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SECRET.

FORM 'F' PILOTS' PERSONAL COMBAT REPORT.

SERIAL NO. 482/

From:- No. 488 (NZ) Squadron (149 Wing), AMIENS/GISEY.

To:- H.Q. 2nd TAF. (2), H.Q. 85 Group (2); H.Q. 25 Sector; H.Q. 24 Sector.

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STATISTICAL.

Date.	(A) 23/24 December, 1944.
Unit.	(B) 488(NZ) Squadron.
Type and Mark of A/c.	(C) Mosquito XXI A.I. Mk. I
Time attack was delivered.	(D) (a) 19.56 hrs. (b) 20.40 hrs.
Place of attack.	(E) Both approx. 10 miles West of Maeseyck
Weather.	(F) No cloud - ground haze. Half moon. Visibility exceptionally good.
Our casualties a/c.	(G) Nil.
" " personnel.	(H) Nil.
Enemy casualties in air combat.	(I) Two Ju. 88's destroyed. ✓ 268/11
" " ground or sea target	(J) Nil

F/LT. K. W. STEWART (PILOT).

F/O. H. E. BRIMBY (NAVIGATOR)

This crew was airborne at 18.41 hrs. from Amiens/Gliay, and was placed on patrol of the Roermond Area, under Rejoice and later Avalon control. F/Lt. K. W. Stewart continues:-

"While on patrol off Roermond area I noticed clusters of white flares being dropped S.E. of me. I obtained permission to investigate, and was flying in the direction of the flares when the controller turned me and after giving a vector told me that there was activity in that direction, but that he could not give me any real assistance. My navigator reported a contact at a range of 4 miles, 3 o/c. at angels 3 1/2. The controller then confirmed that the contact was on a bogey. I closed the range slowly, the target was at this time taking mild evasive action. When we had closed the range to 4000 ft. the target then commenced violent evasive action by tight turns and losing height. The range increased to 8000 ft. I closed again slowly and obtained a visual at a range of 1500 ft. 20° at 12 o/c. The target was still climbing. My navigator used night glasses and I closed the range slowly. My navigator and I both identified the a/c. as a Ju. 88, but for positive identification I closed in to about 100 ft. range below and astern with the target weaving gently at times. The e/a. then fired off a reddish flare which illuminated the black crosses on the fin, fuselage and mainplane. I dropped back to 150/200 yards range astern and fired a short burst observing strikes between the port engine and fuselage. With a second burst the port engine caught fire and the e/a. spun down in flames exploding before hitting the ground. The position of this combat was fixed by Rejoice as 10 miles on a vector of 070 from G.Z.

The controller told me to make angel 7 and while so doing I observed additional and similar flares being dropped, and again obtained permission to investigate. No contact was obtained. I was then told by Rejoice to call Avalon. In the meantime, I continued investigating the flares and eventually Avalon gave me a vector which resulted in our obtaining a contact on a bogey range 3 miles crossing port to starboard angels 3. I lost height and closed the range with the target doing evasive action. At 3500 ft. range the target commenced a hard climb and throttled back which nearly caused me to overshoot. After one hard turn to port the target straightened out but still climbing. I obtained a visual at 2000 ft. range 12 o/c. 25° above. My navigator with the aid of night glasses identified the aircraft as a Ju. 88 and I confirmed this while closing the range. At a range of 300 yards the e/a. dropped a reddish flare and my navigator saw the bomb racks and black crosses. I closed in to 150/200 yards and opened fire with two short bursts which commenced a fire in the fuselage. The e/a. did a diving turn to starboard and I followed. When at Angels 1 I saw the e/a. hit the ground and explode. The position of this combat was 10 miles on a vector of 070 from G.Z.

I claim two Ju. 88's destroyed.

One-camera automatically exposed.
Ammunition expended - P.I. 20; P.O. 20; S.I. 20; S.O. 20 . Total - 80 rounds.

PILOT ... *K. W. Stewart*

NAVIGATOR ... *H. E. Brimby*

*Headquarters
Intelligence.*

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SECRET.

FORM 'F' PILOTS' PERSONAL COMBAT REPORT. SERIAL NO.488/45/1

From:- No.488 (NZ) SQUADRON (149 WING), AMIENS/GLISY.

To:- H.Q. 2nd TAF.(2); H.Q. 85 Group (2); H.Q. No.25 Sector.

STATISTICAL.

Date.	(A) 21/22nd February, 1945
Unit.	(B) 488 (NZ) Squadron.
Type and Mark of A/c.	(C) Mosquito XXX.A.I. Mk.X
Place of attack.	(D) A.2284. GROENLO.
Time of attack.	(E) 20.58 hrs. 5
Weather.	(F) Clear sky. Half Moon. Hazy.
Our casualties a/c.	(G) Nil.
" " personnel.	(H) Nil.
Enemy casualties in air combat.	(I) 1 Ju.88(G) destroyed.
" " ground or sea target	(J) Nil.

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FLIGHT LIEUTENANT K.W.STEWART (PILOT) FLYING OFFICER H.E.DRUMBY (NAVIGATOR)

This crew was airborne from Amiens/Glisy at 19.00 hours, and taken over by Voicebox (F/Lt.Morris). F/Lt.K.W.Stewart continues:-

"We obtained several contacts during the patrol which were not pursued as the controller assured us they were friendly. Towards the end of our patrol at 20.58 hours, while at angels 12, my navigator reported a contact range 5 miles, 11 o/c. 30 degrees. The target was crossing from port to starboard but at the 'dead' ahead position it turned hard starboard, followed by a hard port turn. We turned hard port after the target and climbed. The controller asked whether a contact had been obtained, said it was a bogey and we were to investigate. The bogey did several hard port orbits whilst we closed range to 2,000 ft. when it then did a hard starboard orbit. A visual was obtained at 1,500 ft. range, 12 o/c. 20 degrees, with bogey in a port turn. While closing range my navigator visually with the aid of Ross night glasses identified bogey as a Ju.88 (G). Keeping well below and inside E/A's. hard turns, I closed the range to 400 ft. and confirmed the identification. At about 150 yards with target in a port turn I allowed one ring deflection and opened fire, but no strikes were observed. E/A. immediately dived down to port whereupon I followed firing a second short burst with 2 ring deflection observing strikes on the fuselage and aft of mainplane. The enemy aircraft blew up in mid-air, illuminating the under surface of the Mosquito, and shortly after hit the ground in flames at position A.2284 (Groenlo).

Burma 20 (P/O.Mitchell) confirms the kill.

From the behaviour of E/A. it seemed to be investigating us possibly under ground control.

I claim one Ju.88 (G) destroyed.

Cinema-camera automatically exposed.

Ammunition expended - P.I.14; P.O.14; S.I.15; S.O.14 Total - 57 rounds.

PILOT *K.W. Stewart* F/LT. NAVIGATOR *H.E. Drumby* F/O.
 Squadron Intelligence Officer *Howard* F/O.

MAIN HEADQUARTERS
 721. 2nd T.A.F.
 27 FEB 1945
 CENTRAL REGISTRY
 SECTION *Int*

SECRET

FORM 'F' PILOTS' PERSONAL COMBAT REPORT

SERIAL NO. 488/45/4

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From - No. 488 (NZ) Squadron, (149 Wing), AMIENS/GLISY

To: - H.Q. 2nd TAF. (2) H.Q. No. 85 Group; H.Q. 148 Wing.

MAIN HEADQUARTERS
T.A.F.
APR 1945
GENERAL REGISTER
SERVICES

STATISTICAL

- Date. (A) 26/27th March, 1945.
- Unit. (B) 488 (NZ) Squadron.
- Type and mark of A/c. (C) Mosquito XIX, A.I. X.
- Place of attack. (D) (i) 8 miles N.W. of BOCHOLT - A. 1373
(ii) HALAHEEN - A. 6050
- Time of attack. (E) (i) 00:05 hours (ii) 00:40 hours.
- Weather on date. (F) Bright moonlight, patchy layer cloud.
Visibility good.
- Our casualties A/c. (G) NIL.
- " " personnel. (H) NIL.
- Enemy casualties in air combat (J) 1 Me. 110 destroyed & 1 He. 111 Probably destroyed.
- " " ground or sea (K) Nil.

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He. 111 already as down

F/Lt. K.W. STEWART (PILOT)

F/O. H. E. BRUMBY (NAV/RAD.)

This crew took off from Amiens/Glisy at 22.25 hrs. for front line patrol. Palmolive controlled handed fighter over to Radox via Avalon control. Almost immediately at 23.30 hrs. fighter was vectored on to bogey which was taking hard evasive action which proved to be friendly. At 23.55 hrs. Radox control (Controller S/Ldr. Lissimore) vectored fighter on to possible bogey.

Flight Lieutenant K.W. Stewart continues:-

"My navigator obtained contact on bogey 5 miles range, 50 degrees starboard, and 20 degrees above with my height 8,000 ft. We followed target through a series of hard turns before obtaining a visual at 2,000 ft. range, 12 O'clock, 20 degrees, on the target which was weaving on a N.Wly. course. My navigator with the aid of night glasses identified target as a Me. 110 from 1,500 ft. range. I confirmed identification as I closed range to between 150 to 200 yards. I opened fire with a one-second burst which set the port engine of the e/a. on fire and produced also strikes on the cockpit. E/a. dived down to starboard and we followed it down firing several more short bursts, which increased the blaze before e/a. struck the ground with a brilliant explosion 8 miles N.W. of BOCHOLT. I gave canary and Controller said he had heard the explosion.

I returned to patrol climbing to 12,000 ft. and was vectored on to another bogey which was a N.W. course. Obtained contact 4 miles and closed range to 1 mile when target entered the I.A.Z. in WESEL Area, and I was called off and patrolled on edge of I.A.Z. awaiting return of bogey. This target a/c. did not re-appear and control put us on to another target. Contact was obtained 8 miles range, dead ahead, 10 degrees below with fighter at 6,000 ft. height. When the range had been closed to 6 miles my navigator reported that his weapon was partially bent with the scanner stuck at plus 15. Contact was lost and controller gave us another vector telling us that there were possibly two a/c. and to take care. Contact was regained at 5 miles range and because the scanner was still stuck my navigator made me move the nose of the a/c. up and down thus obtaining intermittent responses until the range was closed to 5,000 ft. range, when the bogey commenced to weave. In spite of continuing to rock the nose no further responses were received until the range was closed at 2,500 ft. but I throttled back and at 2,000 ft. range obtained visual slightly to port and 20 degrees above, on a violently weaving a/c. Almost at the same time as I identified the e/a. as a He. 111 from 1,500 ft. the e/a. peeled off to starboard coming back towards us. When it was almost at the same height I allowed 1/2 rings deflection, gave a one-second burst, observing strikes on the cockpit and port mainplane between the engine and fuselage. The e/a. continued to peel off diving steeply from 8,000 ft. and as the target dropped below us I allowed one ring deflection and gave another one-second burst observing a substantial number of strikes on the fuselage, and some particularly healthy ones on the port mainplane. No fires were observed and by this time we had overshoot the e/a. which was going down at a 60 degree angle. We orbited at 3,000 - 4,000 ft. but with our scanner still firmly stuck searching was not possible and my navigator reported a contact behind at 5,000 ft. range, and 15 degrees above. My a/c. has the 720 modified for looking backwards. With our bent weapon and considering the possibility of

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this being a fighter we opened up and flew West, position of combat
 HALTERN area, A.4532 approx.

Bradwall Bay where we landed at 0210. Control by Radar was
 exceptionally good and the Controller was very helpful throughout patrol.

I claim one ME 110 Destroyed and
 I claim one ME 111 Probably Destroyed

Cine Camera automatically exposed 7 feet.

Ammunition used, P.O. 130, P.I. 65, S.I. 130 S.O. 130
 slower rate of firing from Port (inner) due to sluggish mechanism

[Signature] P/O.
 PILOT.

[Signature] P/O
 NAV/RAD.

(REMARKS) (REMARKS)

(TIME) (TIME)

(POSITION) (POSITION)

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From:- No. 488 (NZ) Squadron, (149 Wing), GILZE/RIJEN.

To:- H.Q. 2nd TAF. (2); H.Q. No. 85 Group; H.Q. 148 Wing.

STATISTICAL:

Date.	(A) 7/8th April, 1945
Unit.	(B) 488 (NZ) Squadron.
Type and mark of A/c.	(C) Mosquito XXX. A.I. X
Place of attack.	(D) 20 miles SE. of OSNABRUCK
Time of attack.	(E) 23.20 hrs.
Weather.	(F) Starry, dark, haze, no moon.
Our casualties a/c.	(G) Nil.
" " personnel.	(H) Nil.
Enemy casualties in air combat.	(J) 1 u/i. E/a. destroyed.
" " ground or sea.	(K) Nil.

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PILOT - F/Lt. K.W. STEWART.NAVIGATOR - H.E. BRUMBY

Mosquito took off from B.77 at 21.10 hrs. for defensive patrol N. of Ruhr under 15121 G.C.I. Control. While on patrol was told by controller of bogey to West of OSNABRUCK.

F/Lt. K.W. Stewart continues -

"I was vectored on to bogey by controller and at 22.48 hrs. my navigator obtained a contact range 6 miles, 11 o'clock, 10 degrees at 10,000 ft. height. I closed in and obtained a visual at 600 ft. range, 12 o'clock, 5 degrees, on an exhaust of a target which was weaving violently. I could only hold the visual long enough for my navigator using night glasses to see that the target had twin tails. The visual was lost but my navigator maintained A.I. contact and we followed the target which was taking violent evasive action consisting of hard weaving and considerable variations of height and speed. The target's speed varied from 150 to 260 m.p.h. I.A.S. Several times my navigator brought me in to 700 to 800 ft., but I was unable to obtain a visual which I could hold sufficiently long to enable him to use his night glasses. We were then illuminated by a single S/L. beam pointing west, so I broke away to port commenced a starboard orbit during which my navigator regained contact 2 miles range, 40 degrees starboard and 3000 ft. We again closed rapidly in on the target regaining a visual on an exhaust but could not identify positively before the target opened fire on us. The visual was again lost but soon after I had a fleeting visual as the target passed overhead of a twin engined aircraft, and I had the impression of a Me. 110 wing with straight taper but I could not identify positively. To maintain contact I had to do a hard starboard turn during which visual was lost, but again my navigator maintained contact. While following the target which continued its evasive tactics we were fired on from 800 ft. range several times during the next ten minutes. By this time my target had lost height to 2,000 ft. A small fire then appeared in the tail of the target as it fired another burst back/usb. The fire grew larger as we followed and the target dived into the ground exploding with a brilliant flash, 20 miles SE. of OSNABRUCK at 23.20 hrs.

The ground control was unable to fix our position as we were low down and out of its range. Capstan 28 who was in the same area saw the explosion and gave the controller a fix. The target had no Type 'F' nor was it burning resins. I am of the opinion that it shot off its own tail.

Much credit is due to my navigator both for his skill in following the evasive action for 32 minutes and for the patience with which he bore my inability to obtain and hold a visual."

Cine-camera not exposed.

Guns not fired.

PILOT..... *K.W. Stewart* F/LT. NAVIGATOR *H.E. Brumby* E/O.*Open 1.0. By 1. Stewart %*