

# STICHTING WINGS TO VICTORY

AIRWAR MUSEUM / AIRMEN MEMORIAL ZEELAND



**Crash No 332**

**Typhoon JP840**

**27-09-1943**

**Zierikzee**



## 27 september 1943

Tussen 08.42 en 09.00 uur vlogen zeven Typhoon B's van No.3 squadron – geëscorteerd door negen Typhoon F's van No.198 squadron- het mondingsgebied van de Oosterschelde op een hoogte van 50 tot 200 meter binnen. Tussen Wemeldinge en Zijpe werden aanvallen uitgevoerd op een konvooi dat beschermd werd door schepen van het Rheinflottille waarbij twee vaartuigen van dit flottille alsmede een HS-Boot werden beschadigd. Tevens werd ter hoogte van Hansweert ook nog een sleepboot tot zinken gebracht en een sleepschip beschadigd.

### War Diary No. 3 squadron

Again 6/10 ths cumulus cloud turning to 10/10 ths later. At 07.15 hours seven Bombphoon's escorted by some Typhoon's of No.198 squadron, went off to beat up the Oosterschelde and the Westerschelde.

Low cloud and poor visibility prevailed and the intense and accurate barrage made conditions generally uncomfortable but the squadron got category I one tug and one barge, category II – one 800 ton coaster and one tug and category III one barge.

The escort of No.198 squadron unfortunately lost two pilots but both were seen to land successfully.

### War Diary No. 198 squadron

At 07.18 hours, nine Typhoon 1B's of No.198 squadron, led by Sqn.Ldr. J.M. Bryan, took off from Manston to combine with No.3 squadron in harassing shipping around the Dutch Islands.

Owing to 10/10 low cloud and poor visibility in the proposed target area – **Haringvliet** for No.3 squadron and **Krammer** for No.198 – the squadrons subdivided further south. No.3 squadron sweeping the **Westerschelde** and No.198 the **Oosterschelde**.

Just inside the southern entrance to the Grevelingen, a collection of shipping was sighted in scattered groups. Calling upon Blue Section to act as temporary top cover, Red 1 selected a group of two tugs and two barges (E) and (F) ; accompanied by three Naval Auxiliaries of 600-800 tons (A) (B) and (C ), and led Red Section in an attack upon the rearmost (A) obtaining strikes. On closer inspection the Naval Auxiliaries (like minesweepers in general appearance) revealed themselves as being armed with up to 6 LAA guns each, and our aircraft were subjected to an intense barrage of tracer and self-destroying shell.

Yellow Section, who had orbited during the first wave of attack, now went in from the port beam and gave long bursts at (A) (B) and (C ). The self-revealed Flakships reacted by continuing their barrage and by forming a protective crescent around the barges thereby making their cross-fire even more effective.

Blue Section then went in to attack from dead astern, firing long bursts each of (A) (B) and (C ). Blue 3 came under a particularly heavy concentration of fire, and black smoke was seen to stream from his engine as he broke away from the attack. He immediately began a climbing turn to port, which took him inland over **Schouwen**. Meanwhile, Red Section had completed a full port orbit, and were making their run up for their second attack as Blue Section were breaking away. Seeing Blue 3's plight, Red 1 fired long range bursts at each of (A) (B) and (C ), before making his attack proper (as did also Red 2 and 3) in an effort at distraction, with the result that Red Section, in their turn, now became the main interest for the Naval A.A. Result was that, despite the very many strikes obtained on the ships, the still murderous cross-

fire hit Red 1 in the starboard outer ammo-container , exploding it, and blowing a hole two feet in diameter in upper and lower surfaces) and Red 3 was hit in the engine and was seen to break over towards **Schouwen**, climbing but with thick smoke pouring from his engine. Loss of starboard wing “lift” caused Red 1 to go into a shallow spiral dive, but righting the aircraft by use of full opposite aileron, he gave the recall as he made a wide turn to starboard, gradually gaining height as he came out over **Noord-Beveland**.

By this time Yellow Section had completed their starboard orbit, and had made their second attack (this time from dead astern), when all three Flakships received further long bursts. Yellow 2 also favoured the nearest barge and tug with his attention, obtaining strikes on each. As they broke away over land, and prior to receiving the “recall” from Red 1, they saw both Blue 3 and Red 5 still smoking so they joined Red 2, and Blue 1 and 2, who were already orbiting as observation and cover. At a point 2 – 3 miles E.S.E. of **Zierikzee**, Blue 3 was seen to climb over the side of and jump from his plane, which was then at 900 feet. The plane immediately nosed over and dived vertically, while flames began to stream from the engine. The plane exploded on hitting the ground, and Blue 3 was seen to make a successful parachute descent nearby. Immediately afterwards, Red 3 was seen to leave his plane, which repeated Blue 3’s manoeuvre - eventually – exploding near the shore south of **Zierikzee Canal**.

Red 3 himself made what appeared to be a delayed drop as he left the plane at 1100 feet and the chute did not open until he was about 200 feet above the ground.

Remaining aircraft then proceeded seawards along the **Oosterschelde** and set course home, reforming on Red 1 when about half way over the sea. Red 1, until this time, had been proceeding independently owing to his slow practical maximum speed of 230 mph and to his lack of manoeuvre.

On arrival back at base he made three circuits before he could turn tight enough to position himself in line with the runway and, when just on the point of touching down, with the speed at 140 mph, the right wing stalled, and began to drop slowly. The moment the right wheel touched the ground, the whole aircraft swung over to the right, and changed its direction of run through 40°, with the right wing tip kissing the ground for some distance before it was eventually brought back onto even keel (without further damage) as it began to lose forward speed (category B due to Flak).

Seven aircraft landed Manston by 08.45 hours.

Ammunition used: 1.020 rounds 20 mm SAPI, HEI and AP (2-2-1)

### **Amerikaanse missies elders**

De Amerikaanse B-17’s opereerden deze dag op vrijwel volle sterkte naar de industriegebieden bij Emden en werden daarbij beschermd door 262 P-47’s van alle operationele Fighter Groups. Een diversion met 24 B-24’s van 44 BG en 392 BG vond boven de Noordzee plaats.

Tot slot werden – in de loop van de ochtend en aan het eind van de middag – 144 B-26’s van de vier met dit type uitgeruste BG’s en met Spitfire squadrons van Fighter Command als escorte ingezet om de vliegvelden van Beauvais en Conches te bombarderen.

### **De dood van een Duitse Pionier.**

Volgens het register van overlijden van de Noorder begraafplaats overleed op deze dag nabij Terneuzen Gefr. Johann Hatzelmann, Pionier bij een Ersatz Bataillon. De oorzaak van zijn dood is mij onbekend gebleven maar een connectie met de hiervoor weergegeven luchtactie is zeker niet uit te sluiten.



