



# ALLIED CATAFIGHTER PILOT VICTORY CREDITS



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Fri May 5 10:22:34 CEST 2017

Date	Ship / Convoy	Pilot	Nationality	Unit	Place	#	Result	Enemy	S. No.	Unit	Comments
3. 8. 1941	HMS Maplin / OG 17	Lt. R. Everett RNVR	Australian	804 Sq, FCS Maplin		1	shot down	Fw 200			Pilot recovered by a destroyer.
1. 11. 1941	SS Empire Foam	FO Varley				1	<i>chased off</i>	<i>Fw 200</i>			Pilot recovered by HMS Broke.
26. 4. 1942	SS Empire Morn / QP 12	FO J. B. Kendal	British	66 Sq, MSFU		1	<i>chased off</i>	<i>BV 138</i>			Kendal died from injuries received while bailing out.
26. 4. 1942	SS Empire Morn / QP 12	FO J. B. Kendal	British	66 Sq, MSFU		1	shot down	Ju 88A-4	4D+IT	III./KG 30	- " -
26. 5. 1942	SS Empire Lawrence / PQ 16	PO Hay	South African	MSFU	Norwegian Sea	1	shot down	He 111			Pilot wounded and recovered by HMS Volunteer.
26. 5. 1942	SS Empire Lawrence / PQ 16	PO Hay	South African	MSFU	Norwegian Sea	1	shot down	He 111			- " -
14. 6. 1942	SS Empire Moon / HG 84	PO Sanders				1	<i>chased off</i>	<i>Fw 200</i>			Pilot recovered by HMS Stork.
18. 9. 1942	SS Empire Morn	FO A. H. Burr	British	MSFU	Norwegian Sea	1	destroyed	He 111			Pilot flew to the Russian Keg Ostrov aerodrome.
18. 9. 1942	SS Empire Morn	FO A. H. Burr	British	MSFU	Norwegian Sea	1	destroyed	He 111			- " -
1. 11. 1942	SS Empire Heath / HG 91	FO N. Taylor	British	601 Sq, MSFU		1	shot down	Fw 200			Pilot nearly drowned before recovery.
28. 7. 1943	SS Empire Darwin / SL 133	FO J. A. Stewart	British	MSFU	Bay of Biscay	1	shot down	Fw 200			Pilot recovered by HMS Leith.
28. 7. 1943	MV Empire Tide / SL 133	FO P. J. R. Flynn	British	MSFU	Bay of Biscay	1	shot down	Fw 200			Pilot recovered by HMS Enchantress.

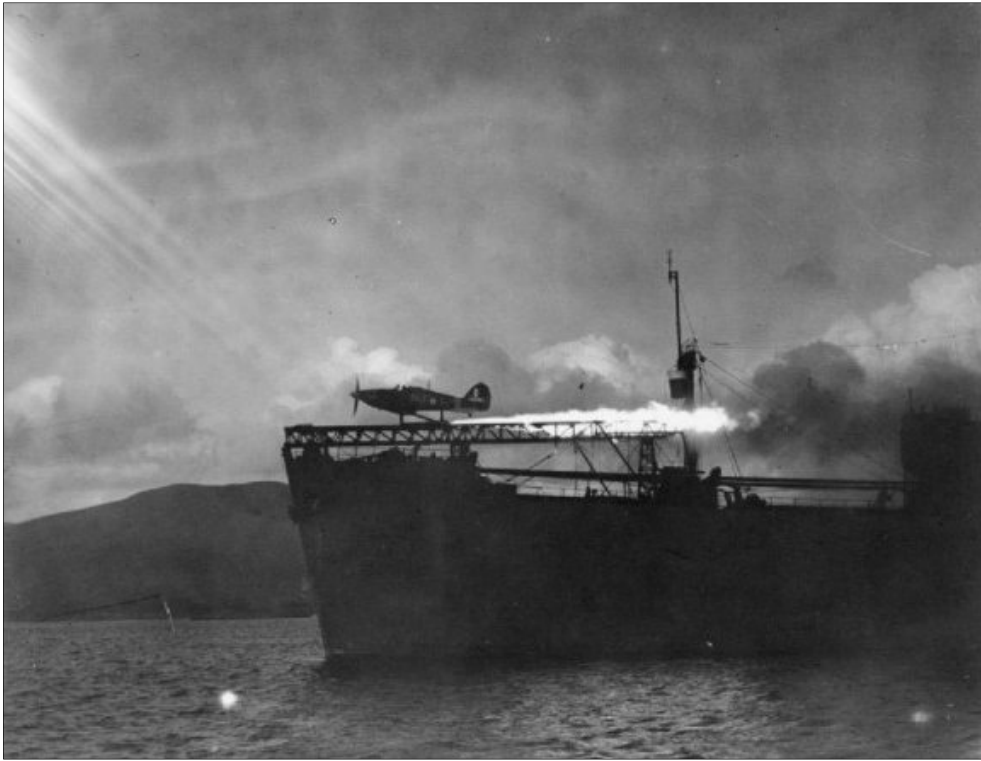
Comments:

MSFU: Merchant Ship Fighter Unit

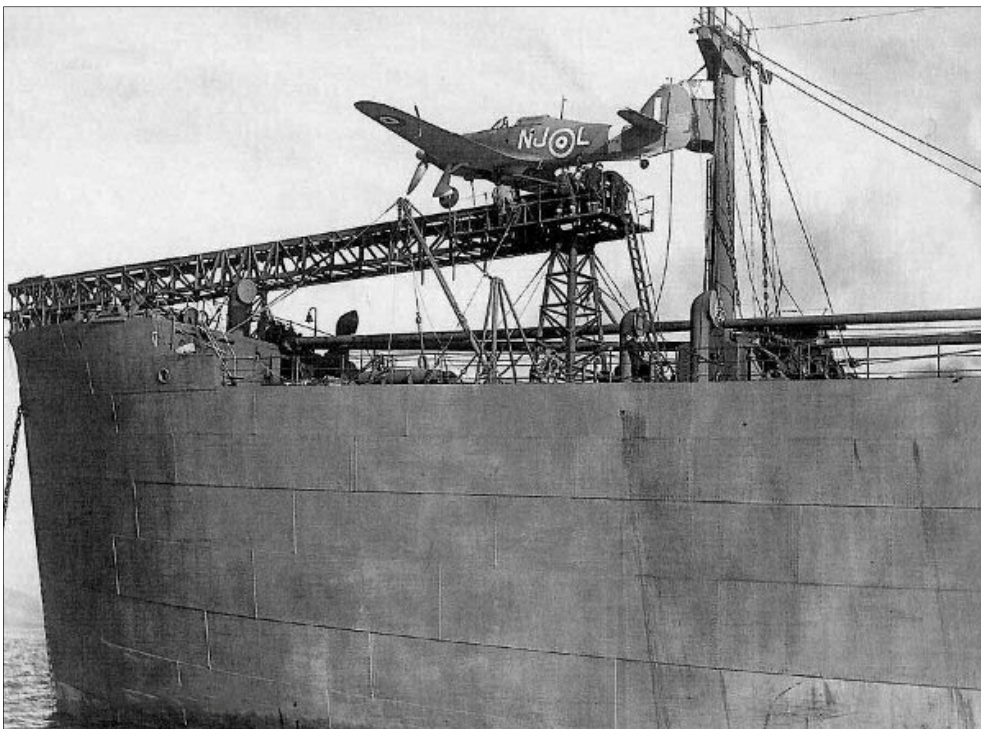
FCS: Fighter Catapult Ship

RAF: Royal Air Force

FAA: Fleet Air Arm



The Hawker Sea Hurricane being catapulted from the catapult armed merchant (CAM) ship at Greenock. Note the long flame from the rocket assistors.



A Hurricat - a catapult adapted Hurricane fighter is prepared on the launch rail of a CAM ship in port. The pilot had to be ready to launch at very short notice, whatever the sea conditions. If he was far out at sea he could only expect to ditch the aircraft or parachute out and then hope to be picked up by one of the convoy escorts.

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