

11/11/47/23

SECRET.

604/25.

From:- 142 Wing, France.
 To:- AEAF (2), 85 Group (2), 21 ED Sector, 9th A.F. 9th ADC. etc.

STATISTICAL.

- (A) 6/7th August, 1944.
- (B) 604 (Aux) Squadron.
- (C) Mosquito XLI/VI.
- (D) 0010 hrs.
- (E) South of AVRANCHES. Exact position unknown.
- (F) 8/10ths 1,000 ft. Vis excellent above.
- (G) Debris in starboard radiator.
- (H) NIL.
- (J) One JU 88 Destroyed.
- (K) NIL.

Pilot. W/Cdr F.D. HUGHES DFC.NAVIGATOR. F/Lt. L.DIXON DFC.GENERAL.

I took off at 2212 hours and was handed over to TAILCOAT, being patrolled roughly SW of Avranches. For some time this was uneventful, Tailcoat had technical trouble due to a temperature inversion and when Trade did come along were severely handicapped. The Window laying aircraft flying at 16,000 feet arrived and an attempt was made to intercept with Limestone 25. This was however unsuccessful mainly due to the above mentioned technical trouble. A vector towards Trade coming South from the Window area was obtained, and whilst Limestone 25 was under close control, we obtained a freelance contact at over two miles to port and above. Contact split into two about 4/500 yards apart, roughly line abreast.

I closed in climbing from 5,000 to about 8,000 ft, target flying South straight but climbing and diving about 2,000 feet. No Window experience. A visual was obtained at about 4,000 feet range. Telling my Navigator to get back into his tube, I closed the range and recognized the target at 1,000 ft range as a JU 88, external bomb racks with four fat bombs still aboard being clearly visible. I opened fire at 250 yards, slightly below and 10° to port. The first burst struck the port engine which burst into blue flames, all four bombs falling off immediately. I fired three more short bursts, obtained strikes each time, but on the last unfortunately flew through a little debris. I broke downwards and flew about 500 feet below the e/a which was now well alight. The top gunner then fired a long burst over the tail at nothing in particular. E/A fell away to port, turned starboard, rolling on it's back and dived vertically to the ground, blowing up with a gush of flame which must have reached over 1,000 ft.

Turning to freelance for more Trade my Navigator found the weapon bent. I continued to wander around hoping for a chance visual when I noticed the starboard glycol temperature going off the clock, so I feathered the propellor and returned to base, landing at 0030 hrs. A minute piece of debris had pierced the starboard radiator.

I claim one JU 88 Destroyed.

Ammunition used. 236 rounds. No stoppages.

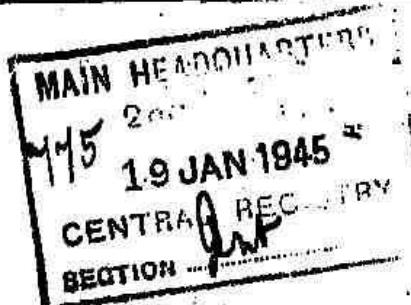
Cine Camera used.

F.D.Hughes

Wing Commander. Pilot.
 Catalogue ~~50/168/31~~ R/50/168

lot/kennett

Intelligence Officer.
 604 (Aux) Squadron Reference: 313

SECRET

INT 29

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Serial No. 604/5

PILOT'S PERSONAL COMBAT REPORT

From : - 604 Squadron, 148 Wing, (B.51) R.A.F., B.L.A.
 To : - Headquarters 2nd TAF(2), Headquarters 85 Group(2), Headquarters 25 S.
 Headquarters 148 Wing, 264 Squadron, 409 Squadron, 604 Squadron.

STATISTICAL

(A) Date.....	(A) Evening 13-14th Jan., '45.
(B) Unit.....	(B) 604 Squadron (AAF).
(C) Type and Mark of our A/C.....	(C) Mosquito XIII, AI, Mk. VIII.
(D) Time of Combat.....	(D) 0200 hours.
(E) Place of Combat.....	(E) 3 miles S. ROTTERDAM. (D.76)
(F) Weather in Combat Area.....	(F) Slight haze, but no cloud. Light snow on ground.
(G) Our Casualties - Aircraft....	(G) Nil.
(H) Our Casualties - Personnel...	(H) Nil.
(J) Enemy Casualties.....	(J) 1 Ju. 188 - DESTROYED.
(K) Enemy Casualties, Ground/Sea.	(K) N/A.

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GENERAL REPORT

W/Odr. Hughes, DFC, (Pilot), and F/Lt. Dixon, DFC, (Nav) were scrambled from B.51 at 2359 hours, landing back there at 0250 hours. Pilot reports :

" We were scrambled at midnight in connection with an X raid near OSTEND. This had faded when we reached WINDSCREEN, and a routine patrol ensued. About 0120, a false alarm of trade in the East took us towards the SCHELDT, but we were recalled when the bandits turned away. About 10 minutes later, however, trade turned up again in the East, and we proceeded around the North side of the SCHELDT I.A.Z. at high speed. As we were taken over by BRICKTILE, the SCHELDT IAZ was seen to be in action to the S.E. of us, apparently with our target, who was having an interesting time with flak and searchlights. BRICKTILE kept us loitering on the northern edge until our target had run the full gauntlet, and, a model interception by Control (S/Ldr. Brown) produced contact at $3\frac{1}{2}$ miles range, height 11,000 feet, crossing port-starboard. The target appeared to be corkscrewing very gently and we closed steadily at 250 IAS. A visual was obtained at 2,000 feet range, height 11,000 feet, one o'clock. It was identified as a Ju. 188 from 400 feet dead astern. The enemy crew appeared to detect us just as we pulled up to fire, for their aircraft commenced a turn away to port. He was too late, however, and a 2 seconds burst produced a magnificent fire in the starboard engine. The e/a flicked over on its back to port and dived vertically to the ground. The fire temporarily blinded me, and I had some interesting moments getting the stars over me once again, but the explosion of the e/a on the ground at that stage helped considerably in sorting out the situation. The e/a was seen to be burning in three separate fires on the ground at a position given by BRICKTILE as D.76. Bateman 15 (S/Ldr. Purse) observed the explosion.

I claim 1 Ju. 188 - destroyed.

Pilot, W. Hughes ... W/Cdr. ... Nav. F/Lt. L. Dixon ...

Armament Report:

4ft of cine-camera gun exposed automatically.
 36 rounds of 20mm HET.
 36 rounds of 20mm SAPI.

G. B. Wilby P/O.
 for Flight Lieutenant,
 Wing Intelligence Officer,
 Headquarters 148 Wing,
 R.A.F., B.L.A.