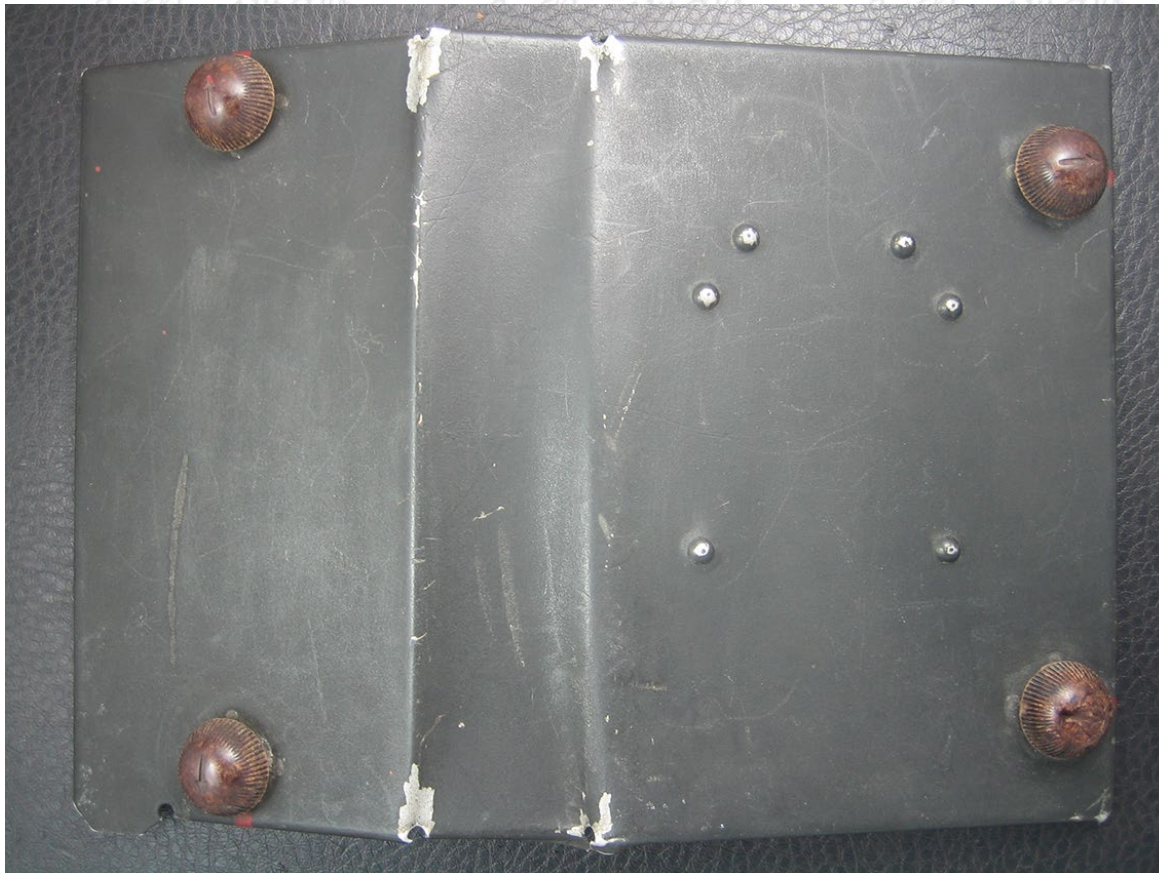


**A WW2 LUFTWAFFE BATTLE OF BRITAIN RELIC BEING AN INTERIOR INSPECTION PANEL FROM A JU-88 SHOT DOWN BY SPITFIRES OF 152 SQUADRON OVER WARMINSTER, 17 SEPTEMBER 1940. THE PILOT WHO WAS CAPTURED WAS A GRUPPEN KOMMANDEUR AND KNIGHTS CROSS WINNER**



A 25 x 18cm aluminum access panel from Junkers 88, possibly from the cockpit. Panel is painted the standard green/grey, with four round bakelite spring loaded catches. To the unpainted reverse are the catches themselves and the following is engraved:

*'Warminster Sept 1940 Part of Window set of Junkers 88 brought down on the Imber Road',*

Colour of plate and the round bakelite spring loaded catches match similar panels from surviving Junkers 88's.



Research shows that this panel was from a Junkers Ju88A-1 (WkNr 3188 - L1+XC) of Stab II./LG1 (Lehrgeschwader 1) which was shot down by spitfires of Blue Section, 152 Squadron (F/O P.G.St G. O'Brian, P/O E.S. Marrs, and Sgt K.C. Holland) during a daring lone sortie to bomb the aircraft factory at Speke, 17 September 1940. One engine was disabled by the spitfires and the Junkers belly-landed at Ladywell Barn, Imber, near Warminster, 2.00 p.m.

Of the crew, Lt Otto Heinrich was killed, the pilot, Major Heinz Cramer, who was the Gruppen kommandeur was captured unhurt, Oberfw Paul Stützel and BS Fw Friedrich Schultz were both captured wounded. Major Heinz Cramer was awarded the Knights Cross the day after his capture (in absence). With a couple of other prisoners, he escaped from his POW camp via a tunnel but was soon after captured. Joining the Bundeswehr in 1956, he retired as a Brigadier General in 1966.



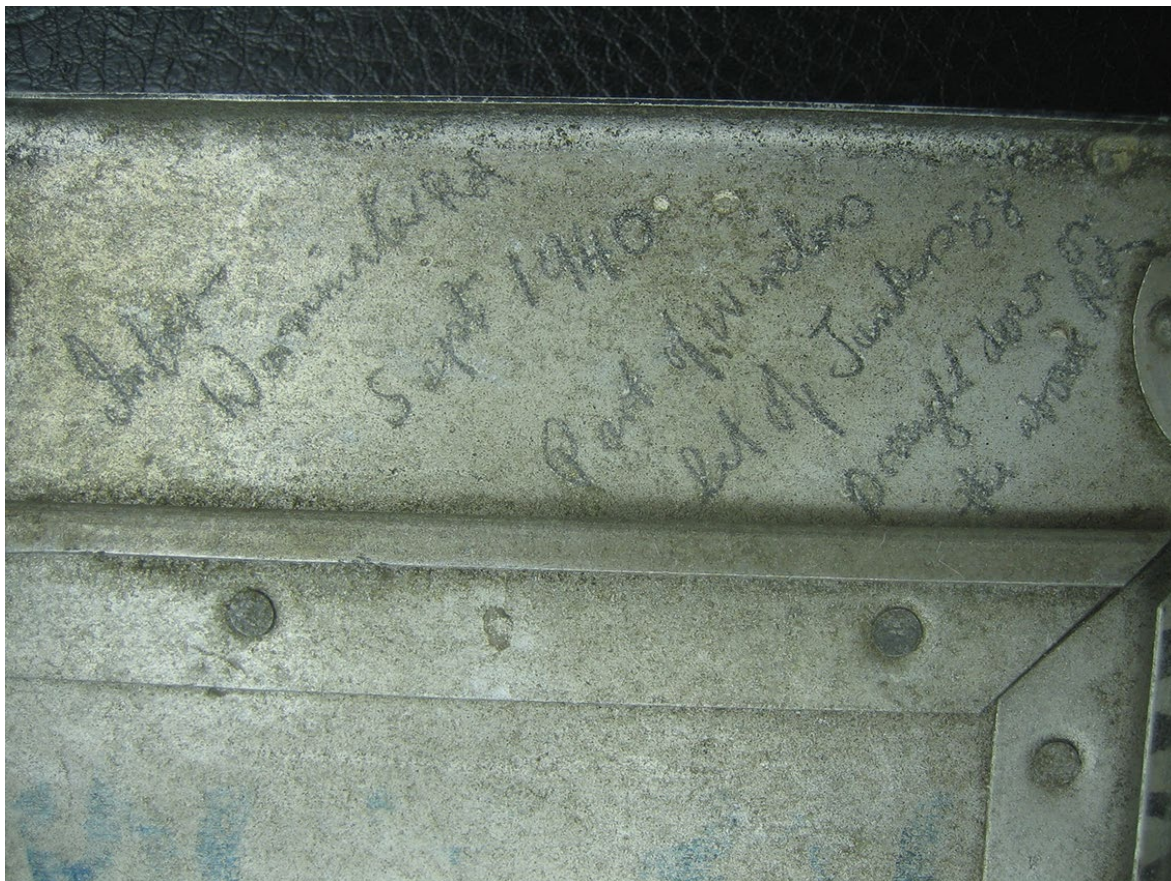
See: <https://chippenham1939-1945.weebly.com/the-end-of-a-junkers-17091940.html>

This Junkers 88 was shot down during the second day of the Luftwaffe's strategic bombing campaign, aimed at destroying infrastructure, armaments manufacturing etc during the height of the Battle of Britain.

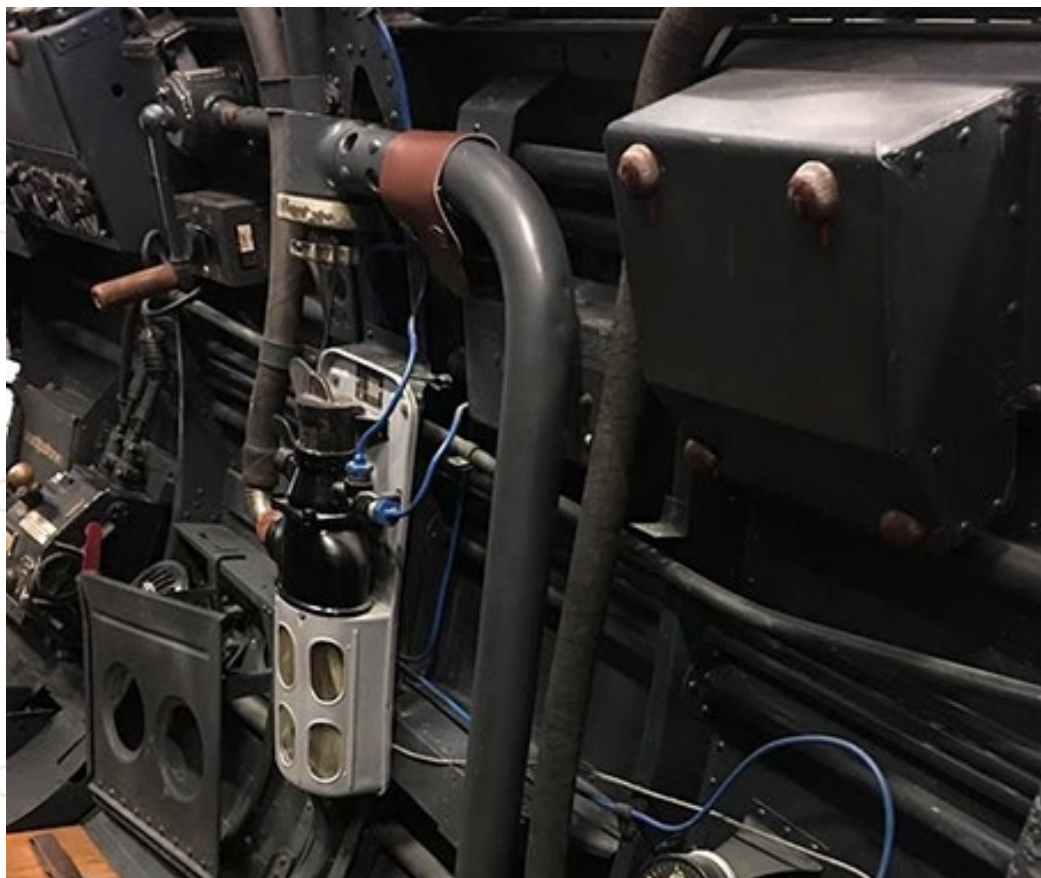
Details of 152 Squadron, which was at the time based at RAF Warmwell, Dorset, can be found on this excellent website:



[http://www.152hyderabad.co.uk/html/operations\\_record\\_book.html](http://www.152hyderabad.co.uk/html/operations_record_book.html)







**‘A Battle of Britain Spitfire Squadron: The Men and Machines of 152 Squadron’ by Danny Burt** has a number of pages dedicated to this combat, including photos of the Cramer, the Ju 88 and one of the damaged spitfires.



# 152 SQUADRON COMBAT REPORT

**SECRET**

F.O.C.R./809/40

FORM "F"

## FIGHTER COMMAND COMBAT REPORT

TO : H.Q. FIGHTER COMMAND.

FROM : H.Q. No. 11 GROUP.

- A. Sector Serial No. Y10
- B. Serial No. of order detailing Flight or Squadron to patrol-A35.
- C. Date....17.9.40.
- D. Blue Section "B" Flight...152 Squadron.
- E. Number of enemy aircraft.....one.
- F. Type of enemy aircraft.....Ju.88.
- G. Time attack was delivered.....1350
- H. Place attack was delivered....Shepton Mallet.
- J. Height of enemy.....17,000 feet.
- K. Enemy Casualties.....1 Ju.88 destroyed.
- L. Our Casualties-Aircraft..... nil.
- M. Our Casualties-Personnel..... nil.
- N(i) Searchlights (Did they illuminate enemy, if not, were they in front or behind target?) Not Applicable.
- N(ii) Anti-Aircraft Guns (Did shell bursts assist pilot in intercepting the enemy) Not Applicable.
- P. Range at which fire was opened in each attack on the enemy together with estimated length of burst. See end.
- R. GENERAL REPORT

Three aircraft Blue Section 152 Squadron on patrol at 15,000 feet over Portland Bill were vectored to Ju.88 at 17,000 feet which was flying North over Shepton Mallet. Section first sighted enemy aircraft a mile away and carried out number one attack.

The e/a dived steeply fore cloud at 6,000 feet. Blue 1, 2 and 3 then attacked individually as opportunity arose, and white smoke was seen coming from Starboard engine of e/a. Engine of Blue 1 seized when hit by return fire from top gun early in the attack and he landed at Colerne aerodrome.

Meanwhile Blue 2 and 3 continued to attack concentrating on starboard engine until the engine stopped when smoke almost ceased. Blue 3 then attacked with full deflection concentrating fire from below on the right wing of e/a. Final attack was made in cloud from port rear quarter of e/a, during last two attacks no return fire was seen. Blue 2 and 3 then lost e/a in thick cloud going on Southerly course. Blue 2's engine was becoming hot so he landed at Yatesbury aerodrome with machine damage.

E/a took violent evasive action throughout the combat, diving, side slipping, throttling back and going vertical banked steep turns in alternate directions when attacked. It also endeavoured to climb on one engine. This e/a crashed at Imber.

No Cine Camera gun carried. Cloud 8/10 from 4000-7000 feet. Up Weymouth 1320. Blue 3 landed Weymouth 1425.

DAMAGE TO OWN AIRCRAFT.. Blue 1 - Bullet through oil cooler.  
Blue 2 - 3 hits by M.G. fire.

ROUNDS FIRED..Blue 1 P/O Marrs... Rounds fired unknown. 7 one second bursts from 300 yards closing up.  
Blue 2 Sgt. Holland... 1650 rounds fired. 5 two second bursts 550-200 yards.  
Blue 3 P/O O'Brien.... 1795 rounds fired. 2 seconds from astern at 250 yards. 3 seconds from astern at 250-150 yards. 2 seconds full deflection at 300-200 yards. 2 seconds from astern at 200 yards.

FC/S.17570/INT.  
5.10.40.



## F/O O'BRIEN COMBAT REPORT

I was Blue 3 when on patrol at 15,000 feet over PORTLAND BILL. Blue Section was vectored 350 degrees and climbed to 20,000 feet. When near SHEPTON MALLETT, Blue Section was vectored 280 degrees and sighted E/A flying North one mile away to the West. Blue Section carried out a No.1 attack and the E/A immediately dived steeply for cloud. I attacked E/A from astern before he entered cloud at 6,000 feet firing at E/A's starboard engine. I heard Blue 1 state that he was going to force land and I continued to attack E/A with Blue 2. On my second attack I saw white smoke coming from E/A's starboard engine. This smoke increased in density and I concentrated my third attack on that engine. As I broke away I saw the engine stop and the majority of the smoke ceased. I carried out a full deflection attack from underneath, the E/A's right wing, and my final attack was made in cloud from the E/A's port rear quarter. During my last two attacks I did not notice any return fire. I then lost E/A and searched above and below cloud on a southerly course. The E/A carried two external bombs one on either side of the fuselage, and between the fuselage and engine nacelles. The bombs were a light green colour. E/A carried out violent evasive action throughout the combat, - diving, side-slipping, throttling back when about to be attacked and doing vertical banked steep turns in alternative directions. The E/A climbed on one engine at one period. R.T. good. Visibility good. Cloud 8/10 at 4,000 - 7,000 feet.

Rounds fired 1795.

Signature, *Peter J. O'Brien*

Section, Blue 7  
Flight, 'B'  
Squadron, No. 152.

## SGT HOLLAND COMBAT REPORT

I was Blue 2 when JU 88 was sighted. I followed Blue 1 into attack from starboard beam giving burst of 2 secs. from 250 - 200 yards. I continued to attack from varying positions and later chased E/A through clouds. E/A was taking evasive action by doing steep turns, diving, sideslipping, and throttling back when attacked. I saw engines of E/A had stopped but lost sight of it in thick cloud. After circling round looking for it above cloud, my engine was becoming hot so I landed at YATESBURY. My Aircraft was hit by machine gun fire in 3 places.

Rounds fired 1650 (approx.)

Condition of the plate is excellent with most of the paint remaining and catches still spring. Engraving is somewhat faint due to the reverse suffering from some mild age corrosion but the latter is very mild and the whole plate is solid. Plate appears to have originally been in almost an 'L' shape but has been flattened somewhat. Sold with some research, including combat reports (digital) for the downing of this Junkers 88.

A fine identified Battle of Britain relic