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SECRET.

FORM "F".

INTELLIGENCE COMBAT REPORT.

To: HEADQUARTERS, FIGHTER COMMAND.

From: No. 11 GROUP.

Sector Serial No.

(A)

Serial No. of Order detailing Flight
or Squadron to Patrol.

(B)

Date

(C) 11th February, 1941.

Flight, Squadron.

(D) Flight: - Sqdn: 66 & 74,

Number of Enemy Aircraft

(E) 5

Type of Enemy Aircraft.

(F) Me.109

Time attack was delivered.

(G) 1700 hours.

Place Attack was delivered.

(H) Boulogne area

Height of Enemy.

(I) Over 19,000 feet.

Enemy Casualties

(K) NIL

Our Casualties

Aircraft..... (L) 1 Spitfire Destroyed.
1 Spitfire Missing.Personnel..... (M) P/O. Mildren killed,
P/O. Baker, Missing.Searchlights: (Did they illuminate enemy,
if not, were they in front or
behind.)

(N) i. N/A.

A.A. Guns: (Did shell bursts assist
pilot intercepting enemy?)

(N) ii. N/A.

GENERAL REPORT.

By 1620 hours eleven aircraft of 74 Squadron (F/Lt. Mungo-Park, D.F.C., leader) and eleven aircraft of 66 Squadron (F/Lt. Oxspring, D.F.C., leader) left Biggin Hill to sweep from Boulogne to Gravelines, 74 Squadron leading. The wing left the English coast at Dungeness and crossed the French coast near Boulogne. Weather conditions were 10/10ths at 5,000 feet and 10/10ths at 19,000 feet with excellent visibility.

The patrol, carried out in section vic formation line astern, in Boulogne - Cape Gris-Nez area, was at 18,000 feet and lasted for approximately 20 minutes. In Boulogne and Cape Gris-Nez areas there was intense Flak bursting slightly above them, and no objective was seen in the Channel or on land owing to the cloud layer below. No balloons were noticed.

Five Me.109's dived from the clouds on to the tail of 66

/Squadron

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Squadron, while it was patrolling at 18,000 feet and one aircraft (P/O. Mildren) Green 2, who had fallen back 100 yards behind the formation, fell, apparently out of control. Sgt. Parsons, Red 2, dived down to try and identify this aircraft, but was himself attacked by two Me.109's; he thereupon took evasive action and escaped injury. The Squadron took evasive action, splitting up and circling, green section joining 74 Squadron. Green section had led 66 Squadron, with Red section at the rear.

74 Squadron had sighted two Me.109's which were however, too far away to be engaged. After a further patrol of five to ten minutes in the area and without sighting any further enemy aircraft, 11 aircraft of 74 Squadron returned to Biggin Hill at 1725 hours.

Eight aircraft of 66 Squadron returned to Biggin Hill at 1735 hours, S/Lt. Oxspring having landed at 1630 hours, owing to a run down battery. One aircraft, Red 1, P/O. Baker, has not returned; he was not seen to be attacked, but he was last seen in formation just before the attack.

(signed) D.S. BARNES, F/LT.

Sector Intelligence Officer. Biggin Hill.

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