

Pilot Officer Tadeusz Turek.

Having escaped from his native Poland, Turek joined No. 58 Operational Training Unit on 25th March 1942 at Landow in Glamorganshire, before being posted to No. 308 (Krakowski) Squadron at Hutton Cranswick, Yorkshire, on the 26th May. He then moved on to No. 609 at Biggin Hill in Kent, on 9th October, with a brief interlude where his records show him temporarily at Blackpool on 15th April 1943, probably due to promotion. On 28th February 1944 he joined No. 3 Tactical Exercise Unit at Annan in Dumfriesshire. On 18th May Turek was posted to No. 306 Squadron at Coolham in Sussex, flying North American Mustang III's, subsequently joining No. 133 Wing on 1st August 1944. On 4th April 1945 he reported to No. 309 (Ziemia Czerweinska) Squadron, who were flying North American Mustang III's, for Intelligence Officer duties with the rank of Flight Lieutenant. Post-war, Tadeusz Turek became a schoolteacher in the Wirral.

Record of Service Tadeusz Turek

58 OTU 25.03.42

308 Sqn 26.05.42

609 Sqn 9.10.42

Temporarily at Blackpool 15.04.43 probably due to promotion

3 TEU 28.02.44 (listed 43 probably in error)

306 Sqn 18.05.44

133 Wg 1.08.44

309 Sqn 4.04.45 for Intel Officer duties

Promotions

plutonowy 1.03.42

sierżant 26.03.43

podporucznik 15.04.43

porucznik 1.03.45

RAF ranks

F/O 15.10.43

F/L 04.45

3 x Krzyz Walecznych (Cross of Valour)

Became a school teacher in the Wirral

From F/Sgt Bob Walling's diary:

Dec 15th. The squadron has again 'pulled its finger out' and got back to the old style. The score so far is ten trains, five of which were shot up today. In addition De Selys shot up a tug, and 'Babe' Haddon shot down a FW190, and P/O Baldwin claims a probable or damaged. The fun started about lunchtime, when Sgt Turek, De Selys, Bea. And Moose went out on rhubarbs. Turek came back in 'X' and he had evidently had a hell of a time. He had shot up two trains – which were later confirmed – then as he was being fired at, did some low flying and got mixed up with a telephone post and a tree, which knocked a large chunk out of each mainplane and filled his radiator with twigs, and then his engine cut and he jettisoned his hood. Then the old Sabre picked up again and he just made the deck. Then, when the excitement had died down the sirens began to wail, and observer's flares and flak went up in all directions.

Typhoons and Whirligigs took off in all directions, and across the deck. Six FW190's had crossed the coast and were doing some shooting, and P/O Baldwin with an air firing load ran into them and probably shot one down. 'Babe' ran into four and had a couple of squirts, and is waiting now for confirmation. P/O Amor in 'B' was either shot down by one of the FW's or by one of the Whirligigs and was lost – his kite fired and reports after that were rather confused – anyway, as yet he has not turned up.

Dec 16th. The weather was not too good, but De Selys and Sgt Turek had a scramble, and came back about 1:30 hours, and Turek had forced a FW190 to crash onto the beach near Boulogne, and he and De Selys had shot up another which was claimed as a probable.

Dec 20th. The morning was absolutely superb, and very clear and mild, and our first patrol went up at about 07:30, De Selys and Turek. Shortly after 09:00, another section of 'B' Flight was scrambled, and as all the crews were on their toes, the two Typhoons roared off across the deck in record time. At 09:25, Turek and De Selys landed, and Turek claimed three FW190's, and De Selys thought he had damaged one. Evidently they had been stooging about near Cape Gris Nez – for reasons best known to themselves, and they met six Jerries beetling back to France, and so made a head on attack on them, and then started to mix it. De Selys radioed for reinforcements, hence our scramble, but when they arrived the fun was over. To date (21/12/42) Turek has had two Jerries confirmed, one by the ROC and another by 91 Sqdn, and we are now waiting to see his film when it returns from Stanmore. We had the sirens several times during the day, but no 'joy'. The score now is 172, and about a dozen trains. The night proved ideal for night flying, so the CO and 'Moose' went over France – 'Moose' did not fire, but the CO chased a train and first peppered the carriages and then the engine, which blew up. Nearly all the kites had one night flying practice without incident.

Date.....24/12/42

SQUADRON ROUTINE ORDERS

By

SQUADRON LEADER R. P. Beamont, D.F.C.

Commanding

No. 609 (WEST RIDING) Squadron, Royal Air Force Station, MANSTON

SPECIAL ORDERS OF THE DAY

The following message was addressed to me personally from the A.O.C. in C Fighter Command:-

21st. December, 1942.

I wish to congratulate you and 609 Squadron on the very excellent results you have been obtaining recently.

2. I am very much impressed with your own night "Intruder" operations, and I thought that the performance put up by Flight Lieutenant De Selys, and Sergeant Turek yesterday was quite first class.

3. I would like to convey my congratulations to all of your pilots on their very excellent work.

With all good wishes to the squadron for 1943.

(Signed) T. LEIGH – MALLORY.

The following was received from A.O.C. No. 11 Group:-

I am extremely pleased to see that your Unit managed to knock down some of the tip and run F.W.190's during the last day or two.

It is very gratifying to see that the Typhoon is at long last coming into its own. Please convey my congratulations to all concerned.

(Signed) H. SAUNDERS.

I wish to extend my thanks to all ranks who, by their constant labour have contributed so greatly to these results.

R.P. Beamont
Squadron Leader, Commanding,
No. 609 (WR) Squadron.

Jan 8th. The weather cleared this morning, and it was quite cold and spring - like. Geoff and I watched a glorious sunrise and remarked about the 'cracks' we had seen at Drem and Kinloss in '39. Our serviceability was still slightly duff, but assisted by 'A' Flt the North Foreland - Dungeness patrol was resumed. The air raid siren was again on 'ops' after a two day rest, and we had a scramble which came to nothing and the kites were vectored onto patrol. 'Z' our old timer passed its 200th hour today and is still going strong. Sgt Turek returned from leave and departed again on a course, and when he returns he will be an officer. He evidently spent his leave on a Polish MTB operating from Ramsgate and Dover. They had some action and sank an E - Boat - some boy.

From the 609 Squadron Operations Record Book (August 1942 - February 1943 section typed up to date:

Sept 24th. Despite all the rumours, the squadron is still hanging on at Lympne. On September 20th the CO took three other aircraft on a ranger. Over Le Treport, and whilst still in the clouds, P/O Turek was hit by anti - aircraft fire. He ditched about twelve miles from the French Coast. F/L Smith, who was flying with him, saw the kite go in, got a fix on Turek's position, and came beetling back with the news. The sea was very rough - too rough in fact for the ML's to go out to him - so he had to be left out all night. On the morning of the 22nd Spitfires of 501 picked him up, and although the sea was still very heavy a Walrus managed to get down to him and take Turek aboard. Then the old shagbat was unable to get airborne - so started to taxi slowly towards the English coast. The squadron put up a Typhoon cover all the way back.

Oct. 15. More air firing off Beachy Hd. and a record number of patrols, starting at 1122 with Dover - Dungeness, and following with Selsey Bill to Shoreham and Newhaven to Beach, concurrently - Group having signalled that in future Typhoons will protect the coast all the way from Ramsgate to Selsey Bill. Last section takes off at 1800, making a total of 14. Surprisingly enough there are still 10 a/c serviceable at the end, 6 in 'B' Flight, 4 in 'A'. F/Lt Atkinson draws up a new list of officer's duties for SRO's. Arrival of a new Polish pilot, Sgt Turek, who boasts to the other sergeants that he once consumed 8 teas at a sitting. In the evening many of the squadron attend an enjoyable Ops Dance at a large pub called the Crooked Billet, this side of Bromley. Bar closes at 1100, dance about 0100, when officers and Waaf's crowd into buses and sing their way home. Hit of the evening is the squadron's MO. W/C Richey continues to ring up about twice a day, asking for more and more things to be sent to him, e.g. copies of all last years combat reports to aid in the writing of another book. F/Lt Malengreau and F/O Wilmet now posted to 57 OTU to get some instruction on how to instruct.

Oct. 22. Patrols of N. Foreland - Dungeness take-off at 0828 and 0844, and nine others of Hastings - Rye follow between 0920 and 1611. P/O Raw flies the Tiger to Heston. Meanwhile the Film Unit tries to get on with its film, which is frequently frustrated by the inability of the director to envisage pilots having anything else to do except act, and of pilots to envisage anyone being unaware that at such and such a time they are due on patrol. Result: when, after measuring of distances, arranging of camera and lights, tests and 14 rehearsals, the director says "OK, we'll shoot", one of the pilots invariably gets up and says he must go and fly now, or alternatively an

engine starts up outside. Hand picked stars are: Adj as introducer, Atkinson (Free Shetlander), de Selys (Belgian), Evans (Canadian), de Saxce (French), Turek (Pole), Payne (English), Cpl Walker (Yorks). Evening sees 609's sergeants entertained in Officers mess, with appropriate games.

Nov. 12. Arrival this morning of a new Polish pilot, P/O Polek, formerly of 315 and 316 (Polish) Sqdns. He arrives with Sgt Turek in the Tiger, after hanging around Biggin for about a week. Turek, who should have remained to complete a weeks grounding awarded to him, is recalled. At 1022 and 1325 patrols take off, and at 1508 F/O's Van Lierde and Creteur are scrambled to patrol base. As the latter is seen stooging round with his wheels still down, F/Sgt Blanco is sent up as a substitute. The trouble however appears to have been an oversight of Creteur, who alleges he noticed no difference with his wheels up or down. IO on night duty has a busy time with 841's Albacores, which bomb mine laying R Boats. Reward: bacon and egg at 0230.

December 1942.. After 7 months without a dent on the enemy, December (of all months) saw the squadron blossom into successful activity such as it had not tasted since the halcyon days of midsummer 1941. The credit for this must go partly to the favourable weather, but much more to S/L Beamont, who, overcoming all obstacles, got the squadron firmly launched on a day and night offensive against the enemy's transportation system, himself taking the lion's share. Of the 20 locomotives damaged or destroyed he himself was responsible for 9. Despite the offensive, the squadron's continued main role of defensive coastal patrols, far from suffering through lack of serviceability, itself suddenly took a successful turn, the score being 4 Fw 190's destroyed, 3 probably destroyed and 3 damaged for the loss of 2 pilots. Stars: Polish Sgt Turek and F/Sgt Haddon. In short, the end of December saw the Typhoon aircraft firmly put on the map.

Dec. 15. Today is the busiest 609 has enjoyed for well over a year, and the results no doubt a great strain on the Goat. It starts mildly with reports of an empty dinghy and floating mines. Then at 1313 and 1338 2 pairs of Rhubarb merchants take off. The first of these (F/Lt de Selys and Sgt Turek) go to Belgium, where cloud in some places is down to 200ft, with the result that they get separated on the coast. De Selys (after a bit of Flak at Ostend) sees a TE a/c on Ursel A/D, finally sights a tug drawing barges on the Lyser canal. After 4 attacks he leaves it enveloped in smoke, steam and flames. Sgt Turek finds 2 trains in the southern outskirts of Roulers, and stops both, steam erupting. As he makes his second attack, however, he is greeted with light Flak from the houses and promptly hits a tree. He staggers back straight over Dunkirk, and at 600ft in mid-Channel his engine cuts. After a Mayday (not received partly owing to absence of radio mast) he is all ready to ditch when he tries weak mixture and his engine recovers sufficiently to take him home at 130 mph, followed by a motor launch. His landing at 1410, with radiator stuffed with Belgian wood, a 6-inch dent extending halfway through the wing (incredibly inside the airscrew arc, suggesting Flak must after all have been the cause) cockpit door and hood blown off (by Flak he alleges) and a crumpled tail plane - excites not a little attention.

Enemy Casualties: 1 Tug Cat III (F/Lt de Selys - Belgian)
2 Locomotives Cat B (Sgt Turek - Polish)
Our " 1 Typhoon Cat B (not entirely enemy action). Sgt
Turek uninjured.

The other rhubarb (CO and F/O Evans), though less adventurous, is just as effective. On making landfall at Cayeux, they find cloud 7/10 at 8000ft, so decide on a shallow penetration. But they immediately sight a locomotive and 5 trucks at Sully, the CO attacking and seeing strikes and steam. In a cutting at Meneslies they then see a long goods train labouring uphill with an engine at each end. The CO attacks the front one twice and the rear one once, F/O Evans the rear engine and the length of the train. The train stops, and both engines erupt steam, the front one seeming to blow up. Climbing, they dive back over the coast at Ault, with light Flak well behind.

Enemy Casualties: 2 Locomotives Cat B (S/L Beamont DFC)

1 Locomotive Cat B (F/O Evans - Canadian)

Rolling Stock damaged.

Our " Nil.

A third Rhubarb led by F/O Lallemand, and also directed at Belgium, turns back on finding rain clouds on the deck. Meanwhile the IO, writing reports, has been conscious of many Typhoons rushing into the air. Proceeding to Dispersal to investigate, he hears strange rumours of action by 609 against Fw 190's. First to come down is the CO, who on seeing a Whirlwind near Ramsgate being shot at by 190's, rudely broke off his conversation with the Station Commander and took off without helmet or parachute. Next comes F/O Baldwin, claiming a damaged. He was practice firing at the Goodwin's with ball ammo when a 190 flashed below him and he chased it to the Belgian coast, slowing it down from long range and seeing strikes and smoke before, having used much of his ammo practicing, he ran out of it. P/O Raw, who took off on seeing rockets towards Deal, then appears. He reports having seen other rockets near Margate, and on getting thither, to have found a dogfight in progress between a Whirlwind (which claimed a damaged and was damaged) a Typhoon and several 190's. P/O Raw saw the Typhoon, on fire, rear itself up in a final effort and pump lead into the nearest 190 from point blank range as it overshot. Raw, after a head-on squirt at one 190, chased another back to France, using all his ammo but unable to close the range. The Typhoon on fire was P/O Amor. He and F/Sgt Haddon were on standing patrol when the dogfight happened. The latter heard Amor say, "I've hit him"! Haddon shouted to him to bale out. A mile off Ramsgate he did so, but too low and he was not found. Haddon then chased 1 of the 190's up through cloud, firing 3 short bursts on emerging in a deflection attack, producing grey, white and then black smoke. Promptly he was bounced by 4 other 190's behind, with considerable tracer fire. Cloud was thin 8/10 at 900/1000ft. He dived through it, glimpsed a parachute and pilot on fire go into the sea, and again sought cloud cover - just as Hornchurch Controller called up to say there was a bandit off Deal. The 190's were finally shaken off, and a patch of oil from where Haddon's 190 had gone in. The whole action of course took place to a frenzied accompaniment of AA fire. After much complicated interrogation and research occupying several days, the following score was agreed:-

Enemy Casualties: 1 Fw 190 destroyed (F/Sgt Haddon)

2 " damaged (F/O Baldwin and P/O Amor)

Our " 1 Typhoon Cat E. P/O Amor missing, believed killed.

The performance of P/O Amor in continuing to fight while himself on fire at 900ft is one of the finest actions in 609's history, and it is deeply regretted that concrete evidence was not forthcoming to credit him with more than damaging the 190 which probably shared the same grave. A very young pilot, Amor was universally popular, not least on account of his charming naiveté. He is the first pilot lost through enemy action since 609 became a Typhoon squadron - in the first dogfight ever staged by

Typhoons against 190's, a dogfight that was splendidly successful against superior odds. To round off a busy day, at 1835 and 1923 609 sends off 2 Intruders in the shape of the CO and F/O Evans. The former patrols Merville, Amiens/Glisy and Abbeville/Drucat A/D's and all the railways on route from Gravelines to Crotoy, but finds no targets. Items of interest: dummy A/D west of Merville, Flak and S/L's from Abb/Drucat, more Flak from Abb-St. Valerie-sur-Somme canal, and a cloud of smoke near Merville which on approach erupted into a vivid red flash. - F/O Evans, after accidentally crossing the French coast near Boulogne, tries again near Berck, looks at Abb/Drucat (2 S/L's) and patrols Abb - St. Valery canal, getting 2 more S/L's from Noyelles-sur-Mer. Final night action is the knocking out in the first round by P/O 'Slosher' Raw of his opponent in a boxing contest.

Dec.20. IO returns to find there has been yet another action, this time on the first patrol of the day. F/Lt de Selys and Sgt Turek are flying towards Dungeness from Gris Nez when bandits are reported at the former, and a 'totter' rocket is seen. They meet a pair of 190's head-on flying south, and both open fire, de Selys turning too much for good deflection. Turek however meets his so dead head-on that he passes beneath it by 10ft, being blown downwards by the blast, and seeing blue-grey smoke from his opponents machine. Both pilots turn quickly to get astern, and Turek's E/A has disappeared. But immediately they find another pair of 190's behind, de Selys being put off by thinking it is his own No 2 being chased. De Selys starts another chase, only to find 2 more pairs of 190's behind. Finally he is distracted by a clipped wing Spitfire. Of the second pair Turek attacks one, following it around from $\frac{3}{4}$ to astern, after which it slows down so much that he nearly collides with it from above. As it turns to port near the water, he breaks away and comes in again, but without seeing strikes. Before he can determine its fate he has to break away again on sighting one of the other pairs of 190's behind, above and to port. The lower one turns towards him, then, foolishly away, bringing Turek directly astern. He fires from 150yds, E/A slows up, turns sharp right and side-slips towards the sea. As Turek overshoots he finishes his ammo at point blank range, seeing strikes and splashes all around, and E/A just about to go in. That it did go in is confirmed by 91 Sqdn and the Observer Corps. Climbing up again Turek sees 2 pairs of E/A at 0 and 500ft flying along the coast towards Dover. Though out of ammo he approaches the lower pair, and all four turn for France. Altogether Turek's performance against such superior numbers is a great credit both to the pilot and the Typhoon. Indeed the mantle of Sgt/P/O Rigler seems to have fallen on his shoulders. In due course he receives a signal of congratulation from the Polish Liaison Officer to Fighter Command. It is regretted that insufficient time or witnesses were forthcoming to permit still greater claims to be made. The surprising thing is that no return fire was experienced throughout, perhaps because all E/A were first sighted from upsun, giving the Typhoons the advantage of prior recognition.

Enemy Casualties: 1 Fw 190 destroyed (Sgt Turek - Polish)

1 Fw 190 probably destroyed (Sgt Turek - Polish))

Our " Nil.

Evening sees Intruder operations carried out by the CO, Evans and Wells, starting respectively at 1843, 1821 and 2024. The CO, despite cloudy conditions, finds and immobilises a train near Lumbres. S/L's expose late and behind on both crossings of the coast near Calais. Evans patrols the Somme area, the only incidents being distant light Flak from south of the canal and 1 or 2 S/L's. Wells patrols as far as Abancourt,

but also finds no targets, and has the added disappointment of his cockpit lights failing. He reports a blue S/L and light Flak W of Amiens.

Enemy Casualties: 1 Locomotive Cat B and rolling stock damaged
(S/L Beamont DFC)

Our " Nil.

Dec. 22. This morning the gas people think it would be good fun to spray 609's offices with tear gas, with the result that the CO, EO, IO and Orderly Room are found weeping bitterly and unable to work (the Adj has conveniently gone away for the day). The conclusion of a rifle shooting match is then staged, after which 609 is found to have an average of 74 out of 85, with the next best 55. Another activity of the day is a visit by both flights (also 137 Sqdn) to a large swimming bath at Margate for dinghy drill, the water being specially heated for the occasion. 'A' Flight, returning in time for tea, find that F/O's Wells and Renier have been enjoying a busy Rhubarb. They get separated on the coast at Cayeux, after which Wells can't find any engines, but makes two attacks on rolling stock at Blangy and Gamaches, seeing strikes. On returning out to sea, he meets the first Ju 88 seen by 609 Sqdn since Feb 1941, and attacks from the quarter and 10 degrees at ranges of 500 and 300/200 yds, seeing strikes. Unfortunately his ammo is then exhausted and the 88 disappears in a rain cloud. Return fire - low and to starboard - is experienced from dorsal position, believed cannon. F/O Renier meanwhile has found a goods train on the main Etaple - Abbeville line, and on attacking sees strikes on the engine, light Flak from St Valery preventing further observation. Afterwards he finds two stationary locomotives near Chepy, but on approaching at least 4 Bofors guns open fire from the north, so he wisely desists.

Enemy Casualties: 1 Ju 88 and rolling stock damaged (F/O Wells)
1 Locomotive Cat B (F/O Renier - Belgian)

Our " Nil.

By night 609 despatches 4 Intruder sorties, 2 of them by the CO. Taking off at 2052 he crosses coast at Alprech, 2 S/L's exposing, as usual, late. At Rue he finds a passenger train (believed a leave train, according to a time-table of these later received by Intell) travelling fast, and makes 5 attacks, hitting first coaches, then engine, and the whole train stops suddenly on a bridge. Back at 2140, S/L Beamont takes off again at 2251, and after taking another shot at the train still on the bridge, he finds a lorry driving through Crotoy. After a burst from 300 ft its lights go out and no further movement is visible. Next the CO proceeds via Amiens to the Dieppe line, then back to Le Treport, finally finding a long goods train at Gamaches (another fruitful place). Attacks produce hits on trucks, then engine, which stops with much steam, while tracer fire is experienced from guns behind the engine. Finally he finds an engine and six trucks in Abbeville marshalling yards. He obtains more hits on both, and receives Bofors fire from positions east of the yard, and as he climbs away a long burst of Oerlikon fire from a train in a cutting. Turning for home, 2 green Verey lights go off from Gris Nez, possibly announcing his score. He finally lands just after midnight. - The other Intruders are the two Flight Commanders. F/Lt Atkinson, taking off at 2100, visits the Cayeux area but finds nothing of interest. F/Lt de Selys leaves at 2135 and pays another visit to his own country. After looking at Sweevezele A/D, he proceeds to Roubaix and Courtrai, finally to Roulers. Just south of that fruitful town he attacks and stops a fast-travelling train; receiving intense light Flak from the station on both runs, but on neither occasion do the gunners gauge his height

accurately. He reports black-out in Belgium to be very bad through people rushing to open doors and windows as their countryman flies over.

Enemy Casualties: 3 Locos Cat B and rolling stock damaged (S/L
Beamont DFC)

" 1 Loco Cat B (F/O de Selys - Belgian)

Our " Nil.

Today the CO receives a letter from the C-in-C (Air Marshall Leigh Mallory) congratulating the squadron on its recent successes, with particular reference to the CO's Intruder operations and the exploits of de Selys and Turek on the 20th.

December Score Sheet

		<u>Transportation Targets</u>			<u>Enemy Aircraft</u>		
					DE	PR	DA
S/L Beamont DFC	9 locomotives Cat B	-	-	-			
Sgt Turek (Polish)	2 " "	2 Fw 190	1 Fw 190	-			
F/Sgt Haddon	1 Fw 190 2 Fw 190			-			
F/O Lallemand (Belgian)	2 locomotives Cat B	1 Fw 190		-			
F/Lt de Selys Longchamps (Belgian)	2 " "			-			1 Fw 190
	1 Tug Cat III						
F/O Wells	1 locomotive Cat B	-	-	1 Ju 88			
F/O Baldwin	-	-	1 Fw 190				
P/O Amor	-	-	1 Fw 190				
F/O Evans (Canadian)	1 locomotive Cat B	-	-	-			
P/O Raw	1 locomotive Cat B	-	-	-			
F/O Renier (Belgian)	1 locomotive Cat B	-	-	-			
Sgt Chef de Saxce (French)	1 locomotive Cat B	-	-	-			
T O T A L	20 locomotives Cat B	4 Fw 190	3 Fw 190	3 Fw 190			
	1 tug Cat III		1 Ju 88				

N.B. In addition to locomotives, much rolling stock was damaged.

Pilots Lost

P/O Amor, Sgt Davis

F.H Ziegler F/O

Jan. 8. Day sees 7 patrols and the belated return of the Hurri and the Tiger, manned respectively by F/Sgt Barker and F/O Payne. At 1500 F/O Wells does some prearranged beating-up of the Sandwich guns. F/O Lallemand, Sgt Haddon, Sgt Chef de Saxce and Sgt Wiseman pay a visit to Swingate Ops, with a view to greater mutual efficiency in controlling and being controlled. Sgt Turek departs on a 3 month spell of duty with the Polish Army - obligatory prior to receiving a commission in the Polish Air Force.