



it was all covered by the Official Secrets Act and if I told anyone I would be put in prison. Well the next thing was we pulled up on Blackfriars Bridge. It must have been about three o'clock in the morning by now, we unloaded the sacks and dumped them over the side. I suppose it must have been high tide but it was too dark to see.' He smiled to see my face, 'I said you wouldn't believe me didn't I'.

What a novel way to dispose of ex police equipment!

The Unsung Heroes,

(Or don't believe everything you read in the papers!)

Michael Matsell

On the 5th of June at about 2.00am in the early morning, Sergeant Len Taylor of the Lincolnshire Police, was on night duty at Louth police Station. The telephone rang and Sergeant Taylor answered. "It's the duty officer at Manby Park RAF Station", said the caller, "There is an unidentified aircraft down in your area". He then gave the Police Sergeant a map reference. Sergeant Taylor consulted his map on the office wall and ascertained that the aircraft was in the South Reston locality which is along the present day A157 Road. The village of South Reston is about 5 miles from Manby.

Sergeant Taylor knew the local Bobby for that area was PC Jack Draper so he contacted the officer by telephone, at his Police House. PC Draper told his Sergeant that he had not heard a plane crash but he would go and investigate. The PC had a Harley Davison motor cycle which was supplied under the Lease Lend by the Americans. Sergeant Taylor told Constable Draper he would be in the area as soon as possible to investigate the Manby Officers report and would meet up with Constable Draper

Fortunately War Reserve Police constable Maugham came into Louth Police Station at that very moment with the official police car. The two Police Officers set off in the car heading in the direction of South Reston. After a short drive they came across P.C. Drapers motor cycle parked near a gate leading into a field. Sergeant Taylor alighted from the vehicle and told War Reserve Maugham to drive around and see what he could see.

It was a lovely moonlit morning with a slight chill as the early dew settled on the ground. The Sergeant set off walking across the field, a silvery glow shining off the hedges and the crop of cabbages. As the Sergeant neared the other side of the field he saw P. C. Draper and another person standing by the side of an aircraft. The other person turned out to be a German Pilot that it transpired had landed an Heinkel 111 in the cabbage field.

By good luck Sergeant Taylor had been studying the German language so was quite able to converse with the German Officer. Sergeant Taylor had a form with him, which was used to report on crashed a aircraft, so he recorded details of the plane, the bomb load that it carried and any other crew members. By meticulous questioning the Sergeant found that the pilot, was a member of Geschwader 8/KG4 his name being Ober Leutnant H. Pass and the aircraft code was 5JXFS. The German was dressed in a black leather coat and he told the sergeant that he was the pilot. He also reported that the other crew member's "*Alles Fallschirm ober de Wash*" (all parachuted over the Wash). The German Officer continued in his native language telling the Police Sergeant that the plane was the latest type Heinkel and was laden with a new type of bomb but the bombs were not dangerous. The Sergeant asked

the German if He was armed, and with that the pilot pulled out a Luger Pistol which he handed to PC Draper who in turn handed the weapon to his Sergeant. He placed the gun in his night belt. It was at this moment that Sergeant Taylor began to smell in the air a very strong scent or aviation fuel and also noticed the German was very uneasy and was feeling in his pockets. As the Sergeant had been trained in bomb disposal he realized that the aircraft had a demolition charge which the crew should have operated to destroy the plane. It was obvious this had not worked especially with the smell of fuel in the morning air. The German Officer asked for a match and Sergeant Taylor refused the request. The Police Officer decided to move away from the plane and they moved off in single file.

During the same morning on the 5th June 1941, two youths, D. Woods and C. Goulsbra, members of the Home Guard were fire watching at Authorpe in a chicken hut and equipped with a stirrup pump, one bucket and a coke stove. The two youths saw the Heinkel in the moonlight, pass over their abode and they noticed that the engines had stopped. The plane glided out of sight. The two Home Guard members left their post, donning steel helmets and grabbed their rifles setting off in pursuit. Near the Vicarage at South Reston they met the Vicar also on Fire watching duty and he informed the two youths that the plane had just cleared the rooftops but nn had not heard the plane crash. The two youths carried on their way to look for the plane. Returning to the Police Sergeant, the German, and PC Draper made their way across the field away from the Heinkel. Suddenly a shot rang out from a 303 rifle. Sergeant Taylor pulled the German down onto the ground as the

