

RAID REPORT ON BOMB R CONRAD OF BRANCOB, NIGHT 6/7th FEBRUARY, 1942.

(This report is complementary to the Bomber Command Intelligence Summary and to the Interceptions and Tactics Report).

1. Executive Orders

53 aircraft of 1 Group, 12 Wellingtons and 4 Stirlings of 3 Group were ordered to attack the Enemy warships at Brest. 29 other aircraft were ordered to attack St. Nazaire and 30 Hurricanes to lay mines outside Brest, but these orders were afterwards cancelled.

2. Sorties

Target	Group	Aircraft Despatched	Combats	Interceptions	Gas and other casualties		
					Due to E.A.	Due to other causes	Unknown
(a) Brest	1	19 Well. Ic.	-	-	-	1 Cat. E.	-
(b) "		6 Well. II.	-	-	-	1 Cat. E.	-
(c) "		21 Well. IV.	-	-	-	1 Cat. E.	1 Missing
(d) "	3	11 Well. Ic.	-	-	-	2 Cat. AG.	-
(e) "		3 Stirling	-	-	-	1 Cat. E.	-
						1 Cat. AG.	-

3. Weather

(a) Meteorological Advice submitted to the Command

09.30 hrs. Visibility over this primary expected to deteriorate during the night but only patches of mist expected.

16.15 hrs. 7-8/10th cloud at least expected at target but 10/10ths more probable.

(b) Weather Experienced

Cloud mainly 10/10ths, base 2,000 ft., tops 5,000 - 7,500 ft. A few brigs over bases and Channel. Horizontal visibility good. Moon below the horizon.

4. Bombing Results

No. of a/c claiming to have attacked the target area.	Number of Aircraft taking photographs showing		
	Ground Details	Primary target	Points within perimeter of target
(a) 13	-	-	-
(b) 2	-	-	-
(c) 11	-	-	-
(d) 6	-	-	-
(e) 0	-	-	-

One of the Wellington II's which failed to locate the primary target area bombed an unpopulated beachhead.

All of the aircraft bombed through 10/10th cloud mainly on D.F.A. One pilot which found a gap in the clouds.

5. Abortive Sorties

All except 2 of the 27 abortive sorties were due to inability to locate the target through 10/10th cloud. Of the remaining 2, one was due to oxygen and hydraulic trouble and the other was due to a failure in the oil system.

6. Details of Casualties

- (i) Wellington IV, 1 Group, 142 Squadron, Missing.
- (ii) Wellington II, 1 Group, 12 Squadron. Struck ground when flying low. Cat. B.
- (iii) Wellington IV, 1 Group, 300 Squadron. Crashed on landing. Cat. 2 of crew seriously injured, 3 killed.
- (iv) Wellington Ic, 1 Group, 150 Squadron. Struck trees on reaching land. Cat. B.
- (v) Wellington Ic, 3 Group, 311 Squadron. Overshot on landing. Cat.
- (vi) Wellington IV, 142 Squadron. Overshot on landing. Cat. AC.
- (vii) Wellington IV, 301 Squadron. Flash photographic flare exploded on landing. Cat. AC.
- (viii) Stirling, 3 Group, 149 Squadron. Tail chassis collapsed on landing. Cat. AC.
- (ix) Wellington Ic, 1 Group, 103 Squadron. Overshot on landing. Cat.
- (x) Wellington IV, 1 Group, 300 Squadron. Flare failed to release over target and exploded in aircraft, Cat. A. Front Gunner jumped from aircraft without parachute.

7. Appreciation

It was hoped that there would be some gaps over the target but unfortunately 10/10 clouds existed. In consequence 25 of the aircraft despatched returned with their bombs or jettisoned them, while 26 others claimed to have attacked the target area mainly on E.P.... It is unlikely therefore that any useful results were achieved.

One aircraft failed to return from the operation and two others were completely written off. Damage of various categories was sustained by 7 other aircraft. The casualties other than possibly the missing aircraft were not due to enemy action.

12.2.42.

SC/S.26342/1/ONS.

SECRET

COPY NO. 43

3

NIGHT RAID REPORT NO. 2.

FINAL REPORT ON BOMBER COORDINATED OPERATIONS, NIGHT 8/9TH FEBRUARY 1942

4 Blenheims took off, 2 to attack Schinol and 2 to attack Sousterberg. These aircraft were recalled before they reached their objectives owing to deterioration of the weather and arrived home safely without incident.

12.2.42.  
BC/S.26342/1/OPS.





DETER COMMAND REPORT ON OPERATIONS, NIGHT 10/11 FEBRUARY, 1942.

1. Executive Orders

33 aircraft of 1 Group, 18 of 4 Group and 52 of 5 Group were ordered to attack Bremen; 23 aircraft of 3 Group to attack Brest; 14 of 4 Group and 3 of 5 Group to attack Emden.

2. Sorties

Target	Group	Aircraft despatched	Combat Interceptions	Other Interceptions	Casualties other than Cat. A.		
					due to enemy Action	Not due to E.A.	Cause unknown
(a) Bremen	1	10 Well II	-	-	-	-	-
(b) Bremen		23 Well IV	-	-	1 Cat. A.C	-	-
(c) Bremen	5	12 Heaviden	-	-	-	-	-
(d) Bremen		10 Manchester	-	-	1 Cat B	-	-
(e) Brest	3	12 Well I	1	2	-	-	-
(f) Brest		8 Stirling	-	-	-	-	-
(g) Emden	4	3 Whitley	-	-	-	-	-

3. Weather 7<sup>f</sup>

(a) Meteorological advice submitted to the Command

0940 hrs. N.W. France much cloud. N. Germany 10/10 cloud expected  
Home bases much low cloud and some precipitation.  
1315 hrs. Route to Bremen 6 - 9/10 cloud, tops to 15,000 ft, with severe icing. Ruhr and Brest small chance of cloud breaks.  
1615 hrs. Improvement expected at home bases during night.

(b) Weather experienced

Brest route and target overcast. Cloud tops 6,000 rising occasionally to 15,000 ft. Light icing in cloud.  
Bremen Cloud nil - 6/10, tops 6 - 10,000 feet. Haze up to 10,000 feet.  
North Sea Cloud 5/10, tops 6,000 - 12,000 feet.

4. Bombing results on Primary Targets

No. of A/c believed to have attacked		No. of A/c claiming to have bombed primary, taking photographs with bombing, showing		
Target	Target Area	Ground details	Primary Target	Points within 5 miles of, but not Target
(a) Bremen	6	-	-	-
(b) Bremen	18	6	-	-
(c) Bremen 1	3	-	-	-
(d) Bremen 1	5	-	-	-
(e) Brest	10	-	-	-
(f) Brest	5	-	-	-
(g) Emden	3	2	1	1

All except 2 of the aircraft, which attacked Brest, dropped their bombs from above 10/10 cloud.

There is no evidence that the attacks on Brest and Bremen achieved any success. At Emden a hit was obtained on the building slips of the Nordseewerke. Photographs show that 2 aircraft of 142 Squadron, which claimed to have bombed Bremen, actually bombed Emden.

5. Aircraft failing to reach Primary Targets

Reached target area without attacking			Reached Enemy Territory		Did not reach enemy territory
Target detailed	Bombed other targets	Abort-ive	Bombed other targets	Abort-ive	
(a) Bremen	2	-	2	-	-
(b) Bremen	-	-	3	1	1
(c) Bremen	-	-	4	1	3
(d) Bremen	1	-	1	-	2
(e) Brest	-	2	-	-	-
(f) Brest	1	1	-	-	1
(g) Emden	-	-	-	-	-

6. Abortive Sorties

12 of the 78 sorties despatched were abortive. Of these 3 were due to 10/10 cloud over the target, Brest. 1 lost its way and could not find a suitable target. 5 were due to engine trouble, in two cases the A.C.I. became w/s, and one experienced severe icing and lost height in consequence.

7. Details of Casualties

- (i) Manchester. 4 Group. 61 Squadron. Hit by flak. Fuselage, tailplanes and nose crushed. Starboard engine hit and failed. Cat. B.
- (ii) Wellington IV. 1 Group. 300 Squadron. Hit by unidentified A/c. Mainplane, Tailplane, fuselage, geodetics, hydraulic system damaged. Cat. A. 1 of crew wounded.
- (iii) Stirling. 3 Group. 15 Squadron. Starboard inner engine defective. Landed away from base. Cat. A.
- (iv) Stirling. 3 Group. 15 Squadron. Starboard outer engine defective. Landed away from base. Cat. A.
- (v) Wellington Ic. 3 Group. 419 Squadron. Hit by flak when flying at 12,000 ft. over Brest. Starboard engine hit. Oil leakage.
- (vi) Manchester. 4 Group. 61 Squadron. Damaged by flak over Bremen when flying at 7,500 feet.

8. Appreciation

Brest

15 out of the 20 aircraft detailed claimed to have attacked the target area, but owing to cloud the results could not be observed. 1 aircraft was hit by flak and there were 2 Cat. A casualties not due to enemy action.

Bremen

Owing to haze and snow on the ground the aircraft reported having difficulty in locating the target and none of the photographs taken were plotted in the target area. 2 aircraft were hit by flak and 1 by an enemy fighter.

...../Emden

Endon

The weather at Endon was good and the three aircraft despatched tried to have located the target. The 2 photographs taken were plotted in target area. 2 other aircraft claiming to have attacked Bremen returned photos which were plotted at Endon. There were no casualties.

2.42.  
S. 26342/1/ORS.

www.dumfriescommandmuseumarchives.ca



BOMBER COMMAND REPORT ON OPERATIONS, NIGHT 11/12 FEBRUARY, 1942.

1. Executive Orders

3 aircraft of 3 Group, 30 from 4 Group and 18 from 5 Group were ordered to attack Mannheim. 14 aircraft from 1 Group, 7 from 3 Group, 8 from 4 Group and 9 from 5 Group were ordered for Le Havre. 23 aircraft from 1 Group for Brest.

2. Sorties

Target	Group	Aircraft despatched	Combats	Other Interceptions	Casualties other than Cat. A		
					Due to Enemy Action	Not due to E.A.	Cause Unknown
<u>Main</u>							
(a) Brest	1	18 Well. Ic	-	-	1 Cat. AC+	-	1 Cat. E
(b) Mannheim	3	2 Well. 423	-	-	-	-	-
(c) Mannheim	4	23 Whitley	-	-	-	-	-
(d) Mannheim		6 Halifax	-	-	-	-	-
(e) Mannheim	5	12 Hampden	-	-	-	-	-
(f) Mannheim		6 Manchester	-	-	-	-	-
<u>Others</u>							
(g) Le Havre	1	2 Well. Ic	-	-	-	-	-
(h) Le Havre		2 Well. II	-	-	-	-	1 Cat. E
(j) Le Havre		11 Well. IV	-	-	-	-	-
(k) Le Havre	3	8 Well. Ic	-	-	-	1 Cat. E	-
(l) Le Havre	4	6 Whitley	-	-	-	-	-
(n) Le Havre		2 Well. II	-	-	-	-	-
(n) Minelaying	5	1 Manchester	-	-	-	-	-
(o) Leaflets Beauvais area		4 Stirling	-	-	-	-	-
(p) Leaflets (Cherbourg)		1 Hampden	-	-	-	-	-

+ Flak.

Weather

(a) Meteorological advice submitted to the Command

13.10 hrs. Brest and Havro, good conditions expected. Mannheim good breaks in both low and medium cloud. Koln cloudy with a few breaks. N. Sea: cloud St - Cu but extending to 10,000 feet in showers; cloud base 1 - 2,000 feet in southern N. Sea. After 23.00 hrs. possible difficulties at bases.

16.00 hrs. Rhine-Ruhr area. Well broken medium and low cloud, not less than 5/10. Wind on route at 15,000 feet - 330° 55-60 m.p.h.

(b) Weather Experienced

Mannheim Some patches of layer cloud about 3,000 feet. Visibility good but slight industrial haze. Ground snow covered.

Brest No low cloud. About half cover of medium cloud at 16/17,000 foot. Visibility good.

...../ Osteng

Ostend No low cloud. 8/10<sup>2</sup> medium cloud, base 15,000 feet.

Lo Havre 9/10 layer cloud, breaking later to nil - 3/10. Tops 6,000 feet. Visibility good.

4. Bombing Results on Primary Targets

No. of A/c believed to have attacked		No. of A/c claiming to have bombed primary, taking photographs (with bombing) showing		
Target	Target area	Ground details	Primary target	Points within 5 miles of but not target
(a) Brest	16	6	-	1
(b) Mannheim 1	-	-	-	-
(c) Mannheim -	17	9	7	-
(d) Mannheim	6	1	-	1
(e) Mannheim 3	8	-	-	-
(f) Mannheim 1	3	-	-	-
(g) Le Havre -	2	-	-	-
(h) Le Havre 1	-	-	-	-
(j) Le Havre 4	6	-	-	-
(k) Le Havre 2	-	-	-	-
(l) Le Havre 5	-	-	-	-
(m) Le Havre 1	-	-	-	-
(n) Mineslaying <sup>1</sup>	-	-	-	-
(o) Leaflets - (Beauvais area)	-	-	-	-
(p) Leaflets 1 (Cherbourg)	-	-	-	-

There is no photographic evidence for the raid on Lo Havre. At Brest it seems that little success was obtained, only one of the six photographs taken showing the town. 7 aircraft of 77 Squadron attacking Mannheim returned photographs showing the built up area of the town. The other squadrons do not appear to have been so successful.

5. Aircraft failing to attack Primary Target

Target detailed	Reached Target area without attacking		Reached Enemy Territory		Did not reach Enemy Territory
	Bombed other targets	Abortive	Bombed other targets	Abortive	
(a) Brest	-	-	-	-	1
(b) Mannheim	-	-	-	-	1
(c) Mannheim	-	-	5	-	1
(d) Mannheim	-	-	-	-	-
(e) Mannheim	-	-	-	-	1
(f) Mannheim	-	-	2	-	-
(g) Le Havre	-	-	-	-	-
(h) Le Havre	-	1	-	-	-
(j) Le Havre	-	-	-	-	-
(k) Le Havre	-	5	-	-	1
(l) Le Havre	-	-	-	-	1
(n) Le Havre	-	1	-	-	-
(n) Mineslaying	-	-	-	-	-
(o) Leaflets (Beauvais Area)	-	-	-	-	-
(p) Leaflets (Cherbourg)	-	-	-	-	-



6. Abortive Sorties

7 of the aircraft attempting to attack Le Havre turned back owing to inability to locate the target. 5 others returned owing to various technical troubles.

7. Details of Casualties

- (i) Wellington Ic. 1 Group, 150 Squadron. Unaccounted for. ✓
- (ii) Wellington II. 1 Group, 12 Squadron. Unaccounted for.
- (iii) Wellington Ic. 3 Group, 40 Squadron. Starboard engine failed. Crashed and burnt out. Crew baled out. 3 slightly injured. Cat. E. ✓
- (iv) Wellington Ic. 1 Group, 103 Squadron. Geodetics and mainplanes damaged by flak at 1,200 feet over Brest. Cat. AC. ✓
- (v) Wellington IV. 1 Group, 142 Squadron. Tailplane hit by flak at 9,000 feet over Le Havre.

8. AppreciationBrest

The weather was good but ground haze and the usual smoke screen prevented identification of the target. 16 of the 18 aircraft despatched claimed to have attacked the port but little success is thought to have been obtained. One aircraft failed to return and another was damaged by flak over the target.

Mannheim

Of the 49 aircraft despatched, 5 claimed to have attacked the target and 34 the target area. Weather conditions were generally good and snow cover facilitated identification. Ground haze and searchlights made pinpointing of results difficult but the photographic evidence returned tended to substantiate the claim. There were no casualties.

Lo Havre

13 of the 31 aircraft sent out claim to have attacked the docks and another 8 the target area. Weather conditions were good at the outset but deteriorated later, preventing aircraft from identifying the target. There is no photographic evidence as to the success of the raid.

One aircraft is missing from the operation and another crashed over this country. A third aircraft was hit by flak over the target.

22.2.42.  
EC/S.26342/1/ORS.

NIGHT RAID REPORT NO. 5

REPORT OF BOMBING COASTAL OPERATIONS, NIGHT 12/13 FEBRUARY, 1942

1. Executive Orders

At the early morning conference, aircraft of 5 Group were ordered to attack Brest. Targets for 1, 3, 4 & 5 Groups were to be selected after the midday conference, possibly in the direction of Mannheim. Owing to the departure of the enemy warships from Brest the above orders were all cancelled, but a number of aircraft from 5 Group were detailed to lay mines.

2. Sorties

Target	Group	A/c Despatched	Combats	Interceptions	Laid mines at		Abortive	Casualties other than Category A		
					Primary	Alternative		Due to E.A.	Not due to E.A.	Cause Unknown
Minelaying	5	12 Ham.	-	-	4	1	7	-	2	-
"		9 Man.	-	-	2	1	6	-	Cat E.	-

3. Weather

(a) Meteorological advice submitted to the Command

09.30 hrs. N. Germany. Much low cloud and occasional precipitation expected.

N. Sea. 6 - 9/10 cloud to 15 - 20,000 ft. Strong upper winds on all routes to Germany.

13.00 hrs. Extreme South Germany is the only possible target area.

17.15 hrs. N. Sea. Much cloud to considerable heights with no big breaks. Visibility good at inland bases.

(b) Weather Experienced

N. Sea and Heligoland Bight. Very variable clouds with squally showers. Cloud base down to 500 ft. at times. Icing in shower clouds. Visibility moderate.

4. Abortive Sorties

Of the 13 abortive sorties 5 were due to poor weather conditions and the consequent inability to locate the objective, and the remaining 8 to technical trouble.

5. Casualties

Aircraft damaged not by enemy action :- 1 Hampden 5 Group Cat. E

Aircraft damaged, cause unknown:- 1 Hampden 5 Group Cat. E

6. Summary

Of the 21 sorties despatched 6 claim to have reached their primary objective and to have laid mines. There were 2 Cat E. casualties.

24th February, 1942.  
EO/S, 26342/1/ORS

REPORT ON Bomber Command Operations, Night 13th/14th February, 1942.

1. Executive Orders

Owing to the weather conditions operations were restricted to coastal districts and the Ruhr area. Aircraft of 1, 3 and 4 Groups were detailed to attack Cologne in accordance with the directives concerning communications and morale. Owing to their limited manoeuvrability a number of Whitleys of 4 Group were detailed to attack the less heavily defended target of Aachen. Small numbers from 1, 3 and 4 Groups were detailed for Le Havre.

2. Details of Operations

The number of sorties despatched was 85. For other details of operations see attached Table.

3. Weather

(a) Meteorological advice submitted to the Command.

- 09.30 hrs. Intense convection cloud to great height expected over N. Sea and N. Germany.
- 13.15 hrs. Havre considered favourable, 5/10 cloud expected. Wind 70 m.p.h. at 15,000 ft. on the routes to Germany. Cologne and Aachen not favoured for first half of night owing to 9/10 cloud and severe icing.
- 16.10 hrs. Improvement expected after 03.00 hrs. in Cologne area. Reduction of cloud to 5/10 expected in early morning. No serious trouble anticipated at home bases.

(b) Weather Experienced

Cologne - Aachen. 8-10/10 cloud to 15,000 ft. Icing in cloud. Le Havre & Channel. 7-10/10 cloud to 5-6,000 ft, clearing later. Visibility mainly good with some ground haze. N. Sea and low Countries, 7-10/10 cloud. Moon below the horizon.

4. Photographic Evidence

Weather conditions were unsuitable for photography and only 5 photographs were taken. One of Le Havre shows bursts on the disused landing ground of the Schneider Works (Harfleur) and another shows the Rhennia Mineralölwerke at Beurath 16 miles N.N.W. of Cologne, but no bursts are visible.

5. Abortive Sorties

Of the 27 abortive sorties, 17 were due to inability to locate the targets owing to clouds, and 10 were due to technical troubles.

6. Casualties

Aircraft damaged by flak:-	1 Wellington II	1 Group	Cat. AG, 1
	2 Wellington Ic	3 Group	1 Cat. AG, 1 minor
	2 Wellington III	3 Group	1 Cat. B, 1 minor
	2 Stirling	3 Group	2 minor
	1 Whitley	4 Group	minor
	1 Halifax	4 Group	minor

7. Summary

47 of the 84 aircraft despatched on bombing sorties claim to have attacked the areas surrounding their primary targets, whilst 10 others attacked alternative targets. Unfortunately at Cologne and Aachen weather conditions were such that no results could be observed and no photographic evidence of the results of the attacks was obtained. Conditions at Le Havre were better and the docks were ..... / clearly





NIGHT RAID REPORT NO. 7

COPY NO. 16

BOMBER COMMAND REPORT OF OPERATIONS, NIGHT 14/15th FEBRUARY, 19421. Executive Orders.

Forecast weather conditions indicated Mannheim area the most suitable and this target was therefore selected in accordance with the directive concerning communications and morale. A number of aircraft from 1, 3, 4 and 5 Groups were ordered to attack. Small numbers from 1, 3 and 5 Groups were also detailed for Le Havre.

2. Details of Sorties

The number of sorties despatched was 114. For other details of operations, see attached table.

3. Weather(a) Meteorological advice submitted to the Command

09.25 hrs. Much convection cloud to considerable height expected over N. Sea and N. Germany. Small amount of cloud over N. France. In Mannheim region cloud expected to be well broken up.

13.15 hrs. Conditions at bases expected to be favourable during first half of night, fog expected later. Mannheim route favourable, cloud generally less than 5/10.

15.45 hrs. No Change.

(b) Weather Experienced

Mannheim. Route and Target. 8-10/10 cloud, base 4000, tops 8/9,000 ft. Visibility moderate to poor below cloud, good above. Severe icing.

Havre & Channel. 6-10/10 clouds, tops 6/7,000 ft. Visibility poor. Heavy icing at 6,500 ft.

Moon below the horizon.

4. Photographic Evidence

6 photographs showing ground details were taken, but none of these could be plotted.

5. Abortive Sorties

28 aircraft were unable to locate the target owing to the weather, or returned on account of technical troubles.

6. Casualties

Aircraft damaged by flak:-	1 Wellington II	1 Group	minor
	1 Manchester	5 Group	minor
Aircraft damaged in combat:-	1 Hampden	5 Group	minor
Aircraft damaged not by enemy action :-	1 Wellington Ic	1 Group	Cat. AC
	1 Wellington II	1 Group	Cat. A
	2 Hampdens	5 Group	1 Cat. B 1 Cat. E
Aircraft lost in sea, cause unknown :-	1 Whitley	4 Group	Cat. E
	1 Hampden	5 Group	Cat. E

7. Summary

In spite of thick cloud, severe icing conditions and low visibility 67 of the 98 aircraft despatched to Mannheim claimed to have bombed the target area although satisfactory identification of the target was not possible. 13 aircraft claim to have attacked alternative targets. Owing to the cloud searchlights were ineffective and the heavy flak, though moderate to intense, was inaccurate and ...../ caused





BOMBER COMMAND REPORT OF OPERATIONS, NIGHT 15/16 FEBRUARY, 19421. Metecological advice submitted to the Command

- 13.10 hrs. At bases generally had visibility. 4 Group northern bases, visibility 2000 yds until 0200 hrs. Most target areas 10/10 cloud. W. coast of France little or no cloud.
- 16.00 hrs. 4 Group could return to bases until 0100 hrs. St. Nazaire little cloud and moderate visibility.

2. Executive Orders

Owing to conditions at bases operations for 1, 3 and 5 Groups were cancelled. The west coast of France was the only area not obscured by low cloud and aircraft of 4 Group were accordingly detailed to attack St. Nazaire.

3. Sorties

The total number of sorties despatched was 26. For details of the operations, see attached table.

4. Weather Experienced

Route and Target :- 8-10/10 cloud, base 2-3,000 ft., tops 4-5,000 ft.

Visibility 1 - 5 miles

No Moon.

5. Abortive Sorties

11 sorties were abandoned owing to cloud over the target, and 6 owing to technical troubles.

6. Photographic Evidence

Of the 3 photographs taken, only one shows details within 5 miles of the target (4 miles N.E.).

7. Casualties

Aircraft damaged, not due to enemy action / 2 Whitloys 4 Group 2 Cat. E.

/ 1 Halifax 4 Group Cat. E.

8. Summary

Although little cloud in the St. Nazaire area was anticipated, 8/10 or more was experienced. Only 9 of the 26 aircraft despatched claimed to have bombed the dock area, and no results were observed.

27th February, 1942.  
EC/S.26342/1/ORS.

Group	Approved unpublished	Locations		Coordinates		No. of AC believed to have been targeted		No. of AC believed to have been destroyed with primary details			No. of AC believed to have been destroyed with other details			Remarks
		Latitude	Longitude	Lat	Long	Target	Actual	Target	Actual	Target	Actual			
Group 4	20	-	-	10	10	5	1	-	1	-	10	-	1	all uncertain
Group 1	1	-	-	10	10	4	2	-	-	-	1	-	1	-

www.bombercommandmuseumarchives.ca

AMWR

MOST SECRETNIGHT RAID REPORT NO. 9COPY NO. 16.AFR COMMAND REPORT OF OPERATIONS, NIGHT 16/17TH FEBRUARY, 1942Meteorological advice submitted to the Command

09.30 hrs. 10/10 cloud over Germany, France and South of the British Isles. Home bases cloudy with moderate visibility.

13.00 hrs. Cloud breaks most likely over N. Germany, but generally 10/10 expected.

15.45 hrs. No change.

Executive Orders

In view of the poor weather expected in all areas a restricted effort only contemplated. Aircraft of 1 Group were detailed to search for possible breaks clouds in the Ruhr district and a few aircraft from 3, 4 & 5 Groups were ordered drop leaflets. Weather conditions being more suitable for minelaying a number aircraft from 5 Group were despatched on this task.

Sorties

The total number of sorties despatched was 96. For details of the operations see attached table.

Weather Experienced

N. Sea and Heligoland Bight. 10/10 cloud, base 1500/3000 ft. tops 5000 ft. Layer cloud below this, base 500 ft. Ground haze.

France 10/10 cloud, base 2000 ft. tops 3500/6000 ft.

N.W. Germany 10/10 cloud, tops 8000 ft. Ground not visible.

Moon below the horizon.

Abortive Sorties

Of the 28 abortive sorties, 16 were due to cloud, and the remainder to technical defects.

Photographic Evidence

No photographs showing ground details were taken.

Casualties

Aircraft missing: - 1 Hampden. 5 Group  
1 Manchester 5 Group.

Aircraft damaged, not by enemy action: 2 Heineims IV. 2 Group. 2 Cat. A.  
1. 2 Hampdens 5 Group. 1 Cat. B.  
1 minor

Summary

Widespread 10/10 cloud prevented identification of the targets detailed. Of the 20 aircraft despatched to N.W. Germany claimed, however, to have attacked the target areas. Schipol and Soestberg aerodrome areas were reached by two of the aircraft despatched. 28 of the 49 aircraft despatched on minelaying claim to have laid mines in the areas detailed. The leaflet raids on the Paris and Amsterdam areas were successful, but 4 of the 9 aircraft despatched to the Lille area failed to reach enemy territory. There were 2 aircraft missing from the minelaying operations.

/S.26342/1/CRS.  
17th February, 1942.



Target	Group	Aircraft dispatched	14/17 Dec. Emergency, 1942.										No. of A/C claiming to have attacked	No. of A/C claiming to have bombed primary target areas with bombing showing	A/C falling to ground				No. of A/C not known	
			Interceptions		Status			No. of A/C		No. of A/C		No. of A/C			No. of A/C	No. of A/C	No. of A/C	No. of A/C		
			Actuals	Others	Down	Not down	Cause unknown	Target	Target Area	Within 5 miles of Target	Other	Other								Other
R.V. Germany	1	20 Bell IV	-	-	-	-	-	-	-	-	-	16	-	-	-	-	-	-	-	2
Seinzel A/D	2	2 B-17	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-
Seinzel A/D	3	3 B-17	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	2
Seinzel A/D	9	9 B-17	-	-	-	-	-	-	-	-	-	9	-	-	-	-	-	-	-	-
Seinzel A/D	2	2 B-17	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-
Seinzel A/D	7	7 B-17	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-	4
Seinzel A/D	2	2 B-17	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-
Seinzel A/D	5	5 B-17	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	16
Seinzel A/D	12	12 B-17	-	-	-	-	-	-	-	-	-	8	-	-	-	-	-	-	-	3

www.bombercommandmuseumarchives.ca

MOST SECRET

NIGHT RAID REPORT NO. 10

COPY NO. 16BOMBER COMMAND REPORT OF OPERATIONS, NIGHT 17/18 FEBRUARY, 1942.1. Meteorological advice submitted to the Commands

13. 15 hrs. 10/10 cloud all night at bases visibility moderate occasional snow. At Hamburg, Bremen and Emden 10/10 cloud first half of night, possible clearance later.

18. 45 hrs. At Hamburg probably 10/10 cloud but may be less. Route to Hamburg much cloud, tops 4 - 5000 ft.

2. Executive Orders

Consideration of the probable weather conditions at the mid-day conference led to the cancellation of the target (Hamburg) originally selected, and only a few aircraft from 3 Group were detailed for roving commissions in N.W. Germany. Some aircraft were ordered to drop leaflets.

3. Sorties

The total number of sorties despatched was 17. For details of operations see attached table.

4. Weather Experienced

General 9-10/10 cloud, base 1000/1500 ft. tops to 5,000 ft. Some breaks to 6/10 or 7/10 over Paris and S. Norway. Visibility generally moderate or poor, but good over N.W. France.

Moon below horizon.

5. Abortive Sorties

The only abortive sortie was due to engine trouble

6. Photographic Evidence

Nil.

7. Casualties

Nil.

8. Summary

In spite of the considerable cloud 12 of the 13 aircraft despatched on roving commissions in N.W. Germany claim to have reached the area, but no targets were positively identified and no results were observed. The leaflet raids in the Oslo and Paris areas were successful. There were no casualties to aircraft crews.

EC/S 26342/1/CRS.  
6th March, 1942.

Target	Group	Aircraft dispatched	No. of interceptions			Cause			No. of A/C claiming to have attacked			No. of A/C claiming to have bombed Primary taking photos with bombing showing			A/C failing to attack Primary				
			Attack	Others	Due to I.A.	Not due to I.A.	Unknown	Target	Target Area	Ground details	Primary Target	Points within 5 miles of Target	Used other Target	Abortive	Used other Target	Abortive	Did not reach I.T.		
U.S.A.																			
Germany	3	10 B-17 3 B-24	-	-	-	-	-	-	3 3	-	-	-	-	-	-	-	-	-	1
Germany Gale	6	1 B-17	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-
Germany Paris & Charbourg area	3	3 B-17	-	-	-	-	-	-	3	-	-	-	-	-	-	-	-	-	-

www.bombercommandmuseumarchives.ca



MOST SECRET

A.M.R.

NIGHT RAID REPORT NO. 11COPY NO. 16.COMBAT REPORT OF OPERATIONS, NIGHT 18/19 FEBRUARY, 1942Meteorological advice submitted to the Commands

- 09.30 10/10 cloud with moderate visibility at home bases. Germany and France generally overcast, but a few breaks in the cloud are possible.
- 13.00 Generally 10/10 cloud over Germany. Middle Rhine considered the area most likely to have cloud breaks. 10/10 cloud 6 - 800 ft. or lower except over Frisian Islands. Variable icing in cloud. N.E. France same as Middle Rhine.
- 15.45 Little change. Icing in cloud over England expected to be moderately severe. General outlook - a tendency towards deterioration.

Executive Orders

Aircraft of 5 Group were detailed to lay mines at places dictated by the naval situation. A roving commission was ordered for aircraft of 4 Group but a deterioration in the weather conditions caused these orders to be cancelled. A few aircraft from 3 Group were detailed for leaflet dropping.

Sorties

The total number of sorties despatched was 32. For details of operations see attached table.

Weather Experienced

N. Sea Channel, Paris and Lille areas.	Cloud mainly 10/10 with base at 1/2000 ft. Visibility below cloud moderate or poor.
Heligoland Bight	Cloud 4 - 8/10, base 600 - 1000 ft. tops 1500/3000 ft. Visibility poor.
	Moon above horizon, 7% of full.

Abortive Sorties

There were 3 abortive sorties, one being due to low cloud obscuring the objective.

Photographic Evidence

Nil.

Casualties

Aircraft missing :- 1 Hampden 5 Group.

Summary

6 of the 7 aircraft detailed for leaflets in the Paris and Lille areas failed to have reached their objectives. 22 of the 25 aircraft despatched on the demolishing claim to have laid their mines in the intended areas, and 1 aircraft failed to return.

3.42.

S. 26342/1/ORS.

Target	Group	Aircraft despatched	Interceptions		Casualties			No. of A/C claiming to have attacked	No. of A/C claiming to have bombed Primary taking photos with bombing equipment			A/C failing to attack	A/C touching down in Area	A/C touching down in other Area	A/C touching down in other Area	A/C touching down in other Area	A/C touching down in other Area	
			Attacks	Others	Due to E.A.	Not due to E.A.	Cause Unknown		Target	Target Area	Ground details							Primary Target
Leaflets Paris & Lille	3	7 Wall 34	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-	1
Minelaying British Islands etc.	5	25 Hum	-	-	-	-	1 missing	22	-	-	-	-	-	-	-	-	-	2

www.bombercommandmuseumarchives.ca

NIGHT RAID REPORT NO. 12

COPY NO. 16

BOMBER COMMAND REPORT OF OPERATIONS, NIGHT 19/20 FEBRUARY, 1942.1. Meteorological advice submitted to the Command

- 09.25 hrs. Whole of N. Central Germany expected to be covered with very low cloud with widespread snowfall. Snow may affect home bases. Some breaks will occur over France.
- 13.15 hrs. No trouble expected at home bases during first half of night. Some hope of cloud breaks over France and extreme west of Germany, Bordeaux as best speculation. Upper winds light at all levels.
- 16.00 hrs. No essential change at home bases. Most probably 10/10 cloud over any target. Better chance of breaks over N.W. Germany than elsewhere.

2. Executive Orders

The weather forecast offered no prospect of fair bombing conditions but since some breaks in the clouds were expected in the St. Nazaire district aircraft of 1 Group were detailed to attack the docks there. Failing visibility at bases, however, caused the effort to be cancelled. In view of the possibility of a few breaks in the clouds over N.W. Germany, aircraft from 3 Group were detailed for roving commissions. 6 aircraft were ordered to drop leaflets.

3. Sorties

The total number of sorties despatched was 15. For details of the operations, see attached table.

4. Weather Experienced

- Paris, Lille. Clear to 2/10 cloud. Visibility good apart from ground haze.
- N.W. Germany Cloud 10/10, base down to 1000 ft. visibility poor.  
Ground haze in industrial areas.  
Moon above horizon 12% of full.

5. Photographic Evidence

Nil.

6. Abortive Sorties

The one abortive sortie was due to engine trouble.

7. Casualties

Aircraft damaged by flak. 1 Wellington Ic. 3 Group. Extent not yet known.

8. Summary

The aircraft detailed for operations found the target area covered by 10/10 cloud and bombs were dropped on E.T.A. in the Essen area by 7 of the 8 aircraft despatched. All of the 7 aircraft sent on leaflet raids in the Paris and Lille areas claim to have dropped their leaflets in the neighbourhood of their objectives; the visibility in those areas was good. 1 of the aircraft despatched to N.W. Germany received damage from flak. There were no other casualties.

PC/S.26342/1/ORS.  
8th March, 1942.



Target	Group	Aircraft designation	Interceptions		Casualties			No. of A/C claiming to have bombed					No. of A/C claiming to have taken photos			A/C failing to return		did not reach A.T.
			Asteroids	Others	Due to S.A.	Not due to S.A.	Cause Unknown	Target	Target Area	Ground Details	Primary Target	Points within 5 miles of Target	Bombed other Target	Aborted	Bombed other Target	Aborted		
Wagon	3	6 Hellcats	-	-	1	-	-	-	7	✓	-	-	-	-	-	-	-	1
San Francisco	4	5 Hellcats	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-	-
	5	1 Hellcat	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-
San Francisco Hill	5	1 Hellcat	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-

www.bombercommandmuseumarchives.ca

MOST SECRETNIGHT RAID REPORT NO. 13.COPY NO. 16.BOMBER COMMAND REPORT ON OPERATIONS, NIGHT 21/22nd FEBRUARY, 19421. Meteorological Advice submitted to the Command

- 0930 hrs. Occasional snow expected at home bases, heaviest on East Coast. Cloud base expected to fall below 1,000 ft. moderate visibility apart from snow. 10/10 cloud with occasional snow over N. Germany. Cloud breaks expected in Middle Rhine area. Generally cloudy conditions probable over N. France but breaks expected over Central France.
- 1200 hrs. 7 - 10/10 low cloud expected over N. Sea and Heligoland Bight with high icing index in cloud. Cloud breaks expected in lee of Norway.
- 1315 hrs. Some hope of cloud breaks in middle Rhine area. Snow showers with cloud breaks expected at home bases, but more continuous snow fall probable later in the night. Tops of cloud expected to be 8 - 10,000 ft.
- 1450 hrs. No essential change.

2. Executive Orders

It appeared probable that good breaks in the cloud would be present over W and S.W. Germany, but the distribution of cloud was unsystematic and it was impossible to know exactly where such breaks would be. The main effort of 4 and 5 Groups was, therefore, directed towards this area, with orders to search for military targets. Aircraft of 5 Group were given the task of minelaying.

In co-operation with aircraft of Coastal Command a force of heavy aircraft was ordered to attack aerodromes in S.W. Norway in order to divert enemy fighters during an intended torpedo attack at dawn on German naval units moving up the W. coast of Norway.

3. Sorties

The total number of sorties despatched was 63. For details of the operations see attached table.

4. Weather Experienced

- Rhineland: No cloud. Good visibility.
- S. Norway: 3 - 5/10 cloud. Good visibility. Winds S.E. moderate.
- Routes: 10/10 layer cloud, tops up to 9,000 ft.  
Clear from approximately 51° N, 06° E.  
Occasional snow across N. Sea.
- Moon: Rhineland. Above horizon 36% of full.  
Norway. Below horizon (dawn attack)

5. Photographic Evidence

The only photograph obtained during the attack on Norwegian aerodromes shows Mist A/D which was attacked as an alternative target by an A/C of 10 Squadron whose primary was Mandal. 14 photographs of W. and S.W. Germany were obtained showing ground details. 2 show details 4 miles S. of Koblenz and 3½ miles N.N.W. of Wesermünde which were claimed to have been attacked. One shows a built-up area but cannot be plotted. The remainder are plotted and show open country.

6. Abortive Sorties

Of the 17 abortive sorties 6 were due to icing and cloud obscuring the target area, and the remainder to technical defects.

.../ 7.

7. Casualties

Aircraft Missing:-	1 Wellington Ic	1 Group	
	1 Manchester	5 Group	
	2 Hampdens	5 Group	
Aircraft damaged by flak:-	2 Wellington Ic	1 Group	2 Cat. A,
	3 Hampdens	5 Group	3 minor
Aircraft damaged, not by enemy action:-	2 Hampdens	5 Group	1 Cat. E. 1 Cat. AC.
Aircraft damaged, cause unknown:-	1 Wellington Ic	1 Group	Cat. E.

8. Summary

Although weather conditions had been expected to be unsuitable for any concentrated attack on specific objectives, the Rhineland proved to be quite free from cloud and visibility was good. Ground haze was, however, reported. Of the 43 aircraft despatched on a roving commission in this area 30 claim to have bombed suitable targets but in most cases no results were observed. Although 14 photographs showing ground details were obtained, 11 of them were of open country. Three aircraft are missing and 5 were damaged by flak in these operations.

S. Norway was also reasonably clear of cloud and 6 of the 15 aircraft sent to attack Norwegian aerodromes claim to have seen bursts across the aerodromes and runways. The one obtained, which showed Lista aerodrome, supports the claim. One aircraft is missing from this raid.

4 of the 6 aircraft despatched on minelaying operations were obliged to return owing to severe icing and bad visibility.

15.3.42.  
BC/S.26342/1/ORS.

Target	Group	Aircraft despatched	Interception		Casualties			No. of A/c returning to base	No. of A/c claiming to have bombed primary target with photographic details	No. of A/c claiming to have bombed primary target with photographic details	Points within 5 miles of target	A/c failed to attack			Did not reach target	
			Attacks	Others	Due to E. A.	Not due to E. A.	Cause unknown					Boxed	Absorbed	Other		
Germany	1	22 Bull AC	-	-	2 Cat	-	1 Missing 1 Crashed	18	14	-	2	-	-	1	1	
	2	20 Hampden	-	-	3 No Cat 1 Cat AC 2 missing	-	-	12	-	-	-	-	1	-	2	
Dist. W/G	3	3 Stirling	-	-	-	-	-	1	-	-	-	-	-	-	1	
	4	3 Halifax	-	-	-	-	-	2	-	-	-	-	-	-	1	
Christiansburg A/c	1	1 Stirling	-	-	-	-	-	1	-	-	-	-	-	1	-	
London A/c	4	3 Halifax	-	-	-	-	-	1	1	1 alternative	-	2	-	-	-	
Shannon A/c	2	2 Liberator	-	-	-	-	-	-	-	-	-	1	-	-	2	
London A/c	2	2 Liberator	-	-	-	-	-	2	-	-	-	-	2	-	2	
TOTAL	23		-	-	2 Cat A 3 No Cat	1 Cat E 1 Cat AC	4 missing 1 crashed	33	19	1	2	3	3	1	2	12



BOMBER COMMAND REPORT ON OPERATIONS, NIGHT 22/23rd FEBRUARY, 1942.

1. Meteorological Advice submitted to the Command

0925 hrs. N.W. Germany expected to have little cloud and moderate visibility. Broken layer cloud expected over N. France. Cloud at home bases in E. and S.E. England will probably break later in the night. Further N. much cloud and some snow expected. Some deterioration in S.W. districts.

1600 hrs. Bases expected to be usable. Conditions over N.W. German coast expected to be fair during first half of night.

2. Executive Orders

Aircraft of 1, 3, 4 & 5 Groups were ordered to attack major naval units in the ports of Wilhelmshaven and Emden. These were the only high priority targets at which the weather offered any prospects of suitable bombing conditions.

3. Sorties

The number of sorties despatched was 66. For details of the operations see attached table.

4. Weather Experienced

Routes: Cloud 8 - 10/10 layer, base 1 - 2,000 ft., tops 4 - 7,000 ft.  
Good visibility. Occasional slight snow.

Emden & Wilhelmshaven: Cloud 9 - 10/10 layer, Base 2,000 ft, tops 6 - 9,000 ft.

Bases: Cloudy with occasional snow, especially near coasts. Local clearances well inland. Visibility generally moderate; local industrial haze.

Moon: 36% of full; above horizon during operations.

5. Photographic Evidence

5 photographs were taken but none of these show ground details, only 10/10 cloud being visible.

6. Abortive Sorties

There were 18 abortive sorties. Of these 8 abandoned owing to cloud and weather conditions and the remainder were caused by technical troubles.

7. Casualties

Aircraft damaged, not by enemy action:- 1 Wellington I; 3 Group; Cat. AC.

8. Summary

Contrary to expectations, Wilhelmshaven and Emden were covered by a 9/10 - 10/10 layer of fairly low cloud making it impossible to pinpoint the ships and docks, and hence none of the 57 aircraft out claims to have hit these primary objectives. 38 aircraft claimed, however, to have bombed the target areas. One 4,000 lb. bomb was observed to burst on the right bank of the torpedo boat station at Wilhelmshaven and two aircraft saw bursts in the town. No other results were seen. Most of the remaining aircraft bombed on E.T.A. or on flak and searchlight concentrations in the vicinity.

No aircraft is missing and only one sustained damage not due to enemy action. 27% of the total sorties were abortive.

15.3.42.  
BC/S.26342/1/CRS.

22/01 JANUARY 1942

Target	Group	Aircraft dispatched	Interceptions		Casualties			No. of A/c claiming to have attacked		No. of A/c claiming to have bombed Primary taking photos with building, shipping			A/c failing to attack		Primary		
			Attacks	Others	due to L. A.	Not due to L. A.	Cause unknown	Target	Target Area	Ground details	Primary Target	Points within 2 miles of Target	Bombes other than	Abortive	Bombes other than Target	Abortive	Did not reach
Wilhelmshaven	1	17 Hall IV	-	1	-	-	-	-	17	-	-	-	1	-	-	-	1
	3	6 Hall 40J	-	-	-	1 due to	-	-	5	-	-	-	-	-	-	-	1
	3	6 Hall 40	-	-	-	-	-	-	5	-	-	-	-	-	-	-	1
	5	19 Hampton	-	1	-	-	-	-	6	-	-	-	-	6	1	-	4
Brest (airbase)	3	2 Hall III	-	-	-	-	-	-	1	-	-	-	1	-	-	-	-
	3	2 Hampton	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1
	3	3 Han.	-	-	-	-	-	-	1	-	-	-	-	1	-	1	-
Outcast	1	3 Hall IC	-	-	-	-	-	-	3	-	-	-	1	1	-	-	-
Ministry	3	2 Han.	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Leaflets	3	2 Hampton	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-
TOTAL		66	-	2	-	1 due to	-	-	44	-	-	-	3	8	1	1	9

www.bombercommandmuseumarchives.ca

BOMBER COMMAND REPORT ON OPERATIONS, NIGHT 23/24th FEBRUARY, 1942.

1. Meteorological Advice submitted to the Command

- 0920 hrs. Home bases S. of 4 Group, good; 4 Group, cloudy with some slight snow. Visibility variable in remaining areas. Target regions - much cloud over N.W. Germany and all continent except Calais - Abbeville region. Slight snow. Much layer cloud over N. Sea.
- 1320 hrs. Bases expected to be usable until 0100 - 0200 hrs. N.W. Germany 10/10 cloud at 1,000 ft. Calais and Dunkirk 10/10. Possibly breaks at Cherbourg.
- 1615 hrs. 5 Group expected bases to be fit. Weather en route likely to be poor and only slight chance of breaks in 10/10 cloud. Icing hazard in cloud.

2. Executive Orders

Weather conditions over all bombing areas were quite unsuitable. However, conditions were considered suitable for minelaying by experienced pilots and a force of 23 Hampdens was detailed for this task.

3. Sorties

23 aircraft of 5 Group laid mines in enemy waters.

Target	Group	Aircraft Despatched	Interceptions		Casualties			Believed to have attacked Primary Area	Abortive
			Attacks	Others	Due to E.A.	Not due to E.A.	Cause unknown		
Minelaying	5	Hamp. 23	-	1	1 Cat. A. 1 Cat. Minor		1 Cat. E. (missing)	18 +	5

+ this figure includes 1 missing aircraft.

4. Weather Experienced

Route - Mainly 10/10 layer cloud, base 2,000 ft. but with local breaks. Cloud falling to 1,000 ft. in the Heligoland Bight.

Bases - Much layer cloud with occasional snow showers. Cloud base generally 2 - 3,000 ft.

Moon - 46% of full; below horizon during operations.

5. Photographic Evidence

Nil.

6. Abortive Sorties

There were five abortive sorties of which three were due to weather conditions and two to technical defects.



7. Casualties

Aircraft missing:-

1 Hampden: 5 Group

Aircraft damaged by flak:-

2 Hampdens: 5 Group: 1 Cat. AG.  
1 minor.8. Summary

18 of the 23 aircraft despatched laid their mines in or near the specified areas.

15.3.42.  
BG/S.26342/1/ORS.

HIST SECRETNIGHT RAID REPORT NO. 16.COPY NO. 16.BOMBER COMMAND REPORT ON OPERATIONS, NIGHT 24/25th FEBRUARY, 19421. Meteorological Advice submitted to the Command.

- 0925 hrs. Good chance of breaks in Kiel, Hamburg and Wilhelmshaven areas. All other areas 10/10 cloud at 1,000 - 1,500 ft. with snow in E. Counties. Fine in Oslo area.
- 1310 hrs. Possible breaks in N.W. Germany. Paris area cloudy, base 1,000 - 1,500 ft. Cloudy conditions over Norwegian coast, but breaks expected later between Lister and Stang Fjord.
- 1600 hrs. Chance of breaks at Kiel and Wilhelmshaven remote. Better prospect in Norway.

2. Executive Orders

Weather in all areas other than N.W. Germany was quite unsuitable for bombing operations, but as there was a chance of broken cloud in the Kiel area, Naval units in the port and the dockyards were chosen as the primary target. Because of subsequent unfavourable weather reports the main effort was cancelled and a strong force of 5 Group was ordered to carry out mining operations, for which the weather appeared to be more favourable.

3. Sorties

The total number of sorties despatched was 56.

Target	Group	Aircraft Despatched	Interceptions		Casualties			No. of A/C believed to have attacked		Abortive Sorties
			Attacks	Others	Due to E.A.	Not due to E.A.	cause unknown	Primary Area	Alternative Area	
Re-icing	5	Hamp. 42	1	1	1 Cat. C	1 Minor	2 missing	16 +	11	15
		Man. 9			2			4	3	
Fleets	3 5	Well. Ic. 1.						1		
		Man. 4						4		

+ includes 2 missing A/C

4. Weather Experienced

Southern N. Sea - Small amounts of cloud, base varying from 1,500 ft. to sea level, tops up to 2,500 ft. Visibility 5 - 10 miles, occasional showers.

Holigoland Bight - Cloud 9 - 10/10, base 1,000 - 1,500 ft. falling to 3 - 600 ft. at times. Tops 2,000 - 2,500 ft. Visibility 5 - 10 miles.

Moon - 56% of full: above horizon during operations.

5. Photographic Evidence

In view of the nature of the operations, there is no photographic evidence.

6. Abortive Sorties

There were 18 abortive sorties, 12 were due to low cloud and adverse weather conditions and the remaining 6 to technical troubles,

.../7.

7. Casualties

Aircraft missing:-	2 Hampdens: 5 Group
Aircraft damaged by flak:-	1 Manchester: 5 Group: Cat. Minor.
Aircraft damaged, not due to Enemy Action:-	1 Hampden: 5 Group. Cat. AC.

8. Summary

56 aircraft were despatched, 51 on minelaying operations, and 5 to distribute leaflets. 16 laid their mines in the primary areas and a further 15 in alternate areas. 32% of the total sorties were abortive, mainly because low cloud made identification of the target areas difficult.

The two missing aircraft are believed to have been lost through enemy action.

15.3.42.  
BC/S,26342/2/ORS.



FORNER COMMAND REPORT ON OPERATIONS NIGHT 25/26th FEBRUARY, 1942.

1. Meteorological Advice submitted to the Command

- 0920 hrs. N. Germany well broken layer cloud. Central and S. Germany, much layer cloud. Home bases, well broken layer cloud with fog patches.
- 1300 hrs. France and Germany 10/10 cloud widespread, best chance of break at Kiel during latter part of night. S. Norway half covered with cloud. Visibility good.
- 1600 hrs. Probability of broken cloud at Kiel. Other districts 10/10 cloud, base below 1,000 feet.

2. Executive Orders

No areas except N.W. Germany and Norway offered prospects of reasonable weather. Wilhelmshaven and Kiel were selected as alternative targets for the main bombing effort and as a result of the later mid-day conference Kiel was chosen for the main attack. This was timed to take place just before moonset.

In accordance with a special directive, Whitleys were given a particular task in Norway.

3. Sorties

The total number of sorties despatched was 104. For details of the operations see attached table.

4. Weather Experienced

- Kiel - No low cloud: 4/10 - 6/10 medium cloud 10 - 16,000 ft. 4/10 - 6/10 high cloud. Visibility 30 miles. Light rime in cloud.
- N. Sea - 10/10 layer cloud, base 1 - 2,000 ft. falling to 6 - 800 ft. in patches of drizzle. Tops 4 - 5,000 ft. occasionally 8,000 ft. Visibility 5 - 10 miles. Variable degrees of icing in cloud.
- S. Norway - 10/10 cloud, base 1,000 - 1,200 ft. tops 2,500 - 3,000 ft. with a few breaks.
- Moon - 65% of full. Above horizon during operations.

5. Photographic Evidence

Of 33 aircraft claiming to have attacked Kiel 8 took photographs with bombing. Four of these were of the target area, one of them being an excellent photograph showing bombs bursting in Kleiner Kiel and a large fire in or near the Deutsche Werke yards. The bursts seen in a second photograph are on open ground. The photographic evidence while small, suggests that the raid was moderately successful.

6. Abortive Sorties

There were 48 abortive sorties. Of these 34 were due to weather, icing or inability to locate the target.

7. Casualties

Aircraft Missing:-	2 Wellington II: 1 Group: 12 Squadron ✓
	1 Wellington IV: 1 Group: 301 Squadron ✓
Aircraft damaged by flak:-	Wellington I : 3 Group: 214 Squadron: Cat.E.
Damaged - not due to Enemy Action:-	Wellington IV: 1 Group: 301 Squadron: minor
	Stirling: 3 Group: 15 Squadron: Cat.E.
	Wellington I : 3 Group: 214 Squadron: Cat.B.
	Hampden: 5 Group: 455 Squadron: Cat.A.

.../B.

8. Summary

Cloud at Kiel was rather less than anticipated and the weather was mainly clear, although there was considerable ground haze and snow. 33 out of 64 aircraft despatched there claim to have attacked the target area, but only 8 of them to have bombed the floating dock or the Deutsche Werke. The small amount of photographic evidence obtained suggests moderate success. 3 aircraft are missing from this raid, one due to engine trouble.

20 of the 21 aircraft of 4 Group sent to Norway on a special mission reached their target area but were forced to abandon the task owing to 10/10 cloud over the area.

10 of the 19, 5 Group aircraft despatched on minelaying operations were successful, the remainder had to abandon the task, mainly on account of cloud and icing.

10/3/42.

PC/S.26342/2/ORS.

Target	Group	Aircraft despatched	Interceptions		Casualties			No. of A/C believed to have attacked	No. of A/C alleged to have bombed primary target with bombing, showing			A/C failing to attack primary target area		Did not reach target		
			Within	Others	Due to E.A.	Not due to E.A.	Cause unknown		Target	Target Area	Ground details	Primary Target	Points within 3 miles of Target		Bombed Other Target	Abortive other Target
Kiel	1	Well. 42	1	-	-	-	-	-	-	-	-	-	-	1		
		Well. II. 12	-	-	-	-	2 missing	6	-	-	-	-	1	1	2	
		Well. IV. 22	-	1	-	minor	1 missing	14	-	-	-	-	2	1	4	
	3	Well. 10. 6	-	-	1 Oct. 12	1 Oct. 12	-	1	4	8	4	1	-	2	1	
		St. 6	-	-	-	1 Oct. 12	-	1	1	-	-	-	-	1	2	
	5	Nav. 12	-	-	-	-	2	-	-	-	-	-	1	1	3	
Special task	4	White 21	-	-	-	-	-	-	-	-	-	-	20	-	1	
minelaying	5	Warp. 18	-	-	-	1 Oct. 12	-	5	-	-	-	3	-	-	9	
		Warp. 7	-	-	-	-	-	1	-	-	-	-	-	-	-	
minelaying	3	St. 1	-	-	-	-	-	1	-	-	-	-	-	-	-	
minelaying	5	Warp. 2	-	-	-	-	-	2	-	-	-	-	-	-	-	
Total		104	2	1	1 Oct. 12	1 Oct. 12 1 Oct. 12 1 Oct. 12 1 minor	8	33	-	-	-	3	20	7	5	23



HIGHEST SECRET

COPY NO. 16

NIGHT RAID REPORT NO. 18BOMBER COMMAND REPORT ON OPERATIONS, NIGHT 26/27th FEBRUARY, 1942Meteorological Advice Submitted to the Command

0915 hrs. Breaks in clouds expected over Northern Germany. Good chance of only small amount of cloud at Kiel, Central and South Germany, France and N. Sea 10/10 cloud base around or below 1,000 ft.

1300 hrs. Home bases outlook satisfactory. Kiel, well broken cloud with good visibility. Breaks not expected elsewhere. Heavy icing likely on route.

1500 hrs. All bases expected to be fit until 0200 hrs. Target and route as before.

Executive Orders

Weather was quite unsuitable for an attack on any of the high priority targets except Kiel. This part was not high priority in view of the reported presence of major Naval units of the German Fleet. A portion of 5 Groups available effort directed to minelaying.

Sorties

The total number of sorties despatched was 78. For details of the operations see attached table.

Weather Experienced

Kiel Less than 3/10 cloud. Visibility about 20 miles.

North Sea 10/10 cloud, base about 2,000 ft. with tops 5 - 6,000 ft. Two further layers above up to 13,000 ft. Icing in clouds. Cloud breaking in light to about 5/10.

Moon 7/8 of full. Above horizon during operations.

Photographic Evidence

11 of the 23 aircraft claiming to have attacked Kiel took photographs, with 5 showing ground details and 9 of these showed points within 5 miles of the primary target. It is therefore reasonable to assume that most of the aircraft reached the target area. The photographs do not, however, show any fires or targets there.

Abortive Sorties

There were 28 abortive sorties. These were variously due to bad weather conditions experienced over the N. Sea, technical defects, errors in navigation and enemy action.

Casualties

Aircraft Missing	1 Wellington II	1 Group	305 Squadron	
	1 Wellington II	4 Group	405 Squadron	
	1 Halifax	4 Group	10 Squadron	
Aircraft Damaged by Enemy Fighters				
	1 Wellington Ic	1 Group	304 Squadron	Cat. A
Aircraft Damaged by Flak				
	2 Halifax	4 Group	10 Squadron	Minor
	1 Hampden	5 Group	49 Squadron	Minor

...../over



2.

Aircraft Damaged not due to Enemy Action

1 Wellington II 4 Group 158 Squadron Cat. B  
 1 Handlen 5 Group 144 Squadron Oct. B

8. Summary

The weather at Kiel was good as was anticipated from the forecast. There was bright moonlight, little cloud, and good visibility, but these conditions were marred by ground haze. 12 of the 49 aircraft despatched claim to have clearly identified and bombed the docks and shipbuilding yards and another 11 claim to have attacked the surrounding area. Photographic evidence shows that most of these aircraft were in the close vicinity of the target but no fires or bursts are shown.

Three of the aircraft despatched to Kiel failed to return and there is some evidence to show that these were lost by enemy action.

14 of the 27 aircraft sent out on minelaying claim to have laid their mines successfully.

17/3/42.  
 EC/S.26342/3/GRS.

Target	Group	Aircraft Despatched	Interceptions		Dismantled other than Oct. A		No. of %/e claiming to have attacked	No. of %/e claiming to have bombed Primary Target	No. of %/e claiming to have bombed Secondary Target	No. of %/e claiming to have bombed other Target	No. of %/e claiming to have bombed other Target	No. of %/e claiming to have bombed other Target	No. of %/e claiming to have bombed other Target	No. of %/e claiming to have bombed other Target	No. of %/e claiming to have bombed other Target
			Altitude	Observers	Due to Oct. A	Not due to Oct. A									
Kiel	1	Well. II 9	1	2	1 Oct. A	1 missing	7						1		
		Well. II 9	-	-			4						4		
	4	Well. II 15	-	-	1 Oct. B	1 missing	5	11	-	9	5		1		5
		Hal. 6	-	-	2 minor	1 missing	5								
	5	Emp. 10	-	-	1 minor		2							8	
Minelaying	5	Emp. 27	-	-	1 Oct. B		14							13	
Leaflets Paris	5	Emp. 2	-	-			2								
TOTAL		78	1	2	1 Oct. A 3 minor	5 missing	12	27				3	5	1	27

MOST SECRETNIGHT RAID REPORT NO. 19COPY NO. 16BOMBER COMMAND REPORT OF OPERATIONS, NIGHT 27/28th FEBRUARY, 1942.1. Meteorological Advice submitted to the Command

0930 hours Home Bases Poor visibility in Yorkshire and Lincolnshire developing into fog. E. Anglia - moderate visibility at first, fog later in night.

Target areas Well broken cloud expected in the Kiel, Hamburg, Bremen area, also probably at Hannover. Ruhr and Berlin unlikely to be clear of cloud.

1305 hours Bases Groups each expect one or two stations to have 2000 yards visibility till midnight or 0200 hours.

Targets Kiel and Wilhelmshaven, still good chance of only small amount of cloud, but possibility of more strato-cumulus spreading across them. Cherbourg best of Channel ports.

1600 hours Havre, good chance of breaks by midnight.

Kiel, Wilhelmshaven: Groups worried about the possibility of strato-cumulus cloud from S.E. with base probably at 1 - 2,000 feet.

Bases: All groups have visibility problems but no serious trouble expected before midnight.

2. Executive Orders

Bad weather prohibited the selection of any targets other than those near the coast. Kiel was chosen as the most important of the priority targets and because 2 major naval units were believed to be under repair there. Wilhelmshaven, also a high priority target, was selected as the alternative for Whitleys and also as a shorter-range target for the main effort in case the threat of fog developing at home bases should make any early return necessary.

Fog did in fact limit air operations to the first half of the night.

Minelaying was carried out in accordance with the directives.

3. Sorties

The total number of sorties despatched was 116.

For details of the operations see attached table.

4. Weather Experienced

Bases. Cloud very variable. No low cloud at times in E. Anglia. Visibility moderate with rather widespread mist or fog in E. Anglia after 2200 hours and in 4 Group after 2000 hours.

N. Sea. Mainly 10/10 cloud, base 1 - 2,000 feet tops 3,000 feet in the west, rising to 8 - 10,000 feet in the east. Visibility 5 - 10 miles.

Kiel. 10/10 cloud, tops 10 - 12,000 feet, sometimes 15,000 feet. Iceing and static in cloud.

Wilhelmshaven. Mainly 10/10 cloud, occasional breaks to 6/10; tops 8 - 10,000 feet occasionally 13,000 feet. Visibility 10 - 20 miles.

Dutch coast. Mainly 10/10 cloud, breaks to 4 - 6/10 at times. Base 1 - 2,000 feet, tops to 10,000 feet.

...../Moon:

2.  
 Notes 3/4 full: above ~~boarded~~ during operations.

5. Photographic Evidence

In view of the prevailing cloud photographs were not obtained.

6. Abortive Sorties

30 sorties were abortive, 13 being due to cloud and icing and 17 to technical defects.

7. Casualties

Missing aircraft: 3 Whitley: 4 Group: 77 Squadron

Aircraft Damaged, not due to Enemy Action: 1 Hampden: 5 Group: 50 Squadron  
 Cat. E.

8. Summary

The probability of cloud at Kiel and Wilhelmshaven was suggested by the later weather forecasts. This proved to be the case, both targets being covered by 10/10 cloud. Consequently none of the 68 aircraft despatched to Kiel was able to identify the target visually. L7, however, attacked the estimated target area or flak and searchlight concentrations in the vicinity from above the cloud. No results were observed.

33 aircraft were sent against Wilhelmshaven. Two of these identified the docks through temporary breaks in the clouds but were unable to observe results. A further 19 bombed the estimated target area or adjacent flak and searchlight concentrations. Three aircraft are missing from the operations. Mineslaying was successfully carried out by 11 of the 15 aircraft allotted this task.

In view of the cloud and the icing conditions prevailing the number of sorties abandoning through this cause is relatively small.

15.3.42.  
 BC/S.26342/3/ORS.

Target	Group	Aircraft despatched	Intercom. Status		Classification of Results			Results of Operations				Bombing Results		Total	
			Attained	Others	Due to E.A.	Not due to E.A.	Cause Unknown	Target	Target Area	Ground Details	Primary Target	Points within 5 miles of Target	Bombed other Target		Abortive
Kiel	1	11 Well.II 22 Well.IV	-					9	20						
	5	18 Hampden 17 Han.	3			Cat.E.	9	9		Nil			2	1	6
Wilhelmshaven	3	6 Well. I 2 Star.					1	5	1						4
	4	1: Mit.				3 missing		9				1			6
	5	6 Hamp.						4					1		1
Mineslaying	3	11 Hamp.						8							3
		4 Han.						3							1
TOTAL		116		3		Cat.E 3 missing	2	77				3	2	7	21