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 he 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

bullet passed closely over their heads. Sergeant Taylor shouted at the top of his voice, "Police officers hold your fire" and other language which cannot be repeated. Sergeant Taylor got up and he helped the German to his feet.

When they got to the gate Sergeant Taylor saw one of the Home Guard youths holding a 303 rifle. The Sergeant took the rifle from the Youth and ejected the un-spent bullets, and also asked if the youth had any more ammunition. The youth handed Sergeant Taylor a further clip with 4 live bullets in it. The Police Officers noticed that the lad had wet himself and was crying. There was by this time several other Home Guard youths there. Sergeant Taylor told them all to go and tell all the householders in the area to open all doors and windows. This instruction was given to them in no uncertain way and it was impressed on the youths that that the heinkel was loaded with unexploded bombs. No senior members of the Home Guard were present. Almost at the same time as Sergeant Taylor was reprehending the youths a detachment of RAF airmen with their Officer arrived. The Police officers knew the RAF officer so they handed the German over to him along with the Luger gun and the official report from that the Sergeant had prepared the RAF officer detailed the Airmen to go and guard the Heinkel. The police officers then bade the RAF personnel good morning and returned to their stations. Now several things need a further explanation as to what really happened on that morning. Why did the Heinkel, which had very little damage. crahs at South Reston. My enquiries revealed some of the answers

A Beaufighter of 25 Squadron then stationed at RAF Wittering and piloted by Sergeant Gibney and Co pilot Sergeant Charnock were on patrol over the Lincolnshire coastal area when they came across the Heinkel. They fired a round at the German invader and put a shot through the rudder of the aircraft and consequently the German pilot could not steer the plane. The RAF recovered the crashed plane from the field at South Reston and after repair they were able to fly the aircraft along with a Spitfire escort to Farnborough in Hampshire. It was found when the plane was inspected at this establishment and indeed as the German pilot had said and had also been put in Sergeant Taylors report that the aircraft was one of the latest off the German production lines and had carried a new type of bomb.

When the local Louth newspaper was printed, it reported that two Home Guard members had found the Heinkel in the field behind the school. They stated that to their astonishment there was the German plane and after gingerly approaching it with their rifles cocked and bayonets glinting in the

moonlight, the German airman surrendered to them. The youth Woods said that as they marched the prisoner off one of their rifles went off by accident. He stated that the poor German, although not hurt performed the highest jump he had ever seen. Woods story differed to the police officers report particularly when he said he was left to guard the plane. He said, "I can vividly remember how nervous I was when as I heard the order to fix bayonets and a contingent of troops charged across the field towards me. I was petrified but survived; I was only 15 years old"! Woods also stated that the aftermath of his actions were to parade at Legbourn on the following Sunday morning. He went on to say that "I arrived on time for the parade but I did not relish the idea of being paraded in front of so many men so I beat a hasty retreat"

Sergeant Taylor put in a full report and the clip that had been taken from the Home Guard youth was handed to his senior officer. He also pointed out the inaccuracy of the newspaper report however nothing came of what was the true account. Sergeant Taylor and PC Draper received no recognition for their brave actions, they might have been shot by the German or by the grace of God, the Home Guard!

The German pilot, Ober Leutnant Pass was interned and subsequently released in 1946. Un fortunately no record is held at the Deutche Dienstelle, (German Records Office) as to where the pilot went on his release. He had been lucky the other crew members had drowned in the North Sea. My reason for investigating this interesting incident was to try and find out the true facts of what happened on the night. I am astonished that the two officers were not given a Chief Constables Commendation or a citation by the military. Len Taylor retired from the Lincolnshire Police

over forty years ago as a senior officer in the Grantham Division. One of his duties was to oversee the amalgamation of the old Grantham Borough Force into the Lincolnshire Constabulary. Now in his nineties he still resides in the area and one of his dearest wishes would be to meet Ober Leutnant Pass again.

Michael D Matsell

Could you write an article, the PHS Journal is always looking for contributions.