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SECRET

INTELLIGENCE FORM 'F'

From: Sector Intelligence Officer, R.A.F. Station, Fairwood Common.

To: Headquarters, No 10 Group.

STATISTICAL.

Date. (A) 27/6/42
Unit. (B) No. 125 (Newfoundland) Sqdr.
Type and mark of our aircraft. (C) Beaufighters II
Time attack was delivered. (D) 0933 hrs.
Place of attack and/or target. (E) 15 miles South of Hook Head.
Weather. (F) Clear. Some cloud at 5000ft and 12000ft
Our casualties. - aircraft. (G) Nil
Our casualties. - personnel. (H) Nil
Enemy casualties in air combat. (I) One Ju.88 destroyed
Enemy casualties - ground or sea targets. (J) N/A

GENERAL REPORT:

(PILOT'S PERSONAL COMBAT REPORT AND CLAIM)

On 27/6/42, I took off from Fairwood Common at 0757 hrs, in company with Bufflo 21 (P/O Bastow), with the object of intercepting the "Paris - Zenit" enemy west her recco aircraft. We carried out a sweep of the Southern Irish coast at 5,000 ft, just below cloud, from Carnsore Point to the Head of Old Kinsale. Having orbited Kinsale once, we set course for base on a vector of 100 deg, climbing to 16,000 ft. After some time on this vector, we were given a vector of 320 deg, and shortly after were told: "Bandit 15 miles ahead." We at once saw Bandit crossing cloud a long way ahead and climbing slowly South. Bandit

TECHNICAL.

(CONTINUED OVERLEAF)

ARMAMENT REPORT.

For each burst of air-to-air firing.

Pilot's Name. Ammunition used. (Total). Damage to our own a/c.	E/A fired at:		Direction of attack.	Length of burst Secs.	Ranges.		Canon in.g. or both.	Result.
	No & Type.	Height.			Open'g.	Clos'g.		
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)

Name of Pilot:

- (i) Colour and number.
- (ii) Number of rounds fired.
- (iii) Enemy casualties claimed.
- (iv) His own casualty category.
- (v) Whether cine-camera used.

Intelligence Officer.
No Squadron.
R.A.F. Station, Fairwood Common.
Angle.

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was then 3,000 ft below, my height being 15,000 ft. I closed in rapidly from the sun, diving at 300 A.S.I. and decreased the gap to 2 miles. E/A increased speed and attempted to climb away, straight ahead.

I then closed in further to half a mile, and identified E/A as a Ju.88. I continued to decrease the gap and made a fine-quarter-attack from 300 yds, using cannon only in a 2 sec. burst. I experienced initial ~~return~~ fire from E/A, but this went wide on starboard side. No result was observed from this attack. I then made a second attack from astern at 200 yds, firing a long burst of at least 4 secs. with cannon only, and observed H.E. strikes on port engine and fuselage. A large piece broke-off from starboard side of E/A. Return fire was experienced over the top of my aircraft. At 150 yds I gave E/A another burst, observing further strikes all over the aircraft which began a climbing turn to port.

I finally closed to 50 yds, firing m/g, but experienced no further return fire. E/A's starboard engine was observed to be pouring out glycol, and it went into a diving turn to port, followed by a spiral turn.

Bufflo 21/^{was}observed at this point to make an attack on E/A as it dived down. A large piece, (possibly the tailplane, fin or rudder), fell off, and E/A did one aileron turn, burst into flames and went straight into the sea at high speed. I then returned to base. In view of the foregoing, I claim one Ju.88 destroyed.

SIGNED *F.D. Hughes*.....
S/Ldr F.D. Hughes, D.F.C.
"A" Flight Commander,
125 (Newfoundland) Sqdr.
27/6/42.

CORROBORATIVE STATEMENT:

As S/Ldr Hughes, (Bufflo 14) broke off his attack, I saw E/A turn away under him. I then dived on E/A and gave it a 2 sec. burst from 250 yds. I was compelled to pull out of dive as my hatches flew apart. I saw E/A dive into the sea in flames.

SIGNED *R. Bastow*.....
P/O R. Bastow.
"A" Flight. 125 Sqdr.
27/6/42.