Bf 110s U8+HK, U8+BK and U8+AK of 2./ZG 26. Whereas all carry the white nose of the Battle of Britain period, that is where the similarity ends. 'AK' does not have the small white ring around the rear fuselage, unlike 'BK' and 'HK'. 'AK' has the early two tone green solid camouflage down the fuselage sides; 'BK' has what appears to be RLM 71 and RLM 02 applied solidly down the fuselage sides, and 'HK' has the more standard type of mottle applied down its fuselage sides. Proof that uniformity of application did not exist even in a single Staffel.

Goethe before being rescued by a German Navy minesweeper four days later. In a joint inter-service search-and-rescue mission organised by the Geschwaderkommodore himself, Oberst Huth, it was guided to them by four Zerstörers of their unit. Kaminski and Strauch were both admitted to hospital in Dunkirk, Kaminski subsequently flying over 50 sorties against England and claiming two British fighters destroyed before his transfer to the Zerstörerschule at Schleissheim the following October. He would later return to combat duties, and would ultimately be awarded the Ritterkreuz on 6th August 1941.

Two other Bf 110 Ds of 2. Staffel were more fortunate in reaching France with combat damage. One crashed at Hermelinghen registering 40% damage, but repairable. The other, Bf 110 D, U8+BK, W. Nr. 3716, crashed at Ypres and was a total write-off. Both crews were unhurt.

As darkness gathered, both sides retired to count the cost of another day of relentless combat. Rossiwall's 5./ZG 26 claimed four more victories during this late-afternoon action, once again avoiding any loss or damage to themselves. III./ZG 26 claimed another seven Spitfires and three Hurricanes destroyed, their 7. Staffel enjoying a particularly successful sortie with Fw. Franz Sander notching up his second and third victories and making it three for the day. Lt. Kuno-Adalberg Konopka also claimed a 'doppel' on this sortie and Ofw. Josef Bracun chalked up his second victory, the 30th for the Staffel, with a Spitfire over mid-Channel.

In fact, no Spitfires were lost, RAF casualties all being Hurricanes. Nine were shot down, most of them during combat with the Bf 110s, another three aircraft returning with damage. Four more British pilots were killed, bringing their total losses for the day to 33 aircraft and 10 pilots.

The Luftwaffe had lost twice as many aircraft, 67 in all, although the RAF reckoned to have destroyed more than double this amount, with 153 claimed. This total included the loss of 16 Bf 110s, at current operating levels the equivalent of two Staffeln, and 27 of their crewmen, another severe blow to the Zerstörers.

At a conference at Karinhall the very next day, Reichsmarschall Göring, in a further resumé of the conduct of the battle, reiterated his firmly held view that,

> *"Twin-engined fighters are to be employed where the range of single-engined aircraft is insufficient, or where they can facilitate the breaking-off from combat of single-engined formations. The protection of returning bombers and fighters over the Channel must be assured by specially designated fighter formations."*

Evidently, Göring felt that the Zerstörer was still far from finished as a front-line fighter. It would appear that Göring had a reasonably clear view of how to deploy the Bf 110 units, something that his senior commanders did not seem to grasp.

At this stage of the Battle, the Bf 109s had sufficient range to escort bomber formations to their targets, engage in short combat, and break for home. Bf 110 units already up (with their greater range) in the general combat area, could then have taken up the task of attacking RAF fighters, who would have long lost the cohesion of fighting in squadron of flight formations. Göring understood this concept; clearly his Commanding Officers did not, or chose to operate the fighters under their control in a different manner.

But even as the sad tally was taking place that evening, some Zerstörer pilots were adapting to their unexpected change in circumstances. Nervously enjoying a drink in the Officers' Mess of an RAF station where he had been deposited, Proske's sketchy English was being stretched to the limit: "Where do you come from?" – one seemingly solicitous enquiry about his home town. Wishing to be polite, but still alert and security-conscious, he

replied, "The other side!" – it brought the house down. 'Things could be a lot worse' he pondered.

He remained a guest of the RAF for some time, before being transported to Cockfosters for processing and interrogation. Here, he shared a room with 'Uli' Kettling of 1./ZG 76, who had been captured on 15th August. Suspecting concealed microphones in their cell, they hatched a scheme to contrive long and tantalising conversations for the benefit of the listening RAF. It was all total rubbish, of course, but it kept them amused, and was clearly intriguing enough for the British to keep them there in relative comfort, for almost six weeks. This was exactly what they had hoped, for it was guaranteed to be infinitely better than their next destination – a permanent POW camp.

They were absolutely right and thoroughly enjoyed their joke at the 'Tommies' expense. But it back-fired on them, for on arrival at Grizedale Hall they had to work equally hard to convince some of their comrades that they weren't stool-pigeons or collaborators, having spent a suspiciously long time in routine processing and interrogation.

After the sustained blood-letting over the previous week, the welcome lull in activity on the 19th came as a blessed relief to both sides.

2./ZG 26 Bf 110 with white nose, white ring around the rear fuselage, armoured windscreen, and one victory bar on the fin.

20th August 1940

There was also little activity on the 20th, but Erpr. Gr. 210 suffered a loss on this date. 'A' Flight of 66 Squadron, comprising Red and Yellow Sections, were airborne from Coltishall at 10:35 hours, Red Section of F/Lt Gillies (Red 1), Sgt Cameron (Red 2), and P/O Bodie (Red 3) in the lead with P/O Kennard (Yellow 1), P/O Cooke (Yellow 2), and P/O Cruickshanks (Yellow 3) following. Three aircraft, identified as Me 110s, were sighted by the six Spitfires at 10:44 hours about five miles south of Lowestoft at a height of 11,000 feet, approximately 4,000 feet above the British fighters.

The combat which then followed is vividly described in the combat reports of the six RAF pilots. 'A' Flight of 66 Squadron and the three aircraft of Erprobungsgruppe 210 approached each other head-on, the German aircraft having the height advantage. F/Lt Gillies reported:

> *'After passing underneath enemy we did a climbing turn to port in order to engage from the rear and below. Enemy first saw us when we arrived in the astern position. They were flying in wide vic formation on course 340°M. On sighting us enemy went into a step diving turn to starboard in wide line astern'*

Gillies then led his section in a No. 1 attack on the rear German aircraft. After firing two 3-second bursts he noticed that the starboard engine of the Bf 110 began to slow up and it was unable to keep formation with the other two aircraft.

On 20th August two Bf 110s of Erpr. Gr. 210 were hunting a convoy around the East Anglian coast when they were intercepted by Spitfires of 66 Squadron out of Coltishall. One was shot down into the North Sea, taking Fw. Martin Wohlfahrt, left, and Bordfunker Gefr. Albert Dietrich, right, to their deaths.

Sgt Cameron then attacked the same aircraft and noted that the starboard engine had caught fire. This was also seen by P/O Bodie.

P/O Kennard then led Yellow Section into the attack, and with one engine already virtually useless, the fate of 25-year-old Fw. Martin Wohlfart and his Bordfunker, Gefr. Albert Dietrich, aged 22, of 2./Erpr. Gr. 210, was sealed. Kennard attacked, and reported that he:

'followed e/a through clouds after my attack and one of the crew jumped in his parachute at about 1,000 feet. E/A crashed in the sea and sank, and the parachute landed in the water about 500 yards away. He abandoned his parchute and started swimming.'

Kennard recalled that another aircraft was damaged and the third

'was only saved by the fact that we had then run out of ammunition and I recall that we formated on it and waved him a fond farewell and returned to base.'

P/O Cooke also attacked and witnessed one member of the crew baling out. He recalled:

'I reported by radio and rescue services were alerted, but neither aircraft nor crew were found. They were a brave crew. I admit I was impressed and sorry they could not be saved. I would like to record my admiration for the bravery of the enemy crew.'

22nd August 1940

A spell of indifferent weather restricted Luftwaffe operations and allowed for a period of relative respite. However, on 22nd August, convoy 'Totem' passed through the straits of Dover in the early afternoon, and the Bf 110 fighter-bombers of Erpr. Gr. 210 were despatched to attack it with an escort of a Gruppe of Bf 109s from I.(J)/LG 2. On the RAF side, 'B' Flight of 54 Squadron was scrambled and 610 Squadron were up and patrolling the Folkestone area. The action was brief, with the intercepting RAF fighters managing to intervene and prevent the convoy from being attacked. Uffz. Ernst Glaeske and his Bordfunker Ogefr. Konrad Schweda of 2./Erpr. Gr. 210 had a lucky escape on this mission. Glaeske formated on what he believed to be a Bf 109, only to find that it was a Spitfire. The starboard engine of their Bf 110 D, S9+GK, W. Nr. 3381, was shot-up and they returned to Calais-Marck on one engine only. 610 Squadron was attacked by the Bf 109 escort and make no mention of Bf 110s in their Operations Record book.

The combat report of P/O Hopkins of 54 Squadron stated:

'Whilst on convoy patrol (cloud base 1500 feet) I encountered a Me 110 (Jaguar) approaching it head-on. I opened fire some distance away and saw my bullets entering cockpit and pieces fell off. E/A commenced a steep dive but I did not see him entering water as I had to pull up into the clouds to avoid e/a. I am sure e/a must have crashed into the sea.'

A handwritten note at the bottom of the combat report states that a searchlight post confirms this claim, but it is certain that what was witnessed was the crash of Sgt Collett of 54 Squadron into the Channel, the only aircraft to do so in this action. Collett's body was later washed ashore on the Dutch coast.

In the early evening of 22nd August Erpr. Gr. 210 once again attacked Manston. A lot of personnel had already been relocated, and the airfield was increasingly taking on the look of an emergency landing ground.

24th August 1940

A Luftwaffe raid in the early morning of 24th August comprising of Do 17s and Ju88s with a strong Bf 109 fighter escort headed for Kent. 54 and 501 Squadrons intercepted, and the combat report of P/O Gray of 54 Squadron noted an unusual occurrence:

'Whilst patrolling at 29,000 feet in mid Channel I sighted an Me 110 which apparently was going backwards and forwards between France and England. I think it must have been spotting off the coast. The enemy aircraft did not see me and I attacked from 75 yards using deflection shot and got in one or two short bursts. Enemy aircraft went straight down and I followed it. The gunner baled out and the aircraft crashed into the sea and exploded a quarter of a mile from the French coast. I experienced a certain amount of fire from the rear gunner but this did not hit me.'

Gray almost certainly shot down the Bf 110 D-1, L2+OS, W. Nr. 3165, of 3./AufklGr.Ob.d.L with a crew of three: pilot Lt. Hans-Karl Hofer, Bordfunker Fw. Arthur Schierock and Observer Ofw. August Curdt, reinforcing the point made by Gray that it was a 'spotter' aircraft in action during the raid.

In the early afternoon Erpr. Gr. 210 attacked Manston again, in conjunction with other units, and after this raid Manston was in such a poor state that only personnel necessary for emergency purposes remained at the airfield – all others were transferred to other airfields.

The next major raid was launched by Luftflotte 3, heading for the Isle of Wight and Solent area. Given the size of the attacking force, and the number of RAF fighter squadrons scrambled to meet it, six, the losses/damaged were surprisingly light. 609, in action against the Bf 110s of II./ZG 2, had two Spitfires damaged, while 5./ZG 2 reported the loss of a Bf 110 C-4 that ditched in the Channel off Cherbourg. Pilot Lt. Jürgen Meyer was posted missing; his Bordfunker Fw. Henry Schneider was rescued by the Seenotdienst.

Two Bf 110s under maintenance on 25th August. Note the difference in top surface camouflage of the two. The caption to this official photograph stated: On Sundays and weekdays, work is being done in the factories of the German aircraft industry, and the air force is forging the sword that will break England's world power.

Finally, a Bf 110 of 8./ZG 26 returned to France damaged following combat at an unknown time. Bordfunker Gefr. Alfred Trautvetter was wounded, with no record of any injury to his pilot.

25th August 1940

After a quiet morning and afternoon on 25th August, a heavy attack by over 250 aircraft took place around 5:00 pm. This was delivered by 28 Junkers Ju 88s of II. and III./KG 51, plus nine from I./KG 54, who approached the coast at Swanage before veering west towards Portland, Weymouth and Warmwell, which was bombed and severely damaged.

Guaranteeing overwhelming German fighter superiority, they were escorted by over five times their number of fighters, including two full Geschwadern of Bf 109s: 'Richthofen' JG 2 and 'Pik-As' JG 53, plus those of Hptm. Schlichting's III./JG 27 from Carquebut. Zerstörers again provided the close escort and consisted of I./ZG 2, now led by Hptm. Eberhardt Heinlein, and II./ZG 2, commanded by Major Karl-Heinz Lessmann. Kaldrack's III./ZG 76 and Liensberger's V.(Z)/LG 1 added to the complement.

Both of the Exeter Hurricane squadrons scrambled to meet them, Wing Commander Dewar flying with 87 Squadron, with 213 Squadron off also, with the unusual number of 15 Hurricanes taking off to intercept. They first met the enemy formation as it came west over Lulworth, and leading 'A' Flight of 87 Squadron, acting-F/Lt Ian Gleed recalled,

"The Jerries seem miles above us; lines of smaller dots show where the 109s are ready to pounce. Beneath them, about our height, circles of 110s turn, chasing each other's tails, moving as a mass slowly towards us. Far below, the bombers are in tight formation. Johnny (Dewar) and 'B' Flight have dived, heading for the bombers. The 110s continue circling. They seem to make no attempt to dive."

Gleed started 'A' Flight in a dive towards the nearest circle of 110s but was forced to change direction to avoid an attack by ferociously vigilant 109s who, finding themselves outmanoeuvred, deliberately overshot the Hurricanes and climbed steeply back out of reach. Gleed seized the opportunity,

"Now's our chance. I straighten out and go for the closest 110. He turns away from me. I turn the firing button on to fire. At exactly 250 yards I give him a quick burst. White puffs are

Bf 110 C, 3M+DH, with Bf 110 C-4, 3M+CH, W. Nr. 2123 in the background. 3M+CH was shot down on 25th August over East Chaldon, the crew of pilot Lt. Karl Westphal and Bordfunker Uffz. Josef Brief both killed.

On 8th August Bf 110 C-1 L1+EH of 13.(Z)/LG 1 was written off due to combat damage. The Bf 110 D seen here took over the fuselage code and carries a small white ring on the spinners, denoting 13. Staffel in V.(Z)/LG 1, and a white nose.

flashing past the cockpit. Another burst. Got him! A terrific burst of fire from his starboard engine, a black dot and a puff of white as the pilot's parachute opens."

In the resulting pandemonium Gleed managed to hit another Bf 110 before the ever-present Bf 109s forced him to take evasive action and return to base.

From Westhampnett, 602 Squadron's 12 Spitfires also joined the action as the German formation crossed the coast, two red flares being fired by the leading Bf 110 as the Spitfires curved into the attack. The significance of this is unknown, but it was possibly a pre-arranged signal calling down the 109s who were likely to be operating on a different radio frequency.

S/Ldr 'Sandy' Johnstone led 'A' Flight onto the bombers while 'B' Flight engaged the escort. He recalled,

"Our initial attack split up the bomber formations and it soon became a case of every man for himself. Fighters were down among us in no time at all. Earphones filled with shouting. I could only leave the boys to it and hope for the best. Climbed after a 110 and nailed him from below, when the entire tail unit blew off and the pilot baled out in front of me. I dived below the melee to take stock"

Twelve more Spitfires of 609 Squadron, led by S/Ldr Darley, also steamed into the attack on the Zerstörers before the marauding packs of Bf 109s could intervene. Flying as rear-guard, or 'Holzauge', for I./ZG 2, Uffz. Siegfried Becker of 1. Staffel, flying Bf 110 C-4, 3M+KH, W. Nr. 3208, one of the few pilots remaining of the original Staffel, was caught flat-footed. When it came, such was the speed of the British attack that Becker's first inkling was when his Bordfunker, Ogefr. Walter Wötzel, suddenly opened fire and called on him to 'break' starboard into the Spitfires. Becker made the turn, but too quickly for his wingman, Ofw. Heilmeyer, whose own Bordfunker was less experienced and probably hadn't warned him of the danger.

Suddenly separated from the rest of the Staffel and under close attack by two Spitfires, Becker had to use all his flying skills to stay out of trouble. Using the torque from his two engines he spiralled upwards, then dived straight between another pair of Spitfires manoeuvring below him, inviting the British fighters to collide. But although he was able to open up a slight lead, he was unable to shake off his pursuers, P/Os Agazarian and Gaunt of 609 Squadron, who hounded the Zerstörer as it dived for the

Two views of Bf 110 C, 3M+LK, of 2./ZG 2. Note that the white nose does not extend all the way back to the canopy frame.

What is interesting about this ZG 26 photograph is that while the fuselage code, 3U+GR, definitely indicates a 7. Staffel machine, the unit emblems on the white nose are those of II. Gruppe ZG 26 (the yellow clog), and 6./ZG 26 (the red diamond within a diamond). This aircraft has therefore most likely transferred from 6. Staffel to 7. Staffel within ZG 26 without the emblems being removed from the nose. It carries an armoured windscreen, which has been retro-fitted, a feature seen on several ZG 26 aircraft in 1940.

coast. Wötzel, meantime, maintained a steady clatter of return fire from the rear cockpit, while idly wondering how long they could continue to manoeuvre like this when both rudders and elevators were already beginning to look like sieves.

Realising that the coast was still some distance away and that the Spitfires were going to catch them eventually, Becker put the aircraft into a climb to gain precious height. It was not a second too soon, for in the very next attack their port engine exploded in flames. Even as Becker went through the emergency shut-down procedures, another attack destroyed the cooling system to the starboard. Wötzel, however, staunchly kept up a constant return fire through it all.

Enough was enough. *"Aussteigen!"*. Becker gave the order to bale out and started unbuckling his straps. But Wötzel's response was not exactly as expected. *"Why?"*, he radioed back, still clattering away with his machine gun. Time seemed to stand still in the next few seconds.

Becker, momentarily stunned by the question, slumped back in his seat and peered about him in genuine confusion. Every part of the aircraft visible was riddled with bullets, the port engine was a smoking, molten, ruin, and the starboard engine, on the verge of seizing, was windmilling to a halt – the engine temperature off the clock. Then reality kicked-in and with it came anger, *"Just take a look at the engines!"*, Becker roared and repeated the order, *"Aussteigen!"*. There was an awful pause. Ever the non-committal type, terse even, Wötzel had always been economic with speech. It had bothered Becker at first, but he had soon come to realise that a quiet Bordfunker had its advantages. True to form, Wötzel's response, when it came, was a single word: *"Moment"* was all he said, *'Just a second'*.

'The fellow clearly has no proper sense of urgency' seethed Becker, 'what the devil is his problem?' Desperate now, for the next Spitfire attack would likely see their last seconds on earth, and wrestling with the controls to keep the aircraft as level as possible to facilitate the bale-out, he repeated the order, trying to keep the rising hysteria from his voice, *"Aussteigen!"* It brought exactly the same response, but this time measured as if to an impatient child, *"Moment."* 'To hell with it,' thought Becker, as he jettisoned the hood, rolled the aircraft onto its back and dropped out into space.

Swinging in his parachute high above East Holme, Uffz. Becker was relieved to see another parachute slightly above him. He rightly took this to be his Bordfunker, Ogefr. Wötzel, who had obviously decided to vacate the aircraft after all. Landing on opposite sides of a railway cutting, Becker freed himself of his parachute harness and set off in the general direction of Wötzel, who had broken his ankle on landing and was going nowhere. As Becker doubled towards the railway line, some soldiers appeared on the far side of the field behind him and shouted in his direction, presumably ordering him to stop and surrender, which he ignored. Then, as he neared the cutting, one of the troops fired a warning shot which passed close above his head. Almost without thinking, Becker, never one to give up without a fight, drew his pistol and returned fire. A few rounds back across the field in the general direction of the troops caused them to scatter like rabbits and drop out of sight. It made him feel better.

U8+KK of 2./ZG 26 during the Battle of Britain with the small white ring around the rear fuselage, and a worn white nose that extends beyond the front of the canopy.

Then he realised what he was doing and quickly holstered his weapon. I must be insane, he decided; there was no point in exchanging fire with the whole British army. The best he could hope to do was to keep them at bay long enough to seek cover until nightfall. Scrambling down the cutting, he ran off down the track which was running due south. The railway sleepers made the going easier in his clumsy flying boots and he soon put a respectable distance between himself and the troops behind him. But after a while, he was reduced to a shambling trot and soon a steady walk. Rounding a bend, he came upon a small bridge crossing the track and realised too late that there were several figures leaning on the parapet watching him approach. Nearing them, he could see that some were armed and in uniform, while others wore civilian clothes. His own flying clothes simply identified him as a downed airman, there was nothing obviously German about them, so Becker decided to brazen it out.

Not missing a stride, and with a studied air of nonchalance, he reached the bridge and, glancing up to meet the curious gaze of his audience, he tossed them a hearty "Good evening!" as he passed under the bridge and carried on tramping down the line towards the coast. They caught him up within ten yards. Becker was disarmed and taken to a nearby farmhouse where he was treated to tea and cake, and allowed a wash. Regular troops from an artillery regiment then collected him and took him back to their HQ, from where he was taken by train, under armed escort, to London. At Cockfosters, he was kept in isolation for what seemed a very long time before his interrogation by an RAF Intelligence Officer who, as usual, knew more about 1./ZG 2's history and personalities than Becker did himself. After a few days, he was transferred with others to a camp near Oldham where he finally caught up with Wötzel again.

"Why the hell didn't you bale out when I kept telling you to?" he demanded, *"What was your problem?" "Well,"* said Wötzel, *"I guessed that we were going to be captured and I wanted to look my best. I was just trying to find my uniform cap." "Of course,'* thought the dumbstruck Becker, *'I should have known."*

Three more 1./ZG 2 Bf 110 C-4s were lost on this mission. Staffelführer Oblt. Gerard Goetz and Bordfunker Uffz. Kurt Haupt were soon in trouble once combat was joined, and both baled out of 3M+AH, W. Nr. 2127, into captivity, badly wounded. Their Bf 110 came to earth at Creech Barrow, near Wareham. 3M+CH, W. Nr. 2123, came down at East Chaldon, likely to have been the victim of attacks by S/Ldr Darley and P/O Tobin of 609 Squadron. Darley's combat report included:

'I opened fire at one Me110 (or Jaguar?) which was banking away from me, giving me a full plan view. I gave a 3 seconds

Bf 110 of Erpr. Gr. 210, unusually with a tally of missions on the port fin.

Excellent in-flight view of Bf 110 D, 3U+AT, of 9./ZG 26. Spinner tips are yellow, as is the letter 'A' in the fuselage code, with no outline.

burst turning from full deflection to a quarter from 250 yards to 50 yards. E/A went into vertical dive and crashed about 2 miles south of Warmwell.'

Pilot Lt. Karl Westphal and Bordfunker Uffz. Josef Brief did not survive. With no record of any crash on land, the Bf 110 of Uffz. Karl Hörner and Bordfunker Uffz. Georg Kirsch almost certainly crashed into the Channel, with both posted as missing. One I./ZG 2 Bf 110 C-4 returned to base damaged, but repairable with 20% damage – the crew unhurt.

II./ZG 2 fared much better, with three Bf 110s returning to France with various states of damage. All six crew members were unhurt, but one aircraft was a write-off.

V.(Z)/LG 1 were in the thick of the action also, attempting to fend off the RAF fighter attacks on the bombers, and suffering as a consequence.

All three Staffeln lost aircraft. A 13. Staffel Bf 110 C-2 crashed into the Channel, taking Oblt. Joachim Glienke and his Bordfunker, Uffz. Paul Stuck to their deaths. 14. Staffel had one Bf 110 C-2 badly damaged in combat, but pilot Fw. Karl Röhring managed to get the Bf 110 back to France, crash-landing at Barfleur. Röhring was unhurt; his Bordfunker, Ogefr. Herbert Große was wounded. Their aircraft was a write-off.

Große recalled the combat:

"As soon as we reached the English coast, we came under heavy anti-aircraft fire and the first British fighters, Hurricanes and Spitfires, tried to intercept the bomber formations. We flew a closed defensive circle above the bombers and tried to keep the British fighters away from the bombers. As this air battle was very turbulent, I cannot say for certain whether our machine took a flak hit or was hit by an enemy fighter. Fw. Röhring screamed: we're hit and have to break off the mission. One engine was out and we went down in a dive from 6,000 to 400 meters. We tried to reach the French coast. In the middle of the Channel I suddenly noticed a Spitfire behind us, closing rapidly. I opened fire at it with the rear machine gun. Then the fighter positioned itself beside us, as in a practise formation flight, wingtip to wingtip with about 10 to 20 meters between us. The pilot saluted with a friendly wave of his hand. We thought he had no ammunition left and wanted to escort us to the French coast. But suddenly he applied rudder and let us fly through a burst from his 8 machine guns. I felt a heavy blow on my head, a bullet had torn off the right earphone from my helmet and a piece of my ear lobe. Fw. Röhring was barely able to keep the now badly damaged aircraft in the air. Since we did not go down, the Spitfire moved in for a second attack.

26th August. A Ju 88 of 4.(F)/121 overshot the runway and ran into Bf 110 C, M8+EN. The damage state to the Bf 110 is not known.