

MOST SECRETNIGHT RAID REPORT NO. 20.COPY NO. 16BOMBER COMMAND REPORT ON OPERATIONS, NIGHT 3rd/4th MARCH, 1942.1. Meteorological advice submitted to the Command

0920 hours. N.E. France, no low cloud, some medium and high cloud, moderate visibility early in the night; N. Germany little or no cloud but ground haze later in the night.

Central and S. Germany variable amounts of layer cloud; W. France low cloud. Home bases; low cloud in Yorkshire, little low cloud elsewhere, fog developing latter part of night.

0315 hours. Low cloud at home bases expected after midnight.

1600 hours. No low cloud and only thin medium cloud expected over Paris. All Home bases except those of 2 Group alright up to 2400 hours.

2. Executive Orders

The weather forecast for W. Germany and N. France was good, but the deterioration at home bases which was expected about midnight limited the choice to short-range operations. The state of the moon was favourable for a precision bombing operation but rather too bright for a heavily defended target. The Renault Works at Billencourt were accordingly selected as the objective and a large force was ordered to attack these from a low level.

Small subsidiary operations - minelaying, attacks on aerodromes, and targets suitable for inexperienced crews - were also ordered.

3. Sorties

The total number of sorties despatched was 249. For details of the operations see attached table.

4. Weather Experienced

Paris: 3 - 9/10 medium cloud, base 10 - 12,000, no low cloud, visibility 5 - 10 miles, some ground haze.

Home Bases: Much medium cloud, with low cloud and rain in latter part of night; visibility mainly poor with much mist.

Moon: 99% of full; above horizon during operations.

5. Photographic Evidence

Cameras were only carried by the later aircraft but an excessive number of flashes should spoil the bomb aiming. 14 aircraft took 41 photographs of which 38 have been plotted. 35 of these, including at least one from each aircraft, are within 1 mile of the centre of the Renault Works. It has been found impossible, however, to determine which were taken with bombing and which independently.

A successful F.R.U. sortie was carried out on March 4th and photographs covering the whole target were obtained. The photographs obtained show that the attack caused very great devastation of the target. Only very few buildings escaped damage, and 40% of the machine tools are estimated to have been destroyed.

Photographs show that there were approximately 48 bombing incidents outside the boundaries of the target, including 9 4,000 lb. bombs.

6. Abortive Sorties

Only 11 of the 235 aircraft despatched to Paris failed to reach their objective but 2 bombed other targets.

.../7.

7. Casualties

Aircraft missing: 2 Well Io. 3 Group

Aircraft damaged by enemy fighters: 3 Well Io. 3 Group

1 Cat. B.
1 Cat. AC.
1 Cat. A.

Aircraft damaged by flak: 1 Well Io. 1 Group
1 Stirling 3 Group
2 Whitley 4 Group

1 Halifax 4 Group
1 Manchester 5 Group

minor
minor
1 Cat. AC.
1 minor
Cat. B.
minor

Aircraft damaged by rifle fire:

1 Whitley 4 Group

minor

Aircraft damaged, not by enemy action:

1 Well Io 3 Group
2 Stirling 3 Group

1 Whitley 4 Group
2 Well II 4 Group

3 Hampden 5 Group

1 Cat. B.
1 Cat. E.
1 Cat. AC.
Cat. AC.
1 Cat. E.
1 Cat. AC.
1 Cat. B.
1 Cat. AC.
1 minor.

8. Summary

223 of the aircraft despatched to the Renault Works, Billancourt, claim to have dropped their bombs in the target area. Practically all the night photographs taken show the primary target and the subsequent photographic reconnaissance proves that great destruction was caused. It is considered that the damage is such that it will be impossible to use the works again on anything approaching the previous scale until substantial repairs and reconstruction are completed.

Only one aircraft failed to return.

The concentration in bombing times achieved in this raid is of interest. Omitting one aircraft which attacked some time before the others and another which bombed some time after, the raid last 1 hour 50 minutes during which 224 aircraft attacked. The average concentration achieved was therefore 124 raiders per hour. There was, however, one period of 10 minutes, during which 59 aircraft attacked achieving an average concentration during this limited period of 354 aircraft per hour. The aircraft were also concentrated in height to a greater extent than is usual. In view of the very high concentration of bombing times achieved on this raid - the highest concentration that had previously been achieved is about 80 aircraft per hour - it is not surprising that there were reports of considerable congestion over the target.

3 of the 4 aircraft detailed for Eindhoven claimed to have bombed the town, but 2 of these merely jettisoned their bombs over it when attacked by enemy fighters. The remaining one is missing.

The 4 Blenheims which set out to attack aerodromes were recalled before they reached enemy territory owing to deterioration in weather conditions at their base.

The minelaying operations, which were the first sorties carried out by Lancasters, and the leaflet dropping over Paris were both carried out with complete success.

Target	Group	1/4th March, 1942.		Casualties			No. of A/C to have attacked		No. of A/C claiming to have bombed primary target with bombing photos		A/C failing to reach target area		A/C failing to attack primary target		Did not reach target		
		Aircraft dispatched	Interceptions	Attacks	Others	Due to I.A.	Hot due to E.A.	Cause unknown	Target	Target Area	Ground Details	Primary Target	Points within 5 miles of target	Bombed other target		Abortive	Bombed other target
Rennet Works, Billancourt Paris	1	W. Io 19				1 minor		18									
		W. 423 1						1									
		W. II 10						10									
		W. IV 5						5									
3	W. Io 25	1	3	1 Cut ✓	1 Cut ✓	missing	24										
	W. III 8						8	14	14								
	W. 423 5 St. 29		1	1 minor	1 Cut ✓ 1 Cut ✓		5 27						1	1			
4	W. Io 25			1 Cut ✓	1 Cut ✓		21										1
	W. II 10				1 Cut ✓		14										1
	W. L. 20			1 Cut ✓	1 Cut ✓		16						1				1
5	W. Io 28		2		1 Cut ✓ 1 minor		47										1
3	W. Io 4	1		1 minor	1 Cut ✓		25										1
2	W. L. 4			1 Cut ✓		missing	3										
3	W. L. 4						4										
4	W. L. 2						2										
		249	3	3		2 missing	232						2	1		5	7

34

www.bombercommandmuseumarchives.ca

BOMBER COMMAND REPORT OF OPERATIONS, NIGHT 7 - 8th MARCH, 1942.

1. Meteorological Advice Submitted to the Command

0920 hours. N.Germany: Overcast with occasional rain and snow.

N.W. France: Well broken layer cloud

N.E. France & Low Countries: Much low cloud

Home bases: Layer cloud, base about 1,000 ft.

1300 hours. Lorient: expected to have small amounts of cloud with moderate to good visibility.

Other target areas as before.

Home Bases: Low cloud persisting. Good diversion offered in S.W. England.

1600 hours. Two of the groups worried about cloud conditions at Lorient.

Home bases: diversion expected to be necessary.

2. Executive Orders

Weather conditions limited the choice of targets to coastal districts of N.W. and W. France. Most of the Groups had bad conditions at their home bases, but the aircraft of 4 Group were able to take off to attack the submarine base at St. Nazaire and those of 5 Group for a semi-mining operation for which they had been detailed.

3. Sorties

The total number of sorties despatched was 34. For details of the operation see attached table.

4. Weather Experienced

Bases and Route: No cloud. Visibility moderate or poor over bases, good over Channel.

St. Nazaire: No cloud. Visibility good:

Moon 71% of full. Above horizon during operations

5. Photographic Evidence

8 photographs showing ground details were obtained. Four of these were excellent pictures showing bombs bursting on the docks in the region of the Bassin de Penhouet. 2 other photographs were also plotted within 5 miles of the target.

6. Abortive Sorties

There were 6 abortive sorties, 5 of which were among the aircraft detailed for minelaying. Four of the abortive sorties were due to technical defects and the remaining 2 turned back on account of being too late to reach the target area.

7. Casualties

Aircraft Missing: 1 Hampden: 5 Group: 50 Squadron.

...../over

BOMBER COMMAND REPORT ON OPERATIONS, NIGHT 8-9TH MARCH, 1942.1. Meteorological Advice Submitted to the Command.

0930 hrs. Paris region fine. Broken cloud probable in Ruhr-Rhine area. Moderate visibility. Hamburg-Kiel some probably much low cloud with medium cloud above.

Home Bases :- 2 & 3 Groups fair early in night, deteriorating later. 4 Group fair all night. Slight chance of some visibility worry locally.

1300 hrs. Essen presents a good target for a late operation.

Paris :- good all night.

Home Bases:- Most places should be fit, though there may be a narrow belt of cloud below 1000 ft.

1600 hrs. Bases doubtful for a late operation, especially 1, 4 & 5.

In some places take-off for a late start might be difficult.

2. Executive Orders

This was the first operation carried out using T.R.1335.

In the early part of the day there was some doubt as to whether there would be suitable clearances in the clouds over the Ruhr to make an attack on Essen possible. An alternative precise target was chosen in a clearer area, but the weather reports and forecast during the day showed that it was satisfactory to retain the original choice and Essen was the target attacked. This was, in fact, an operation with the highest priority.

The final decision was taken at 1600 hours.

The main square in the centre of the old town of Essen was given as the aiming point and the intention was that a flare force should drop flares blindly by T.R.1335 to illuminate the target. An incendiary force would thereby be enabled to drop incendiary bombs on the target, having first positively identified it by the aid of flares, with a view to starting large fires which would attract the main striking force.

3. Sorties

The total number of sorties despatched was 249, 211 of which were detailed for Essen. For details of the operations, see attached table.

4. Weather Experienced

Essen No low cloud. Small amounts of high cloud. Visibility good apart from ground haze.

Ostend Much medium cloud. Well-broken low cloud. Good visibility.

N. Sea. 10/10 layer cloud, base 1500-2000 ft, tops 4000 ft. ; moderate visibility.

Frisian Is. 10/10 layer cloud, base 800 ft. Poor visibility below cloud.

Havre } Little or no cloud. Moderate visibility.
St. Nazaire }

Bases. Belt of cloud at 1,000 ft. with slight rain and poor visibility across S. Yorks. & N. Lincs. Elsewhere little or no cloud and moderate visibility.

Moon. 70% of full; above horizon during operations.

5. Photographic EvidenceEssen

Altogether 43 aircraft took night photographs with bombing showing ground detail.

Although none of these shows the target 12 are within five miles of the aiming point. A number of photographs were, however, in the vicinity of the Margaretenhöhe decoy and it is therefore uncertain whether or not all the large fires reported were genuine. The photographs show that a large proportion of the main striking force bombed the southern outskirts of Essen. 7 other photographs plotted between 5 and 12 miles from the aiming point show that bombs were dropped in built up areas near Hamborn, Duisberg and Oberhausen.

Subsequent P.R.U's revealed no damage to the target, but several incidents are apparent south of the target in the suburbs of Essen.

Le Havre

Four of the five photographs taken with bombing on the Le Havre raid show the docks and in one of them flames can be seen in the dock area. However, several other sticks appear to have fallen in the water.

6. Abortive Sorties

There were 24 abortive sorties, of which 17 were due to technical defects. Three sorties abandoned owing to cloud or inability to locate the target, 2 were too late in taking off, one was damaged in taking off and one abandoned due to suspected flak damage.

7. Casualties

Aircraft Missing

1 Wellington II:	1 Group:	12 Squadron
1 Wellington III:	3 Group:	9 Squadron
1 Wellington III:	3 Group:	101 Squadron
1 Wellington	: 3 Group:	115 Squadron
1 Stirling	: 3 Group:	15 Squadron
2 Manchester	: 5 Group:	83 Squadron

Aircraft Damaged by Flak:-

1 Wellington Ic :	1 Group:	103 Squadron:	Cat. A.
1 Wellington Ic :	1 Group:	150 Squadron:	Minor damage
1 Wellington IV :	1 Group:	300 Squadron:	" "
1 Wellington IV :	1 Group:	301 Squadron:	" "
1 Wellington III:	3 Group	9 Squadron:	Cat. A.
2 Wellington III:	3 Group:	9 Squadron:	Minor damage
1 Wellington III:	3 Group:	57 Squadron:	Cat. A.
2 Wellington III:	3 Group:	75 Squadron:	Minor damage
2 Wellington III:	3 Group:	101 Squadron:	" "
1 Wellington III:	3 Group:	115 Squadron:	Cat. A.
1 Wellington Ic.:	3 Group:	214 Squadron:	Minor damage
1 Stirling	: 3 Group:	7 Squadron:	" "
1 Stirling	: 3 Group:	218 Squadron:	" "
3 Hampden	: 5 Group:	49 Squadron:	" "
1 Manchester	: 5 Group:	61 Squadron:	" "

1 Manchester : 5 Group: 83 Squadron: Minor damage
 1 Manchester : 5 Group: 207 Squadron: Cat. AG.

Aircraft Damaged Not due to Enemy Action:-

1 Blenheim : 2 Group: 114 Squadron: Cat. AG.
 1 Wellington III: 3 Group: 9 Squadron: Cat. E.
 1 Wellington Ic: 3 Group: 311 Squadron: Cat. A.
 1 Stirling : 3 Group: 218 Squadron: Minor damage
 1 Hampden : 5 Group: 49 Squadron: Cat. AG.
 1 Hampden : 5 Group: 408 Squadron: Cat. E.

Aircraft Damaged - Cause Unknown

1 Wellington III: 3 Group: 9 Squadron: Cat. E.

8. Enemy Defences

At Essen heavy flak from Krupps works area was reported as being moderate to intense. Flak from other areas appeared to be less than usual and light flak was slight. Searchlight activity was considerable and beams are said to have been laid horizontally in the haze to obscure the target.

Two of the missing aircraft are believed to have been shot down by flak, one at Essen and one at Hilversum-Utrecht.

Enemy night fighters, both twin-engined and single-engined, were active in weather conditions favourable for their operation. A considerable number were seen, but only two of the 6 reported interceptions developed into attacks.

Apart from one missing aircraft, which probably came down in the sea, most of the remaining losses are believed to have been due to enemy fighters.

9. Summary

Essen

Essen was clear and free from cloud, and, apart from thick ground haze, weather conditions were good for the special operation undertaken.

Of the 22 aircraft detailed 168 claim to have attacked the target area, causing fires and explosions. However, the photographic evidence shows that no damage was caused in the main target area but that the attack fell on the southern outskirts of Essen and in the vicinities of Hamborn, Duisburg and Oberhausen.

It is considered that the flares were dropped over the target area. The incendiaries, some of which were dropped after the flares were extinguished, were however scattered over a wide area and confusion was probably caused by one aircraft which dropped its full load of incendiaries before reaching the target area. Most aircraft of the main force then bombed on the existing fires.

The raid lasted for 2 hours 10 minutes, the average concentration achieved being 79 aircraft bombing per hour. 112 aircraft attacked during the first hour and the average concentration during the remainder of the raid was 51 aircraft per hour.

The average concentration is about the same as the highest achieved in the past, excepting the Paris raid on the night of 3rd/4th March.

Seven aircraft, including 4 fitted with T.R.1335, are missing from the attack on Essen and there were a considerable number of lesser casualties including 22 cases of damage by flak.

Le Havre

All the thirteen aircraft despatched attacked the docks area at Le Havre in good visibility. No damage was sustained by our bombers and the photographic evidence indicates some success.

Ostend

Of 6 Blenheims of 2 Group detailed to attack Ostend 1 claims to have bombed the

...../ submarine

submarine slipways, and three others to have bombed the dock area, but results were not observed.

Aerodromes

6 aircraft of 2 Group set out to attack aerodromes in Holland. Two of these attacked Soesterberg Aerodrome and two attacked a suspected Aerodrome in the Bussum area. The remaining two aircraft were unable to locate any target in the darkness.

Minelaying

8 aircraft of the eleven detailed laid mines successfully.

24th March 1942.
BC/S.26342/2/ORS.

Target	Group	Aircraft despatched	Interceptions		Operations other than Cat. A			Bombing (Primary taking photos with bombing showing)			Reached Target Area		Reached enemy Territory		Did not reach E.T.		
			Attacks	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	Bomb other target	Abortive		Bombed other target	Abortive
NISEN	1	Wall Ia 16		1	1 Cat A 1 Minor			16				3					
	2	Wall II 4				1 Missing	1										
		Wall IV 17		1	2 Minor			12				1		1		3	
	3	Wall Ia 15			1 Minor 1 Cat A			12	45	-	12						3
		Wall III 60	1	1	2 Cat A 1 Cat B 1 Minor	1 Cat A 1 Cat B 1 Cat C	1 Missing	6	45					1	2	2	1 in sea
	Star 27		1	2 Minor 1 Minor	1 Minor 1 Missing		22				1			1		2	
4	Hol 10				1 Cat A		10										
5	Hamp 37	1		3 Minor 1 Cat A			30					4				3	
	Lion 22			1 Cat A 2 Minor	2 Missing		11					7				1	
4022ND	2	Blom. 6			1 Cat A		1	4								1	
4022ND		Blom. 6					2					2	2				
4022ND	3	Holl I 8					8	1	4								
		Wall III 4					4										
		Star 1					1										
4022ND	5	Hamp. 9					5						2			2	
		Man 3					3										
4022ND	5	Hamp 1					1										
		249	2	4	3 Cat A 1 Cat B 17 Minor	1 Cat B 1 Cat C 2 Cat A 1 Minor	7 Missing 1 Cat B 25	175				16	4	2	3	17 and 1 result unknown	

www.bombingarchive.ca

SECRET

157180
NIGHT VISIBILITY WAR ROOM. 23.

40

BOMBER COMMAND REPORT ON OPERATIONS, NIGHT 9/10th

Metecological Advice submitted to 4th Command

HOURS

0930 hours. Central and S. Germany, including the Ruhr:-
Small amount of cloud, but ground haze, especially near industrial areas.

N.E. France:- Small amounts of cloud and moderate visibility.

Home Forces:- Possibility of rain and low cloud in S.E. England before the morning; Y. & S. visibility poor.

1345 hours. Ruhr:- Little or no cloud, hazy.

3. No. 10: Chance of breaks better towards S of area.

Home Forces:- 1, 4 & 5 Groups expect visibility troubles and are looking for diversions. 3 Group expect bases to be lit to midnight, but hazy.

1500 hours. Targets:- no change.

Bases:- 3 Group confident; 4 Group expects visibility not below 1500 yds; 1 & 5 Groups doubtful.

2. Executive Orders

The second operation using T.R. 1335 was carried out.

In order to follow up the attack of the previous night, the maximum possible effort, less detachments of heavies from 4 & 5 Groups, which were sent to an aerodrome in Scotland for a special operation, was put on to attack Essen.

The general plan of operation was similar to that of the preceding night.

3. Sorties

The total number of sorties despatched was 201. For details of the operations see attached table.

4. Weather Experienced

Essen. Cloud:- Most pilots report no cloud. Some report variable amounts up to 10/10th Ci and Cs and up to 5/10th high As. 2 reports of small amounts of low cloud.

Visibility:- One report of no industrial haze, other reports of haze but none of thick haze.

Boulogne Small amounts of cloud at 16-18,000 ft. Very hazy.

Wrislan Is. No cloud. Visibility 1 - 5 miles.

N. Sea. Variable amounts of layer cloud, tops about 5000 ft. with clear areas.

Dutch Coast. Cloud in several layers with icing. Clear inland.

Wales. Local mist, with local fog after 0900 hours. Considerable medium cloud, little low cloud, but some areas of layer cloud at 2000 feet.

Moors - not up during operations.

5. Photographic Evidence

43 aircraft obtained successful night photographs. None of these could be plotted within 5 miles of the target and there is no evidence that any attack was delivered on the primary target. Photographs which were plotted fall into two distinct groups centred on Hameln and Duisburg, 20 and 5 photographs respectively having been plotted within 5 miles of these two towns. In particular, several

...../photographs

photographs show the Thyssen works at Hamborn and it is certain that a considerable weight of bombs was dropped in close proximity to the works. Fires are shown to be raging near the coking plant and one 4000 lb. bomb dropped either on this plant or the housing estate nearby.

6. Abortive Sorties

There were 28 abortive sorties, 23 of which were aircraft detailed for Essen. In 7 cases the reason was weather conditions or inability to locate the target, remaining 21 were due to technical defects.

7. Details of Casualties

Aircraft Missing :-

1 Wellington II:	1 Group:	12 Squadron
1 Wellington Ic.	1 Group:	150 Squadron
1 Halifax :	4 Group:	35 Squadron

Aircraft Damaged due to Enemy Action:-

Flak	1 Well. Ic:	1 Group:	103 Squadron.	Cat. AC.
	1 Well. IV:	1 Group:	301 Squadron.	Cat. Minor
	1 Well. II:	1 Group:	305 Squadron.	Cat. Minor
	1 Well. III:	3 Group:	57 Squadron.	Cat. A.
	2 Well. III:	3 Group:	75 Squadron.	1 Cat. AC; Minor
	2 Well. III:	3 Group:	101 Squadron.	Cat. Minor
	1 Well. I.	3 Group:	214 Squadron.	" "
	4 Stirling :	3 Group:	7 Squadron.	" "
	1 Stirling :	3 Group:	15 Squadron:	Cat. Minor
	1 Hampden :	5 Group:	49 Squadron:	" "
	2 Manchester:	5 Group:	207 Squadron:	" "
	1 Hampden :	5 Group:	420 Squadron:	" "
	1 Hampden :	5 Group:	455 Squadron:	" "

Enemy Fighter

1 Well. Ic:	3 Group:	101 Squadron:	Cat. AC.
1 Well. II	3 Group:	57 Squadron:	Cat. A.

Enemy Action (Unspecified)

1 Well. II:	3 Group:	101 Squadron:	Cat. E.
-------------	----------	---------------	---------

Aircraft Damaged Not Due to Enemy Action

1 Well. III:	3 Group:	9 Squadron:	Cat. E.
1 Stirling:	3 Group:	449 Squadron:	Cat. AC.
1 Wellington II:	4 Group:	158 Squadron:	Cat. E.

8. Enemy Defences

Flak defences in the Ruhr area were more active than on the previous night; searchlights in particular were working in cones of 20-40 lights and were also for track indicating in lenses and 'bridal-arches'. 19 aircraft were reported by flak.

...../ Two out

MOST SECRET

NO 157181

NIGHT RAID REPORT NO. 24.

COPY NO. 16.

BOMBER COMMAND REPORT ON OPERATIONS, NIGHT 10/11th MARCH, -1942-Meteorological Advice Submitted to the Command

- 0930 and 1120 hrs. N. Germany: much layer cloud with clear patches, giving way farther S. to small amounts of cloud.
- N.W. France: much low cloud.
- Home Bases: Variable amounts of medium and low cloud. Visibility moderate in early part of night, deteriorating later. Fog near industrial areas by midnight.
- Routes: Possibility of convection cloud to great heights, with high icing index.
- 1310 hrs. Ruhr: Some medium cloud and patches of low cloud.
- Mannheim: Better than the Ruhr as regards cloud, but doubtful as regards visibility.
- Emden: Much cloud expected: coast fog possible.
- Home Bases: All groups worried about sea fog. There is a risk of no station being fit after midnight apart from those in Scotland.
- 1620 hrs. Ruhr and Mannheim: 8/10 medium cloud, possibility of patches of strato-cumulus, cumulus and sea fog.
- Boulogne: Broken strato-cumulus medium cloud; fog in Straits of Dover.
- Home Bases: Groups more optimistic and expect visibility to remain above fog level until 0200 hours.

2. Executive Orders

The weather conditions over target areas were deteriorating but, with prospects of breaks in the cloud over the Ruhr and Channel ports, it was decided to follow up the bombing of the two preceding nights by a third attack on Essen. The operation had to be timed as early as possible in order to get aircraft back to their bases before visibility became too bad.

The force detailed consisted of a few T.R. 1335 aircraft, which were to bomb on T.R. 1335 fix with incendiaries.

3. Sorties

The total number of sorties despatched was 153. For details of the operations see attached table.

4. Weather Experienced

- Targets Essen:- No low cloud. Variable medium cloud, nil to 10/10 at about 15,000 ft. Visibility mainly reported as 1 - 5 miles. Haze, some reports of thick haze.
- Boulogne:- 7/10 - 10/10 Strato-cumulus, base 1,000 - 3,500 ft. tops 6 - 8,000 ft. Visibility 1 - 5 miles.
- Routes Areas of sea fog or low stratus over S.W. North Sea. Some pilots report no cloud over sea: 10/10 stratus over most of Holland inland.

..../Bases.

Bases Yorkshire:- Local mist from 2200 hrs. local fog from 0500 hrs.

Lincolnshire:- Visibility moderate to good all night.

E. Anglia:- Visibility moderate to midnight, then fog spreading from E. covering most of area by 0200 hrs.

S. Midlands:- Widespread mist by 2200 hrs, widespread fog by 0100 hrs.

Moon No moon during operations.

5. Photographic Evidence

Although 22 photographs were obtained on this night very few of them have been plotted. One aircraft, however, has been plotted at Essen, and as this crew reported fires and activity in the vicinity it appears that others may also have attacked near the target.

One aircraft plotted over Dortmund may also have achieved useful results.

6. Abortive Sorties

There were 44 abortive sorties.

22 of these were among the aircraft detailed for Essen, the causes being:- 10/11; 4; technical failures 17; illness of pilot 1.

18 of the 24 aircraft sent to Boulogne were unable to bomb on account of 10/11 cloud and 4 abandoned their mission owing to technical failures.

7. Casualties

Aircraft Missing:-	1 Stirling:	3 Group:	149 Squadron.
	1 Wellington II:	4 Group:	405 Squadron.
	1 Hampden:	5 Group:	49 Squadron.
	1 Hampden:	5 Group:	455 Squadron.

Aircraft Damaged by Flak:-	1 Wellington I:	1 Group:	103 Squadron:	Minor
	1 Wellington IV:	1 Group:	301 Squadron:	Cat. A
	1 Wellington IV:	1 Group:	301 Squadron:	Minor
	2 Hampden:	5 Group:	49 Squadron:	1 Cat. A 1 Minor
	2 Hampden:	5 Group:	50 Squadron:	2 Minor
	1 Hampden:	5 Group:	408 Squadron:	minor
	1 Hampden:	5 Group:	420 Squadron:	Cat. A
	1 Hampden:	5 Group:	455 Squadron:	Cat. A
	1 Manchester:	5 Group:	207 Squadron:	Cat. A

Aircraft Damaged by Enemy Action (not specified):-

1 Stirling:	3 Group:	419 Squadron:	Cat. A
-------------	----------	---------------	--------

Aircraft Damaged, not due to Enemy Action:-

1 Wellington Ic:	3 Group:	419 Squadron:	Cat. A
1 Wellington II:	4 Group:	158 Squadron:	Cat. A
1 Hampden :	5 Group:	49 Squadron:	Cat. A
1 Hampden :	5 Group:	50 Squadron:	Cat. A
1 Hampden :	5 Group:	455 Squadron:	Cat. A
1 Manchester :	5 Group:	61 Squadron:	Cat. A

8. Summary

The weather forecast indicated the likelihood of considerable cloud and poor visibility at Essen and of fog at home bases. The conditions were found to be as predicted.

.../126 aircraft

3.

126 aircraft were despatched to attack Essen. Most crews reported 7 - 10/10th cloud and thick ground haze, making pinpointing impossible. 62 aircraft claim to have bombed the target area or on indefinite built-up areas. Since the crew of the only aircraft which obtained a photograph of Essen or its vicinity reported activity there, it is probable that a number of aircraft attacked the target area.

A further 37 aircraft not claiming to have attacked Essen bombed other built-up areas.

The losses from this raid were 4 aircraft missing, 3 completely destroyed on return and 15 cases of lesser damage. One of the missing aircraft was probably destroyed by enemy fighters and one by flak in the Essen area.

Bu sen cloud had been expected at Boulogne, but actually the sky was completely overcast. Only 2 of the 24 aircraft despatched bombed the target area. 18 were obliged to abandon the operation owing to 10/10 cloud.

3 aircraft of 5 Group dropped leaflets over France.

C/S. 20342/3/ORS.
8.3.42.

10/11th MARCH 1942																
Target	Group	Aircraft Despatched	Interceptions		Casualties other than Cat. A.			No. of A/c believed to have attacked	No. of A/c claiming to have bombed Primary taking photos with bombing showing			A/c failing to attack Primary			Did not reach E. F.	
			Attacks	Others	Due to E.A.	Not due to E.A.	Cause Unknown		Target Area	Ground details	Primary Target	Points within 5 miles of Target	Reached Target Area	Abortive		Reached Enemy Territory
Essen	1	Well Io 12	1		1 Minor			9				1		2		
		Well II 4						2						1	1	
		Well IV 15			1 Cat. A 1 Minor			15								
	3	Well Io 5				1 Cat. E		3				2				
		Well III 13		1				8	22	1		1	1	1	2	
		Stir. 12			1 Cat. E		1 missing	8				2			1 unknown (crashed)	
	4	Well II 7			1 Cat. A		1 missing	2				3		1		
	5	Hamp. 43			3 Cat. A 4 minor	1 Cat. E 2 Cat. B	2 missing	10				20		3	8	
		Han. 13			1 Cat. A	1 Cat. B		3				7		2	1	
		Lan. 2						2								
Boulogne	1	Well II 1										1				
		Well IV 2						1						1		
	4	Well II 3										3				
		Whit. 5						1				4				
	5	Hamp. 13										11		2		
Leaflets 5	Hamp. 3						3									
		153	1	1	1 Cat. E 4 Cat. A 7 Cat. B 5 minor	2 Cat. E 1 Cat. B 1 Cat. C 1 Cat. A	4 missing	67				36	20	1	9	15 + 1 unknown
													Total abortive 44			

MOST SECRET



No. 157183

ROOM

12 APR 1942

16

HOURS

BOMBER COMMAND REPORT ON OPERATIONS, NIGHT 12th/13th MARCH, 1942.

Meteorological Advice Submitted to the Command

0925 hours. S.W. England and N.W. France:- Much low cloud, poor visibility and occasional rain or drizzle.

N.W. Germany:- Variable amounts of cloud, but probably some cloudless areas. Visibility moderate.

Home bases:- Cloudy with occasional slight snow. Visibility moderate except in precipitation.

1300 hours. Home bases:- Groups expect to have much cloud, but main base of cloud not much below 1500 ft, patches below 1500 ft. with snow flurries; diversion to the south possibly necessary.

Kiel:- Probably little or no cloud and moderate to good visibility.

1600 hours. Home Bases:- 4 Group bases in western area likely to be unserviceable; eastern bases expected to keep reasonably clear. Other groups expect much cloud with base 1500 ft. generally, but lower in occasional slight snow.

Kiel:- Medium cloud probably 6 - 7/10 at 10,000 ft, but breaks expected.

Routes:- Cloud tops not above 6,000 ft. High icing index in cloud.

Executive Orders

The base at Kiel, which contained important naval units, was expected to have weather conditions suitable for a bombing attack to be made. In addition, its situation on water made it suitable for selection as a target on a moonless night.

The conditions at bases were unsuitable for handling large number of aircraft and therefore an attack at moderate strength by 1 and 3 Groups was ordered.

5 Group also at low strength was given a sea mining task and 4 Group, for its shorter range and inexperienced crews, was given Emden as a target.

Sorties

The total number of sorties despatched was 136. For details of the operations see attached table.

Weather Experienced

Kiel: Cloudless, good visibility.

Heligoland Bight:- Mainly cloudy, occasionally fine. Visibility moderate to good.

Emden:- Mainly 9/10, with breaks tops 8,000 ft. Hazy. One aircraft reports heavy clear ice.

N. Sea 7 - 10/10 layer cloud, base 800 - 1500 ft, tops 1500 - 10,000 ft. Moderate to good visibility.

Bases:- Mainly cloudy to overcast with occasional snow. Patches of

...../cloud

cloud below 1000 ft, becoming more extensive after 0300 hours.

Visibility moderate to good.

Moon:- No moon during bombing operations.

5. Photographic Evidence

KIEL:- Altogether 26 photographs were obtained 3 of which were of the docks and a further 14 were within 5 miles of the target. All but one of the plotted photographs lie within 3 miles of the Deutsche - Werke yards and there is no doubt that a large proportion of the aircraft despatched successfully reached their objective. Most of them appear to have dropped their bombs in the vicinity of the docks and sticks are seen bursting in the built-up area nearby, although none are visible in the docks themselves. About six aircraft appear to have attacked the neighbourhood of ELMSCHENHAGEN, a village 2½ miles S.E. of the docks.

EMDEN:- 6 aircraft took photographs with bombing but none of them have been plotted within 5 miles of the target.

6. Abortive Sorties

The number of abortive sorties was 23, of which 20 were due to technical defects, 1 to icing and 2 to inability to locate the target area.

7. Casualties

Aircraft Missing:-

1 Wellington IV;	1 Group;	301 Squadron.
3 Wellington III;	3 Group;	75 Squadron.
1 Wellington Io;	3 Group;	311 Squadron.
1 Whitley,	4 Group;	58 Squadron.
2 Whitley;	4 Group;	77 Squadron.

Aircraft damaged by Flak:-

1 Wellington III;	3 Group;	9 Squadron.	Cat. E
2 Wellington III;	3 Group;	57 Squadron.	2 Cat. A
1 Wellington III;	3 Group;	75 Squadron.	Cat. A
1 Wellington Io;	3 Group;	214 Squadron;	Minor

Damaged - Not due to Enemy Action:-

1 Wellington Io;	1 Group;	103 Squadron;	Cat. A.O.
1 Wellington III;	3 Group;	9 Squadron;	Cat. A.C.
1 Whitley;	4 Group;	77 Squadron;	Cat. A.G.
1 Manchester	5 Group	106 Squadron;	Cat. E

8. Summary

Kiel was attacked under conditions of good visibility and although pin pointing was hampered to some extent by ground haze and by intense flak and searchlights, 49 aircraft out of the 68 detailed claim to have bombed the target area, and 14 of them reported seeing their bombs burst in the docks. Although the photographs obtained do not confirm this, there is no doubt that the nearby built-up area was successfully attacked. It is

...../considered

considered that this attack, which took place under dark conditions, was as successful as previous attacks under bright moonlight conditions.

5 aircraft did not return from Kiel.

Cloud and haze prevailed at Emden and although 22 out of the 40 aircraft detailed claim to have attacked, none of the photographs taken was plotted within 5 miles of the target.

3 aircraft of 5 Group out of 27 despatched laid mines in enemy waters and one Hampden distributed leaflets.

Altogether 8 aircraft are missing from the nights operations. The enemy claims to have shot down only 3 and it may therefore be presumed that some of the remaining losses were not due to enemy action. While icing may have been a contributory cause, the following facts are possibly worth mentioning:-
Three of the missing aircraft were Wellington III's, all from the same squadron. Another Squadron also using Wellington III's sent out 8 sorties on this night. Four of them abandoned before reaching enemy territory owing to engine failure, while a fifth reported engine trouble. Altogether there were 10 reported cases of engine trouble in Wellington aircraft on this night, but further enquiry has revealed no consistent cause or type of trouble.

EC/S. 26342/ /ORS.
2nd April, 1942.

Target	Group	Aircraft Dispatched	Interceptions		Casualties other than Cat A.			No. of A/C. Reported to RCAF Attached		No. of A/C claiming to have bombed Primary taking photos with bombing showing			A/C failing to reach Target Area		A/C failing to reach Primary Territory		Did not reach	
			Attacks	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	Bombed other Target	Abortive		
HEEL	1	Well I (25) 3		1				2	1									
		Well II 5		1				1	2				1				1	
	Well IV 18						1 Missing	7	10	26	3	14						
	3	Well I 11		2			1 Missing		6						2	1	1	
WREN	1	Well III 3	1	1			3 Missing	4	16				1		1		6	
		Well I 11	1	1					9				1				1	
	Well II 2							2										
	3	Well IV 6						2	6	-	-	3					1	
WING-DAYING	5	Well III 1														1		
		Whit 20					3 Missing		9							3		5
MAPLETS	5	Hamp 26							16							5	1	4
		Man 1												1				
		Hamp 1							1									
			136	2	6			8 Missing	14	74				6	1	11	4	18
																Total Abortive 23		

www.bombercommandmuseumarchives.ca

24
377
~~MOST SECRET~~

157182
ROOM
12 APR 1942
NIGHT RAIDE REPORT NO. 16
COPY NO. 16

47

BOMBER COMMAND REPORT ON NIGHT OPERATIONS, 13/14th MARCH, 1942.

1. Meteorological Advice Submitted to the Command

- 0930 hours. N. Germany:- Generally fine weather with moderate to good visibility.
- Central and S. Germany:- Variable amounts of layer cloud.
- N.E. Coast of France and coasts of Belgium and Holland:- Generally small amounts of cloud.
- Home Bases:- S. of the Humber, little or no cloud with moderate visibility. Mainly cloudy further N.
- 1245 hours. Ruhr:- No cloud, some high and medium cloud but not overcast.
- Bases:- All likely to be fit at least until 0200 hours.
- 1545 hours. Target area:- No change.
- Bases:- 1 & 4 groups expect cloud near coast but not below 1,000 ft. Other groups, no worries before 0200 hours.

2. Executive Orders

Weather over W. Germany was expected to be favourable for bombing. There was no period of moonlight which could be used, but weather conditions at bases limited operations to the first part of the night. Cologne was selected for a T.R. 1335 attack, with a subsidiary operation by inexperienced crews of 5 Group on sea mining. Apart from its importance in order of priority, Cologne was chosen because it is an isolated target situated on a river and suitable for testing the technique of a T.R. 1335 operation.

3. Sorties

The total number of sorties was 188. For details of the operations see attached table.

4. Weather Experienced

Cologne Variable medium cloud. 3 - 8/10 at 13/15,000 ft. Nil below. Slight icing. Visibility moderate to good with some ground haze.

N. Sea Fine. Good visibility.

Bases Fine south of the Humber. Cloudy in 4 Group area.

Visibility moderate to good during operational period. Rain, low cloud and fog spread into southern bases from 0200 hours.

5. Photographic Evidence

COLOGNE:- Of 31 night photographs obtained, 11 were of the target area and a further 7 were within 5 miles of it. It is estimated that at least 50% of the force which claimed to have attacked Cologne reached the target and a large proportion of these aircraft bombed the city. At 2240 hours a large fire was raging in the northern half of the city. Photographs show two

...../pther

other growing fires in built-up areas in the S.E. and N.W. parts of the target area and a fourth has been pinpointed in the eastern end of the Deuts marshalling yards and its surrounding buildings on the E. bank of the Rhine.

There is no evidence that the many decoys in the Cologne area diverted any considerable proportion of the effort, though it is likely that one aircraft attacked the Duren decoy.

CHANNEL

PORTS:- 5 photographs were obtained but none of them shows the target. One aircraft bombed in the vicinity of St. Ingelvert Aerodrome. No other success can be claimed.

6.

Abortive Sorties

The total number of abortive sorties was 38. 19 of these were due to technical defects and 19 to weather conditions and inability to locate the target. These included 12 aircraft which were unable to bomb Boulogne on account of 9/10 cloud.

7.

Casualties

Aircraft Missing:-

1 Wellington II;	1 Group;	12 Squadron
1 Wellington IV;	1 Group;	460 Squadron
1 Whitley;	4 Group;	78 Squadron
1 Manchester;	5 Group;	83 Squadron

Aircraft Damaged by Flak:-

2 Wellington II;	1 Group;	305 Squadron;	2 minor
2 Wellington III;	3 Group;	101 Squadron;	1 Cat. AG,
			1 minor
2 Wellington III;	3 Group;	115 Squadron;	2 minor
1 Wellington II;	4 Group;	158 Squadron;	1 Cat. AG,
2 Hampden;	5 Group;	50 Squadron;	1 Cat. B.
			1 minor
2 Hampden;	5 Group;	455 Squadron;	1 Cat. AG,
			1 minor.
1 Manchester;	5 Group;	83 Squadron;	minor.

Aircraft Damaged by Enemy Action (Unspecified):-

1 Wellington I;	1 Group;	103 Squadron;	Cat. AG,
1 Wellington II;	1 Group;	305 Squadron;	Cat. E.

Aircraft Damaged, not due to Enemy Action:-

1 Wellington I;	1 Group;	304 Squadron;	Cat. A.
1 Whitley;	4 Group;	77 Squadron;	Cat. E.
1 Whitley;	4 Group;	78 Squadron;	Cat. E.
1 Wellington II;	4 Group;	405 Squadron;	Cat. AG.
1 Lancaster;	5 Group;	44 Squadron;	Cat. AG,
1 Manchester;	5 Group;	61 Squadron;	Cat. E.
1 Manchester;	5 Group;	83 Squadron;	Cat. B.

8.

Summary

Cologne A successful attack was carried out in favourable weather conditions, 120 aircraft out of the 135 detailed claiming to have bombed the target area. Night photographs obtained show fires in the city suggest that the raid was the most successful attack on Cologne carried so far. The percentage of night photographs plotted within 5 miles of the aiming point is in fact over 3 times that normally obtained in the past. A subsequent daylight reconnaissance sortie has disclosed areas of very considerable damage including the Franz Clouth rubber factory, chemical works and the Nippe marshalling yards.

TOP SECRET

157184

49

NIGHT BOMBING REPORT NO. 27.

COPY NO 16

BOMBER COMMAND REPORT ON NIGHT OPERATIONS 15/16th MARCH, 1942

1. Meteorological Advice Submitted to the Command

0930 hours: The Hamburg, Hanover, Magdeburg area and possibly Kiel comprises the best region, having small amounts of low cloud and increasing medium cloud.

Fair over France with low cloud in the North West and some rain.

1330 hours: Home Bases:- Risk of low cloud and fog at bases.

St. Nazaire:- 7/10 - 10/10 cloud at 1000 ft. or less.

Paris & Lille areas:- Chance of breaks.

Germany:- Mainly cloudy but with chance of breaks in the southern part of N.W. Germany.

1600 hours: No essential change from above, except that base of stratus cloud near target area may be lower than 1000 ft. with poorish visibility.

2. Executive Orders

Weather conditions both at home bases and in target areas restricted operations to the very smallest scale.

3. Sorties

On this night there were only three sorties. These were by Blenheims of 2 Group.

1 aircraft attacked the neighbourhood of Schiphol aerodrome and is believed to have hit the air field.

4. Abortive Sorties

The other two aircraft, detailed to attack Soesterburg aerodrome, failed to do so. One abandoned owing to engine trouble while the other failed to pinpoint the aerodrome owing to ground mist. It crash-landed on return.

5. Casualties

1 Blenheim: 2 Group: 114 Squadron: Cat. B.

BC/S.26342/1/ORS.

2.4.42.

No. 157185	
AIR MINISTRY WAR ROOM	
NIGHT RAID REPORT NO. 28.	
12 APR 1942	NO 16.
TIME 042	HOURS

BOMBER COMMAND REPORT ON NIGHT OPERATIONS 23/24th MARCH 1942

1. Meteorological Advice Submitted to the Command

0930 hours:- Generally fine weather expected over most of England, N. France & Germany, but fog likely to develop over the British Isles becoming widespread towards dawn. Near industrial areas fog patches may develop towards midnight.

1300 hours:- Home bases - Visibility troubles expected.

1600 hours:- Targets - Conditions as before.

Home bases - All operational groups expect onset of fog and the safe diversion area has shrunk to the area west of a line Tangmere - Boscombe Down. 3 Group think Wyton may hold until 0200 hours, but all other groups think the danger hour to be 2300-2400 hours.

2. Executive Orders

The weather conditions expected at home bases made it necessary to restrict operations to minelaying and as it would be necessary for the aircraft concerned to land at aerodromes in the S.W. of England an area within short range of our coast was selected. This area had a high priority in view of its proximity to an important submarine base.

3. Sorties

The total number of sorties was 17.

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		
Mine-laying	3	Stir. 3						3	
	5	Man. 2 Hamp. 12						2 9	3
		17						14	3

4. Weather Experienced

Home Bases:- Visibility deteriorated from the coast inland with the advent of sea fog. There was local mist and radiation fog in many areas before midnight, especially in industrial areas.

Target Area:- Little or no cloud. Excellent visibility.

5. Photographic Evidence

Nil.

2.

6. Abortive Sorties

There were three abortive sorties. Two were due to technical troubles and the third was unable to locate the target area.

7. Casualties

Aircraft Damaged, not due to Enemy Action:-

1 Hampden; 5 Group: 144 Squadron: Cat.B.

8. Summary

14 of the 17 aircraft despatched laid their mines successfully without loss.

BC/S.26342/1/ORS.
1.4.42.

www.bombercommandmuseumarchives.ca

MOST SECRET



No. 157186	51
MINISTRY WAR ROOM	
12 APR 1942	
NIGHT REPORT NO. 29	FOURS
24/25th MARCH, 1942	
COPY NO 16	

BOMBER COMMAND REPORT ON NIGHT OPERATIONS

1. Meteorological Advice Submitted to the Command

- 0930 hours. Home bases:- Fog probably widespread by 0100 or 0200 hours.
Target Areas:- Low stratus cloud or fog drifting inland near the coast of N. Germany; otherwise fine weather with moderate visibility, deteriorating later in the night. N. France will have fine weather with moderate to good visibility.
- 1300 hours. Home bases:- Fog danger area 2300 - 2400 hours.
Target Areas:- All clear skies, with some haze.
- 1545 hours. Home bases:- All groups expect widespread fog.
Essen:- Fog expected to develop in the early hours of the morning.
- 2115 hours. Bases:- From 5 Group southwards all bases expect fog around midnight. 1 Group expects to have one or two stations and 4 Group one station serviceable until 3 - 4 a.m.

2. Executive Orders

Expected weather conditions at home bases restricted operations to minelaying. The area selected had very high priority because of its close proximity to an important U-boat base and was suitable as it was necessary for the aircraft engaged in the operation to land back at aerodromes in the S.W. of England.

3. Sorties

The total number of sorties made was 35.

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		
Mine-laying	3	Stirl. 6						5	1
	5	Lanc. 2					1 missing	1	
		Hamp. 24 Han. 3					1 missing	22	1

4. Weather Experienced

Target area and Channel:- No cloud, slight haze

5. Photographic Evidence

Nil.

6. Abortive Sorties

Both of the abortive sorties were caused by engine trouble.

.../ 7. Casualties

7. Casualties

Aircraft Missing:-	1 Lancaster: 5 Group: 44 Squadron.
	1 Hampden : 5 Group: 50 Squadron.
Aircraft Damaged by Flak:-	1 Stirling : 3 Group: 149 Squadron: Cat.
Aircraft Damaged, not due to Enemy Action:-	
	1 Manchester: 5 Group: 83 Squadron: Cat.

8. Summary

31 of the 35 aircraft despatched laid their mines successfully under good weather conditions.

Flak opposition appears to have been strong and the loss of the two missing aircraft was probably due to this cause.

EC/S.26342/1/ORS.
1.4.42.

NIGHT RAID REPORT NO. 30

COPY NO. 16

FORNER COMMAND REPORT OF NIGHT OPERATIONS, 25-26th MARCH, 1942.

Meteorological Advice Submitted to the Command

- 0915 hours. Home bases:- Variable amounts of cloud and moderate visibility.
 Target areas:- N. Germany, much convection cloud with showers;
 further south, well broken medium and low cloud, improving to
 little or no cloud with local ground haze.
 France:- generally fine with moderate visibility during
 first part of night.
- 0315 hours. Home bases:- 5 Group's visibility doubtful.
 Target areas:- Essen; small amounts of cloud, poor visibility.
 France; fine weather, poor visibility.
 Frisian Is.; much low cloud at first.
- 1610 hours. Home bases:- 5 Group: radiation fog expected to set in early.
 4 Group and eastern part of 1 Group, satisfactory
 all night.
 2 & 3 Groups expected to hold until 0200-0300 hrs.
 Target areas:- Frisian Islands; fog and low stratus cloud
 during first part of night.
 Other areas, unchanged.

2. Executive Orders

Conditions at bases were expected to be reasonable, at least for the first half of the night, and the weather in the target areas gave some choice in the Ruhr and Rhine districts.

Essen, the target with the highest priority was chosen for a heavy attack. The operation was planned for T.R. 1335 fitted aircraft to assist those not so equipped to find the target. The attacking force was divided into a flare force, an incendiary force and the main striking force. The T.R. aircraft included 32 flare carriers, whose flares were to be released on a T.R. fix, under an arrangement intended to provide good illumination of the target for at least 30 minutes. Picked crews were to drop red flares over the target if they identified it unmistakably. The incendiary force fitted with T.R. 1335 was to approach along a lattice line and identify the target visually by means of the flares. The flares started by this force would illuminate the target for the main striking force.

In addition to the attack on Essen a small force from 5 Group was given a task in connection with the sea-mining plan. The Whitleys of 4 Group were ordered to bomb the submarine base at St. Nazaire.

3. Sorties

The total number of sorties despatched was 359. For details of the operations see attached table.

4. Weather Experienced

Ruhr and Netherlands:- Cloudless, thick ground haze.

Horizon and Route:- Cloudless, good visibility.

H. Sea:- 7/10 - 10/10 layer cloud, base 3,500 ft. tops 5000 ft. dispersing towards Dutch coast.

Moon:- 60% of full: above horizon throughout operations.

5. Photographic Evidence

Essen The photographic evidence obtained gives no indication that the attack on Essen achieved any success. Although 45 photographs were taken with bombing, none of them has been plotted within 5 miles of the target. 15 aircraft took photographs in the vicinity of Rheinberg and several of these show large fires burning in the open country to the north of this town. It is certain that a decoy not previously reported, was present in this area and attracted a large part of the attack. The other photographs show widely scattered areas and some of those which remain unplotted show features suggesting that they were taken over Holland. The nearest photograph taken with bombing was 6 miles from the target, though one taken independently is only 2½ miles N.W. of Krupp's works. There is evidence that some part of the attack fell on built-up areas at Oberhausen, Duisberg and Heuborn.

St. Nazaire 8 of the 10 photographs taken are of the target and show that this was a successful attack. Bomb bursts can be seen all over the dock area, straddling the harbour, and on the naval buildings on the west side of the Bassin de Penhoet.

6. Abortive Sorties

of 43 abortive sorties 35 were due to technical defects including 18 cases of engine trouble. One aircraft abandoned owing to flak damage and another after an attack by enemy aircraft. The remainder were due to inability to locate the target.

7. CasualtiesAircraft Missing:-

1 Wellington IV:	1 Group:	142 Squadron
1 Wellington II:	1 Group:	12 Squadron
1 Wellington III:	3 Group:	75 Squadron
1 Manchester:	5 Group:	83 Squadron
2 Manchester:	5 Group:	61 Squadron
1 Manchester:	5 Group:	106 Squadron
2 Hampden:	5 Group:	50 Squadron

Aircraft Damaged by Flak:-

2 Wellington Ic:	1 Group:	103 Squadron:	1 Cat. E
			1 minor
2 Wellington Ic:	1 Group:	150 Squadron:	2 minor
3 Wellington IV:	1 Group:	300 Squadron:	3 minor
1 Wellington Ic:	1 Group:	304 Squadron:	1 minor
3 Wellington IV:	1 Group:	460 Squadron:	3 minor
2 Wellington III:	3 Group:	9 Squadron:	2 minor
1 Stirling:	3 Group:	15 Squadron:	1 minor
3 Wellington III:	3 Group:	57 Squadron:	3 Cat A
1 Wellington III:	3 Group:	75 Squadron:	1 Cat A
1 Wellington III:	3 Group:	115 Squadron:	1 Cat. A
3 Wellington Ic:	3 Group:	214 Squadron:	1 Cat A
			2 minor
1 Stirling:	3 Group:	218 Squadron:	1 Cat A
1 Wellington II:	4 Group:	158 Squadron:	1 minor.
1 Wellington II:	4 Group:	405 Squadron:	1 minor
2 Manchester:	5 Group:	61 Squadron:	2 minor
1 Manchester:	5 Group:	83 Squadron:	1 minor

...../over

Aircraft Damaged by Flak (Contd.):-

1 Lancaster:	5 Group:	97 Squadron:	1 Minor
1 Manchester:	5 Group:	106 Squadron:	1 Minor
1 Hampden:	5 Group:	420 Squadron:	1 Minor
2 Hampdens:	5 Group:	455 Squadron:	2 Minor

Aircraft Damaged by Enemy Fighter:-

1 Wellington Ic:	1 Group:	103 Squadron:	Cat AC ✓
1 Wellington III:	3 Group:	156 Squadron:	Cat AC ✓

Aircraft Damaged Not Due to Enemy Action:-

1 Wellington II:	1 Group:	12 Squadron:	1 Minor
1 Wellington IV:	1 Group:	422 Squadron:	1 Cat AC ✓
1 Wellington II:	1 Group:	305 Squadron:	1 Cat E ✓
1 Stirling:	3 Group:	7 Squadron:	1 Cat E ✓
1 Stirling:	3 Group:	15 Squadron:	1 Cat A ✓
1 Wellington III:	3 Group:	419 Squadron:	1 Cat AC ✓
1 Manchester:	5 Group:	83 Squadron:	1 Cat E ✓

Enemy Defences

Heavy flak at Essen was moderate to intense, some with searchlight cooperation and some in predicted concentrations, but was less than has been experienced previously. There was comparative inactivity in the main searchlight belt, the searchlights being used mainly in stationary vertical lines and for track indicating. As on a previous occasion they were also laid horizontally in the ground haze.

Night fighters were very active between the Dutch coast and the Ruhr, any single-engined enemy aircraft having been sighted. Although many controlled fighters were heard operating only three attacks were reported. In two of these our aircraft sustained damage.

Summary

Essen Essen was cloudless with good visibility, but there was a thick ground haze, which may have been assisted by a smoke screen.

254 aircraft were detailed to attack the town and 192 claim to have done so, some report having definitely identified the Krupp's works or the town, and others having bombed indefinite built up areas seen by the light of flares and presumed to have been Essen, or having bombed existing fires.

The photographic evidence does not support these claims but tends to show that the attack was largely diverted to a decoy in the Rheinberg district, whose distance was hitherto unknown. However, damage was certainly done to built up areas at Oberhausen, Duisburg and Rumborn and, since the aircraft returning photographs present only 20% of the attacking force, it is possible that the results achieved may have been better than the photographs indicate.

It is clear that the flares were released over a wide area instead of being concentrated over the target as intended. It was also reported that some of the flares were dropped too high and their reflection on the haze obscured ground detail and made pinpointing impossible. In consequence the incendiary force was unable to identify the target and set it on fire. Whilst the flares were of some use in guiding the non - T.R. aircraft from considerable distances, their scatter caused confusion and hindered identification of the target.

Seven aircraft failed to return from Essen. From the independent observations of other crews it is estimated that all losses were due to enemy action. Three were shot down by flak over the target, and three by enemy fighters. A further aircraft were damaged by flak.

The raid lasted approximately 2 hours: 100 aircraft bombed during the first hour and 87 during the second.

...../over

1. Meteorological Advice Submitted to the Command.

0920 hours. Home Bases :- Small amounts of cloud. Risk of fog or low stratus cloud spreading from N. Sea.

France :- Fine, moderate visibility, mist patches later, but increasing amounts of medium cloud.

Germany :- Broken convection cloud on N. Sea coast. Inland over W. Germany small amounts of cloud, but ground haze near industrial centres.

1300 hours Targets :- Fine everywhere, but haze overland.

Frisian Is.:- Some cloud probably broken St. Cu.

Home Bases :- All satisfactory except 2 Group area where conditions might deteriorate rapidly.

1625 hours Essen :- Clear skies cannot be guaranteed. There may be broken St. Cu, but visibility is expected to be fairly good.

Home Bases :- Visibility expected to remain moderate until 0200 - 0300 hours, but a careful watch on conditions is necessary.

2. Executive Orders

Visibility at Essen was expected to be slightly better than on the previous night, and it was decided to repeat the attack on this town, following the same general plan.

The inexperienced crews were given Le Havre as their target, because of its suitable range and also because a report had been received that an armed merchantman was docked in the port.

5 Group were detailed for mine-laying in an area which had a high priority and also the most suitable weather conditions for such a task.

3. Sorties

The total number of sorties made was 185. For details of the operations see attached table.

4. Weather Experienced

Dutch Coast and Ruhr:- 3/10 - 8/10 high cloud. No low cloud. Visibility good apart from slight haze.

Le Havre :- No low or medium cloud. Some high cloud. Visibility good apart from haze.

Bay of Biscay area:- 10/10 medium cloud; 8/10 - 10/10 low cloud, base unknown, probably about 2,000 ft. Visibility mainly poor, with fog patches on the surface.

N. Sea :- Variable high and medium cloud. Small patches of low cloud at 3-5,000 ft. Visibility good.

Home Bases :- Little low cloud except in 4 Group, where there were variable amounts at 2,000 ft. Visibility moderate.

Moon :- 70% of full: above horizon during entire operations.

5. Photographic Evidence

Essen. The photographic evidence for the results of this raid is comparatively small. 13 photographs showing ground detail were obtained with bombing. One of these has been plotted in the S.E. part of Essen and three in Duisburg - Ruhrort, but the others show widely scattered points. There is no indication that any useful concentration was achieved over the target or over any other built-up area.

Le. Havre. The three photographs obtained during this raid suggest that it was a successful small-scale effort. All of them are right on the target. Two sticks of bombs are seen bursting in the dockyard area, but the third has fallen in the water.

6. Abortive Sorties

17 of the total sorties were abortive. 8 of these were due to technical defects, 2 aircraft jettisoned their bombs when attacked by enemy fighters, 4 were unable to locate the target, 2 were unable to bomb owing to flak and searchlights and 1 aircraft returned owing to illness of an air gunner.

7. Casualties

Aircraft Missing :-

2 Wellington II:	1 Group:	12 Squadron
1 Wellington IV:	1 Group:	142 Squadron
1 Wellington IV:	1 Group:	300 Squadron
2 Wellington IV:	1 Group:	301 Squadron
2 Blenheim :	2 Group:	114 Squadron
1 Wellington III:	3 Group:	57 Squadron
2 Wellington III:	3 Group:	115 Squadron
1 Wellington Ic:	1 Group:	214 Squadron
1 Stirling :	3 Group:	7 Squadron
1 Hampden :	5 Group:	114 Squadron
1 Hampden :	5 Group:	420 Squadron

Aircraft Damaged by Flak :-

1 Wellington II:	1 Group:	12 Squadron:	Minor
3 Wellington IV:	1 Group:	142 Squadron:	3 Minor
1 Wellington IV:	1 Group:	300 Squadron:	1 Cat. AC
3 Wellington IV:	1 Group:	301 Squadron:	1 Cat. AC
			2 Minor
3 Wellington Ic:	3 Group:	214 Squadron:	3 Minor
1 Wellington III:	3 Group:	9 Squadron:	1 Minor
3 Wellington III:	3 Group:	57 Squadron:	1 Cat. AC
			2 Minor
2 Wellington III:	3 Group:	75 Squadron:	2 Cat. AC.
1 Wellington III:	3 Group:	115 Squadron:	1 Minor
1 Stirling :	3 Group:	218 Squadron:	1 Minor
1 Wellington II:	4 Group:	405 Squadron:	1 Minor
1 Manchester :	5 Group:	106 Squadron:	1 Cat. AC
2 Blenheim :	2 Group:	114 Squadron:	2 Minor
1 Stirling :	3 Group:	7 Squadron:	1 Minor

Aircraft Damaged by Enemy Fighter:-

1 Wellington II:	1 Group:	12 Squadron:	1 Minor
1 Stirling :	3 Group:	218 Squadron:	Cat. B.

Aircraft Damaged, not due to Enemy Action :-

Nil.

8. Enemy Defences

Heavy flak at Essen was reported as being more intense than on the previous night, both co-operating with searchlights and in barrage form. Moderate light flak was inaccurate. The main searchlight belt was very active and in great strength from Rhine to Wesel and Liege to Geldern.

Enemy night fighters operated in large numbers under favourable weather conditions, with excellent visibility and bright moonlight. Four attacks on our aircraft and nine other interceptions were reported.

.../There were

3.

There were over 20 reports of aircraft being destroyed in the Essen area mostly fighters, but many of these no doubt refer to the same night.

Summary

Essen

Weather conditions at Essen were good, most crews reporting no cloud and good visibility above slight ground haze.

87 of the 115 aircraft detailed claim to have attacked the town. Many crews state that they definitely identified and bombed the target, that incendiaries were dropped across the Krupp's works and that good fires were seen burning all over the town. On the other hand, there were several reports that too many flares were used, which tended to be blinding on a bright moonlight night. This, together with the searchlight activity made identification difficult.

The limited photographic evidence obtained does not support the claims made, and gives no indication of where the main attack fell. The whole raid lasted 50 minutes during which time 87 aircraft bombed.

11 aircraft failed to return from Essen. It is estimated that at least 8 of the losses were due to night fighters and 2 to flak, while a further 21 aircraft reported missing due to enemy action.

Le Havre Only 8 aircraft were sent against Le Havre, but all claim to have attacked the docks and to have seen bursts. The three photographs obtained were all on the target and show bombs bursting in the dock area. The raid was a success and was carried out without loss.

Minelaying

28 out of 36 aircraft detailed laid mines successfully. Two aircraft are missing, the reason for the losses being unknown.

Aerodromes

11 aircraft of 2 Group were detailed to attack aerodromes in Holland. 5 of these attacked Schipol, 1 attacked Soesterberg and 1 Leuwarden, without observing any definite results.

2 aircraft are missing from these raids.

S.26342/1/ORS.
April, 1942.

Target Group	No. of A/C dispatched		Reasons			Conditions		No. of A/C claiming to have attacked		No. of A/C claiming to have bombed primary target with bombing photos			A/C claiming to have reached target area		A/C claiming to have reached target area		Did not reach target
	Attacks	Cancelled	due to I.A.	due to H.A.	Cause unknown	Target	Target Area	Ground details	Primary points within Target	within 5 miles of Target	Reached other Target	Abortive	Reached other Target	Abortive			
10000	1	Wall II 10	1		2 Missed	2 Missing	5					1	1	1			
		Wall IV 24	2		4 Missed 2 Out of	4 Missing	17						1	1	1	1	
	3	Wall I 21	2		2 Missed	1 Missing	15	13	1	0	3						
		Wall III 17	2		2 Missed 2 Out of	2 Missing	25				2	1			2		
10000	4	Wall II 6	1		1 Missed	1 Missing	10										1
	1	Wall IV 3			1 Missed	1 Missing	2										
10000	3	Wall I 1			1 Out of	1 Missing	1	3	3	-							
		Wall III 4	1		1 Missed	1 Missing	4										
10000	5	Wall 24			2 Missed	2 Missing	20										1
		Wall 12			2 Out of	2 Missing	8										4
10000	4	Wall 6					2										
	5	Wall 8					8										
		Wall 1					1										
10000	2	Wall 11			2 Missed	2 Missing	7										1
		18	4	9	7 Out of 20 Missed 1 Out of	15 Missing	150				6	2	2	11	4		
															Total Abortive 17		

www.bombercommandmuseumarchives.ca

GENERAL OPERATIONAL REPORT ON NIGHT OPERATIONS, 27TH/28TH MARCH, 1942.1. Metecorological Advice submitted to the Command

0920 hours. Germany :- Patches of low cloud on N. Sea coast. Elsewhere variable amounts of medium cloud, small amounts of low cloud.

N.E. & E. France }
S.W. England } :- Increasing amounts of low cloud with occasional rain.

Home Bases :- Much medium cloud and threat of low cloud at any time after dark.

1310 hours. Germany:- Much medium cloud; little or no low cloud except near N. Sea coast. Risk of thunderstorms.

Home Bases:- 4 Group expect their inland stations to remain fit for operations, other groups expect low cloud at any time from 2000 - 2400 hours.

1600 hours. Nantes:- Low cloud may be anything from nil to 10/10. Much medium cloud is expected and cloud to 15,000 ft has been reported in the Channel.

Heligoland Bight:- Broken St. Cu. expected.

Holland:- Good conditions are expected.

Home Bases:- Groups more optimistic. Groups 1 & 4 hope to be able to use their own bases for return.

2. Executive Orders

The weather at bases and over targets was not expected to be suitable for further operations, but the executive for a combined operation had been issued and 4 & 5 groups were detailed to provide the forces which had been agreed as necessary for the air support in this operation. In order to make certain that one of these groups would be able to get its aircraft off the ground, 4 Group's aircraft were left at their parent stations, but 5 Group's aircraft were moved to aerodromes in the Midlands prior to the time of take-off.

Conditions for mining were more favourable than for bombing and 18 aircraft from 5 Group were given a mining task.

3. Sorties

The number of sorties made was 88. For details of the operations see attached table.

4. Weather Experienced

Bases:- Much medium cloud, variable low cloud.
Visibility moderate or good.

N. Sea:- Much medium cloud, variable low cloud at 2,000 ft. increasing to 10/10 at the surface in a narrow belt over the central N. Sea.
Visibility good.

Heligoland Bight:- 1/10 - 8/10 low cloud, base 2,000 ft. Variable medium cloud above. Visibility good.

N. France:- Much thick cloud in several layers with icing in cloud.
Base of lowest layer generally 6 - 8,000 ft. but a lower layer at 2000 ft. at times.
Ground not visible, but otherwise visibility 1 - 5 miles

5. Photographic Evidence - Nil.

6. Abortive Sorties

On this night there were 57 abortive sorties, representing 65% of the aircraft despatched: 49 of these were due to bad weather conditions which made it impossible to locate the target. 4 aircraft abandoned owing to mechanical troubles, 1 owing to flak damage, 2 aircraft were unable to bomb aerodromes owing to flak and searchlight activity while another found no activity at aerodromes and so did not attack.

7. Casualties

Aircraft Missing:-

1 Blenheim: 2 Group: 114 Squadron
3 Hampdens: 5 Group: 408 Squadron

Aircraft Damaged by Flak

3 Blenheims: 2 Group: 114 Squadron: 1 Cat AC
2 Minor
1 Whitley: 4 Group: 51 Squadron: 1 Cat E
1 Hampden: 5 Group: 144 Squadron: 1 Minor

Aircraft Damaged, not Due to Enemy Action:-

2 Whitley: 4 Group: 51 Squadron: 2 Cat E
1 Whitley: 4 Group: 77 Squadron: 1 Cat E

8. Summary

St. Nazaire As was expected, the weather was totally unsuitable for bombing operations and of 62 aircraft sent to attack St. Nazaire only 4 claim to have bombed the target area while 6 bombed alternative targets. There were no less than 52 abortive sorties on this target, all except four of which were obliged to abandon the operation owing to 10/10 low cloud and severe icing, although most of them had reached the target area.

Whilst no aircraft is missing, four Whitleys were totally destroyed.

Aerodromes 8 Blenheims were detailed to attack aerodromes in Holland. Two of them claim to have attacked Schipol and two Soesterburg, bursts being seen on the runways. One aircraft is missing and three others were hit by flak.

Mine-laying 13 out of 18 Hampdens laid their mines successfully: 3 aircraft are missing and are presumed to have been lost owing to enemy action.

BC/S. 26342/1/ORS.
11th April, 1942.

Target	Group	47 - 2004 March, 1942		Description	Conditions	No. of A/C claiming to have attacked		No. of A/C claiming to have bombed primary target with bombs showing			A/C failing to attack primary target		Primary target not reached		
		Aircraft dispatched	Successful			Target	Area	Ground details	Primary Target	Points within miles of Target	Bombed other Target	Aborted other Target			
St. Lawrence	1	Woll IC 26					3				4	15	2	1	1
		Woll II 1										1			
	4	Mitt 35		1 Cat B	1 Cat A		1					30		2	2
St. Lawrence	5	Hoop 18			3 Missing		13							1	1
St. Lawrence	2	Blon 8		1 Cat AC	1 Missing	2	2					1		2	
		UB	-	-	-	4 Missing	2	19			4	47	2	6	4

www.bombercommandmuseumarchives.ca

MOST SECRETNIGHT RAID REPORT NO. 33
COPY NO. 16.BOMBER COMMAND REPORT ON NIGHT OPERATIONS, 28/29th MARCH, 1942Meteorological Advice Submitted to the Command

1. 0940 hours. Kiel region:- Extensive clearance in cloud with good visibility. Inland over N. Germany cloudy, probably chiefly medium cloud with broken low cloud underneath. The extent of this low cloud is doubtful.
- N.W. France:- Cloud, in several layers.
- Home Bases:- Much cloud with base 1,500 ft. Good visibility.
- 1315 hours }
1550 hours } -- No change.

Executive Orders

2. Weather conditions in N. and N.W. Germany were particularly good for bomber operations. The moon was nearing the full and Lubeck, a town of commercial, industrial and naval importance, was selected as the target in view of its suitability for an incendiary attack at full strength. A machine tool works was given as a precise aiming point for a portion of the force engaged. The good visibility and the comparatively light defences to be expected made this a particularly suitable target for testing the effect of a very heavy attack with incendiary bombs, as it was expected that a high concentration of bombing could be achieved.

3. It was unusual for weather conditions at bases and at the target to impose no restrictions of the time available for the attack. Advantage was taken of this to allow an interval of 40 minutes between the first and second waves, in order to make it possible for the major fires started by the first wave to develop and mark the target for the second wave.

Sorties

4. The number of sorties made was 157

For details of the operations see attached table.

Weather Experienced

5. Bases:- Variable amounts of low cloud in 4 Group. Variable amounts of medium and high cloud elsewhere. Visibility moderate to good.
6. N. Sea:- Very small amounts of low cloud, variable high and medium cloud. Visibility good.
- Dutch Coast:- Variable medium cloud. Visibility good.
- Moon:- 86% of full. Above horizon during operations.

Photographic Evidence

7. 32 photographs were obtained with bombing. 17 of these show parts of the island town and a further 11 are within 2 miles of it. 9 other aircraft took photographs independently of bombing, all within 3 miles of the target.

8. These photographs show beyond doubt that the raid was a first-class success. The fires started by the early arrivals (2200 onwards) in the island town and in the area to the S.W. near the marshalling yards were still burning when the last photographs were taken at 0115 hours. At this time the greater part of the island town was in flames. Three other distinct fires are also shown, two of which are in housing estates to the S.E. and N.W. of the island, the latter being adjacent to factory buildings and a military encampment. The third fire is in a hutted camp, 2½ miles N.N.W. of the town. A daylight reconnaissance carried out on April 12th fully confirms the evidence of night photographs. It reveals large areas of

.../total

destruction amounting to probably 45 - 50% of the whole city. Most of the damage appears to have been done by fire.

Very heavy damage was also inflicted on the residential suburbs of Lubeck.

Abortive Sorties

9. 22 of the total sorties were abortive, 17 being due to technical troubles. Two aircraft jettisoned their bombs when attacked by enemy fighters, one was recalled, one abandoned minelaying operations owing to bad visibility and the remaining one returned owing to illness of the navigator.

Casualties

10. Aircraft Missing:-

1 Wellington Ic	: 1 Group: 103 Squadron:
1 Wellington II	: 1 Group: 305 Squadron.
2 Wellington IV	: 1 Group: 142 Squadron.
3 Stirling	: 3 Group: 7 Squadron
1 Wellington III	: 3 Group: 75 Squadron.
1 Wellington III	: 3 Group: 115 Squadron.
1 Wellington III	: 3 Group: 419 Squadron.
1 Hampden	: 5 Group: 420 Squadron.
1 Manchester	: 5 Group: 83 Squadron.

Aircraft Damaged by Flak:-

1 Wellington III	: 3 Group: 57 Squadron:1 Minor
1 Wellington III	: 3 Group: 75 Squadron:1 Minor
1 Wellington II	: 4 Group: 158 Squadron:1 Minor

Aircraft Damaged by Enemy Action:-

1 Wellington IV	: 1 Group: 142 Squadron:1 Minor
1 Wellington IV	: 1 Group: 301 Squadron:1 Minor
2 Wellington III	: 3 Group: 9 Squadron:1 Cat.AC 1 Minor
2 Wellington III	: 3 Group: 57 Squadron:2 Cat.AC
1 Stirling	: 3 Group: 218 Squadron:1 Minor
2 Wellington III	: 3 Group: 311 Squadron:1 Cat.AC 1 Minor
1 Manchester	: 5 Group: 83 Squadron:1 Cat.AC

Aircraft Damaged not due to Enemy Action:-

1 Wellington III	: 3 Group: 75 Squadron:1 Cat.AC
------------------	---------------------------------

Enemy Defences

11. Although flak opposition at Lubeck was not strong and there were relatively few searchlights, flak is said to have been intense at points en route, particularly in the Kiel and Hamburg areas. From the independent observations of other crews it is estimated that seven of the missing aircraft were lost to flak. This emphasizes the importance of avoiding heavily defended zones en route. In view of these reports it is surprising that so few of the returning aircraft have reported damage by flak. There are in fact only 3 such cases reported.

Enemy night fighters were unusually active in bright moonlight and no less than 15 attacks have been reported, together with 13 other interceptions in two of which our aircraft opened fire and drove off the enemy.

Intercepted wireless intelligence and observations by returning crews indicate that at least three bombers were destroyed by enemy fighters, while a further 10 reported damage from the same cause, mostly of a minor nature.

Three enemy aircraft are claimed to have been destroyed and one damaged as a result of the night's encounters.

Summary

2. In bright moonlight with no cloud and excellent visibility Lubeck was easily identified and in absence of any strong flak opposition it was accurately bombed from

comparatively low level. The main target was the island town and a large machine tool works situated 500 yards to the north of it. Glare and smoke from the many fires started formed the main obstacle to accurate observation of results, the fires being visible over 100 miles away.

191 of the 234 aircraft despatched against Lubeck claim to have bombed the town and the claims are fully supported by photographic evidence showing the island town completely ablaze.

The daylight reconnaissance of April 12th shows that Lubeck has been damaged on a scale comparable with the most heavily blitzed areas in this country.

It is estimated that approximately 200 acres, or 40%, of the built up area of the inner town has been devastated, chiefly by fire, while further large areas of heavy damage are apparent in the suburbs of St. Lorenz to the West and St. Jurzen to the South. In all, well over 2,000 houses have been either totally destroyed or damaged beyond repair. The Central electric power station and 4 factories have been destroyed or very heavily damaged and between 5 and 10 more damaged. The main railway station and railway workshops have been damaged and a number of war-houses have been destroyed or damaged. The Cathedral, Reichsbank and Market Hall have been destroyed and other buildings of interest damaged.

The most severe 4000 lb - incident yet witnessed occurred in the suburbs of Harli, where total destruction covers 1 acre, and severe damage extends over about $5\frac{1}{2}$ acres.

The first stage of the raid lasted approximately 50 minutes, during which time 55 aircraft bombed. The second stage, commencing after an interval of 30 minutes, lasted 1 hour 40 minutes. 80 aircraft bombed in the first hour of this period and 54 in the following 40 minutes.

12 aircraft failed to return from Lubeck. Independent observations of returning crews suggest that at least half of these were shot down by flak, principally en route to and from the target.

Both of the aircraft of 2 Group sent against aerodromes in Holland claim to have attacked successfully, seeing their bursts on runways.

6 out of 7 aircraft of 5 Group laid their mines in the allotted areas.

GC/S. 26342/1/ORS.

11.4.42.

Target	Group	Aircraft despatched	Interceptions		Casualties			Claiming to have attacked		bombed Ground details	Primary Target	taking photos showing Points within 5 miles of Target	Bombed other Target	Bombed Abortive other Target	Energy Territory Abortive	Did not reach T.T.	
			Attacks	Others	Down to E.A.	Not down to E.A.	Cause unknown	Target	Area								
LUXEM	1	Well. Io. 20	1	2			1 missing	16						2		1	
		Well. II. 16		3			1 missing	13				1		1			
	Well. IV. 15	2		2	Minor		2 missing	12							1		
	3	Well. Io. 21	3	1				17							1		3
		Well. III. 57	5	1	2	Cat. A 2 Cat. C 6 Minor	1 missing	45	32	17	13			3		6	
		Star. 26	2	2	1	Minor	3 missing	21						1		6	
	4	Well. II. 17	1	1	1	Minor		14								1	2
5	Harp. 41		1			1 missing	34						1	1	4		
	Haz. 21	1	2	1	Cat. C	1 missing	19								1		
Leaflets (LENS)	1	Well. Io. 1						1									
		Well. IV. 4						4									
Leaflets (PARIS)	3	Well. Io. 1						1									
		Well. III. 6						6									
	5	Harp. 2						2									
MON- LAYING	5	Harp. 7						6					1				
AERO - DRONES SOSTERBERG & SCHIPOL	2	Blen. 2						2									
		297	15	13			2 Cat. A 2 Cat. C 10 Minor	12 missing	211				1	1	9	3	18

www.bombercommandmuseumarchives.ca

MOST SECRET

NIGHT RAID REPORT NO. 34

COPY

NO. 160022
AIR MINISTRY WAR ROOM
8 APR 1942
TIME

BOMBER COMMAND REPORT ON NIGHT OPERATIONS 29/30th MARCH, 1942

1. Meteorological Advice Submitted to the Command

0940 hours, N. Germany:- Fine with good visibility

France :- Cloudy in the West. Paris area will have broken low cloud with medium cloud, also broken, above. Visibility moderate.

Home Bases:- Expected to be serviceable until 0200 - 0300 hours, except possibly those in 4 Group.

1315 hours, Target area :- This is now considered doubtful. The amount of low cloud present is uncertain and breaks cannot be timed. Visibility in the area will be hazy.

Home Bases:- Visibility deteriorating seriously after midnight.

1615 hours, Targets:- No change.

Home Bases :- Fit for take-off and return before 0100 hours, Threat of fog inland.

2. Executive Orders

The heavy effort of the previous night left a relatively small force of rested crews available for operations. An attack on the Matford works, which was planned, had to be cancelled because of cloudy conditions over the target.

Conditions generally were unsuitable for bombing and a small mining operation was undertaken. Leaflets were also dropped on operational training flights.

3. Sorties

The total number of sorties made was 32.

Target	Group	Aircraft Despatched	Interceptions		Casualties			Claiming to have attacked Target Area	Abortive
			Attacks	Others	Due to E. A.	Not due to E.A.	Cause Unknown		
Leaflets (Lille)	4	Whit. 4						3	1
	5	Hamp. 2						2	
Minelaying	5	Hamp. 18 Man. 8					2 missing	18 5	1
32							2 "	28	2

4. Weather Experienced

Route and Heligoland Bight :- Well broken medium cloud with small amounts of low cloud on Bight. Visibility moderate to good.

Home Bases :- Rather extensive mist developing in the later part of the night with fog patches, extensive near industrial areas, locally elsewhere.

5. Photographic Evidence

NIL.

...../6. Abortive Sorties

6. Abortive Sorties

2 sorties were abortive, both owing to technical troubles.

7. Casualties

Aircraft Missing:-

1 Manchester: 5 Group: 61 Squadron
1 Manchester: 5 Group: 106 Squadron

Aircraft Damaged by Flak:-

1 Whitley : 4 Group: 58 Squadron: 1 Minor

Aircraft Damaged Not Due to Enemy Action:-

1 Manchester: 5 Group: 61 Squadron: 1 Cat.AC.
1 Hampden : 5 Group: 455 Squadron: 1 Cat.AC.

8. Summary

Small scale minelaying operations and leaflet raids were successfully carried out.

23 out of 26 aircraft detailed for the task laid their mines in the allotted areas. Two aircraft failed to return. The cause of the losses is unknown.

10th April, 1942.

~~MOST SECRET~~



No.	160022
A	STRY WARROOM
NIGHT RAID REPORT NO.	15
COPY NO.	10000
DATE	10 APR, 1942
HOURS	

BOMBER COMMAND REPORT ON NIGHT OPERATIONS 30/31st APR 1942

Metereological Advice Submitted to the Command

- 0920 hours. N. Germany:- Fine: Stuttgart area fine with some medium cloud. Medium and high cloud in the Ruhr area.
- N. France:- Poor Conditions.
- Norwegian Coast:- Cloudy conditions in coastal area.
- Home Bases:- High cloud and rain in N: in E and S of England probably not less than 1500 ft.
- 1300 hours. Rostock:- Half cover of medium cloud.
- Borkum:- Broken medium cloud and good visibility.
- Le Havre:- 10/10 low cloud and sea fog.
- Stuttgart:- 3/4 cloud, variable in time, both high medium and low.
- Home Bases:- Probably 10/10 cloud at about 1,000 ft, down to 500 ft. later in the night.

Executive Orders

- 1. Halifaxes of 4 Group were detailed to undertake a special operation.

Sorties

- 1. Sorties were made by 34 aircraft of 4 Group.

Weather Experienced

- .. Considerable low cloud and mist in valleys and fjords.

Abortive Sorties

- 1. All except three of the sorties made by the aircraft which returned were abortive. The aircraft abandoned the operation owing to engine trouble. The remainder reached enemy territory but were unable to identify their target owing to cloud and mist.

Casualties

- 1. Aircraft Missing:-
 - 2 Halifax: 4 Group: 10 Squadron.
 - 3 Halifax: 4 Group: 35 Squadron.

Aircraft Damaged - Cause Unknown:-

- 1 Halifax: 4 Group: 76 Squadron: Cat. E.

Summary

- 7. Owing to the adverse weather conditions encountered none of the aircraft which returned from the operation succeeded in identifying the target. Two of them dropped bombs on the estimated position of the target and one bombed active flak positions on the approach.

All the other sorties were abortive.

5 aircraft are missing from the operation.

BC/S. 26342/1/ORS.

21.4.42.



MOST SECRETNIGHT RAID REPORT NO. 36COPY NO. 16BOMBER COMMAND REPORT ON NIGHT OPERATIONS 31ST MARCH - 1ST APRIL, 1942.1. Meteorological Advice Submitted to the Command

0920 hours Holland and N. Sea coast of Germany:-
 Low cloud with fog and drizzle.
 Baltic coast of Germany:- Well broken cloud.
 Germany inland, and N.E. France:- Much
 medium cloud, some breaks in low cloud.
 S. Germany:- Broken medium cloud, little low cloud.
 N.W. & W. France:- Cloudy with a few breaks.
 Home Bases:- Generally overcast with cloud
 at or below 1,000 ft.

1250 hours Target areas:- no change
 Route:- Cloud from sea level to great heights over the
 N. Sea.
 Home Bases:- 2 and 3 Groups will have cloud at well
 below 1,000 ft. farther north there is a chance
 of its lifting to 1000 - 1500 ft. Visibility
 moderate to poor.

2. Executive Orders

Weather conditions over base aerodromes throughout the night were expected to be made very difficult for night flying by the passing eastwards of a series of fronts. A very small number of specially picked crews from 3 Group was given a roving commission to try to find military targets in the Ruhr. No other operations were ordered.

3. Sorties

4 Wellington III's of 3 Group were despatched.

4. Summary

Of the four aircraft sent out, two abandoned the operation owing to icing conditions. One aircraft bombed Hamborn and one Essen, both on T.R. fixes without observing results. All aircraft returned safely.

BO/S. 26342/ /ORS.
 3rd May, 1942.