

15-9

~~Montluçon~~ - was our first target and we were briefed by W/C Smith who'd done countless numbers of 'ops'. We were given to understand that the trip would be easy with little or no opposition in the form of fighters and a little light flak en route and occasional positions of heavy stuff. We took off at ~~20.00~~  
and being our first trip, didn't know what the hell to expect. We crossed the French coast at about 17 then to clear the light flak & flak ships and stooged all the way down France and saw very little flak except for the defended areas. We arrived over the target area at a few minutes ahead of time and stooged around waiting for

P.F.F. No start the show. They dropped the  
G.T. 1's and in we went at about 8,000 ft.  
and we could hear the m.e. bawling over  
R.T. for us to get down lower (we were  
ordered to bomb at 5,000) The place was  
bright as the devil and there were only about  
4 heavy guns over the T.P. and the flak  
was not predicted. We dropped our load  
and scuttled and saw very little flak  
ew work out and the usual light stuff  
over the French coast. We dived across  
and scuttled back to base. Trip lasted  
8.30  
8.55. Everything went smoothly - engines etc.  
W/c. Smith was missing from this op.  
Found out later he'd been hit by one or more bombs

16-9-43 (2)  
MODANE

We were given much the same briefings as for Montlucon and were briefed by S/L Augst (53 ops). We took off at 19.05 and crossed the French coast at 17 thousand to miss the light stuff, (which is all colours of the rainbow) then stooged down France meeting little opposition and passed quite near several heavy defended areas which were indicated by searchlights. At E.T.A. target we couldn't see — all and Norman started checking up and couldn't find anything wrong and we looked again and saw bags of searchlights and quite a bit of heavy flak in a concentration about 40 miles away but we couldn't say what it was.

Sime, saw the lake of Geneva and yelled out "Jesus Christ!, I think we're over the Mediterranean!" - any idea where we are Norman? ! Norman said "No" upon which silence brooded over the flying machine for a space of few minutes. This was no good, we were running short of gas with our load still on and at the time we were icing up pretty bad so we jettisoned our load over the Alps and Norman pulled his finger out and found our track again. We landed away after this ap and George cracked his head whilst in circuit & we left him there in dock. Everything went smoothly - engines etc.

9.00

1ST HANOVER

③

22.9.43.

Well this was our first real "j"  
trip and were briefed by S/L. Muggitt.  
We took off at 18:30 and crossed the French  
coast at 17,000. Tock Grossan was flying with  
us as M.O.G. in place of George. Far too much  
windshield was going on over the intercom and  
someone wouldn't turn their mike off. I bet  
Tock took a pretty dim view of our crew! He'd  
done 18 ops. As we went into the T.A.  
area it was pretty well lit up and there  
were bags of searchlights and it was a very  
clear night. There seemed a hell of a lot of  
light flak going up to about 16T. with bursts  
of heavy up to 2d in barrage form and it  
seemed fairly thick. I looked below and  
could see the old Wimps and Stirlings way

below us catching all the light stuff.  
We dropped our load & beat it. A couple of  
Haflys just missed us. The target was one huge  
mass of orange flame and smoke visible for about  
200 miles away. Sinc saw some heavy flak  
positions ahead so he altered course to evade them  
which wasn't the right thing to do because we  
were isolated now from the stream. Out of  
nowhere a master beam picked us up and we were  
engaged in no time --. Then the shit came!  
and how it came! every goddamned gun near  
Hannover must have fired into the top of the cone  
where we were. We had some near misses and  
I was giving Sinc a running commentary on  
it as he wanted me to do. A piece of flak  
came thru the nose and made a gaping hole and  
blew Normans charts all over the kite - we brung  
it up with a cushion. We were evaded out off

for about 10 minutes and Sino threw the old kite all over the sky. How we got thru it to kill the kite I don't know to this day and the rest of the crew are of the same opinion. Vic cut his thumb and I dressed it for him. We stooged back to base then and curiously never saw a fighter during the whole trip.

Everything went smoothly in my department. Fitted a new nose on T. Johnny.

P.S. We lectured old Sino about the object of keeping on track! ---- which needless to say, he has done ever since! --- 1.30.

KASSEL (4) 3.10.43 We were briefed by S.H. Suggitt  
and took off at 18:30. We expected the trip  
to be just normal. Crossed the French  
coast at about 17T. and saw the usual  
light flak with a few scattered heavy  
bursts. The route was quite good and  
passed near to the few inevitable defended  
areas and saw quite a bit of heavy  
stuff coming up but we were in no  
danger. When we arrived at target P.F.F.  
were busy dropping their stuff and  
there were also quite a number of S.H.'s  
in T.B. Mead light flak and quite a  
bit of heavy. Saw a kite go down in  
flames when we made our turn-up.

Dropped our load and beat it. Passed between 2 heavily defended areas on way back. Took saw a F.W. 190. - gave evasive action and we lost him. The T.A. seemed well lit up but not so good as first raid. Passed heavily defended area on Pt. side crossing coast. Usual dive across coast and stooged back to base.

Everything O.K. in my dept.

Joe Armour had half a rudder chopped off by a Lane! 7.15.

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2ND HANOVER. Briefed by S.H. Sargitt and took off at 22<sup>54</sup>. Tack was still flying with us as M.U.G (damn his luck!) crossed coast at usual height and saw usual flak coming up. Route was fairly good and we passed the usual heavily defended areas. Reached T.A. and once again on our run up saw a kite go down in flames. As before there seemed to be hundreds of S.L.'s all wavering around anywhere just to light the place up for fighters. Seemed to be more heavy flak than previous raid. Usual light stuff. Hell of a lot a Lancs crossed our path. Probably given wrong heading to bomb on. Saw quite a lot.

of long bones going down silhouetted  
against the fire on the ground.

We dropped our load and beat it fast.  
The T.A. was well alight and it seemed  
a successfull effort. On the route back  
we passed Bourne on our stbd side and  
since and I saw a kite coming and the  
usual stuff was pumped up at him (poor sod)  
The flak stopped and 2 fighters went in  
and finished the job before he new where  
he was. Went down in flames and saw  
him hit deck with a huge yellow flash.  
We stooged back. Were diverted down sth.  
Missed B. Balloons by about 50 ft. Sock  
yelled "Get up them stairs since! 2H.  
Everything smooth in my dept.

5.55.

⑩ 3-11-43.  
DUSSeldorf.  
Briefed by S. L. Buggitt and  
took off at 16.34. Expected it to be rather  
a stiff trip tonight. George was back with  
us as M.O.E. Crossed coast at usual  
height and passed several heavily  
defended areas en route. Saw quite a  
few fighter flares which are used to light  
up the sky so the fighters can pounce  
on your silhouette. Saw fighter but he  
didn't attack. Saw T.A. with a good  
number of S.L.'s wavering around, quite  
a lot of light flats and surprisingly little  
heavy. Made our run up and dropped  
load. Raid had only just started and

so I couldn't form much of an opinion  
of the target area. The fires seemed to  
be going pretty well though. George saw  
2 T.V. 88's on way back but they were  
below us and never bothered us. Kept  
circling kite over to George could keep  
an eye on them - just in case.

Route out was good. Usual dive over  
coast and a few bursts of light flak  
to cheer us on our weary way.

Everything O.K. in my dept.

Joe Moss's kite got shot up by fighter over  
French coast. Crashed down south.  
all crew killed (22 ops!). Hard lines.

BERLIN

22.11.43.

DURATION - 8.15.

①

T.O. @ 16.37. This was 1st.

trips to the Big City and I can't say we were happy about it although we did want to go (speaking for myself) "to see what it was like" The route was pretty good and not too much flak was about. Hanover was lit up as we passed, on the stbd. side but  $\frac{1}{10}$  cloud prevented the S.L's from being effective. Saw what were later known (notoriously) as fighter flares which were fired from the ground. They were pretty effective but more troubled us. Approaching Berlin - saw the 1st T.I. going down and the defences were just beginning to open up - light at first then we made our run up - S.L's ineffective due to  $\frac{1}{10}$  cloud but we were silhouetted against bright cloud, from above. Bomb doors open - flak pretty hot - right underneath us and on stbd side - dropped load and stuck

(2)

Nose down to get out - quick! After about  
6 or seven minutes we were out of range  
of the guns of the T.A. Made turn to  
starboard and headed out for coast. Whole  
place was lit up - huge glow but couldn't  
see clearly for cloud. P.P.F. were bang  
on with their track marking. Usual  
flak on way out. Hanover hot -  
went away round it! Landed at base  
had interrogation, meal, wash & change  
and went home on leave straight  
away!! - bit of a record.

Everything O.K. in my dept.

LEIPZIG

DURATION - 8:26. (8)

3.12.43.

(2)

20 BIRTHDAY!

T.O. @ 23:59 - Dark night  
and low cloud - raining when we T.O.  
Surprised we got off. Soon got above  
cloud. Lerosed coast at usual height  
and encountered the usual flak. Route  
was reasonably good and saw usual  
flak en route - barrage form. Course  
took us right for Berlin then turned  
down to Leipzig. P.E.F. were fooling about  
over Big City and Mossy's were around.  
Saw quite a bit of trace in sky and  
several fighter flares (red + yellow).  
P.E.F. were being on with track marking,  
the T.M.'s dropping just in front of us,  
throughout the whole trip. Making  
run up - sky marking due to  $\frac{1}{10}$  cloud.  
Wizard sight just like fairyland! Whole  
sky was ticked up by reflection of markers  
on cloud, saw kites all around us.

Dropped load, made lovely run-up -  
then break it. Didn't see anything

really exciting or way out, except a  
kite was come and he were shooting  
the day lights out of him - he got away.  
Good Show.

Everything o.k. in my dept.  
Today the 4<sup>th</sup> is my birthday (20)

FRANKFURT

→ " →

①

DURATION - 8:30.

①

20.12.43.

min. T.O. @ 16:00. - early T.O.

Took a Sprag pilot with us to let him see what it is like before he takes his own crew out. He sat or stood most of the way up by Sici. Crossed coast @ usual height and encountered usual flak - light stuff, nowhere near us. Red tracer stuff coming up like hell, could watch it for hours! then explodes like a tiny star - at a distance! Route was good. Approached T.A. and saw the attack on Mannheim which seemed very near. T.I.'s were dropping, could see ground quite clearly, about 3/4 cloud. Several fighter flares were about and dozens of S.L.s (mostly 6-pot) wavering about. Decent amount of flak. Made a lousy run up - dropped load and beat it - like a "bat outta hell". Hundreds of fighter flares lighting up the sky all around us. Fighter came in at us from

stbd quarter. George gave evasive action  
and fighter never opened up. Arty fired  
200 rounds at him. Beat it fast!

Quite a bit of flak and SL? on way out  
saw a chap coned but he got away.  
Landed at base O.K.

Everything O.K. in my dept.

~~BERLIN~~

(10) DURATION - 7.55

(10)

20-1-44  
min

T.O. @ 23.55 - Early T.O.

Took another sprog pilot "Mac" along with us to get the gen. Nice guy. Crossed enemy coast and greeted by usual opposition, Route good - usual defences. Several fighter flares - almost 10% cloud. Made run up. Decent amount of flak over T.A. - very bright over T.A. despite cloud and could see several hits silhouetted against sky below us. Saw a "scare-crow" over T.A. were heading straight for where it had burst - huge ball of red fire and oily smoke whizzing round and round. Quite a sight: Bomb doors open. George yelled "Itbd go", a fighter was on our tail. Vic dropped load and since whipped the Hally round (with B.D's still open) and if the designers could have seen that manoeuvre, I think they would have said a silent prayer!

Sinc is really hot on evasive action.  
Fighter broke away and we beat it.

Everything ok. in my dept.