

The following are two pages that have been scanned from original documents and are followed by notes made by Bob Lasham, our RAF Normandy veteran (hence the comment about 'Fighter Boys')

YEAR		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE	Type	No.			
1940						TOTALS BROUGHT FORWARD
SEPT.						
						(Cont).
		14 Spitfire	X4170			Got one of Me 110's on fire. whereupon the other left his charge & ran for home! Played with He 111's for a bit & finally got one in both engines. Never had so much fun before! Patrol.
		15	X4170			Party. 242 leading wing. Ran into the the whole Luftwaffe over 10/10 over London. Wave after wave of bombers covered by several hundred fighters. Worked into escort as per arrangement & picked out a 109. Had a hell of a dog fight & finally he went into cloud in inverted diving path obviously crashed as he appeared out of control.
GRAND TOTAL [Cols. (1) to (10)]						TOTALS CARRIED FORWARD
843 Hrs. 10 Mins.						

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Bob's information:

These are copies of pages of a Pilot Flying Log Book (Form 414) and give details of Combat Reports of a Spitfire Pilot flying with 242 Squadron on September 15th 1940 – a day on which the chances of winning the war started to turn in our favour, but still a long way and many years to go. It is still remembered every year on 'Battle of Britain' Day and if you happen to be in Wilmslow next September 15th you will see the RAF flag flying above the Parish Church.

The pilot concerned (a pity we don't know his name) probably flew at least 3 sorties on that day with great success as he describes in rather flowery language. Fighter Boys were like that, and why not?

He was serving with 242 squadron as by then had about 850 hours to his credit so I suspect he was a Regular in the RAF not in the Ancillary or Volunteer Reserves. Some of the expressions used support this (Got one of the 110s, the other fled home, never had so much fun before; Had a Dog Fight with a 109 he went into the cloud, obviously out of control; Played with a 111 finally got one in the back of his engines).

Flight Command claimed 185 victory that day, a bit over-estimated, but caused Hitler to call off Operation Sea Lion (the planned invasion of Britain) and direct his Bomber Force to bomb London instead of continuing to destroy our Flight Command. As Winston Churchill said: "Never was so much owed by so many to so few".

A few notes:

His Spitfire would have had Squadron letter, manufacturer's number and Aircraft Letter on its side and the Squadron would have its own call sign. For example, when I was with 9 Squadron my Lancaster was WS-S.7702, Squadron Call sign Bombay. So I became the pilot of Bombay Sugar (she was a lovely old lady).

10/10 over London = complete cloud cover. From about 1950 Cloud Cover was described in OKTA; therefore 8 OKTA = 10/10. And Sugar became Sierra.

109s and 110s were Messerschmitts

111 were Heinkel He 111 (fast medium bomber)

215 were Dornier Do 215 (light bomber)