d No. 1	Oprep. Ref. No.	73 Date 24/1	1/43 Squadron 92 (E I)	
e of Aircraft saft No.	Spitfire VIII 501 Q.J. M.	Captain Crew	Captain	
Up	1535			
Down Time	1615 40 Min.	Aerodrome	Aerodrome or L.O. Canne. Italy.	
e of Cloud unt of Cloud		10.00	Map or Chart Reference	
of Cloud- bility	Нагу		O CO	
eral Weather	61 oud 7/10		60.	

or Duty Bomb Line Patrol.

Height	Place	Narrative	
		I was flying Yellow 3 in a formation of four A/C led by F/LT J Nicholls DFC. When 5 miles out to sea at 10000° off the bomb linePyrem reported two F.W.190s bombing off Penna Point. I looked inland and saw our own 'flack' up from West of Vasto.While this 'flack' was going up I saw two A/C diving into it and reported them to Beefy Yellow one. They them flew North and I went down to engage them followed by Beefy Yellow four. I engaged the first 190 at H.3595 and opened fire at 250 yds. dead astern closing to 100 yds. giving him two; good bursts. I observed strikes along, the fuselage and wing roots which were also seen by Yellow four. At this peint I over shot the E/A and while doing so it rolled on its back and went down inga spiral dive seeming to be out of control. As I thought that he had had it I started to go after the other one. The first E/A was followed down by Yellow four who observed brown yellow smoke coming from its engine and gave it a 2 second bust to help it on its way. Yellow four had to off this attack as his engine cut and he had to return to base. In the meantime I was chasing them other one balls out and climbing rapidly. While this was going on another E/A jpined in line abreast I opened fire on one from about 350/gh0 yds; away line astern in a series of short burstsand could see my bullets putting a good pattern all around the wing roots and fuselsge. I was unable to observe any strikes in this engagements. Both E/A took violent	
	Summer and the second		

PART B (on reverse) to be completed according to relevant pro-forms in H.Q. R.A.F. M.E. Instruction 34, .

evasive action by barrel rolling all over the sky. The se and

E/A I engaged rolled downgtowards the ground bur I think he made

off O'K. At this point I was out of annumition and had to break

off the engagement and return to base.

Personally I think there were three E/A instead of two

Personally I think there were three E/A instead of two (a. II) and that I didn't see the third during the first engagement.

S MAN YES DENCHOYSE

AFTER SOLD AND BEAT.

Lety 182 designation

I claim 1 P.W. 190 destroyed - since confirmed by the

Army.

1535

QU =15

EDWARD -

.6.0

LELS

40 Min.

Canne. It ly

Flinewi Flu

for Intelligence Officer, 92 (E I) Squadron, Royal Air Force, CMF.

Of the Control

Doub Line Park

Two to not fabruit a ni t wolley any baw I A/C sed by Tyong Francis Dec. when 5 miles out se see st 10000 311 the book 1 trefyrer reserved two Now all the boate of the loans. I looked intend after own our own 'Cach up from West of Vento. While of the gulvet UVA out was I of grices also 'doall' sinv it and reported when to Hearly Wellow one. They then lew Morth and I went down to enguge then Tollowed by Beerly Yellow four. I ongated the first 190 st t. 3505 and opened fire at 250 . dand setem cloring to 100 wis. giving to salve out an authora uspen tipe and england odf. note seitede borrande were also seen by Yellow Your. At Lin point I over shot the LAA and while doing so is realist on the bear and went down in a mired dive secuing to of out of control. As Tanought that in high hed it I strugged the Note Two stage one. The itest 5/4 yellow amore the carries wellow a necond bugs . Thely it on hts way. Yellow four hu or bed and bue out on the call as locate ator the or return to bane. In the negiting I was chasing then other one bells out and chimbing repidly. While this we going on mother E/A joined in line spread I opened fire on one from about 350 Mio was; sway line Va cen bluco brandered from to serves a mi mostas bullets puttong a good pattern all around the wing roots and fuselage. I was unable to observe any strikes in this engagements . Both 5/A took violent

Management T. P. J. S. D. H. of the state of

DIT 9