

SECRET.

FORM 161  
m 151

## COMBAT REPORT.

h20/36

Sector Serial No. (A) 410  
 Serial No. of Order detailing Flight or Squadron to Patrol (B) \_\_\_\_\_  
 Date (C) 24/8/40  
 Flight, Squadron (D) Flight: A Sqdn.: 56  
 Number of Enemy Aircraft (E) } Only one ME 109  
 Type of Enemy Aircraft (F) } seen by this Officer  
 Time Attack was delivered (G) 16.00 hours  
 Place Attack was delivered (H) N.W. of Sheerness  
 Height of Enemy (J) 8000 feet  
 Enemy Casualties (K) 1 ME 109 destroyed  
 Our Casualties Aircraft (L) One damaged  
 Personnel (M) Nil

~~GENERAL REPORT.~~~~(R)~~

Was target illuminated by searchlight?

If not was light in front or behind?

N(i)

A.A.Guns. Did shell bursts assist in

locating enemy?

N(ii)

Range at which fire was opened in each

attack delivered on enemy aircraft to-

gether with estimated length of burst.

P

See General Report

## GENERAL REPORT.

R

P/O Marston I was Yellow 3 but I became separated from the Squadron as my engine became overheated. I saw a lone ME 109 2000 feet below me & going in the opposite direction. As he passed under me

Signature E. D. Syon P/O Int. Officer

for O.C.

Section  
Flight  
Squadron

Squadron No. 56

411

I executed a turning dive & got right on his tail. I do not think he saw it, because he made no attempt to avoid me.

I fired a burst of about 5 seconds at 250/200 yards. Clouds of glycol & oil came from him, covering my windscreen & he dived slightly. I closed in to 100/50 yds & gave him another burst of about 7 seconds, using slight deflection. He burst into flames & crashed about 6/7 miles due south of Sheerness. He struck the ground & bounced about 100 yds into some scrub which caught alight. This was about 50/100 yds. behind a church with a cemetery. I then returned to Rochford with high oil consumption.

Marston P/O