

# STICHTING WINGS TO VICTORY

AIRWAR MUSEUM / AIRMEN MEMORIAL ZEELAND



**Crash No 311**

**Fw-190 5977**

**15-08-1943**

**Noordzee**



## 15 augustus 1943

Vanaf dit moment zou voor Zeeland een enerverende week van luchtactie van start gaan en een voorproefje daarvan werd op deze bewuste dag opgediend!

De dag begon met een geplande raid van 36 B-26 Marauders van 386 BG naar de vliegbasis Woensdrecht. Om 10.20 uur stegen de eerste vliegtuigen op maar tegen het bereiken van het Zeeuwse kustgebied werd de aanval vanwege de slechte weersomstandigheden alsnog afgelast.

Escorte en ondersteuning werd gegeven door niet minder dan 8 Spitfire squadrons van Fighter Command alsmede een tweetal extra squadrons voor het geven van close-air support boven het geplande doelgebied.

### War Diary Second Tactical Air Force

--/-- Time up/ down 10.10 – 11.55 hours

Nos. 403 and 421 squadrons with each 12 Spitfires on target support (Ramrod 201).

When over target Spitfires were advised that bombers had returned and ordered to sweep Flushing area. One section dived on two Fw 190's seen below and one enemy aircraft claimed damaged by Plt.Off. Johnston (No.421 squadron).

### War Diary No. 453 (RAAF) squadron

--/-- Time up/ down 09.55 and 11.30 hours with 12 Spitfires

The squadron, as part of the Wing, took off at 07.20 hours for Bradwell Bay and later acted as escort cover for Marauders bombing Woensdrecht airfield.

On arrival at Rendez-vous (Clacton) at 10.20 hours at 15.000 feet, the two boxes of bombers were seen already on course from Harwich four minutes early, the first box at 14.000 feet, with 5 miles distance between them and travelling so fast that the squadron did not catch up with them until over Walcheren. This was a pity because the Wing Leader, Sqn.Ldr. K.M. Barclay, had asked for their recall when only half way out to sea as he did not consider the weather suitable for successful bombing. After continuing on to Tholen, the bombers turned and at that time 12 + Fw 190's bounced the squadron.

Sqn.Ldr. Barclay called all pilots to stick to the bombers and withdraw, but Blue Section, being behind on the turn, bore the brunt. Blue 1 – Flt.Lt. Andrews – was seen going down in a vertical dive almost immediately after the bounce. Andrews fought on, gradually managing to creep towards the coast. Some of the enemy aircraft climbed away and Flt.Lt. D.G. Andrews managed to fight down to zero feet and finally got to 10 miles west of Walcheren with only two Fw 190's attacking. He shot one into the sea and the other hurried towards home.

Flt.Lt. Andrews did likewise and landed at Manston without brakes and his machine riddled with cannon – and machine gun holes.

The rest of the squadron got back uneventfully, crossing in at Clacton at 3.000 feet.

### Personal Combat Report Flt.Lt. D.G. Andrews

No. 453 (RAAF) squadron at 11.00 hours over Walcheren

I was leading Blue Section when Yellow 4 reported aircraft at 6 o'clock. As I had been left behind in a turn and was flying rear man in the squadron, I turned right to have a look at these aircraft.

There were five + in the first bunch approaching dead astern and diving out of sun at 16.000 feet. Recognizing them as Fw 190's I warned the squadron of an impending

bounce and broke violently after which I noticed one Spitfire beside me break too and presume this was Flg.Off. Thornley.

More enemy aircraft then came out of sun, but instead of attacking the squadron, they pulled up and began to attack me. During one of these breaks I noticed an aircraft which I took to be a Spitfire, flying straight and level with two Fw 190's behind. The leading machine then went straight down without sign of smoke and I presume this was Flg.Off. Thornley.

I called for help but my message was evidently jammed and from then on I was attacked by approximately 12 Fw 190's and during one 90° deflection attack my R/T failed.

Several times during these attacks, I noticed their fire was missing me and going very close to their compatriots. During this time all enemy aircraft were circling me and making head-on and 30° to line astern attacks on me with telling results on my morale. As I could make no headway, I lost height to zero feet about two miles northwest of Walcheren.

During my descent the ground defences opened up on me adding insult to injury and by this time my aircraft had been hit in several places and I felt the impact of bullets. Gradually the number of Fw 190's decreased until I was left with only four making attacks on me. What with continuous breaking I was only making short progress towards home.

In one particular attack from dead astern, which I could not evade until the last moment. The Fw 190 used machine gun only which incidentally I could hear. Up to this time I had no opportunity to press the tit or use my guns.

Two of the remaining four Fw 190's then left me and the others continued to attack. By using full boost and revenues now I could make several miles towards home before breaking to the next attack. Having no got out to ten miles west of Walcheren at zero feet, I had several opportunities to fire my guns. On my third burst I made a 20° head on attack on a Fw 190 allowing it to run through my fire. Just before breaking from an attack, made by the other Fw 190, I saw an explosion ahead of the cockpit and after evading the other's attack, I saw a tremendous splash in the sea where the first aircraft had gone in. I consider this was a lucky shot as from where it hit the other aircraft, I estimate it went through and killed the pilot.

I claim this Fw 190 destroyed!

After the Fw 190 had crashed into the sea the other hurried away at full speed and I did the same, but in the opposite direction, landing at Manston without breaks.

Een tevergeefse afweer door de Luftwaffe

Tegen de klok van twaalf kwamen de Fw 190's van I./JG 26 – in allerijl van Woensdrecht opgestegen - ter hoogte van Walcheren in contact met het omvangrijke escorte. In luchtgevechten van uiteenlopende aard werd – ten koste van een Fw 190 - een Spitfire neergeschoten en een tweede beschadigd

Flakkommandeur Vlissingen

0702 Flakalarm! Laut Fluko Gent 4 unbekante Maschinen bei Zeebrugge.

0704 Westkapelle meldet 5 Maschinen in Richtung 9. Laut Fluko Gent handelt es sich um 8 Thunderbolt die in Richtung 12 kreisen.

0707 Laut Westkapelle sind die Maschinen nach Richtung 12 ausgeflogen.

0806 Luchs hat in Richtung 9 zwei unbekante Ziele aufgefaßt, Entfernung 40 km.

0810 Laut Fluko Breda stehen die Ziele in Richtung 9, Entfernung 30 km.

- 0813 Flakalarm! Ziele stehen in Richtung 9, Entfernung 20 km.
- 0918 Kriegswache Achtung! Laut Gent viele Luftziele in Richtung 8-9, Entfernung 60 km.
- 0919 Flakalarm! Ziele stehen in Richtung 10, Entfernung 40 km.
- 0921 Luchs hat in Richtung 11 einen neuen Verband aufgefaßt, Entfernung 80 km.
- 0923 Ziele stehen in Richtung 11-12 nördlich der Insel, Entfernung 38 km. Die Feindmaschinen drehen in Richtung 12 und nehmen Kurs auf Walcheren.
- 0926 Fliegeralarm! Ziele stehen in Richtung 12, Entfernung 25 km.  
Veere meldet mehrere Thunderbolt in Richtung 12 mit Kurs Vlissingen.
- In Bergen op Zoom sind 18 Fw 190 zum Alarm gestartet!**
- 0928 Scheinwerfer 14 meldet ca. 40 Maschinen über der Stellung.
- 0929 Westbatterie gibt die Zielhöhe mit 8000 m an und laut Fluko Gent neuer Anflug aus Richtung 8, Entfernung 30 km. Es handelt sich um 4 viermotorige Maschinen die bei Knokke südlich der Insel vorbeifliegen. **Die aus Richtung 12 gemeldeten Ziele überfliegen in grosser Höhe die Insel und werden südwestlich Terneuzen von den deutschen Jägern zum Luftkampf gestellt.**
- 0937 Laut Fluko Gent sind alle Ziele in Richtung 7-8 im Abflug.
- 1015 Flakalarm! Laut Luchs mehrere Ziele in Richtung 6, Entfernung 20 km.
- 1017 Die Scheldewaffen melden 4 Thunderbolt mit Kurs Richtung 6-10, Zielhöhe 6000 m.
- 1020 Scheinwerfer 8 beobachtet Abflug in Richtung 8.
- 1023 Kriegswache Ruhe! Laut Luchs alle Ziele im Abflug.
- 1137 Flakalarm! Laut Luchs viele Ziele in Richtung 9, Entfernung 40 km.  
Fliegeralarm! Nordbatterie meldet mehrere Verbände aus Richtung 10 im Anflug.
- 1138 Seedeich hat 18 Maschinen in Richtung 10 mit Kurs Richtung 12 aufgefaßt. Die Maschinen – die als Boeing erkannt sind – fliegen nördlich Walcheren vorbei, Zielhöhe 4400 m.
- 1142 **Deutsche Jäger stehen nördlich Bergen op Zoom.  
Westbatterie beobachtet in Richtung 1 eine brennende Maschine!**
- 1143 Laut Fluko Gent 14 Spitfire bei Westkapelle mit Kurs Richtung 3
- 1144 **wird von der 11./A.R.19 (L) in Richtung 10 ein Absturz beobachtet!**
- 1149 Westbatterie meldet 18 Marauder in Richtung 1, die nach Richtung 12 abdrehen.
- 1150 (bis 1151) **beschießt 5./202 einen Verband von 40-50 Boston daß mit Kurs Richtung 11-9 den Gefechtsbereich berührt, mit 11 Schuß 9,4 cm!**
- 1151 **Veere beobachtet in Richtung 12 Luftkämpfe!** Nordbatterie hat in Richtung 12 drei Verbände im Abflug aufgefaßt.
- 1152 **Scheinwerfer 5 hat in Richtung 2 einen Absturz beobachtet!**  
Neuer Anflug aus Richtung 12; eigene Jäger stehen in Richtung 1, Entfernung 10 km.
- 1153 Domburg meldet 10 Thunderbolt in Richtung 11 und Scheinwerfer 4 hat 8 Spitfire in Richtung 12 aufgefaßt.
- 1155 **Scheinwerfer 4 hat Absturz einer Spitfire in Richtung 12 beobachtet!  
Die deutschen Jäger stehen auf Nord-Beveland.**
- 1156 **Nordbatterie beobachtet Luftkämpfe in Richtung 12!**
- 1158 Laut Gent sind alle Ziele im Abflug.
- 1203 7 Maschinen aus Richtung 10 im Anflug auf Vlissingen; Scheinwerfer 15 meldet Spitfire über Middelburg, Zielhöhe 6000 m.
- 1205 **Die Maschinen kommen kurze Zeit in den Gefechtsbereich der Nordbatterie, die die Ziele mit 7 Schuß 10,5 cm bekämpft.**
- 1207 Die Maschinen drehen über Middelburg und nehmen Kurs Richtung 11.
- 1210 **Laut Gent 1 Abschuß in Richtung 10 bei Westkapelle, Entfernung 3 km.**
- 1214 Entwarnung! Es liegen keine Meldungen mehr vor.

