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HISTORY OF No. 460 SQUADRON R.A.A.F.

JANUARY to ~~DECEMBER~~ February 1944

[Ops. Summaries] A.A. 29.3.82

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AUSTRALIAN WAR MEMORIAL AWM2020.18.323

VERY SECRET.

OPERATIONS NO. 460 SQUADRON R.A.A.F.

1st January, 1944.

B.C.I.N. 1/2.1.44. "Night Operations" BERLIN: 421 Lancasters were despatched on the 9th attack of the present series, during which over 15,000 tons have now been dropped. The force comprised 117 aircraft of 1 group, 31 of 3 group, 161 of 5 group, 31 of 6 group and 81 of 8 group. 5 Wellingtons and 1 Mosquito of 100 S.D. group co-operated.

The attack was made through 10/10ths layer of cloud with tops at 10,000 ft. and 20,000 ft.

Sky and groundmarkers were dropped between 0257 and 0317 hrs. but most crews found the former sparse and also somewhat widespread, while the latter were not visible under the cloud.

347 aircraft attacked between 0300 and 0330 hrs. and 5 aircraft of 100 group completed their missions.

Reflection of scattered fires and several explosions were seen, and a glow on the cloud was visible from 30 miles away. For the most part, however, the weather conditions made observations impossible.

Heavy flak was moderate to intense, but searchlights were ineffective. Very few fighter flares were seen, but a number of encounters have been reported.

28 aircraft are missing.

A.M.B. No.12518. Details of the ninth major attack since November 18th were being filled in today on the chart headed "Battle of Berlin" in the intelligence room at Bomber Command Headquarters.

The attack was times for the early hours of the morning to avoid the moon, with cloud and a high wind as an additional hazard. This meant that skilled airmanship and navigation were needed, together with very careful routeing and timing by the air staff. It was an all Lancasters force, and well over 1,000 toms of bombs were dropped on the target.

1944 is the year when Hitler planned the peak of his fighter production. While the latest Berlin attack was proceeding the reaction of the enemy's great night-fighter forces was being worked out.

The main enemy night fighter disposition does not seem to have reached Berlin, where the enemy relied on intense flak, but a number of fighters met the bomber stream when it was still about 150 miles from the target and again on the way back there were sightings near the French coast. Many crews reported that they saw no fighters or fighter flares on the route or over the target. The weather apparently stopped the Germans from using large numbers of fighters, and a feint attack on Hamburg, together with a light attack on Western Germany, also confused them.

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The cloud over Berlin was up to about 8,000 feet, with thin layers higher still. Bombing was on both sky and ground markers, and by a quarter past three --- the attack began at three o'clock -- columns of smoke were rising above the main cloud bank. The searchlights were blanketed by the cloud and the flak, both heavy and light, was i n barrage form.

"When we were approaching the target", said Wing Commander R.L. Bowes, D.F.C., from Wimbledon, "there was a great yellowish red glow which came up through the cloud. It lasted long enough to show that this was a very big explosion.

"Though the cloud was thick in places, we were able to bomb on ground markers which shewed up well. On the way to Berlin we saw two fighters -- but these were shot down by another bomber."

A Lancaster -- "A for Able" -- made its 76th operational flight last night. F/Sgt. R.J.O'Connell, of Bradford, Yorkshire, was the rear gunner. "The electric circuit which supplies my turret failed soon after we left base, and I had no heating. My pilot gave me plenty of oxygen, and I'm none the worse now. I hardly felt the cold -- I suppose I was too numbed to feel much. If we had met any enemy fighters I should have had to work my sights by hand instead of electricity -- but we didn't see one."

F/Sgt. E. Barron, of Windsor, a Lancaster pilot, said he saw no fighters, or any tracer from air combat. "But I did see a number of rockets shot horizontally through the air," he said. "They seemed to appear in mid air and tear around everywhere."

Considerably more than 13,000 tons of high explosives and incendiaries have now been dropped in the Battle of Berlin on the German capital, with its 18,000 acres of densely built-up areas, and a much larger area of suburbs. At Bomber Command it is clearly recognised that the battle has by no means reached its closing stages, but with the R.A.F's power to operate effectively in such weather as last night's at a range of more than 600 miles, the omens are certainly favourable.

O.R.B. 1/2.1.44. CREWS - BERLIN.

Lancaster JB.637 -	Aus. 409590.	W/O. Power, R.J.	Captain
		Sgt. McKenzie, A.W.	
	Aus. 405904.	F/Sgt. Hurley, E.W.	
	Aus. 409632.	F/Sgt. Whiteside, S.	
	Aus. 410673.	F/Sgt. Kerby, J.A.	
		F/Sgt. Wortley, A.E.	
	Aus. 426412.	F/Sgt. Worley, J.F.	
Lancaster JB.598 -	Aus. 415239.	F/Sgt. Douglas, R.A.N.	Captain
		Sgt. Burton, W.T.	
	Aus. 422127.	F/Sgt. Carr, R.A.	
	Aus. 410619.	F/O. Bird, J.P.	
	Aus. 413823.	F/Sgt. Tindale, C.H.	
		Sgt. Martindale, J.	
		Sgt. Gatward, R.	
Lancaster JB. 742.-	Aus. 420838.	Sgt. Martin, R.G.	Captain
		Sgt. Willis, F.C.	
	Aus. 421861.	F/Sgt. Gurdon, P.W.B.	
		F/Sgt. Strain, J.E.	
	Aus. 425120.	F/Sgt. Carlile, W.D.	
		Sgt. Woodward, F.	
		F/Sgt. Howiss, W.J.	

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Operations 1/2.1.44. contd.

Lancaster JB.739 -	Aus. 410355.	F/Sgt. Lynch, A.J.	Captain
		Sgt. Mortimer, E.	
	Aus. 420083.	P/O. Vaughan, J.D.	
	Aus. 420881.	F/Sgt. Trinder, H.S.	
	Aus. 413823.	F/Sgt. Cassidy, J.A.	
	Aus. 419417.	P/O. Alexandratos, D.	
	Aus. 419318.	P/O. Lawler, J.L.	
Lancaster JB. 547-	Aus. 10402.	F/O. Cameron, J.A.	Captain
		Sgt. Reed, J.C.L.	
		Sgt. Wootton-Woolley, B.T.	
	Aus. 410475.	F/Sgt. Fitzhenry, S.H.	
	Aus. 410451.	F/O. Cavenagh, C.H.	
	Aus. 417777.	F/Sgt. Alcock, C.R.	
		Sgt. Green, G.R.	
Lancaster JB. 606-	Aus. 409747.	F/Sgt. Rowley, R.W.	Captain
		Sgt. Fleming, W.	
	Aus. 420402.	P/O. Robinson, A.J.	
	Aus. 409619.	F/O. Truscott, E.C.	
	Aus. 420146.	F/Sgt. Chester, L.A.	
	Aus. 427652.	Sgt. Lawn, R.M.	
		P/O. Bennett, N.F.	
Lancaster JB.741 -	Aus. 34031.	P/O. Fulloon, C.S.	Captain
		Sgt. Ranger, J.W.	
	Aus. 427024.	Sgt. Prout, B.	
	Aus. 411964.	F/Sgt. Stewart, T.O.	
	Aus. 420745.	F/Sgt. Guthrie, R.J.	
	Aus. 427050.	Sgt. Wintle, L.	
	Aus. 422122.	F/Sgt. Burrows, L.J.	
Lancaster JB.296 -	Aus. 403438.	F/Lt. Utz, E.A.G.	Captain
		Sgt. Hewitt, K.W.	
		F/Sgt. Moore, P.A.	
	Aus. 403288.	F/Sgt. Thomas, E.G.	
		F/Sgt. Hart, W.C.	
	Aus. 412480.	F/Sgt. Chadwick-Bates, J.F.	
		F/Sgt. Shaughnessy, J.F.	
Lancaster W.4783 -	Aus. 408334.	P/O. Howell, J.R.E.	Captain
		Sgt. Jewitt, C.	
	Aus. 418440.	F/Sgt. Lukies, N.J.	
	Aus. 410077.	F/Sgt. Moorhouse, S.A.	
	Aus. 35963.	F/Sgt. Field, L.M.	
	Aus. 427682.	Sgt. Hill, A.C.	
		Sgt. Shaw, W.C.	
Lancaster JB.702 -	Aus. 420438.	F/Sgt. Burke, R.	Captain
		Sgt. Stedman, E.H.	
	Aus. 426045.	F/Sgt. Brooks, J.L.	
	Aus. 420385.	F/Sgt. Henry, A.	
	Aus. 421657.	F/Sgt. Flemming, P.S.	
	Aus. 427454.	F/Sgt. Cooper, S.W.	
	Aus. 420388.	F/Sgt. Hosier, J.S.	
Lancaster JB.600 -	Aus. 416423.	F/L. Gardner, C.C.	Captain
		Sgt. Page, R.E.	
	Aus. 409183.	F/Sgt. Nettle, I.L.	
	Aus. 405655.	F/O. Patterson, O.A.S.	
		Sgt. Harris, M.	
	Aus. 416257.	W/O. Gardner, D.D.	
		Sgt. Rothwell, G.	

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Operations 1/2.1.44. contd.

Lancaster JB.734 -	Aus. 413041.	W/O. Taggart, W.J.	Captain
		Sgt. Hancock, W.	
	Aus. 416904.	F/Sgt. Trout, M.R.	
	Aus. 416529.	F/O. Barclay, W.J.	
	Aus. 413797.	F/Sgt. Robb, A.M.	
		Sgt. Hughes, D.J.	
	Aus. 421954.	F/Sgt. Detores, J.H.	
Lancaster JB. 662 -	Aus. 109914.	F/L. Wales, A.W.	Captain
		Sgt. Bowen, I.J.	
	Aus. 406599.	F/O. Lawton, R.W.	
	Aus. 401246.	F/O. Richardson, I.R.	
	Aus. 401711.	F/O. Moore, J.W.	
		F/O. Butler, H.R.	
	Aus. 427933.	F/O. Saunders, A.M.	
Lancaster JB.738 -	Aus. 402869.	F/L. Knyvett, B.H.	Captain
		Sgt. Trett, R.D.	
	Aus. 410467.	Sgt. Dobinson, J.	
	Aus. 421260.	F/Sgt. Farthing, J.W.A.	
	Aus. 429874.	F/Sgt. Gill, J.J.	
	Aus. 407562.	P/O. Ross, E.J.	
	Aus. 421122.	P/O. Pickworth, C.R.	
Lancaster JB.743 -	Aus. 397.	S/L. Marsh, H.D.	Captain
		Sgt. King, F R.	
	Aus. 423225.	F/O. Cohen, A.L.	
	Aus. 413641.	F/Sgt. McCleery, R.J.	
	Aus. 401240.	F/O. Mason, R.	
	Aus. 405074.	W/O. Hayton, P.	
	Aus.405223.	W/O. Knox, A.E.A.	
Lancaster LM.315 -	Aus. 415232.	P/O. Bateman, W.E.M.	Captain
		Sgt. Green, K.E.	
	Aus. 422774.	F/Sgt. Thomson, J.H.	
		P/O. Hemming, A.R.	
	Aus. 413407.	Sgt. McKay, D.J.	
	Aus. 418066.	Sgt. Challis, C.J.	
	Aus. 417351.	Sgt. Douglass, R.G.	
Lancaster JA.683 -	Aus. 410033.	F/Sgt. Baxter, D.W.	Captain
		Sgt. Mallon, P.	
	Aus. 422445.	F/O. D'Arcey, A.	
	Aus. 414565.	F/Sgt. Hopgood, C.B.	
	Aus. 414996.	F/Sgt. Ferguson, R.C.	
		F/Sgt. Baldwin, D.T.	
		Sgt. Dunlop, J.D.	

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COMBAT REPORT.

1. Serial No. 67 1/1/44. AR F JB547 BERLIN.
2. 15 Miles N.E. of Celle 0246 165 R.A.S. 089°T.
3. Visibility poor 10/10 cloud. No moon.
4. Nil previous to attack, but when aircraft was on fire flares and a scarecrow were dropped.
5. No.
6. Not definitely known but 2 engined. One aircraft only.
7. Nil.
8. Cannon and machine gun situation in enemy aircraft not known.
9. Enemy aircraft was not seen by crew till after attack.
10. One attack from below port quarter, did not see breakaway.
11. Diving turn to port and vertical dive to starboard into cloud.
    (a) Mid upper gunner gave Dive to port and W.O.P. dive to starboard.
    (b) Immediately M.U. Gunner saw hits on rear plane and turret.
12. Not definitely known believed to be about 200 yards Bomber did not fire Enemy aircraft ceased after initial burst.
13. No damage to Enemy aircraft but Bomber was hit first of all in rear turret port window, hydraulic pipe lines, and rear turret damaged amm. tracks, elevator and rudder trimor wires, elevator control rod damaged detonator in photo flash exploded. No casualties.
14. Nil.
15. F/S. Alcock M.U. Gunner, 27 O.T.U. No.3. B.A.G.S. Aust.
    Sgt. Green Rear Gunner, 27 O.T.U. No.1 A.G.S. Pembury.
16. Boozer fitted, but was U.S.
17. The enemy aircraft was not seen by anyone in crew due most probably to weather conditions as the visibility was very poor. Prompt evasive action enabling bomber to get into cloud saved further trouble.

NARRATIVE:

This crew has completed 10 ops. and has done very good work to date. Due to poor visibility the enemy aircraft was not seen or identified. Correct evasive action was immediately given by M.U. Gunner and W.O.P. as rear turret was filled with smoke, enabling Bomber to avoid further trouble. The evasive action was capably carried out by the Captain of the aircraft.

COMBAT REPORT.

1. Serial No.69 Dated night 1-2nd January, 1943. Lancaster AR-D2. JA.683. Target - BERLIN.
2. 51°50N 1145 E 0324 240 I.A.S. 235 M.
3. No moon 10/10 cloud below tops 12,000 feet. Visibility fair.
4. No searchlights and no other ground activity.
5. No unusual phenomena.
6. One unidentified twin engined fighter.
7. No lights carried.
8. Enemy aircraft did not fire.
9. Range 300 yards port quarter slightly below.
10. One attack from port quarter below.
11. Corkscrewed to port.
    (b) Rear Gunner ordered Corkscrew to port.
    (c) Immediately on sighting.
12. Fighter did not fire. Rear gunner opened fire at 300 yards and fighter was lost to view immediately die to evasive action.
13. No damage to either aircraft.
14. Mid upper turret Nil Rear Gunner 200 rounds no stoppages.
15. Rear Gunner Sgt. Dunlop trained at No.2 A.G.S. 27 O.T.U. 1656 C.U.
    Mid upper gunner Sgt. Robins Trained at No.4. A.G.S. 30 O.T.U. 1667 C.U.
16. Monica not fitted, Boozer fitted but unreliable.
17. The gunners have been told of the importance of identifying before opening fire. But as the fighter appeared to be attacking they are of the opinion that it was hostile. Evasive action quickly given and carried out.

NARRATIVE:

The rear gunner was first to see the fighter and immediately opened fire and ordered the evasive action.
The fighter was quickly lost to view owing to the speed of the attack and the poor visibility.

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No. 1 Group Summary of Operations Night 1/2 January, 1944.

Target - Berlin.

Detailed.....138 Lancasters
Took off.....117 "
Primary.....100 "
Abortive.....10 "
Missing.....6 "
Outstanding.....1 "

Primary - T.O.T. 0300 - 0325 hours.

100 aircraft claim to have attacked the primary dropping:- 82 x 4000 lb. H.C. 15 x 4000 lb. M2 3 x 4000 lb. G.P. 4,752 x 30 lb. incends. 73,995 x 4 lb. incends. 9,765 x 4 lb. 'X' type incends.

Cloud gathered en route over the North Sea becoming 10/10ths over the continent with tops in the target area at approximately 10-12,000 ft. Above this was a layer of 10/10ths thin cloud at 20,000 ft. over the target. 10/10ths cloud persisted also on the route home as far as the enemy coast. These weather conditions made it impossible to identify the P.F.F. ground markers. Blind bombing technique was however scattered and spasmodic. Some crews in fact found the target devoid of all markers, and it appears that no concentration was achieved, and although the glow of some scattered fires could be seen the results of the attack were not impressive. Some explosions in the target area were reported, among which one appears to have been somewhat impressive at approximately 0311 hours., and a succession of explosions lit up the cloud at 0307 hours. Fighters were not outstandingly active although 10 aircraft were engaged in combat, ground defences were moderate and searchlights naturally ineffective in the prevailing conditions.

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VERY SECRET.

OPERATIONS NO. 460 SQUADRON R.A.A.F.

2nd January, 1944.

B.C.I.N. 2/3.1.44. "Night Operations" BERLIN: A force of 383 aircraft, chiefly Lancasters, was despatched. The Lancasters comprised 116 of 1 Group, 25 of 3 Group, 119 of 5 Group, 28 of 6 Group and 74 of 8 (P.F.) Group. In addition, 9 Halifaxes and 12 Mosquitoes of 8 (P.F) Group were despatched and 2 Beaufighters of 100 (S.D.) Group co-operated.

Marking was by mixed ground and sky marker methods. Cloud on route and over the target was 10/10 strato-cu with tops up to about 16,000 feet. The skymarkers were reported to be puntual and fairly well concentrated during the greater part of the attack. The ground markers were unobserved owing to cloud conditions.

The later aircraft report red glow of fires seen on cloud, and there appeared to be two main areas of fire east and west. Heavy flak was reported moderate and in barrage form, and light flak directed at the skymarkers. Fighter flares were numerous, particularly on the route out from the target, and a number of encounters have been reported. Many reports are still outstanding.

27 aircraft are missing.

A.M.B. No. 12527. For the second night in succession, a strong force of Lancasters, with a smaller number of Halifaxes and Mosquitoes, last night attacked Berlin. Some 1,000 tons of high explosive and incendiary bombs were dropped. This brings the total of bombs dropped on the capital since the opening of the battle on the night of November 18 to more than 14,000 tons.

The enemy put up swarms of fighters to defend Berlin - more than our pilots have seen for some time - and there were many combats over the target, and along the route.

"They tried to stop us before we got there", a pilot said. "When they failed, they tried to break up our formations as we went in to drop our bombs. On the last few miles we had to fight every inch of the way.

"The searchlights were not of much use to them because there was some very thick cloud over Berlin, but they were putting up a lot of flak, and guiding the fighters to the scene with a tremendous number offlares. We forced out way through, and before long, large fires had got going in the areas marked out by the target indicators of the pathfinders".

The glow of the fires could be seen more than a hundred mides away.

In a blazing gun fight, high above the clouds, a young French Canadian rear-gunner. Flight Sgt. G. Papierre, of Montreal, miraculously escaped death. His turret had been completely riddled with cannon and machine-gun fire when his conrade in the mid-upper turret succeeded in shooting down the fighter. The aircraft, a Lancaster in the "Goose"

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squadron of the Royal Canadian Air Force group, was attacked just after bombing Berlin. A Ju.88 made a diving attack from 200 yards range, shattering the rear-turret window smashing the armour plating, riddling the bomb bay doors and the port engine cowling and shooting away the rear-gunners oxygen line. The gunner was temporarily knocked out by concussion from shells exploding in his turret, but was otherwise unhurt.

"As the fighter followed through, and flashed 20 feet above my turret, I gave him all I could with my guns", said the mid-upper gunner, Sgt. G. Currie, of Saskatchewan, "and saw my tracer pour directly into him". The pilot, P/O. W.G. Phillips, also of Montreal, saw the fighter go down in an uncontrolled dive, on fire, and belching black smoke.

A.M.B. No. 12529.

Fighters hastened in strength last night to the defence of Berlin. For once the chiefs of the Luftwaffe could not doubt the place to be attacked, for the late start made to avoid the moon and a 90-mile-an-hour gale over Germany ruled out a roundabout route. The bombers went almost straight for Berlin.

"We had to shoot our way in by the front door," a pilot said, "and then shoot our way out again."

The enemy put up fighters from airfields some considerable distance away from Berlin. These joined up into packs, which then swept on towards the capital, gathering reinforcements on the way. Lanes of fighter flares were laid as far away as Hanover, so that the packs should be in no doubt as to the route which they should take. Some of the fighters had obviously been ordered to intercept the bomber stream along the route, and fighting was going on almost continuously during the last hundred miles of the journey. Meanwhile, the outer packs were making straight for Berlin, racing the bombers to the target. When the main force arrived they found lanes of flares and many fighters waiting for them. As the fighters began weaving their way between the Lancasters our gunners opened up on them with great effect.

Last night was also a great triumph for the navigators of the force. "We were fighting the gales practically all the way there and back," said one experienced navigator, now on his second tour of operations. "It wouldn't be so bad if a gale blew at the same strength all the time. Calculations would be easy then. Last night, it was at full blast along parts of the route, and in sudden gusts along others. On the way we had it behind us, and we made good time the whole way. Zero hour was for quarter to three, and the Pathfinder navigators timed it all so perfectly that they arrived over Berlin on the dot. It was the return that gave me a headache. The gale was blowing right against us almost all the way, and we took an hour and a quarter longer on the journey than on the way out. The wind dropped a bit after we crossed the enemy coast, but it was still strong enough to make landing tricky."

There was thick cloud nearly three miles high over most of the route, but above it the sky was clear and visibility was good. For the first part of the journey the crews did not see many fighters, but as they approached Berlin they saw fighter flares in twos and threes, and then the combats started. F/Sgt. H. Glasby, a Lancaster wireless operator from Toowoomba, Queensland, who was on his tenth operation, said that the struggle with the fighters went on nearly all the way home. "When we were leaving the target," he said, "we found that the enemy had dropped a line of flares for thirty miles from Berlin on the homeward route. We got past this all right, and then found that fighters were flying on a parallel course to ours and dropping more flares, in clusters of threes so as to mark the route we were taking. Far ahead of us we could see a regular line of flares, spaced out in intervals.

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Every now and then we saw exchanges of tracer, either to the starboard of us or to the port, showing where a bomber had strayed off its course and was being attacked by the enemy."

Sergeant D.R. Carlile, of Nottingham, a mid-upper gunner on his 21st war flight and his seventh attack on Berlin, was in one of the last bombers to attack. "By the time we got there," he said, "many of the fighters had probably left to follow our bombers home, and Berlin was mainly defended by flak. The sky was still brilliantly illuminated by flares, many of them the new big white ones which the Germans have been using lately. We were lucky and did not have to use our guns."

One Lancaster - "Q for Queenie" - probably shot down one fighter and damaged two others. Its rear-gunner, Sgt. R.S. Parle of Dublin, said: The first one, an Me. 109, came in from our starboard side while we were over the target. I could see tracer from my machine-guns going into it, and it sheared off without returning our fire. Two minutes later, a Ju.88 appraoched from the stern. I gave it a three-seconds' bursts and saw smoke coming from it. There was also a bright light in its nose. It went down and disappeared so quickly into the clouds that I could not see what happened to it. There were so many other fighters about that I couldn't watch it carefully."

The mid-upper gunner, Sgt. W. Leary, D.F.M. of Manchester, s said: "We were half-way home when an Me.110 caught us up. It had been trailing us for nearly half-an-hour, dropping flares all the time. It kept eading nearer and nearer to us, and when it was within 200 or 300 yards, I got my sights fixed dead on it and let go with a two-seconds burst. I saw tracer going into the cockpit and the engines of the fighter, and then it turned over on its back and went down in a steep dive, apparently out of control."

Despite the efforts of the fighters to drive off the bombers, fires were soon burning in the capital and smoke, which eventually reached a height of some 15,000 ft. began rolling up through the clouds. Some thousand tons of high explosive and incendiary bombs were dropped in a swift saturation attack. So rapid was the bombing that nearly 70 tons of bombs were going down every minute at one stage of the attack.

Flight Lt. K. Ames, D.F.C. of Streatham, a pilot on his tenth operation, said that when he was over the target, the clouds were lighted by a vived red glow from the fires burning below, "The fire seemed to be well concentrated," he said, "and was going very strongly by the time we left."

A Mosquito pilot, who made a special reconnaissance over the capital after the attack, said that the fires had then merged into two main concentrations. Although there was very thick cloud, he could see the glow of the fires when he was well on his way home.

O.R.B. 2/3.1.44. CREWS - BERLIN.

Lancaster JB. 637	-Aus. 409590.	W/O. Power, R.J.	Captain
		Sgt. McKenzie, A.W.	
	Aus. 405904.	F/Sgt. Burley, E.W.	
	Aus. 409632.	F/Sgt. Whitside, S.	
	Aus. 410673.	F/Sgt. Kerby, J.A.	
		F/Sgt. Wortley, A.E.	
	Aus. 426412.	F/Sgt. Worley, J.F.	

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Operations 2/3.1.44. contd.

Lancaster LM.558 -	Aus. 415239.	F/Sgt. Douglas, R.A.N.	Captain
		Sgt. Burton, W.T.	
	Aus. 422127.	F/Sgt. Carr, R.A.	
	Aus. 410619.	F/O. Bird, J.P.	
	Aus. 413823.	F/Sgt. Tindale, C.H.	
		Sgt. Martindale, C.H.	
		Sgt. Gatward, R.	
Lancaster JB. 749-	Aus. 410355.	F/Sgt. Lynch, A.J.	Captain
		Sgt. Mortimer, E.	
	Aus. 420083.	P/O. Vaughan, J.D.	
	Aus. 420081.	F/Sgt. Trinder, H.S.	
	Aus. 413823.	F/Sgt. Cassidy, J.A.	
	Aus. 419417.	P/O. Alexandratos, D.	
	Aus. 419318.	P/O. Lawler, J.L.	
Lancaster JB.734 -	Aus. 10402.	F/O. Cameron, J.A.	Captain
		Sgt. Reed, J.C.L.	
		Sgt. Wootton-Woolley, B.T.	
	Aus. 410475.	F/Sgt. Fitzhenry, S.H.	
	Aus. 410451.	F/O. Cavenagh, C.H.	
	Aus. 417777.	F/Sgt. Alcock, C.R.	
		Sgt. Green, G.R.	
Lancaster JB. 606-	Aus. 409747.	F/Sgt. Rowley, R.W.	Captain
		Sgt. Flemming, W.	
	Aus. 420402.	P/O. Robinson, E.C.	
	Aus. 409619.	F/O. Truscott, E.C.	
	Aus. 420146.	F/Sgt. Chester, L.A.	
	Aus. 427752.	Sgt. Lawn, R.M.	
		P/O. Bennett, N.F.	
Lancaster JB.741 -	Aus. 34031.	P/O. Fulloon, C.S.	Captain
		Sgt. Ranger, J.W.	
	Aus. 427024.	Sgt. Prout, B.	
	Aus. 411964.	F/Sgt. Stewart, T.O.	
	Aus. 420745.	F/Sgt. Guthrie, R.J.	
	Aus. 427050.	Sgt. Wintle, L.	
	Aus. 422122.	F/Sgt. Burrows, L.J.	
Lancaster JB.296 -	Aus. 403438.	F/L. Utz, E.A.G.	Captain
		Sgt. Hewitt, K.W.	
		F/Sgt. Moore, P.A.	
	Aus. 403288.	F/Sgt. Thomas, E.G.	
		F/Sgt. Hart, W.C.	
	Aus. 412480.	F/Sgt. Chadwick-Bates, J.F.	
		F/Sgt. Shaughnessy, J.F.	
Lancaster JB.296.-	Aus. 415259.	W/O. Leary, J.	Captain
		Sgt. Jones, T.E.	
	Aus. 422684.	F/Sgt. Patterson, A.E.	
	Aus. 420928.	F/Sgt. Farrar, A.J.	
	Aus. 21660.	F/Sgt. McAllister, H.G.	
	Aus. 418738.	F/Sgt. Davis, K.L.G.	
		Sgt. Pountney, R.S.	
Lancaster JB.700 -	Aus. 408334.	P/O. Howell, J.R.E.	Captain
		Sgt. Jewitt, C.	
	Aus. 418440.	F/Sgt. Lukies, N.J.	
	Aus. 410077.	F/Sgt. Moorhouse, S.A.	
	Aus. 35963.	F/Sgt. Field, L.M.	
	Aus. 427682.	Sgt. Hill, A.C.	
		Sgt. Shaw, W.C.	

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Operations 2/3.1.44. contd.

Lancaster JB.702 -	Aus. 10991	F/L. Wales, A.W.	Captain
		Sgt. Bowen, I.J.	
	Aus. 406559.	F/O. Lawton, R.W.	
	Aus. 401246.	F/O. Richardson, I.R.	
	Aus. 401711.	F/O. Moore, J.W.	
		F/O. Butler, H.R.	
	Aus. 427933.	F/O. Sanders, A.M.	
Lancaster ND. 393-	Aus. 420438.	F/Sgt. Burke, R.	Captain
		Sgt. McCauley, W.A.	
	Aus. 426045.	F/Sgt. Brooks, J.L.	
	Aus. 420385.	F/Sgt. Henry, A.	
	Aus. 421657.	F/Sgt. Fleming, P.S.	
	Aus. 424189.	F/Sgt. Jonas, W.S.	
	Aus. 413410.	Sgt. Mills, F.J.	
Lancaster ND.392 -	Aus. 420838.	Sgt. Martin, R.C.	Captain
		Sgt. Willis, F.C.	
	Aus. 421861.	F/Sgt. Gurdon, P.W.B.	
		F/Sgt. Strain, J.E.	
	Aus. 425120.	F/Sgt. Carlile, W.D.	
		Sgt. Woodward, F.	
		F/Sgt. Howiss, W.J.	
Lancaster JB.600 -	Aus, 416423.	F/L. Gardner, C.C.	Captain
		Sgt. Page, R.E.	
	Aus. 409183.	F/Sgt. Nettle, J.L.	
	Aus. 405655.	F/O. Patterson, O.A.S.	
		Sgt. Harris, M.	
	Aus. 416257.	W/O. Gardner, D.D.	
		Sgt. Rothwell, G.	
Lancaster JB.738 -	Aus. 402869.	F/L. Knyvett, B.H.	Captain
		Sgt. Trett, R.D.	
	Aus. 410467.	Sgt. Dobinson, J.	
	Aus. 421260.	F/Sgt. Farthing, J.W.A.	
	Aus. 420874.	F/Sgt. Gill, J.J.	
	Aus. 407562.	P/O. Ross, E.J.	
	Aus. 421122.	P/O. Pickworth, C.B.	
Lancaster JA.683 -	Aus. 397.	S/L. Marsh, H.D.	Captain
		Sgt. King, F.R.	
	Aus. 423225.	F/O. Cohen, A.L.	
	Aus. 413641.	F/Sgt. McCleery, R.J.	
	Aus. 401240.	F/O. Mason, R.	
	Aus. 405074.	W/O. Hayton, P.	
Lancaster NB.394.-	Aus. 415232.	P/O. Bateman, W.E.M.	Captain
		Sgt. Green, K.E.	
	Aus. 412774.	F/Sgt. Thomson, J.H.	
		P/O. Hemming, A.R.	
	Aus. 413407.	Sgt. McKay, D.J.	
	Aus. 418066.	Sgt. Challis, C.J.	
		Sgt. White, R.D.	
Lancaster DV. 359-	Aus. 414264.	P/O. Samson, R.H.	Captain
		Sgt. Burton, R.G.	
	Aus. 409105.	F Sgt. Gilchrist, A.A.	
	Aus. 420237.	P/O. Kennedy, T.W.	
		Sgt. Andrews, R.J	
		Sgt. Bryant, A.C.	
	Aus. 425790.	F/Sgt. Wakely, F.J.	

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Operations 2/3.1.44. contd.

Lancaster JA.967 -	Aus. 413939.	F/Sgt. Baker, R.M.	Captain
		Sgt. Barton, D.E.	
		F/O. Gains, F.C.	
	Aus. 410655.	F/Sgt. Gotto, P.G.	
	Aus. 425519.	F/Sgt. Jackson, E.A.	
		Sgt. Kenyon, E.	
	Aus. 426613.	F/Sgt. Kelley, R.R.	
Lancaster JA.683 -	Aus. 410033.	F/Sgt. Baxter, D.W.	Captain
		Sgt. Mallon, P.	
	Aus. 422445.	F/O. D'Arcey, A.	
	Aus. 414565.	F/Sgt. Hopgood, G.B.	
	Aus. 414996.	F/Sgt. Ferguson, R.C.	
		F/Sgt. Baldwin, D.T.	
		Sgt. Dunlop, J.D.	

No. 1 Group Summary of Operations, Night 2/3 January, 1944.

Target - Berlin.

Detailed.....	129 Lancasters
Took off.....	116 "
Primary.....	83 "
Abortive.....	28 "
Missing.....	5 "

Primary T.O.T. details not available.

83 aircraft claim to have attacked the primary, dropping: - 74 x 4000 lb. H.C., 6 x 4000 lb. M', 2 x 4000 lb. G.P., 3984 x 30 lb. incendiaries., 58,785 x 4 lb. incends., 8085 x 4 lb 'X' type incends.

Full details of the raid are not yet available as with the exception of a few aircraft the majority of crews have not yet returned from bases outside the Group area.

10/10ths cloud was encountered en route with tops variously reported between 12 and 20,000 feet. At the objective the majority of crews report 10/10ths cloud but there are indications of occasional breaks. The P.F.F. commenced their technique punctually and crews commented on the satisfactory number of flares visible. A fair concentration of flares was achieved but the main force attack was generally considered to be somewhat scattered. Many fires were seen glowing beneath the clouds, but no well developed fires resulted.

From the few reports received, defences appear to have been only moderately active. The general opinion was that flak was moderate, although one or two aircraft were hit by fragments. Fighter activity did not exceed normal, and so far few sightings have been reported. Up to the present two combats have been reported in the Berlin Area as a result of which an M.E.109 is claimed destroyed, and an Me.110 claimed probably destroyed. S/L's were ineffective owing to the cloud.

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VERY SECRET.

OPERATIONS NO. 460 SQUADRON R.A.A.F.

5th January, 1944.

B.C.I.N. 5/6.1.44. "Night Operations" STETTIN: 359 aircraft comprising 113 Lancasters of 1 Group, 120 of 5 Group, 35 of 6 Group and 81 Lancasters and 10 Halifaxes of 8 (P.F.) Group were detailed. A Beaufighter of 100 (S.D.) Group co-operated.

332 aircraft attacked the primary. Cloud over the target was well broken and most crews were able to confirm visually the accuracy of the Pathfinder marking. Visibility was excellent and the bright moon and the Pathfinder flares combined with the snow on the ground to outline the town. Punctually at the opening of the attack the aiming point was well marked by plentiful and concentrated markers and kept similarly marked throughout, resulting in well-concentrated bombing. As the attack developed, large fires and explosions were seen in the town centre with smoke up to 15,000 ft. The glow was seen up to 150 miles away.

Flak defences were moderate and searchlights few and ineffective. Very few fighters or fighter flares were seen at the target until the end of the attack, but the route towards Berlin was observed to be well illuminated. A few combats took place and an aircraft of 5 Group claims a Ju.88 destroyed by collision. The Lancaster returned safely.

15 aircraft are missing.

A.M.B. No. 12559. With the German High Command alarmed at the danger to Berlin, the Luftwaffe again sent its fighter packs to defend the capital last night, leaving the door wide open for our great force of Lancasters, with a smaller number of Halifaxes, to get through to Stettin.

"Judging from what happened last night," a station commander said, after reading the reports of the crews, " the Germans have become so rattled whenever our bombers approach that Berlin comes first and the rest a long, long way behind."

Over a thousand tons of bombs were dropped during the attack, the Germans seemed to have been hopelessly confused by a light force of Mosquitos which bombed Berlin a quarter of an hour before that attack on Stettin opened.

Stettin, key port for sending supplies to the Eastern Front, is less than a hundred miles from Berlin, and almost at any point during the last stages of the journey, the main force might have turned and made for the capital. The Mosquitos seemed to have decided the Luftwaffe.

"Fighter flares began going down, all pointing in the direction of Berlin", a pilot said, "and while we were flying on to Stettin the packs apparently beetled off to Berlin. In any case they weren't over Stettin when we started to bomb."

Another pilot said; "At the point where we turned we could see a long line of fighter flares stretching for 50 miles ahead of us towards Berlin, and when we were some distance further towards

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Stettin we could still see the line of flares away to our right, but there were no flares on our course to Stettin".

Other pilots who were in the last part of the attack reported that the German fighters started to arrive as the attack was finishing.

The bombers had brilliant moonlight for a good part of the way out, though there was some cloud here and there. The sky was clear over the target. Pathfinders changed their tactics from those recently used in thick cloud. When the Pathfinder crews made sure that they were over the target, they dropped visual markers illuminating the target almost as brilliantly as daylight. "When these had gone down we could clearly see all the details of the city", a pilot said. "As I made circuit I could see the street and factory buildings, and even the snow on the ground. Once having got the port lighted up properly, the target indicators were laid, so that the main force should know exactly where to bomb."

Sgt. C. Moir, of Croydon, on his eleventh war flight was the bomb-aimer in one of the first Lancasters to reach the target. "The moon was so bright and the sky so perfectly clear", he said, "that we could see every detail of Stettin - docks, warehouses, streets, houses, and even ships in the river. It was a bomb-aimer's paradise; he could see everything. The light of the moon was amplified by our flares, and by a few isolated searchlights, which were otherwise ineffective.

"Heavy flak was almost negligible, but there was a fair amount of light flak although not enough to interfere with our bombing. After we had left Stettin was well alight. All the fires seemed to be in the middle of the target area, we could see the glow on the clouds when we were well over 150 miles away. After we had left the target a number of fighters arrived and started dropping flares, but we had gone before they realised what was happening".

F/Lt. L. Hancock, of Adelaide, S.Australia, a pilot of a Lancaster, which was one of the last over the target, was on his seventh war flight. "The only fighter we saw crossed in front of us without attacking", he said "The others were evidently too late to intercept us. We saw practically no defences, except a moderate amount of flak on the way home.

"Bombing was very concentrated on the target and before we left fires were merging and setting up a dull, red glow which we could see half an hour afterwards. I had only one look at the target. I was too bust dodging other Lancasters, which were pretty thick over Stettin. My flight engineer said he could see the water in the docks. There were a few flares. Fighters laid them in a line behind us when we left. The flares were nothing like as many as over Berlin.

The port engine of "N for Nan", piloted by F/O. W.M. Reid, of Ellesmore Port, Cheshire caught fire 100 miles before he reached Stettin. He stopped the engine and the fire went out. He then completed the trip on three engines, arriving at his base only 10 minutes late. "We bombed at a lower level than usual", he said, "but we were lucky to get rid of our bombs quickly right on the target. When we were over Stettin, our starboard engine began to run hot, and gave indication of trouble. As soon as we had dropped our bombs the engine cooled, but our speed was reduced. As we had crossed the enemy coast two hours before a twin-engined fighter had come in to attack us, but our rear gunner, Sgt. G. Brown of Halifax, Yorkshire, gave it a short burst with his guns and it broke away and disappeared without replying."

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F/O. D.H. Pearce, of Rugby, pilot on his fourteenth war operation, who has been over Berlin three times, said the attack on Stettin was very concentrated; "Smoke had risen to 12,000 feet over the town by the time we left, and the fires seemed to be still growing. Before we dropped our bombs, we could easily identify the town by the snow covering the edges of the inlet to the sea. It was beginning to get light as we neared our bases. Several Lancasters got together in formation and with signal lamps flashed messages to each other."

O.R.B. 5/6.1.44. CREWS - STETTIN.

Lancaster JB.613 -	Aus. 415259.	W/O. Leary, J.	Captain
		Sgt. McCauley, W.A.	
	Aus. 422684.	F/Sgt. Patterson, A.R.	
	Aus. 420928.	F/Sgt. Farrar, A.J.	
	Aus. 21660.	F/Sgt. McAllister, H.G.	
	Aus. 404094.	F/O. Bown, L.W.	
		Sgt. Pountney, R.S.	
Lancaster JB.637 -	Aus. 420507.	F/Sgt. Teece, P.A.	Captain
		Sgt. Hollingum, R.S.	
		Sgt. Allison, J.	
	Aus. 403288.	F/Sgt. Thomas, E.G.	
	Aus. 420225.	F/Sgt. Mansfield, R.	
		Sgt. McCarthy, J.E.	
		Sgt. Norwood, C.T.	
Lancaster JB.598 -	Aus. 415239.	F/Sgt. Douglas, P.A.N.	Captain
		Sgt. Burton, W.T.	
	Aus 422127.	F/Sgt. Carr, R.A.	
	Aus. 410619.	F/O. Bird, J.P.	
	Aus. 413823.	F/Sgt. Tindale, C.H.	
		Sgt. Martindale, G.H.	
		Sgt. Catward, R.	
Lancaster JB.742 -	Aus. 413041.	W/O. Taggart. W.J.	Captain
		Sgt. Hancock, W.	
		W/O. Paterson, W.	
	Aus. 416525.	F/O. Barclay, W.J.	
	Aus. 413797.	F/Sgt. Robb, A.M.	
		Sgt. Hughes, D.J.	
	Aus. 421954.	F/Sgt. Detores, J.H.	
Lancaster JB.739 -	Aus. 410355.	F/Sgt. Lynch, A.J.	Captain
		Sgt. Mortimer, E.	
	Aus. 420083.	P/O. Vaughan, J.D.	
	Aus. 420081.	F/Sgt. Trinder, H.S.	
	Aus. 413823.	F/Sgt. Cassidy, J.A.	
	Aus. 419417.	P/O. Alexandratos, D.	
	Aus. 419318.	P/O. Lawler, J.L.	
Lancaster JB.741 -	Aus. 403438.	F/L. Utz, E.A.G.	Captain
		Sgt. Hewitt, K.W.	
		F/Sgt. Moore, P.A.	
		F/O. Chadwick, R.H.	
		F/Sgt. Hart, W.C.	
	Aus. 412480.	F/Sgt. Chadwick-Bates, J.F.	
		F/Sgt. Shaughnessy, J.F.	

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Operations 5/6.1.44. contd.

Lancaster ND.393 -	Aus. 413685.	F/Sgt. Stitt, D.H.	Captain
		Sgt. Beale, B.	
	Aus. 425356.	F/Sgt. Pugh, D.M.	
		Sgt. Wiggins, M.D.	
	Aus. 421244.	F/Sgt. Casey, J.N.	
	Aus. 423841.	Sgt. McGrath, E.B.	
	Aus. 417808.	F/Sgt. Coventry, R.J.M.	
Lancaster JB.392 -	Aus. 416656.	P/O. Crosby, P.A.	Captain
		Sgt. Bender, M.H.	
	Aus. 419191.	F/Sgt. Billett, C.	
	Aus. 409280.	P/O. Suffren, C.E.	
	Aus. 410641.	F/Sgt. Chapman, L.H.	
	Aus. 419274.	F/O. Morris, J.N.	
	Aus. 426100.	Sgt. Hodge, S.F.	
Lancaster JB.600 -	Aus. 416423.	F/L. Gardner, C.C.	Captain
		Sgt. Page, R.E.	
	Aus. 409183.	F/Sgt. Nettle, I.L.	
	Aus. 405655.	F/O. Patterson, O.A.S.	
		Sgt. Harris, M.	
	Aus. 416257.	W/O. Gardner, D.D.	
		Sgt. Rothwell, G.	
Lancaster JB.702 -	Aus. 34031.	P/O. Fulloon, C.S.	Captain
		Sgt. Ranger, J.W.	
	Aus. 427024.	Sgt. Prout, B.	
	Aus. 411964.	F/Sgt. Stewart, T.G.	
	Aus. 420745.	F/Sgt. Guthrie, R.J.	
	Aus. 427050.	Sgt. Wintle, L.	
	Aus. 422122.	F/Sgt. Burrows, L.J.	
Lancaster W.4783 -	Aus. 415253.	P/O. Hills, J.L.	Captain
		Sgt. Cleverly, A.	
	Aus. 415211.	F/O. Agg, C.E.	
	Aus. 408931.	F/O. Radcliffe, J.E.	
	Aus. 415474.	F/Sgt. Grahame, J.H.	
		Sgt. Hartwell, H.	
	Aus. 425623.	F/Sgt. Duel, A.R.	
Lancaster JB.743.-	Aus. 397.	S/L. Marsh, H.D.	Captain
		Sgt. King, F.R.	
	Aus. 423225.	F/O. Cohen, A.L.	
	Aus. 413641.	F/Sgt. McCleery, R.J.	
	Aus. 401240.	F/O. Mason, R.	
	Aus. 405074.	W/O. Hayton, P.	
	Aus. 405223.	W/O. Knox, A.E.A.	
Lancaster JA.687 -	Aus. 413939.	F/Sgt. Baker, R.M.	Captain
		Sgt. Barton, D.E.	
		F/O. Gains, F.C.	
	Aus. 410655.	F/Sgt. Gotto, F.G.	
	Aus. 425519.	F/Sgt. Jackson, E.A.	
		Sgt. Kenyon, E.	
		F/O. Howarth, J.	
Lancaster ND.394 -	Aus. 415232.	P/O. Bateman, W.E.M.	Captain
		Sgt. Green, K.E.	
	Aus. 412774.	F/Sgt. Thomson, J.H.	
		P/O. Hemming, A.R.	
	Aus. 413407.	Sgt. McKay, D.J.	
	Aus. 418066.	Sgt. Challis, C.J.	
	Aus. 417351.	Sgt. Douglass, R.G.	

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Operations 5/6.1.44. contd.

Lancaster JA.860 -	Aus. 414947.	F/Sgt. McLachlan, W.R.	Captain
		Sgt. Murray, W.N.	
		Sgt. Jones, J.M.	
		Sgt. Yates, R.C.	
	Aus. 413142.	F/Sgt. Rofe, R.J.	
	Aus. 424189.	F/Sgt. Jonas, W.A.	
		Sgt. White, R.D.	
Lancaster DV.359 -	Aus. 416609.	F/Sgt. Petney, L.	Captain
		Sgt. Wood, M.	
	Aus. 417214.	F/Sgt. Mildred, A.J.	
	Aus 415380.	F/Sgt. King, A.G.	
	Aus. 421010.	F/Sgt. Falconer, D.M.	
	Aus. 425392.	F/Sgt. West, J.D.	
		F/Sgt. Baldwin, D.T.	
Lancaster JA.683 -	Aus. 410033.	F/Sgt. Baxter, D.W.	Captain
		Sgt. Mallon, P.	
	Aus. 422445.	F/O. D'Arcey, A.	
	Aus. 414996.	F/Sgt. Ferguson, R.C.	
	Aus. 424319.	Sgt. Martin, W.J.	
		Sgt. Dunlop, J.D.	
	Aus. 414565.	F/Sgt. Hopgood, C.B.	
Lancaster JB.700 -	Aus. 10991.	F/Lt. Wales, A.W.	Captain
		Sgt. Bowen, I.J.	
	Aus. 406559.	F/O. Lawton, R.W.	
	Aus. 401246.	F/O. Richardson, I.R.	
	Aus. 401711.	F.O. Moore, J.W.	
		F/O. Butler, H.R.	
	Aus. 427933.	F/O. Sanders, A.M.	

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COMBAT REPORT.

1. Serial No.67 5/6 January Lancaster, D-JB742. 460 Squadron R.A.A.F. STETTIN.
2. Over the Target 0348. 180 m.p.h. 130°M.
3. Visibility good 3-4/10 cloud. No moon.
4. Nil.
5. Nil.
6. JU.88 One.
7. Nil.
8. Cannon in nose, no machine gun trace noticed.
9. 600 yards away 200 ft. below and to starboard quarter.
10. Enemy aircraft dit not attack, Rear Gunner in Bomber opened fire.
11. After Rear Gunner opened fire, he gave the pilot 'dive to port'
    (b) As above rear Gunner ordered 'dive to port'
    (c) After Bomber opened fire.
12. Bomber opened fire at 600 yards and ceased at 550 yards. Enemy aircraft opened fire at 600 yards in reply, but did not seem to be firing at our Bomber.
13. Rear Gunner claims hits in front of enemy aircraft.
    No damage or casualties to Bomber and crew.
14. 60 rounds from Rear turret only. Rear Gunner states that his guns ceased firing suddenly due in his opinion, to the ammunition freezing in the tracks. The tracks were not protected in any way and apparently the ammo became very moist and froze.
15. F/Sgt. DeTores J.H. 27 O.T.U. 1667 C.U. No.2. A.G.S. Port Pirie Aust.
    Sgt. Hughes E.J. 27 O.T.U. No.4. A.G.S. 1667 C.U.
16. No Boozer or Monica fitted to aircraft.
17. Our Bomber was still in Target area when the rear gunner sighted the enemy aircraft. The fighter did not appear to see our aircraft. But evasive action was taken by bomber.

NARRATIVE:

The Rear Gunner on sighting or identifying enemy aircraft immediately opened fire the fire was returned half hearted fashion once again showing advantage of the offensive spirit. Evasive action was taken, the pilot diving at 5000 ft., and no more was seen of the enemy aircraft. The Rear Gunner states he saw strikes on the fighter and claims damage

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No. 1 Group Summary of Operations Night 5/6 January, 1944.

Target - Stettin.

Detailed	117	Lancasters
Took off	113	"
Primary	103	"
Abortive	4	"
Missing	5	"
Outstanding	1	"

Primary - T.O.T. 0346 - 0404 hours.

103 aircraft claim to have attacked the primary dropping: - 96 x 4000 lb. H.C., 3 x 4000 lb. M2. 4 x 4000 lb. G.P. 4268 x 30 lb. inc. 64,380 x 4 lb. inc. and 9900 x 4 lb. 'X' type inc.

9-10/10ths cloud with tops round 10,000 ft. was encountered en route all the way to target. There however, there was a good break and visibility was only marred by slight haze. The P.F.F. opened the attack punctually and their marking was reported to have been very well concentrated. All but very few of the crews who attacked the primary bombed on the ground markers, which were maintained in good profusion throughout the attack. Crews report having been able clearly to identify the River Oder and were able to see the outline of streets which were lit up by the ground markers and the many fires which were started. Before the attack had finished the whole town of Stettin was enveloped in a mass of fires which were clearly seen 150 miles away on the return journey. Smoke from these was reported rising to a very considerable height. Many large explosions occurred throughout the attack. Crews also reported very favourably on the P.F.F. route marking technique, finding the flares more useful than the ground markers.

Ground defences would appear to have been overwhelmed by the weight of the attack, only very moderate heavy flak in barrage form being encountered with slightly more intense light flak.

The diversionary attack on Berlin seems to have been successful in drawing off a considerable portion of the night fighter defences, since fighter flares were seen considerable distances to the South between the target and Berlin. No aircraft reports damage by flak. So far five combats have been reported, in two of which the enemy a/c a Ju.88 and an Me.110 are claimed as probably damaged. Information on photographs is not complete but one has been plotted showing the aming point with widespread fires over the town.

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VERY SECRET.

OPERATIONS NO. 460 SQUADRON R.A.A.F.

14th January, 1944.

B.C.I.N. 14/15.1.44. "Night Operations" BRUNSWICK: A strong force of Lancasters was detailed to attack. The force totalled 498 aircraft and comprised: - 151 Lancasters of 1 Group, 57 Lancasters of 3 Group, 153 Lancasters of 5 Group, 46 Lancasters of 6 Group, 89 Lancasters and 2 Halifaxes of 8 (PF) Group. 2 Mosquitoes of 100 Group cooperated.

The route was cloud free until the enemy coast and gradually thickened to 9/10 to 10/10ths. approaching the target.

The attack opened a few minutes early. It is difficult to assess the degree of concentration owing to the presence of markers which are believed to have been dummies. Most crews however, bombed on the sky markers and fires were seen through occasional gaps in the cloud and also reflected on the cloud. Defences over the target area are reported as moderate, but searchlights appeared to have been strengthened in the Hanover area where fighter activity was also strongest. Several combats took place and at least 4 enemy aircraft are claimed as destroyed.

38 aircraft are missing.

A.M.B. No. 12640. The industrial city of Brunswick had its first major attack of the war by Bomber Command, last night, when a great force of Lancasters dropped 2,000 tons of high explosive and incendiary bombs.

Brunswick, a city of nearly 200,000 people, is of great importance as a centre of the aircraft industry. The main assembly plant of the Muhlenbau Und Industrie A.G. - usually contracted to M.I.A.G. - was effectively bombed by the U.S.A.A.F. on Tuesday January 11, but the same firm has many other works in Brunswick which produce major components for Messerschmitt 110s, to be assembled in the main factory. There is also a large plant producing Daimler Benz aero engines.

The target was largely cloud-covered, and sky markers were used to ring the area which was to be attacked. Bombing began at an exceptionally early hour - about ten minutes past seven - and the attack lasted only 23 minutes, so that the bombers were well on the way home before the moon rose. The average rate of bombing was nearly 90 tons a minute, but there must have been moments at the height of the attack when 150 tons a minute were being dropped.

All reports agree that the target was well marked. In a quarter of an hour the glow of large fires was seen below the cloud, and by the end of the attack there were columns of black smoke rising to a great height. The fires were seen by rear gunners, inspite of the dense cloud, when they had the target 150 miles behind them.

- "There were cloud patches over the sea", a pilot said, "and then silvery streaks above us all the time. When we got to Brunswick we were sandwiched between cloud. The lower cloud seemed to break off suddenly to the east, so that it formed a great cliff right on

top/

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top of the town. I saw big explosions, and a large column of black smoke rose to 18,000 feet."

Mosquitoes made feint attacks on Berlin, 110 miles to the east and Magdeburg, 50 miles to the south east. Night fighters did not arrive over Brunswick until the attack was over, but there was severe opposition along the route, where visibility above the cloud was good. Great numbers of fighter flares, some white and some red, some of the ordinary kind and some in pairs, were dropped to guide the main fighter packs to the bombers' stream, both on the way to Brunswick and on the return journey. First combat reports checked show that at least four night fighters were destroyed.

There are many reports of fighters using rockets. Twin-engined aircraft, of the night fighter type, were first equipped with rockets in an attempt to break up the formation of American day bombers. These twin-engined fighters stood off from the bomber force, out of range of their multiple fire power, and shot off their rockets, leaving it to the single-engined fighters to close in. It is evident that the enemy is now also sending up rocket-carrying twin-engined fighters against night bombers, although they may be of little use against bombers which are not flying in close formation.

This is another example of the enemy's anxiety to defend important targets as the result of the complementary attacks of the R.A.F. and the U.S.A.A.F.

"There were many rocket shells," said Sergeant A. Ward, a rear-gunner, from Kimberley, Nottingham. "I watched them shoot along for over 1,300 yards: then there was a minor explosion and they carried on, to finish up in a bigger explosion.

"It was not until we were leaving Brunswick that the fighters got going near us. I saw several bombats. The flak from the target looked rather poor after Berlin, the ground defences seemed very quiet. I saw plenty of fires."

"The rockets looked like the end of a red hot poker when they burst," a bomb-aimer said.

After three red stars had been dropped beside a Lancaster it was attacked by a Junkers 88. "Eight minutes after we had dropped our bombs," said the pilot, Warrant Officer P.R.M. Neale, of Kettering, "we saw tracers passing beneath us. That was the first warning we had. Then I felt a series of thuds, and I knew we had been hit. I dived about 4,000 feet and flattened out, but found that the Junkers had followed us down. It came in for a second effort and our mid-upper gunner fired a long burst. He is sure that he hit the fighter: it pulled over to port and disappeared.

"Our rear turret was damaged and there was a hole right through the main plane between the starboard inner engine and the fuselage. There were two holes in the tail plane. One or two bullets had come through the fuselage and into the navigator's compartment. He was able to see the flash of the tracers quite clearly as they passed by him, inside the aircraft.

"The starboard under carriage and the bomb doors were shot up, and I could not get the flap down. When we came to land only one wheel of the undercarriage worked and I flew around the airfield for ten minutes while we tried to get the other to work. The emergency system would not work either, so I had to make a rough landing. It was our 24th trip and the second time we had been shot up in the same aircraft."

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Lancaster squadrons of the R.C.A.F. bomber group, and of the R.A.A.F. were in the attack. A Canadian mid-upper gunner, Sergeant D.L. Hubbard, of Toronto, described how he drove off a fighter which he is sure fired rockets during the attack.

"As the fighter, a Focke Wulf 190, flashed above my turret, only 150 yards away, I gave him a long burst, and I should think the whole charge entered its fuselage. I saw it tip over on its back and fall away with flame pouring from it. It looked just like a lighted match blowing in the wind."

Besides its aircraft factories Brunswick has other engineering works, and one of the few railway signal factories in Germany - a shop making these was destroyed when Krupps of Essen was bombed. Brunswich is the centre of a fertile agricultural region, and its preserved-food industry is of great importance. The town lies on a west-to-east Trunk railway, with connections to the Baltic ports. There is an inland port on a branch of the Mittelland Canal, feeding to a large network of inland waterways. This is important as a means of transport for the great Hermann Goering Iron Steel Works, which are some distance outside the town.

O.R.B. 14/15.1.44. CREWS - BRUNSWICK.

Lancaster JB.613	-Aus. 403438.	F/L. Utz, E.A.G.	Captain
		Sgt. Hewitt, K.W.	
		F/Sgt. Moore, F.A.	
		F/O. Chadwick, R.H.	
		F/Sgt. Hart, W.C.	
	Aus. 412480.	F/Sgt. Chadwick-Bates, J.F.	
		F/Sgt. Shaughnessy, J.F.	
Lancaster JB.637	-Aus. 409590.	W/O. Power, R.J.	Captain
		Sgt. McKenzie, A.W.	
	Aus. 405904.	F/Sgt. Burley, E.W.	
	Aus. 409632.	F/Sgt. Whiteside, S.	
	Aus. 410673.	F/Sgt. Kerby, J.A.	
		F/Sgt. Wortley, A.E.	
	Aus. 426412.	Sgt. Worley, J.F.	
Lancaster JB.598	-Aus. 415239.	W/O. Douglas, R.A.N.	Captain
		Sgt. Burton, W.T.	
	Aus. 422127.	F/Sgt. Carr, R.A.	
	Aus. 415226.	W/O. Burbridge, F.	
	Aus. 413823.	F/Sgt. Tindale, C.H.	
		Sgt. Martindale, C.H.	
		Sgt. Gatward, R.	
Lancaster JB.742	-Aus. 420838.	Sgt. Martin, R.C.	Captain
		Sgt. Willis, F.C.	
	Aus. 421861.	F/Sgt. Gurdon, P.W.B.	
		F/Sgt. Strain, J.E.	
	Aus. 425120.	F/Sgt. Carlile, W.D.	
		Sgt. Woodward, F.	
		F/Sgt. Howiss, W.J.	
Lancaster JB.739	-Aus. 410355.	F/Sgt. Lynch, A.J.	Captain
		Sgt. Mortimer, E.	
	Aus. 420083.	P/O. Vaughan, J.D.	
	Aus. 420081.	F/Sgt. Trinder, H.S.	
	Aus. 413823.	F/Sgt. Cassidy, J.A.	
	Aus. 419417.	P/O. Alexandratos, D.	
	Aus. 419318.	P/O. Lawler, J.L.	

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Operations 14/15.1.44. contd.

Lancaster ND.364	-Aus. 415259.	W/O. Leary, J.	Captain
		Sgt. Wood, C.	
	Aus. 422684.	F/Sgt. Patterson, A.R.	
	Aus. 420928.	F/Sgt. Farrar, A.J.	
	Aus. 21660.	F/Sgt. McAllister, H.G.	
		Sgt. Roberts, D.	
		Sgt. Pountney, R.S.	
Lancaster JB.741	-Aus. 416953.	F/Sgt. Grant, C.A.	Captain
		Sgt. Rawson, F.D.	
	Aus. 417084.	F/Sgt. Lawrie, E.H.	
	Aus. 422261.	F/O. Cleveland, F.A.	
	Aus. 421426.	F/Sgt. Young, A.G.	
		Sgt. McCarthy, J.E.	
	Aus. 417816.	F/Sgt. Dietman, J.A.	
Lancaster JB.296	-Aus. 420507.	F/Sgt. Teece, P.A.	Captain
		Sgt. Hollingum, R.S.	
	Aus. 32665.	W/O. Goodwin, J.I.	
		Sgt. Robinson, J.	
	Aus. 420225.	F/Sgt. Mansfield, R.	
		Sgt. Robins, P.C.	
		Sgt. Norwood, G.T.	
Lancaster JB.700	-Aus. 408334.	P/O. Howell, J.R.E.	Captain
		Sgt. Jewitt, C.	
	Aus. 418440.	F/Sgt. Lukies, N.J.	
	Aus. 410077.	F/Sgt. Moorhouse, S.A.	
	Aus. 35963.	F/Sgt. Field, L.M.	
	Aus. 427682.	Sgt. Hill, A.C.	
		Sgt. Shaw, W.C.	
Lancaster JB.702	-Aus. 416830.	F/Sgt. Allan, R.N.	Captain
		Sgt. McCauley, W.A.	
	Aus. 416904.	F/Sgt. Trout, M.R.	
	Aus. 403288.	F/Sgt. Thomas, E.G.	
	Aus. 421791.	F/Sgt. Chadwick, W.R.	
	Aus. 426685.	Sgt. Reed, C.W.	
		F/Sgt. Liersch, C.C.	
Lancaster ND.393.	-Aus. 413685.	F/Sgt. Stitt, D.H.	Captain
		Sgt. Beale, B.	
	Aus. 425356.	F/Sgt. Pugh, D.M.	
		Sgt. Wiggins, M.D.	
	Aus. 421244.	F/Sgt. Casey, J.N.	
	Aus. 423841.	Sgt. McGrath, E.B.	
	Aus. 417808.	F/Sgt. Coventry, R.J.M.	
Lancaster JB.600	-Aus. 416423.	F/L. Gardner, R.C.G.	Captain
		Sgt. Page, R.E.	
	Aus. 409183.	F/Sgt. Nettle, I.L.	
	Aus. 405655.	F/O. Patterson, O.A.S.	
		Sgt. Harris, M.	
	Aus. 416257.	W/O. Gardner, D.J.	
		Sgt. Rothwell, G.	
Lancaster ND.392	-Aus. 420438.	F/Sgt. Burke, R.	Captain
		Sgt. Steadman, E.H.	
	Aus. 426045.	F/Sgt. Brooks, J.L.	
	Aus. 420385.	F/Sgt. Henry, A.	
	Aus. 421657.	F/Sgt. Flemming, P.S.	
		F/O. Howarth, J.	
	Aus. 420388.	F/Sgt. Hosier, J.S.	

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Operations 14/15.1.44. contd.

Lancaster JB.662	-Aus.10991.	F/Lt. Wales, A.W.	Captain
		Sgt. Bowen, I.J.	
	Aus. 406559.	F/O. Lawton, R.W.	
	Aus. 401246.	F/O. Richardson, I.R.	
	Aus. 401711.	F/O. Moore, J.W.	
		F/O. Butler, H.R.	
	Aus. 427933.	F/O. Sanders, A.M.	
Lancaster JB.743	- Aus. 416656.	P/O. Crosby, P.A.	Captain
		Sgt. Bender, M.M.	
	Aus. 419191.	F/Sgt. Billett, C.	
	Aus. 409280.	P/O. Suffren, C.E.	
	Aus. 410641.	F/Sgt. Chapman, L.H.	
	Aus. 418879.	F/O. Robb, L.W.	
	Aus. 426100.	Sgt. Hodge, S.F.	
Lancaster JB.734	- Aus. 413041.	W/O. Taggart, W.J.A	Captain
		Sgt. Hancock, W.	
		W/O. Paterson, W.	
	Aus. 416525.	F/O. Barclay, W.J.	
	Aus. 413797.	F/Sgt. Robb, A.M.	
		Sgt. Hughes, D.J.	
	Aus. 421954.	F/Sgt. DeTores, J.H.	
Lancaster JA.687	- Aus. 415253.	P/O. Hills, J.L.	Captain
		Sgt. Cleverly, A.	
	Aus. 415211.	F/O. Agg, C.E.	
	Aus. 408931.	F/O. Radcliffe, J.E.	
	Aus. 415474.	F/Sgt. Grahame, J.H.	
		Sgt. Hartwell, H.	
	Aus. 425623.	F/Sgt. Duel, A.R.	
Lancaster JA.860	- Aus. 414947.	F/Sgt. McLachlan, W.R.	Captain
		Sgt. Murray, W.N.	
		Sgt. Jones, J.M.	
		Sgt. Yates, R.C.	
	Aus. 413142.	F/Sgt. Rofe, R.J.	
	Aus. 424189.	F/Sgt. Jonas, W.A.	
		Sgt. White, R.D.	
Lancaster JA.683	- Aus. 410033.	F/Sgt. Baxter, D.W.	Captain
		Sgt. Mallon, P.	
	Aus. 422445.	F/O. D'Arcey, A.	
	Aus. 414565.	F/Sgt. Hopgood, C.B.	
	Aus. 414996.	F/Sgt. Ferguson, R.C.	
	Aus. 424319.	Sgt. Martin, W.J.	
		Sgt. Dunlop. J.D.	
Lancaster DV.359	- Aus. 414264.	P/O. Samson, R.H.	Captain
		Sgt. Burton, R.G.	
	Aus. 409105.	F/Sgt. Gilchrist, A.A.	
	Aus. 420237.	P/O. Kennedy, T.W.	
		Sgt. Andrews, R.J.	
		Sgt. Bryant, A.G.	
	Aus . 425790.	F/Sgt. Wakely, F.J.	
	Aus. 415341.	F/Sgt. Lynch, C.B.	
Lancaster DV. 193-	Aus. 416609.	F/Sgt. Petney, L.	Captain
		F/Sgt. Wood, M.	
	Aus. 417214.	F/Sgt. Mildred, A.J.	
	Aus. 415380.	F/Sgt. King, A.G.	
	Aus. 421010.	F/Sgt. Falconer, D.M.	
	Aus. 434078.	Sgt. Bell, J.H.	
		Sgt. Daley, P.J.	

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Operations 14/15.1.44. contd.

Lancaster ND.394 - Aus. 415232. P/O. Bateman, W.E.M. Captain
Sgt. Green, K.E.
Aus. 412774. F/Sgt. Thomson, J.H.
P/O. Hemming, A.R.
Aus. 413407. Sgt. McKay, D.J.
Aus. 418066. Sgt. Challis, C.J.
Aus. 417351. Sgt. Douglass, R.G.

Lancaster

COMBAT REPORT

1. Serial No. 70 14/15. January, 1943, Lancaster 'C' JB.598 460 Squadron R.A.A.F. BRUNSWICK.
2. 8 Miles south of target 52°07" 10°34, 1923 190 R.A.S. 192 T.
3. Broken cloud 6/10 No moon.
4. Nil.
5. Nil.
6. FW.190 One.
7. Nil.
8. Cannon and Machine gun.
9. 150 yards.
10. One attack from port quarter down pulling his nose up and breaking away to starboard behind.
11. Dive to port.
(a) M.U. Gunner ordered Dive to Port.
(b) As soon as E.A. was seen.
12. E.A. opened fire at 150 yards and ceased at 100 yards. Bomber did not return fire.
13. No damage to E.A. but bomber was damaged, in following manner, oil supply link to M.U. shot away, oxygen supply lines damaged. Starboard AMMO Tracks to rear turret damaged.
14. No rounds fired from Bomber.
15. Sgt. Martindale No. 1 A.G.S. Pembrey 27 O.T.U. 1662 C.U.
Sgt. Gatward " " " "
16. No Boozer or Monica fitted.
17. As soon as E.A. was sighted correct evasive action was given by gunner enabling bomber to avoid further trouble. Gunner did not see fighter in time to avoid damage to Bomber.
18. NARRATIVE:
This crew has completed 16 operations and has done good work. Owing to poor visibility on this occasion the gunners did not see the fighter in time to avoid this attack and comsequently damage to their own aircraft.

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COMBAT REPORT.

1. Serial No. 71 14/15th January, 1944, Lancaster 'K' JB.296 469 Squadron R.A.A.F. BRUNSWICK.
2. 52°50' N. 0930 E. 1908½, 200. 138 M.
3. 10/10 cloud below tops 6000. No moon.
4. Nil.
5. Nil.
6. Twin engined aircraft possibly JU.88 One aircraft only.
7. Nil.
8. Cannon.
9. 400 yards away on starboard beam attacking another Lancaster.
10. One attack.
11. Dive to starboard.
    (a) M.U. Gunner ordered dive to starboard.
    (b) As soon as he appeared to make his attack.
12. Enemy aircraft continued to fire at Bomber after breaking his attack from previous Lancaster he was at that time 300 yards away, he ceased fire at 150 yds. M.U. Gunner in Bomber opened fire at 400 yards whilst Enemy was attacking the other aircraft.
13. No damage to Bombers and no hits claimed on enemy aircraft.
14. 120 rounds from M.U. turret.
15. Sgt. Robins M.U. Gunner No. 4 A.G.S. 30 O.T.U. 1667 C.U.
    Sgt. Norwood R. Gunner. No.9. A.F.U. " "
16. Boozer fitted but U.S. No Monica fitted.
17. The M.U. Gunner in this aircraft showed good spirit in endeavouring to assist another aircraft in trouble. As fighters attention, later seemed to be focused on this bomber, the M.U. Gunner ordered correct evasive action and was lost to fighter.

NARRATIVE:

This crew has completed 3 operations and they are quite keen. Evidence of this is shown by offensive spirit portrayed by M.U. Gunner. As the Lancaster which this bomber assisted did evasive action towards this aircraft, the fighter in following it, saw our aircraft and appeared to fire at it. The trace passed beneath, however, and no damage resulted.

COMBAT REPORT.

1. Serial No. 72 14/15th January, 1944, Lancaster 'K' JB.296 460 Squadron R.A.A.F. BRUNSWICK.
2. 5 miles South of Brunswick 1926, 180 m.p.h. 203 M.
3. 10/10 cloud below tops 6000. No moon.
4. Nil.
5. Nil.
6. ME.210 One aircraft only.
7. Nil.
8. As enemy aircraft did not fire type of armour was not noticed.
9. 200 yards away slightly on starboard Bow, above.
10. Enemy aircraft did not make an attack.
11. As pilot saw aircraft first, he immediately dived to starboard.
    (a) Nil.
    (b) Pilot took evasive action immediately on Sighting E.A.
12. Enemy aircraft did not open fire, but M.U. Gunner opened fire when E.A. was approximately 100 yards away slightly up to port.
13. Nil damage to bomber, but M.U. Gunner and pilot state that trace was hitting enemy aircraft and most probably it was damaged.
14. M.U. Fired 100 rounds from each gun.
15. Sgt. Robins M.U. Gunner No.4. A.G.S., 30 O.T.U. 1667 C.U.
    Sgt. Norwood Rear Gunner. No.9. A.F.U. " "
16. Boozer fitted but U.S. No Monica fitted.
17. This is the 2nd combat in which this aircraft took part on this particular sortie, the attack came from head-on and only M.U. Gunner could get his guns to bear on it.

NARRATIVE:

contd/

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COMBAT REPORT.(contd.)

NARRATIVE:

It is doubtful whether enemy aircraft would have bothered our Bomber on this occasion as releative speed was so great. However the pilot saw the fighter first and immediately took evasive action. The M.U. Gunner saw the enemy aircraft passing overhead and banking slightly, so opened fire. He claims damage, but it is doubtful whether he hit it due to high relative speed. The crew has completed three trips.

COMBAT REPORT.

1. Serial No.74 14/15th January, 1944, Lancaster 'N' 460 Squadron R.A.A.F. BRUNSWICK.
2. Over target, 1927 165 m.p.h. 100 T.
3. 8/10 cloud below tops 8000 ft. 3/4/10th above no moon.
4. Searchlights at target, but bomber was not affected by them, similarly fighter flares were present, but did not assist enemy aircraft in its attack.
5. Nil.
6. M.E. 109 2 No particular formation.
7. Nil.
8. Cannon and machine guns.
9. Dead astern and slightly above 200 yards range.
10. There were 2 attacks. The first attack judging from damage to Bomber came from below and astern, breaking away slightly above to port. There must have been other fighters in the vicinity for the Bomber was again hit and the crew are not certain from which direction the attack came.
11. Nose down diving to port.
    (a) Pilot on seeing trace passing over left wing without waiting for instructions dived to port, as enemy seemed to be following Bomber in curve of pursuit, M.U. Gunner ordered corkscrew.
    (b) During diving turn to port. When this evasive action was completed, rear gunner noticed a twin engined aircraft about 300 yards away slightly above on port quarter. As he committed himself to the attack Rear Gunner ordered dive to port.
12. Enemy aircraft opened fore 200 yards away and ceased about 75 yards Bomber replied immediately at approx 200 yards range and ceased as he broke away at 75 yards.
13. Bomber was damaged in following manner: - Starboard elevator shot away, port rudder fin, badly damaged, serve feed mechanism, port wing and flaps damaged, Port type punctured. Port Bomb door hinges also hit.
14. 50 rounds from rear turret before turret went u/s. due to enemy aircraft 50 rounds from right hand gun only, left 1st position stoppage did not fire at all.
15. Sgt. McGrath. No.2. B.A.G.S. (Aust) 27 O.T.U. 1656 C.U.
    Sgt. Coventry No.3. B.A.G.S. " " "
16. No Boozer or Monica fitted to aircraft.
17. This crew seemed a trifle confused on interrogation and did not seem to agreeon various points. It appears that all attention was centered on one enemy aircraft abd a complete disregard for further search. They have been instructed to avoid this in future.

NARRATIVE:

This crew has only done 3 operations and through inexperience left themselves open to serious damage which could have proved far more serious. However their evasive action seems quite good and was quickly carried out. The M.U. Gunner claims he hit the fighter which sounds feasible as it must have been a point blank shot.

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COMBAT REPORT.

1. Serial No. 73 dated 14/15th January, 1944. Lancaster 'T' JB.743 460 Squadron R.A.A.F. BRUNSWICK.
2. 52°04 N. 10°30 E. 1921, 175 R.A.S. 195 T.
3. 10/10 cloud below tops about 8,000
4. Nil No moon.
5. Nil.
6. ME.210 One only.
7. No lights carried.
8. Cannon in nose.
9. Enemy aircraft was 800 yards away down on Prt quarter.
10. One attack, curve of pursuit from below port quarter, enemy aircraft breaking away to port down.
11. Steep dive to port followed by corkscrew to starboard.
    (a) M.U. Gunner ordered Dive port 'Go' The enemy aircraft was lost to his vision. Rear gunner ordered corkscrew starboard, as enemy followed in curve of pursuit attack.
12. Enemy aircraft opened fire at 800 yards and ceased at 600 yards. Rear Gunner tried to fire his guns, but oil in articulated pipe line was frozen. So he fired a few rounds manually.
13. Nil.
14. Rear Gunner fired about 12 rounds. Stoppage due to frozen pipe line to rear near releases.
15. F/O. Robb. No. 3 B.A.G.S. (Aust) 27 O.T.U. 1667 C.U.
    F/Sgt. Hodge. No. 1 B.A.G.S. (Aust) " "
16. Neither Boozer or Monica fitted.
17. The enemy aircraft was picked quite early by our gunners and by means of evasive action it was soon lost to sight causing no damage.

NARRATIVE:

This crew has completed 12 operations and is regardeda as an efficient crew. The rear gunner ordered corkscrew and immediately endeavoured to return the fire, but as his servo mechanism was frozen, he cannot claim any success. The gunner has been instructed to try and prevent this trouble in future. Evasive action was correctly given and carried out and fighter was soon lost.

COMBAT REPORT.

1. Serial No. 73. 14/15 January, 1944, Lancaster 'F' ND.364 460 Squadron R.A.A.F. BRUNSWICK.
2. Target area, 1926 165 I.A.S. 125 M.
3. Cloud over target 8/10 tops about 8000 No moon.
4. Nil.
5. No Unusual Phenomena.
6. 1 Aircraft ME.210.
7. No lights carried.
8. As enemy aircraft did not fire type of armament not noticed.
9. Enemy aircraft was 500 yards away slightly down on port quarter.
10. Enemy aircraft committedhimself to the attack about 400 yards away, coming in with nose slightly up, breaking away to starboard up.
11. Dive to port.
    (b) M.U. Gunner ordered "Dive Port 'go'.
    (c) As soon as enemy aircraft began his attack.
12. M.U. Gunner opened fire at 300 yards after he had given evasive action he ceased fire 250 yards.
13. No damage to either aircraft.
14. M.U. Gunner fired about 80 rounds. No stoppages encountered.
15. Sgt. Roberts. 1 A.G.S. 81 O.T.U. 1662 C.U.
    Sgt. Pountney. " 27 O.T.U. 1656 C.U.
16. No Boozer or Monica fitted.
17. Usual target area attack, evasive action promptly given and executed.

NARRATIVE:

The mid upper gunner in bomber was quick to see and identify enemy aircraft. He gave evasive action quickly, opened fire, and fighter was quickly lost to view. He does not claim any damage to fighter.

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No. 1 Group Summary of Operations Night 14/15 January, 1944

Target - Brunswick		
	Detailed.....151	Lancasters
	Took off.....151	"
	Primary.....132	"
	Last resort.....2	"
	Abortive.....6	"
	Missing.....11	"

Primary - T.O.T. 1914 - 1931 hours.

132 aircraft claim to have attacked the primary dropping: - 123 x 4000 lb. H.C. 1 x 4000 lb. C.P. 8 x 4000 lb. M2, 7280 x 30 lb. inc. 145,290 x 4 lb. inc. and 13,230 x 4 lb 'X' type inc.

The route was cloud free until shortly after crossing the Dutch/German Frontier on the way out and from there cloud thickened until it became up to 10/10ths on the target area with tops in the neighbourhood of 10,000 ft. This prevented the majority of crews using the P.F.F. ground markers and a large proportion of bombing was carried out on the emergency blind bombing technique. The P.F.F. markers were reported to have been seen as much as five minutes before zero hour. The marking was scattered and somewhat spasmodic at the commencement but later built up to a fair concentration. The cloud prevented satisfactory observation of results but judged from the glow beneath the cloud the attack would appear to have been somewhat scattered with a tendency to spread towards the South, and although a few crews report that the glow of fires could be seen for a considerable distance, some suggest up to 100 miles, no really satisfactory concentration appears to have been achieved. A few large explosions in the target area were reported throughout the attack.

Whilst the ground defences in the target area were not impressive, Fighters were active. Twelve aircraft were engaged in combat.

The P.F.F. route markers at position 'P' were reported to be scattered and South of track. Those at position "Q" on the homeward route was however well placed and helpful.

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VERY SECRET.

OPERATIONS NO. 460 SQUADRON R.A.A.F.

20th January, 1944.

B.C.I.N. 20/21.1.44. "Night Operations" BERLIN: The Capital of the Reich was the target for 769 aircraft. The force comprised:- 144 Lancasters of 1 Group, 62 Lancasters of 3 Group, 155 Halifaxes of 4 Group, 155 Lancasters of 5 Group, 97 Halifaxes and 47 Lancasters of 6 Group, 88 Lancasters, 11 Halifaxes and 10 Mosquitoes of 8 (P.F.) Group. 5 Mosquitoes of 100 Group co-operated.

Weather gradually thickened en route to the target where clouds of 10/10ths., density prevailed with tops at 10,000 ft. to 15,000 ft. Practically all crews relied on sky markers as the ground markers quickly disappeared into cloud. The attack opened on time. Slightly scattered at the start on a line running from west to east across the City, the marker flares settled to a good concentration with the main concentrations at each end of the line. Reports indicate that the main weight of the attack fell between the two ends of the line drawn by the flares with the larger portion in the centre and at the east end of the line. Reflected on the cloud a steady glow was visible long after leaving the target area and one particularly heavy explosion was noted at 19.37 hrs. and another at 19.47 hrs. Several fighters were seen, but few combats have been reported. Although Berlin this morning claims that the weather conditions indicated an attack and that they were ready for it, defences appeared somewhat meagre under the circumstances, and fighter flares less numerous than on previous occasions. In spite of Berlin's boast of readiness, there was distinctly more reaction on the homeward journey after the mission had been concluded. Flares were noted as far back as the Dutch coast.

35 aircraft are missing.

A.M.B. No. 12687. Last night's 30-minute attack on Berlin was carried out by the largest force of Lancasters and Halifaxes that have so far been sent by Bomber Command to the capital. Again more than 2,300 tons of bombs were dropped within half an hour. A great cluster of sky markers was continuously maintained over the target from half past seven until 8 0'clock.

Crews could see the glow of the fires under the clouds a great distance away on the homeward flight. In the later stages of the attack, black smoke spiralled up several thousand feet above the bombers. One crew reported that when the clouds suddenly broke in a single place, they saw the streets clearly defined in the light of fires.

Many explosions were observed as the attack developed and one, just before a quarter to eight, was very violent and noted by many crews.

There was a continuous layer of icing from the enemy coast to the German capital, but many thousands of feet below the bombers' operational height. The enemy fighters were late in arriving over Berlin and made few interceptions on the way out. As the attack developed, they began to reach Berlin and one

bomber/

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bomber group reported about 40 sightings all over the target area, with five inconclusive combats resulting. Most early arrivals sighted no fighters at all, although they saw the enemy laying a flare path over the city when they were well away from the target.

The searchlights were blanketed by clouds and the flak seems to have been lighter than usual, and, as one pilot put it, in the form of a "loose barrage".

"On the way out none of us glimpsed any fighters," said F/O. L.J. Kingwell, of New Southgate, London. "we were about three minutes flying time from the big city when the first markers started to go down. The pathfinders seemed to have done a magnificent job of work.

"The searchlights were illuminating the clouds over Berlin but not penetrating them. What really shook me was the lack of flak. When we went there before we had plenty. Sometimes we've spotted the barrage going up when we were 80 miles away. At one point last night I had a look round and I identified one single burst over Berlin.

"We bombed on the sky markers. As we were going home we saw night fighters laying single flares here and there. They were too late for us, though they may have intercepted some later aircraft."

A Lancaster pilot who has now been to Berlin eight times, said that this was much the easiest of the eight trips. "The reception they gave us was very mild," he added.

"After we had bombed," said Sgt. G.F. Cairns, of Long Framlington, Northumberland, rear-gunner on a Halifax, "they began to lay flares. The light appeared to be following us and they must have kept it up for a distance of 30 miles from the target. We had one encounter with a single-engined fighter, it seemed to be flying straight at us and I could see that there was a slight fire aboard. I don't know whether the pilot had lost control or meant to attack us - I didn't stop to find out.

"The fighter came within 400 yards of us, and then I fired. The flames became fiercer and the enemy broke away. I lost sight of him in cloud. I don't think he is likely to have got home."

The Canadian bomber group was well represented in the attack and the "Porcupine Squadron" was out for the first time. Three Royal Australian Air Force Lancaster Squadrons and one Halifax squadron were also in the battle.

One bomber Squadron, based in the North of England, made its 100th operation with Lancasters last night. This was the first night bomber squadron in France in the last war, and, in this war it has done a good deal of work in the Far East. It has been engaged throughout the Battle of Berlin. Its motto is very appropriate for its present work. In Malay, it reads:- "Do not just stir up a hornets nest" meaning that the nest must be completely destroyed.

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O.R.B. 20/21.1.44.

CREWS - BERLIN.

Lancaster ND.364 -	Aus. 405887.	W/O. Stafford, M.	Captain
		Sgt. Dixon, F.D.	
		F/O.Hanson, C.E.	
		F/Sgt. McIntyre, W.	
		Sgt. Kennedy, T.H.	
		Sgt. Davies, J.	
		Sgt. Daly, P.J.A	
Lancaster JB.637 -	Aus. 409590.	W/O. Power, R.J.	Captain
		Sgt. McKenzie, A.W.	
	Aus. 405904.	F/Sgt. Hurley, E.W.	
	Aus. 409632.	F/Sgt. Whiteside, S.	
	Aus. 410673.	F/Sgt. Kerby, J.A.	
		F/Sgt. Wortley, A.E.	
	Aus. 426412.	Sgt. Worley, J.F.	
Lancaster ND.361 -	Aus. 415341.	F/Sgt. Lynch, C.B.	Captain
		Sgt. Petch, J.L.	
		Sgt. Symmonds, H.	
	Aus. 422104.	F/Sgt. Beattie, H.H.	
	Aus. 415740.	F/Sgt. Schofield, G.	
	Aus. 427674.	F/Sgt. Forbes, A.G.	
	Aus. 427159.	F/Sgt. Smith, N.A.	
Lancaster JB.741 -	Aus. 34031.	P/O. Fulloon, C.S.	Captain
		Sgt. Rager, J.W.	
	Aus. 427024.	Sgt. Prout, B.	
	Aus. 411964.	F.Sgt. Stewart, T.O.	
	Aus. 420745.	F/Sgt. Guthrie, R.J.	
	Aus. 427050.	Sgt. Wintle, L.	
	Aus. 422122.	F/Sgt. Burrows, L.J.	
Lancaster JB.739 -	Aus. 410355.	F/Sgt. Lynch, A.J.	Captain
		Sgt. Mortimer, E.	
	Aus. 420083.	P/O. Vaughan, J.D.	
	Aus. 420081.	F/Sgt. Trinder, H.S.	
	Aus. 413823.	F/Sgt. Cassidy, J.A.	
	Aus. 419417.	P/O. Alexandratos, D.	
	Aus. 419318.	P/O. Lawler, J.L.	
Lancaster JB.598 -	Aus. 415239.	W/O. Douglas, R.A.N.	Captain
		Sgt. Burton, W.T.	
	Aus. 422127.	F/Sgt. Carr, R.A.	
	Aus. 415226.	W/O. Burbridge, F.	
	Aus. 413823.	F/Sgt. Tindale, C.H.	
		Sgt. Martindale, C.H.	
		Sgt. Gatward, R.	
Lancaster JB.742 -	Aus. 420838.	Sgt. Martin, R.C.	Captain
		Sgt. Willis, F.C.	
	Aus. 421861.	F/Sgt. Gurdon, P.W.B.	
		F/Sgt. Strain, J.E.	
	Aus. 425120.	F/Sgt. Carlile, W.D.	
		Sgt. Woodward, F.	
		F/Sgt. Howiss, W.J.	
Lancaster JB.296 -	Aus. 420507.	F/Sgt. Teece, P.A.	Captain
		Sgt. Hollingum, R.S.	
		Sgt. Allison, J.	
		Sgt. Robinson, J.	
	Aus. 420225.	F/Sgt. Mansfield, R.	
		Sgt. Robins, P.C.	
		Sgt. Norwood, G.T.	

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Operations 20/21.1.44. contd.

Lancaster JB.700 -	Aus. 408334.	P/O. Howell, J.R.E.	Captain
		Sgt. Jewitt, C.	
	Aus. 418440.	F/Sgt. Lukies, N.J.	
	Aus. 410077.	F/Sgt. Moorhouse, S.A.	
	Aus. 35963.	F/Sgt. Field, L.M.	
	Aus. 427682.	Sgt. Hill, A.C.	
		Sgt. Shaw, W.C.	
Lancaster JB.702 -	Aus. 416830.	F/Sgt. Allan, R.N.	Captain
		Sgt. McCauley, W.A.	
	Aus. 416904.	F/Sgt. Trout, M.R.	
	Aus. 403288.	F/Sgt. Thomas, E.G.	
	Aus. 421791.	F/Sgt. Chadwick, W.R.	
	Aus. 426685.	Sgt. Reed, C.W.	
		F/Sgt. Liersch, C.G.	
Lancaster JB.600 -	Aus. 416423.	F/L. Gardner, C.C.	Captain
		Sgt. Page, R.E.	
	Aus. 409183.	P/O. Nettle, I.L.	
	Aus. 405655.	F/O. Patterson, O.A.S.	
		Sgt. Harris, M.	
	Aus. 416257.	W/O. Gardner, D.D.	
		Sgt. Rothwell, G.	
Lancaster JB.734 -	Aus. 413041.	W/O. Taggart, W.J.	Captain
		Sgt. Hancock, W.	
		W/O. Paterson, W.	
	Aus. 416525.	F/O. Barclay, W.J.	
	Aus. 413797.	F/Sgt. Robb, A.M.	
		Sgt. Hughes, D.J.	
	Aus. 421954.	F/Sgt. Detores, J.H.	
Lancaster ND.392 -	Aus. 420438.	F/Sgt. Bunke, R.	Captain
		Sgt. Stedman, E.H.	
	Aus. 426045.	F/Sgt. Brooks, J.L.	
	Aus. 420385.	F/Sgt. Henray, A.	
	Aus. 421657.	F/Sgt. Fleming, F.S.	
	Aus. 427454.	F/Sgt. Cooper, S.W.	
	Aus. 420388.	F/Sgt. Hosier, J.S.	
Lancaster JB.662 -	Aus. 10991.	F/L. Wales, A.W.	Captain
		Sgt. Bowen, I.J.	
	Aus. 406559.	F/O. Lawton, R.W.	
	Aus. 401246.	F/O. Richardson, I.R.	
	Aus. 401711.	F/O. Moore, J.W.	
		F/O. Butler, H.R.	
	Aus. 427933.	F/O. Sanders, A.M.	
Lancaster JA.687 -	Aus. 415253.	P/O. Hills, J.L.	Captain
		Sgt. Cleverly, A.	
	Aus. 408931.	F/O. Radcliffe, J.E.	
	Aus. 415211.	F/O. Agg, C.E.	
	Aus. 415474.	F/Sgt. Grahame, J.H.	
		Sgt. Hartwell, H.	
	Aus. 425623.	F/Sgt. Duel, A.R.	
Lancaster JA.860 -	Aus. 414947.	F/Sgt. McLachlan, W.R.	Captain
		Sgt. Murray, W.N.	
		Sgt. Jones, J.M.	
		Sgt. Yates, R.C.	
	Aus. 413142.	F/Sgt. Rofe, R.J.	
	Aus. 424189.	F/Sgt. Jonas, W.A.	
		Sgt. White, R.D.	

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Operations 20/21.1.44. contd.

Lancaster JA.683 -	Aus. 410033.	F/Sgt. Baxter, D.W.	Captain
		Sgt. Mallon, P.	
	Aus. 422445.	F/O. D'Arcey, A.	
	Aus. 414565.	F/Sgt. Hopgood, C.B.	
	Aus. 414996.	F/Sgt. Ferguson, R.C.	
	Aus. 424319.	Sgt. Martin, W.J.	
		Sgt. Dunlop, J.D.	
Lancaster DV.359 -	Aus. 413916.	P/O. Wade, R.N.T.	Captain
		Sgt. Goulden, H.G.	
	Aus. 420357.	F/Sgt. Pottier, V.A.	
	Aus. 420884.	F/Sgt. Hoyle, A.R.	
	Aus. 400629.	F/O. Chapman, C.C.	
	Aus. 423826.	Sgt. Mortimer, T.W.	
		Sgt. Eley, J.	
Lancaster DV.193 -	Aus. 416609.	F/Sgt. Petney, L.	Captain
		F/ Sgt. Wood, M.	
	Aus. 417214.	F/Sgt. Mildred, A.J.	
	Aus. 415380.	F/Sgt. King, A.G.	
	Aus. 421010.	F/Sgt. Falconcer, D.M.	
		Sgt. Roberts, D.	
		F/Sgt. Baldwin, D.T.	
Lancaster ND.394 -	Aus. 415232.	P/O. Bateman, W.E.M.	Captain
		Sgt. Green, K.E.	
	Aus. 421774.	F/Sgt. Thomson, J.H.	
		P/O. Hemming, A.R.	
	Aus. 413407.	Aus. Sgt. McKay, D.J.	
	Aus. 428066.	Sgt. Challis, C.J.	
	Aus. 417351.	Sgt. Douglass, R.G.	

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No. 1 Group Summary of Operations Night 20/21 January, 1944.

Target - Berlin.	Detailed.....149	Lancasters
	Took off.....144	"
	Primary.....127	"
	Last resort.....5	"
	Abortive.....9	"
	Missing.....3	"

Primary - T.O.T. 1932 - 1959 hours.

127 Lancasters claim to habe attacked the primary dropping: - 122 x 4000 lb. H.C. 4 x 4000 lb. M2. 6,992 x 30 lb. incends. 154, 467 x 4 lb. incends. 13,113 x 4 lb "X" type incends.

Haze and low cloud which gradually increased from 7 degs. East was encountered en route to the target which apart from occasional gaps was almost completely obscured with cloud of 10/10ths with tops variously estimated as from 10-15,000 ft. Under the existing weather conditions only very few crews found it possible to bomb the Ground markers and the big majority identified the target by the blind bombing technique which was used by the P.F.F. This was unanimously reported as on time although at the commencement it appeared to be somewhat scattered and to the East running in a line across the target to the West. As the attack developed however the Flares became centred to the West and over a built up area detected by our aircraft using navigational aid. The markers were well maintained in a good sequence and bombing appears to have been well concentrated, reports indicating that a good healthy red glow developed over a large area which was visible 60 miles away, and a large spiral of smoke was seen ascending to over 25,000 ft. in the later stages of the attack. Several explosions took place in the target area, one at 1943 was followed by three very large yellowish explosions at approximately 1950 hours.

Opposition from Ground defences early in the attack is reported as almost negligible and not nearly so formidable as on previous occasions. Fighter flares were not nearly so much in evidence as formerly. Numerous sightings however are reported and from information already received 42 out of 52 took place in and around the target area. Only few combats have been reported 4 out of 5 in the Berlin Leipzig area and one 20 miles S.E. of the Muritz Lake. All these proved inconclusive although in the latter the rear gunner and M/U gunner were both killed by cannon fire.

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VERY SECRET.

OPERATIONS NO. 460 SQUADRON R.A.A.F.

21st January, 1944.

B.C.I.N. 21/22.1.44. "Night Operations" MAGDEBURG: A strong force of 648 aircraft was detailed to attack. The force comprised: 132 Lancasters of 1 Group, 43 Lancasters of 3 Group, 134 Halifaxes of 4 Group, 122 Lancasters of 5 Group, 69 Halifaxes and 45 Lancasters of 6 Group, 79 Lancasters, 21 Halifaxes and 3 Mosquitoes of 8 (PF) Group. 5 Mosquitoes of 100 Group co-operated.

Weather en route was mostly 10/10ths cloud which broke upon the approach to the target where conditions were 2/10 - 8/10ths. with tops between 3,000 - 10,000 ft. Markers and bombs were scattered to the south of the target area during the early stages, but a much better concentration was achieved as the attack progressed, when the P.F. markers became more accurate. Substantial fires were observed, the glow from which was visible up to 150 miles on the return journey, with smoke reported up to 15,000 ft. Several big explosions were seen in the target area. Flak defences were slight to moderate with a few ineffective searchlights. There was considerable fighter activity in the target area and fighter flares were reported on the route from the enemy coast to the target and on the homeward journey. Fighters were specially active between Hamburg and Bremen.

51 aircraft are missing.

A.M.B. No. 12705. Believing that another heavy attack was to be made on Berlin, the German High Command last night appeared to have put up every available squadron of the Luftwaffe to break up Bomber Command's large force of Lancasters and Halifaxes sent to Magdeburg.

The ground defences at Magdeburg however, were not so strong as those of Berlin, and the city's guns and searchlights appeared to have been overwhelmed by the weight and speed of the attack - more than 2,000 tons of high explosive and incendiary bombs dropped in 34 minutes.

Once again it was a battle between the fighters and the bombers. The battle began soon after the bombers crossed the enemy coast, and the fighting went on all along the route, and then again on the return journey.

The bombers had the advantage of cloud cover most of the route, and some of the bombers appear to have got through without being spotted by the enemy. Others sighted two or more fighters before they arrived over the target, and several had combats.

"The enemy made a supreme effort last night to stop us," said one experienced Squadron Commander. "The ground defences trying to co-operate by putting the fighters on to our route. Once or twice, when the clouds cleared, we could see the beams of the searchlights pointing along the ground to show the fighters the direction we were taking. But although they did everything they could to break us up, we arrived over the target dead on time,

and/

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and when I left there were four big areas of fire merging into one."

Most of the crews agreed that despite all the careful planning by the Luftwaffe, the fighters did not reach Magdeburg until after the attack had started.

P/O. L.A. Coxshill, of Southend, a Lancaster pilot who finished his tour of operations last night and was one of the first to bomb, found the defences very ill-prepared. "There were hardly any searchlights," he said, "and the flak seemed very mild after Berlin. We bombed the flares dropped by the pathfinders and did not see any fighters while over the city."

Later arrivals reported that, although some of the fighters had hurried off to defend Berlin fromthe small force of Lancasters and Mosquitos sent there to split the enemy forces, the fighter packs were up in such strength that several of them reached Magdeburg in time. Enemy flares kept going down in great numbers.

"They tried to ring the whole town", a pilot said, "so that none of us could get through without being spotted. Even when the attack was over and we were on our way home, the enemy dropped a great many flares on the route. They followed us for a good part of the journey."

Three rockets were seen by the pilot of a Halifax - F/O. A. Wimberley, of Forest Side, Nr. Chichester. "I could not make out from where thay had been launched", he said. "They were bright red cylinders - about four feet long, I should think. They moved at a great speed, but the three which were fired at us fizzl fizzled out before they reached us.

"There were several fighters over the target, showing lights. None of them attacked us, and we dropped our bombs and made our way out again. There was a large area of fire with a column of white smoke which had reached a height of many thousands of feet." Other crews reported seeing the glow of the fires when they were 150 miles on the return journey.

"Thin, low broken cloud," said a gunner, "skidded quickly across the town and through the gaps we saw streets and buildings, and the winding river. The shape of the town patterned by the fires, which got going very quickly."

Sgt. L.S. Sumak, a Lancaster mid-upper gunner from Hamilton, Ontario, who has been on fifteen war flights, noticed five fighters in a row heading for the target. "Fighter flares were being dropped on the way in," he said, "and in the light of these we saw the five fighters in line astern. There was one terrific blue and green explosion while we were over the target."

F/Sgt. D.H. Stitt, of Gordon, Sydney, pilot of a Lancaster, said: "The wind was very strong and was following us to Magdeburg. We could see the clouds moving across the searchlight beams very quickly. The river just outside the town was reflected in the light of these searchlights. On the way back we passed through heavy burst of flak, but we managed to dodge them all."

Sgt. R.D. White, a Lancaster rear gunner, of Harringay, London, said: "There was a clear patch in the cloud over the middle of the town and I saw what seemed to be an oil fire burning in the target area. There were two or three fighters in the distance but they didn't worry us. We watched one bomber diving down on Magdeburg with a fighter following it: both disappeared in the clouds.

contd/

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In proportion to its size, with a population of about 320,000, Magdeburg has an unusually large number of essential industries. It has recently become an even more important objective because of the Krupps Grusonwerke armament and heavy engineering factory. Now that Krupps of Essen have been almost destroyed, and Rheinmetall Borsig at Berlin has been severely damaged, the Magdeburg's plant's production of tanks, armoured cars, guns, ammunition, mines and torpedoes, has become vital to the enemy.

This plant, which coveres a large area and employs 35,000 workers, was originally designed to complement, rather than to be a substitute for, Krupps of Essen. Originally, it specialised in light and medium weapons, but it is probable that the stress of war has for some time made such specialisation impracticable.

There are ten other heavy engineering and armament plants, all of considerable importance, and a key factory of the Junkers firm, making aero-engines for the Junkers 88 and other types. A large chemical factory, originally making fertilisers, was designed to go over to explosives as soon as war broke out. There is also a large synthetic oil plant.

Magdeburg is the capital of Saxony, in the centre of a fertile agricultural plain and a most important traffic and railway centre, with two inland harbours. It is 88 miles south-west of Berlin, and is mainly built on the left bank of the Elbe. Though bombed early in the war, this is the town's first major attack.

O.R.B. 21/22.1.44. CREWS - MAGDEBURG.

Lancaster ND.361.-	Aus. 420838.	Sgt. Martin, R.C.	Captain
		Sgt. Willis, F.C.	
	Aus. 421861.	F/Sgt. Gurdon, P.W.B.	
		F/Sgt. Strain, J.E.	
	Aus. 425120.	F/Sgt. Carlile, W.D.	
		Sgt. Woodward, F.	
		F/Sgt. Howiss, W.J.	
Lancaster JB.637 -	Aus. 409590.	W/O. Power, R.J.	Captain
		Sgt. McKenzie, A.W.	
	Aus. 405904.	F/Sgt. Hurley, E.W.	
	Aus. 409632.	F/Sgt. Whiteside, S.	
	Aus. 410673.	F/Sgt. Kerby, J.A.	
		F/Sgt. Wortley	
	Aus. 426412.	Sgt. Worley, J.F.	
Lancaster JB.598 -	Aus. 415239.	W/O. Douglas, R.A.N.	Captain
		Sgt. Burton, W.T.	
	Aus. 422127.	F/Sgt. Carr, R.A.	
	Aus. 415226.	W/O. Burbridge, F.	
	Aus. 413823.	F/Sgt. Tindale, C.H.	
		Sgt. Martindale, C.H.	
		Sgt. Gatward, R.	
Lancaster NF.419 -	Aus. 415341.	F/Sgt. Lynch, C.B.	Captain
		Sgt. Petch, J.L.	
		Sgt. Symmonds, H.	
	Aus. 422104.	F/Sgt. Beattie, H.H.	
	Aus. 415740.	F/Sgt. Schofield, G.	
	Aus. 427674.	F/Sgt. Forbes, A.G.	
	Aus. 427159.	F/Sgt. Smith, N.A.	

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Operations 21/22.1.44. contd.

Lancaster JB.742 -	Aus. 413416.	F/Sgt. Parkinson, G.E.	Captain
		Sgt. Marley, C.P.	
	Aus. 413874.	F/Sgt. Krone, H.	
	Aus. 413393.	F/Sgt. King, R.J.	
		Sgt. Mead, S.J.	
	Aus. 434078.	Sgt. Bell, J.H.	
Lancaster JB.741 -	Aus. 34031.	P/O. Fulloon, C.S.	Captain
		Sgt. Ranger, J.W.	
	Aus. 427024.	Sgt. Prout, B.	
	Aus. 411964.	F/Sgt. Stewart, T.O.	
	Aus. 420745.	F/Sgt. Guthrie, R.J.	
	Aus. 427050.	Sft. Wintle, L.	
	Aus. 422122.	F/Sgt. Burrows, L.J.	
Lancaster MB.366 -	Aus. 420507.	F/Sgt. Teece, P.A.	Captain
		Sgt. Hollingum, R.S.	
		Sgt. Allison, J.	
		F/Sgt. McIntyre, W.	
	Aus. 420225.	F/Sgt. Mansfield, R.	
		Sgt. Robins, P.C.	
		Sgt. Norwood, G.T.	
Lancaster JB.296 -	Aus. 413685.	F/Sgt. Stitt, D.H.	Captain
		Sgt. Beale, B.	
	Aus. 425356.	F/Sgt. Pugh, D.M.	
		Sgt. Wiggins, M.D.	
	Aus. 421244.	F.Sgt. Casey, J.N.	
	Aus. 423841.	Sgt. McGrath, F.B.	
	Aus. 417808.	F/Sgt. Coventry, R.J.M.	
Lancaster JB.700 -	Aus. 408334.	P/O. Howell, J.R.E.	Captain
		Sgt. Jewitt, C.	
	Aus. 418440.	F/Sgt. Lukies, N.J.	
	Aus. 410077.	F/Sgt. Moorhouse, S.A.	
	Aus. 35963.	F/Sgt. Field, L.M.	
	Aus. 427682.	Sgt. Hills, A.C.	
		Sgt. Shaw, W.C.	
Lancaster JB.702 -	Aus. 416830.	W/O. Allan, R.N.	Captain
		Sgt. McCauley, W.A.	
	Aus. 416904.	F/Sgt. Trout, M.R.	
	Aus. 403288.	F/Sgt. Thomas, E.G.	
	Aus. 421791.	F/Sgt. Chadwick, W.R.	
	Aus. 426685.	Sgt. Reed, C.W.	
		F/Sgt. Liersch, C.C.	
Lancaster ND.392 -	Aus. 420438.	F/Sgt. Burke, R.	Captain
		Sgt. Steadman, E.H.	
	Aus. 426045.	F/Sgt. Brooks, J.L.	
	Aus. 420385.	F/Sgt. Henry, A.	
	Aus. 421657.	F/Sgt. Flemming, P.S.	
	Aus. 427454.	F/Sgt. Cooper, S.W.	
	Aus. 420388.	F/Sgt. Hosier, J.S.	
Lancaster JB.662 -	Aus. 10991.	F/L. Wales, A.W.	Captain
		Sgt. Bowen, I.J.	
	Aus. 406559.	F/O. Lawton, R.W.	
	Aus. 401246.	F/O. Richardson, I.R.	
	Aus. 401711.	F/O. Moore, J.W.	
		F/O. Butler, H.R.	
	Aus. 427933.	F/O. Sanders, A.M.	

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Operations 21/22.1.44. contd.

Lancaster ND.463 -	Aus. 420157.	F/Sgt. Cusack, M.J.	Captain
		Sgt. Foster, J.	
	Aus. 418349.	Sgt. Clifton, J.W.	
	Aus. 414313.	F/Sgt. Martin, J.R.	
	Aus. 425306.	F/Sgt. Forrest, P.A.	
	Aus. 434660.	F/Sgt. Speering, G.N.	
	Aus. 418917.	F/Sgt. Bumpstead, A.	
Lancaster JB.743 -	Aus. 416423.	F/L. Gardner, C.C.	Captain
		Sgt. Bender, M.H.	
	Aus. 409183.	P/O. Nettle, I.L.	
	Aus. 405655.	F/O. Patterson, O.A.S.	
		Sgt. Harris, M.	
	Aus. 416257.	W/O. Gardner, D.D.	
		Sgt. Rothwell, G.	
Lancaster JB.687 -	Aus. 415253.	P/O. Hills, J.L.	Captain
		Sgt. Cleverly, A.	
	Aus. 415211.	F/O. Agg, C.E.	
	Aus. 408931.	F/Sgt. Radcliffe, J.E.	
	Aus. 415474.	F/Sgt. Grahame, J.H.	
		Sgt. Hartwell, H.	
	Aus. 425623.	F/Sgt. Duel, A.R.	
Lancaster JA.860 -	Aus. 414947.	F/Sgt. Mclachlan, W.R.	Captain
		Sgt. Murray, W.N.	
		Sgt. Jones, J.M.	
		Sgt. Yates, R.C.	
	Aus. 413142.	F/Sgt. Rofe, R.J.	
	Aus. 424189.	F/Sgt. Jonas, W.A.	
		Sgt. White,	
Lancaster JA.683 -	Aus. 410033.	F/Sgt. Baxter, D.W.	Captain
		Sgt. Mallon, P.	
	Aus. 422445.	F/O. D'Arcey, A.	
	Aus. 414565.	F/Sgt. Hopgood, C.B.	
	Aus. 414996.	F/Sgt. Ferguson, R.C.	
	Aus. 424319.	Sgt. Martin, W.J.	
		Sgt. Dunlop, J.D.	
Lancaster DV.359 -	Aus. 413916.	P/O. Wade, R.N.T.	Captain
		Sgt. Goulden, H.G.	
	Aus. 420357.	F/Sgt. Pottier, H.G.	
	Aus. 420884.	F/Sgt. Hoyle, A.R.	
	Aus. 400629.	F/O. Chapman, C.C.	
	Aus. 423826.	Sgt. Mortimer, T.W.	
		Sgt. Eley, J.	
Lancaster ND.394 -	Aus. 415232.	P/O. Bateman, W.E.M.	Captain
		Sgt. Green, K.E.	
	Aus. 412774.	F/Sgt. Thomson, J.H.	
		P/O. Hemming, A.R.	
	Aus. 413407.	Sgt. McKay, D.J.	
	Aus. 418066.	Sgt. Challis, C.J.	
	Aus. 417351.	Sgt. Douglass, R.G.	
Lancaster DV.193 -	Aus. 416609.	F/Sgt. Petney, L.	Captain
		F/Sgt. Wood, M.	
	Aus. 417214.	F/Sgt. Mildred, A.J.	
	Aus. 415380.	F/Sgt. King, A.G.	
	Aus. 421010.	F/Sgt. Falconer, D.M.	
		Sgt. Roberts, D.	
		F/Sgt. Baldwin, D.T.	

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COMBAT REPORT.

1. Serial No. 76 21/22. January, 1944 Lancaster 'S' HD.463. No. 460 Squadron R.A.A.F. MAGDEBURG.
2. 52°47' N 12°E. 2250, 193 I.A.S. Turning on to 220° T.
3. Haze, visibility 400 yards, 5/10 cloud below, tops about 15,000 ft. No.moon.
4. Nil.
5. Nothing very unusual except a combat in progress to Starboard.
6. Not definitely known. One aircraft only.
7. Nil.
8. Machine Gun Fire from top of fuselage.
9. About 400 yards starboard beam below.
10. Enemy aircraft did not seem to make any particular attack, but appeared to follow Bomber for sometime, sliding from starboard to port Quarter up, finally breaking away to starboard beam up.
11. When aircraft was first sighted M.U. Gunner ordered dive to starboard and when sighted on Port Quarter up, turn Port.
    (b) M.U. Gunner ordered dive starboard W.O.P. Ordered turn port.
    (c) When enemy aircraft was sighted first, on either side.
12. Approx 350 yards and ceased at 500 yards. Enemy aircraft opened fire at 300 yards from dead astern ceasing at 250 yards.
13. Nil.
14. 80 rounds from M.U. Turret, 20 from Rear Turret. Rear Turret was frozen and rear gunner had to fire it manually.
15. F/Sgt. Speering. No.1 B.A.G.S. Aust. 27 O.T.U. 1662 C.U.
    F/Sgt. Bumpstead No.3 " " " "
16. No Boozer or Monica fitted.
17. Having regard for the fact that this crew were on their first operation excuses must be made for them. The gunners range estimation and aircraft recognition definitely needs brushing up. They state the suspected aircraft was rather large but could not identify it. They are being further instructed in these subjects.

NARRATIVE:

The M.U. gunner was first to sight the enemy aircraft and gave evasive action. It was lost to his sight and the Wireless Operator in Astro Dome gave further evasive action as it came into his view. The Mid Upper Gunner opened fire, although no definite attack was made on them. He states he thinks he saw white strips on wings running parallel with the fuselage As this was the crews first operation, they appeared on interrogation to be a trifle excited at the time of the incident and their co-operation could have been better. They will most probably improve with experience.

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No. 1 Group Summary of Operations Night 21/22 January, 1944.

Target - Magdeburg.

Detailed.....147 Lancasters
Took off.....142 "
Primary.....114 "
Last Resort.....5 "
Abortive.....10 "
Missing.....4 "

Primary - T.O.T. 2257 - 2324 hours

10/10ths cloud was encountered over most of the route to the target. The cloud broke up as the target was approached and reports indicate that in the target area cloud conditions varied from 2-8/10ths with tops between 4-8000 ft. the layer was thin enough to enable crews to see the T.I. markers burning on the ground. Most of the crews report considerable navigation difficulties one owing to the fact that the winds were found to be stronger than forecast and two because the route markers at position '"' were lost when they penetrated the cloud. As a result of this the early arrivals for the most part overshot the target and were forced to make a circuit before bombing.

It seems probable that in the early stages the major part of the attack was directed to the south, south east and south west of the target. In the later stages, however, a very much better concentration developed and the target marking would appear to have become more accurate, for the most part crews bombed on the green T.I Markers which were maintained in excellent profusion. Very few red T.I's were seen, nor at any stage was there any concentration of release point flares.

That the attack finally succeeded in raising very big fires in the target area is indicated by the face that the glow from these fires was clearly visible some 100 miles from the target area on the homeward journey, and many big explosions were reported in the later stages of the attack. One which occurred at one minute past midnight was seen by several crews and appeared to light up the whole sky in the target area for several seconds.

Ground defences which were negligible in the early stages were never more than moderate, and the defences appeared saturated in the later stages. Although the majority of the sightings of enemy aircraft occurred in the target area, several enemy aircraft were encountered between Heligoland and Hamburg. And of the seven combats which developed five took place on this leg of the route.

The above aircraft dropped 112 x 4,000 lb. H.C. 1 x 4,000 lb. M.2 6548 x 30 lb. inc. 142,185 x 4 lb. inc. and 11,775 x 4 lb. 'X' type inc.

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VERY SECRET.

OPERATIONS NO. 460 SQUADRON R.A.A.F.

27th January, 1944.

B.C.I.N. 27/28.1.44. "Night Operations" BERLIN: The twelfth attack of the present series was carried out by a force of 536 aircraft, namely: 149 Lancasters of 1 Group, 62 Lancasters of 3 Group, 172 Lancasters of 5 Group, 48 Lancasters of 6 Group, 84 Lancasters and 21 Mosquitoes of 8 (PF) Group, 14 Mosquitoes, 6 Wellingtons and 1 Halifax of 100 Group cooperated.

Broken cloud gradually increased towards the target which was completely covered by 10/10ths. strato-cu with tops at 12/15,000 ft.

The attack opened on time and using blind bombing technique the Pathfinders achieved a good concentration of sky markers. The cloud was too thick for accurate assesment, but crews report a good glow of fires and could see several explosions. The glow was visible for 150 miles on the way home. Mosquitoes bombing an hour later confirm that a considerable area of conflagration was outlined on the cloud. The only German Broadcast so far received refers to "another terror raid on the residential districts of Berlin".

Flak was moderate, the light flak appearing to be directed against the markers, but searchlights could not penetrate the cloud.

Considerable fighter activity was reported in the target area and on the route home, although the latter was entirely free from flak. A 6 Group aircraft claims to have destroyed an Me. 110.

445 aircraft attacked their primaries between 20.26 and 20.46 hours and 6 Mosquitoes between 21.30 and 21.40 hours. 5 and 7 aircraft of 100 Group respectively completed intruder and S.D. patrols.

33 aircraft are missing.

A.M.B. No. 12769. Last night's attack on Berlin was made by a very strong force of Lancasters and was the 12th attack on the city since the battle opened on the night of November 18.

About an hour after the main attack, Mosquito crews reported that the fierce glow of fires burning in Berlin could be seen from 200 miles away, despite the thick cloud which covered the target area.

S/Ldr. R.G. Churcher, of Worthing, Sussex, who was engaged on his 50th operation and his sixth on Berlin, said that the force had the protection of cloud almost from the moment that they crossed the enemy coast to the time they were over the sea again on their way home.

The clouds were nearly three miles high in some places,"

he/

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he stated, "with a very clear sky above. We were one of the first aircraft to attack but even by the time we left the target area fires had taken hold. The ground defences were not so strong as usual and once again the enemy seemed to be depending on their fighter packs. Their flares were laid about 10 miles from the capital, but although these lighted up the area brilliantly, we were lucky and did not see any fighters."

F/Sgt. S.E. Campbell, of Drumheller, Alberta, rear-gunner in a Lancaster belonging to the R.C.A.F.'s bomber group working with the R.A.F., shot down a Me.110 after it had attacked the bomber three times.

The Me., which was carrying rockets, first attacked the Lancaster from a range of 400 yards. F/Sgt. Campbell opened fire and saw his bullets hit the enemy's starboard side. The fighter broke away, but it again came back to attack, this time from below the bomber. The flight sergeant held his fire for a moment and then registered hits on the fuselage of the Messerschmitt.

"Then the enemy attacked us for the third time," F/Sgt. Campbell said, "and as it flashed past, I gave it all I knew. That did the trick at last. The fighter flicked over on its back, burst into flames, and I saw it hit the ground and explode."

A.M.B. No. 12771.

In the twelfth major attack in the Battle of Berlin last night, over 1,500 tons of bombs were dropped on the German capital in 20 minutes of highly concentrated bombing. Although larger mixed forces of Lancasters and Halifaxes have attacked Berlin, this was the largest all-Lancaster force that has so far been sent there.

With a high wind blowing from the west, the clouds were driving fast over Berlin. Pathfinders were ready with ground markers if the wind blew the clouds apart, and with sky markers if these were better suited to the conditions of attack. The clouds remained unbroken and very thick, rising to an average height of about 8,000 feet. Promptly at zero hour, 8.25 p.m., the Pathfinders laid a dense concentration of sky markers.

All the pilots who made special reconnaissance reports spoke of the skilful and effective sky marking. Before the heavy guns opened up, the Germans concentrated light flak on the dense clusters of slowly-dropping markers, but with little or no effect.

Soon, cloud below the markers was lit from below by the glow of fierce and well-grouped fires spread during and after the bombing.

Nearly an hour following the main attack, a small force of Mosquitos were over the target. Their crews reported that a great conflagration was clearly marked by the light on the cloud. While rear-gunners of the main force, looking back at Berlin, had seen the red glow from a hundred miles away, the Mosquito crews now saw it from 200 miles. During the attack, smoke rose in three columns to a height of 15,000 feet.

Only one minute after zero hour, many crews saw the vivid flash of a violent explosion. Several observed it when they were still a great distance from Berlin. There were also other violent explosions later. Sgt. W.E. Blake of Southampton, a mid-upper gunner, said: "We had been flying homeward against a

strong/

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strong wind for some time when I checked the distance with my navigator who told me that we were 150 miles from Berlin.

"It was then that I saw the explosion. There was a reddish-yellow flash which lasted for several seconds, and spread right across the sky."

His pilot, Squadron Leader E.H. Moss, of Sevenoaks, Kent, who was on his 15th war flight, saw what was apparently a rocket fired from the ground. "It came straight up, shot past us and burst with a whitish-yellow flash. Thirty miles before we reached Berlin we were attacked four times by a Messerschmitt 210, twice from each side. My gunners fired at it and saw their bullets going into the nose. The fighter then broke away and disappeared."

The high head wind on the return journey, which was made by a round-about route to fox the fighters, made this one of the longest Berlin flights our crews have ever undertaken. But a good proportion of them found it a quiet one. There were some fighter flares seen on the way in, many over the target, and a fair number on the way back. Air-to-Air tracer was often seen over Berlin, and most of the combats reported seem to have taken place over the target.

The crew of a Lancaster which was one of the first to bomb saw a fighter over the city in time for zero hour, but otherwise things seemed to them fairly quiet.

"When we got to Berlin the cloud was ten-tenths," said the Navigator, P/O. H.E. Myring, who comes from Melbourne. "We bombed just after zero. There was very little flak. It was bursting well below us. Several thousand feet down I saw an Me.109. It stood out clearly against the clouds."

A Canadian mid-upper gunner, F/O. J.C. Scharte, of Deveron, Saskatchewan, said that the enemy seemed to be putting up flak in a queer pattern. "I have seen flak shells bursting in wavy lines like the letter S," he said, "but this time they seemed to form the letters M and Z. The flak appeared to be grouped to catch you whichever way you turned if you were amongst it; but I didn't see any aircraft hit."

The crew of Q for Queenie, hit by flak while making their bombing run, had an anxious time on the long homeward flight. "A piece of shrapnel tore through the fuselage and caught the Flight Engineer's panel," reported the bomb-aimer, F/O. E.A. Simms, who comes from Oxford. "It smashed the petrol and temperature gauges. We didn't know if our petrol tanks had also been holed, and there was nothing to tell us how much petrol we had left at any stage of the return journey. When we got right over Berlin the flak didn't bother us, though we saw the light flak making a determined effort to get the sky markers. On reaching home we asked for a priority landing and when we got in we found there was not much petrol to spare."

O.R.B. 27/28.1.44. CREWS - BERLIN.

Lancaster ND.419 - Aus. 416953. F/Sgt. Grant, G.A. Captain
Sgt. Rawson, P.D.
Aus. 417085. F/Sgt. Lawrie, E.H.
Aus. 422261. F/O. Cleveland, F.A.
Aus. 421426. F/Sgt. Young, A.G.
Sgt. McCarthy, J.E.
Aus. 417816. F/Sgt. Dietman, J.A.

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Operations 27/28.1.44. contd.

Lancaster JB.610 -	Aus. 415253.	P/O. Hills, J.L.	Captain
		Sgt. Cleverly, A.	
	Aus. 415211.	F/O. Agg, C.E.	
	Aus. 408931.	F.Sgt. Radcliffe, J.E.	
	Aus. 415474.	F/Sgt. Grahame, J.H.	
		Sgt. Hartwell, H.	
	Aus. 425623.	F/Sgt. Duel, A.R.	
Lancaster JB.700 -	Aus. 408334.	P/O. Howell, J.R.E.	Captain
		Sgt. Jewitt, C.	
	Aus. 418440.	F/Sgt. Lukies, N.J.	
	Aus. 410077.	F/Sgt. Moorhouse, S.A.	
	Aus. 35963.	F/Sgt. Field, L.M.	
	Aus. 427682	Sgt. Hill, A.C.	
		Sgt. Shaw, W.C.	
Lancaster JB.600 -	Aus. 416423.	F/L. Gardner, C.C.	Captain
		Sgt. Page, R.E.	
	Aus. 409183.	P/O. Nettle, I.L.	
	Aus. 405655.	F/O. Patterson, O.A.S.	
		Sgt. Harris, M.	
	Aus. 416257.	P/O. Gardner, D.J.	
		Sgt. Rothwell, G.	
Lancaster ND.361 -	Aus. 403438.	F/L. Utz, E.A.G.	Captain
		Sgt. Hewitt, K.W.	
		F/Sgt. Moore, P.A.	
		F/O. Chadwick, R.H.	
		Sgt. Hart, W.C.	
	Aus. 412480.	P/O. Chadwick, Bates.	
		Sgt. Shaughnessy, J.F.	
Lancaster JB.741 -	Aus. 34031.	P/O. Fulloon, C.S.	Captain
		Sgt. Ranger, J.W.	
	Aus. 427024.	Sgt. Prout, B.	
	Aus. 411964.	F/Sgt. Stewart, T.O.	
	Aus.	F/Sgt. Guthrie, R.J. (Aus.420745)	
	Aus. 427050.	Sgt. Wintle, L.	
	Aus. 422122.	F/Sgt. Burrows, L.J.	
Lancaster JB.637 -	Aus. 409590.	W/O. Power, R.J.	Captain
		Sgt. McKenzie, A.W.	
	Aus. 405904.	F/Sgt. Hurley, E.W.	
	Aus. 409632.	F/Sgt. Whiteside, S.	
	Aus. 410673.	F/Sgt. Kerby, J.A.	
		F/Sgt. Wortley, A.E.	
	Aus. 426412.	Sgt. Worley, J.F.	
Lancaster JB.598-	Aus. 415239.	W/O. Douglas, R.A.N.	Captain
		Sgt. Burton, W.T.	
	Aus. 422127.	F/Sgt. Carr, R.A.	
	Aus. 415226.	W/O. Burbridge, F.	
	Aus. 413823.	F/Sgt. Tindale, C.H.	
		Sgt. Martindale, C.H.	
		Sgt. Gatward, R.	
Lancaster JB. 742-	Aus. 420838.	Sgt. Martin, R.C.	Captain
		Sgt. Willis, F.C.	
	Aus. 421861.	F/Sgt. Gurdon, P.W.B.	
		F/Sgt. Strain, J.E.	
	Aus. 425120.	F/Sgt. Carlile, W.D.	
		Sgt. Woodward, F.	
		F/Sgt. Howiss, W.J.	

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Operations 27/28.1.44. contd.

Lancaster ND.364 -	Aus. 415259.	W/O. Leary, J.	Captain
		Sgt. Beale, B.	
	Aus. 422684.	F/Sgt. Patterson, A.R.	
	Aus. 420928.	F/Sgt. Farrar, A.J.	
	Aus. 21660.	F/Sgt. McAllister, H.G.	
		F/O. Howarth, J.	
		Sgt. Pountney, R.S.	
Lancaster JB.734 -	Aus. 405887.	W/O. Stafford, M.	Captain
		Sgt. Dixon, F.D.	
		F/O. Hanson, C.E.	
	Aus. 416529.	F/O. Barclay, W.J.	
	Aus. 415178.	P/O. Pender, H.A.	
		Sgt. Davies, J.	
		Sgt. Daly, P.J.	
Lancaster JB.662 -	Aus. 10991.	F/L. Wales, A.W.	Captain
		P/O. Bowen, I.J.	
	Aus. 406559.	F/O. Lawton, R.W.	
	Aus. 401246.	F/O. Richardson, I.R.	
	Aus. 401711.	F/O. Moore, J.W.	
		F/O. Butler, H.R.	
	Aus. 427933.	F/O. Sanders, A.M.	
Lancaster ND.463 -	Aus. 417025.	F/Sgt. White, R.H.	Captain
		Sgt. James, P.P.	
	Aus. 32665.	W/O. Goodwin, J.I.	
	Aus. 417136.	F/Sgt. Tweedie, K.C.	
		Sgt. Doleman, H.F.	
		Sgt. Goldstone, D.A.	
		Sgt. Foster, C.W.	
Lancaster JB.743 -	Aus. 397.	W/C. Marsh, H.D.	Captain
	Aus. 10120.	F/L. Loudon, J.C.	
	Aus. 423225.	F/O. Cbhen, A.L.	
	Aus. 413641.	P/O. McCleery, R.J.	
	Aus. 401240.	F/O. Mason, R.	
	Aus. 405074.	W/O. Hayton, P.	
	Aus. 405223.	W/O. Knox, A.E.A.	
Lancaster JA.860 -	Aus. 414947.	F/Sgt. McIachlan, W.R.	Captain
		Sgt. Murray, W.N.	
		Sgt. Jones, J.M.	
		Sgt. Yates, R.C.	
	Aus. 413142.	F/Sgt. Rofe, R.J.	
	Aus. 424189.	F/Sgt. Jonas, W.A.	
		Sgt. White,	
Lancaster ND.394 -	Aus. 413916.	P/O. Wade, R.N.T.	Captain
		Sgt. Goulden, H.G.	
	Aus. 420357.	F/Sgt. Pottier, V.A.	
	Aus. 420884.	F/Sgt. Hoyle, A.R.	
	Aus. 400629.	F/O. Chapman, C.C.	
	Aus. 423826.	Sgt. Mortimer, T.W.	
		Sgt. Eley, J.	
Lancaster DV.193 -	Aus. 416609.	F/Sgt. Petney, L.	Captain
		F/Sgt. Wood, M.	
	Aus. 417214.	F/Sgt. Mildred, A.J.	
	Aus. 415380.	F/Sgt. King, A.G.	
	Aus. 421010.	F/Sgt. Falconer, D.M.	
		Sgt. Espley, J.R.	
		F/Sgt. Baldwin, D.T.	

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Operations 27/28.1.44. contd.

Lancaster JB.296 - Aus. 401542. S/L. Simpson, L.J. Captain
Aus. 403071. F/Sgt. Nairn, J.
Aus. 403678. P/O. McLeod, C.W.
Aus. 427356. P/O. Osborn, A.G.
Aus. 404589. F/O. Rydings, J.A.
Aus. 403619. F/O. Schrock, A.R.B.
F/O. Kennedy, A.

COMBAT REPORT.

1. Serial No. 77 27/28th January, 1944 Lancaster G. ND.419 460 Squadron R.A.A.F. BERLIN.
2. 50°30N 0008 E. 2225 165 R.A.S. 281° T.
3. Visibility Fair, 10/10 cloud below tops 14 thousand feet. No moon.
4. Nil.
5. No Unusual phenomena.
6. ME.109 One only.
7. No lights carried.
8. As enemy aircraft did not return fire Type of armament not noticed.
9. 400 yards away 300 ft. below starboard fine quarter.
10. Rear gunner sighted enemy aircraft gave evasive action. Enemy aircraft pursued Bomber throughout, finally breaking away starboard quarter up. No definite attack made apart from curve of pursuit.
11. Corkscrew to starbord.
    (b) Rear Gunner ordered corkscrew starboard
    (c) After rear gunner had identified and opened fire on enemy aircraft.
12. 400 yards ceasing at 300 yards. Enemy aircraft did not open fire.
13. No damage to either aircraft.
14. 100 rounds from rear turret only. No.2 stoppage. Right hand inner gun.
15. F/Sgt. Dietman No13. B.A.G.S. (Aust) 27 O.T.U. 1667 C.U. (Rear Gunner)
    Sgt. McCarthy No.1. A.G.S. " " (Mid Upper Gunner)
16. No Boozer or Monica fitted.
17. Comments:- The rear gunner was quick to sight and identify enemy aircraft He opened fire immediately and gave correct evasive action.

NARRATIVE:

This crew has completed 4 operayions and though not very experienced the rear gunner handled this situation in a competant manner once again showing that by taking the initiative and opening fire, he staved off any further attack by the enemy fighter. The enemy aircraft did not make any definite attack due most probably to the fact that he had been observed by our bomber.

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1 Group Summary of Operations Night 27/28 January, 1944.

Target - Berlin.

Detailed	150	Lancasters
Took off	149	"
Primary	124	"
Abortive	10	"
Missing	12	"
Last resort	3	"

Primary - T.O.T. 2026 - 2047 hours.

Broken cloud of 5/10th with tops at 6,000 ft. was encountered at the rendezvous point in the North Sea. Gradually thickening to 10/10ths with tops 10/12,000 ft. as our aircraft neared the target, which on arrival was found to be completely obscured. The P.F.F. opened the attack punctually and with very few exceptions crews aimed their bombs at the centre of the release point flares, these are reported by the early arrivals as being well concentrated although tending to become a little scattered later in the attack. Although the cloud cover prevented any good view of the target area, and detailed results could not be observed a well concentrated glow is reported to have been reflected on the cloud, with three columns of black smoke rising to 15,000 ft. Several crews with navigational aids found that their estimate of the target position coincided with the P.F.F. marking. There are numerous reports of a particularly large explosion which took place at approximately one hour after zero, and crews appear to have been very impressed by the red glow which was visible up to 100 miles away from the target on the homeward journey.

Ground defences are described as only moderate, only a little flak being experienced and although numerous searchlights were active they were largely ineffective and failed to penetrate cloud. The majority of the sightings of enemy aircraft occurred in the target area, and of the ten combats so far reported, six took place over Berlin. In one of these, our aircraft claim to have damaged a Ju.88.

124 aircraft who attacked the primary as above, dropped the following: - 119 x 4,000 lb. H.C. 3 x 4,000 lb. M2. 2 x 2,000 lb. H.C. 158 x 1,000 M.C. 9 x 500 lb. M.C. 4,908 x 30 lb. Inc. 88,710 x 4 lb. inc. and 8,880 x 4 lb 'X' type Inc.

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VERY SECRET.

OPERATIONS NO. 460 SQUADRON R.A.A.F.

28th January, 1944.

B.C.I.N. 28/29.1.44. "Night Operations" BERLIN: The 13th major attack of the present series was delivered by a force of 673 heavies and was preceded by a light attack by Mosquitoes made about 6 hours before the main attack, and was accompanied by diversionary bombing and minelaying and by intruder attacks and patrols. The early attack was made by 3 out of 5 Mosquitoes of 8 (P.F) Group which attacked from 27/28,000 ft. through 7/10ths to 10/10ths cloud, using navigational aids. The aircraft met no opposition but searchlights and fighter flares were seen.

For the main attack the following took off: 125 Lancasters of 1 Group, 39 Lancasters of 3 Group, 134 Halifaxes of 4 Group, 155 Lancasters of 5 Group, 90 Halifaxes and 34 Lancasters of 6 Group, 79 Lancasters, 17 Halifaxes and 5 Mosquitoes of 8 (P.F) Group.

There was broken cloud over the North Sea and a front with icing up to 20,000 ft. in the Denmark area, but weather improved later. Over the target there was 8/10ths to 10/10ths thin layer cloud through which groundmarkers and effects of bombing could be distinguished. Route marking was well executed and drew favourable comment, and at the target the marking technique which consisted of groundmarkers and release point flares, was punctual and concentrated and well maintained in spite of attempts by the ground defences to shoot down the latter. At least 545 aircraft claim to have attacked and big fires were soon started and an exceptionally large and prolonged explosion was reported at the start of the attack, with two others later. The fires and explosions could be seen from beyond the Baltic coast on the return, and many experienced crews considered this to be the most effective attack they had seen. Flak opposition was rather greater than the previous night, being described as moderate to intense H/F, accurate predicted at first, giving way later to H/F and L/F in barrage. Searchlights were numerous but mostly ineffective owing to cloud. In the target area and between the target and the Danish coast, fighter flares and combats were fairly plentiful. Last resort targets included SYLT, where fires were started.

43 aircraft are missing.

A.M.B. No. 1278A. For the second night running three Australian Lancaster squadrons were over Berlin, and last night a R.A.A.F. Halifax squadron, also working with bomber command in England, was with them in a major attack on the German capital. Clouds were not so thick over Berlin as they were the night before, but they still hid most of the city, though not the huge fires which soon merged into a general conflagration. All the Australian crews were optimistic about theresult of the attack. Most of them had seen several previous attacks on Berlin and compared this one favourably with the most devastating attacks of the last two months.

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"I could see the incendiaries burning," said P/O. D. Fletcher, of Manila, N.S.W. a rear gunner in a Halifax. "The fires developed into one bug area of flame: it threw a glow on the clouds which I could still see an hour after we had left.

"It was a beautiful starlit night. It was almost like a summer raid, though we had some trouble with icing on the windscreen. It was much pleasanter weather than on recent attacks. But though the visibility was so good above cloud I didn't see any fighters - only fighter flares. Over the target there was intense light flak. This seemed to be fired as the pathfinders' dropped their flares. Crossing the coast on the way home, we were shot up by flak. There were holes in the fins, rudder and fuselage, but the damage didn't cause us any inconvenience."

P/O. Fletcher was flying in an aircraft captained by F/Lt. H.A.L. Ellis, D.F.C., of Waverley, N.S.W.

Sgt. R. Watts, a Lancaster wireless operator of Toowoomba, Queensland, said: "From our point of view it was a quiet night. I thought the results of the attack were good, with plenty of fires. We didn't see any fighters. We were almost the last to leave Berlin, and by that time the cloud had just broken. You could see streets burning. It struck me that the ground defences were only moderate for Berlin."

Another Australian was among the last to bomb, F/Sgt. S.J. Nosworthy, from Sydney, a wireless operator in a Lancaster. "Flak was light," he said, "but below us there were several fighters attacking two bombers. Clouds did not hide the target so much as on the previous night, and there was a tremendous red glow underneath. Quite a big column of smoke was coming up. The wind was 90 miles an hour the whole way, and it was against us coming back."

P/O. N.J. Lyford, Sydney, N.S.W. who has been four times to Berlin said: "As we were on our bombing run and had our boomb doors open we were caught by a very heavy burst of flak and all of us could hear pieces of metal hitting the bomber. Fortunately the bomb bay wasn't hit. A second or two later wedropped our bombs. One of our petrol tanks was hit, there were holes in both mainplanes, the wing tip was damaged as well as the port tail fin, which made the aircraft very heavy to handle, but the Lancaster stood up to it and we got back without any further trouble."

A.M.B. No. 12782.

Crews who took part in last night's attack on Berlin were unanimous that the raid was one of the most successful since the present battle opened. The target area had been clearly marked out by sky markers and target indicators by pathfinders. When the main force arrived they could see through gaps in the cloud some of the pathfinder flares burning on the ground.

"When we were making our bombing run," one pilot said, "my bomb aimer shouted out over the inter-comm., "we're dead over the centre of the target,'skipper'. A moment later he called 'bombs gone'." Another pilot, one of the last to bomb, said that much of the cloud had cleared away when he arrived, and he could see fires burning in the capital. "There was a broad line of them running through the centre of the target area," he said.

Some of the German fighters had been up to meet a light raid by Mosquitos some three hours before the main attack began.

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Later, when large forces of Lancasters and Halifaxes began streaming across the enemy coast, the enemy seemed to put up every fighter that was available. The fighters flew up through the thick cloud, which covered most of the route, in search of the bombers flying through the clear sky above. There were many combats. One group of Lancasters sighted 60 fighters and had 11 combats during the night.

Despite determined attacks by the fighter packs on the way out, pathfinders arriving over the capital a little before zero hour found another fighter pack waiting for them. Some crews estimate that at least 100 fighters had been detailed to go to Berlin.

Zero hour was at twelve minutes past three, and the attack was timed to last under half an hour. Although the searchlights were ineffective because of the cloud, the guns early put up a fairly heavy barrage. As the attack went on, the ground defences wavered under the terrific bombardment. By the end of the raid they had been overwhelmed. Only the fighters remained as the city's last defence.

Rockets apparently were fired from the ground, "They came whizzing up through the cloud, glowing red and leaving a trail of sparks," said Sgt. A. Presbury, of Derby, the rear gunner of a Halifax. "When they had reached the top of their flight they seemed to level out and travel horizontally for some distance before bursting with a red explosion and a shower of sparks. I saw four of them, but they caused no bother."

Sgt. Presbury and the mid-upper gunner, F/Sgt. F.W. Walters, of York, shared in the destruction of a Messerschmitt 109 when they were still 80 miles from Berlin.

"It swept in to attack us from below", said F/Sgt. Walters. "We saw it when it was 400 yards away. I fired first, the enemy replied, and then all our guns opened up on him. I saw our bullets striking his cockpit and fuselage. Black smoke and spurts of flame appeared and the fighter dived through cloud in flames.

"Some of his bullets hit our port rudder and mainplane and the hydraulics were damaged, but we carried on. We couldn't open the bomb doors automatically, but we pumped them open by hand and we bombed alright.

"As we were leaving Berlin there was one particularly big explosion, and a fierce white flare lit up the sky. It was followed by two of three smaller explosions. The fires were burning strongly and we could see the glow in the sky 150 miles away."

One Lancaster, caught in the slipstream of another aircraft when climbing, turned over on its back. The pilot said he went down at incredible speed and it was some time before he was able to regain an even keel. The crew were none the worse but "felt a bit uncertain afterwards". The pilot said they did not propose to try it again with a full bomb load.

Squadron leader J. Woollatt, a Lancaster pilot from Beeston, Nottingham, who was second pilot in the film "Target for tonight", was on special reconnaissance duties. "There was a large glow of fires", he said, "and two very big explosions, one just as we bombed and the other a quarter of an hour later. The ground defences must have been overwhelmed, for the barrage soon died right away. There was some opposition from fighters and just as few rockets were flying about. The wind was strong and clouds were very kind - the right kind in the right place - which helped to

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keep down the searchlights. The clouds were very thin over the target and you could almost see through them. The attack went off with a bang and the fires soon caught hold. The opposition from fighters when I was there was much less than I anticipated. There was certainly plenty of aircraft about but they were our own - hundreds of them."

Sgt. R. Keatin, bomb-aimer of a Lancaster, who comes from Ebbw Vale, South Wales, said: "It was a very good attack and there was a very large area of fire without any breaks. At one stage the ground defences were fairly heavy. The path of the bombers was not lighted by flares, as is usual when they go to Berlin, but crossing the coast we ran into heavy flak and there were over 100 searchlights."

F/Sgt. F.J. Nosworthy, wireless operator from Sydney, New South Wales, whose Lancaster was among the last to bomb said: "Flak was light, but below us were several fighters attacking two bombers. Clouds hid the target, but not so much as on the previous night, and there was a tremendous, big red glow underneath. Quite a big column of smoke was coming up. The wind was 90 miles an hour the whole trip and was against us coming up."

"Though there was a great deal of cloud over Berlin when we got there", said Flying Officer K. Dutton, of Nantwich, Cheshire, "it was getting thinner, and at times we could see the fires below. It was one of the most effective attacks I had yet seen on Berlin. When we were some miles away on the homeward journey the whole sky was lit up in all directions by a terrific explosion."

Flying Officer Dutton has now been on nine operations, and eight of them were attacks on Berlin.

O.R.B. 28/29.1.44. CREWS - BERLIN.

Lancaster ND.361 -	Aus. 403438.	F/L. Utz, E.A.G.	Captain
		Sgt. Hewitt, K.W.	
		F/Sgt. Moore, P.A.	
		F/O. Chadwick, R.H.	
		Sgt. Hart, W.C.	
	Aus. 412480.	P/O. Chadwick-Bates, J.	
		Sgt. Shaughnessy, J.F.	
Lancaster JB.598 -	Aus. 415239.	W/O. Douglas, R.A.N.	Captain
		Sgt. Burton, W.T.	
	Aus. 422127.	F/Sgt. Carr, R.A.	
	Aus. 415226.	W/O. Burnridge, F.	
	Aus. 413823.	F/Sgt. Tindale, C.H.	
		Sgt. Martindale, C.H.	
		Sgt. Gatward, R.	
Lancaster JB.742 -	Aus. 420838.	Sgt. Martin, R.C.	Captain
		Sgt. Willis, F.C.	
	Aus. 421861.	F/Sgt. Gurdon, P.W.B.	
		F/Sgt. Strain, J.E.	
	Aus. 425120.	F/Sgt. Carlile, W.D.	
		Sgt. Woodward, F.	
		F/Sgt. Howiss, W.J.	

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Operations 28/29.1.44. contd.

Lancaster ND.364 -	Aus. 415259.	W/O. Leary, J.	Captain
		Sgt. Jones, T.E.	
	Aus. 422684.	F/Sgt. Patterson, A.R.	
	Aus. 420928.	F/Sgt. Farrar, A.J.	
	Aus. 21660.	F/Sgt. McAllister, H.G.	
		F/O. Howarth, J.	
		Sgt. Pountney, R.S.	
Lancaster JB.741 -	Aus. 34031.	P/O. Fulloon, C.S.	Captain
		Sgt. Ranger, J.W.	
	Aus. 427024.	Sgt. Prout, B.	
	Aus. 411964.	F/Sgt. Stewart, T.O.	
	Aus. 420745.	F/Sgt. Guthrie, R.J.	
	Aus. 427050.	Sgt. Wintle, L.	
	Aus. 422122.	F/Sgt. Burrows, L.J.	
Lancaster JB.734 -	Aus. 416053.	F/Sgt. Grant, G.A.	Captain
		Sgt. Rawson, P.D.	
	Aus. 417085.	F/Sgt. Lawrie, E.H.	
	Aus. 422261.	F/O. Cleveland, F.A.	
	Aus. 421426.	F/Sgt. Young, A.G.	
		Sgt. McCarthy, J.E.	
	Aus. 417816.	F/Sgt. Dietman, J.A.	
Lancaster JB.662 -	Aus. 10991.	F/L. Wales, A.W.	Captain
		P/O. Bowen, I.J.	
	Aus. 406559.	F/O. Lawton, R.W.	
	Aus. 401246.	F/O. Richardson, I.R.	
	Aus. 401711.	F/O. Moore, J.W.	
		F/O. Butler, H.R.	
	Aus. 427933.	F/O. Sanders, A.M.	
Lancaster JB.382 -	Aus. 408334.	P/O. Howell, J.R.E.	Captain
		Sgt. Jewitt, C.	
	Aus. 418440.	F/Sgt. Lukies, N.J.	
	Aus. 410077.	F/Sgt. Moorhouse, S.A.	
	Aus. 35963.	F/Sgt. Field, M.L.	
	Aus. 427682.	Sgt. Hill, A.C.	
	Aus. 426100.	Sgt. Hodge, S.F.	
Lancaster JB.743 -	Aus. 416423.	F/L. Gardner, C.C.	Captain
		Sgt. Page, R.E.	
	Aus. 409183.	P/O. Nettle, I.L.	
	Aus. 405655.	F/O. Patterson, O.A.S.	
		Sgt. Harris, M.	
	Aus. 416257.	P/O. Gardner, D.D.	
		Sgt. Rothwell, G.	
Lancaster ED.750 -	Aus. 416609.	F/Sgt. Petney, L.	
		Sgt. Hancock, W.	
	Aus. 417214.	F/Sgt. Mildred, A.J.	
	Aus. 415380.	F/Sgt. King, A.G.	
	Aus. 421010.	F/Sgt. Falconer, D.M.	
		F/Sgt. Espley, J.R.	
	Aus. 21954.	F/Sgt. Detores, J.H.	
Lancaster ND.394 -	Aus. 405887.	W/O. Stafford, M.	Captain
		Sgt. Dixon, F.D.	
		F/O. Hanson, C.E.	
	Aus. 409280.	P/O. Suffren, C.	
	Aus. 415178.	P/O. Pender, H.A.	
		Sgt. Davies, J.	
		Sgt. Daly, P.J.	

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Operations 28/29.1.44. contd.

Lancaster JB.610 -	Aus. 413916.	P/O. Wade, R.N.T.	Captain
		Sgt. Goulden, H.G.	
	Aus. 419191.	F/Sgt. Billett, C.	
	Aus. 420884.	F/Sgt. Hoyle, A.R.	
	Aus. 400629.	F/O. Chapman, C.O.	
	Aus. 423841.	Sgt. McGrath, F.B.	
		Sgt. Eley, J.	

No. 1 Group Summary of Operations Night 28/29 January, 1944.

Target - Berlin

Detailed.....	128 Lancasters
Took off.....	125 "
Primary.....	113 "
Abortive.....	7 "
Missing.....	4 "
Outstanding.....	1 "

Primary - T.O.T. 0311 - 0338 hours.

En route over the North Sea broken cloud was experienced. From the Danish coast to the North German coast it was clear. But fron then on to the target there was 10/10ths cloud with tops up to 10,000 ft. In the target area itself the cloud layer was thin enough for a fair proportion of the crews to see the ground markers. The route marking was excellently carried out and reported on vary favourably by most crews.

The Pathfinders opened the attack punctually and a very good concentration both of release point flares and ground markers was achieved. Those crews carrying navigational aidd found that the area marked aggeed with their own indication of the central city area.

Very large fires were soon started, and soon became exceptionally well concentrated, and even those crews bombing later in the attack reported that there was very little scatter. Towards the end of the attack smoke from the fires was rising to considerable heights and the glow was clearly visible to crews while they were crossing the Baltic on the homeward journey. A feature of the attack was a very large explosion which lit up the whole target area for several seconds. This was reported by most crews and was timed to occur at approximately 0314 hours. Two other exceptionally large explosions were reported, the approximate times being 0320 and 0324 hours. Several experienced crews state that in their opinion this was the most effective and concentrated attack which they had yet seen on Berlin.

Slightly more opposition was encountered from the ground defences than in the previous night's attack, and the thin cloud layer enabled searchlights to operate more effectively. Heavy opposition was encountered from the night fighter defences in the target area, where all but two out of ten combats occurred. Crews report that the majority of combats seen in the target area were well below their own bombing height. The only other areas where enemy night fighters were seen were off the Danish coast and in the Rostock area.

The 113 aircraft claiming to have attacked the primary dropped a total of: - 111 x 4000 lb. H.C. 2 x 4,000 lb. M.C. 162 x 1,000 lb. M.C. 8.x 500 lb. M.C. 4184 x 30 lb. inc. 30910 x 4 lb. inc. 7710 x 4 lb 'X' type.

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VERY SECRET

OPERATIONS NO. 460 SQUADRON R.A.A.F.

30th January, 1944.

B.C.I.N. 30/31.1.44. "Night Operations" BERLIN - was again the target, the 14th attack being carried out by 540 aircraft, and bringing the bomb load of this series to a total of 23,588 tons.

The force comprised: 129 Lancasters of 1 Group, 44 Lancasters of 3 Group, 59 Halifaxes of 4 Group, 156 Lancasters of 5 Group, 37 Lancasters and 10 Halifaxes of 6 Group, 80 Lancasters, 13 Halifaxes and 12 Mosquitoes of 8 Group. In addition, 10 Mosquitoes and 5 Wellingtons of 100 Group co-operated.

The cloud over the target was 10/10ths, tops up to 12,000 ft., with good visibility above. 10/10ths cloud was experienced from the North Sea until leaving the enemy coast on the return journey. The route was well marked by the Pathfinders.

The attack opened on 2012 hrs., and from then until 2030 hrs. an excellent concentration of markers was maintained. Over 450 aircraft bombed on these skymarkers, but results were more difficult than usual to judge because of the density of the cloud, the bright moonlight, and illumination of innumerable flares. Later aircraft, however, report a good show on the cloud, and a large explosion was seen at 2034 hrs. The whole target area was ringed with flares and there was considerable fighter activity both here and on the early part of the route home.

Two 5 Group aircraft each claim an Me.110, one of the aircraft having attacked the enemy fighter while it was in combat with another lancaster.

12 of the 100 Group aircraft completed their missions, and the intruder aircraft claim 2 Me.110 destroyed.

3 of the 5 Mosquitoes detailed to attack later bombed between 2100 and 2140 hrs.

Heavy flak at Berlin is reported as slight, the light flak again being directed at the markers. Searchlights were operating but ineffective.

33 aircraft are missing.

A.M.B. No. 12800. Twice in action against both the R.A.F. and the American A.A.F. within the last four days, the Luftwaffe had to go up again last night to meet another heavy attack on Berlin by Lancasters and Halifaxes. It was the third attack on the capital in four days and the 14th since the present battle opened. Last night's bomb load - brought the tonnage on Berlin in the last three attacks to well over 5,000 tons.

The weather was slightly more favourable for the defence than in the last two attacks. Although there were thick clouds up to

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over 10,000 feet, visibility above was good. Over Berlin itself there was not only bright moonlight, but the sky was brilliantly lit up by hundreds of fighter flares, laid before the spearhead of bombers arrived. The city was completely ringed with these flares: they stretched outwards for miles.

In this brilliantly lit area the main air battle took place. There were encounters on the way out and home, but one bomber crew reported that out of a total of 16 combats, 13 took place over the city. Some of the fighters flew alone, but many were in formation, one pilot reporting ten fighters flying together.

The enemy failed completely to break up the concentration of bombers. It was a typical, swift saturation attack, all over in 25 minutes.

Crews of the main force were again unanimous in their praise of the work of the Pathfinders. The target was so brilliantly marked one pilot said, that "you just couldn't miss."

Because of the glare from the hundreds of fighter flares the first crews found it difficult to observe results. But later arrivals had indisputable proof that fierce fires were burning. Columns of thick grey smoke poured up and by the end of the attack had risen to 15,000 ft. The glow of the fires could be seen over 100 miles away. Mosquito crews prolonged the attack.

One surprising feature was the weakness of the ground defences. There was heavy flak at the start, but as the bombing went on, the barrage grew weaker.

"All the time I was over the target," said a pilot who was one of the last to bomb, "I did not see a single burst of flak. I saw lots of aircraft over Berlin, and every one was ours."

"It was the best organised attack I have known," said the commander of a Halifax squadron, W/Cdr. D.S. Wilkerson, D.F.C., of Hitchin, who arrived near the end of the attack.

"I have never seen a better concentration of aircraft. The moon was shining on the thick white bank of cloud beneath us and against that background I could see lots of other bombers.

"The enemy didn't seem to know what we were doing though the city was ringed with fighter flares and tracks were laid across from one side of the circle to the other. Cloud was very dense."

The crew of the Lancaster 'U' for Uncle went on to bomb, though one of their engines had failed. "About half an hour's flying time from Berlin one of our engines conked out," said F/Lt. S.J. Arnfield, who comes from High Wycombe.

"I was busy trying to coax height out of the aircraft and the half hour to Berlin seemed an hour to me. We could have dropped our cookie, but I thought it best to go right on and put it in the proper place. We got to Berlin after losing about 5,000 feet. There was flak coming up, and many fighter flares about; my gunners had a crack at two of them. Before we got away the mid-upper gunner was giving me a running commentary over the inter comm. about a scrap he was having, and the rear-gunner was shouting to me about a rocket he saw -- all at the same time."

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A Lancaster, captained by Flying Officer E.C. Weatherstone, of Forest Hill, London, destroyed a Junkers 88 near Berlin. The rear and mid-upper gunners were also Londoners -- F/Sgt. R.A. Collingwood of Kew, and Sgt. H.J.P. Lineham of Hackney. The rear-gunner saw the Junkers first. It closed in rapidly, and opened fire. The Lancaster crew thought their aircraft had been hit, but not seriously.

The rear-gunner told the pilot to take evasive action and fired a short burst. He hit the fighter's rudder, and the enemy broke away and climbed almost vertically. The rear-gunner then got in a burst under the Junker's fuselage. The aircraft dived steeply and approached the bomber again. A third burst from the rear-gunner set the enemy on fire, and as it dived away and into cloud the mid-upper gunner saw it completely enveloped in flames.

Sgt. W.R. Bedford of Haslingden, Lancashire, a mid-upper gunner said: "We were just doing the bombing run when I saw a Junkers 88 above me. I fired at him, but he wouldn't play. Then, when we had bombed, a Focke Wulf 190 approached. I gave him a burst, but he wouldn't mix either.

Sgt. L.M. Baker, a Lancaster rear-gunner from Brisbane, said: "Out of ten operations, I have done eight to Berlin. I noted two things last night -- the wind was down to 50 miles an hour as against 90 last time, and, though there were many fighter flares over the city there were not nearly so many along the route. The sky markers were in a big concentration and we bombed in the centre. Conditions were ideal for fighters, with the moon very bright and good visibility all the way. There was an intense red glow under the cloud as we left."

Pilot Officer R. Powdrill, of Moosejaw, Canada (on his sixth flight to Berlin) said that this was the quietest of them all. "It was more or less like a daylight trip," he added -- "and I thought we should have had half the Luftwaffe to contend with; yet despite all those dazzling flares we didn't meet anything."

A.M.B. No. 12801.

The three Lancaster squadrons and the Halifax squadron of the Royal Australian Air Force took part in last night's attack on Berlin. It was the third major attack on the capital in four days, and the fourteenth since the battle began on the night of November 18. Considerably more than 5,000 tons of bombs have been dropped on Berlin in the last three attacks.

Flight Sergeant R.A. Kingston, a Lancaster pilot who used to be salesman in Sydney, said: "The Pathfinders put up a wonderful show, and their flares were very well concentrated - absoutely bang on. Although there were hardly any fighter flares dropped by the enemy on our actual route into the city, they were all around, and the glare from them and the bright moonlight made it difficult for us to see the fires under the thick clouds. But when we were on the return journey we could see the fire glow for at least a hundred miles. There were a few rockets being fired over the target, and we spotted several enemy aircraft, all Junkers 88."

Flight Sergeant J.L. Carmichael, mid-upper gunner in a Halifax, of of Tamworth, N.S.W. had a quick encounter with a Messerschmitt 210 just as his pilot was beginning the bombing run.

"The fighter was just under our port wing," he said, "then it passed below the starboard tailplane and I fired a burst at it. It moved across to the other side, and the rear-gunner and I opened up on it again - this made it switch over to the other side once more. I fired again, but the guns jammed, and at that

moment/

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moment the Me. turned in to attack us. I managed to clear the guns quickly but at that time my pilot had out-manoeuvred the fighter, and we lost sight of it.

"That was the only fighter we saw, but we could see some tracer where an occasional fight was going on. The flak was amazingly light, and the few searchlights could not get through the clouds."

Sergeant L.M. Baker from Brisbane, a rear gunner in a Lancaster, was on his 10th operation last night - eight of these were on Berlin. "I noticed two things last night," he said. "The wind was down to 50 miles an hour, as against 90 the night before, and though there were many fighters flares over the city, there were not nearly so many along the route. The sky markers were in a big concentration, and we bombed the centre of it. The moon was very bright, and we had good visibility all the way, ideal conditions for fighters, but they did not give us much trouble. There was an intense red glow under the clouds."

A Lancaster captained by Pilot Officer A.B. Simpson, D.F.C., of Numurkah, Victoria. won a victory over a Messerschmitt 110. The fighter passed underneath the Lancaster when it was over Berlin. As it appeared that the fighter pilot had not seen them, the Lancaster crew decided to take the offensive. By good crew co-operation they got into a position which made it difficult for the enemy to reply to their attack. The mid-upper gunner, F/Sgt. C.A. Campbell, of Eagle Junction, Queensland, and the rear gunner caught the enemy in their cross-fire. Tracer was seen to enter the enemy pilot's cockpit. Pilot Officer Simpson and Flight Sergeant Campbell, together with others of the crew saw the Messerschmitt roll over on to its back, and fall into a steep dive until it disappeared into cloud.

Flight Sergeant D. Ballantyne of Perth, Western Australia, who was making his ninth attack on Berlin said: "There were enough fighter flares over the target to sink a battleship, but I didn't see any aircraft shot down."

O.R.B. 30/31.1.44. CREWS - BERLIN.

Lancaster ND.361 -	Aus. 403438.	F/L. Utz, E.A.C.	Captain
		Sgt. Hewitt, K.W.	
	Aus. 412774.	F/Sgt. Thomson, J.H.	
		F/O. Chadwick, R.H.	
		F/Sgt. Hart, W.C.	
	Aus. 419274.	F/O. Morris, J.N.	
		F/Sgt. Shaughnessy, J.F.	
Lancaster JB.741 -	Aus. 34031.	F/O. Fulloon, C.S.	Captain
		Sgt. Ranger, J.W.	
	Aus. 427024.	Sgt. Prout, B.	
	Aus. 411964.	F/Sgt. Stewart, T.O.	
	Aus. 420745.	F/Sgt. Guthrie, R.J.	
	Aus. 427050.	Sgt. Wintle, L.	
Lancaster JB.610 -	Aus. 415239.	W/O. Douglas, R.A.N.	Captain
		Sgt. Burton, W.T.	
	Aus. 422127.	F/Sgt. Carr, R.A.	
	Aus. 415226.	W/O. Burbridge, F.	
	Aus.413823.	F/Sgt. Tindale, C.H.	
		Sgt. Martindale, C.H.	
		Sgt. Gatward, R.	

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Operations 30/31.1.44. contd.

Lancaster ND.364 -	Aus. 415259.	W/O. Leary, J.	Captain
		Sgt. Jones, T.E.	
	Aus. 422684.	F/Sgt. Patterson, A.R.	
	Aus. 420928.	F/Sgt. Farrar, A.J.	
	Aus. 21660.	F/Sgt. McAllister, H.G.	
	Aus. 423841.	Sgt. McGrath, F.B.	
		Sgt. Pountney, R.S.	
Lancaster JB.742 -	Aus. 416053.	F/Sgt. Grant, G.A.	Captain
		Sgt. Rawson, P.D.	
	Aus. 417085.	F/Sgt. Lawrie, E.H.	
	Aus. 424461.	F/O. Cleveland, F.A.	
	Aus. 421426.	F/Sgt. Young, A.G.	
		Sgt. McCarthy, J.E.	
	Aus. 417816.	F/Sgt. Dietman, J.A.	
Lancaster JB.734 -	Aus. 405887.	W/O. Stafford, M.	Captain
		Sgt. Dixon, F.D.	
		F/O. Hanson, C.E.	
	Aus. 409280.	P/O. Suffren, C.	
		F/Sgt. Dawson, T.	
		Sgt. Davies, J.	
		Sgt. Daly, P.J.	
Lancaster JB. 662 -	Aus. 10991.	F/L. Wales, A.W.	Captain
		P/O. Bowen, I.J.	
	Aus. 406559.	F/O. Lawton, R.W.	
	Aus. 401246.	F/O. Richardson, I.R.	
	Aus. 401711.	F/O. Moore, J.W.	
		F/O. Butler, H.R.	
	Aus. 427933.	F/O. Sanders, A.M.	
Lancaster ND.463 -	Aus. 417025.	F/Sgt. White, R.H.	Captain
		Sgt. James, P.P.	
	Aus. 32665.	W/O. Goodwin, J.I.	
	Aus. 417136.	F/Sgt. Tweedie, K.C.	
		Sgt. Doleman, H.F.	
		Sgt. Goldstone, D.A.	
		Sgt. Foster, C.W.	
Lancaster JB.743 -	Aus. 416423.	F/L. Gardner, C.C.	Captain
		Sgt. Page, R.E.	
	Aus. 409183.	P/O. Nettle, I.L.	
	Aus. 405655.	F/O. Patterson, O.A.S.	
		Sgt. Harris, M.	
	Aus. 416257.	P/O. Gardner, D.D.	
		Sgt. Rothwell, G.	
Lancaster ND.750 -	Aus. 416609.	F/Sgt. Petney, L.	Captain
		Sgt. Wood, M.	
	Aus. 417214.	F/Sgt. Mildred, A.J.	
	Aus. 415380.	F/Sgt. King, A.G.	
	Aus. 421010.	F/Sgt. Falconer, D.M.	
		F/Sgt. Espley, J.R.	
	Aus. 21954.	F/Sgt. DeTores, J.H.	
Lancaster ND.394 -	Aus. 420838.	Sgt. Martin, R.C.	Captain
		Sgt. Willis, F.C.	
	Aus. 421861.	F/Sgt. Gurdon, P.W.B.	
		F/Sgt. Strain, J.E.	
	Aus. 425120.	F/Sgt. Carlile, W.D.	
		Sgt. Woodward, F.	
		F/Sgt. Howiss, W.J.	

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Operations 30/31.1.44. contd.

Lancaster DV.193 -	Aus. 413916.	P/O. Wade, R.N.T.	Captain
		Sgt. Goulden, H.G.	
	Aus. 419191.	F/Sgt. Billett, C.	
	Aus. 420884.	F/Sgt. Hoyle, A.R.	
	Aus. 400629.	F/O. Chapman, C.O.	
	Aus. 423826.	Sgt. Mortimer, T.W.	
		Sgt. Eley, J.	

No. 1 Group Summary of Operations Night 30/31 January, 1944.

Target - Berlin.

Detailed.....	130 Lancasters
Took off.....	129 "
Primary.....	109 "
Last resort.....	2 "
Abortive.....	9 "
Missing.....	9 "

Primary - T.O.T. 2016 - 2038 hours.

The route over the North Sea was clear but approaching the Danish Coast 10/10ths cloud was encountered and from then on until approaching the North Sea on the return route the same conditions persisted. In the target area there was a solid bank of strata cumulus cloud with tops about 10-12000 ft. which prevented most crews from bombing on the Ground markers, although many saw these cascading into the cloud. It appears that the attack commenced a few minutes late but the P.F.F. marking was very well concentrated and the sky marking was excellently maintained throughout the attack. Those crews carrying H2S confirm the accuracy of the P.F.F. marking with some indication that the main concentration was to the S.E. of the target area with a tendency to spread back towards the North West. Although the results observed were not so spectacular as in the attack of the previous night, this may well be accounted for by the thickness of the cloud layer, the bright moonlight, and the very large numbers of fighter flares which were being used in the target area. Crews bombing towards the end of the attack report columns of black smoke rising above the cloud tops, and the glow of fires reflected on the cloud was seen 100 miles away on the return journey. The route marking was stated to have been very well carried out and of great help to most crews.

Once again ground defences provided only moderate opposition, H.F. being reported as negligible and the L.F. chiefly aimed around the R/P flares. A very great number of fighter flares was reported ringing the target area, in which 13 out of 16 combats occurred. Other main areas of enemy activity appear to have been between Magdeburg and Osnabruck on the return journey and Kiel Bay on the outward journey. Two aircraft, both of which landed away, were badly damaged in combat. One of these had the W/Op. killed and four other members of the crew wounded. The other had the M/U/G and R/G killed in a combat over the target area, in the course of which the Bomb Aimer is believed to have baled out.

The 109 aircraft claiming to have attacked the primary dropped a total of: - 107 x 4000 lb. H.C. 2 x 4000 lb. M.2 154 x 1000 lb. M.C. 2 x 1000 lb. G.P. 52 x 500 lb. M.C. 4520 x 30 lb. incends. 100,500 x 4 lb. incends. 7,680 x 4 lb. "1" type incends.

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VERY SECRET

OPERATIONS No. 460 SQUADRON, R.A.A.F.

15th February, 1944.

B.C.I.N. 15/16.2.44 "Night Operations." BERLIN. A total of 891 a/c were despatched to renew the attack on the German capital; this is the largest force employed on this target up to the present time. It consisted of: -

161 Lancasters of 1 Group.
66 Lancasters of 3 Group
177 Halifaxes of 4 Group
226 Lancasters of 5 Group
32 Lancasters and 118 Halifaxes of 6 Group
16 Mosquitoes, 19 Halifaxes and 76 Lancasters of 8 (P.F.) Group.

There was broken cloud over the North Sea which gradually thickened until it was 10/10ths thick cloud over the target with tops reported from 6,000 to 12,000 ft. At least 754 a/c attacked, bombing the P.F. markers, the majority of crews bombing on the R.P. flares which were reasonably well concentrated. Results were unobserved in the early stages of the attack owing to the density of the cloud, later reports, however, indicate that a good concentration was achieves and several large explosions were seen. Aircraft on the target after the main force had left, report a huge pall of black smoke over the city rising to a height of approximately 20,000 ft, also a large pear-shaped area of fire tapering to the south and centred in the north and north-east of the target area.

Flak defences were more intense than usual in the early stages, but died down as the attack progressed. The usual fighter flares were seen over the target, but there were fewer sightings of enemy fighters than usual.

Some reports are still outstanding. 42 a/c are missing.

Extract from Bomber Command Monthly Supplementary Narrative of Operations

15/16.2.44. 1 Group a/c Lancaster "Q" of 460 Squadron, position 54.20N. 11.30E. at 2035 hours, height 21,000 ft, was attacked by a Ju.88. As the e/a came in it pulled its nose up giving the Lancaster gunners an ideal shot, which they took advantage of and shot the e/a down. The crew saw the e/a hit the ground and burn. The Ju.88 is claimed as destroyed.

No. 1 Group Summary of Operations Night 15th/16th February, 1944.

Target - Berlin.

Detailed	163	Lancasters
Took off	161	"
Primary	139	"
Last Resort	1	"
Abortive	12	"
Missing	9	"

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Primary - T.O.T. 2111 - 2149 hours.

139 aircraft claim to have attacked the primary dropping: -

119 x 4000 lb. H.C. 16 x 4000 lb. M.2. 4 x 4000 lb. G.P.
162 x 1000 lb. M.C. 39 x 500 lb. M.C. 7 x 500 lb. G.P.
6036 x 30 lb. Inc. 112,830 x 4 lb. inc. and 10,350 x 4 lb
'X' type inc.

En route over the North Sea as far as 7 degrees East broken cloud at 6,000 ft. was encountered. From there onwards this gradually thickened to the target which was completely covered with 10/10ths thick cloud with tops around 8,000 ft.

The P.F.F. technique commenced a little early and early arrivals report numeroud Red and Green ground markers but these were quickly lose to view in the prevailing cloud. Under the existing conditions a large majority of crews bombed on the release point flares which are reported in the initial stages as being somewhat scattered and to the West of the City. Although later reports indicate that a good and plentiful concentration was achieved, spreading more to the centre, confirmed by crews carrying navigational aids, the attack again developed a tendency to spread back to the West, whilst the cloud cover made it difficult to assess the results a large numbers of crews speak of the glow of fires which were reflected on the cloud and visible for a considerable distance on the homeward journey. Numerous explosions have been reported, three at 2128, 2137, and 2139 appear to have been particularly impressive. Opposition at the commencement of the attack, from ground defences appears to have been more formidable than on former occasions, but as the attack progressed they appear to have been saturated and searchlights were almost negligible. So far only four combats have been reported all of which took place in the target area and of numerous sightings the largest proportion appears to have been on the last leg from position "Q" and over the target itself.

Last Resort: - C/12 Squadron dropped 1 x 4000 lb. H.C. 56 x 30 lb. inc. 960 x 4 lb. inc. 90 x 4 lb. 'X' type on Sylt owing to engine trouble.

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16.2.44 - No. 27

Air Ministry News Service

Air Ministry Bulletin No. 12960

BOMBER COMMAND MAKES A THOUSAND SORTIES

BERLIN'S HEAVIEST ATTACK

The largest bomber force which has so far attacked Berlin bombed the city last night at the rate of over 70-tons a minute, dropping 2,500-tons between a quarter past nine and just after a quarter to ten. Of the force of more than one thousand aircraft despatched by Bomber Command, the greater number were Halifaxes and Lancasters, and all of these were on Berlin with the exception of the Lancasters which made a feint attack on Frankfurt-on-Oder.

The thousand bomber attacks of 1942 have already been many times surpassed in weight, effectiveness and range. In the new thousand-bomber assault, no crews were detached, as in 1942, from training stations, and almost every squadron was flying four-engined bombers.

More than an hour after the main attack, Mosquitos were still making the work of Berlin's fire brigade difficult and dangerous, and their crews reported an enormous pall of dense black smoke over the city, rising to a height of 20,000-feet. Under the cloud which covered the whole of the city in a thick layer up to nearly 10,000-feet, a great pear-shaped glow of fires stretched across the target, and the smoke had begun to filter upwards through the clouds even before the main force had finished their rapid attack.

Flak was so violent when the first sky-marker bombs were dropped, that it was evident that the main night fighter force was late.

Scattered fighter flares later began to appear in the sky, but even in the last stages of the attack many of our crews bombed without opposition from fighters. The weather may have grounded some of the enemy fighters, and the Germans do not seem to have been able to get a large enough number over Berlin to intercept more than a small proportion of the great force of bombers. The air defences appear, in fact, to have been as effectively saturated as the flak. The searchlights were unable either to get through the cloud or to illuminate them in order to silhouette the bombers.

"The gunfire was much heavier than usual," said Pilot Officer R.J. Silson, of Boston, Lincolnshire, who was over Berlin for the eighth time. "This was right at the beginning of the attack -- in fact we got there just before the pathfinder flares went down. I saw them build up a really good concentration of markers."

(Cont'd)

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"Ours must have been about the last of the heavy bombers over Berlin", said Sgt. L. Rawsthorne, who comes from Manchester. "We came in so late that Jerry was able to concentrate all his flak on us and it was the thickest barrage I have ever been in. Before we left there was a great quantity of thick black smoke coming up through the clouds over a large area. But the clouds were so thick that the glow of fires and searchlights was not very bright when seen from above. The dense smoke made it still more difficult to see the glow - we saw it all right when we got clear of Berlin and were looking back at the city from an angle."

This was the thirteenth flight to Berlin of F/Lt. C.E. Gardner, a Lancaster pilot, who comes from Streaky Bay, South Australia. "We had a very quiet time," he said "and we didn't see a single fighter. The flak was certainly heavier than I have known it recently over Berlin, but we got through it all right. My gunners said that the clouds were so thick that they couldn't see the fires as clearly as usual but the markers were well concentrated."

F/Lt. P.E. MacCarthy, D.F.C. of Billinudgel, N.S. Wales, who was on his 37th operation, said "There was a lull between the first barrage of flak and the arrival of the fighters. We got in between these two spaces and the only sign of fighters we saw were flares around Berlin. They were dropped haphazard with no sort of pattern. By the time we lft, the line of flares was only about four miles, but I have never seen such a terrific concentration of target markers."

The pilot of a Lancaster said:- "We were coming away from the target, when a F.W.190 came up. My gunners spotted him very smartly and we took evasive action. Then another fighter came up to the attack, a twin-engined one, which was just going to fire at a range of 400 yards when we gave him the slip, too. Two fighters seemed to be working together on a plan but we got rid of both of them just as they were turning in to the attack.

"You could see Lancasters everywhere and the whole attack seemed to be very satisfactory. The sky markers were thickly concentrated above the ten tenth cloud."

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Lancaster 'S for sugar', belonging to an Australian squadron, made its 92nd war flight last night and got back without a scratch or a bullet hole. "She flew beautifully the whole way", said the Bomb-Aimer, Sgt. N. Stapleton, of Tiverton, Devonshire.

A station commander gave facts about the tremendous work involved in putting up last night's great force of over 1,000 aircraft. "Every attack", he said, "is the work of a huge organisation engaged in a battle of wits with an even larger organisation in Germany. And every attack is planned, organised and calculated with reference to the individual circumstances of the night, circumstances which are most unlikely to repeat themselves on any future occasion.

"In the shortest possible time, well over 1,000 aircraft had to be got into the air last night. Without getting scattered along the route, they had to keep together, in spite of the different speeds and suitable operational heights of the different types of bombers, reach the target and leave it within about half-an-hour. All this had to be done in darkness and in cloud.

"It was a busy night for the aircrews but it was also a very long day for those on the ground. It took roughly 4,000 men to get the bombs into the 1,000 aircraft, and the work took over 5 hours. Some 7,000 flying personnel were briefed. There was something like 50 men working on the ground for each bomber that got into the air. We used well over 1,000,000 gallons of petrol, many thousand gallons of oil and a great volume of fluid needed for hydraulic undercarriages, de-icing systems and various pumps. Many thousands of radio valves had to be checked. On each bomber station lorries had to be ready for such specialised work as servicing accumulators, keeping cars at the right air pressure and filling oxygen cylinders. 7,000 flying suits had to be prepared and about three-quarters of a million rounds of ammunition had to be stowed aboard after being packed in belts."

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VERY SECRET

OPERATIONS No. 460 SQUADRON, R.A.A.F.

19th February, 1944

B.C.I.N. 19/20.2.44 "Night Operations." LEIPZIG. The largest force yet despatched to attack this target comprised 823 aircraft, namely: -

170 Lancasters of 1 Group
62 Lancasters of 3 Group
140 Halifaxes of 4 Group
209 Lancasters of 5 Group
98 Halifaxes & 31 Lancasters of 6 Group
89 Lancasters, 17 Halifaxes and 7 Mosquitoes of 8 (P.R.) Group.

Broken cloud was encountered over the North Sea and as far as Hanover from which point cloud was 10/10ths. with tops up to about 10,000 ft. Visibility above cloud was good. Winds lighter than forecast, resulted in most aircraft being ahead of time and they either zig-zagged on the last leg or circled the target area until the P.F. markers appeared. The markers were slightly early and owing to the large number of aircraft in the target area at the start, the attack developed very quickly. An excellent concentration of skymarkers was achieved and maintained, and in general the skymarkers were bombed rather than the ground markers which disappeared into cloud, though enemy efforts to shoot down the skymarkers with L/F were reported more successful than usual. The glow of many fires was seen through cloud, and smoke rose to a great height. H/F at target was slight to moderate, and S/L's were not numerous. On the way to the target, fighters were very active, chiefly between the Dutch coast and Hanover and in the area between Stendal and Juterbog. Fighters were also over the target, but not until about halfway through the attack. The route home was reported practically free from fighters. 78 aircraft are missing.

No. 1 Group Summary of Operations, Night 19th/20th February, 1944.

Target - Leipzig.

Detailed	174	Lancasters
Took off	170	"
Primary	136	"
Last Resort	6	"
Abortive	9	"
Missing	17	"
Outstanding	2	"

Primary - T.O.T. 0333 - 0436 hours.

Broken cloud was encountered over the North Sea and as far as Hannover, from which point 10/10ths cloud was encountered with tops between 7 and 10,000 ft. The target was also covered by 10/10ths cloud layer, and visibility above the cloud was reported as good. Owing to the fact that the actual winds were considerably lighter than those forecast, all crews were ahead of time. Some aircraft made several dog-legs en route, while others spent a considerable time in the target area waiting for the P.F.F. MARKING to start. Reports indicate that the marking may have been two or three minutes early, but when it did start an excellent concentration was achieved,

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and most of the crews who were carrying H.2.S. found that this navigational aid confirmed the area marked by the P.F.F. With so many aircraft already in the target area when the marking started the attack developed very quickly, and very shortly after zero hour the glow of many fires was seen reflected through the cloud. An excellent concentration of marking was maintained throughout the attack, most crews choosing to bomb on the release point flares, although a few were able to see the T.I. markers reflected through the cloud. A quarter of an hour after the attack was scheduled to commence dense clouds of smoke were reported rising up to the height of our aircraft. Some crews who were forced by their early arrival to make very large orbits, and as a consequence bombed after the last markers had gone down, reported a very large area of concentrated fires. Several crews bombed before zero hour by means of their navigational aid.

Very few searchlights were reported in the target area and only moderate heavy flak in barrage form was encountered. The light flak was chiefly aimed at the release point flares. Four aircraft report damage by flak. Enemy night fighters were very active and although the major concentration was in the target area considerable opposition was encountered between the Dutch Coast and Hannover, and also on the leg between Stendal and Juterbog. Two enemy aircraft are claimed destroyed, one probably destroyed, and two damaged in the total of 15 combats reported.

The 136 aircraft claiming to attack the primary dropped: -

98 x 4000 lb. H.C. 33 x 4000 lb. Minol, 4 x 4000 lb. G.P. 150 x 1000 lb. M.C. 74 x 500 lb. M.C. 5 x 500 lb. G.P. 6196 x 30 lb. inc. 131,430 x 4 lb. inc. and 10,590 x 4 lb. 'X' type inc.

Last Resort: - Bombs were dropped on Texel, Leeuwarden Aerodrome, North West of Berlin, Emden, Groningen, and the South East of Emden.

Outstanding: - The two outstanding aircraft collided over base on return. Four members of the crews were killed and five were injured.

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20.2.44. - No.36

Air Ministry News Service Air Ministry Bulletin No.12999

MAJOR ATTACK ON LEIPZIG

Bomber Command was out in very great strength last night, with the main force of Lancasters and Halifaxes concentrated on Leipzig. The rest were either mine-laying or bombing various targets, including Berlin.

The attack on Leipzig was on the same scale as that on the German capital on the night of February 15, when a record weight of bombs was dropped on Berlin. Considerably more than 2,300 tons of high explosive and incendiary bombs were dropped on Leipzig in a swift, saturation raid which began a minute before 4 o'clock this morning.

The last attack on Leipzig was made on the night of December 3. Although much less heavy than that of last night - 1500 tons of bombs were dropped - nearly 30 per cent of the most densely built up area in this great industrial city, the fifth largest in Germany and a vital centre of aircraft production, was devastated.

The weather last night presented several difficulties to the crews. A dense cloud belt, heavy with ice, covered the route to the target area, and, to begin with, the bombers had to fly through it. Above, the sky was clear, but the winds were very variable.

"It was a rather difficult night for us", one navigator said. "We hadn't been going very long before I discovered that we were ahead of schedule. We slowed down a bit, and I made the necessary adjustments, but when we were crossing the enemy coast I found that we were still running too fast. We went on checking up all the way, but even so we arrived over the target before we were due. We found that we were not the only ones to reach the target previous to zero hour. Several bombers were circling round the city, waiting for the first flares to go down. Then the markers were dropped, the target became alive, and we swooped into the attack".

Once again the operation developed into a battle between the fighters and the bombers. Most of the crews seem to agree that the fighter packs concentrated on them from the time they crossed the enemy coast.

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"Although we were not attacked ourselves," said a rear gunner, "I saw several combats going on around us. I watched one encounter which lasted for 25 minutes."

Strings of flares floated down to light up the route. "They were going down all the time," one pilot added. "Every now and then a large white rocket would explode in the sky, and spread out and slowly die away. I saw three to four combats on the way in, but when we were on the last lap many of the fighters seemed to turn away and fly on to Berlin."

Few fighter flares went down over Leipzig at the beginning of the attack. More enemy aircraft arrived on the scene in the later stages of bombing, but they never seemed so numerous as along the journey to the target.

"There were only a few flares over the target when we made our bombing run," a pilot said, "and the searchlights did not get through the clouds, which were so thick that the glow of the fires below was rather faint. But at moments there were breaks or thinner patches, and when we passed over these the fires were very obvious." Smoke rose to a great height by the end of the attack. "Curly black smoke billowed up to 22,000 feet," another pilot stated. "Where it was coming through the clouds, they looked like a restless sea - an extraordinary sight."

Flying Officer H.C. Darnton, an experienced bomb-aimer from Edinburgh, saw a huge explosion in Leipzig near the beginning of the attack. "We were on our bombing run," he explained, "when I saw it, a vivid blue flash right underneath the target indicators. The light came up through the cloud, which was up to 8,000 feet then, and lit up the whole sky. I watched my four-thousand pounder go down till it went into cloud - the clouds were so thick that I couldn't even see its flash. But after we had left Leipzig, I thought the glow of the fires was about the brightest I had ever seen."

The rear-gunner of the same aircraft, Warrant Officer P. Allwood, of Gawler, South Australia, shot down a Dornier 217. "The enemy came in from astern 40 miles before we reached Leipzig. I warned the captain," he said, "but as I was speaking to him, I stood up to get a better view of the fighter. As I did so, the inter-comm. plug was pulled out. I don't think the captain heard what I said. The aircraft kept straight and level. When the fighter was a hundred yards away, I fired and saw my tracer hit it. The Dornier dived away, and I saw flames coming out of its engines. I watched it go down and turn over in the air. The Mid-upper gunner saw it go through cloud and end up in a red glow when it hit the ground."

/Contd.

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A Junkers 88 collided with a Lancaster near the enemy coast, and was seen to hit the ground in flames. The Lancaster got home safely, although there was a large hole and a good deal of other damage.

"We've got to Leipzig at an early stage of the attack," said Wing Commander A.A. Adams, of Middleton-On-Sea, Sussex, a Lancaster pilot. "The whole target was lit up by searchlights shining on the cloud. There were a few breaks in the clouds over the town.

"We all but collided with a fighter. I didn't see it myself, at first, but my bomb-aimer did. It was a Messerschmitt 210, and it came so close I could see the whole of the inside of its cockpit as it flashed across, in front of and immediately underneath our aircraft. The pilot must have seen us only just in time - he banked steeply, and just missed us."

Fighters made eleven separate attacks on a Halifax piloted by F/O J. Blake, who comes from Hamilton, Canada. This aircraft belongs to the Canadian group's "Ghost" squadron. The enemy concentrated on us when we were still some way away from the target," said the rear-gunner, W/O J. Houston, of Ontario. "They were not taking many chances, for they fired at us from a range of about a thousand yards. We managed to beat them back, and went on to the target. Then the fighters attacked us again on the way back."

Although the aircraft was severely damaged, the starboard tail fin, the undercarriage, the oxygen lines and the inter-communications system all being hit, the pilot brought his Halifax safely back to England.

With a population of seven hundred thousand, Leipzig is one of the most important manufacturing and commercial centres in Germany. Besides its recently developed aircraft industry - there are some 20 firms making aircraft and aircraft components - it is a great centre for making textiles, and its other war industries are many and varied. It is one of the largest junctions of the supply routes to the Russian front.

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21.2.44. No. 51

Air Ministry News Service — Air Ministry Bulletin No. 13017

GENERAL SPAATZ CONGRATULATES BOMBER COMMAND

Lieut. General Carl Spaatz, Commanding General United States Strategic Air Forces against Germany, yesterday sent the following message to Air Chief Marshal Sir Arthur Harris, Commander-in-Chief Bomber Command:-

"The great effort you made against Leipzig last night was a tremendous help to our successful mission to-day. As a direct result of your bombing, fires guided our planes to their objective, and fighter opposition was minimised. I consider our joint blows against the enemy during the last 24 hours are a real step towards final victory. My deep appreciation and hearty congratulations go to all members of your Command."

Air Chief Marshal Sir Arthur Harris's reply is as follows:-

"I much appreciate your welcome message and congratulate you in turn on your heavy and most successful attack. Thanks largely to our combined efforts on the previous day and night the enemy fighter force failed to achieve any successful defence on Stuttgart, which we hope has now been heavily hit at a small cost. By mutual help such as this we can impose a strain on the German fighters which will break them down. If we thus share the load, we have the power to reduce to impotence the greatest obstacle to complete and final victory."

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VERY SECRET

OPERATIONS No. 460 SQUADRON, R.A.A.F.

20th February, 1944

B.C.I.N. 20/21.2.44 "Night Operations." STUTTGART. 598 aircraft were despatched. The force comprised: -

130 Lancasters of 1 Group
49 Lancasters of 3 Group
69 Halifaxes of 4 Group
176 Lancasters of 5 Group
25 Lancasters & 41 Halifaxes of 6 Group
12 Mosquitoes, 80 Lancasters & 16 Halifaxes of 8 (P.F.) Group.

At least 530 aircraft of the 598 despatched, attacked in early conditions of 8/10ths cloud. As the attack developed cloud decreased to as little as 3/10ths and visibility was good. Early arrivals found it necessary to orbit for some minutes before the markers went down dead on time. As the clouds cleared it was possible to pick out the characteristic bend of the Neckar to the North of the town, and thus verify the accuracy of the marker placing. The attack is thought to have been well concentrated with a tendency to spread to the north. Intense fires took a firm hold and the glow could be seen for 100 miles on the return journey. Several large explosions were noted. A particularly large one at 0404 is reported by several crews.

A Mosquito over the target at 0520 reports a big area of fire in the Southern area of the Town and an exceptionally large fire to the north and others to the N.W.

Only moderate ground opposition was experienced from the target area, and fighters were unusually quiet, due no doubt, in big part to the diversionary activity of the O.T.U. and other groupd.

9 aircraft are missing.

Extracts from the German High Command Communique strive to hide the failure of their defences by including their claims against the U.S.A. day operations in the total.

No. 1 Group Summary of Operations Night 20th/21st February, 1944.

Target - Stuttgart.		
	Detailed	135 Lancasters
	Took Off	130 "
	Primary	125 "
	Abortive	4 "
	Outstanding	1 "

Primary - T.O.T. 0355 - 0425 hours.

Brokencloud was encountered over the channel becoming 5-10/10ths en route over the continent. In the target area, however, the cloud was variously reported between 3/10ths and 10/10ths with tops at approximately 8,000 ft. The forecast winds were inaccurate and in consequence aircraft were early in the target area and the attack opened before zero hour. THE P.F.F. marking however was on time and

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well concentrated. Many crews were able to identify ground detail visually and by means of their navigational aids, and the attack appears to have been well concentrated in the built up area but with a tendency to spread to the North. Fires quickly got hold and the glow from these could be seen from one hundred miles away on the homeward route. From reports so far received, the majority of crews used the ground markers for their bombing, although good use was also made of the release point flares. Crews found the route markers at positions "P" helpful although those were somewhat scattered. Moderate opposition was experienced from the ground in the target area. Fighters, however, were not so much in evidence. Seven of the combats reported to date were in the target area and the remaining two in the Saarbrucken area. Of the 39 sightings so far reported 24 were in the target area and the remainder at various positions particularly along the homeward route. 130 aircraft claim to have attacked the primary dropping 93 x 400 lb. H.C. 4 x 4000 lb. G.P. 28 x 4000 lb. M'. 167 x 1000 lb. MC. 34 x 500 lb. G.P. 5014 x 30 lb. inc. 103950 x 4 lb. inc. and 9060 x 4 lb 'X' type inc.

Outstanding: - 1 a/c crashed at North Wytham on return. All members of the crew were killed. The bomb load carried was 1 x 4000 lb. H.C. 6 x 1000 lb. M.C. and 1 x 500 lb. M.C.

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21/2/44 - No. 44

Air Ministry News Service — Air Ministry Bulletin No.13011

GERMAN FIGHTERS HARD PRESSED

2000 TONS ON STUTTGART

After being in action day and night for 24 hours, the Luftwaffe had to go up again last night to meet a heavy attack by Lancasters and Halifaxes on Stuttgart.

From the reports of the crews it seems clear that the enemy's fighter packs were not out in nearly such strength as on the previous night. Whereas the force that bombed Leipzig was attacked all the way to the target, crew after crew last night reported that they got through to Stuttgart without seeing any fighters.

Some flares went down over the city after the attack had started, and there were several combats during the swift, saturation attack, in which about 2,000 tons of high explosives and incendiary bombs were dropped. But even over Stuttgart there were fewer fighters than our crews have reported for some time.

For the most part Stuttgart had to rely on its ground defences. "It was a much heavier barrage than we met with for weeks," said one Lancaster pilot, who has been to Berlin ten times. "As we were on our bombing run the flak was bursting so near us that at one point I felt I could have put out my hand and touched it."

Another experienced pilot, who bombed Leipzig and was out again last night, said that the Luftwaffe was undoubtedly feeling the strain of the day and night bombing by the R.A.F. and the U.S.A.A.F. heavy bombers. "The Germans are so hard pressed," he said "that there is no longer any rigid division between the day and the night fighters. When there is a heavy raid on, the enemy often have to put up every fighter they can lay their hands on, so that you find day fighters operating by night, and night fighters operating by day.

"The continuous bombing of the last 24 hours must therefore have put a terrific strain on the Luftwaffe. Even apart from the large number of fighters which the Americans shot down yesterday, many aircraft must have been in need of minor repair and overhaul, and unable to get off the ground last night."

There was cloud along the route, but this began to break up as our bombers neared Stuttgart. Over the town itself there were gaps in the cloud and through them many pilots, who arrived after the first few minutes of the attack, saw their bombs bursting.

Later on, when the fires had got well alight, crews reported seeing whole factories in flames, with dense columns of smoke rolling up towards them.

"It was the first time I have seen the target so clearly," remarked one pilot who has taken part in the recent Battle of Berlin. "The cloud had cleared up a bit when we reached the city, and through the gaps I could see snow glistening on the ground. Then the streets of the town came into view, with fierce fires burning in the industrial area marked out by the flares of the Pathfinders. When we left, Stuttgart had been ploughed with deep, red furrows of flame."

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Another Lancaster pilot who bombed the target two minutes after the attack had started, said that the fires had sprung up even then. "It was developing into one of the most concentrated attacks I have ever seen!", he added.

Flight-Lieutenant C.P. Newton, of Chelsea, a Lancaster pilot who was on his 30th operation, reported that when he arrived over Stuttgart the bombing was already going down in the centre of the area marked out by the target indicators. Fires were burning fiercely. They were evenly spaced, and one line of fires ran at right angles to the rest. The fires were all near enough to one another to join up later into one big concentration.

In contrast to most of the crews who reported seeing no fighters, Sgt. H. McFerran of Carrickfergus, County Antrim, Northern Ireland, mid-upper gunner in a Lancaster on his 28th war flight, saw several while he was over Stuttgart. "In five minutes I saw nine of them," he said, "more than I have ever seen before. One of them kept flying backwards and forwards through the flak, looking for our bombers. I kept swinging my guns round in case we should be attacked, but we got through without being spotted.

Pilot-Officer H. Blow, of Alford, Lincolnshire, pilot of a Lancaster, who has done 18 operations out of which 11 have been on Berlin, also saw enemy aircraft in the target area. "Just before we got through the flak to our target," he stated on his return, "a Junkers 88 came in to attack us, but we managed to elude it. Soon afterwards a single-engined fighter tried to stop us, but my mid-upper gunner opened up, and the enemy disappeared without firing a shot.

"In contrast to the sky over Berlin, which is usually lighted up by hundreds of fighter flares dropping slowly down, I only saw four flares and they were dropped only after we had left."

Pilot-Officer J. Smith, of Sydney, a Lancaster pilot, said that the bombing was very concentrated when he arrived over the town. "The cloud was getting thinner all the time," he said, "and through one of the gaps my bomb-aimer could clearly see our aiming point. Four-thousand-pounders were going down one after another as we made our bombing run, and in the same area showers of incendiaries and markers were lighting up the town so clearly that we could see what was going on below."

Stuttgart has a population of well over 500,000 and is one of the most important industrial centres in Germany, particularly for certain aero-engines, submarine engines and motor components, such as fuel injection pumps, magnetos, sparking plugs and pistons.

The two best-known Stuttgart firms are the great electrical equipment and aircraft component works of Bosch, at Feuerbach and the Daimler-Benz A.G. Motor and Military Transport Works at Stuttgart-unter-Turkheim.

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22.2.44 - No.34

Air Ministry News Service Air Ministry Bulletin No.13034

SEVERE DAMAGE TO STUTTGART FACTORIES

Many fires were burning unchecked in Stuttgart when reconnaissance aircraft were over there on Monday, February 21, after Bomber Command's 2,000-ton attack the night before. Great volumes of smoke were rolling up from the most important industrial plant in Stuttgart, the Robert Bosch works in the Feuerbach district.

This factory was known to be one of the most concentrated centres of essential war production in the whole of German Europe, and produced the bulk of all the ignition equipment for aero engines. The main foundries in this works were burning fiercely, and so was a new sparking plug plant. Other workshops, machine shops, and stores were severely damaged.

Other industrial plants which were hit include two important metal works and large railway repair shops.

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25.3.44 - No. 8

NOT FOR PUBLICATION, BROADCAST IN OVERSEAS BULLETINS OR USE ON CLUB TAPES BEFORE 2330 B.S.T. ON 25.3.44. (i.e. FOR SUNDAY PAPERS). NOT TO BE BROADCAST IN THE MIDNIGHT NEWS OF 25/26.3.44. OVERSEAS MESSAGES SHOULD BE PREFACED WITH THIS EMBARGO.

Air Ministry News Service — Air Ministry Bulletin No.13373

KEY FACTORIES HIT IN STUTTGART

It is now known that after Bomber Command's attacks on Stuttgart on the nights of February 20/21 and March 1/2, there were particularly heavy concentrations of damage in the Feuerbach and in the Bad Cannstadt districts, the two most important industrial areas in Stuttgart.

Nine key-point factories have been very seriously damaged, and three less severely. Thirty-two other factories have been hit, and many of them very severely damaged. In addition, four key-point railway targets have been hit, the large railway workshops in the Bad Cannstadt being almost entirely destroyed.

The most important industrial plant in Stuttgart is the Robert Bosch works, rated by the Ministry of Economic Warfare as a vital war factory of the first importance. It is the largest works in Germany for the production of ignition equipment for all types of aero engines. It also makes electric components for bombs and other electrical equipment. Several large workshops and a foundry have been completely, or partly destroyed. The Bosch offices and the research station in the centre of Stuttgart were badly damaged.

The great headquarters factory of the huge Dainler Benz firm has also been very seriously damaged. This works not only carried out vital research on Diesel engines for aircraft, but also produced Diesel engines for tanks, and components for armoured fighting vehicles. The plant was heavily camouflaged.

The Vereinigte Kugellager Fabrik ball-bearing plant was damaged shortly before a further attack was made on this bottleneck factory by the U.S.A.A.F. on February 25.

Among other priority plants which have been severely damaged are works making aircraft components, components for submarines, tank engines, grinding machines, gauges, aircraft instruments, locomotives and boilers.

These blows to one of the most important centres of specialised engineering industries in Germany were followed by another heavy night attack by the R.A.F. on the night of March 16.

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VERY SECRET

OPERATIONS No. 460 SQUADRON, R.A.A.F.

25th February, 1944.

B.C.I.N. 25/26.2.44

"Night Operations". AUGSBURG. 595 aircraft were despatched in two phases of approximately equal numbers, due at the target at 2245 hours and 0115 hours respectively. The Messerschmitt plant at Augsburg had been attacked at about 1400 hours. by 194 Fortresses of the U.S. 8th Air Force. The force was made up as follows: -

141 Lancasters of 1 Group
49 Lancasters of 3 Group
62 Halifaxes of 4 Group
165 Lancasters of 5 Group
21 Lancasters and 44 Halifaxes of 6 Group
88 Lancasters 17 Halifaxes and 10 Mosquities of 8 (P.F.) Group.

Broken cloud was encountered at first on the route but on approaching the target the sky cleared and there was little or no cloud and good visibility at the target. The snow-covered town and the railway and river junction could be clearly identified by early arrivals in the light of flares and the P.F. markers were reported accurately placed. Although the markers were punctual some bombing was observed before-hand. Large and well-concentrated fires developed quickly, with ground markers dropping into them, and towards the end of the first phase there was a thick pall of smoke considerably hampering observation. A particularly large explosion was seen at 2318 hours.

Weather was similar for the second phase and fires seen on approach from 100 miles away were found on arrival to be well-established and smoke rose to about 15,000 ft. In spite of the smoke the outline of the town was clearly defined in the light of the fires, and again some bombing took place before the P.F.F. were due but as the attack developed a further concentration built up towards the E. and N.E. edge of the fires already burning, and the fires merged into an apparently solid mass which lit up a wide area. A large oil fire and 2 explosions attracted particular attention during this phase. Mosquitoes attacking an hour later reported concentration of fires in a semi-circle in the town. Photographs taken with bombing show a very large concentration of plottings on and around the A/P.

There was considerable S/L activity around the target throughout but in general they were ineffectively operated. Flak at first was considerable but soon became only moderate and remained so during the second phase. Fighter opposition was not great, although a few combats are reported chiefly East of the Rhine and in the vicinity of the target.

12 aircraft are missing out of the first phase and 9 out of the second.

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No. 1 Group Summary of Operations Night 25th/26th, February, 1944.

Target - Augsburg.

	1st Attack.	2ND Attack.	Total.
Detailed	103 Lancs.	39 Lancs.	142 Lancs.
Took Off	102 Lancs.	39 Lancs.	141 Lancs.
Primary	84 "	32 "	116 "
Last resort	1 "	1 "	2 "
Abortive	12 "	4 "	16 "
Missing	5 "	2 "	7 "

Primary - 1st Attack. TOT 2244 - 2312 hrs.

Broken cloud of from 5-6/10ths cover was experienced en route and to as far as approximately 06 deg. East. At this point the skies cleared and the target was found to be completely free from cloud. The Pathfinders opened the attack punctually and some crews who arrived in the target area early report that in the excellent visibility prevailing the built up area could be clearly identified in the light of the flares.

Some of the first markers are reported as having dropped in the Northern part of the town near the ~~first~~junction of the Rivers Lech and Wertach. Later the marking drifted back and the centre of the town was reported as having been well covered by the Red T.I. markers. Very concentrated fires were soon raised and after the attack had beenin progress for only a few minutes the whole target was reported to be slight. The intensity of the conflagration was so great that the markers were engulfed in the flames. Towards the end of this attack the whole area was covered by a thick pall of smoke which considerably hampered observation of results. Numerous explosions punctuated the attack with a particularly impressive one at approximately 2318 hours. There was considerable searchlight activity around the target. At the commencement of the attack a heavy barrage was put up by the Flak defences. Later, however, crews report that the defences appear to have been swamped, and only crews attacking very late experienced any real trouble. Little opposition was encountered from night fighters en route nor were they as active as of late in the target area. All four combats reported took place near the target.

The 102 aircraft claiming to have attacked the primary dropped: - 65 x 4000 lb. H.C. 4 x 4000 lb. G.P. 12 x 4000 lb. M.2. 3 x 2000 lb. H.C., 9 x 1000 lb. M.C. 1 x 500lb. M.C. 4536 x 30 lb. Inc. 68010 x 4 lb. inc. and 9600 x 4 lb. 'X' type inc.

Last Resort: - One aircraft bombed an A/F approximately 10 miles S.S.E. of Augsburg.

Primary - 2nd Attack T.O.T. 0054 - 0119 hours.

Weather conditions en route and at the target were similar to those during the first attack. Crews report that owingto the winds being stronger than forecast they arrived early in the target area. The target area was clearly seen from as far away as Saarbrucken owing to the huge fires which were still burning. Several crews did not wait for the Pathfinder marking to commence as the outline of the town was clearly defined in the light of the fires. There are reports that some of the bombing which took place before zero hour was short of the main conflagration, but when the marking started it clearly indicated that the fires which were already alight were in the target area. This was also confirmed by crews carrying navigational airds. A pall of dense smoke was left rising to approximately 15,000 ft. Although

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26/2/44 - No. 32

Air Ministry News Service — Air Ministry Bulletin No.13089

DOUBLE ATTACK ON AUGSBURG

With two attacks last night on Augsburg, Bomber Command for the second time in 24 hours made a double attack on a German industrial centre. It was also the second time that the R.A.F. followed up a day onslaught by United States heavy bombers on one of the enemy's main war factories.

This was Augsburg's first major night attack. Lancasters and Halifaxes in two large forces dropped a total of some 1,700 tons in two swift blows with an interval of two hours and a half. Squadrons from the R.C.A.F. bomber group and the R.A.A.F. were in both forces.

Besides the Messerschmitts' assembly centre and experimental station, which the Americans bombed yesterday, Augsburg has the great Maschinen Fabrik Augsburg-Nuremburg works, which is the most important plant in Germany for the production of Diesel engines of all kinds - especially for U-boats.

The U-boat engine assembly shed in this works was bombed in daylight by a small force of Lancasters, led by the late Wing-Commander J.D.Nettleton, V.C., just under two years ago. This factory is in the northern part of the town.

The Messerschmitt works lies to the south and consists of a large number of buildings round a factory airfield. It is not only the headquarters of the firm, where new methods of manufacture as well as new types of aircraft are developed, but also the enemy's main centre of production for the Messerschmitt 410, the fighter-bomber which is the nearest German equivalent to the Mosquito.

There are several other engineering firms in Augsburg, as well as the enemy's largest balloon factory.

The double attack is obviously a most appropriate tactical method at a time when the weather has allowed the Anglo-American bomber force to wear down the enemy's combined day and night fighter strength by repeated attacks. Last night there was everything to suggest that the enemy's air defences were struggling against odds. Directly after the first attack, which began at 10.45 and was over in a very few minutes, fighter flares were dropped in considerable numbers around the target, but the actual opposition from fighters round Augsburg was slight, especially during the second attack. It was only to be expected that many fighters would be unserviceable after so many battles, and many German pilots must have felt the strain.

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In the operations room at Bomber Command headquarters early this morning, Air Chief Marshal Sir Arthur Harris and General Doolittle, Commanding General of the 8th Air Force, United States Army, were together examining the first reports on the R.A.F's night attack on Augsburg. An early report said that one of the first night photographs to be developed showed a good concentration in the target area.

The two commanders discussed the attack on Schweinfurt, where considerable fires had been started the night before.

Visibility could hardly have been better last night. Crews who arrived early were able to identify the town and the river visually: thick snow on the ground showed up every detail. But the pathfinders maintained a continuous cluster of markers round the town, and this prevented any tendency to scatter the bombing when black smoke gradually covered the greater part of Augsburg. Eventually the smoke rose to a great height, and was thick enough to hide some of the fires.

In the two and a half hours between the attacks the enemy was evidently quite unable to get the fires under control. Crews of the second force saw the blaze long before they reached Augsburg, and their own bombing spread the conflagration until it extended over most of the target area.

With the night fighters unable to arrive in large numbers, Augsburg had to rely mainly on ground defences. Both heavy and light flak was fairly intense, "Plenty of searchlights were active round the target", a pilot said. "There were at least 75 of them".

"Fighter flares were being dropped and five were placed very near our tail", said a wireless operation of a Lancaster. "There were double ones and single. There was a blinding glare, and then they died away without anything worse happening. A bomber behind me was coned by about 10 searchlights while we were over Augsburg, and then all the guns opened up. It had rather a hot time among the shell-bursts, but it got away all right".

The pilot of a Halifax found that the bomb doors would not open during his first run over the target. "We turned and came back again", he said, "and this time we got our bombs away. We were over the town for about six minutes and had an excellent view of the attack. There were tremendous red fires below. I should think that bombing must have been at the rate of about 100 tons a minute during that time".

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the searchlights were still very active little opposition from the ground defences was encountered. No enemy aircraft were sighted West of the Rhine; four aircraft were however in combat between this point and the target area. In one of these combats out aircraft received severe damage but was able to make a safe belly landing at base on its return. The 32 aircraft claiming to have attacked the primary dropping: - 26 x 4000 lb. H.C. 6 x 4000 lb. M2. 129 x 1000 lb. M.C. 25 x 500 lb. M.C. 336 x 30 lb. incs. 5,700 x 4 lb. inc. 660 x 4 lb. 'X' type incs.

Last Resort: - One aircraft bombed Texel owing to oxygen failure.

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FOR AUSTRALIAN PRESS

Air Ministry News Service — Air Ministry Bulletin No.13090

AUSTRALIANS IN AUGSBURG ATTACK

All four squadrons of the R.A.A.F. working with Bomber Command in England were in last night's double attack, the second of its kind within 24 hours, on Augsburg, a centre of the enemy's aircraft, Diesel engine and general engineering industries.

This target, which is 550 miles from base, is deep in southern Germany and required a flight of several hundred miles over well defended enemy territory. The enemy's fighter force, however, was evidently worn down by the constant day and night raids of the last few days - the Messerschmitt factory at Augsburg had itself been bombed by the Americans only a few hours before.

Fighter flares were seen over the target when the first force of bombers was leaving, but comparatively few of the crews had combats to report.

Fires started in the first attack were still out of control when the second force of bombers came in, and by the end of the bombing a huge pall of smoke almost hid the great conflagration which lay below.

"It was a very clear night", said Flight-Lieutenant A.B. Craig, of Dardanup, West Australia, who had five other Australians in his crew. "My bomb-aimer traced out the river, and the streets in the town. We found Augsburg ringed by fighter flares, but we did not run into a single fighter. The flak was moderate when we were over. The bombs caused many big fires."

"Over the target on our first run in we couldn't get the bomb doors to open", said Squadron Leader H.W. Connolly, D.F.C. of Sydney, a Halifax pilot. "We turned and came back again, and this time we got the bombs down in the right place. All this kept us over the town for about six minutes, and we had an excellent view of what was happening to the target. Tremendous red fires were blazing.

"The flak was not troublesome and the searchlights were ineffective, though there were great numbers of them. Throughout the flight we saw no fighters, though I did see some firing going on in the air. As far as I was concerned, the worst part of the trip was its length, but I don't think there can be much doubt it was well worth while".

"The cloud broke when we got over the Continent", said Squadron Leader L.A.J. McLead, of Sydney, a Lancaster pilot, "and the sky was clear all the rest of the way to the target. We followed the pathfinders in and then we saw two fires started by the American bombers the day before".

Among other Australians in last night's attack was Squadron Leader L.D. Leicester, of Mitcham, South Australia, Flight Sergeant A.R. Forrester, of Carnamah, West Australia, Flight Sergeant C. Young, of Melbourne, and Flight Sergeant A. Neall, of Sydney. ----------

AUSTRALIAN WAR MEMORIAL AWM2020.18.323

12/3/44 - No.14

Air Ministry News Service

Air Ministry Bulletin No.13233

GERMANY'S BIGGEST U-BOAT ENGINE WORKS BADLY DAMAGED

The great M.A.N. factory at Augsburg, which is the leading factory in Germany for the production of Diesel engines of all kinds, especially for submarines - it covers nearly 150 acres - is now known to have been damaged very extensively. Augsburg was attacked in daylight by American bombers on February 25, and twice that night by a large force of Lancasters and Halifaxes of Bomber Command.

It is now known from reconnaissance aircraft that the damage has been very serious, particularly among the many factories which the town contains. In the northern district of Augsburg hardly a single factory of any importance has escaped.

At the M.A.N. factory most of the numerous workshops have been badly damaged.

VERY SECRET

OPERATIONS No. 460 SQUADRON, R.A.A.F.

24th February, 1944

B.C.I.N. 24/25.2.44 "Night Operations." SCHWEINFURT was the main target, 734 aircraft being despatched to make two separate but co-ordinated attacks, following a daylight attack by the Eighth Air Force.

The first force, due to arrive at the target at 2305 hours, comprised 392 aircraft, namely 70 Lancasters of 1 Group, 22 of 3 Group, 66 of 5 Group, 13 of 6 Group, 87 and 64 Halifaxes respectively of 4 and 6 Groups, with 6 Mosquitoes, 44 Lancasters and 20 Halifaxes of 8 (P.F.) Group.

The seconf force, due two hours later, comprised 342 aircraft, being 86 Lancasters of 1 Group, 45 of 3 Group, 138 of 5 Group and 22 of 6 Group, with 5 Mosquitoes and 46 Lancasters of 8 (P.F.) Group.

The first aircraft found cloudless skies and good visibility, and the target, which could be visually identified, was accurately and plentifully marked by the Pathfinders. Some accurate bombing followed, and a good concentration of fires was established. Some bombs are reported as falling short, and large areas of fire were seen in all quarters of the comparatively small town.

The second force, who could see fires while still 70 miles from the target, were, like the first, met by a moderate to intense flak barrage, which in both cases dininished towards the later stages of the attack, possibly due to the arrival of fighters.

By 0100 hours the target was partially obscured by thick palls of smoke, but fierce fires could be seen and markers fell accurately over built-up areas. Bombing was again accurate, and the target was left with extending fires which could be seen for over 100 miles on the way home. 627 had attacked.

Both forces went in from the south, but on the way home the first took a northerly route and second a southerly. Fighters were active over the target and on the way in, particularly from Stuttgart to the target, but few fighters on the homeward routes have been reported. Several aircraft met very little opposition, one reporting that activity was lacking to the point of boredom.

12 Mosquitoes of 100 Group gave fighter support to the bomber force.

33 aircraft are missing.

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No. 1 Group Summary of Operations Night 24th/25th February, 1944.

Target - Schweinfurt.

	1st Phase.	2nd Phase.	Total.
Detailed	70 Lancs.	88 Lancs.	158 Lancs.
Took off	70 "	86 "	156 "
Primary	63 "	76 "	139 "
Last Resort	- "	1 "	1 "
Abortive	2 "	7 "	9 "
Missing	5 "	2 "	7 "

Primary - First Phase - T.O.T. 2300 - 2322 hrs.

63 aircraft claim to have attacked the primary target dropping: - 51 x 4000 lb. H.C. 1 x 4000 lb. C.P. 11 x 4000 lb. M.2. 162 x 1000 lb. M.C. 4 x 500 lb. MC. 1930 x 30 lb. inc. 33,880 x 4 lb. inc. 4,100 x 4 lb. 'X' type inc. 5-7/10ths thin cloud was experienced for the first 70 miles over French territory on the outward route. Thence to the target was clear and good visibility over the target enabled crews to identify the built up area visually. The attack started a few minutes late but a plentiful and accurate concentration of ground markers was soon achieved and accurate bombing followed. A good concentration of fires was established in the built up area which was soon covered by a pall of black smoke. The fires could be seen for upwards of a hundred miles on the return journey.

Opposition from the ground was moderate and searchlights were active. Seven out of 10 sightings were reported in the target area. 2 of the remainder being on the outward route and 1 on the homeward journey. All the three combats reported so far took place in the target area.

2nd Phase - T.O.T. 0105 - 0126 hours.

76 aircraft claim to have attacked the primary target dropping: - 55 x 4000 lb. H.C. 3 x 4000 lb. C.P. 17 x 4000 lb. M.2. 3198 x 30 lb. inc. 65, 970 x 4 lb. inc. 8730 x 4 lb 'X' type inc. Similar weather conditions to those experienced by the first phase prevailed both en route and in the target area. Crews were guided to their target by the fires lit by the first phase which could be seen for a 150 miles. Reports speak highly of the P.F.F. marking which was again plentiful and concentrated. The attack opened promptly and whilst ground detail during this phase was largely obscured by the pall of smoke which rose to 20000 ft. crews report a good concentration of fire well established in the area marked. There was however some undershooting and a tendency for the attack to spread to the North and North East where several large explosions were reported. The route markers were helpful and well placed. Opposition from the ground was again active but this rapidly died away as the attack proceeded. Two of the three combats reported were in the target area, the other in the Amiens area. Of the twenty sightings reported 16 were in the target area, two in the neighbourhood of Strasbourg, 1 at Stuttgart, and the other over this country.

Total bomb load dropped on the primary target: - 106 x 4000 lb. H.C. 4 x 4000 lb. C.P. 28 x 4000 lb. M.2. 162 x 1000 lb. M.C. 4 x 500 lb. MC. 5118 x 30 lb. inc. 99850 x 4 lb. inc. 12830 x 4 lb. 'X' type inc.

Last Resort: - One aircraft attacked Abbeville A/F.

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Air Ministry News Service. Air Ministry Bulletin No. 13076.

DOUBLE NIGHT ATTACK ON SCHWEINFURT

A few hours after the U.S. 8th Army Air Force had bombed the ball-bearing factories of Schweinfurt, and while the fires they had started were still burning, Bomber Command made a major attack, on this industrial town.

Hundreds of Lancasters and Halifaxes, by far the greater part of the force of well over 1,000 aircraft dispatched last night, made two separate attacks at an interval of two hours. In the force were many Canadian and Australian crews.

The enemy began to lay fighter flares during the first attack which began at five minutes past eleven, but not a single flare was seen during the second attack - zero hour for this was at five minutes past one.

Crews saw the fires caused by the U.S. attack before the first target indicators were dropped. Within a few minutes of zero hour an effective concentration of markers was laid. Great numbers of H.E. and incendiary bombs were dropped and clouds of black smoke began to rise.

The fires were still burning to guide the second force, but again the target indicators were laid; there was much smoke over the target and the markers were needed. The fires were rapidly extending, and smoke now rose to a great height.

Ground defences were strong initially, especially at the beginning of the first attack, but their efficiency decreased under the weight of bombing.

"The 50 or 60 searchlights around the town were standing aimlessly up on end", said a pilot in the first force. When the second attack began, the searchlights were again forming a ring and another strong barrage was put up, but once again bombing disorganised the ground crews, and prevented any effective co-operation.

Some crews reported that they saw fires still burning in Stuttgart, last attacked on Sunday night.

There was better weather last night over a great part of S.W. Germany than there has been in some weeks. The skies were clear and visibility very

.good/

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good. With the defences in this part of Germany not so strong as around Berlin, cloud cover is not so essential. "The sky was perfectly clear all the way to the target", said a Lancaster Squadron Commander in the first force. "Though there was no moon, there was brilliant starlight, and as we flew over the Continent we could see that the ground was snow-covered all the way. It was dazzlingly white round Schweinfurt."

Though a town of no more than 60,000 inhabitants, Schweinfurt is considered by the economic experts who advise in the choice of targets, as the most important industrial centre of its kind in Germany or German-Occupied Europe, and probably the most vital bottleneck in the whole of the enemy's armament industry.

This is because its main factories used to produce about 50 per cent of the total production of ball and roller bearings of all types available to the Axis. Every branch of industry supplying the armed forces requires a large supply of the bearings -- aircraft, armoured vehicles, all mechanised transport, and in fact all modern machines made for high performance would be useless without them.

Before the war, Germany made more than half of the bearings produced in the whole of Europe, including Sweden.

At the present time, Germany has access to the production of Occupied Countries, and can buy from Sweden. Supplies from these sources have not increased, but those from Schweinfurt have been completely stepped up. The several ball-bearing plants in Schweinfurt now have a pay roll of more than 20,000 one-third of the whole population in the town; in scarcely any one other industry in any other town in Germany is there a higher proportion of industrial workers to the whole population.

It is considered unlikely that the enemy has built up large reserves of stock. The aircraft industry probably takes rather more than a third of the whole putput, and the motor industry rather less than a third.

It is an important factor that ball-bearings for aircraft are not interchangeable with those required for other machines. To restore the plants destroyed at Schweinfurt may prove difficult, because the highly specialised machinery for making the bearings was also manufactured there.

Bombers/

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Bombers setting out for the second attack flew close to German aircraft raiding in the South of England. One pilot said he saw a Lancaster caught by one of our searchlights. "I don't expect the crew felt too comfortable," he said. "Personally I have never seen a barrage over Germany anything like that which our gunners were putting up."

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18.3.44 - No.22

Air Ministry News Service — Air Ministry Bulletin No.13303

VITAL SCHWEINFURT FACTORIES HIT

Three of Germany's most important ball bearing factories are now known to have been seriously damaged on February 24, when Schweinfurt was attacked in daylight by heavy bombers of the U.S. 8th Air Force, and twice at night by heavy bombers of the R.A.F. They are the Kugelfischer and the V.K.F. Werke One and Two. Two other important factories - the Deutsche Star Kugelhalter and Fichtel and Sachs - both of them connected with the ball bearing industry - were badly damaged during the attack.

At the Kugelfischer factory, the foundry was severely damaged, machine shops were almost completely destroyed, more than half of the despatch centre was devastated, and many other buildings damaged by fire or high explosive bombs. At the V.K.F. Werke One the power station was badly damaged by a direct hit. The north wing of the despatch centre was destroyed, and the upper floors of the multi-storey machine shops were severely damaged. Other buildings were severely hit. At the V.K.F. Werke Two many buildings were either destroyed or damaged.

The machine shops at the Deutsche Star Kugelhalter were damaged by direct hits and two unidentified buildings were burnt out. At the Fichtel and Sachs factory, the smithy was destroyed, the hardening metal shop badly damaged, and there was a direct hit on the generator hall of the power station. Several other buildings were either destroyed or damaged.

Schweinfurt is one of the most important industrial towns of its size in Germany, because it produces about 50 per cent of the total production of ball and roller bearings available to the Reich.

Before the war, Germany made more than half of the ball bearings produced in the whole of Europe, including Sweden, where many are still made. Even so, the ball bearing industry was unable to keep pace with the rapidly increasing armament industry, and Germany is believed to have started the war with a shortage of ball bearings.

The three big factories which were hit on Feb.24 produced a large proportion of the Reich output of ball bearings, which are extensively used in the aircraft and motor industries, and the damage done to them is, therefore, of the greatest importance.

The several ball bearing plants in Schweinfurt have a pay roll of over 20,000, or one third of the whole population of the town. In scarcely any other town in Germany is there a larger proportion of industrial workers to the whole population.

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SECRET 23.3.44.

655
2058

460 Squadron

Aus. 9[illegible] F/Sgt. Harry Tickle of Adelaide

He arrived in England in June 41 with the "Blue Draft" of R.A.A.F. ground crews posted overseas independently of squadrons. He served first with the maintenance section of No. 53 O.T.U. then in November of that year went to 460 R.A.A.F. squadron which was commencing to form at Molesworth in Huntingdonshire.

Tickle was one of the first members of the squadron to arrive at this brand new airfield and still remembers vividly the terrible job the ground crews had struggling with the snow which blanketed everything. When shortly after the squadron moved to Breeton it was equally bad and there too the 460 aircraft were the first to touch down on the base. Regarding the first two and a half months with 460 squadron he says his memories are mostly of endless shovelling of snow in which ground and air crew alike took part.

Now after over two years with the squadron Tickle is the only one of the original ground crew N.C.Os. still serving in the maintenance section.

Tickle is in charge of B Flight. He has known most of the flying men who have come through the squadron since its formation and still gets letters from many who are prisoners of war, their captivity in many cases stretching back to the early Wellington sorties. He is well known to everyone on the squadron and takes tremendous pride in the unit.

Although he is now virtually in charge of all B Flight maintenance, Tickle's main interest centres round "G for George", veteran Lancaster whose log book he kept with loving care. George has flown 84 sorties and has been shot up at least thirty times Tickle estimates. Nevertheless on every occasion George has been back ready for operations after a day. On three occasions George has been so late back that he has been "wiped off" and once when diverted, the news didn't come through and Tickle had to be told George was missing. But George turned up the next day having been shot up, lost, and short of petrol but basically unharmed.

George has the 84 raids marked on the side of its fuselage but not the crews awards because as Tickles says if they were all marked up "G-George" would be plastered with gongs". Among Australian pilots who have flown George

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are F/Sgt. Saint Smith, D.F.M, Sgt. Jack Murray, D.F.M, W/Cdr. C.E. Martin, D.S.O, D.F.C, S/Ldr. K.M. Baird, P/O Harry Carter, D.F.C, F/L. J. R. Henderson, D.F.C, W/O R.A.N. Douglas, F/O. Jan Goulevitch, D.F.C, P/O Morgan, F/Sgt. R.J. McLeary, F/L. Alec. W. Wales, P/O Ted McKinnon, D.F.C, F/L. P.A. Goldham, D.F.C. and Bar.

Tickle's worst moment in his care for George was on the occasion of the "bomb incident" at 460 squadron (see Unit history) when a short circuit amongst aircraft assembled for a raid resulted in a four thousand pound bomb, various other heavy bombs and hundreds of incendiaries going off and seriously damaging several aircraft. George was amongst those blown up. Tickle who was in the Mess having his tea when the accident occurred rushed to the window and was just in time to see George go up in the explosion of a large bomb nearby. This was what he calls 'George's worst do'. The aircraft was so badly damaged that it was put on major inspection. The fuselage was badly holed, two engines were pierced by pieces of a nearby aircraft, one undercarriage, the midupper turret, and one airscrew were badly damaged. However George was patched up and after some time went back onto operations.

The ground crew at 460 squadron now are 40 per cent Australian with most of the senior N.C.Os. R.A.A.F. Tickle is very satisfied with the mixture and says the men work well together. Although the Australian ground crew have been away in many cases well over two years he says that the majority of them including himself do not want to go home till they have seen the job through this end.

1st April, 1944.

NOMINAL ROLL 460 SQUADRON

Aus. 405535.	W/O.	Anderson, C.R. of Clarence River, N.S.W.
Aus. 5182.	F/Sgt.	Allen, R. of Victoria.
Aus. 420371.	F/O.	Anderson, R. of Sydney, N.S.W.
Aus. 413944.	F/Sgt.	Beaumont, B.H. of Sydney.
Aus. 415226.	F/Sgt.	Burbridge, F. of Leederville, W.A.
Aus. 422122.	F/Sgt.	Burrows, L.J. of Hurstville, N.S.W.
Aus. 406094.	P/O.	Bown, L.W. of Catteslow, W.A.
Aus. 422104.	F/Sgt.	Beattie, H.H. of Sans Souce, N.S.W.
Aus. 6564.	F/O.	Barlow, A.L. of Queensland.
Aus. 422100.	F/Sgt.	Barber, C. of Punchbowl, N.S.W.
Aus. 420437.	F/O.	Buckham, B.A. of Penshurst, N.S.W.
Aus. 410209.	F/O.	Betts, W.H. of Victoria.
Aus. 418910.	F/O.	Barr, D.R. of Melbourne.
Aus. 426508.	F/Sgt.	Barnwell, C.A. of Cairns, N.Queensland.
Aus. 421179.	F/Sgt.	Cullen, D.J. of Mortdale, N.S.W.
Aus. 422443.	F/Sgt.	Cruden, D.M. of Arncliffe, N.S.W.
Aus. 408034.	F/O.	Carroll, M.W. of Baronia, Victoria.
Aus. 401614.	F/O.	Critchley, J.A. of Brighton, Victoria.
Aus. 419955.	F/Sgt.	Cherry, R.J. of Croydon, Victoria.
Aus. 421244.	F/Sgt.	Casey, J. of Newcastle, N.S.W.
Aus. 417808.	Sgt.	Coventry, R.J. of Brighton, S.A.
Aus. 412840.	F/Sgt.	Chadwick-Bates, J.A. of Sydney, N.S.W.
Aus. 423225.	P/O.	Cohen, A.L. of Mosman, Sydney.
Aus. 401507.	F/Lt.	Coffey, F.W. of Menson, Victoria.
Aus. 422127.	F/Sgt.	Carr, R.A. of Sydney
Aus. 410629.	F/O.	Chapman, C.C. of Corryong, Victoria.
Aus. 415239.	P/O.	Douglas, R.A.N. of Carbarup Siding, Mt.Barker, W.A.
Aus. 421996.	F/Sgt.	Daley, S.O. of Brighton Beach, Victoria.
Aus. 427309.	F/Sgt.	Dyson, D.J. of Palmyra, W.A.
Aus. 426253.	F/Sgt.	Dillon, B.C.D. of Brisbane, Queensland.
Aus. 411216.	F/O.	Delohery, A.W. of Neutral Bay, N.S.W.
Aus. 400631.	A/S/L.	Donaldson, D.R. of Brighton, Victoria.
Aus. 421966.	F/Sgt.	Daley, S.O. of Brighton Beach, Victoria.
Aus. 422149.	F/Sgt.	Earl, J.G. of Eastwood, N.S.W.
Aus. 425142.	F/Sgt.	Englart, J. of Kingsthorpe, Queensland.
Aus. 422165.	F/O.	Fry, J.N. of Roseville, N.S.W.
Aus. 421010.	F/Sgt.	Falconer, D.M. of Gladesville, N.S.W.
Aus. 427674.	F/Sgt.	Forbes, A.G. of Carmarvon, W.A.
Aus. 420928.	F/Sgt.	Farrar, A.J. of Haberfield, N.S.W.
Aus. 35965.	F/Sgt.	Field, L.M. of Forbes, N.S.W.
Aus. 34031.	P/O.	Fulloon, C.S. of Aushenflower, Brisbane, Queensland.
Aus. 420745.	F/Sgt.	Gutherie, R.J. of Sydney.
Aus. 413580.	P/O.	Gundelach, C.P. of Rosebay, Sydney.
Aus. 421207.	F/Sgt.	Grey, W.M. of Strathfield, Sydney.
Aus. 408370.	F/Sgt.	Gourlay, W.A. of Launceston, Tasmania.
Aus. 427682.	Sgt.	Hill, A.C. of Semaphore, S.A.
Aus. 408334.	F/O.	Howell, J.R.E. of Sandybay, Hobart, Tasmania.
Aus. 405074.	W/O.	Hayton, P. of Norucastle, Luca, England.
Aus. 404467.	F/O.	Harrison, H.R.
Aus. 20076.	F/Sgt.	Hill, R.T. of Bowraville, N.S.W.
Aus. 420884.	F/Sgt.	Hoyle, A.R. of Lane Cove, N.S.W.
Aus. 424297.	F/Sgt.	Hobbs, R.H. of Bemboka, N.S.W.
Aus. 421221.	F/Sgt.	Ireland, L. of Sydney, N.S.W.
Aus. 404503.	F/O.	Jackson, F.C. of Lismore, N.S.W.
Aus. 404507.	F/Lt.	Jarman, E.C.D. of Rockham ton.
Aus. 415380.	F/Sgt.	King, A.G. of Perth, W.A.
Aus. 405246.	F/Lt.	Kirby, J.A. of Murwillumba, N.S.W.
Aus. 405223.	W/O.	Knox, H.E.A. of Gladesville, Sydney.

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Aus. 406599. F/O. Lawton, R.W. of Victoria Park, Perth.
Aus. 418440. F/Sgt. Lukies, N.J. of Katamalite, N.S.W.
Aus. 415341. W/O. Lynch, C.B. of Geraldton, W.A.
Aus. 419259. W/O. Leary, J. of Claremont, W.A.
Aus. 417091. F/Sgt. Long, H.J. of Black Forest, S.A.
Aus. 414807. P/O. Lynch, T.J. of Ipswich, Queensland.
Aus. 416439. F/Sgt. Loader, R.H. of Cabra, S.A.
Aus. 417214. F/Sgt. Mildred, A.T. of Goodwood, Park, S.A.
Aus. 413401. Sgt. Mills, F.J. of Culcairn, N.S.W.
Aus. 21660. F/Sgt. McAllister, H.G. of Beecroft, N.S.W.
Aus. 423841. F/Sgt. McGrath, F. of Whitton, N.S.W.
Aus. 401711. F/O. Moore, J.W. of Chetwynde, Casterton, Victoria.
Aus. 410077. P/O. Moorhouse, S.A. of Yarragon, Victoria.
Aus. 401240. F/O. Mason, R.
Aus. 397. A/W/C. Marsh, H.D. of Cootamundra.
Aus. 423826. F/Sgt. Mortimer, T.W. of Lidcombe, N.S.W.
Aus. 410691. P/O. Mullins, R. of Glen Iris, Victoria.
Aus. 420222. P/O. Morgan, K.A. of Ashfield, N.S.W.
Aus. 415585. F/Sgt. McCleery, J. of Victoria Park, W.A.
Aus. 404469. W/O. McDonald, J.K.
Aus. 428768. F/Sgt. McDonald, I.W. of Bethungra, N.S.W.
Aus. 411227. F/O. Neal, R.L.
Aus. 410008. F/Sgt. Neal, V. of Melbourne.
Aus. 422805. F/Sgt. O'Connor, J.A. of Randwick, Sydney.
Aus. 415384. F/O. Orr, W.M.F. of Subiaco, W.A.
Aus. 422684. F/Sgt. Patterson, A.R. of Burstville, N.S.W.
Aus. 427024. Sgt. Prout, B. of Perth.
Aus. 420357. F/Sgt. Pottier, V.A. of Kallamunda, W.A.
Aus. 415178. F/O. Pender, N.A. of Perth, W.A.
Aus. 425356. Sgt. Pugh, D. of Queensland.
Aus. 416609. F/O. Petney, K. of Kensington Gardens, S.A.
Aus. 401246. P/O. Richardson, I.R. of Melbourne.
Aus. 15136. F/Sgt. Roche, A.F. of Melbourne.
Aus. 402606. F/O. Ratten, N. of Bellevue Hill, Sydney.
Aus. 405887. W/O. Stafford, M. of Howard, Queensland.
Aus. 411964. W/O. Stewart, R.O. of Sydney.
Aus. 407933. F/O. Sanders, A.L. of Virginia, S.A.
Aus. 427159. Sgt. Smith, N.A.
Aus. 415740. F/Sgt. Schofield, C. of Queens Park, W.A.
Aus. 409760. F/Sgt. Smart, J.W. of Victoria.
Aus. 426771. F/O. Samson, R.C. of Mackay, Queensland.
Aus. 419224. F/Sgt. Saletto, J. of Victoria.
Aus. 420507. F/Sgt. Teece, P.A. of Curley, N.S.W.
Aus. 419136. F/Sgt. Tweedie, J. of Croydon, Park, S.A.
Aus. 413452. F/Sgt. Tindale, C.A. of Cremorne, N.S.W.
Aus. 404488. F/Lt. Tait, L.A. of Brisbane, Queensland.
Aus. 410793. F/Sgt. Tolliday, W.J. of Clunes, Victoria.
Aus. 422778. F/Sgt. Venn, J. of Earlwood, Sydney.
Aus. 417257. F/Sgt. Woodward, L.A. of Morpeth Vale, S.A.
Aus. 10991. F/Lt. Wales, A.W. of Hawthorn, Victoria.
Aus. 402940. F/Lt. Willis, A.V. of Torrask, Victoria.
Aus. 8018. F/Sgt. Whittick, H.J. of Fullarton, S.A.
Aus. 425913. F/Sgt. Wheatley, C.H. of Brisbane.
Aus. 434094. F/Sgt. Wilson, B. of Brisbane, Queensland.
Aus. 417920. F/Sgt. Whittenbury, M.T. of Largsbay, S.A.
Aus. 415596. F/Sgt. Widdup, V. of Balingup, W.A.
Aus. 425240. F/Sgt. Weldon, L.E. of Brisbane, Queensland.
Aus. 413916. P/O. Wade, R.N.T. of Ray, N.S.W.
Aus. 427050. F/Sgt. Wintle, L. of Perth.
Aus. 417025. W/O. White, R.N. of Adelaide, S.A.
Aus. 417553. P/O. Young, J.F.O. of West Croydon, S.A.
Aus. 421530. F/Sgt. Yates, R.W.K. of Belmore, N.S.W.

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R.A.A.F. Release No. 746 August 16, 1944 524

R.A.A.F's THOUSAND OVERSEAS DECORATIONS FOR GALLANTRY

The thousandth decoration for gallantry awarded to R.A.A.F. men serving overseas in R.A.A.F. or R.A.F. units was recorded soon after D-Day, and the figure to July 31 is 1053.

With a total of 195 awards for gallantry won in the Pacific theatre, the figure for all theatres is 1248 to July 31. It includes two V.C. winners.

To this must be added 126 awards for gallantry won by Australian members of the Royal Air Force, including one V.C.

Counting all types of awards, including M.B.Es. (which, however, are sometimes awarded for gallantry, sometimes for meritorious or distinguished service), the Australian Air Force overseas has won 1463 awards.

The addition of 229 awards of all types to Australian members of the R.A.F. brings the Australian overseas total to 1692.

The addition of all types of awards made to Australian airmen in the Pacific area (529) brings the all-theatres Australian total to 2221.

Of the 1053 gallantry decorations won by R.A.A.F. men serving away from the Pacific theatre, 151 have been awarded to Britain-based No. 460 Squadron R.A.A.F, all for gallantry, and including three D.S.O's, 3 Bars to the D.F.C. and a C.G.M. The squadron, formed in November, 1941, is Australia's senior Lancaster unit in Britain.

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