

The day that filming of 'Between Friends' began at RAF Biggin Hill, the 21<sup>st</sup> October 1942, Flying Officer Peter 'Nanki' Nankivell arrived on the squadron. On 20th January 1943, the squadron had their most successful day since May 8th 1941, and Sgt Johnny Wisemans logbook records "Squadron bagged 6 Huns on 20th. F/O Nankivell bagged another, 21st". 'Nanki' was lost a week before Johnny Wiseman and 'Babe' Haddon, on 7th February 1943, when he was shot down in Typhoon R8838 PR-N by a Focke Wulf Fw190 south of Dixmude. His aircraft crashed near Staden, Belgium, and he was killed. The Form 540 records: " Baldwin proceeds south of Bergues, then east over Poperinghe and along the canal to Dixmude. Just south of there he hears Nanki call, "I am behind you", and sees him 1000 yds behind. He is not seen or heard from again". Frank Ziegler subsequently added the following eulogy: "F/O Nankivell, 609's first casualty on offensive ops by Typhoons, stood in the very front line of pilots, past and present. Keen, a very experienced aviator, highly intelligent, with a personality of great charm, he was the type that would inevitably be an asset to any organisation lucky enough to possess him. Formerly a F/Lieut in Training Command, he was nearly due for promotion to Flight Commander." Credited with 2 Enemy Aircraft Destroyed.

The West Riding Squadron had a further success yesterday. While on patrol off the south – ewast coast in the morning two Typhoons saw a formation of 15 or more F.W.190s flying in line abreast. Our fighters attacked, and a Flying Officer of the squadron shot down one of the F.W.190s into the sea. (n.b. Nankivell)

Times. 22<sup>nd</sup> January 1943.

#### Form 540 Operations Record Book of 609 (WR) Squadron

Oct. 21 From 0705 till 1701 sections take off to patrol Hastings - Rye - a total of 11. All that happens is that P/O Evans sees a Beaufighter shot down by 'friendly' Ack Ack. The CO visits Langley with Phillip Lucas, who has come to Biggin. 609 has another athletic triumph when its rugger team defeats the station team, P/O Raw being one of the forwards. Dispersal today is transformed into a film studio and filled with lights, cameras and operators - and director, P/O Boulting. The Adj and F/Lt Atkinson are first on the set, and many rehearsals and retakes occur. It is also found that the Film Unit's Humber Brake is a welcome addition to squadron transport. Arrival today of a new English pilot, F/O Nankivell.

Dec. 6 At 0834 F/O's Wells and Nankivell are scrambled. They are told of 190's attacking Lypne, but make no contact. Jerry activity has recently been on the increase, resulting in quite a lot of vectoring about. In the course of the day there are 7 standing patrols.

Dec. 7 Operational flying consists of 5 patrols, but weather is discouraging (though much warmer than of late) and on his way back from a visit to Predannock, the CO becomes stuck at Ford. Pilots are accordingly taken aback when a new Typhoon arrives all the way from Dumfriesshire, flown by ATA pilot Mabel Glass - her first Typhoon flight. ("Very good for morale"! remarks the CO on returning). She stays the night, and F/Lt Atkinson announces that things have come to a pretty pass when even with a woman one can talk nothing but shop. P/O Polek today goes on a 4-day course of 'liaison' with the Tank Corps near Ashford, but returns after two, announcing that he already 'knows it all' - an attitude that doubtless softened his departure in the eyes of the Tank Corps. A week ago F/O Nankivell went on a similar 'course' at Colchester, finding it interesting. And today F/Lt de Selys returns from his month's captivity with the Air Firing School at Sutton Bridge. On his first patrol he reports sighting a large merchant ship off the French coast, unfortunately too late for anything to be done about it. - In the evening F/O's Creteur and Roelandt find themselves in the police station on account of the noise made by the formers car.

Dec. 23 F/O Wells and Sgt Davis on morning patrol are told to go out to some anti-submarine vessels some 15 miles S of S Foreland, bandits being reported E of Dover. Near the boat Sgt Davis reports a dinghy. Telling his No 2 to remain as cover (message acknowledged) Wells goes down to investigate. As he approaches he sees a large splash on his port bow, and calling up Sgt Davis, receives no answer. It is later confirmed by Ops that he was almost certainly 'jumped' while orbiting. He was not seen to bale out.

Enemy Casualties: Nil

Our : 1 Typhoon Cat E - Sgt Davis missing, presumed killed.

The relieving section, F/O's Nankivell and Baldwin, are also ordered out to the boats, and again the No 1 goes to investigate the dinghy. This time the No 2 (F/O Baldwin) is attacked by one of the Hornchurch Spitfires patrolling the boats - from about 600 yds, with insufficient deflection. Baldwin calls, "Stop firing at me, that bloody Spitfire"! Firing then ceases. By night 609 produces a record number of Intruders - 6. First off is the CO again, at 2113, bound for the St Omer / St Pol area. 4 S/L's make no attempt to illuminate him as he makes landfall between Calais and Gravelines, but light up consecutively behind him. At Aire he attacks a train going east at speed, causing a mighty flash and clouds of steam which envelop even the Typhoon as it passes over. On the second attack it stops, and the ensuing steam can be seen all the way from Bethune and acts as a landmark for the rest of the trip. Passing his favourite dummy A/D W of Merville (from which cartridges are fired) another attack is made on a goods train going to St Pol, and this too is stopped with much steam. The rest of his ammo is fired at a third 3rd train, but no claim is made. Going out, Verey lights are fired near Aire and St Omer, and the same 4 S/L's light up in reverse order. The CO gets back by 2156.

On the heels of the CO follow F/Lt de Selys and F/O Wells. The first patrols the Courtraix / Chievres / Mons area, but has nothing to report. Wells crosses at Cayeux and takes the Le Treport - Aumale line (without a ticket). Near bountiful Gamaches he attacks a train, seeing hits, but breaking away on getting flak from astern. Between Chepy and Moyenville he is shot at again. He then patrols the line to Dieppe, but finds no more targets. At 2230 F/Lt Atkinson goes off and patrols the general area Cayeux - Le Treport - Aumale - Forges. But there is no more activity visible. 2249 sees Sgt Chef de Saxce depart for the Bethune area. Crossing over Calais at 6000ft he is briefly illuminated and gets some light Flak. Though he twice covers the Lumbres - St Olivier - Bethune area, all he sees is a house on fire. Last off, at 2330, is P/O Skett. Crossing at Nieuport (S/L's and Flak from Ostend seen far behind) he patrols the Courtrai / Audriucq area, but finding no trains fires at some widely dispersed barges at Le Pont Sans Pareil, but only seeing bursts on the wall of a factory (damage presumed not sans Pareil). Various S/L's begin searching, and more from Calais, with 2 bursts of heavy Flak, as he recrosses at Marck.

Enemy Casualties for the night: 2 Locomotives Cat B (S/L Beamont

DFC)

1 " " (F/O Wells)

Our " " " " Nil.

This is the end of 609's activity during the current moonlight phase.

Jan. 11 3 patrols and 2 scrambles, none of which come to anything, although F/Lt de Selys and F/O Nankivell are followed about by 2 plus Jerries, who seem minded to get another Typhoon somehow. Otherwise there is considerable shooting off of cannons off Clacton.

Jan. 20 F/Lt de Selys' special Rhubarb plus the Germans biggest daylight raid since the Battle of Britain combine to make this the squadron's most successful day since the Battle of the Dinghy on May 8th 1941. It also sees the dawning of a new star in the shape of F/O Baldwin, who emulates the famous Sergeant Rigler D.F.M. in getting 3 destroyed in one sortie. Here is the day's score :-

Enemy Casualties: 1 Loco. Cat. B. (F/Lt de Selys - Belgian)

Gestapo H.Q. (Brussels) shot up " "

Flags dropped (Brussels and villages) " "

2 Locos. Cat. B. (F/Sgt Blanco - Belgian)  
1 Fw 190 destroyed (F/O Lallemand - Belgian)  
3 Me 109G destroyed (F/O Baldwin)  
1 Fw 190 destroyed (F/Lt Atkinson)  
1 Fw 190 damaged (F/O Raw)  
1 Fw 190 destroyed (F/O Van Lierde - Belgian)

Our Casualties: 1 Typhoon Cat. A (F/O Baldwin unhurt)

At 0832 the Rhubarb takes off for Belgium. De Selys, after shooting up a train S.E. of Bruges, leaves Blanco to continue the train busting, and deciding the weather is now suitable for his visit to the capital, steers over Ghent at Oft and arrives. After photographing the Palais de Justice (unfortunately his camera was not working) he flies over the Cinquantenaire Memorial and the Cavalry Barracks, then climbs to 2000ft and dives on the Gestapo H.Q. in the Avenue Louise, raking it from top to bottom and no doubt breaking many windows. Then he climbs again and drops first the Union Jack, then the flag of Belgium over a populated square (one damages his tail plane slightly). There is no opposition whatsoever, and after some more photography he flies back to the coast, dropping about 1000 miniature Belgian flags at various villages. North of St. Omer two German soldiers on a horse-drawn vehicle jump for cover. He is back by 0944. Meanwhile F/Sgt Blanco, after making a dummy attack on a passenger train near Aeltre, sees the passengers disembark. He attacks a goods train travelling in the opposite direction, and this stops so near the passenger train that he is able to make 6 attacks on both engines, seeing strikes and steam.

Two minutes after the departure of the Rhubarb F/Os Lallemand and Raw take off on standing patrol. They are flying west towards Dungeness when 'totter' rockets are seen at Dymchurch, then 2 Fw 190's below, flying east inshore of a convoy. Lallemand had begun to dive when both E/A made a climbing turn towards him. He finds he can out-turn them, and getting behind the leader fires 3 bursts from about 10 degrees. He sees strikes on both wings, then flames from the cockpit. Then he sees blue smoke on both sides of his own cockpit, and thinks erroneously that he has been hit by E/A No. 2. It is known from other sources that the first E/A went into the sea. Meanwhile Raw has pursued E/A No. 2 towards France, but loses sight of it owing to oil on his windscreen. Finally he sees it return towards Dover, and being shot at by the convoy.

At about 1245 the I.O., hearing A.A. in action, looks out of the window of the Intell. Office and sees wreaths of smoke trails overhead such as he has not seen since the Battle of Britain, except that now they are against cloud instead of clear blue sky. He goes out and is nearly run down by the C.O. driving furiously towards his A/C. A squadron of spits flies over, then a Typhoon makes a homing dive on the aerodrome. Immediately a Spit detaches itself and fires (they have been told, it is learnt later, that 30 Fw 190s are attacking Manston). He misses, and other Spits put themselves menacingly on the Typhoon's tail, which, to the I.O.'s relief, lowers its undercarriage just in time. Other observers are watching a parachute going down near Ramsgate, which turns out to be a German. The Typhoon pilot is F/Lt de Selys. He reports having seen smoke trails and 8-12 E/A at 20,000ft near Deal. Controller however told him of others at 14000 ft near base. He dived to this height, but failed to see any, and had to land to refuel. There are however 2 other sections up, one on standing patrol, the other scrambled. The latter, off at 1229, also try to intercept the bandits reported at 14000ft, but actually find them at 20000ft - 8 Me 109s. They attack the formation, which breaks up, and then attack 3 which detach themselves and head for Dover. In firing at one of these F/O Creteur gets into a spin which puts him out of the fight. F/O Baldwin, however, fires in quick succession at the other 2 from about 100 yds astern. The first sheds its cockpit hood and smoke; the second disintegrates completely, and as it explodes the starboard wing of the first drops off. Meanwhile the third is on his tail. He makes it overshoot by skidding, and attacks it as it dives for cloud at 10000ft, seeing strikes. Below cloud he sees a parachute, which he circles and fixes. His own damage is a tyre, flap and petrol tank damaged. Meanwhile F/Os Wells and Van Lierde have

climbed to 14000ft on hearing bandits reported at this height, but before reaching it Van Lierde sees 12 a/c at this height headed for Dover. He loses them in cloud, however, and is told to patrol below cloud base at 27000ft. Two bogeys are then reported at 6000ft, and he is just going down when 2 Me 109s pop out of cloud in front of him. He fires a short burst at the second, but they pull up into cloud again, very sharply. Ten minutes later he sees another pair of 190s, dipping in and out of cloud base, headed south. By this time he is thoroughly aroused, so he takes a parallel course S. of Dover at 26000ft, and finds them again, quite close. He attacks in a dive from astern at 350 yds and this E/A at once catches fire below the wings. After 4 - 5 seconds firing, its dive steepens, and it becomes a 'ball of fire'. Not satisfied even yet, Van Lierde continues shooting till suddenly his own cockpit fills with smoke, and he jettisons his hood all ready to bale out. The smoke then abates, and he lands, very excited, but without damage. "I really got one Ziegly,"! he tells the I.O., who by this time is finding it difficult to cope. F/O Wells has only had time for a shot at an Me 109 before this dives into cloud at 10000ft. (F/O Van Lierde's combats are well above the height any Typhoon has yet fought, or even been expected to fight). The C.O., who scrambles himself at 1301, loses 2 Fw 190s in cloud before he can get a shot in, and uses a bad word on the R/T. He is then attacked (and fired at) first by clipped-wing Spitfire (which he out-turns) then by another believed Mark VI.

The total strength of the raid staged by the enemy is estimated at about 90. Of these some 30 were the 'business' wing, destined for London (some 12 got there), the rest consisted of 2 diversionary sweeps, and it was probably one of these that 609 Sqdn intercepted. Fighter Command's defensive effort was some 214 sorties, and the total destroyed was 12 or 13. Of these 609 obtained 4 (one third) for 7 sorties. There were only 7 or 8 serviceable aircraft. Baldwin only got his third confirmed about 10 days later, when he helped to interview one of the two prisoners he accounted for (and who was only picked up 2 days after the event). This P.O.W., after previously telling a completely false story, (such as saying he was shot down on Jan. 19th during a practice flight) eventually described the circumstances of his combat, which agreed in all essentials with Baldwin's third Me 109. Though he expressed surprise that he and his pal had both been shot down by 'a worm like Baldwin' (he evidently expected someone 7 ft. high) he gave his opponent his handsome clasp knife as a souvenir, Baldwin also getting the Mae West of the other prisoner.

At 1425 F/Lt Atkinson, who has spent the day watching pilots come down with victory after victory, philosophically takes off on a stooge patrol with F/O Raw. He returns in 23 minutes, having himself shot down a Fw 190, with a damaged for Raw. And very peculiar 190s they were. They saw them turning in front of them 5 miles E. of Dover, and Swingate said they were friendly. And friendly they looked and behaved: they rocked their wings and their crosses, on a grey background, were enclosed by most misleading yellow roundels. On Atkinson's first attack, however, they turned and headed quickly for France, using the usual jinking and crossing-over tactics. This enabled the Typhoons to gain slightly, and both fired at each alternately, seeing strikes on both. When Raw finished his ammo, he continued shooting with his camera. Atkinson, after several bursts from 300 closing to 250 yds, saw a flash on the wing and the 190 dived into the sea 15 miles SE of Dover. Atkinson's victory was quite the most popular of the day, representing a reversal of his usual luck.

NB The German POW's respectively dubbed the Typhoon a 'Vultee Vanguard' and a 'Mustang'!

Evening sees a justified celebration at the Old Charles, attended by all pilots not on leave or sick. Total present: 18. On emerging, the driver of one of the taxis cannot at once be located, so F/Lt de Selys takes off without him, accompanied by F/O Wells and F/O Nankivell. It is not long before Doone House is invaded by police, and the culprits are marched off to the police station. F/O Evans, who protests against this, somehow gets rounded up too, but only remembers he is not one of the guilty ones half way through the proceedings (then volubly). The attempts of the inspector to come the heavy father fail dismally to extract the slightest filial sorrow from the accused, and in the small hours the police give it up, and after a day or two they are taken by the Station Commander to see the chief constable.

Jan. 21 At 0823 F/Lt de Selys (on bail) and F/O Nankivell (under police supervision) take off on the first standing patrol. Bandits are reported 10 miles E. of Deal, and climbing to 10000ft they see 15 Fw 190s 500ft below between them and the English coast. Turning into sections line astern they do a fly-past and enable the Typhoons to attack them. De Selys makes a deflection attack, but apparently misses. Nankivell, turning to port till the formation has passed below, dives on one of the last of the procession, then sees one slightly above in a better position, and fires from 4/500yds astern allowing vertical deflection. Flashes appear, and after some further shooting, E/A climbs steeply. After a further long burst there are more strikes, smoke, and the airscrew is seen only just turning. Some of the other E/A are now coming behind, and on de Selys orders, both pilots break away, and all the E/A make off for France except Nankivell's, which de Selys has seen go into the drink. It seems almost as if E/A mistook the Typhoons for other 190's, doing practice attacks during a training flight.

Enemy Casualties: 1 Fw 190 destroyed (F/O Nankivell)

Our " Nil.

And there are 8 other patrols, on one of which F/O Baldwin hears two Spitfire pilots clottishly discussing whether the Typhoons they spy are Typhoons or Me 109s, also mentioning that Typhoons patrol in that area.

Jan. 30 This morning there is a tremendous 'flap', partly because of activity by 190's (most of it, it seems, imaginary), partly because a large enemy warship is suspected of making its way down the Channel. The result is several scrambles, as well as patrols and a shipping recco. These take place in stormy weather and frequent rain showers. The only pilot who might have made any contact (i.e. with the 190's which bombed and M/Gd Ramsgate, scoring a hit near the Old Charles) is F/O Evans, who, taking off alone at 0844, flies about with only a few feet to spare between cloud and the sea. "I nearly hit a boy (buoy?) he reports. Though F/Lt de Selys and F/O Nankivell get off in one minute (thereby blowing their crews over) neither they nor subsequent patrols see anything, and opine that Swingate is suffering from 'specks in his eyes'. To find the enemy warship F/Os Renier and Baldwin are sent on a shipping recco from Gris Nez to Dieppe, they also meeting a lot of rain. Though Baldwin (accidentally) flies slap over Boulogne harbour, neither of them sees anything larger than a drifter. The days total is 3 scrambles, 7 standing patrols, 1 shipping recco. Before commencing their patrol F/O Van Lierde and P/O Skett are told to escort a Hudson from Lympne to Manston, but this lands already as they take off, and is not a Hudson at all, but an a/c which F/O Nankivell describes as a 'twin-tailed Oxford'. It carries Lord Sherwood, parliamentary Undersec for Air, and Lord Wimborne. After a luncheon attended by the CO and preceded by most of Doone House's remaining decent sherry, the Important Visitors visit 609 Dispersal and fly away again. In the afternoon F/O Raw with some difficulty shoots down an escaped balloon, and several others are reported in the sea. For some reason the IO has to give an account to Group of all the days activities - whose, result, if the balloon be excepted, is precisely nil.

Evening sees a session at the Walmer Castle, with John Gale (who seems to have caused one) visiting from Hawkers. The Station Commander announces his intention of putting the Old Charles out of bounds, in case his pilots are lynched for failing to prevent the bomb next door. F/Lt de Selys, on the other hand, argues that the failure is a reprisal for the unwarrantable detention of himself and other pilots by the police.

Manston. February 1943. February again saw 609 Squadron top scorer in Fighter Command, with another 7 destroyed, plus 3 probable and 2 damaged. And again the main success occurred on one day, this time in the memorable "Battle of the M.T.B.", although F/Sgt Haddon and Sgt Wiseman were both lost. On individual offensive operations another 21 locomotives were added to the squadrons score, 8 of them during one days Rhubarbs, in the course of which F/O Nankivell was lost, the rest at night. Moonlight activity was however interrupted by mist. At the end of the month several new pilots started to arrive.

Feb. 5 Another morning success by F/O Nankivell, who repeats his custom of running into great odds. This time his companion is F/O Cameron, whose first operational flight it is since the Battle of Britain, after only 1 hr 55 on Typhoons. (I'm going on a patrol tomorrow, so I'd better get this recognition brushed up before I meet the blighters". With an Irishman's luck he meets two different kinds of blighters). Airborne from Manston at 0923 on Dungeness patrol, they sight 4 Fw190 bombers approaching Eastbourne, which on sighting the Typhoons immediately turn south and jettison their bombs. One of them however is left 500 yds behind on the turn, and within 4 or 5 minutes Nankivell has caught up and opens fire at 400 yds. A longer burst from 300 yds produces a sizeable flash near the cockpit, and after some evasive corkscrew action, Nanki still firing, E/A begins a slow climbing turn, shedding pieces and dropping its undercarriage. At 1200 ft it rolls on its back, pilot bales out and aircraft crashes into the sea midway between Hastings and Fecamp. While orbiting and giving a fix, sees what he thinks are the remaining 3 190's returning. He makes a sudden climbing turn and they pass beneath him, and he sees that these are Me 109's, with 3 more upsun. One of these dives down and fires at Cameron from the beam, but he takes effective evasive action, and the 109 pops up into cloud again, and thereafter leaves the Typhoons alone. Cameron's impression is of 4 streams of cannon fire from the wings. In any case two are enough to identify the 109 as a 'G', not 'F'. The action is a good illustration of the enemy's current practice of supplying rear cover for his raiders. Nanki on landing is so flippant about his success that he has been in the Intell. Office 10 minutes before its inmates take him seriously.

Enemy casualties: 1 Fw190 destroyed (F/O Nankivell)

Our " Nil.

Altogether the day sees 8 patrols and 1scramble. After a great deal of preparation, F/O Evans leaves for Peterhead in N. Scotland, to give the benefit of his experience to a new Typhoon sqdn there. H is first plan - to go in 137's Oxford, piloted by twin-expert Nankivell - being frustrated by the non-availability of this, he reluctantly gets ready for a 2-3 day trip in the Tiger. Then someone reminds him there is also a Hurricane, and with a whoop of joy he takes off in this, though no-one seems to know if he has arrived or not for a few days. F/O Wells today adds another ring to his sleeve and takes over 'B' Flight. F/Lt de Selys temporarily drops a ring and goes as second in command to 'A' Flight. Everyone is very glad at his wish to remain in the squadron, a very creditable decision in the circumstances. On patrols F/O Renier and W/O Stevens endeavour to engage 4 190's inshore of a convoy, but lose them in cloud; F/O Van Lierde frightens away a Spit firing at Baldwin.

Feb. 7 With more Typhoons available than of late, and the weather being conducive, 609 starts Rhubarbs again in a big way, F/O Raw putting up a record by bagging no less than 5 engines and a barge. Taking off at 1151 with Sgt Leslie, coast is crossed at Bray Dunes in cloud at 2000 / 2500 ft, and pilots separate. Raw then attacks as follows:- 1). Solitary engine between Furnes and Dixmude: strikes on cockpit and tender, engine stopped, driver believed killed, much steam. 2). Goods train approaching Dixmude from E: one attack stops it, and engine blows up with black smoke, flames and debris (Cat. A - totally destroyed). Some tracer here. 3). Goods train between Dixmude and Thourout: strikes and steam, train stops. Raw pulls up suddenly on seeing telegraph wires, bangs head on roof, hits wires. 4). Goods train between Thourout and Roulers, already stopped and letting off steam, perhaps as a precaution: strikes and steam from side. 5). Goods train west of Dixmude: strikes, stopped with clouds of steam. 6). Single barge near lock on Canal de Loo: strikes and wisps of smoke. He also started to attack another train just E. of Dixmude, but had to take evasive action from grey flak puffs and tracer. Sgt Leslie attacks 6 tracks being loaded at a station N. of Roulers, seeing strikes on one. At Roulers yards, after 2 dummy runs, he attacks 8 - 9 covered trucks from 30 ft. Pulling up violently to avoid a chimney, he hits some telegraph wires presumably, as some are found in his radiator on landing. After seeing thick white smoke pouring from all the trucks, Leslie recrosses coast at 8000ft.

Enemy Casualties: 1 Loco. Cat A (F/O Raw)

4 Locos. (Cat B) "

1 Barge Cat III "

8 - 9 trucks fired (Sgt Leslie)

Our " Nil.

The second Rhubarb, taking off at 1406, though it sees almost as good a performance by F/O Baldwin, also sees the loss of F/O Nankivell, who fails to return. Landfall is made as usual at Bray Dunes, in cloud at 3000 ft, and pilots separate. Baldwin proceeds south of Bergues, then east over Poperinghe and along the canal to Dixmude. Just south of there he hears Nanki call, "I am behind you", and sees him 1000 yds behind. He is not seen or heard from again. Baldwin then dives from 3000 to 400 ft to attack a string of 4 barges, concentrating his fire on the leading, power-operated vessel. There is a terrific explosion from the boiler, and strikes are also seen on the other barges. After that he finds 3 engines in a marshalling yard at probably Thourout or Roulers. 2 of these are shunting, and both are stopped with much steam. Proceeding N.W., he attacks a small engine pulling 2 or 3 trucks, seeing several strikes. Finding the weather too clear at Bray Dunes, he continues to N.W of Dunkirk. On the shore are a number of camouflaged gun positions, and some soldiers run to man them. Baldwin attacks, and several fall to the ground.

Nankivell intended to attack a transformer station to the south, but it is not believed he went there, as weather seen to be on the deck in the area.

Enemy Casualties: 1 Power Barge Cat II (F/O Baldwin)  
3 Barges Cat III "  
3 Locos Cat 3 "  
Gun post and soldiers shot up "

Our " 1 Typhoon Cat E, F/O Nankivell Missing.

F/O Nankivell, 609's first casualty on offensive ops. by Typhoons, stood in the very front line of pilots, past and present. Keen, a very experienced aviator, highly intelligent, with a personality of great char, he was the type that would inevitably be an asset to any organisation lucky enough to possess him. Formerly a F/Lieut in Training Command, he was nearly due for promotion to Flight Commander.

Other event for the day is the summoning of S/L Beamont to Hornchurch by the Under Sec. of State for Air, Capt. Balfour, who expresses a desire 'to see the CO of the Typhoon squadron at Manston. Arrived, the CI is duly congratulated on that squadrons successes, and at the instigation of G/C Adnam puts on a nice aerobatic display, which is observed to continue as a sort of follow-through before he lands at base. He is then firmly ushered to Sick Quarters by the MO, and there put to bed for several days, much to his annoyance.

Standing patrols for the day total 7, all in the morning.

### Bob Wallings Diary

Jan 20<sup>th</sup> – Feb 9<sup>th</sup>. This was rather a dull period, and I went on leave for ten days. Upon returning I was told that one FW190 had been Destroyed by Nankivell, and that on Feb 7<sup>th</sup> Nankivell had gone on a rhubarb and did not return. As Geoff remarked, he had 'adit'.

The Illustrated Encyclopaedia of Aircraft under the Offensive in the West: Part 5, Title Countering the Jabos, As written, At 09.30 on 5 February 1943 the duty flight of No. 609 Squadron, Based at Manston with Hawker Typhoon MK 1Bs, Was scrambled to intercept four Fw190s that had just bombed Hailsham. Flying Officer P.J. Nankivell reported: On the turn southwards one of the Fw190s was left some 500 yards behind the others, And after about 4-5 minutes I caught up and fired at 400 yards range following with a longer burst of 20-mm, From 300 yards, Seeing sizeable flashes from the cockpit, The Fw190 flew corkscrew evasion but I followed as it went into a slow climbing turn to port, shedding debris and dropping its undercarriage, At 1,200 feet the Fw190 rolled on its back, The pilot bailed out, and it dived vertically in to the sea. The crash took place roughly between Hastings and Fecamp, Orbiting the scene I requested a fix from control, When I caught sight of what I believed to be three

Messerschmitt 109s returning to the area I pulled up in a violent wingover, And saw the black and white crosses as they flashed underneath, They were definitely Me 109Gs with three more sitting up-sun. One of the Me 109s dived and fired a burst at F/O Cameron, and then they pulled up into cloud and disappeared.' Nankivell's victim, Unteroffizier Herbert B"uttner of 10.(Jabo)/JG26, was never found, and ensuring dogfights near the scene of action accounted for popular and able Australian commander of No.611 Squadron, Squadron Leader H.T. 'Sinker' Armstrong. He was shot down and killed by Unteroffizier Heinz Gomma of 5./JG 26 to the north of Boulogne.