

# THURSDAY 24 OCTOBER

463 aircraft fly 119 patrols

Overcast and hazy in the Channel, clearing to a moonlit night.



87 Squadron collision on patrol

## Daytime Incidents

24th October 1940

### Luftwaffe Intelligence:

London: 12 bombers dropped 6 tonnes of bombs. 4 other locations bombed. 18 bombers, 11 'light bombers' and 8 reconnaissance aircraft operated.

### RAF Fighter Command

Individual aircraft were plotted on reconnaissance operations across Britain, but no concentrated attack was made. The Fairey Aviation Company's works at Hayes, Middlesex, was hit by bombs and a fire started.

Do17 Destroyed      20 miles east of Deal      10.20 hours

### 92 SQUADRON OPERATIONS RECORD BOOK

With orders to patrol Maidstone at 15,000 feet, in company with 74 Squadron (8 Spitfires) 9 Spitfires of 92 Squadron took off from Biggin Hill at 09.25 hours, and 8 had returned to Biggin Hill by 11.05 hours. P/O Mansel-Lewis refuelled at Gatwick and was back at base by 11.45 hours.

### COMBAT REPORT:

**Sgt D E Kingaby – Red 4, A Flight, 92 Squadron**

I took off with Red Section at 09.25 to patrol Maidstone at 15,000 feet. Whilst weaving I spotted an aircraft going east just above the clouds at 6,000 feet. I decided to go down and investigate. I kept between the sun and the aircraft and found it was a Do17. I was at 7,000 feet. I flew on a parallel course to the Dornier and kept in the sun. I got in position for a beam attack and, diving out of the sun, opened fire at about 200 yards range. The port engine threw out heavy smoke and I saw my incendiary ammunition going into the cockpit. I continued the attack turning it into a quarter beam attack, and when I broke off at about 50 yards range my incendiaries were still going into the cockpit. I think I must have put the pilot 'U/S' for the Dornier dropped its port wing and went into an almost vertical dive. The clouds were at about 5,000 feet, I spiralled down and came out over the sea. A moments search revealed a large green patch on the water and I am certain it was the last of the Dornier.

I climbed up above the clouds to see if I could see anything else and came home.

I estimate the position of the crash as about 20 miles east of Deal. The length of my burst of fire was about 5 seconds.



**Do17 Damaged**                      **Staines**                      **15.00 hours**

## COMBAT REPORT:

**F/O J M F Dewar – 229 Squadron**

Shared with F/O (Acting F/Lt) W A Smith.

I was on patrol with F/O Smith when we were given vector 145. When over the Staines area we were told that a bandit was approaching from the south east at 6,000 feet, and shortly afterwards when I was at 9,000 feet I sighted a bandit about 2 miles away, travelling north west, 2,000 feet below me. I dived towards e/a which I identified as a Do17Z, and attacked him from the port quarter with two short bursts, followed by a four second burst from dead astern. I could see my De Wilde ammunition hitting the inner main plane, and bits falling off. I broke away and F/O Smith came in and attacked. I saw the e/a jettison its bombs after this attack. I came in and attacked again from dead astern, firing the remainder of my ammunition into the e/a at about 50 yards range. Oil from the e/a came over my cockpit, indicating that the tank had probably burst. After this attack I saw F/O Smith still firing at e/a as it disappeared into cloud. I noticed return fire from the rear gunner during my second attack, but this ceased abruptly.

2,639 rounds of ammunition fired.



**Luftwaffe Casualty**                      **15.00 hours**

**9/KG2 Do17Z-2 Wn.2863** Crashed on landing at Cambrai after being damaged in a raid on London at 15.00 hours. Bf: Fw Martin Bohnhof and Bs: Gefr Wilhelm Elbers both slightly wounded. Hs: Gefr Günter Schinz killed. Ff: safe. See report of F/O Dewar.

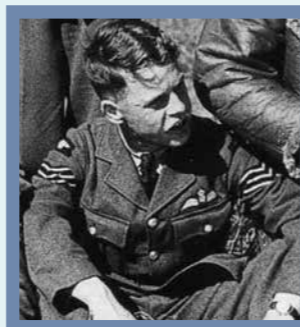
**Me109 Damaged**                      **Ashford**                      **12.30 hours**

## COMBAT REPORT:

**Sgt D A S McKay – 421 Flight**

I was sent up on R/T test and patrol from Gravesend at 11.45 hours and after flying for about 30 minutes or so above cloud at 7,000-9,000 feet, saw a single aircraft east of me, near Ashford. On investigation I discovered it to be an Me109, and engaged. After a short dog-fight, the Me109 turned over on its back and dived vertically back into clouds. I followed it down, but when I reached the cloud base, there was no sign of the E/A.

10/10 cloud from 2-3,000 feet up to 5-10,000 feet with visibility 3 miles below and 20 miles above. I landed at Gravesend at 12.50 hours.



**Do215 Destroyed**                      **Cambridgeshire**                      **12.25 hours**

17 Sqn	F/O M B Czernin	Do17 destroyed	St Neots	12.25 hours
17 Sqn	P/O F Fajtl	- shared -		
17 Sqn	Sgt R D Hogg	- shared -		
1 Sqn	F/Lt M H Brown	- shared -		
1 Sqn	P/O A V Clowes	- shared -		
1 Sqn	P/O A Kershaw	- shared -		

## COMBAT REPORT:

**F/Lt M H Brown – Red 1, A Flight, 1 Squadron**

3 Hurricanes took off from Wittering. Enemy sighted at 12.04 hours near Banbury by No. 2 who proceeded ahead. Height of E/A on sighting 10-20,000 feet. First attacked by No. 2 at about 6-7,000 feet, E/A half-rolled and came back towards Red 1 and 3, I attacked from above as Red 2 broke away, commencing with full deflection at 400 yards to 6 degrees deflection at 100 yards when he disappeared in cloud. Fired 1,448 rounds in one burst. Camouflage and markings normal. He did not use cloud cover as much as would be expected, and I am of the opinion he was not a very experienced pilot. I was then separated from Red 2 and 3 and asked for a separate pip squeak. I was vectored to St. Neots where I was told to orbit. It was clear of cloud at this spot. I orbited for several minutes watching for him to come out of the cloud when I was told he had crashed at St. Neots. I did not know I was over the place mentioned. The E/A must have been below cloud before he came to the clear space.



## COMBAT REPORT:

**P/O (Acting F/Lt) A V Clowes – Red 2, A Flight, 1 Squadron**

Flying as Red 2. Sighted E/A in south – E/A flying west. E/A turned and dived at 260-280 mph east. I carried out an attack from rear and above, opening fire at 300 yards closing to 100 using 20 feet to nil deflection. A little return fire was experienced on the break away from top rear gunner. E/A was then engaged by Red 1 as he turned for cloud cover, 8/10 cloud from 3 to 6,000 feet.



## TELEX - WITTERING - PASS TO INTELLIGENCE

Reference Intelligence Combat Report K1 of 24/10/40 relating to 1 Squadron Red Section. A report has been received that a gun from the Dornier was picked up near Towcester and the attack by the section of 1 Squadron was witnessed from the ground. The Dornier must have been very severely damaged as the gun either fell out or was jettisoned before one of the crew baled out.

The pilots of Red Section 1 Squadron are of the opinion that the Dornier would almost certainly have crashed before getting home. 17 Squadron had not come across it.

Below: The scattered wreckage of the Do215 L2+KS, shot down by 1 and 17 Squadron Hurricanes near St Neots.



# Who Shot Down the Dornier?

24th October 1940

## 17 SQUADRON INTELLIGENCE REPORT

3 a/c of Red Section, 17 Squadron, took off from Castle Camps at 11.47 hours with orders to patrol Martlesham at 12,000 feet. The section was subsequently vectored back to Debden and ordered to 10,000 feet, and then given vector to intercept bandit. On this vector, the section sighted one Hurricane at 5,000 feet about 10 miles south-east of St Neots, and about 2 minutes later sighted Do17 over St Neots at 5,000 feet, flying very fast eastwards.

F/O Czernin (Red 1) got directly above the e/a at 6,500 feet, and dived on to it. He fired a long burst and the e/a flew through his fire. Red 1 broke away when about 10 yards away from the e/a.

Sgt Hogg (Red 2) and P/O Fajtl (Red 3) made astern quarter attacks from above, each firing a three seconds burst, opening at approximately 250 yards range. Red 2 broke away at 150 yards, and Red 3 closed to within 40 feet. Both saw return fire from e/a rear guns. Red 2 noticed that this fire came from positions on either side of the fuselage, near the wing roots. E/A went into cloud, and as it reappeared Red 1 delivered a head-on attack giving a three seconds burst, and Red 2 and 3 made another stern quarter attack. The cockpit and starboard engine of the e/a were then seen to be in flames, and 2 of the crew baled out, the parachute of one failing to open. The e/a dived towards the ground, crashed in flames in a field about 15 miles west of Cambridge, and was completely destroyed.

Red 1 saw flames coming from the cockpit which he thought were from an Aldis lamp. Red 3 reports red flashes which he also thought were from a lamp. Red 2 saw red lights which seemed to be fired from the cockpit as from a Verrey pistol.

The three aircraft of Red Section landed at Castle Camps at 12.50.

## Luftwaffe Casualty

Luftwaffe Casualty

24th October

12.25 hours

3/AufklGr.Ob.d.L. Do215B-4 Wn.0060 L2+KS Started from Gilze Rijen at 11.00 hours on a photographic reconnaissance over Coventry and Birmingham. It was tracked from Southwold and penetrated to within 20 miles of Coventry before turning back. While taking full advantage of cloud cover the aircraft was attacked by three Hurricanes at 2,000 feet, the second burst doing considerable damage both engines. The aircraft crashed at The Bell Inn, Eaton Socon, near St. Neots, Cambridgeshire, at 12.35 hours. Ff: Lt Erwin Meyer, Bo: Uffz Erhardt Hofmann, and Bf: Uffz Helmut Broening all baled out too low and killed. Bm: Ogefr Max Dorr baled out PoW badly injured. See reports of Red Section 1 Squadron, Red Section 17 Squadron.

# Who Shot Down the Dornier?

24th October 1940



This page and opposite: More photos of the wreckage of a rare Dornier 215 L2+KS which crashed near the Bell Inn, Eaton Socon. Many bullet holes are visible in the wreck.



24 OCTOBER



**RAF Casualties 24th October**

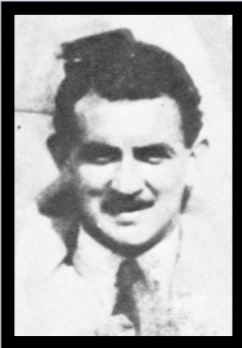
**43 Sqn Hurricane V7303** Sgt D R Stoodley – killed. Made six attempts to land cross-wind at Usworth, County Durham, but then stalled at 250 feet and crashed at 07.25 hours.

**Donald Raymond Stoodley (21)**  
 Born: Southampton.  
 Joined the RAF in June 1939.  
 Joined 43 Squadron on 28th September 1940.  
 Combat claims – none.

**87 Sqn Hurricane P3404** P/O D T Jay – killed. Collided with the tail of F/O Cock's Hurricane during a patrol. Dudley Jay baled out at about 300 feet, but is believed to have hit the tailplane as he did not pull his ripcord. Aircraft fell at Ashcombe, near Dawlish, Devon, at 10.35 hours.

**Dudley Trevor Jay DFC (19)**  
 Born: London.  
 Joined the RAF in March 1939.  
 Joined 87 Squadron on 11th June from 607 Squadron.  
 Combat claims – 9:

10/5/40 He111 destroyed.	13/8/40 Ju88 shared.
11/5/40 He111 destroyed.	15/8/40 Ju87 destroyed.
11/5/40 He111 destroyed.	15/8/40 Ju87 destroyed.
11/5/40 He111 shared.	15/8/40 Me109 destroyed.
11/7/40 Me110 destroyed.	4-5/9/40 E/A damaged at night.
	15/9/40 He111 shared.



**87 Sqn Hurricane V7589 LK-T** F/O J R Cock – safe. Ran out of petrol in the gravity tank that caused the engine to fail. The Hurricane was then hit by P/O Jay's Hurricane that damaged the tail. 22-year-old Australian John Cock suffered bruises and shock when he force landed back at Exeter. The tail was wrecked and the engine shock loaded.

**303 Sqn Hurricane V6807 RF-R** P/O J Bury-Burzynski – killed. Crashed during dog-fight practice at Bishop Burton, near Leconfield, Yorkshire, at 17.20 hours. He had yet to fly operationally in the Battle.



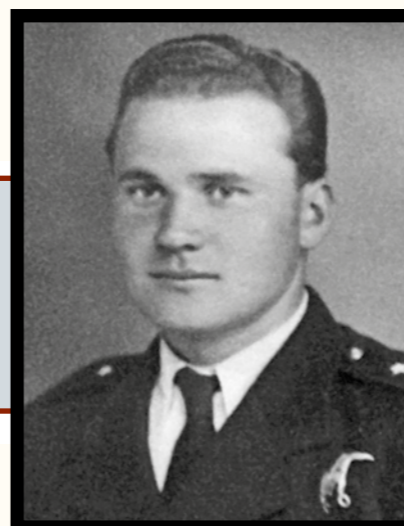
Left: The chewed tail of Johnny Cock's Hurricane after the collision with Trevor Jay's Hurricane. The elevator control must have been marginal to say the least!

**Casualty File**

Sir,  
 I have the honour to report on Thursday 24th October, at approximately 10.35 hours we were flying over Teignmouth towards Exeter in 'box' formation at 3,500 feet. P/O Jay was flying line astern on F/O Cock, the leader, in the box when F/O Cock's engine cut. P/O Beamont and myself, flying numbers two and three, broke away. The next time I saw Jay his propeller was broken and he was gliding down. I saw him climb out of his aircraft and bale out, but his parachute did not open. He was then at 300 feet. I followed him down until he hit the ground.

I have the honour to be, Sir  
 Your obedient servant,

(Signed) H T Mitchell, P/O



**Jan Bury-Burzynski (25)**  
 Born: Minsk, Russia (now Belarus).  
 Escaped through Romania, France and Algeria.  
 Joined 303 Squadron on 11 October from 307 Squadron.  
 Combat claims – none.

**Casualty File**

**Accident to Hurricane R6807 P/O Bury-Burzynski**

P/O Bury-Burzynski was authorised by his Flight Commander to take off at 17.05 hours to carry out fighter vs fighter exercises with Sergeant Koscik. The aircraft then climbed to 7,000 feet and commenced to exercise: after two attacks P/O Bury-Burzynski got his aircraft into a very steep turn and after blacking out dived into the ground from three or four thousand feet, the crash taking place at 17.15 hours.

The pilots were taking the exercise seriously and it appears likely that P/O Bury-Burzynski blacked out and recovered only semi-consciousness. This is borne out by the doctor's report and by the fact that the pilot's hand was holding the control column hard forward and smashed the instrument panel on impact with the ground.

The Flight Commander F/O Henneburg, had a copy of the weather report and in the area in question there was no cloud and visibility of about 30 miles.

R/T facilities were available but could not be used to avoid the accident.

The pilot had flown 04.45 hours on Hurricanes and 09.30 hours on Defiants, in addition to 530.45 hours of other service flying in Poland.

**Report of Sgt Koscik on the crash of P/O J Bury-Burzynski 5 miles west of Leconfield aerodrome at 17.15 hours on 24.10.40.**

I received an order from Flight Commander to fly with P/O Bury-Burzynski to practice dog-fighting from 6,000 to 3,000 feet. At 7,000 feet we had a first encounter. After this combat, we made a second circular dog-fight, at 7,000 feet. We did six or seven circles and I saw the aircraft of P/O Bury-Burzynski turn away left out of control, and then dive steeply towards the ground. I saw the aircraft crash and the petrol tanks explode and the aircraft on fire. I came back at once to the aerodrome and reported to my Flight Commander.

**Other Luftwaffe Casualties 24th October**

**8/JG27 Me109E-4 Wn.3703** 35% damaged landing at Guines-West. Ff: safe.

**8/JG27 Me109E-4 Wn.1558 Black 2** Fell into the Channel 30 km west of Cap Gris-Nez after the engine failed. Ff Uffz Ulrich Linke missing.

