

The Lancasters

EE179 OF-T Transferred to 44 Sqn. Shot down 3/12/43. Attacking Berlin—no survivors.
 JB470 OF-T Transferred to 635 Sqn. Shot down (Nightfighter) 12/4/44. No survivors.
 ND355 OF-T Transferred to 635 Sqn. Crashed at Bokel 27/8/44. 5 survivors—all POW.
 ME525 OF-T Collided with ND981 OF-H on 23/6/44. Both crashed — one survivor.
 ND589 OF-D Returned to Avro. Converted to Air Sea Rescue Mk.III. Finally scrapped Oct. 46.
 PB181 OF-D Transferred to 83 Sqn. Collided with 97 Sqn aircraft on 8/2/45. Both aircraft crashed.
 No survivors.

The Targets

7/10/43 Stuttgart. Fairly successful raid, but Boblingen (16K north) was attacked by second wave.
 8/10/43 Hanover Very accurate bombing. Hanovers worst raid of the war.
 18/10/43 Hanover Raid scattered. Most bombs falling in open country north and north west of city.
 20/10/43 Leipzig Very scattered bombing due to "appalling" weather.
 22/10/43 Kassel Main raid "exceptionally accurate and concentrated. There was a firestorm.
 3/11/43 Cologne Bombs hit centre of city "with extreme accuracy"
 18/11/43 Berlin Marking and bombing carried out blind — very scattered results.
 22/11/43 Berlin The most effective raid on Berlin of the war. Vast area of destruction.
 23/11/43 Berlin Although cloud covered, most aircraft on target. Much damage.
 26/11/43 Frankfurt Less than half of Force reached target. Very scattered bombs.
 26/11/43 Stuttgart Bombing very scattered. Little damage.
 2/12/43 Berlin Incorrect wind forecast — widely scattered bombing. Siemens factories hit.
 3/12/43 Leipzig Accurate bombing. Leipzigs worst raid of the war.
 16/12/43 Berlin "Reasonably accurate" Housing and railways badly hit.
 20/12/43 Frankfurt German decoy fire site and dummy TIs caused scattered bombing.
 24/12/43 Berlin Suburbs hit. Pathfinder radar problems and thick cloud.
 14/1/44 Brunswick Unsuccessful — 10 houses destroyed, 4 people killed. Nearby villages bombed.
 27/1/44 Berlin Again thick cloud. South and eastern areas of city bombed.
 30/1/44 Berlin Heavy damage in city centre — but much bombing in surrounding countryside.
 21/2/44 Stuttgart Considerable damage in city centre. Bosch factory heavily damaged.
 25/2/44 Augsburg Controversial result — beautiful town centre completely destroyed.
 1/3/44 Stuttgart Housing, Daimler Benz factory and main railway station badly damaged.
 15/3/44 Stuttgart Poor PFF marking—most bombing fell in open country SW of city.
 18/3/44 Frankfurt Extensive damage in central, eastern and western areas of city.
 22/3/44 Frankfurt Damage even more severe, especially in western district.
 11/4/44 Laon Only a corner of the railway yards was hit.
 22/4/44 Brunswick First 5 Grp low level marking—not very successful.
 23/4/44 Munich Much devastation particularly to railway installations.
 26/4/44 Schweinfurt Failure — most bombs fell outside Schweinfurt.
 28/4/44 Kjeller Airframe factory. Very successful accurate bombing.
 31/5/44 Maisy Gun Battery. Thick cloud. Only 6 aircraft bombed.
 6/6/44 St. Pierre du Mont Railway installation — No report due to invasion confusion.
 6/6/44 Argentan Much damage to railway installation.
 9/6/44 Etampes Railway and road systems badly damaged.
 12/6/44 Poitiers This attack was the most accurate of many attacks this night. Railway yards.
 21/6/44 Gelsenkirchen Oil plant — all production ceased for several weeks.
 24/6/44 Prouville Flying bomb site, so many craters, difficult to assess results.
 4/7/44 St. Leu D'Esserent Underground F/bomb store. Very accurate bombing.
 20/7/44 Courtrai Railway yards and junction. Devastated.
 24/7/44 Donges Oil depot. Devastated.
 25/7/44 Stuttgart No German report available for this raid.
 31/7/44 Joigny-laroche Railway yards. Very accurate attack in excellent weather.
 6/8/44 Bois du Casson Flying bomb site. Very scattered bombing.
 11/8/44 Givors "Exceptionally accurate" attack on Railway yards.
 14/8/44 Brest Clemenceau & Gwyskov both left sinking.

F/Lt. A.J. TINDALL DFC

Operations with 97 Squadron

7/8 October 1943

Lancaster Mk.III EE179 OF-T

Target: STUTTGART

Crew: Sgts A.A. Johnson, J.A. Pearson, K. Swale, P/O J. Peden, Sgt ~~A.F.~~ Tindall

Sgt J.H. McGregor, F/Sgt E.H. Hansen.

Bomb Load: 1 x 4,000lb. 10 x 500lb.

Time up: 21:06. Down 03:24

Primary target Stuttgart attacked. 18,000ft. 8/10ths cloud. Bombed point between yellow and red TIs in bombsight. Own results not seen. Two glows from fires seen.

8/9 October 1943

Lancaster Mk.III JB190 OF-Y

Target: HANOVER

Crew: Normal.

Bomb Load: 1 x 4,000lb. 6 x 1,000lb.

Time up: 22:57. Down: 03:40.

Primary target bombed. 19,000ft. Clear sky. Vis. good. Bombed on one yellow TI marker in bombsight. Had no time to verify results visually as Flight Engineer was ill. One particularly big fire was noticed.

18 October 1943

Lancaster Mk.III EE179 OF-T

Target: HANOVER

Crew: Normal.

Bomb Load: 6 x 2,000lb.

Time up: 17:32. Down: 22:11.

Primary target Hanover bombed. 20,000ft. 10/10ths cloud. No moon. Bombed centre between two red and one green TIs. Big red glow illuminated cloud followed by a similar one three minutes later. Nothing else seen.

20/21 October 1943

Lancaster Mk.III EE179 OF-T

Target: LEIPZIG

Crew: Normal

Bomb Load: 1 x 4,000lb. 7 x 500lb.

Time up: 17:47. Down: 00:07

Target Leipzig attacked. 21,000ft. 9/10ths cloud. Bombed on one red cascading TI marker in bombsight. No other TIs seen. Nothing else observed except scattered incendiaries.

22 October 1943

Lancaster Mk.III EE179 OF-T

Target: KASSEL

Crew: Normal, plus F/Lt E.F. Cawdry, 2nd Pilot.

Bomb Load: 1 x 4,000lb. 6 x 1,000lb

Time up: 18:30. Down: 23:28.

Kassel attacked. 20,000ft. No moon, no cloud, vis. good. Bombed centre point between two red TI markers. TIs well concentrated over aiming point. Too early on target for results.

3 November 1943

Lancaster Mk.III EE179 OF-T

Target: COLOGNE

Crew: Normal, plus F/L Cawdery.

Bomb Load: 1 x 4,000lb. 6 x 1,000lb. 4 x 500lb.

Time up: 17:26. Down: 21:36.

Target Cologne. Moonlight, clear sky, hazy below. 20,000ft. Bombed on cluster of red and green Tis-
reds actually in bombsight. Many bomb bursts seen to slightly overshoot reds. Long line of fires seen
as aircraft left target.

18/19 November 1943

Lancaster Mk.III JB470 OF-T

Target: BERLIN

Crew: F/L Cawdery now pilot. F/Sgt Johnson with another crew shot down and killed on this raid.

Bomb Load: 4 x 2,000lb.

Time up: 17:30. Down: 00:05.

Berlin attacked from 20,000ft. 10/10ths cloud. Vis. poor. Tis at first appeared spread but improved
later. Starboard inner engine and bomb doors holed by heavy flak.

22 November 1943

Lancaster Mk.III JB470 OF-T

Target: BERLIN

Crew: F/L Cawdery, normal crew.

Bomb Load: 7 x TI. 1 x 4,000lb. 3 x 1,000lb.

Time up: 17:25. Down: 23:10.

9/10ths - 10/10ths cloud, tops at 6,000ft. Vis. good. Bombs released on cluster of three Tis red and
one green.

23 November 1943

Lancaster Mk.III JB470 OF-T

Target: BERLIN

Crew: Normal.

Bomb Load: 4 x TI. 1 x 4,000lb.

Time up: 17:30. Down: 23:50.

Berlin bombed from 19,000ft. Aiming point identified by cluster of TI reds and a few greens. Large
patch of fires seen on arrival in target area.

26 November 1943

Lancaster Mk.III JB470 OF-T

Target: FRANKFURT

Crew: Normal

Bomb Load: 6 x TI. 1 x 4,000lb. 6 x 1,000lb.

Time up: 00:35. Down: 06:00.

Frankfurt attacked from 20,000ft. Target identified by red TIs. Sudden glow observed below clouds at
02:50hrs. No markers seen.

26/27 November 1943

Lancaster Mk.III JB470 OF-T

Target: STUTTGART

Crew: Normal

Bomb Load: 6 x TI. 1 x 4,000lb. 5 x 1,000lb.

No times entered in ORB. Average for other aircraft Up 17:30. Down 00:10.

Stuttgart bombed from 21,000ft. Only one TI red seen over target but fires were reflected on clouds,
and red glow was seen for 60 miles on track home.

2 December 1943

Lancaster Mk.III JB470 OF-T

Target: BERLIN

Crew: Normal.

Bomb Load: 5 x 2,000lb.

Time up: 17:20. Down: 23:05.

Target located by aid of "Y", and bombed from 19,000ft. On target too early to observe results. Glow from fires seen on return. Red TIs appeared to be accurate.

3 December 1943

Lancaster Mk.III JB470 OF-T

Target: LEIPZIG

Crew: P/O E.E. Osler replaces F/O Peden.

Bomb Load: 1 x 4,000lb. 4 x 2,000lb. 1 x 500lb.

Time up: 17:20. Down: 23:30.

Leipzig bombed from 17,000ft. "Y" equipment used for locating target. Vis. good. Aircraft was early on target but on leaving glow from fires could be seen.

16/17 December 1943

Lancaster Mk.III JB470 OF-T

Target: BERLIN.

Crew: It is now S/L Cawdery. F/O Peden is back. Plus F/Lt. E. Clarke as 2nd Pilot.

Bomb Load: 5 x 2,000lb.

Time up: 16:50. Down: 00:35.

Berlin bombed from 19,500ft. Vis. good. 10/10ths cloud tops at 3,000ft. TIs and Wanganui fairly well concentrated. No results seen owing to cloud.

20 December 1943

Lancaster Mk.III JB470 OF-T

Target: FRANKFURT

Crew: Normal.

Bomb Load: 6 x 2,000lb.

Time up: 17:25. Down: 21:59.

Frankfurt bombed from 19,000ft. 6-7/10ths cloud. Vis. very good. Target located on "Y". One Wanganui flare observed falling at 19:27hrs. Many yellow TIs fell after 19:30hrs. Little immediate result but huge red explosion seen from a distance at 19:48hrs. Fires were visible from 70 miles.

24 December 1943

Lancaster Mk.III JB470 OF-T

Target: BERLIN

Crew: Normal.

Bomb Load: 5 x 2,000lb.

Time up: 00:21. Down: 07:15.

Target attacked from 20,500ft. TIs and Wanganui well concentrated. Cloud prevented observation of results. Rear gunner observed glow for some distance on track home.

14 January 1944

Lancaster Mk.III ND355 OF-T

Target: BRUNSWICK

Crew: Normal, plus S/L J. Simpson, 2nd Pilot.

Bomb Load: 16 x flares. 3 x TIs. 1 x 4,000lb. 4 x 1,000lb.

Time up: 16:51. Down: 22:01.

Primary target attacked in fairly good visibility. Bombs released in centre of concentration of Wanganui flares. Majority of Wanganui flares scattered.

27/28 January 1944

Lancaster Mk.III ND355 OF-T

Target: BERLIN

Crew: PROMOTIONS !! S/L Cawdery. F/Sgt Pearson, F/Sgt Swale. F/L Peden. F/Sgt Tindall
F/Sgt McGregor. F/Sgt Hansen.

Bomb Load: 4 x TI. 1 x 4,000lb. 4 x 1,000lb.

Time up: 17:20. Down: 00:25.

Primary target bombed on H2S. Wanganui concentration good and compact. No results observed owing to 10/10ths cloud.

30 January 1944

Lancaster Mk.III ND415 OF-Z

Target: BERLIN

Crew: Normal.

Bomb Load: 5 x Flares. 4 x TI. 1 x 4,000lb. 4 x 1,000lb.

Time up: 17:30. Down: 23:45.

Berlin successfully bombed. Bombs dropped in centre of concentration of Wanganuis. No fires or bomb bursts seen, but slight reflection on clouds from red and green TIs.

21 February 1944

Lancaster Mk.III ND355 OF-T

Target: STUTTGART

Crew: It is now P/Q Pearson

Bomb Load: 4 x Flares. 4 x TI. 1 x 4,000lb. 5 x 1,000lb.

Time up: 00:25. Down: 07:00.

Bombed target at 19,000ft with H2S. Weather 4/10ths cloud tops 5,000ft. Vis. good. Large explosion seen.

25/26 February 1944

Lancaster Mk.III ND355 OF-T

Target: AUGSBURG

Crew: Normal.

Bomb Load: 21 Flares. 1 x RSF. 3x TI. 1 x 4,000lb. 3 x 1,000lb.

No times entered in OREB. Average for other aircraft Up 19:00 Down 02:10

Augsburg bombed from 18,000ft. Vis. good with a clear sky. H2S used for bombing. Green TIs were clear and formed circle round target. A red/green salvo appeared to overshoot.

1/2 March 1944

Lancaster Mk.III ND355 OF-T

Target: STUTTGART.

Crew: Normal

Bomb Load: 4 x Flares. 2 x TIs. 1 x 4,000lb. 5 x 1,000lb.

Time up: 23:40. Down: 06:45.

Stuttgart bombed from 20,000ft. 10/10ths cloud, vis. good. Good concentration of Wanganui flares. Good explosion observed of orange coloured flames.

15/16 March 1944

Lancaster Mk.III ND355 OF-T

Target: STUTTGART

Crew: Normal. It is now P/Q Swale

Bomb Load: 20 x Flares. 4 x TI. 1 x 4,000lb. 2 x 1,000lb.

Time up: 19:25. Down: 02:20.

9/10ths cloud over Stuttgart. Vis. good, bombed on H2S. The first Wanganui went down at 23:11hrs. Three minutes later a good concentration of Wanganuis at about 5 miles to the east - one only which was being bombed by Main Force. No results could be observed.

18/19 March 1944

Lancaster Mk.III ND355 OF-T

Target: FRANKFURT

Crew: Normal

Bomb Load: 20 x Flares. 4 x TI. 1 x 4,000lb. 1 x 1,000lb. 2 x 500lb.

Time up: 19:25. Down 00:15.

Frankfurt bombed from 18,000ft on H2S. Nothing was seen in target area except flash from own bomb. After bombing 4 or 5 large flashes seen.

22 March 1944

Lancaster Mk.III ME625 OF-T

Target: FRANKFURT

Crew: Normal

Bomb Load: 20 x Flares. 4 x TI. 1 x 4,000lb. 1 x 1,000lb. 2 x 500lb. 1 x red/yellow Flare.

Time up: 18:45. Down: 23:50.

2/10ths cloud over target, vis. good. Bombed from 18,500ft on H2S. Two green TIs descended and one red/yellow stars fell at the same time as aircraft bombed target at the same spot. One 4,000lb HC observed to explode in centre of built up area.

11 April 1944

Lancaster Mk.III ME625 OF-T

Target: LAON

Crew: Normal

Bomb Load: 6 x 1,000lb GP. 6 x 1,000lb MC.

Time up: 01:25. Down: 05:10.

Vis. good over Laon. No cloud. Bombed from 15,700ft in centre of green TIs. Reds and greens were tight together and marking was constant. Bursts of own bombs seen. Target could not be identified visually but was seen from light of photo flash.

RAF CONINGSBY

22/23 April 1944

Lancaster Mk.III ME625 OF-T

Target: BRUNSWICK

Crew: It is now P/O Tindall. F/Sgt Hansen replaced by F/Sgt R. M. Clarke

Bomb Load: 12 x 4 7" flares. 1 x 4.5" flare. 1 x green TI.

No times entered in ORB. Average for other aircraft Up 23:05 Down 04:50

Weather over target 6-8/10ths cloud. Hazy, visibility bad. Flares scattered. One RSF seen to south-east, outside area of flares.

24/25 April 1945

Lancaster Mk.III ME625 OF-T

Target: MUNICH

Crew: W/O Clarke as rear gunner

Bomb Load: 12 x cluster flares. 1 x green TI No.4.

Time up: 20:53. Down: 06:27.

Bombing by visual on markers at datum point, H2S over target. Had good run from yellow TI. Our flares went straight across town which was clearly seen. Concentration of fires seen after leaving target. Glow seen for 100 miles.

26/27 April 1944

Lancaster Mk.III ME625 OF-T

Target: SCHWEINFURT

Crew: W/O Clarke as rear gunner.

Bomb Load: 12 x 7" flares. 2 x green TI No.4.

Time up: 21:33. Down: 05:44.

No cloud, slight haze, visibility good. Bombed on H2S. Several lots of flares were down and one green TI which Master Bomber was instructing aircraft to bomb. All flares dropped on one run as original 6 not gone before orders were received to back up.

28/29 April 1944

Lancaster Mk.III ME625 OF-T

Target: KJELLER (OSLO)

Crew: W/O Clarke as rear gunner.

Bomb Load: 6 x clusters 7" flares. 1 x yellow TI No.4. 5 x 1,000lb MC.

Time up: 21:08. Down: 04:12.

Good visibility permitted visual identification of runway on airfield. Flares dropped across runways between aiming points "A" and "B". RSF on roof of one building (Aiming point "A"). Bombs dropped running due west across target. As we were early to bomb, results not seen but rear gunner saw stick of bombs bursting on buildings as we were leaving area.

31 May/1 June 1944

Lancaster Mk.III ND981 OF-H

Target: MAISY

Crew: S/L J.A. Ingham. P/O J.A. Pearson. P/O K. Swale. F/L J. Peden. P/O A.J. Tindall.

F/O F.P.L. Broome (Permanent). W/O E.H. Hansen

Bomb Load: 6 x 7 4.5" clusters. 8 x 1,000lb MC. 3 x 4.5" reco flares.

Time up: 23:03. Down: 02:23.

Target located by yellow TI and H2S. Yellow (Oboe) at 00:45hrs followed by two others at 00:47hrs in target area. Slightly visible above cloud. Instructed at 00:50hrs approx. on VHF, confirmed by W/T to return to base by ordered route. Landed Chipping Norton.

6 June 1944

Lancaster Mk.III ND589 OF-D

Target: ST. PIERRE DU MONT

Crew: S/L J.A. Ingham. (Deputy Controller) Normal crew.

Bomb Load: 11 x 1,000lb MC. 4 x 1,000lb GP.

Time up: 02:52. Down: 06:56

Weather over St. Pierre du Mont 10/10ths cloud, base 8,500 - 9,000ft. Broken low cloud below.

Target identified visually and by Oboe markers red TIs. Layer of cloud made it impossible to bomb from any greater height than 9,000ft. Controller gave orders to decrease height by 2,000ft. Oboe markers not down on time; first one in sea just off shore. PFF very good and green TIs were rather scattered at first. Bombing Oboe seemed to be fairly good. Sticks seen bursting on target. Visibility was impeded by ice on the bomb aimer's Perspex and pilot's windscreen. VHF rather noisy on channel B and changed to channel C on Controllers order. Still a lot of interference probably due to people transmitting at the same time.

6/7 June 1944

Lancaster Mk.III ND589 OF-D

Target: ARGENTAN

Crew: Normal plus F/L W.G. Cooper (Vis. B/Aimer)

Bomb Load: 2 x red/green Star Flares. 3 x green TI No. 23. 15 x 500lb MC.

No times entered in ORB. Average for other aircraft Up 23:30 Down 03:20

Good vis. 10/10ths stratus cumulus 6-7,000ft. Target located visually. Green TI lighting actual buildings. Backing up was on the target too. Marking went through very well indeed in spite of the fact that most of the illuminating flares overshot by about 2 miles. Oboe marker was not seen but it may have burst on the ground. On reaching the target 00:53hrs, appeared to be large buildings in the town itself well on fire. Attack appeared successful. Marking appeared 60 yards west of aiming point and bombing generally was w

9/10 June 1944

Lancaster Mk.III ND589 OF-D

Target: ETAMPES

Crew: Normal

Bomb Load: 2 x TI green. 2 x TI red. 2 x TI yellow. 2 x Flares green/red stars
10 x 500lb MC. 3 x 4.5" rec. flares.

Time up: 21:56. Down: 02:10.

Weather 10/10ths cloud, base 7,500ft. Vis. moderate, slight haze. Target traced by Oboe marker. First flares were 2-3 minutes late. Oboe marker also one minute late. Initial marking was not quite as ordered and a long time elapsed before permission given to bomb at H+14, meantime some aircraft had bombed. Released green TI on RSF on Controller's orders 00:05hrs approx. (after one dummy run), then attacked by fighter for two minutes. Patter between gunners and pilot was seriously impeded by VHF. In spite of this, the gunners succeeded in shooting the fighter down on Controller's instructions. As an anti-climax, our bombs released safe as during attack by enemy aircraft the switch was put in Safe in case we had to jettison, and this was forgotten when bombs were dropped.

Controller's instructions on VHF passed on by W/T. Spoof yellow TI seen to cascade after attack but quite useless as a decoy.

12/13 June 1944

Lancaster Mk.III ND589 OF-D

Target: POITIERS

Crew: S/L Ingham (Deputy Controller 1) Normal crew.

Bomb Load: 2 x flares green/red. 2 x 1,000lb MC. 2 x TI green. 1 x TI yellow. 9 x 7" clusters.

Time up: 22:27. Down: 04:47.

Good vis, broken stratus layer at 6,500ft. Location by H2S. Bombing started by overshooting as markers were a bit scattered and tended to be to port. After large red TI was dropped, bombing improved but some sticks were still scattered far and wide. Oil or petrol explosion at 01:52hrs 300 yards south of large red.

21/22 June 1944

Lancaster Mk.III ND589 OF-D

Target: GELSENKIRCHEN

Crew: S/L Ingham (Deputy Controller 1) Normal crew.

Bomb Load: 4 x TI red. 1 x TI yellow No.16. 9 x 7" cluster. 2 x flares green/red stars.

Time up: 23:08. Down: 03:29.

10/10ths cloud, tops estimated 3,000ft. Target identified by yellow Oboe marker. First Oboe went down at 01:30.5hrs. This was ahead. At 01:32hrs another Oboe went down starboard quarter approx. 1½ miles north of first Oboe. Could not back up owing to being out of position after trying to decide which was correct one. As we orbited, run in again, yellow TI fell apparently in same place as first (southern) Oboe, cascading from about 5,000ft, which was confusing as we were not expecting more than one (at H-hour only). Saw one red TI go down some miles north of main cluster. We took over from Controller at 01:20hrs as he was having engine trouble. Ordered Flare Force not to drop flares and sent Marking Force home. Ordered Main Force to bomb southerly TI at 01:38.5hrs.

24/25 June 1944

Lancaster Mk.III ND589 OF-D

Target: PROUVILLE

Crew: S/L Ingham (Deputy Controller 1) Normal crew.

Bomb Load: 4 x TI red No.16. 1 x TI yellow No.16. 2 x flares red/green stars.
9 x 7 x 4.5" clusters. 1 x 4.5" rec. flare.

Time up: 22:49. Down: 02:10.

No cloud, ground haze, vis. moderate. Target located by yellow Oboe marker. This fell 2 minutes early at 00:10 and a second at 00:11hrs almost together. No Mosquito marking seen except one RSF which appeared momentarily. Controller asked for Mosquitos to mark but nothing happened. Further flares were requested and dropped. No Wanganais dropped to indicate so second flares were dropped on H2S. At Controller's request own aircraft dropped two red TI on H2S and backed up with two more on 4th run. Controller ordered bombing on red TI dropped by D/97 - at 00:35hrs approx. Final Cease Bombing signal and order to go home not heard. Over target for 30 minutes.

4/5 July 1944

Lancaster Mk.III ND589 OF-D

Target: ST. LEU D'ESSERENT

Crew: Now W/C Ingham (Deputy Controller 1) Normal crew.

Bomb Load: 6 x T1 green. 2 x T1 yellow. 5 x 1,000lb MC. 1 x 1,000lb MC (LD).

Time up: 23:30. Down: 03:35.

Searchlight belt extended 15 miles approx. further SW, no indication of radar control, attacked by two fighters at 01:10hrs - 49.47N 0135E at 14,000ft and sustained damage to port mainplane. Handed over to Deputy 2 by W/T - acknowledged 01:16hrs approx. Target not attacked.

20/21 July 1944

Lancaster Mk.III PB181 OF-D

Target: COURTRAI

Crew: W/C Ingham (Deputy Controller) Normal crew.

Bomb Load: 9 x 7" clusters. 3 x yellow T1 No.16. 2 x Wanganui flares green/red star.

Time up: 23:08. Down: 02:16.

Nil cloud, moderate base. First Oboe went down slightly early. Marking very rapid and successful. Bombing at first was a little wide north and south and west. After first few sticks bombing was good. Clouds of smoke tended to obscure markers. Controller called in VBU at 01:00hrs (attack had been ordered 00:57hrs). Some fighter activity.

24/25 July 1944

Lancaster Mk.III PB181 OF-D

Target: DONGES

Crew: W/C Ingham (Deputy Controller 1) Normal crew.

Bomb Load: 6 x 7" clusters. 2 x yellow T1 No.16. 5 x 1,000lb MC (LD 6 hours)

2 x Flares green/red stars.

Time up: 22:42. Down: 03:47.

Nil cloud below 16,000ft. Slight haze. Target identified on H2S. Raid opened up with Oboe marker one minute early. Flares illuminated target, marked by Mosquitos, assessed as being 200 yards east of aiming point. This green T1 was backed up and produced a concentration of markers round the aiming point. Bombing order given at 01:41hrs. Bombing seemed to be quite concentrated around the green T1s.

25/26 July 1944

Lancaster Mk.III PB181 OF-D

Target: STUTTGART

Crew: W/C Ingham Normal crew.

Bomb Load: 6 x 4 flares white. 2 x T1 red LB. 1 x 4,000lb. 4 x 500lb. 1 x flare green/red.

Time up: 22:00. Down: 05:20

8/10ths thick cloud, tops 18,000ft. Vis. moderate. Target located on GPI run. General concentration of T1s was good, mainly red, some greens seen.

31 July 1944

Lancaster Mk.III PB181 OF-D

Target: JOIGNY-LAROCHE

Crew: Normal, plus F/Sgt M.H. McBride, Front Gunner.

Bomb Load: 4 x 500lb MC(1/2 hr). 11 X 1,000LB(1 hr)

Time up: 17:20. Down: 23:20.

Weather good, no cloud, slight haze. Located target by visual on canal and yards and by T1s. Lax attention to height caused trouble when the two forces divided. A gap of at least 500ft should be left between the two forces. Navigation could be better controlled if the Path Finder Force were not divided. Flying speed after the target was increased above that laid down by 10mph at least. It would be better policy to reduce rather than increase speed after leaving the target, to allow formation to close up the straggle due to bombing, and also to allow any aircraft damaged to have a chance to keep up. Landed at Swindon.

6 August 1944

Lancaster Mk.III PB133 OF-C

Target: BOIS DU CASSON

Crew: Normal.

Time up: 09:12. Down: 13:39.

There are no individual crew reports for 6/8.44. No Bomb Loads are listed

But there is a resume of the operation carried out that day.

Weather

Clear, break over target, cumulus tops 15,000ft to 20,000ft in target area.

Results

Crossing English coast Controllers Gee and intercom failed. As planned to home to target on Gee, handed over to G/83 (F/L Drinkall-missing). Controller and Deputy changed position, Controller having fixed up poor intercom on 1196 (after 7 minutes) stood by in advisory capacity. About 40 miles inland a big cumulus cloud was lying across track. Deputy descended to 16,000ft and broadcast that he was going to take Force below cloud. Controller warned him not to go below 15,000ft, and next advised him to turn to starboard. Deputy ordered Force to diverge and dive through cloud. Formation broke up in cloud. On emerging, Main Force were scattered over many miles of sky. There were some attempts to gather into a bunch (or bunches) but impossible to regain proper formation. As a result some aircraft appeared to bomb the primary. The number bombing was not large enough to impede daylight bombing runs and the other bombing of the target that did occur was believed accurate. Other aircraft bombed as best they could with some mistaking pin-points owing to icing troubles and the rush. Attack scattered over a large area.

Aborted: S/97 aborted mission, unable to identify target

Missing: J/97 ND840 (F/O Bucknell)

Opposition encountered : Moderate heavy flak seen. Fighters in target area attacked aircraft which were most dispersed on breaking cloud.

11/12 August 1944

Lancaster Mk.III PB181 OF-D

Target: GIVORS.

Crew: W/C Ingham (Deputy Controller) Normal crew.

Bomb Load: 6 x red TI No.16. 2 x yellow TI No.16. 1 x yellow TI B22.

2 X Flares green/red. 4 x 1,000lb. 1 x 1,000lb (LD)

Time up: 20:39. Down: 05:17.

Weather clear. Target located by illuminating flares. Unable to contact Controller so took over controlling. First flares fell two miles east, not illuminating target properly. Flares very scattered, heard green Force Controller ask for reserve flares. Marker Leader requested Wanganui but it did not function as a sky-marker and went straight down. We postponed H-hour for 5 minutes at 01:00hrs. Reserve flares then forthcoming, which gave good illumination. First red TI (at 01:01hrs) assessed as 600 yards south, then second red TI more accurate on aiming point. This was backed up by third red which fell at least 500 yards to west. B/U asked to back up centre TI at 01:07hrs, which promptly went out. This left two inaccurate ones so instructed B/U to drop red directly between two and did so myself at 01:11hrs. These TIs were subsequently thought to be in marshalling yard itself and were assessed by Marker Leader as 300 yards east of aiming point, so Main Force were ordered to bomb these with zero wind and to ignore most westerly red TI, which was not cancelled as main concentration was obvious. Bombing subsequently well concentrated on these, though some sticks overshot to north and south. One or two fires seen. Yellow datum point TI not dropped by us as too pre-occupied as Controller. Landed at Winchford.

14 August 1944

Lancaster Mk.III PB181 OF-D

Target: BREST (Shipping)

Crew: Normal.

Bomb Load: 8 x 1,000lb ANM 65

Time up: 17:44. Down: 22:26.

Weather clear, good visibility. Target identified visually. Two of our stick of bombs observed bursting on the cruiser. Tanker was seen burning after the attack. Winds received B3 100/7, B1 200/9, B4 126/5, B5 148/9. Winds sent 150/6 at 20:12hrs. Bombing heading received at 20:16hrs as 010T.