

4th July 1940: About twenty enemy aircraft consisting of Junkers Ju 87s and Junkers Ju 88s bombed the Portland area, otherwise daytime operations were confined to attacks on convoys in the Channel and the Straits of Dover. Bombs were seen to fall in the River Humber, near Brough aerodrome at 05.45 hrs. Later in the day enemy aircraft were active over the English Channel and south-west districts of England, with single aircraft crossing the coast in a number of places, with East Anglia, Kent and the Thames Estuary the main centre of activity.

4 July 1940	He111P	Wn.2480	B3+DM	4/KG54
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Longmore Farm, Gillingham, Dorset. 15.25 hrs.

Took off from Le Bourget aerodrome, Paris to attack the Bristol Aero-Engine Works at Bristol, with four 250 kg bombs, which were dropped near the factory killing one soldier and injuring three civilians. Intercepted by two Spitfires of 92 Squadron at 10,000 ft, the aircraft crashed into a tree and caught fire. AW: grey, Fritzlar, 15/1/40, FP: -. Ff: Ltn Hans-Heinrich Delfs, 11 Sch.KP/Sch./Fl.Ausb Regt 10 +. CC 7/127. Bo: Uffz Gerhard Bischoff 60025/41 +. CC 7/128. Bf: Uffz Heinz Karwelat wounded. Bs: Uffz Hermann Krack 67473/33 +. CC 7/126.



Left and below: Two photos of B3+DM taken not long after its crash landing showing a civilian trying to douse the smoke in the wing with a fire extinguisher.

The crew of this aircraft appeared to have been a composite crew as indicated by the variety of identity discs from the 2nd and 7th Staffel, while the aircraft had the code for the 4th Staffel. One of the crew had a Post Office Savings Book which showed that he was originally with KG51 and transferred to KG54 in January 1940.

KG54 Log Book found on the observer. He had over 200 hours flying experience which started in July 1938. Apart from his initial training in a Junkers W.34 and a few flights in Junkers Ju 52s (N3+EY & B3+ZL), the rest of his flights were on Heinkel He 111s. He had a total of twenty-four War Flights; listed below.

Date	Start	Landing	Aircraft	Remarks
10/5/40	Vechta	Vechta	B3+CR	
11/5/40	‘	‘	B3+BR	
14/5/40	‘	‘	B3+BR	Attack Rotterdam.
16/5/40	‘	‘	B3+LR	
18/5/40	Münster-Handorf	Münster-Handorf	B3+LR	
19/5/40	‘	‘	B3+LR	
19/5/40	‘	‘	B3+LR	
21/5/40	‘	‘	B3+KR	Attack on Calais not pushed home due to weather.
24/5/40	‘	‘	B3+HR	Attack on Dunkirk aerodrome and town.
25/5/40	‘	‘	B3+HR	Attack on Thourout; transport.
26/5/40	‘	‘	B3+HR	Roads - Ypres.
27/5/40	‘	‘	B3+HR	Attack Nieuport harbour.
28/5/40	Köln-Ostheim	Köln-Ostheim	B3+HR	Ostend coast, Dunkirk.
31/5/40	‘	‘	B3+HR	Dunkirk harbour.
2/6/40	‘	‘	B3+HR	Dunkirk, ground troops, sidings.
3/6/40	‘	‘	B3+HR	Aerodrome Le Bourget (Paris).
6/6/40	Lille	‘	B3+HR	Ground troops SW Abbeville, Gamaches, Aumale.
7/6/40	Merville	‘	B3+FR	Attack on station at Cormerie-Amiens.
8/6/40	‘	‘	B3+FR	Attack round Dideville.



5th July 1940: Enemy aircraft were operating over South Wales, the south-east of England, Humber and Eastern areas with bombs mainly falling in the south-west. Early evening enemy aircraft were detected over the north-east coast but later the south-east became the centre of attention. 6th July 1940: Enemy aircraft were over the south-west area, Aldershot and the east coast of Scotland. 7th July 1940: Enemy action was experienced along the south coast of England and the east coast of Scotland during the day.

9/6/40	Merville - Lille	‘	B3+FR	Attack on station at Evreux.
10/6/40	Merville	‘	B3+FR	Attack on Quilleboeuf.
16/6/40	Lille	Lille	B3+HR	Attack on bridge near Sulbourg. Troops.
19/6/40	Norentfontes	‘	B3+DR	Ground troops.
19/6/40	‘	‘	B3+DR	Ground troops.

5 July 1940	He111H-3	V4+GS	8/KG 1
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At sea - off The Warren, near Folkestone, Kent. 06.00 hrs.

Took off from Rosiere-en-Santerre, twenty-five miles east-south-east of Amiens, on a mission to bomb a bomb dump, one mile from Lypne aerodrome, Kent. While flying over the coast at 10,000 ft the aircraft was fired at by AA that the pilot managed to avoid, but soon afterwards they were attacked by a Spitfire from 65 Squadron, so they jettisoned the bombs and the pilot ditched the aircraft in the sea. Armament: four 250 kg bombs carried. This aircraft was stated to be carrying two extra machine guns that fired sideways. The aircraft carried no armour. AW: Nordhausen, 8/5/40, FP: -. Ff: Ofw Hermann Frischmuth wounded. Bo: Uffz Gottfried Wagner wounded. Bf: Uffz Rudolf Marchlowitz +. Folkestone, Kent. Bm: Gefr Burian 53548/52 +. Probably Franz Burger; Folkestone, Kent. Bs: Gefr Franz Martinck 53548/63 wounded and drowned +. Folkestone, Kent.

This was the crew's first operational flight over England. The pilot had served for five years in the German Air Force and four years in the Landespolizei. The observer had previously served for six years in the Army.

8 July 1940	Bf109E-3	Wn.1162	White 4+	4/JG51
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Blabdean Hill, Elham, Kent. 15.45 hrs.

Probably took off from Desvres, near Boulogne. While in a formation of four aircraft, flying in line astern, chasing a Spitfire, this aircraft was caught from below by another Spitfire which shot into the engine. The pilot put the aircraft into a dive to escape, reaching a speed of 435 mph but was hit in the non self-sealing fuel tank and had to crash-land the aircraft with the undercarriage retracted. Engine: DB 601. Markings: 4 in white with red border. Aircraft had a Staffel sign of a Raven with spectacles and an umbrella under its arm. Built by Erla Maschinwerke. Armament: two 20 mm cannon mounted in the wings and two 7.92 MG17 mounted above the engine. The aircraft had a complete circle of armour plate built to the shape of the fuselage just behind the pilot's seat. ID: 65176, AW: pink, Menningen, 27/2/40, FP: L 04579. Ff: Ltn Johann Bohm.

Ltn Johann Bohm's Bf109 lies on Blabdean Hill after being shot down by a Spitfire of 74 Squadron. This Bf109 was the first of many to fall on English soil during the coming months.



8th July 1940: During day there was a noticeable drop in enemy activity. Portland and Plymouth raided but otherwise operations confined to Harwich and Dover areas. Night operations were substantially increased but restricted to coastal regions with exception of the area bounded by the triangle formed by Plymouth, Gloucester, Isle of Wight.



Above: The emblem of 4/JG51 as found on this aircraft, (colours based upon contemporary reports).



Left: Ltn Johann Bohm is led away into captivity by members of the London and Scottish Regiment stationed nearby.

Below: It is interesting to note on this close-up photograph that the locally applied darker fuselage mottling has been sprayed over the emblem as well as the national markings.



Under interrogation the pilot would not give away any information. A piece of paper found on him showed that he was in Desveres on 5th July 1940, also he had a permit dated 29th June 1940 from Luftgau Kommando VI which referred to II/JG51. The pilot had been in the German Air Force for two years and had carried out ninety-five War Flights. At the outbreak of war he was at the Jagdfliegerschule, Schliesheim and was posted to his present Staffel on 6th December 1939.

4/JG51 from a pilot's diary.				+6	E1	6043	-.
No.	Type	wn	Pilot.	+7	E1	6048	Uffz Blascyk.
+1	E3	1133	Obltn Fözö.	+8	E1	6053	Uffz Bubenhofer.
+2	E3	1160	Fw Illner.	+9	E1	6057	Uffz Lebsanft.
+3	E3	1161	Lenz.	+10	E1	6059	Fw John.
+4	E3	1162	Ltn Böhm.	+11	E3	1159	Fw Tornow.
+5	E1	2941	Uffz Busler.	+12	E3	1093	Fw Hübner.

8 July 1940	Ju88A-1	Wn.3094	5J+AT	9/KG4
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Hornsea, near Catfoss, Yorkshire. 11.42 hrs.

The crew were on a lone, armed reconnaissance flight from Amsterdam, Holland, to pinpoint and attack convoys off the east coast of England. While flying at 15,000 ft in clouds, the crew having just sighted a convoy moving northwards, was attacked by two Hurricanes. The aircraft was riddled with bullets and starboard engine stopped, shortly followed by the port which caught fire, so the pilot jettisoned the bomb load and turned towards land before ordering the crew to bale out. The aircraft crashed and exploded with the pilot on board.

Markings: A in yellow.
Armament: two MG found. Four 250 kg bombs carried. Only the pilot's seat was armoured.
Engines : Jumo 211.
AW: green, Regensburg, 10/4/40, FP: -.
Ff: Hptm Kurt Rohloff 53558/1 + CC 3/320. Staffelkapitän.
Bo: Uffz Georg Abel 53558/9 wounded.
Bf: Uffz Artur Kuhnappel wounded.
Bm: Uffz Heinz Oechler 53558/23 wounded.

Below: Servicemen inspect the wreck of a Ju88 which is believed to be 5J+AT.



The ID discs were issued while the crew were with KG28 and before they were transferred to 9/KG4. The wireless operator and flight engineer had spent the whole of their flying careers together having joined up in 1936, spending some years with KG1 flying in Junkers Ju 52s and Heinkel He 111s. They first joined the 1st Staffel of KG1 but later transferred to the 3rd Staffel which later became known as the 6th Staffel. They were at this time flying in Heinkel He111 V4+HW, the aircraft in which they started the Polish Campaign completing eleven War Flights in total. They were shot down while flying in V4+DW on 4th September 1939 landing behind their own lines and completed the campaign in

V4+CW. In December 1939 they were transferred to 6/KG28 which was at Marienburg flying Heinkel He111 2F+EP but on the 10th April 1940 the whole of 6/KG28 and possibly the whole Gruppe was moved to Greifswald where it was attached to the 1st and 2nd Staffeln of LG1, their section of KG28 being disbanded. At the beginning of June 1940 they were sent to Amsterdam to join 9/KG4 with which they made eleven War Flights over France and three over England.

KG40 was confirmed as the Trans-Ocean Staffel and based in Bremen under a Major Petersen. As the unit was known as a Geschwader it was assumed that it would be expanded from the present one Staffel.

8 July 1940 Bf109E-3 Wn.2964 3/LG2

Buckland Farm, Sandwich, Kent. 19.30 hrs.

Shot down in combat with fighters. The pilot baled out and the aircraft dived into the ground, being partially buried to a depth of three feet.

Markings: the aircraft bore a yellow Mickey Mouse as Staffel sign and on the tail R.109/2964.

ID: 53534, AW: -, FP: 00931.

Ff: Ltn Albert Striberny.

The pilot refused to give away any information apart that he was quartered at St.Etienne, about three miles from his aerodrome at Boulogne.



Left: Ltn Albert Striberny in the cockpit of his Bf109.

Below: The remains of his aircraft after he baled out over Kent. The fuselage and engine have buried themselves. Note one of the diggers is already six feet down! A prop blade has come out of the hub and lays on the ground, bottom left.



9th July 1940: Enemy aircraft over south-west area and into south Wales and West Midlands as far as Preston. Bombs on south Wales, Dorset, Gloucestershire and Norfolk.



Above: The report mentions a yellow Mickey Mouse emblem carried by Striberny's Bf109. This emblem was painted on the rear fuselage and can clearly be seen here on this piece of wreckage (right).



9 July 1940 He59B-2 D-ASUO Seenotflug Kdo.1

At sea - Goodwin Sands. Later beached near the Walmer Lifeboat Station, Kent. 20.00 hrs.

Took off from Boulogne and flew via Calais to Ramsgate to look for the pilot of a Messerschmitt Bf 109 shot down into the Channel earlier in the day. The aircraft was unarmed and landed on the sea as soon as it was attacked by Spitfires. It was taken under tow and beached by the Walmer Lifeboat. The crew members were all registered with the International Red Cross, Geneva. The crew welcomed the opportunity to explain their organisation so that future mistakes could be avoided.

Markings: aircraft painted white all over with red crosses.

The aircraft was carrying stretchers, a rubber dinghy, oxygen apparatus and other medical stores, along with a two way radio.

ID: FL.Kp.L.D.61, AW: one 'Assistant Red Cross' & three 'Exclusive Red Cross', FP: -.

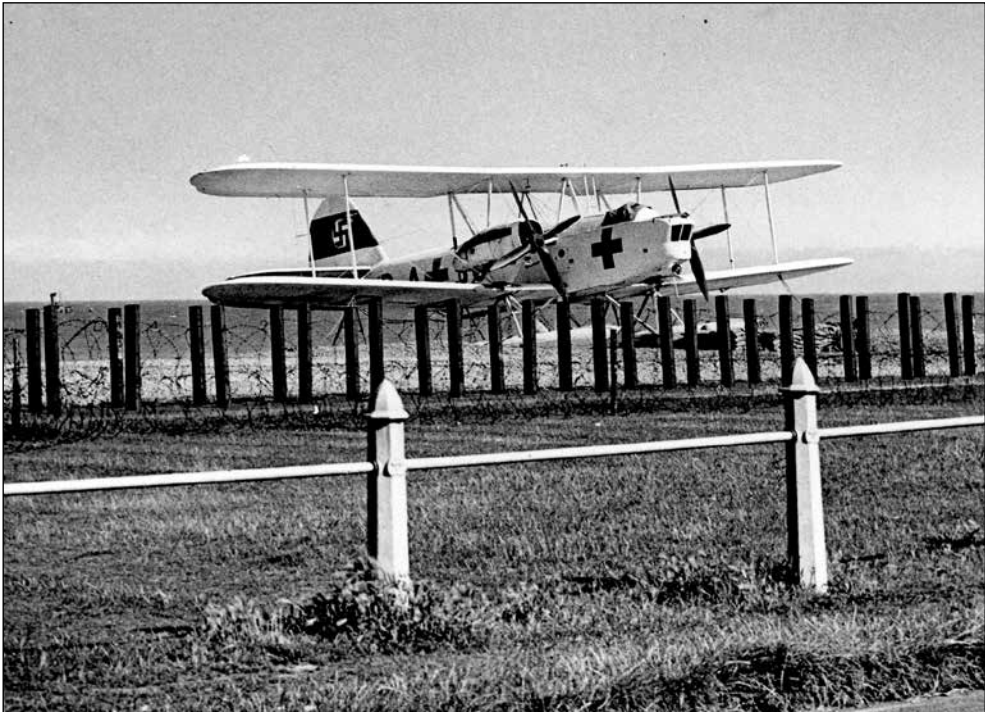
Ff: Uffz Helmut Bartmann.

Bo: Uffz Walter Anders.

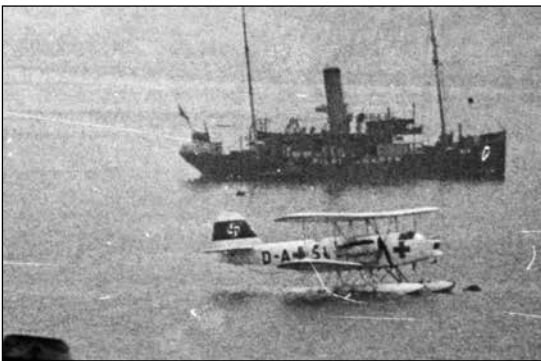
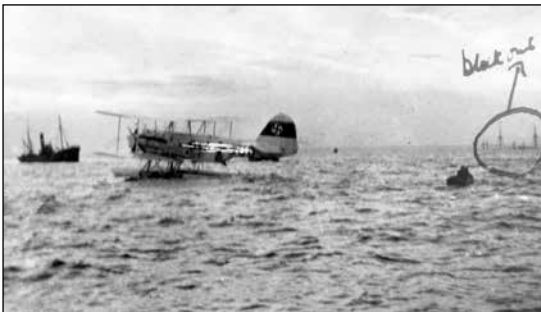
Bf: Uffz Erich Schiele.

Bm: Fw Günther Maywald wounded.





More views of D-ASUO in its very distinctive white paint scheme with red crosses. It was forced down by Spitfires of 54 Squadron after it flew very close to a convoy in the area.



10th July 1940: Enemy activity mainly over South Wales and South-West England with docks being the main objective. Bombs fell at Pembroke, Swansea, Cardiff and Falmouth docks. Convoys were attacked off Margate and between Dover and Dungeness. The weather during the night was uniformly bad with only a little activity over eastern and South-Eastern districts of England. Bombs fell on Essex, Hertfordshire, Isle of Grain, and Isle of Mull. Total losses 10.

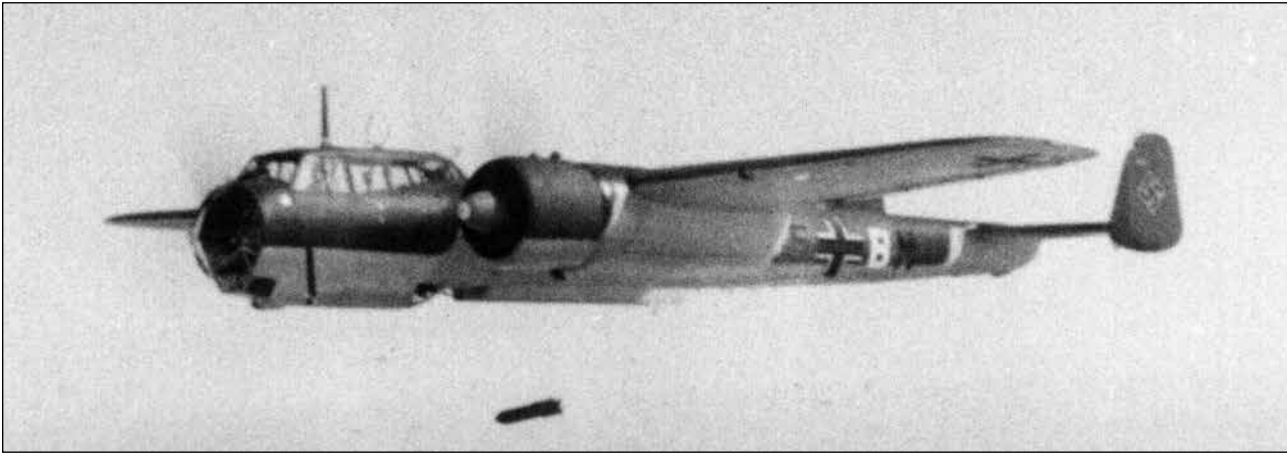
The ID disc was for the Luft Dienstkommando 61. The crew revealed that there were between twelve to fifteen aircraft in the See-Not Flugzeug, all Heinkel He59s and were moved about fairly considerably, this crew having been to Bergen, Stavanger, List, Amsterdam, Cherbourg and Boulogne in the preceeding few months. There was also a Sanitats Flugzeuge using Junkers Ju52s and were used overland for transporting wounded back to hospitals although there were some fitted with floats for the same purpose.

Amongst the papers found was a log belonging to another Red Cross aircraft D-AGUI that described the rescue of Squadron Leader K C Doran on 30th April 1940 (Blenheim IV, L9242 of 110 Sqn. Lossiemouth. Shot down during bombing operations over Stavanger, Norway. Sgt R H J Batsrick + and P/O F M N Searle +).

30/4/40. Verbal orders 19.50 hrs, search for Englishmen shot down about 10 km west of Stavanger. Weather perfect. Visibility 50 km, wind 130° 25 km. Start 19.52 hrs. At 20.15 hrs oil spots in Grid Ref.3125. Sighted a man drifting in rubber dinghy, beside him a man swimming. We landed beside them 22.00 hrs. Sea strength 2. The dinghy drifted between the floats and was made fast. Both Englishmen hauled into the machine. The first, who was in the dinghy was slightly wounded on his chin - protested that he did not need First Aid. We made him fast to the 'Tragbahn'. The second was already drowned. Artificial respiration in the machine had no effect. Owing to the rolling of the machine and the heavy load, the stern ladder broke. Took off for return flight at 20.55 hrs and landed at Stavanger 21.10 hrs. It turned out later that the rescued Englishman was a Staffelführer, with the rank of Major, the other who had been unable to get into the dinghy was his observer.

Note: The companion ladder must be strengthened; that would make it easier to get people on board. Light rubber overalls reaching up to the chest, are wanted - at least two per aircraft, as the crew get wet when carrying out rescues and often have a long return flight afterwards.

The aircraft was intact apart from a broken fuel feed pipe and was allocated to the MAEE for evaluation but was broken up in situ.



10 July 1940	Do17Z	U5+FL	3/KG2
At sea - 600 yards from Dungeness Roads Buoy, Kent. 14.00 hrs.			
Took off at 12.30 hrs with twenty-one other Dornier Do17s and an escort of Messerschmitt Bf 109s to attack a convoy in the Channel but was unable to drop any bombs as the bomb release was out of order. It was presumed that the aircraft was hit by AA fire from one of the ships that knocked one of the wings off.			
Armament: twenty 50 kg bombs carried.			
ID: 58209, Frankfurt am Main, AW: slate grey, Würzburg, 29/3/30, FP: 02546.			
Ff: Fw Winkelmann +. NKG.			
Bo: Hptm Walter Krieger. Staffelfkapitän.			
Bf: Ofw Werner Thalmann.			
Bm: Fw Osinsky +. NKG.			

The surviving crew revealed the aircraft code, but refused to give their unit. As this was the first crew captured from KG2, no identification was possible from the ID disc or Feldpostnummer.

11th July 1940: Early enemy aircraft were mainly active over the north-east of England. Bombs fell on the Royal Engineers HQ at Melbourne Derbyshire and a truck containing ammunition was blown up at Bridlington. 08.00 hrs a Ju87s from Cherbourg attacked shipping in the Isle of Wight, Portsmouth and Poole area. Poor weather restricted further raids in the morning. Total losses for the day 17.

10 July 1940 Bf110C-2 3U+GS 8/ZG26

At sea - three miles east of the Folkestone Gate Light, Kent. 14.00 hrs.

Left base at 14.00 hrs to 'keep an eye on' British fighter aircraft. The port motor stopped during combat and the pilot ditched the aircraft, but was thrown out from his seat by the force of the crash.

Markings: A cat mascot on the fuselage.

ID: 60042, AW: -, FP: -.

Ff: Ofw Willi Meyer wounded.

Bf: Gefr Willi Rohde +. NKG.

11 July 1940 He111H Wn.2648 G1+LK 2/KG55

East Beach, Selsey, Sussex. 18.15 hrs.

During bombing operations to Portsmouth this aircraft was attacked by two fighters, which killed the gunner. With both engines out the pilot was forced to land on the beach.

AW: blue-grey, Langendiebach, 8/2/40, FP: L 00329 Munich.

Ff: Ofw Erich Slotosch 67016/65 wounded.

Bo: Obltn Siegfried Schweinhagen 67016/4 wounded.

Bf: Fw Herbert Steiner 67016/66 wounded.

Bm: Uffz Willi Wilhelm Müller 67016/49 +. Tangmere, Sussex.

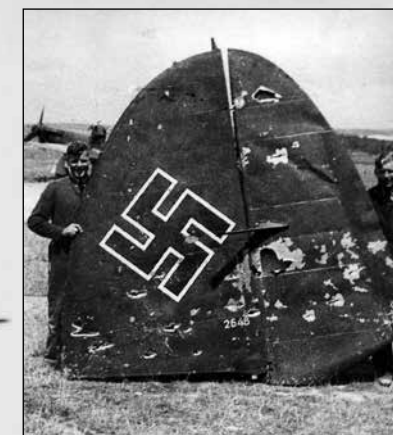
Bs: Ofw Hans Schlüter 67016/59 +. Tangmere, Sussex.



This page and opposite:

The remains of G1+LK burnt out on East Beach, Selsey after being shot down by Hurricanes of 145 Squadron. Note the thicker white bars to the fuselage cross which became standard during the Battle of Britain period. Note the Werk number 2648 on the fin under the swastika.

Opposite page inset: The same fin was salvaged as a trophy presumably by 145 Squadron!



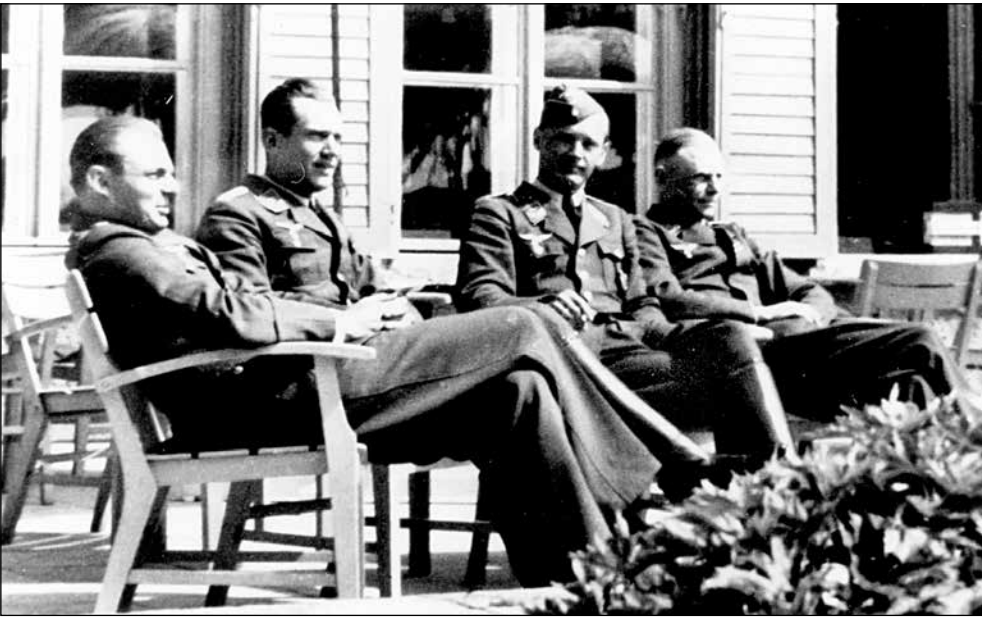
11.00 hrs: A mixed force of fifty bombers - Ju87s, Ju88s and He111s escorted by Bf110s - attacked a convoy off Portland. In the afternoon convoys off the Suffolk Coast were attacked. Reconnaissance sorties to Aldershot, Upper Heyford and over Norfolk were recorded. Portsmouth was attacked in the evening where a gas works was set afire. Aircraft passed over Glasgow and the Firth of Forth.

11 July 1940 Bf110C-4 M8+ - T 9/ZG76

The Cliffs, Verne, Portland, Dorset. 12.00 hrs.

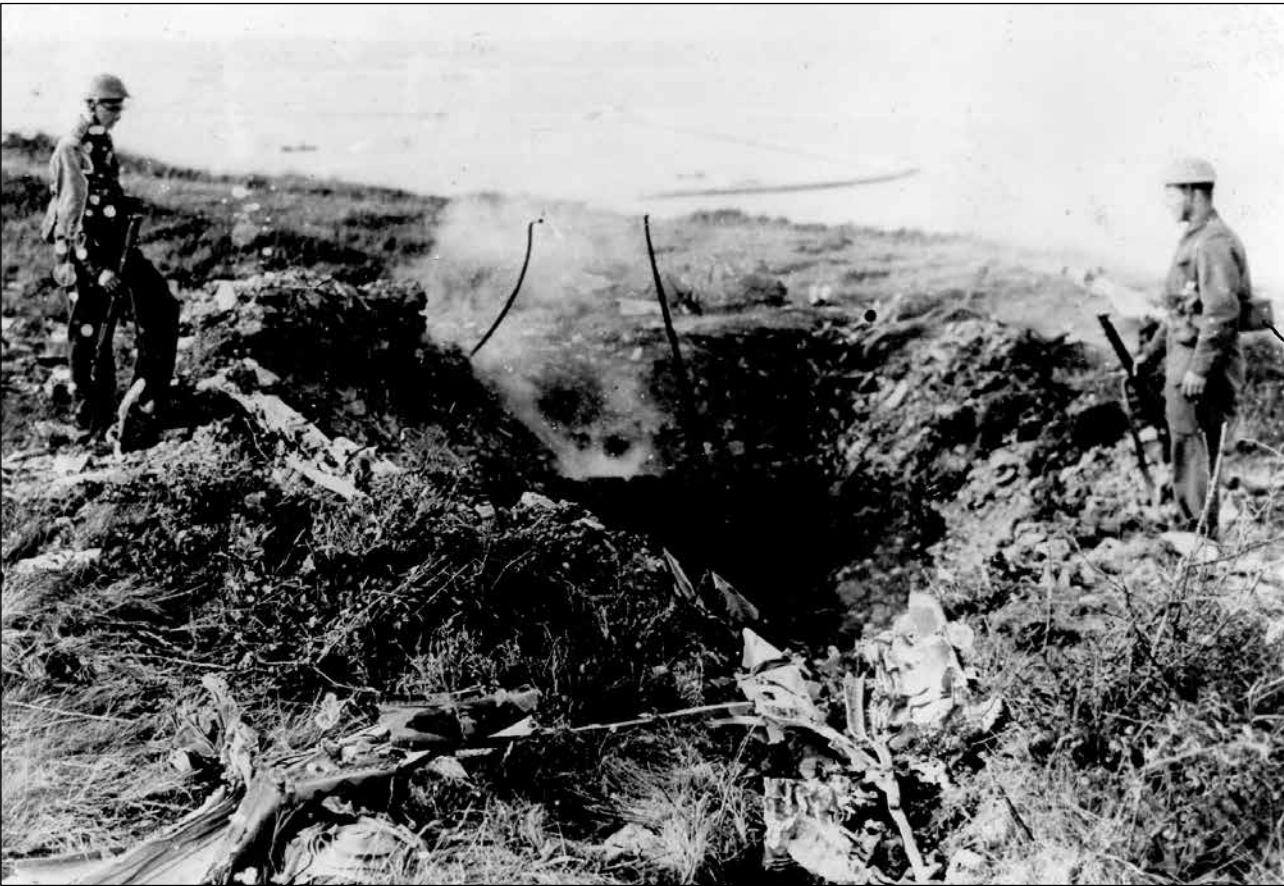
Detailed to escort Junkers Ju87s of III/StG2 during an attack on a convoy. Dived vertically into the ground and exploded following combat with British fighters.
Ff: Obltn Hans-Joachim Göring +. NKG.
Bf: Uffz Albert Zimmermann +. NKG.

The pilot was the youngest nephew of Reichsmarshall Hermann Göring.



Left to Right;
Oblt Göring,
unknown,
Lt von Castell + 11/7/40,
Oblt von Boltenstern + 4/9/40.

Below: The smoking hole
which formed the last resting
place of the nephew of
Hermann Göring. The aircraft
went in so hard that no trace
of either crewman was found.
Portland harbour can be seen
in the background.



Night time activity. Bombs fell in South Wales, and around Somerset, Bristol, Portland, Dorchester and Plymouth. To the east bombs fell near Hull, Ipswich, Harrogate, Doncaster, Colchester and Harwich. No significant damage was caused.

11 July 1940 Bf110C M8+ - T 9/ZG76

At sea - off the Ney Breakwater, Portland, Dorset. 12.05 hrs.

Shot down in combat with RAF fighters and ditched near to the Weymouth lifeboat that rescued the pilot.
ID: 69012, AW: white, Güttersloh, 10/4/40, FP: -.
Ff: Lt Joachim Schröder.
Bf: Gefr Franz Sorokoput +. NKG.

The pilot was extremely recalcitrant under interrogation and even refused to give the name of his observer.

11 July 1940 Bf110C-4 Wn.3551 2N+EP 9/ZG76

Grange Heath, near Lulworth, Dorset. 12.10 hrs.

Probably took off from Laval, Brittany as one of the crew had shop receipts in his pocket from the town. While flying at 12,000 ft the crew was surprised by a fighter and both engines stopped, the pilot subsequently carrying out a good force landing.
Markings: E in yellow.
ID: 69012, AW: white, Bremerhafen, 17/2/40 & white, Gütersloh, 10/2/40, FP: L 01544.
Ff: Obltn Gerhard Kadow EK1, Staffelkapitän. Shot after landing while attempting to burn his papers and wounded.
Bf: Gefr Helmut Scholz slightly injured.

From papers found on the crew Air Intelligence was led to believe that they were from 6/ZG1. The pilot had a telegram dated 18th June 1940 from Generalleutnant Ritter von Greim congratulating him on the award of the Iron Cross 1st Class.





Above: An Army officer helpfully points out a bullet hole to the camera. Note the slightly bent top propeller blade, probably indicating it was just windmilling at the point of impact.

Left: The pilot of 2N+EP Oblt Gerhard Kadow (centre).

A piece of paper was found which was for Iron Cross awards giving details of airmen and their sorties.

Name.	Sorties over sea.	Sorties in Poland.	Sorties in the West.	Number shot down.
Fw Thilow	24	5	17	2
Fw Baumgärtel	32	5	21	-
Fw Nödinger	28	5	17	-
Uffz Kuhlmann	-	-	20	1

This showed that the Staffel had to make an average of eighty-four sorties for each aircraft shot down.

This aircraft was subsequently recovered and taken to the RAE Farnborough with the intention of making it airworthy again, being given the RAF serial number AX774. It was subsequently used for spares and never flew again.

12 July 1940 He111H-3 1H+FT 9/KG26

Ice rink at South Anderson Drive, Aberdeen. 13.10 hrs.

Probably took off from Stavanger, Norway to attack targets in the Firth of Forth, making landfall at Leuchars. Intercepted by Spitfires at 12.55 hrs while flying at 10,000 ft, crashed into a building, caught fire, the wreckage and crew being buried by masonry.

Markings: third letter yellow. Aircraft manufactured under license by the Arado Works.

Equipment: Lofte 7c bomb sight fitted.

AW: green, Gotha, FP: L 29758.

Ltn Herbert Huck +. Dyce, Aberdeenshire.

Fw August Skokan 51905/77 +. Dyce, Aberdeenshire.

Uffz Paul Plischke 51903/35 +. Dyce, Aberdeenshire.

Gefr Georg Kerkhoff +. Dyce, Aberdeenshire.

Right: The Heinkel 1H+FT crashed into a newly built ice skating rink, destroying both the rink and the aircraft itself.

Below: Some of the larger pieces of wreckage were eventually removed from the crash site, including this section of port wing. The forth code letter 'T' can be seen outboard of the underwing cross.

