 or 4 sorties. Sometimes the plot which had caused the scramble would turn out to be bogus and we would return without incident. Engaged or not, the ground crews of fitters, riggers and armourers would be swarming over the spitfires, and the refuelling bowser would be instantly in action. The whole turnaround was overseen with incredible efficiency by the Flight Sergeant.

In 1940 the Squadron was still flying in four sections of three, ‘A’ Flight, comprising red and yellow sections and ‘B’ flight, blue and green This formation was later abandoned as too clumsy and a switch made to six pairs of leaders and ‘tail guard’ a much more manoeuvrable arrangement learned I believe from the Luftwaffe.

An average sortie from Westhampnett would be like this. The phone in the flight hut would ring and the message ‘villa squadron, scramble Mayfield angels 20’. A race over to the cockpits then took place with ground crews already in position starting engines, helping to do up parachute straps and harnesses- and chocks away.

The Sector controller at Tangmere was being fed the latest information from Group Head Quarters, where radar and Observer Corps plots were collected, so numbers, heights and direction of raids were continuously monitored. The Sector Controller could then advise the Squadron Leader.

As we were climbing to 20,000 feet above the centre of Sussex the Controller could adjust the vector and rate of climb, where possible and if time, to give us the advantage of both height and sun.

An average mass attack would comprise fifty bombers, either Heinkels, Dorniers or Ju88's. Accompanied by fifty or so fighters, either Bf 109's and Bf 110's.

For a green pilot, just joined the Squadron without the benefit of an Operational Training Unit, (as happened to some of us immediately following the evacuation of Dunkirk) it was an awesome sight. To see the serried ranks of hostile aircraft, made all the clearer at times by being silhouetted against a blanket of white cloud.

The Commanding Officer would divide the Squadron so that one flight was allocated to the fighters, one to the bombers. If the bombers were slower and easier targets, they still had the protection of their turret gunners. More often than not in 602 we seemed to find ourselves tangling with the fighter escort.

Having selected your target, you would turn your gun button on the control column to 'fire' and the next most important action was to ensure as best you could that you were not being targeted yourself!



Nigel Rose in front of his Spitfire at Goodwood  
©Nigel Rose

Your own attack would usually be made from a stern or quarter beam, the former was the deadliest and anyone who has studied camera gun films will confirm this. A beam attack meant allowing correct 'Deflection' – i.e., the aim through the gun sight must be drawn forward to lead the target before firing. Some pilots such as Archie McKellar was known to favour a head on attack. This was difficult to achieve but hugely demoralising to the opposing bombers.

You often hear the term 'dog fight', but in World War II the actual engagement was usually very brief. The instant reaction if you were being attacked was to go into the steepest turn you could manage to try and get on the attacker's tail. This would usually mean losing consciousness temporarily.

Or you could turn on your back and dive right out, twisting and turning this way and that. Such a manoeuvre doesn't sound very brave, but sometimes to run away allowed one to live and fight another day!

On levelling out from a 400mph dive it was quite astonishing how empty the sky was and often not a plane to be seen. Occasionally in the middle of a chaotic scrap, a Bf 109 or 110 would flash past you going in the opposite direction with breath-taking closing speed. There was little time to do anything but gawp and say a little prayer.

Of course, not every day was suitable for flying but after a busy period there was a need for relaxation. In the evening you could drink in the mess or at the local pubs, but with early starts, heavy partying was not really an option. The Squash Club in Chichester made us honorary members, and this provided a much-appreciated diversion. Here I met Pamela, whom I was to marry the following year.

After the end of September, the mass raids over West Sussex began to drop off and we were more often than not vectored on to incidents over East Sussex and Kent, but we were still flying an average of three to four sorties a day when the weather allowed.

Being an RAF fighter pilot (top button of your tunic undone) gave one a definite feel of pride and perhaps importance. Yet there was certainly no recognition that the outcome of our activities would be such a crucial contribution to the progress of the war as it ultimately turned out!

Mind you not everybody loved us. We had a number of reasons for suspecting sabotage to our Spitfires. One such rather dramatic example of this was Spitfire

L1019, a relatively old plane which had from an encounter been badly damaged. It was despatched to a maintenance unit and some months later the Commanding Officer was informed by CID that upon stripping the engine, two small packets of dynamite had been found wired to the exhaust manifold! All of us had flown this aircraft several times.

This example of misanthropy is puzzling, but one has to remember that in 1940, Communists were sympathetic to the Germans, an attitude that vanished when Hitler invaded Russia in 1941!

By Christmas the powers that be decided that 602 Squadron should be transferred to the North for a rest”

602 were to have a busy war returning to Kenley in 1941, then Biggin Hill for the Dieppe raid. It was also stationed at Ford and Bognor in 1943 and 1944. It took an active part in the D-Day operations moving to Belgium in September 1944.

**Of the 34 pilots of 602 who served at RAF Westhampnett, 13 gave their lives during World War 2. 6 of those pilots were killed during their time at the airfield during the Battle of Britain.**

## **The Pilots of 602 602 (City of Glasgow) Squadron**



### **Air Vice Marshal A V R Johnstone, CB, DFC, AE, DL**

Early in 1938, Johnstone was a civilian navigation instructor at Scottish Aviation, moving later to the Civil Air Navigation School at Prestwick. In August 1939, he was called to full-time service with No. 602 Squadron. On 24 November 1939 George Pinkerton was promoted to squadron leader and given command of No. 65 Squadron RAF, with Johnstone taking over command of 'B' Flight from Pinkerton.

After participating in engagements with lone German raiders off the Scottish coast in late 1939-early 1940, he was given command of 602 Squadron in July 1940 at the age of 24. By this time Johnstone had already claimed a Heinkel He 111, a Junkers Ju 88 and a Dornier Do 17 damaged. The squadron was transferred south to RAF Westhampnett in West Sussex, where it was stationed throughout the Battle of Britain.

His tally after the battle (and his final wartime score) was 7 (and 2 shared) aircraft destroyed, 1 probable, and 6 (and 1 shared) damaged. He was awarded the Distinguished Flying Cross for his actions.

After serving as operations controller at RAF Turnhouse in Scotland in 1941, Johnstone was posted in April 1942 to RAF Haifa in Palestine as sector

commander. He then went to Malta as station commander at RAF Luqa, before commanding a Spitfire wing. In the spring of 1943, he returned to Britain to attend the RAF Staff College. In September 1943 he moved on to RAF Fairwood Common, West Glamorgan, as sector commander.

In May 1944 Johnstone was promoted to acting group captain on the Allied Expeditionary Air Force operations staff preparing for the D-Day invasion. After the landings he moved to Normandy with General Eisenhower's headquarters staff.

Early in 1945 Johnstone joined the RAF delegation in Washington, D.C.. He returned in June to Fighter Command No. 12 Group RAF HQ staff, receiving a permanent commission. In 1946 Johnstone was appointed air attaché in Dublin, and went on to serve as station commander, RAF Ballykelly. In 1953 he was made Commanding Officer of the Air Sea Warfare Development Unit at RAF St Mawgan. In 1954 he returned to No. 12 Group RAF as Senior Air Staff Officer (SASO).

In 1956 he was deputy air defence commander, Malaya and was then seconded to assist in the formation of the Royal Federation of Malaya Air Force.<sup>[9]</sup> After spells as station commander at RAF Middleton St. George, the Imperial Defence College, and director of personnel at the Air Ministry, in 1964 he was posted to Borneo as Air Commodore, Commonwealth Air Forces.

In 1965 he returned to the UK to become an air vice marshal. He headed Coastal Command's No. 18 Group RAF, was Air Officer Scotland and Northern Ireland, and was NATO's North Atlantic maritime air commander.

Johnstone was appointed a Companion of the Order of the Bath in 1966 and, reflecting his years as an Auxiliary Air Force officer, also held the much-prized Air Efficiency Award.

Johnstone retired from the Royal Air Force in 1968.





### **Air Commodore C J Mount DSO DFC CBE**

Christopher John Mount was the son of an Army officer who was killed at the Battle of Loos. He was born on 14th December 1913 and educated at Eton and Trinity College, Oxford, where he read Law. Whilst their Mount was in the University Air Squadron.

He joined 600 Squadron Auxiliary Air Force in 1935 and entered the RAF in June 1938 with a direct-entry permanent commission. A special seniority was awarded, based on the entrant's university degree, in Mount's case this was eighteen months.

His first RAF posting was to 23 Squadron at Hawkinge. On 24th July 1939 Mount was appointed Personal Assistant to Air Vice-Marshal RE Saul, AOC HQ 13 Group, Newcastle.

Mount arrived at 6 OTU Sutton Bridge on 21st July 1940 for a refresher course. He joined 602 Squadron at Drem on 8th August.

He damaged a Do17 on 12th September, shared in the destruction of a Ju88 on the 21st, damaged a Ju88 on 5th October and destroyed a Me109 on the 29th.

Mount was awarded the DFC (gazetted 26th November 1940).

In January 1941 Mount was posted to Acklington, to form and command 317 Squadron. He took command of 260 Squadron at Drem in April 1941.

In May the squadron embarked on *HMS Victorious* at Scapa Flow, which carried Hurricanes with their wings detached. At Gibraltar the aircraft were transferred to

the *Ark Royal* and the aircraft were put on the flight deck and their wings re-attached. They flew off to Malta on 14th June 1941, refuelled there and then flew on to Egypt two days later.

Shortly afterwards, 260 was ordered to Haifa in Palestine, to confront the Vichy French in Lebanon and Syria.

Mount suffered a burst appendix, which was initially misdiagnosed by a vet, the only practitioner on hand, who prescribed castor oil. He was in hospital for several months.

He took command of 238 Squadron in the Western Desert on 1st March 1942 and led it until 1st July. Later in the year Mount went on a Wellington conversion course and then joined 70 Squadron, as a supernumerary Flight Commander. He was posted to 104 Squadron in Egypt in early 1943. When the CO fell ill, Mount took command of the squadron.

After completing his tour, he was awarded the DSO (gazetted 1st October 1943) and became Operations Officer for a Liberator/Halifax Wing, later serving as a staff officer at HQ Middle East.

Mount went to RAF Staff College Haifa in 1945.

He was made a CBE (gazetted 2nd January 1956) and retired from the RAF on 26th December 1966 as an Air Commodore.

After a six-month refresher course on law, he joined a law firm in Berkshire and became a partner in 1970. His portrait was drawn by Cuthbert Orde.

Mount died on 23rd July 2003.



### **Air Commodore P C Webb CBE DFC**

Paul Clifford Webb was born on 10th March 1918 at Greenock and educated at Kelvinside Academy in Glasgow before joining the National Bank of Scotland. In late 1937 he joined the local 602 (City of Glasgow) Auxiliary Air Force Squadron flying Hind biplanes from Abbotsinch at weekends.

He was called to full-time service on 24th August 1939.

Webb was scrambled just after 2pm on 16th October 1939 from Drem as a force of nine Ju88's approached the Firth of Forth. Spitfires of 602 Squadron intercepted the enemy aircraft as they attacked the cruisers *Southampton* and *Edinburgh* in Rosyth dockyard. Three fighter pilots chased one of the bombers as it pulled out of its attack and headed out to sea at low level. The bomber caught fire and crashed into the sea.

Helmut Pohle, the sole survivor, was rescued and later visited in hospital by the pilots, who gave him sweets and cigarettes. Webb was credited with damaging the enemy aircraft.

On 28th October 1939 Webb shared in the destruction of a He111 over the Firth of Forth, the first German aircraft of the war shot down on British soil.

On 1st July 1940 he damaged a Ju88, which jettisoned its bombs in the sea off Dunbar. It crashed later at Melun-Villaroche, France.

602 moved south on 13th August to Westhampnett.

On 16th August Webb destroyed a Me110, on the 25th destroyed two Me110's, on the 26th destroyed a He59, on 4th September damaged a Me110, on the 7th destroyed a Me110 and on the 9th destroyed a Ju88 and damaged another.

On this day Webb's Spitfire, K9910, was damaged in combat with Me109's over Mayfield and he made a crash-landing in a wood at Crocker Hill, Boxgrove with slight injuries and a broken wrist. He was still non-effective sick on 1st November.

In early 1941 Webb was posted to 58 OTU Grangemouth as a gunnery instructor. He later went to 123 Squadron at Drem as a Flight Commander.

On 22nd November 1941 Webb took command of 416 (RCAF) Squadron, then forming at Peterhead. He led the squadron until March 1942, when he was posted to the Middle East. He operated in the Western Desert and was later in Malta, responsible for fighter training.

Webb commanded 253 Squadron in Italy from May 1944. In July the squadron was transferred to the Balkan Air Force and operated almost entirely over Yugoslavia in support of Tito's partisans.

Webb led many of the attacks against German road and rail transports. He also flew escort sorties for the Dakotas resupplying the partisans and maintained cover over landing strips as some of the transport aircraft landed to deliver supplies and evacuate wounded partisans.

In September 1944 Webb was promoted and posted away to command 281 Wing, again supporting partisan activities in Yugoslavia. He was awarded the DFC (gazetted 17th October 1944).

After the war Webb was given a permanent commission and he commanded 612 Squadron.

He was the assistant air adviser in Ottawa at the time of the acquisition of Canadian-built Sabre fighters for the RAF, which were ferried across the Atlantic during Operation Bechers Brook, which commenced on 9th December 1952 and ended exactly a year later with the delivery of the 400th aircraft.

He spent four years as Air Attaché in Turkey, was made a CBE (gazetted 1st January 1963) and retired from the RAF on 18th March 1973 as a Group Captain, retaining the rank of Air Commodore.

Webb settled on the Welsh border at Knighton where his love of country sports occupied most of his time

He died on 10th July 2007.



### **Group Captain Robert Findlay Boyd DSO DFC\***

Robert Findlay Boyd was born in East Kilbride, Scotland on 8<sup>th</sup> June 1916 and joined 602 Squadron, Auxiliary Air Force in 1935. He was commissioned in November and called to full-time service in early September 1939.

On 30<sup>th</sup> November Boyd was on an afternoon flight from Markinch when he saw an enemy aircraft going into cloud. He closed and fired a two second burst from 400 yards, but the enemy aircraft disappeared with no apparent sign of damage.

On 7<sup>th</sup> July 1940 Boyd shared in the destruction of a Ju88 off St. Abb's Head. The squadron moved south in August to Westhampnett. On the 15<sup>th</sup> Boyd shared a Do17, on the 16<sup>th</sup> he shot down a Ju87 and shared a He111, on the 18<sup>th</sup> he destroyed a Me109, a Ju87 and damaged another.

Boyd shared a Ju88 on 19<sup>th</sup> August, destroyed two Me109's on the 25<sup>th</sup>, destroyed another Me109 and a Do17 on 4<sup>th</sup> September, got another Me109 on the 11<sup>th</sup> and damaged another. On the 21<sup>st</sup> he shared a Ju88, on the 26<sup>th</sup> shot down a Me109 and probably another, on 2<sup>nd</sup> October he shared a Ju88 and on 13<sup>th</sup> November he shared a Ju88.

Boyd was awarded the DFC (gazetted 24<sup>th</sup> September 1940) and a Bar (gazetted 25<sup>th</sup> October 1940).

In December 1940 Boyd was given command of 54 Squadron at Catterick. He

claimed a Me110 destroyed on 17<sup>th</sup> April 1941, a Me109 probably destroyed on 22<sup>nd</sup> June, a Me109 shot down on the 26<sup>th</sup>, another one on 8<sup>th</sup> July and a second one damaged and two more destroyed on 10<sup>th</sup> and 17<sup>th</sup> July.

Soon afterwards Boyd was posted to 58 OUT Grangemouth, remaining until December 1941 when he went to Kenley as Wing Leader. Boyd was flying with Victor Beamish on 2<sup>nd</sup> February 1942 when they spotted the *Scharnhorst* and *Gneisenau* in the Channel.

On 19<sup>th</sup> February Boyd damaged a Me109, on the 28<sup>th</sup> he got a probable Fw190 and on 12<sup>th</sup> April he damaged two Fw190's.

He was awarded the DSO (gazetted 10<sup>th</sup> April 1942), the citation stated that he had destroyed a total of twenty-two enemy aircraft.

In June 1942 Boyd was posted to the Far East and at some time commanded 293 Wing in Burma.

He was released from the RAF in 1945 as a Group Captain.

His portrait was made by Cuthbert Orde in October 1940 (below).



### **Wing Commander A McDowall DFM\***

Andrew McDowall was born in 1913 at Kirkinner, Wigtownshire, Scotland. McDowall was working as an engineer on Clydeside before the war.

He joined 602 Squadron Auxiliary Air Force before the war as an Aircraft hand. He later remastered as an Airman u/t Pilot and did some flying training before being called to full-time service on 24<sup>th</sup> August 1939.

McDowall completed his training and re-joined 602 Squadron around May 1940. During a night patrol on 24th/25th July he attacked a He111 caught in searchlights. It jettisoned two parachute mines and, although his attack had no apparent result, the enemy aircraft was later reported to have crashed in the sea.

On 18th August McDowall destroyed a Me109, on the 26th a He111, on 9th September a Me109, on the 11th a Me110, on the 15th a probable Do17, on the 30th a Ju88 destroyed and another shared, on 27th October a Ju88 destroyed and another probably destroyed, on the 29th two Me109's destroyed, on the 30th a Me109 destroyed and on 6th November a Me109 destroyed and another shared.

McDowall was awarded the DFM (gazetted 8th October 1940) and a Bar (gazetted 17th December 1940).

Commissioned in November 1940, McDowall was posted to 245 Squadron at Aldergrove on 15th April 1941 as a Flight Commander. In July he was OC 'B' Squadron at 52 OTU Debden.

On 10th April 1942 McDowall took command of 232 Squadron when it reformed at Atcham. He was posted away to a staff job at HQ 13 Group in September.

In July 1944 McDowall was given command of 616 Squadron at Manston. Flying a Meteor, he destroyed a Ju88 on the ground on 24th April 1945.

He left the squadron in May 1945 and was released from the RAF later in the year as a Wing Commander.

He went to work for Glosters, testing Meteors being sold to foreign air forces.

McDowall died in 1981. His portrait was made by Cuthbert Orde in October 1940.



### **Wing Commander Peter Barthropp DFC AFC**

Patrick Peter Colum Barthropp was born in Dublin on 9<sup>th</sup> November 1920 on a family visit there. His mother died while giving birth.

His father, a distinguished amateur steeplechase rider, introduced Paddy, as he was always known, to riding and he was tutored by the champion jockey Steve Donoghue.

He was educated at St. Augustines Abbey School, Ramsgate, then St. Josephs College near Market Drayton followed by Ampleforth College, North Yorkshire after which he went to the Rover motor company on an engineering apprenticeship.

As a candidate for a short service commission, he began his elementary flying at 13 E&RFIS White Waltham on 31<sup>st</sup> October 1938.

After a short induction course at No. 1 RAF Depot Uxbridge he was posted to 7 FTS Peterborough on 31<sup>st</sup> January 1939 and completed his training in late July. After a month at No. 1 Armament Training Camp Catfoss, Barthropp went to No. 1 School of Army Co-operation Old Sarum on the day the war started. On 9<sup>th</sup> October 1939 he was posted to 613 (AC) Squadron at Odiham.

Barthropp volunteered to serve in Fighter Command in August 1940. On the 21<sup>st</sup> he was sent to 7 OUT Hawarden to convert to Spitfires and on 8<sup>th</sup> September he joined 602 Squadron at Westhampnett. He flew four sorties on the 15<sup>th</sup>.



On the 21<sup>st</sup> he damaged a Do17, on the 27<sup>th</sup> shared a He111 and on 2<sup>nd</sup> October shared a Ju88. Barthropp joined 610 Squadron on 7<sup>th</sup> January 1941 and on 5<sup>th</sup> February he went to 91 Squadron at Hawkinge.

At about this time Barthropp acquired a two-litre Lagonda in exchange for 400 gallons of 100-octane aviation fuel. His groundcrew fitted a 25-gallon tank under the car's back seat and this, he later said, "*gave me an extra supply of juice to keep me ahead of the game when I set off for pastures green*".

One evening he wrote off the car in a collision with a London taxi. On another occasion he and a colleague were fined £1 for assaulting the proprietor of the Red Lion Hotel, Hounslow after they were refused entry to a dance. When Barthropp called the magistrate a '*silly old bastard*' the fine was doubled.

On 27<sup>th</sup> April Barthropp damaged a Do17, on 4<sup>th</sup> June he probably destroyed a Me109, on the 9<sup>th</sup> he shot down a Me109 and on 17<sup>th</sup> August he shot down one Me109 and damaged another.

On 24<sup>th</sup> August 1941 Barthropp re-joined 610 Squadron as 'B' Flight Commander. He was awarded the DFC (gazetted 26<sup>th</sup> September 1941) and posted to 61 OUT Heston on 23<sup>rd</sup> October as an instructor.

He pursued an active social life in Shropshire. On returning from a party at Oswestry he drove his latest car into a lake after missing a turn. This proved to be the last straw for his commanding officer, who decided that Barthropp was not setting a good example to the students and arranged for him to be sent back to an operational squadron.

He returned to operations on 15<sup>th</sup> May 1942, joining 122 Squadron at Hornchurch.

Two days later on Ramrod 33, an escort for six Bostons bombing a factory at Ambleteuse, Barthropp shot down a Fw190. But shortly afterwards his controls were shot away by another Fw190 over Audruicq, near St. Omer. He bailed out of Spitfire Vb AR400 and was captured on landing.

That evening he met the pilot who had shot him down.

Four weeks later Barthropp arrived at Stalag Luft III at Sagan, where he and a colleague attempted to escape by hiding in a drain covered by a manhole cover. They were soon detected.

Over a period of 18 months Barthropp spent 100 days in solitary confinement for a serious of misdemeanours. He took part in the 'Great Escape' but was still in the tunnel when the alarm was raised.

As a consequence, he was sent to Oflag XXIB at Schubin in Poland, a Straflager for persistent escapers. He organised a breakout through a 30-yard-long tunnel. Of the 32 who got out four were murdered by the Gestapo and two were thought to have drowned trying to cross the Baltic to Sweden in a stolen sailing craft.

Barthropp and a companion headed for Warsaw hoping to make contact with the Polish underground with a view to getting away to Yugoslavia through a partisan escape line. Travelling by night in the bitter cold he was on occasions given shelter in their barns by friendly Polish peasants. But in the end exhaustion overpowered him and he was captured while asleep in a horsebox in a railway station yard.

He was returned to Oflag XXIB, where at the end of January 1945 he was with other inmates assembled for what became known as the '*Long March*' westwards. In temperatures of minus 20, with little food and less water, the sufferings of the PoWs on the march were acute. Barthropp reached Lübeck where he was liberated in May.

Barthropp managed to acquire a Mercedes fire engine and he and a friend drove it to Brussels via Hamburg.

Barthropp remained in the RAF, working in Norway locating the graves of missing airmen – he received the Order of King Haakon to add to an earlier Cross of Lorraine awarded by the French government, and was mentioned in dispatches.

On 2<sup>nd</sup> January 1946 Barthropp began a course at the Empire Test Pilots School Cranfield, followed by a posting on 23<sup>rd</sup> May to a Fighter Test Squadron at the Aeroplane and Armament Experimental Establishment at Boscombe Down. After a period in Khartoum, responsible for hot weather trials of the Meteor jet fighter, in mid-1948 he was posted to HQ Fighter Command at Bentley Priory, as Ops Day.

In March 1952 Barthropp went to RAF Waterbeach as Wing Commander Flying. In 1953 he led a formation of twenty-four Meteors in the Coronation Review Flypast.

He was awarded the AFC (gazetted 10<sup>th</sup> June 1954) for his work at Waterbeach.

In 1954 Barthropp left for an administrative post at the Air Headquarters in Hong Kong, an appointment for which he had little enthusiasm. He delegated most of his responsibilities to a junior officer and a corporal. This allowed him to take up horse racing, and he became a successful jockey, winning a number of races at the Happy Valley racecourse.

After commanding RAF Honiley, the home of two Royal Auxiliary Air Force jet fighter squadrons, he was made the senior administration officer at RAF Coltishall in Norfolk.

Barthropp found administration dreary and accepted his release under a 'golden bowler' scheme, retiring on 28<sup>th</sup> December 1957 as a Squadron Leader.

He used his gratuity and part of an inheritance to buy a Bentley and a Rolls-Royce Phantom VI.

Dressed in an expensive chauffeurs' outfit he started to drive wealthy clients around Britain. Over the next few years his luxury car-hire business became very successful and he soon owned a fleet of Rolls-Royces. One of his cars featured in the James Bond film Casino Royale.

He was a great supporter of the Battle of Britain Fighter Association and for many years fought to get ex-PoWs the back pay they were denied. He greatly enjoyed country life, particularly shooting and fishing.

Barthropp died on 16<sup>th</sup> April 2008 his ashes are interned at St Andrews, Tangmere



### **Wing Commander Donald MacFarlane Jack**

Donald MacFarlane Jack was born on 5th May 1914 at Brookfield, Renfrewshire and educated at John Neilson Institute, Paisley. He joined 602 Squadron, Auxiliary Air Force in 1936.

He was called up on 4th September 1939. He damaged a Ju88 on 9th July 1940, claimed a Me110 destroyed on 25th August and a Me109 on the 26th. Jack was posted to the staff at HQ 13 Group on 27th December 1940.

In May 1941 he went to RAF Turnhouse to form and command 123 Squadron. It flew convoy and shipping patrols in the Firth of Forth area and trained pilots from OTU before they were posted to squadrons in the south.

On 11th April 1942 the squadron went to the Middle East. Having no aircraft, it was attached initially to ADU in June and then to 274 Squadron in the Western Desert from early July. Part of 123 went to Iraq and the rest merged with 80 Squadron. Jack took command of 80 Squadron at El Bassa, Palestine on 17th September 1942.

The squadron moved to the Western Desert on 12th October. Jack was posted away in February 1943 to the Air Staff of Air HQ Air Defence Eastern Mediterranean in Cairo.

He was appointed Squadron Leader Flying 243 Wing to take part in a proposed landing on Rhodes. In October 1943 he was appointed SASO at HQ 209 Group at Haifa.

Jack took command of HQ 12 Sector at Port Said on 19th August 1944. He returned to the UK in March 1945 and became Station Commander at RAF High Ercall in May.

He was released from the RAF in September 1945 as a Wing Commander.

Jack re-joined 602 Squadron in September 1946, as Adjutant, and served with it until March 1948.

Jack died on 22nd September 2005 and was cremated at Clydebank Crematorium on the 29th.



### **Wing Commander C F Babbage DFM**

Cyril Frederick Babbage was born in Ludlow, Shropshire on 25th June 1917 and joined the RAFVR in October 1938 as an Airmen u/t Pilot. Called up on 1st September 1939, he completed his training and was posted to 602 Squadron. Initially based at Drem, the squadron moved to Westhampnett in August 1940.

On the 18th Babbage claimed a Ju87 destroyed, on the 19th he shared a Ju88 and on the 25th destroyed a Do17 and a Me110. After probably destroying a Me109 on the 26th over Selsey Bill, Babbage was himself shot down by Hauptmann Mayer of 1/JG53. He bailed out, was picked up by a rowing boat and landed by Bognor Pier. His aircraft, Spitfire X4188, crashed into the sea.

Babbage was discharged from Bognor hospital on the 28th and driven back to the squadron by the CO, S/Ldr AVR Johnstone, accompanied by the MO. Babbage's clothes were still damp and he borrowed a coat from a hospital porter for the journey.

Back with the squadron, Babbage engaged in combat with Me110's over Selsey Bill on 11th September. He shot one down and returned to Westhampnett in Spitfire X4269 which had a damaged starboard wing.

On the 15th Babbage damaged a Do17, on the 26th he shot down a He111 and on the 27th, after destroying a Ju88 off Dungeness, he returned to Westhampnett in Spitfire X4160 after himself being damaged by Me109's. In another engagement on the 27th, Babbage claimed a Me109 as probably destroyed. Over the Channel on 12th October 1940 Babbage shared in destroying a Ju88. His Spitfire, X4541, was damaged by return fire and he overturned when he made a forced landing at Iford Farm, near Lewes. He was unhurt.

Babbage was awarded the DFM (gazetted 25th October 1940) and commissioned in late November. In June 1941 he was posted to 41 Squadron at Merston, which began 'Rhubarb' operations over the Continent. On 19th September Babbage shot down an unidentified aircraft, now known to be an early model Fw190. Its pilot, German ace Hauptmann Walter Adolph, was killed. On 14th October 1941 Babbage damaged a Me109.

Later in the war Babbage did an operational tour on Mosquitos, during the course of which he was twice shot down. He remained in the RAF after the war and was a Qualified AI Instructor, having completed the course at CFS.

Babbage retired from the RAF on 25th June 1964, with the rank of Wing Commander.

He died on 24th November 1976 at his home in Larkhall, Bath.



### **Wing Commander W P Hopkin DFC**

William Pelham Hopkin was born on 15th March 1921 and attended Dean Close School, Cheltenham from January 1936 to January 1938.

He joined the RAF on a short service commission in May 1939. With his training completed, he arrived at 6 OTU on 28th April 1940.

After converting to Hurricanes, he was posted on 15th May to PDC Uxbridge for allocation to a squadron in France. He was posted instead to 54 Squadron at Catterick later in the month.

On 15th August he damaged a Ju87, on the 18th he claimed a Do17 destroyed, a Me110 shared and another damaged and on the 22nd a Me110 destroyed.

Hopkin was posted to 602 Squadron at Westhampnett on 12th September. On the 26th he claimed a He111, on the 27th a Me110 and on 6th November a probable Me109.

Landing on 23rd November Hopkin misjudged his height and landed on top of his CO's parked Spitfire, writing both aircraft off. He was made a Flight Commander in early 1941.

On 24th May 1941 Hopkin collided on take-off with Sgt. WL Brown, who was in Spitfire I X4681. Brown came down in the sea and was killed. Hopkin was able to land safely.

At the end of his operational tour Hopkin was awarded the DFC (gazetted 9th September 1941).

His subsequent service is currently undocumented, but he stayed in the RAF post-war, in the Secretarial Branch, retiring on 1st August 1967 as a Wing Commander.

In the sixties he was Secretary of the Battle of Britain Fighter Association.

Hopkin died in January 1971 in Salisbury.



### **Wing Commander P J Ferguson**

Peter John Ferguson joined 602 Squadron Auxiliary Air Force on 16th July 1936 and was commissioned in July.

He was called to full-time service on 24th August 1939 and shared in the destruction of a He111 and possibly another on 16th October.

Ferguson shared a Do17 on 15th August 1940 and a Ju87 destroyed and another damaged on the 18th. He was then attacked by one of the Me109 escort and hit in the port wing, elevator and fuel tank. Wounded and shocked, he decided not to bail out but crash-landed at Norway Farm, Rustington after breaking through power lines. He had a badly strained back and was taken to Chichester Hospital.



On 4th September Ferguson probably destroyed a Me110 and on the 6th destroyed a He111, probably a Me110 and damaged a Ju88.

In early November 1940 Ferguson was appointed Personal Assistant to the Duke of Kent.

With recurring pain and periodic blackouts, Ferguson was not allowed to fly and the problem defied diagnosis. The Duke arranged for him to be seen by his personal physician. It proved to be a small shell splinter lodged between two bones and pressing against the spinal column. This was removed by a successful operation.

Whilst Ferguson was being treated, the Duke of Kent was killed in a plane crash in Scotland.

His subsequent service is currently undocumented until he was released from the RAF in 1945 as a Wing Commander.

### **Squadron Leader Gerald Fisher**

Gerald Fisher joined the RAF on a short service commission and began his initial training at 13 E&RFTS White Waltham on 31st October 1938. He moved on to 7 FTS Peterborough for No. 11 Course, which ran from 31st January to 28th August 1939.

Fisher was then posted to No. 1 School of Army Co-operation at Old Sarum for a course. On completion he joined 614 Squadron at Odiham on 7th October 1939.

He moved from 614 to 613 Squadron at Netherthorpe on 12th July 1940. Fisher volunteered for Fighter Command and arrived at 7 OTU Hawarden on 22nd August 1940. He converted to Spitfires and joined 602 Squadron at Westhampnett on 8th September.

Fisher claimed a Me109 probably destroyed on 26th September, shared a probable Ju88 on 12th October and destroyed a Me109 on the 29th.

He joined 610 Squadron at Acklington on 17th December 1940. 421 Flight at Hawkinge was renumbered 91 Squadron on 11th January 1941 and Fisher joined it about this time.

On 12th March he destroyed a Me109 and damaged another off Dungeness.

Fisher was released from the RAF in 1946 as a Squadron Leader. He died in 1973.



### **Squadron Leader John Dunlop Urie**

John Dunlop Urie was born on 12th October 1915, he came from Glasgow and attended the Kelvinside Academy there. He was working for his father's company, City Bakeries, when he joined 602 Squadron, Auxiliary Air Force in June 1935.

Urie was called to full-time service on 25th August 1939. He shared in the destruction of a He111 fifteen miles east of May Isle on 22nd December. The enemy aircraft was on a mine-laying operation.

In April 1940 Urie was appointed a Flight Commander. He damaged a Ju88 on 9th July, ten miles east of Fifeness. On 1st August Urie tore a wing off Spitfire P9461, landing at Drem in heavy ground mist, unhurt.

On the 18th he landed back at Westhampnett minus flaps and with one burst tyre after his Spitfire, X4110, was severely damaged in combat with Me109's over Ford. Urie was wounded in both legs.

On 13th November he shared in the destruction of a Ju88. In December 1940 he was posted to 52 OTU Aston Down.

He was later to command 151 Wing in Russia.

He was released from the RAF in 1945 as a Wing Commander and re-joined the Auxiliary Air Force in 1946.

Died 1999



### **Squadron Leader Osgood V Hanbury DSO DFC\***

Osgood Villiers Hanbury of Herriard, Hampshire, was born on 13th September 1917 in Richmond, Yorkshire and was educated at Eton. He joined the RAFVR in January 1939 as an Airman u/t Pilot.

Called up on 1st September, he completed his training at 11 FTS and was posted to No. 1 School of Army Co-operation on 30th June 1940. He joined 13 (Army Co-operation) Squadron on 10th August 1940.

Hanbury volunteered for Fighter Command and on 23rd August he was posted to 7 OTU Hawarden. After converting to Spitfires, he joined 602 Squadron at Westhampnett on 3rd September. He claimed Do17's damaged on 7th and 12th September, destroyed a Me110 on the 15th, shared a Ju88 on the 21st, destroyed a Ju88 on the 30th, damaged a Ju88 on 5th October and destroyed a Me109 on the 30th.

In May 1941 he joined 260 Squadron at Drem, then about to go to the Middle East. The squadron spent some months in Palestine before going to the Western Desert in October. On 14th December Hanbury destroyed a Ju88 and damaged a Me109. He was given command of the squadron in March 1942, shared a Me109

on 3rd April, destroyed a Ju87 and a Mc202 and probably destroyed another on the 25th and was then hit himself and made a forced landing near Gazala.

Hanbury was awarded the DFC (gazetted 22nd May 1942) and destroyed a Me109 and probably another on 27th June.

He destroyed a Me109 on 6th July following which he was rested on the 19th and awarded a Bar to the DFC (gazetted 28th July 1942). He took command of 260 Squadron again on 5th November 1942.

Hanbury damaged a Me109 on 14th December, claimed another destroyed on 2nd January 1943 and a Me110 on 17th April. He was awarded the DSO (gazetted 30th April 1943) and granted leave to return to the UK to get married.

The first leg of his return to North Africa on 3rd June 1943 was from Portreath to Gibraltar aboard Hudson VI FK386 of No.1 Overseas Air Dispatch Unit. This aircraft was intercepted over the Bay of Biscay by a long-range Ju88C-6 of KG40 (Lt. H Olbrecht) and shot down. All the occupants were

Hanbury was 26 and is commemorated on the Runnymede Memorial, Panel 118.



### **Squadron Leader John Hart DFC**

John Stewart Hart of Sackville, New Brunswick, Canada was born on 11<sup>th</sup> September 1916. He studied at Mount Allison University while learning to fly at Halifax Flying Club.

He travelled to the UK on a freighter and joined the RAF on a short service commission in January 1939.

He began his initial flying training on 28<sup>th</sup> December 1938 at 9 E&RFTS Ansty. On 4<sup>th</sup> March 1939 Hart went to No. 1 RAF Depot Uxbridge for a short induction course. He moved to 10 FTS Ternhill for No. 11 Course, which ran from 20<sup>th</sup> March to 14<sup>th</sup> October 1939.

With the course completed, Hart was posted to No. 1 School of Army Co-operation at Old Sarum for further training. After this he was put into a Lysander Pilots Pool at Old Sarum.

He was injured in a road accident which kept him off flying until he was attached to 614 Squadron at Odiham on 29<sup>th</sup> April 1940. The attachment ceased on 6<sup>th</sup> May and Hart was taken on to the strength of 614 Squadron.

On 12<sup>th</sup> July 1940 he was posted to 613 Squadron at Netherthorpe. Hart must have volunteered for Fighter Command because he arrived at 7 OUF Hawarden on 22<sup>nd</sup> August. After converting to Spitfires, he joined 54 Squadron at Catterick on 3<sup>rd</sup> September and moved to 602 Squadron at Westhampnett on the 20<sup>th</sup>.

On 10<sup>th</sup> October Hart shared in the probable destruction of a Ju88, on the 29<sup>th</sup> he destroyed a Me109 and on 13<sup>th</sup> November he shared a Ju88.

Hart moved to 91 Squadron at Hawkinge on 6<sup>th</sup> March 1941. He damaged a Ju88 on 28<sup>th</sup> April and sometime later he re-joined 602. His operational tour ended in October 1941 and Hart went to 57 OUF Hawarden as an instructor.

In August 1942 Hart was posted to India. He went via South Africa, where he was delayed, not arriving at Bombay until 25<sup>th</sup> January 1943. He joined 79 Squadron at Ramu on 7<sup>th</sup> February.

He served with it until 9<sup>th</sup> May 1943 when he was given command of 67 Squadron at Alipore. In July 1943 Hart was posted away to Air HQ Bengal as a Staff Officer, staying there until June 1944, when he began his third tour of operations with 113 Squadron at Palel.

Hart was again posted away in September 1944 to 73 OUF at Abu Sueir in Egypt, where he commanded the Gunnery School. In April 1945 he took command of 112 Squadron at Cervia in Italy.

He was awarded the DFC (gazetted 22<sup>nd</sup> June 1945), returned to the UK in August 1945 and was released from the RAF in 1946 as a Squadron Leader.

Hart returned to Canada and took up real estate work in Vancouver. He retired in 1976.

Hart died in Naramata, British Columbia on 18<sup>th</sup> June 2019 aged 102.

## **Squadron Leader W R Jones**

William Ross Jones was born on 22nd November 1911. He joined the RAF in early 1930 as an Aircraft hand. He later applied for pilot training and was selected. He re-mustered as an Airman u/t Pilot on 13th March 1939.

With his training completed, Jones was posted to 266 Squadron at Sutton Bridge direct from FTS on 6th November 1939. He shared in the destruction of a He115 floatplane east of Deal on 15th August 1940 and on the 16th, he probably destroyed a Me109.

While refuelling at Manston on 18th August Jones was caught in a ground attack by German fighters and was treated for shock. He did not fly again with 266 before being posted to 602 Squadron at Westhampnett on 13th September. Jones was commissioned on this day.

He flew no sorties with 602 between 13th September and 23rd October 1940, when he was posted away from 602. Possibly the shock effects of 18th August may have been greater than expected.

On 2nd September 1944 Jones was given the task of forming and then commanding the Special Duties Flight for communication duties in support of 2nd TAF and 21 Army Group on the Continent.

He later went to the Air Staff at Technical Training Command and carried out many special flights to Southern France, Belgium, Germany and Holland, carrying many important passengers. He was awarded the AFC (gazetted 1st January 1946).

Jones was in the Fighter Control Branch after the war and retired from the RAF on 28th January 1959 as a Flight Lieutenant, retaining the rank of Squadron Leader.

He died at Llanfairfechan, Gwynedd on 13th August 2002.



### **Flight Lieutenant Ellis Walter Aries AFC**

Ellis Walter Aries was born on 14th June 1916 and joined the RAFVR as an Airman u/t Pilot on 23rd July 1938. He was called up on 1st September 1939.

After completing his training, he was commissioned and arrived at 5 OTU Aston Down on 10th June 1940 to convert to Hurricanes.

He joined 263 Squadron at Drem on 23rd June where it was reforming after losing most of its pilots when the carrier *HMS Glorious* was sunk while returning from Norway.

On 5th July 1940 Aries joined 602 Squadron, also at Drem. He went south with the squadron to Westhampnett in mid-August.

On the 26th Aries claimed a Do17 destroyed off Selsey Bill.

He claimed a Do17 shot down near Biggin Hill on 7th September. His own aircraft, Spitfire K9839, was damaged by return fire and Aries made a crash-landing at Wrotham, Kent.

He only flew one more sortie with 602, an uneventful patrol on 14th September in Spitfire X4269. He was then grounded for health reasons and to use his own words '*I was put in charge of a room full of registered mail at Tangmere as a supernumerary*'.

Aries eventually returned to flying and became an instructor.

He was awarded the AFC (gazetted 1st January 1945) and at the end of the war he was serving at the Empire Central Flying School.



Released from the RAF in 1945 as a Flight Lieutenant, Aries was commissioned in the Auxiliary Air Force in April 1947 as a Flying Officer serving with 604 Squadron on flying duties.

He died in June 1976 in London.



### **Flight Lieutenant James Gillies DFM MC**

James Gillies joined the RAF about March 1935 as an Aircraft hand but later applied for pilot-training and was selected. He joined 602 Squadron at Westhampnett on 18th September 1940 as a Flight Sergeant.

He shared a Ju88 on the 21st, damaged Me110's on the 24th and 25th and destroyed one on the 26th. Gillies was posted in early October to 421 Flight, then being formed at Hawkinge. On the 17th he crashed in a Hurricane on landing after a combat with Me109's, injured. On 7th December he chased a Domier to the French coast, with another pilot. Their attacks probably destroyed it. Gillies ran out of fuel on the way back and crashed 421 Flight's special blue Spitfire just short of Hawkinge.

On 19th December he probably destroyed a Do17 near Cap Gris Nez. On 11th January 1941 421 Flight was re-numbered 91 Squadron. Gillies was on a reconnaissance patrol on 11th April when he saw a He115 floatplane being towed by an 800-ton tender, near the coast of Cap Gris Nez. He returned to Hawkinge, reported the incident and later escorted a section of fighters to the area. Despite

bad visibility he located the tender and then participated in the attack which resulted in the floatplane being destroyed and the tender severely damaged. Returning to base, Gillies engaged and destroyed a Me109. For the day's activities, he was awarded the DFM (gazetted 30th May 1941). He destroyed another Me109 on 18th September 1941.

Commissioned in November, Gillies was posted to 615 Squadron at Fairwood Common in February 1942 and went to India with the squadron in March. He is believed to have destroyed two Japanese aircraft on 29th May 1943. Later in the year he went to 79 Squadron, as a Flight Commander.

On the night of 27th March 1944 Gillies, with a small patrol, penetrated into a Japanese ammunition dump at Indaw, Burma. After he had re-joined the main force, he explained to the RAF the layout of the dump area. Gillies also arranged to indicate the target for the bombers. On 4th April he flew as a passenger in a light aircraft and placed smoke bombs around the target from a height of 50 feet, enabling the bombers to attack the dump area with great precision. For this operation, Gillies was awarded the MC (gazetted 13th February 1945).

He was killed on 21st April 1944, when he was shot down, possibly by anti-aircraft fire.



### **Flying Officer William Hugh Coverley**

William Hugh Coverley was born at Loudham, near Nottingham on 5<sup>th</sup> April 1917.

Coverley began his training in the RAFO on 12<sup>th</sup> October 1936. He was commissioned in December 1936 and was called to full-time service at the outbreak of war. He joined 3 Air Observer School at Aldergrove from the Reserve

on 3<sup>rd</sup> September 1939. He was posted away on 27<sup>th</sup> November to 602 Squadron at Drem.

On 13<sup>th</sup> January 1940 Coverley damaged a He111 over the Firth of Forth. On 7<sup>th</sup> July he shared in destroying a Ju88. He was shot down by enemy fighters over Dorchester on 25<sup>th</sup> August and bailed out, unhurt. His Spitfire, P9381, crashed and burned out on Galton Heath.

On the 31<sup>st</sup> August he probably destroyed a Me109.

Coverley was shot down over the Biggin Hill area on 7<sup>th</sup> September. He bailed out, badly burned but his descent was not seen, and his body was not found until 16<sup>th</sup> September. His Spitfire, N3198, crashed in flames at Fosters Farm, Hayesden Lane, near Tonbridge.

Coverley was 23.



### **Flying Officer T G F Ritchie**

Thomas Glyn Finlayson Ritchie, of Dunbartonshire, was born on 30<sup>th</sup> November 1913 in Milngavie.

He was awarded Aero certificate 14059 on 3<sup>rd</sup> July 1936 at the Scottish Flying Club.

He joined the RAFVR about July 1937 as an Airman u/t Pilot. He carried out his pre-war training at 12 E&RFTS Prestwick.

He completed his training and was commissioned in March 1939. Called to full-time service at the outbreak of war, Ritchie joined 602 Squadron at Drem on 26th November 1939.

On 15th August 1940 he shared in the destruction of a Do17 and on the 19th he destroyed a Ju88. On the 23rd he returned to Westhampnett with damage caused by colliding with another RAF fighter in cloud.

Ritchie destroyed a Me110 on 25th August. On 6th September he was wounded in the legs when in combat with Me109's over Hailsham and was admitted to Chichester Hospital. He flew no further sorties in September or October 1940.

In March 1941 Ritchie was commanding 'A' Flight. On 21st July the squadron escorted three Stirlings to attack a target at Lille. On the way in they were jumped by Me109's and Ritchie, in Spitfire IIa P8478, was shot down and killed.

Ritchie is buried in Reninghelst churchyard extension, Belgium.



### **Flying Officer A L Edy**

Allen Laird Edy from Winnipeg, Canada joined the RAF on a short service commission in November 1938. After completing his training at 5 FTS Sealand he joined 613 Squadron, operating Lysanders at Odiham, in September 1939.

When the call came in August 1940 for more pilots for Fighter Command Edy volunteered and went to 7 OTU Hawarden to convert to Spitfires. He afterwards joined 602 Squadron at Westhampnett on 8th September 1940.

He claimed a Do17 destroyed on the 15th. Edy was awarded the DFC (gazetted 5th November 1940) for his services with 613 Squadron with the AASF in France.

Edy was shot down by Me109's near Folkestone on 12th December 1940 and crash-landed at Shorncliffe, unhurt, in Spitfire X4658.

He was posted to 315 (Polish) Squadron when it was formed at Acklington on 21st January 1941. He moved to 457 (RAAF) Squadron when it was formed at Baginton on 16th June 1941.

Edy was killed on 5th December 1941 when his Spitfire IIA P7502 caught fire over Ramsey, Isle of Man. He bailed out but was too low and his parachute failed to open.

He is buried in St Andrew's churchyard, Andreas, Isle of Man. Edy was 25 years old.

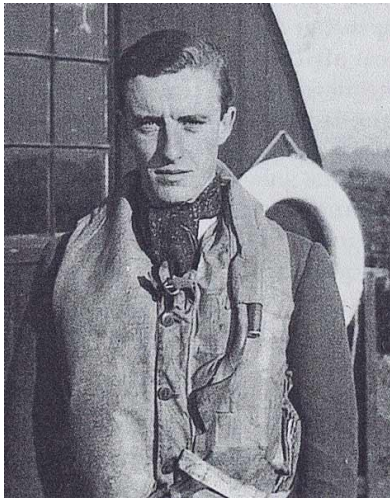
### **Pilot Officer R A Payne**

Roy Ainley Payne was born on 14th July 1910 in Edmonton, Middlesex and joined Class 'F' of the RAF Reserve before the war as an Airman u/t Pilot. He was called up on 1st September 1939, completed his training and was commissioned in March 1940. His first posting was 13 Squadron, operating Lysanders in the Army Co-Operation role.

Payne volunteered for Fighter Command in August 1940 and went to 7 OTU Hawarden on 23rd August to convert to Spitfires. He then joined 602 Squadron at Westhampnett on 3rd September. He served in the RAF until at least January 1944 but the details of his service are currently unknown.

On 16th April 1947 he was the pilot of Proctor V G-AHZX which was carrying passengers from Guernsey to England. The aircraft, perhaps due to mishandling of the fuel supply, came down in the sea near St. Jouin-sur-Mer, France.

Payne, Mrs. Betty Bevan and Imogen Stafford-Allen (aged 2) were missing presumed drowned. Mrs. Pamela Stafford-Allen was picked up semi-conscious by a fishing boat and survived.



### **Pilot Officer H G Niven**

Hugh Glen Niven was born in Toronto, Canada in 1919. His family moved to Winnipeg in the 1930's when his father was commanding Princess Patricia's Canadian Light Infantry. The family moved to Scotland in June 1937.

Niven joined 602 Squadron, Auxiliary Air Force at Abbotsinch on 7th May 1939 and began his training in Avro Tutors.

Called to full-time service at the outbreak of war, Niven was posted to 11 EFTS Perth on 25th October 1939. He went to 15 FTS Lossiemouth on 23rd March 1940 and after completing the course he moved to 5 OTU Aston Down on 17th August to convert to Hurricanes.

Niven re-joined 602 Squadron, then at Westhampnett, on 1st September 1940 but, having had no Spitfire experience, he was posted to 601 Squadron at Debden three days later. After much complaining he re-joined 602 Squadron on 21st September.

His Spitfire, X4603, was damaged in combat with Me109's over Maidstone on 29th October. Apart from a few days with 603 Squadron in late July 1941, Niven was serving with 602 until 23rd September 1941.

He was admitted to Horton Emergency Hospital on the 24th, suffering from tuberculosis. He was invalided out of the RAF on 12th March 1942 as a Flying Officer. He spent some years in hospital.

When 602 Squadron was reformed in June 1946, Niven re-joined as a civilian clerk.

He died on 8th April 2008.



### **Pilot Officer D H Gage**

Douglas Hugh Gage of Staines, Middlesex, was born in January 1918 and attended Shrewsbury School from 1931 to 1935. He trained as an architect before the war. He joined the RAFVR in July 1939 as an Airman u/t Pilot. Called up on 1st September 1939, he completed his flying training and was commissioned.

After converting to Spitfires at 7 OTU Hawarden he was posted to 616 Squadron at Coltishall on 2nd September 1940. He moved to 602 Squadron at Westhampnett on the 21st.

On the 27th Gage was jumped by a Me109 and hit in the glycol tank. He made a forced landing at Bivelham Forge Farm, Mayfield, unhurt. After being damaged by Me109's in a surprise attack over Dungeness on 30th October Gage made a forced landing at Millbank Farm, Newchurch, again unhurt.

He was killed on 6th June 1941, aged 23, serving with 91 Squadron at Hawkinge.

His Spitfire IIA, W3126, was shot down by a Me109 during an ASR escort sortie.

He is commemorated on the Runnymede Memorial, Panel 32.



### **Pilot Officer Archibald Lyall**

Archibald Lyall, of Glasgow, was born on 4<sup>th</sup> January 1913, the son of an officer of the Highland Light Infantry killed in action in France in July 1916. He joined the RAFVR about May 1937 as an Airman u/t Pilot and completed his training on being called up on 1<sup>st</sup> September 1939. He then joined 602 Squadron at Drem in March 1940 as a Sergeant-Pilot and was commissioned in June.

On 7<sup>th</sup> September Lyall shared a Me110 and damaged a Do17, on the 9<sup>th</sup> destroyed a Me109 and shared a Do17, on the 12<sup>th</sup> he damaged a Do17, on the 15<sup>th</sup> destroyed a Do17 and damaged another, on the 21<sup>st</sup> shared a Ju88, on the 24<sup>th</sup> and 25<sup>th</sup> he damaged Me110's and on the 30<sup>th</sup> probably destroyed a Ju88 and damaged another.

On 29<sup>th</sup> October Lyall destroyed a Me109 and damaged two more then on 6<sup>th</sup> November he claimed a probable Me109 followed by a damaged Ju88 on the 8<sup>th</sup>.

Lyall was shot down over the Isle of Wight on 28<sup>th</sup> November 1940. He bailed out too low and was killed. His Spitfire, N3242, crashed at Whiteley Bank, Isle of Wight.

He was 27 years old and was cremated at Woodvale Crematorium, Brighton.





### **Pilot Officer Henry Wollaston Moody**

Henry Wollaston Moody was born on 20<sup>th</sup> May 1910 in Surbiton.

He was awarded Aero certificate 14301 at the London Air Park on 20<sup>th</sup> August 1936, his occupation recorded as Bank Clerk.

Moody joined the RAFVR June 1937 as an Airman u/t Pilot.

Called up on 1<sup>st</sup> September 1939, he completed his training and joined 602 Squadron at Drem in March 1940 as a Sergeant-Pilot.

Later in the month he broke a collar bone when he slipped whilst climbing into a Spitfire. He was commissioned in June 1940.

On 16<sup>th</sup> August Moody claimed a Me110 destroyed and on the 18<sup>th</sup> a Ju87. The next day his aircraft was set alight by return fire from a Ju88 engaged off Bognor. Moody bailed out, with burned hands, and landed outside Arundel. His Spitfire P9423 crashed and burned out on Colworth Farm, Toad Hall, North Berstead.

Moody claimed a Do17 destroyed on 4<sup>th</sup> September. He failed to return from combat over the Biggin Hill area on 7<sup>th</sup> September in Spitfire X4256.

He was 30 years old and is commemorated on the Runnymede Memorial, panel 9.

### **Pilot Officer S N Rose**

Stuart Nigel Rose was born on 21<sup>st</sup> June 1918 and educated at St Peter's School, Weston-super-Mare and, from May 1932 to April 1935, at Felsted School, Essex, where he was awarded an Exhibition (minor scholarship) and began in the Classical Fourth.

At school Rose played hockey and was a member of the Meteorological Society and the Bugle Band. School records show that, on leaving, Rose gave his intended career as 'Manufacturer of medical instruments'. He actually became a trainee quantity surveyor.

Rose joined the RAFVR at Southampton in December 1938 as an Airman u/t Pilot. He began his flying training at 3 E&RFTS Hamble and had logged 87 flying hours before being called up at the outbreak of war.

On 22<sup>nd</sup> November 1939 Rose went to No. 1 ITW Cambridge and was posted to 14 FTS Kinloss on 3<sup>rd</sup> February 1940, moving to 14 FTS Cranfield on 19<sup>th</sup> April (photos below).

With his training completed on 17<sup>th</sup> June he was commissioned on the 18<sup>th</sup> and he joined 602 Squadron at Drem on the 20<sup>th</sup>.

Rose claimed a Me110 destroyed on 25<sup>th</sup> August and on 7<sup>th</sup> September he shared a Me110. He was slightly wounded on the 11<sup>th</sup>, in the elbow, and was non-effective sick until 6<sup>th</sup> October when he re-joined 602.

He began flying again on the 7<sup>th</sup>. He probably destroyed a Me109 on the 29<sup>th</sup> and on 6<sup>th</sup> November he shared in damaging a Ju88.

Rose was posted to 54 Squadron at Hornchurch on 2<sup>nd</sup> September 1941. Tour-expired, he went to 57 OUT Hawarden on 12<sup>th</sup> November as an instructor.

Rose was sent to CFS Hullavington on 11<sup>th</sup> November 1942 for a course before returning to 57 OUT, then at Eshott, on 11<sup>th</sup> February 1943.

He went to CGS Sutton Bridge on 2<sup>nd</sup> June for a gunnery instructors' course and returned to 57 OUT on 1<sup>st</sup> July. Rose was posted to 15 APC Peterhead on 10<sup>th</sup> January 1944, moving later to 14 APC Ayr.

He went to the Middle East on 1<sup>st</sup> July to the B&GS at El Ballah.

He returned to the UK in late May 1945 for a gunnery instructors' course at CGS Catfoss. He went back to El Ballah in July but returned again to the UK in December and was released from the RAF in February 1946 as a Squadron Leader.

Rose qualified as a Chartered Quantity Surveyor in June 1948.

He died on 10<sup>th</sup> September 2017.



### **Warrant Officer A W Eade AFC**

Arthur William Eade was born on 29th October 1912 and educated at Midhurst Grammar School. He joined the RAF as an Aircraft Apprentice in January 1929. He passed out in December 1931 as a Fitter, Aero Engines. He applied for Observer training and on 13th March 1937 he reported to the Air Observers School at North Coates.

With the course completed, Eade was posted to 90 Squadron, Bicester on 13th July 1937 as a Corporal-Observer. He applied for pilot training and was selected. On 13th March 1939 he began elementary flying training at 9 E&RFTS Ansty. Two months later Eade was posted to 12 FTS Grantham after which he joined 266 Squadron, then reforming at Sutton Bridge, on 5th November 1939.

On the evening of 15th August Eade claimed a He115 destroyed off Deal and a couple of hours later shared a Ju88 south of London.

He moved to 602 Squadron at Westhampnett on 13th September 1940 and then to 610 Squadron on 16th December 1940. During a sweep off Calais on 19th March 1941 Eade was jumped by a Me109 and shot down, with shrapnel wounds to a shoulder and an arm. He made a forced landing near Hailsham.

He was posted to 58 OTU Grangemouth on 14th April 1941 as an instructor. Eade was promoted to Warrant Officer on 1st October and was posted to 65 Squadron at Westhampnett on 3rd November 1941.

He had been with the squadron for more than a year when he went to the Maintenance Wing at 58 OTU where he stayed until July 1944, moving then to 61 OTU Keevil.

Eade was awarded the AFC (gazetted 2nd June 1943).

He was released from the RAF in September 1947 as a Warrant Officer.

He died in October 1983 in SE Hampshire.



### **Sergeant Mervyn Herbert Sprague**

Mervyn Herbert Sprague was born on 27<sup>th</sup> May 1910 in Richmond, Surrey and educated at St Paul's School. After leaving school he joined his father's accountancy firm but also served in the RAF 'F' Reserve from 13<sup>th</sup> May 1935 until 14<sup>th</sup> May 1938 when he joined the RAFVR as a u/t pilot.

Called to full-time service at the outbreak of war, Sprague was posted to 4 EFTS, Brough on 7<sup>th</sup> October 1939. He went to 3 ITW, Hastings on 6<sup>th</sup> November and then to 14 FTS, Kinloss on 5<sup>th</sup> February 1940, moving to Cranfield on 18<sup>th</sup> April.

Sprague joined 602 Squadron at Drem on 18<sup>th</sup> June. The squadron relieved 145 Squadron at Westhampnett on 12<sup>th</sup> August and was soon in action. Sprague was shot down in combat in Spitfire N3226 over Dorchester on 25<sup>th</sup> August. He bailed out, unhurt, and was rescued from the sea by a Walrus aircraft. His Spitfire came down in the sea off Portland.

On 11<sup>th</sup> September Sprague was shot down and killed in combat with Me110's south of Selsey Bill. His Spitfire, N3282, crashed into the Channel.

Sprague's body was washed ashore at Brighton on 10<sup>th</sup> October. He is buried in St Andrew's churchyard, Tangmere.



### **Sergeant Basil Ewart Patrick Whall**

Basil Stewart Patrick Whall was born in December 1918 in Lewes, Sussex and joined the RAFVR about July 1937. Called up on the outbreak of war, Whall arrived at 11 Group Pool St. Athan soon afterwards. He converted to Gladiators and was posted to 605 Squadron at Tangmere on 20<sup>th</sup> September 1939. He was then posted to 263 Squadron at Filton in April 1940.

On the 21<sup>st</sup> the squadron embarked on *HMS Furious*, landing on a frozen lake in Norway three days later. By nightfall on the 26<sup>th</sup> all the Gladiators were either unserviceable or destroyed so 263 re-embarked and returned to the UK.

In May a second expedition to Norway was made and on the 21<sup>st</sup> the squadron began patrolling. Whall destroyed a Do17 on the 23<sup>rd</sup> and before the squadron was withdrawn on 6<sup>th</sup> June, he had destroyed another two-enemy aircraft. For his services in Norway, he was awarded the DFM (gazetted 24<sup>th</sup> June 1940).

Whall was posted to 602 Squadron at Drem on 5<sup>th</sup> July 1940. He shared a Do17 on 16<sup>th</sup> August and destroyed two Ju87's on the 18<sup>th</sup>. In this engagement his Spitfire, L1019, was hit by return fire and he ditched at Elmer Sands, east of Bognor Regis, writing the aircraft off.

On 26<sup>th</sup> August Whall claimed two He111's destroyed, on 7<sup>th</sup> September a Me109,

on the 9<sup>th</sup> a Do17, on the 30<sup>th</sup> he shared a Ju88 and probably destroyed another and on 7<sup>th</sup> October he shared a probable Do17.

On this day his Spitfire, X4160, was damaged by a Ju88 off Beachy Head. Whall spun in near Court Farm, Lullington near Alfriston whilst attempting a forced landing. He was taken to Princess Alice Hospital at Eastbourne, severely injured, and died on admission.

Whall was 22. He is buried in St Mary's churchyard, Amersham, Buckinghamshire.



### **Sergeant Douglas William Elcome**

Douglas William Elcome was born in Kingston, Surrey in March 1919 and moved with his family to Whetstone, north London in 1926.

Elcome attended Finchley County School in the early 1930s where he was much influenced by his history teacher who believed a second world war was inevitable. He became convinced that he should be fully prepared to fight for his country if necessary and around September 1937, at the age of 18, he joined the RAFVR as an Airman u/t Pilot.

Called up on 1<sup>st</sup> September 1939, he completed his flying training at 14 FTS Cranfield in early June 1940 and, after converting to Spitfires, he joined 602 Squadron at Drem on the 21<sup>st</sup>.

On 12<sup>th</sup> August 1940 602 Squadron moved south to Westhampnett. Elcome claimed a Me109 destroyed over Dungeness on the 31<sup>st</sup>. He landed at Ford following this action with a damaged glycol tank.

On 10<sup>th</sup> September he crashed on to Felpham golf course when his section was kept aloft after dusk by a controller unaware that none of the pilots had flown at night before. His Spitfire L1040 was written off.

Elcome failed to return from a routine patrol on 26<sup>th</sup> October in Spitfire R6839.

He was reported 'Missing', aged 21.

He is remembered on the Runnymede Memorial, Panel 14.



### **Sergeant G A Whipps**

George Albert Whipps was born on 15th January 1915 and was working as a Draughtsman in Cheltenham when he joined the RAFVR about December 1937 as an Airman u/t Pilot. Called up on 1st September 1939, he completed his training and joined 602 Squadron at Drem on 21st June 1940.

Whipps was shot down in combat with Me109's over Hailsham on 6th September and bailed out, unhurt. His Spitfire, N3227, crashed and burned out at Pelsham Farm, Peasmarsh. On 29th October he claimed a Me109 destroyed.

In August 1941 Whipps was a Flight Sergeant instructor at 61 OTU, Heston. On the 26th he was with a pupil, Sgt. IL Jones RNZAF, in Master W8583. They were

both killed when a Belgian pilot, Sgt. AOH Lambotte, landed his Spitfire X4835 on top of the Magister as it lined up on the runway.

Lambotte was killed on 6th November at Heston in a very similar collision.

Whipps is buried in St Mary's churchyard, Theydon Bois, Essex.

### **Sergeant R F P Phillips**

Randall Frederick Prenter Phillips joined 602 Squadron Auxiliary Air Force at Abbotsinch in June 1937 as an Aircraft hand. At the time he was employed by the National Bank of Scotland.

He later re-mustered as an Airman u/t Air Gunner and in April 1939, when a scheme was introduced in the Auxiliary Air Force to have NCO pilots, Phillips was among the first men to be accepted for flying training.

Called to full-time service on 24th August 1939, he was posted to 7 FTS Peterborough for No. 12 Course, which ran from 9th October 1939 to 6th March 1940.

Phillips re-joined 602 at Drem on 18th March and he served with the squadron throughout the Battle of Britain. Commissioned in February 1942, Phillips moved to 3 (P) AFU at Lulsgate Bottom in June, later moving with the unit to South Cerney.

Phillips returned to Lulsgate Bottom in October 1943, when he was made an instructor at 7 FIS.

He was released from the RAF in September 1945 as a Flight Lieutenant.

Phillips died on 28th March 1998.





### **Sergeant J Proctor**

Jack Proctor, of Coventry, was born in December 1916 and joined the RAFVR in April 1938 as an Airman u/t Pilot.

Called up on 1st September 1939, he completed his training at 14 FTS (Kinloss and Cranfield, photos below) and joined 602 Squadron at Drem on 20th June 1940.

He claimed a Ju88 destroyed on 31st August, a Me109 destroyed on 6th September, a Me110 destroyed on the 7th, a Do17 probably destroyed on the 9th and a Me110 destroyed and another damaged on the 11th.

His final sortie with 602 was made on 8th September, a patrol.

Proctor was killed in a flying accident on 18th April 1941 while serving as an instructor at 5 FTS Sealand. He was fatally injured whilst flying in Master I N7823 which flew into the ground near RAF Ternhill after the rudder failed.

LAC F Taylor was also killed.

Proctor was 24. He is buried in St. Michaels churchyard, Stoke, Coventry.

## **Sergeant W B Smith**

William Bruce Smith was born on 22nd August 1914 and joined the RAFVR in September 1938 as an Airman u/t Pilot.

Called up on 1st September 1939, he completed his training and joined 602 Squadron at Westhampnett on 6th October 1940.

He claimed a Me109 destroyed on the 29th. He was shot down in a surprise attack by Me109's the next day and crash-landed on the foreshore at Greatstone near Lydd, wounded. His Spitfire, X4542, was written off.

Smith did not fly again, being medically unfit and his subsequent service is currently unknown.

He died on 17th June 1975.

## **The Casualties:-**

### **Casualty List:-**

**List Compiled from Research carried out by the Author.**

#### **RAF Westhampnett Role of Honour 1940-45**

##### **145 Squadron, operating the Hawker Hurricane.**

Flying Officer Guy Rawstron Branch 11/08/40 Age 26 Hurricane P9251  
Sergeant Eric Debnam Baker, 08/08/40 Age 28 Hurricane P3381  
Pilot Officer Ernest Cecil John Wakeham, 08/08/40 Hurricane P2957  
Flying Officer Richard Ughtred Paul Shuttleworth, 08/08/40 Age 27 Hurricane P3163  
Pilot Officer John Howard Harrison, 12/08/40 Age 22  
76662 Pilot Officer Wilhelm Pankratz, Hurricane R4176, 12 August 1940  
Pilot Officer Lionel Argent Spears, Hurricane P2955, 8th August 1940  
Sub Lt Francis Alan Smith RN, Hurricane P3545, 8 August 1940  
Sub Lt Ian Herbert Kestin, RN, 1st August 1940  
76705 Pilot Officer Antoni Ostowicz, Hurricane V7294, 11 August 1940  
Sergeant J Kwiecinski, Hurricane P3391, 12th August 1940

##### **602 (City of Glasgow) Squadron, operating the Supermarine Spitfire**

Sergeant Mervyn Herbert Sprague, 11/09/40 Spitfire N3282  
Sergeant Basil Ewart Patrick Whall, 07/10/40 Age 22 Spitfire X4160  
Flying Officer William Hugh Coverley, 07/09/40 Age 23 N3198  
Aircraftsman Richard William Bishop, 11/11/40 Age 18  
Pilot Officer Archibald Lyall, 28/11/40 Age 27 N3242  
Pilot Officer Henry Wollaston Moody 07/09/40 X4256  
Sergeant Douglas William Elcome, 26/10/40 Age 21 R6839

## **Bibliography**

### **Websites:-**

<http://bbm.org.uk/the-monument/>

<https://suitcasesvulturesandspies.com/raf-westhampnett-memorial-page.php>

### **Books**

#### **Bibliography**

1. RAF Fighter Squadrons in the Battle of Britain, Anthony Robinson,
2. Fighter Boys, Patrick Bishop, Harper Collins.
3. Paddy, Paddy Barthrop J&KHP
4. Scramble, Norman Gelb, 1<sup>st</sup> edition 1986
5. Adventure in the sky, AVM S Johnstone, 1978, William Kimber
6. Enemy In the sky, 1976, AVM S Johnstone, William Kimber.
7. Spitfire into War, AVM Sandy Johnstone, 1986, William Kimber.
8. Diary of an Aviator AVM S Johnstone, Airline, 1993
9. Battle for Britain, H R Dizzy Allen (1973)
10. Who Won the battle of Britain, HR Allen 1974,
11. Duel In the Dark, Peter Townsend 1996,
12. First Light, G Wellum, Penguin Viking 2002.
13. The Battle of Britain, the jubilee history, 1990 Richard Hough and Denis Richards
14. Lions Rampant Douglas McRoberts, William Kimber
15. Aces High, Christopher Shores and Clive Williams, Grub Street
16. Men of the Battle of Britain, Kenneth G Wynn CCB Associates.
17. Westhampnett at War, Mark Hillier, Greg Percival, Dieter Sinanan
18. Fighter Command Station at War, Mark Hillier

### **Other references:-**

AIR 27/984 145 Squadron ORB PRO  
AIR 27/2074 602 Squadron ORB PRO  
Combat Reports PRO 145 and 602

### **Correspondence with pilots.**

Nigel Rose 602 Squadron

- 
- <sup>i</sup> Air 50/166/5
  - <sup>ii</sup> Air/50/166/5
  - <sup>iii</sup> Air/50/166/3
  - <sup>iv</sup> Air/50/166/5
  - <sup>v</sup> Air/50/166/3
  - <sup>vi</sup> Air/50/166/5
  - <sup>vii</sup> Air/50/166/5
  - <sup>viii</sup> Air/50/166/6
  - <sup>ix</sup> Air/50/166/34

- <sup>x</sup> Air/50/166/41
- <sup>xi</sup> Air/50/166/5
- <sup>xii</sup> Air/50/166/41

- <sup>xiii</sup> Air/50/166/5
- <sup>xiv</sup> Air/50/166/6
- <sup>xv</sup> Air/50/166/5
- <sup>xvi</sup> Air/50/166/10