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F/Lt. B.H. Way.

e23/3

Range Opened:- 300 yards.  
Length of burst. 3 seconds.  
Range closed:- 200 yards.  
Total Rounds fired:- 1680.

I sighted an aircraft approaching from the west and led my section to investigate. It turned out to be two sections of 5 ME110's. I climbed up underneath them and they turned round in a tight circle. Several of them tried head on and beam attacks on us. I turned in towards it every time and pushed my stick forward. Cannon fire opened at me at about 800 yards. I singled one ME110 and got him away from rest of the dogfight. His rear gun fired at me but not enough deflection was allowed. It was some time before I got my sights on him after rolling off top. I then got him on a stall turn, opened 3 sec burst at about 300 yards. I did not see him crash but thought he was in difficulties. I had a short deflection shot at a second ME110. Result unknown. (I thought I caught glimpse of a Spitfire going down with smoke streaming)

### ENEMY CASUALTIES

1 ME 110 - probable.

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c24/31  
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P.O. WAY.

Blue 2.

(P) Range opened ?

Length of burst 1 long burst

Range closed ?

Total rounds fired 768

General Report

(R)

Blue section dived down after a lone Me 110 which was streaking for home towards Lille. Blue Leader ~~was~~ followed but myself and Blue 3 could not keep up so we made back towards the coast. I was by myself and was warned by Blue 3 of enemy aircraft over channel. I climbed up in sun to position above Me 110's (about 20) flying in a circle. Singled out two and dived on them from sun. I gave a long burst at one but did not wait to see result.

Enemy Casualties - 1 probable.

*Drhan p/m*



Flight Lieutenant B.H. Way.

Range opened. 250 yds.

Length of burst. Short.

Range Closed. 100 yds.

Total Rounds Fired. 1851.

The Squadron was on patrol in the Dunkirk area when I sighted Ju. 88's bombing a destroyer from a height of about 1000 feet. We were at 15,000 - 17,000 feet. I saw bombs exploding immediately underneath me and dived - by spiral turns - to the attack. When I neared sea level I saw a Ju. 88 making for home; I started to follow, but realised it was too near the coast, and at that moment saw a second 88. My No. 2 had also seen it and was attacking it, so I waited until he broke away and then attacked from astern myself. No. 2 then attacked again, and on breaking away, I tried a beam attack. By this time we were approaching Calais beach and so broke off the engagement. The enemy aircraft (from which I experienced no return fire) was still flying - apparently undamaged at sea level.

*B.H. Way. H.M.*

COMBAT REPORT

IN 40/b43

Sector Serial No.....(A) D.3.  
 Serial No. of Order  
 detailing Patrol.....(B) D.2.  
 Date.....(C) 15/2/40  
 Flight, Squadron.....(D) No. 2. Blue Section Sqdn. 54.  
 Number of Enemy Aircraft.....(E) 1.  
 Type of Enemy Aircraft.....(F) Heinkel 111.  
 Time attack was delivered.....(G) Approximately 17.30.  
 Place attack was delivered....(H) 8 miles north of Margate  
 Height of Enemy.....(J) 20000 feet.  
 Enemy Casualties.....(K) Confirmed Nil  
 Unconfirmed. 1.  
 Our Casualties...Aircraft.....(L) Nil.  
 Personnel (M) Nil.  
 Searchlights.....(N1) Nil.  
 A.A. Guns did shell bursts (N2) Nil.  
 Aid Pilot Ref. position of E/A.  
 Fire from Fighters.....(P) Range opened 350 yards  
 (Measured or Length of burst (1 - 4 Secs.  
 estimated) (1 - 6 Secs.  
 (1 - 8 Secs.  
 Range Closed 100 yards.  
 No. of rounds fired per gun. 350.

GENERAL REPORT.....(R)

Whilst vectoring at 100 degrees I sighted single enemy aircraft and broke away to the right (from search formation) to indicate general direction and waited for nos. 1 and 3 to come up. I found myself in No. 3's position in line astern formation. Spacing about 200 yards between each machine. After 1 and 3 broke off attacks I followed in steep dive and encountered fire from top rear gunner of enemy aircraft. I gave one short burst before entering cloud, broke off and dived below cloud to about 6000 feet. Re-engaged enemy which ceased firing. I then closed to 100 yards for two more attacks in and out of cloud. Enemy aircraft undercarriage was lowered halfway down and he was attempting to fly eastwards at cloud level. Having fired all ammunition I followed enemy for about 10 miles before returning home, and attempted to indicate my position which was not possible owing to the quantity of R/T traffic at the time. Enemy aircraft was definitely hit, and rear gunner probably killed as no more fire encountered. It is improbable that the enemy machine got home. I recognised aircraft as Heinkel 111.

(Signed) *Thorn* P/O.

No. 2. Blue Section.



54 Sp)

324

93/11

Fl/Lt B.H. Way- Blue Leader.

Range opened	350 yards
Length of bursts	3 long bursts
Range closed	250 yards
Total rounds fired	2500.

Whilst patrolling in the Manston area I sighted a Do. 215 5 miles N.E. of Deal at 8,000 feet. I was 2,000 feet below and ordering my section into line astern climbed to the attack. Long before I was in range of the enemy aircraft he opened fire with cannon but it was not accurate and in any case I was out of range. I opened fire at 350 yards closing to 250 yards firing 3 long bursts. I saw black smoke coming from the fuselage and rear gunner ceased firing. Enemy aircraft tried to evade attacks by escaping in low cloud. He was successful to a certain extent because after my No. 2 and No. 3. had attacked I followed enemy aircraft which turned inland and out of cloud for about 15 mins. At one time enemy aircraft was down to 1,000 feet. Apparently no other friendly aircraft was able to pick the Do. up. Enemy aircraft was last seen heading N.W. towards Chatham at 6,000 feet. Camouflage appeared to be standard - blue underneath with the usual black crosses. A.A. batteries appeared to be firing at enemy aircraft, but they were firing well behind and below my section. Visibility was poor, especially near Manston where low cloud and a rainstorm were encountered. Cloud base in many places was 1500 feet.

I saw e/x jettison at least two bombs after all my section had attacked.

#### ENEMY CASUALTIES.

1 Do. 215 (shared) probable.



3/7/40