

SORVIE REPORT.

Date:-	19th. March, 1945.	104 Squadron.	F	F/O. Ward.
Off	22.35			Sgt. Powell.
Landed	00.10			McGowan.
Total	05.30	Peglis Main.		Piper.
				F/O. Scott.
				Sgt. Scott.
				F/O. Cole.

Weather: Str. at 10000'.

Targets: Bruck Marshalling Yards.

- A. Route markers seen, scattered. Flares 21.57, 1 lat 10 miles from target, 1 lat on target. WBS/G 2158 netyp, 22.03 $\frac{1}{2}$ , on bend of river 5 - 6 miles apart from first. WBS/R 22.04 $\frac{1}{2}$ , 10 miles S of bombing.
- B. 22.02 $\frac{1}{2}$  5000 305 4 x 1000 SPID .025, 8 x 500 MCH. Aimed far Green, bursts seen just to E of greens. Incends on same greens as this a/c and 3 other sticks. Small fires and few explosions on target.
- C. Few heavy at Graz.
- D. Photo with bombing.

Signed W.R. Mountney, F/O.



SORTIE REPORT.

Date :- 8th April 1945. 104 Squadron.

"B".

F/O Ward,  
Sgt Powell.  
Sgt McGowan.  
Sgt Piper.  
F/O Scott.  
P/O Scott.  
P/O Cole.

Off..... 1945.

Landed... 0130.

Hours.... 5 hrs 45 mins.

Weather. Haze in valleys.

Target....TRUSSO Choke point.

- A. Route markers seen. Illumination 2235. 2235.  
Truss/Red 2238 3 lots centre one practically level with bridge.
- B. 2234. 9,500 Heading 055. 2 x 1000 GP. 10 x 500 GP. aimed for centre of markers.  
Bursts seen near centre of T.I.'s.  
Bombs bursting on all 3 T.I.'s. Some smoke from bombing.  
Explosion glare seen at 2235.
- C. 12 Heavy mainly above.
- D. Flares in and out on route. Double flare seen 10 miles from coast. One appeared to be circular.
- E. Unable to give get U/O down on return. Had to pump flap and lower U/O mechanically.
- F. 1 Light South end of Lake Garda. South of Ferrara, North of Ferrara.
- G. Red/Green wavy South of Ancona on route to target. 7 mins before Red at 24 A.

Signed B. Fountain, F/O.

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OFF



SECRET REPORT.

Date:- 12th. April, 1945. 104 Squadron.

C

F/O. Ward.

Sgt. Powell.

McCowan.

F/S. Piper.

F/O. Scott.

F/S. Scott.

Cpls.

Off\* 19.10

Landed 23.05

Total 03.55 Poggio Main.

Weather: 8 - 9/10 strn on at 8 - 9000', vis good.

Targets: Troop concentrations Argenta.

- A. Route markers seen. Flares 21.07, 1 lot to port 10 miles. Red and green 21.13.
- B. 21.16 6800 306 2 x 1000 GPED .025, 10 x 500 M GA TU .025. Aimed for markers, bursts not seen owing to concentration on markers at same time. Large fire and 7 small ones and 6 small explosions. Incends good.
- C. SHL at target.
- D. Target, U/2 T/4 A/U over target seen for a second in light of flares, above 8000'.
- E. Photo with bombing, flash O.K.
- F. 2 flares over Lake Comacchio.  
Air tracer fired over "E" on way in.

Signed F.R. Pountney, F/O.



You are to travel in Liberator aircraft..... of No. 10.  
Squadron 205 (Heavy Bomber) Group, Royal Air Force. The crew is:-

Captain.....  
Navigator.....  
Wireless Operator.....  
Engineer.....  
C. 4's Passengers.....

We are proud to have been entrusted with the job of taking you home, and we shall do all we can to make your journey safe, comfortable and interesting.

Liberators are made in the U.S.A., have a wing span of 110 feet, and weigh nearly 30 tons when taking off on these journeys. Over 2000 gallons of petrol are carried, and this will take the aircraft more than 2000 miles. Your journey is about 4000 miles, and will take about 7 hours. Naturally, every aircraft has already flown the Atlantic when it was delivered.

Whilst trying before and after the flight, the fuselage will echo with the hum of electric motors driving fuel and hydraulic pumps, and the spluttering of an auxiliary engine. There may also be a slight smell of petrol or exhaust fumes, and the engines may cause the aircraft to lurch from side to side. But once airborne you will find everything quite smooth and not very noisy. We are sorry that from most of the seats it is not possible to see outside.

Finally a few points to remember:-

- (i) The Captain is in sole charge, irrespective of rank.
- (ii) **ABSOLUTELY NO SMOKING!**
- (iii) The aircraft is not a regular transport, and switches, cocks, control cables and wiring are exposed and within your reach. In almost every case tampering with them would be catastrophic. Remember what curiosity did to the cat; even if you feel sure that a certain tap might deliver a pint of beer, **TOUCH NOTHING** and don't let anybody else do so either.
- (iv) Take care that your hat and blankets do not fall into control cables etc.
- (v) In the "Bomb Bay" portion of the aircraft, which is fitted with wooden seats, you may walk only on the central "aisle" and on the seats themselves, **NOT** on the metal floor.
- (vi) There is considerable acceleration during take off and deceleration when braking after landing. Brace your selves in your seats so that you are not thrown against your neighbours. You will be told when the aircraft is about to land.
- (vii) Toilet arrangements are very makeshift and look a striking resemblance to some old oil drums. As movement of passengers around the aircraft must be kept to a minimum, please do your best before getting aboard!!
- (viii) Give care of the equipment handed to you, and hand