

MOST SECRET

NIGHT RAID REPORT NO. 36

COPY NO. 16

BOMBER 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 Esson, both on T.R. fixes without observing results. All aircraft returned safely.

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

MOST SECRET

NIGHT RAID REPORT

161926 65

COPY NO. 16

12 MAY 1942

BOMBER COMMAND REPORT OF NIGHT OPERATIONS

2ND APRIL 1942.

Meteorological Advice Submitted to the Command

1. 0930 hours. Germany:- Variable amount of cloud on N. Sea coast.  
Inland, small amounts of convection cloud with good visibility.  
France :- Small amounts of cloud inland with good visibility.  
Home Bases :- Clearing cloud with good visibility.
- 1315 hours. Paris:- Expected to be cloudless during most of night, but some cloud possible.  
Ruhr:- Conditions expected to be good by midnight.  
Channel Ports :- Galais better than Le Havre, which will be cloudy with breaks.  
Lorient, Bordeaux:- Broken cloud, base 1500 ft.  
Routes :- Icing in cloud above 3000 ft. may be expected.  
Home Bases:- A late operation is not advisable owing to the likelihood of conditions deteriorating.
- 1600 hours. Paris:- Not completely free from cloud, but breaks are large.  
Mannheim:- Clearance of cloud at Mannheim should be soon after midnight.  
Other Target Areas :- Unchanged.  
Home Bases:- Satisfactory.

Executive Orders

2. A full moon made it undesirable to concentrate on any target which had to be approached through the heavily defended fighter zones. A very high wind put the more distant targets beyond effective range. Fortunately the conditions required for an attack on the Hatford Works in occupied France were fulfilled and this high priority target was allotted to 1 & 4 Groups. 3 & 5 Groups were detailed to attack railway targets in Western Germany in accordance with the Air Ministry directive for attacks on transportation. By making the approach at very low levels (of the order of 200 ft.) it was intended to avoid interception by fighters, to remain at a height at which the wind was not excessively strong and for crews to be in a position to find trains and railways in the moonlight.

Sorties

3. The total number of sorties despatched was 170. For details of the operations see attached table.

Weather Experienced

4. Le Havre and Channel :- Nil - 5/10 cloud, tops 7000 ft. Good visibility.  
Poinay:- Mainly nil to 5/10 cloud, but 6 - 7/10 at times, base 3,000 ft. tops 5 - 8000 ft. Severe bumpiness. Visibility Good.  
Frankfurt Area :- Clear locally with 3/10 cloud, base 2000 ft. increasing to 10/10 at times with icing. Good visibility out of cloud.  
Route to Frankfurt:- Variable cloud up to 10/10, tops to 12,000 ft.  
N. Sea:- 7 - 10/10 cloud, base 1200 - 2000 ft. Squally showers,  
Lorient:- Small amounts of low cloud. Variable medium cloud up to 7/10, base 9000 ft. Visibility moderate to good.  
...../ Bordeaux:-

Bordeaux :- Mainly cloudless, excellent visibility.

Moon:- Full; above horizon during operations.

#### Photographic Evidence

##### 5. Poissy (Matford Works)

Only 2 photographs were taken with bombing during this raid. Neither of them shows the target, though both are within 5 miles. Six other aircraft took photographs independently of bombing within  $\frac{1}{2}$  of a mile of the works. None of the photographs provide any certain evidence that the main factory buildings were damaged. One small fire shown may be either in the S.W. corner of the works or the yard nearby, where lorries are usually parked. A second larger fire is located in the railway sidings to the S.E. of the works and a third is seen near a barrack-like building 1 mile S. of the target.

##### Le Havre

9 photographs were taken with bombing but only three of these show the docks on which a single stick of bombs is bursting.

#### Abortive Sorties

6. 34, or 20%, of the total sorties are abortive. 13 of these were due to technical troubles, 15 were due to weather conditions including several cases of icing and inability to locate the target, and 3 aircraft abandoned their task owing to damage.

#### Casualties

7. Aircraft Missing :-

1 Wellington II	: 1 Group:	12 Squadron
5 Wellington III	: 3 Group:	57 Squadron
7 Wellington Ic	: 3 Group:	214 Squadron
1 Wellington II	: 4 Group:	405 Squadron
1 Hampden	: 5 Group:	144 Squadron

#### Aircraft Damaged by Flak:-

2 Wellington III	: 3 Group:	57 Squadron:	1 Cat. ACX
			1 Cat. A.
3 Wellington Ic	: 3 Group:	214 Squadron:	3 Cat. AC
1 Wellington III:	3 Group:	419 Squadron:	1 Minor
5 Whitley	: 4 Group:	51 Squadron:	1 Cat. AC
			4 Minor.
6 Whitley	: 4 Group:	77 Squadron:	6 Minor
1 Wellington II	: 4 Group:	158 Squadron:	1 Minor.
1 Wellington II	: 4 Group:	405 Squadron:	1 Minor.
1 Hampden	: 5 Group:	49 Squadron:	1 Minor.
1 Hampden	: 5 Group:	50 Squadron:	1 Minor.
1 Hampden	: 5 Group:	420 Squadron:	1 Minor.

#### Aircraft Damaged, Not due to Enemy Action:-

1 Wellington III	: 3 Group:	75 Squadron:	1 Cat.AC.
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#### Summary

##### Poissy

At Paris the weather conditions were mainly very suitable for the operation in view. The moon was full and most crews describe the visibility as excellent. Of the 41 aircraft detailed to attack the Matford Works, 34 claim to have done so, all bombing from below 6,000 ft. Several direct hits on the works were claimed, including two 4,000 lb. bombs.

Nevertheless, the photographs obtained provide no certain proof that the main factory buildings were damaged and the raid can be judged only moderately successful.

..../only one

Only one aircraft is missing from the attack on Poissy but 13 have reported flak damage, mostly of a minor nature. Although enemy fighters were seen no attacks were reported.

#### Railways in N.W. Germany

This attack on railway lines and rolling stock in Western Germany was carried out by aircraft of 3 & 5 Groups.

14 aircraft of 5 Group were detailed to operate in the Osnabruck area, under instructions to keep as low as possible (500 ft.) en route, especially on approaching the enemy coast, and, having followed a suitable railway until a target was found, to machine-gun trains from low altitude before bombing from 1000 ft. (approx), using 250 lb. G.P. bombs fused T.I.

7 of these aircraft attacked the primary objective, 3 attacked last resort targets not on the railway lines, 3 sorties were abortive and one aircraft was lost.

35 aircraft of 3 Group were instructed to proceed to Lehr, 30 miles N.E. of Hanau, avoiding defended areas, and to fly west along the railway towards Hanau carrying out low flying attacks on any rail traffic encountered using 500 lb. G.P. bombs fused H.I. or O.025 sec. The height to be kept en route was not specifically mentioned.

15 aircraft of 3 Group claim to have fulfilled their mission bombing railway tracks, trains, bridges and the marshalling yards at Aschaffenburg. 8 sorties were abortive and the remaining twelve aircraft are missing. Thus nearly half of the effective attacking force from this group was lost.

It is not possible to allocate these heavy losses to specific causes. Enemy night fighters which were very active claimed many successes and it is certain that some losses were due to them. In addition, however, the high wind and severe icing conditions may have accounted for some casualties. The necessity for having to climb to the safety height prior to bombing would bring the aircraft within range of light flak, which was reported as intense, and no doubt some aircraft were destroyed by ground defences.

#### Le Havre (Breishorn)

Le Havre was attacked under perfect conditions of bright moonlight with no cloud and good visibility. Of 57 aircraft detailed, 46 claim to have bombed the docks, causing fires.

The photographic evidence obtained with bombing does not, however, indicate much success.

#### Minesweeping

11 out of the 15 aircraft despatched laid mines in enemy waters.

#### Aerodromes

All three aircraft sent to attack aerodromes in Holland were obliged to abandon the operation owing to adverse weather.

D/S. 26342/ /ORS.  
7th May, 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			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	Bombard other Target	Abortive	Bombard other Target	Abortive	
POISSY (Harford Works)	1	Well II 5						5			2			2			
	4	Well II 12 Whit 24	1		2 Minor		1 Missing	9								1	
RAILWAY HANAU-LOHR	3	Well Ic 14 Well III 21	1	1	3 Cat AC 1 Cat A	1 Cat AC	7 Missing 5 Missing	8 9								2	3
	5	Hamp. 14		1	3 Minor		1 Missing	7					1				1
LE H.VRE	1	Well Ic 2					1 Missing	4									1
		Well II 5						7									2
		Well IV 8						9	9	3	5						2
	3	Well III 11			1 Minor			6						1			2
	4	Well II 8						19									
MINE-LAYING	5	Hamp. 22						1									
		Star. 1							2								
	3	Star 2 Well III 2							1 8					1			2 1
PARASOLES	5	Star. 11							3								
	5	Hamp. 4 Star 1							1								
AERO-DROMES	2	Blen 3											1	8	2	6	20
		170	1	4	5 Cat AC 1 Cat A 16 Minor	1 Cat AC	13.5 Missing	97	15								Total Abortive 34

MOST SECRET

NIGHT RAID REPORT NO. 38

COPY NO. 16

BOMBER COMMAND REPORT ON NIGHT OPERATIONS, 2/3rd APRIL, 1942.

1. Meteorological Advice Submitted to the Command

- 0920 hours:- N. Germany: Much low cloud with sleet and snow, improving rapidly farther South.  
Middle and Upper Rhine: fine weather with good visibility.  
N. and N.W. France: Increasing amounts of medium and low cloud.
- 1315 hours:- Home Bases:- All groups except 4 Group expect satisfactory conditions until 0200 - 0300 hours.  
4 Group may have rain  
Stuttgart:- Very little cloud with good visibility.  
Winds 40 - 60 m.p.h. at 10,000 ft, 60 - 75 m.p.h. at 15,000 ft.  
Route:- Showers. No visibility troubles.  
Le Havre:- Conditions good.  
Soesterberg:- Broken convection cloud.
- 1600 hours:- Home Bases:- Satisfactory up to 0100 hours.  
Lorient:- Suitable early  
Paris:- Some high and medium cloud. No low cloud.  
Le Havre:- Some convection cloud remaining, otherwise good conditions.

2. Executive Orders

The very high winds reported during the day put the target originally selected out of range for the majority of aircraft, but a force of 50 with specially selected crews was ordered to make use of the last night when the April moon was at its best to repeat the attack on the Matford works at Poissy.

A small force of aircraft was detailed to attack the docks at Le Havre, and some aircraft from 3 and 5 Groups were given the task of replenishing minifields, in accordance with the mining plan.

3. Sorties

The number of sorties made was 106. For details of the operations see attached table.

4. Weather Experienced

- Poissy and Le Havre: No cloud apart from variable amounts of high  
Visibility very good.
- St. Nazaire: Variable cloud up to 7/10. Visibility moderate  
to good.
- Soesterberg A/D: 5/10 layer cloud, base 2,000 ft. Visibility  
5 - 10 miles.

5. Photographic Evidence

Poissy (Matford Works)

Several aircraft appear to have spent a considerable time over the target observing the results of the attack and 9 took photographs independantly of bombing, all within  $\frac{1}{2}$  of a mile of the target.

These show fires burning and large columns of smoke coming from the Matford Works and the adjacent foundry buildings. A subsequent daylight reconnaissance confirms that the main factory buildings and other plants to the S. and S.W. received a number of direct hits and shows evidence of several large fires. It appears that severe destruction has been caused in the machine tool workshops at the eastern end and other workshops at the western end of the main buildings. A direct hit on the north wall of the transformer station should hold up production for some time, but a detailed and accurate assessment of the damage is not possible on account of the quality of the prints obtained.

There is no evidence of hits by 4000 lb. bombs and night photographs show four of these bursting in the open, though sufficiently near to the works to cause blast damage.

#### Le Havre

This was a very successful small raid. The photographs obtained show 11 sticks of bombs bursting in the dock area and 3 others in the town.

#### 6. Abortive Sorties

Only 7 sorties were abortive. Four were due to technical defects. Two aircraft jettisoned their bombs when hit by flak and one sortie on minelaying operations was unable to locate the area owing to haze.

#### 7. Aircraft Damaged

##### Aircraft Missing:-

1 Wellington Ic:	1 Group:	150 Squadron
1 Wellington III:	3 Group:	101 Squadron
1 Hampden:	5 Group:	455 Squadron

##### Aircraft Damaged by Flak:-

5 Wellington Ic :	1 Group:	103 Squadron:	4 Cat AC
			1 Minor
1 Wellington Ic :	1 Group:	150 Squadron:	1 Minor
1 Wellington III:	3 Group:	9 Squadron:	1 Minor
1 Wellington III:	3 Group:	115 Squadron:	1 Minor
2 Stirling:	3 Group:	218 Squadron:	2 Minor

#### 8. SUMMARY

##### Poissy

The brilliant moonlight, combined with perfect visibility enabled the Matford Works to be identified easily. Of the 50 aircraft sent to attack 38 claim to have hit the works and 6 to have obtained hits in the immediate vicinity. The actual bombing lasted only 35 minutes.

Photographs obtained at the time and during a subsequent daylight reconnaissance confirm the success of the raid and show evidence of severe damage to the works.

1 aircraft is missing from the Poissy raid and 8 reported damage from light flak. The missing aircraft was seen to be destroyed in the target area. Light flak in this area was moderate to intense and several single-engined enemy aircraft were seen, although no attacks were reported. The loss was probably due to one of these causes.

##### Le Havre

The claim of all 26 aircraft sent to attack Le Havre docks to have successfully bombed their target is mainly confirmed by the photographs obtained.

This appears to have been a very successful raid carried out under almost ideal conditions.

...../over

3.

No aircraft was lost and only one case of minor damage was reported.

Mine laying

26 out of the 30 aircraft detailed laid mines, 2 aircraft are missing, but there are no indications of the cause of the losses.

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



BOMBER COMMAND REPORT ON NIGHT OPERATIONS, 5/6th APRIL, 1942

Metereological Advice Submitted to the Command

- 0915 hours. N.W. Germany and France:- Cloud will disperse to small amounts with good visibility, except near the coast.
- Home Bases:- Similar dispersal of cloud except in the south where convection cloud will spread in from the Channel. Visibility good.
- 1310 hours. Ruhr area:- Small amounts of cloud.
- Frisian Islands:- Probably only small amounts of cloud, but a certain element of doubt.
- Le Havre:- Good chance of extensive breaks in cloud.
- Paris:- Probably almost clear.
- 1700 hours. Target Areas:- Almost clear skies.
- Le Havre:- 5/10 cloud in early part of night, becoming nil - 3/10 later.
- Home Bases:- Conditions are not expected to deteriorate before dawn.

Executive Orders

1. Cologne was chosen as the chief objective for a large-scale attack, it being an important target from the point of view of communications and morale. The Humboldt Guts factory was chosen as a separate aiming point for 40 of the best bomb aimers from No.1 Group.

The Whitleys of 1 Group were given the Gnome - Rhone factory at Gennevilliers as their target, this being more suited to their operational limitations. They were ordered to attack during the later part of the night when the moon would be well up.

The plan for the main attack on Cologne was similar to that of previous T.R. 335 operations except that 40% of the incendiary force consisted of non - T.R. aircraft and that the main striking force attacked in two waves. The incendiary force was instructed not to bomb on visual identification unless the river was definitely seen.

The 40 aircraft of 1 Group selected to attack the special target formed part of the first wave, under instructions to bomb as low as possible, depending on the height of the enemy defences.

Sorties

2. The total number of sorties made was 318. For details of the operations see attached table.

Weather Experienced

- Cologne:- Much cloud, 5 - 7/10, with tops 5000 - 8000 ft. E. of the target, banks of cloud up to 16,000 ft. Visibility below cloud good. Wind at 14,000 ft, 290°, 60 m.p.h.
- Route to Cologne:- 8 - 10/10 cloud with tops at 6 - 8,000 ft. decreasing to small amounts on the continental coast.
- Le Havre:- 5 - 7/10 cloud at 1500 ft. tops 2,000 ft. Moderate visibility

..../generally

generally reported.

Wind at 6000 ft. 260°, 40 m.p.h.

Route to Paris:- 6/10 - 8/10 decreasing to small amounts 20 miles S. of French coast.

Moon:- 84% of full. Rose early during the attack on Cologne. It was well up during the attacks on Gemneville and Le Havre.

#### Photographic Evidence

##### 5. Cologne

There is no photographic evidence to show that any success was achieved in this raid. 17 photographs were taken but none of these was within 5 miles of the target. The few photographs which have been plotted all lie to the south of Cologne and it is possible that Bonn received a part of the attack.

##### Gemneville

6. 5 photographs were taken independently of bombing. 3 of these show the target and the other 2 are within  $1\frac{1}{2}$  miles, but they provide no evidence of fires or hits on the Gnome-Rhone works. However a photograph taken at 0500 hours shows a large column of smoke issuing from a subsidiary factory 200 yards east of the works. This factory is owned by Watterly and Co., who are rubber reclaimers, and its products go to Germany.

##### Le Havre

7. Each of the three photographs of the target shows a stick of bombs bursting across the docks.

#### Abortive Sorties

8. 48, or 15% of the sorties were abortive from various causes including:-

26 were due to technical defects, 9 to weather conditions or inability to locate the target, 3 to late take-off, 2 to illness, 4 to damage by enemy action, 2 to evasive action at the target which prevented a second run-up and 2 aircraft were recalled.

#### Casualties

##### 9. Aircraft Missing:-

1 Wellington Ic:	1 Group:	304 Squadron
1 Wellington III:	3 Group:	9 Squadron
2 Wellington III:	3 Group:	75 Squadron
1 Hampden	: 5 Group:	49 Squadron

##### Aircraft Damaged by Enemy Fighter:-

1 Wellington Ic :	1 Group:	150 Squadron:	1 Cat AC.
1 Wellington Ic:	3 Group:	311 Squadron:	1 Cat AC

##### Aircraft Damaged by Flak:-

2 Wellington Ic :	1 Group:	103 Squadron:	1 Minor
			1 Cat AC.
1 Wellington Iv :	1 Group:	142 Squadron:	1 Minor
1 Wellington Ic :	1 Group:	300 Squadron:	1 Minor
1 Wellington Iv:	1 Group:	300 Squadron:	1 Minor
1 Wellington Iv :	1 Group:	301 Squadron:	1 Minor
1 Wellington Ic :	1 Group:	304 Squadron:	1 Minor
1 Wellington II :	1 Group:	305 Squadron:	1 Cat AC.
2 Stirling:	3 Group:	7 Squadron:	2 Minor
1 Stirling:	3 Group:	15 Squadron:	1 Minor

...../over

Aircraft Damaged by Flak (Contd.):-

1 Wellington III:	3 Group:	75 Squadron:	Cat AC.
1 Wellington III:	3 Group:	101 Squadron:	1 Minor
1 Wellington III:	3 Group:	115 Squadron:	1 Minor
2 Wellington III:	3 Group:	156 Squadron:	1 Cat E
			1 Cat B
2 Wellington Io:	3 Group:	214 Squadron:	2 Minor
1 Wellington II:	4 Group:	405 Squadron:	1 Minor
6 Whitley:	4 Group:	51 Squadron:	6 Minor
2 Whitley:	4 Group:	77 Squadron:	1 Cat AC
			1 Minor
2 Wellington II:	4 Group:	158 Squadron:	2 Minor
2 Manchester:	5 Group:	83 Squadron:	2 Minor
1 Hampden:	5 Group:	144 Squadron:	1 Minor
1 Hampden:	5 Group:	420 Squadron:	1 Minor

Aircraft Damaged, not Due to Enemy Action:-

1 Stirling:	3 Group:	7 Squadron:	1 Cat AC.
1 Hampden :	5 Group:	50 Squadron:	1 Cat E
1 Hampden :	5 Group:	144 Squadron:	1 Cat E

SummaryCologne

263 aircraft were detailed to attack Cologne. It was expected that skies over the target area would be almost clear, but this did not prove to be so and much cloud was found. While there were frequent gaps during the first stage of the raid there were very few during the second stage.

211 aircraft claim to have reached and attacked some part of Cologne, including the centre of Cologne and the Humboldt Deutz Motoren Werke. However, the aircraft detailed for the latter task bombed from heights of the order of 17,000 feet and therefore results were not observed. Some aircraft were able to see the Rhine and its bridges and to identify the town but target identification was difficult on account of cloud, haze and searchlight dazzle. Particularly in the later stages of the raid results could not be seen and although fires were burning below the cloud it was not known whether they were real or decoys.

Very few photographs were obtained, largely on account of the weather, and they do not suggest much success.

Although the weather was mainly responsible for the apparent lack of effectiveness of this raid, it seems that the flares and incendiaries were scattered and that the flares tended to fall rather to the east of the town. This is probably explained by the failure of some crews to release their flares blindly on T.R. - and by certain cases of premature release. Action has been taken to prevent repetition of these faults.

The raid took place in two waves. In the first 94 aircraft attacked in the first half hour and 33 in the following half hour. The second wave commenced its attack 30 minutes later and lasted approximately one hour, during which time 65 aircraft bombed.

Five aircraft failed to return from Cologne. Although enemy night fighters were active no claims to have shot down British aircraft were intercepted. There were very few observations of aircraft shot down by flak and this seems to have been the main cause of the night losses. 27 aircraft returning from Cologne reported damaged by flak.

Gennevilliers

20 Whitleys set out to attack the Gnome-Rhone works. There was moonlight and good visibility and 12 aircraft claim to have attacked the factory and a further 2 in its immediate neighbourhood. However, photographs taken independently

...../of

of bombing do not show any damage to the works although an adjacent factory may have been hit.

No aircraft was lost in this attack.

Le Havre

17. Although there was cloud at this target visibility was good in gaps and out of 18 aircraft detailed 8 claim to have hit the docks and a further 6 to have bombed the dock area. Since 3 of the 4 photographs which were obtained show sticks of bombs bursting on the docks it seems that the raid was fairly successful. No aircraft was lost.

18. Three out of six aircraft from 2. Group attacked aerodromes in Holland without observing definite results. The remaining three sorties were abortive on account of weather conditions.

19. 10 out of 11 aircraft despatched distributed leaflets over occupied territory.

BC/S. 26342/ /ORS.  
30th April, 1942.

5th - 6th April, 1962.

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		Id. no. rep. E.I.				
			Attacks	Others	Due to E.A.	Not due to E.A.	to Cause Unknown	Target	Target Area	Ground Details	Primary Target	Points within 5 miles of Target	Bombed other Target	Abortive		Reached other Territory	Abor t'we		
COLOGNE	1	Well Io 34	1	2	2 Cat AC 1 Minor		1 Missing		27				1	1		1	72		
		Well II 17							15									2	
		Well IV 31	1	1	2 Minor				26				3			1		1	
	3	Well Io 20	1	1	1 Cat AC 1 Minor				18									1	1
		Well III 64	3	3	1 Cat AC 1 Minor 1 Cat B		3 Missing		52	17	-	-	1					4	2
		Stir 29	1	1	3 Minor	1 Cat AC			23					1				2	3
	4	Well II 16		4	3 Minor				15										1
5	Resp 44		1	2 Minor	2 Cat B	1 Missing		27				2	2	1		2	9		
	Wm 11			2 Minor				8				2					1		
PARIS (GENEVILLIERS)	4	Whit 20		2	6 Minor			12	2	-	-	-		5			1		
LAURE	1	Well Io 1						1											
		Well II 1						1											
		Well IV 4						2	1				1						
	3	Well Io 2			1 Minor			2	2	4	3	-							
		Well III 5						2	2									1	
		Stir 1																1	
4	Whit 2							1									1		
	Well II 2							1	1										
ROSCHEMME	2	Blau 6						3								1	2		
LAURE	5	Resp 5							5										
	6	Well 4		1					4										
	7	Well II 2							1								1		
		318	7	16	1 Cat B 1 Cat AC 26 Minor	2 Cat B 1 Cat AC	5 Missing	23	229				9	10	2	15	23		

BOMBER COMMAND REPORT ON NIGHT OPERATIONS, 6/7th, APRIL, 1942

Meteorological Advice Submitted to the Command

1. 0915 hours. N.W. Germany:- Residual convection cloud with moderate to good visibility.
- N.E. and Central France:- Much low cloud with rain.
- N.W. France and S.W. England:- Convection cloud with showers. Cloud tops to 20,000 ft.
- Home Bases:- Probably small amount of broken cloud. Good Visibility.
- 1230 hours. Ruhr:- Cloud expected to be rather less than on previous night.
- 1720 hours. Essen:- Covered with medium cloud. Little or no low cloud. Visibility quite good. Winds:- At 10,000 ft, 225, 50 - 55 m.p.h.
- Route:- Some aircraft will have to fly through cold front, but belt of cloud should be narrow.
- Home Bases:- 8 - 10/10 cloud at 1 - 2,000 ft. Occasional Rain.

Executive Orders

2. A forecast of good weather at base aerodromes throughout the night and of very well broken cloud in some target areas indicated that another attack on a fairly heavy scale would be justified. A very high wind limited the range of operations and was partly responsible for the selection of Essen as the target. The wind direction expected at ground level should have kept this target moderately clear of Ruhr smoke.

On account of the weather conditions at bases envisaged by a later forecast a late take off and a daylight landing were considered desirable.

The attack was designed for the later half of the night.

Sorties

3. 157 sorties were made. For details of the operations see attached table.

Weather Experienced

4. Route:- 10/10 cloud with tops to 15,000 ft. Severe icing and electrical storms with poor visibility and very bumpy conditions.
- Essen:- Cloud 3 - 7/10 with good breaks occasionally. Tops 4,000 - 8,000 ft.
- Moon:- 70% of full. Above horizon during operations.

Abortive Sorties

5. 90 sorties were abortive, representing 57% of the total force sent out, 23 of these were caused by technical troubles and 1 aircraft abandoned after attack by an enemy fighter. The remainder were due to icing, storms and extremely bad weather conditions.

.../Photographic Evidence

Photographic Conditions

7. This was very meagre and does not indicate that much success was achieved. photographs were obtained, of which only one is within five miles of the target.

Casualties

## 8. Aircraft Missing:-

1 Wellington IV	: 1 Group:	142 Squadron
1 Stirling	: 3 Group:	15 Squadron
1 Hampden	: 5 Group:	49 Squadron
1 Hampden	: 5 Group:	455 Squadron
1 Manchester	: 5 Group:	61 Squadron

## Aircraft Damaged by Flak:-

1 Wellington Ic	: 1 Group:	103 Squadron:	1 Minor
1 Wellington Ic	: 1 Group:	150 Squadron:	1 Cat.AC✓
3 Wellington IV	: 1 Group:	300 Squadron:	1 Cat.AC✓ 2 Minor
3 Wellington IV	: 1 Group:	301 Squadron:	3 Minor
1 Wellington Ic	: 3 Group:	115 Squadron:	1 Cat.AC✓
1 Wellington Ic	: 3 Group:	214 Squadron:	1 Minor
1 Wellington III	: 3 Group:	57 Squadron:	1 Minor
1 Wellington III	: 3 Group:	115 Squadron:	1 Minor
1 Wellington III	: 3 Group:	419 Squadron:	1 Minor
1 Stirling	: 3 Group:	15 Squadron:	1 Cat.A.
1 Wellington II	: 4 Group:	405 Squadron:	1 Minor
1 Wellington II	: 4 Group:	158 Squadron:	1 Cat.AC✓
1 Hampden	: 5 Group:	50 Squadron:	1 Minor
1 Hampden	: 5 Group:	420 Squadron:	1 Cat.AC✓
1 Hampden	: 5 Group:	455 Squadron:	1 Minor
3 Manchester	: 5 Group:	61 Squadron:	3 Minor
2 Manchester	: 5 Group:	83 Squadron:	1 Cat.A. 1 Minor

## Aircraft Damaged by Enemy Fighters:-

1 Stirling	: 3 Group:	149 Squadron:	1 Cat.AC✓
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## Aircraft Damaged not due to Enemy Action:-

NIL

Summary

9. 157 aircraft were despatched to attack Essen. Although the weather forecast had suggested that conditions en route might not be entirely favourable it gave no indication of the extremely severe storms actually encountered. 70 aircraft did not reach enemy territory and of the 90 abortive sorties, 66 abandoned owing to 10/10 cloud, rain, snow, severe icing and electrical storms. The 49 aircraft which succeeded in reaching Essen found 8/10 cloud. As regards visibility reports vary from good to very poor with industrial haze.

No results were observed and the few photographs taken do not suggest that much success was achieved.

10. 5 aircraft were lost on this operation and a further 25 were damaged by enemy action. Flak was very intense in the target area and observations indicate that 2 aircraft were lost from this cause. Night fighters were also active and are thought to have had one success. The enemy claims only 3 British aircraft destroyed and it is probable that the other two losses were not due to enemy action. The exceptionally bad weather is the most likely cause.

BC/S. 26342/1/ORS.

26th April, 1942.

Target	Group	Aircraft despatched	Interceptions		Casualties other than Cat. A.			No. of /s believed to have attacked			No. of /s claiming to have bombed Primary taking photos with bombing, aborting			Aircraft failing to attack Primary			
			Attacks	Others	Due to E.A.	Not due to E.A.	Cause Unknown	Target	Area	Details	Target	5 miles of target	Bombing other Target	Abortive	Bombing other Target	Abortive	Did not reach E.A.
KESBY	1	Well. Io. 13	1		1 Cat. A 1 Minor			3						1	1	8	
		Well. II. 9		1				1					1		2	5	
		Well. IV. 19			1 Cat. A 5 Minor		1 Missing	11							3	1	3
	3	Well. Io. 16		1	1 Cat. A 1 Minor			7									9
		Well. III & 3		1	3 Minor			10							2	5	26
		Stir. 19	1		1 Cat. A 1 Cat. A		1 Missing	6							1	4	7
	4	Well. II. 10		2	1 Cat. A 1 Minor			3							1	1	5
		5	Kemp. 18			1 Cat. A 2 Minor		2 Missing	4				3	1		2	6
	Man. 10				1 Cat. A 4 Minor		1 Missing	4				1			1	2	1
			157	2	5	6 Cat. A 2 Cat. A 17 Minor		5 Missing	49					4	2	9	18

Total abortive 90 (57%)



MOST SECRET

NO. 161926
AIR-CONTROL ROOM
NIGHT RAID REPORT NO. 4442
12 MARCH 1942
COPY NO. 16 HOURS

BOMBER COMMAND REPORT ON NIGHT OPERATIONS 8/4TH APRIL, 1942Meteorological Advice Submitted to the Command

- 0920 hours. N. and Central Germany:- Residual convection cloud, decreasing during the night, with extensive clearances. A few thundery clouds with tops to high levels may persist.  
Home bases) Conditions similar to target area.  
North Sea )
- 1245 hours. Hamburg:- Convection cloud probably decreasing. Breaks in target area.  
Lorient:- Showers persisting most of night.  
Heligoland Light:- Convection cloud decreasing, threat of low stratus cloud late in night.  
Home Bases:- Satisfactory.  
Route:- Some convection cloud persisting.
- 1700 hours. Hamburg:- Convection cloud with breaks  
Lorient and Le Havre:- Showers: some breaks in cloud.  
Route:- Much Cu and Cu - Mb cloud, with thundery cloud in places.  
Home Bases:- Satisfactory.

Executive Orders

- All available bombing effort was sent to Hamburg, a target which had not been attacked for some considerable time. A number of the aircraft were detailed specially to attack the Blohm & Voess shipyards.

Sorties

- 328 sorties were made.  
For details of the operations see attached table.

Weather Experienced

- Hamburg:- 7 -9/10 convection cloud tops to 12,000 ft. Isolated tops to 18,000 feet. Static in cloud. Visibility good.  
Le Havre:- 5-9/10 convection cloud, tops 8000 feet. Visibility good.  
Paris Area:- 7/10 layer cloud, tops 8,000 ft. Visibility good.  
Heligoland Light:- 10/10 layer cloud, base probably about 700 ft.  
Route:- 1. To Hamburg:- 5-9/10 convection cloud; tops generally 8 - 10,000 ft. but some well above ( one report of tops to 24,000 ft.) Moderate clear ice in cloud. Visibility good.  
2. To N. France:- Convection cloud increasing to 5-9/10 over Channel, tops 8,000 ft. Visibility good.  
Home Bases:- Local showers at first with cloud soon dispersing. Moderate Visibility.  
Moon:- Not Up.

Photographic Evidence

- There is no photographic evidence to suggest that this raid achieved any success. None of the seven photographs taken are within 5 miles of the target and three of these have been plotted between 30 and 75 miles from it.

Abortive Sorties

- 66 or 20% of the sorties made were abortive, mainly on account of the weather conditions. 32 aircraft abandoned operations owing to severe icing, electrical storms, 10/10 cloud and inability to locate the target. Technical troubles accounted for a further 29.

...../7

## Casualties

### 7. Aircraft Missing:-

1 Wellington III :	3 Group:	57 Squadron
1 Wellington III :	3 Group:	419 Squadron
1 Wellington II :	4 Group:	158 Squadron
1 Wellington II :	4 Group:	405 Squadron
1 Manchester :	5 Group:	83 Squadron

### Aircraft Damaged by Flak:-

1 Wellington II :	1 Group:	305 Squadron:	1 Minor
1 Stirling :	3 Group:	7 Squadron:	1 Minor
2 Stirling :	3 Group:	149 Squadron:	2 Minor
1 Stirling :	3 Group:	218 Squadron:	1 Minor
1 Wellington Ic :	3 Group:	214 Squadron:	1 Minor
1 Wellington III :	3 Group:	115 Squadron:	1 Minor
1 Wellington II :	4 Group:	405 Squadron:	Cat AC
1 Halifax :	4 Group:	35 Squadron:	1 Minor
1 Halifax :	4 Group:	76 Squadron:	1 Cat AC
1 Hampden :	5 Group:	420 Squadron:	1 Minor
2 Hampden :	5 Group:	408 Squadron:	2 Minor
2 Manchester :	5 Group:	83 Squadron:	1 Cat E
			1 Minor

### Aircraft Damaged, Not Due to Enemy Action:-

1 Wellington II :	1 Group:	305 Squadron:	1 Cat AC
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## Summary

8. Hamburg After encountering severe icing and electrical storms en route, weather conditions in the target area were found to be far inferior to those expected. Although 188 of the 272 aircraft despatched report having reached and attacked the presumed Hamburg area, few crews could see their aiming point and were obliged to drop their bombs on the estimated target area from above dense cloud. Very few photographs were taken and the three plotted were far from the target area. No claims were made, except to have seen the glow of fires from below the clouds. The heavy attack planned was entirely frustrated by the unexpectedly bad weather. Five aircraft were lost on Hamburg. While flak in the target area was not intense two aircraft were seen to be destroyed by flak and 15 other aircraft were damaged. Night fighters were less active than of late but while only one attack was reported, three enemy claims to success were intercepted and it is thought that 2 aircraft were lost from this cause.

Le Havre Cloud at Le Havre varied from little or none at first to 8-10/10 later in the attack. Hence only 7 out of the 13 aircraft despatched succeeded in identifying and bombing the docks.

No photographs were taken, so that the success of the effort cannot be estimated.

No casualties were suffered.

## Aerodromes

All three Blenheims attacked aerodromes in Holland. Bursts were seen on the flarepath at Eindhoven aerodrome.

## Minelaying

9. 17 out of 24 aircraft laid mines in enemy waters without any casualties.

6th May, 1942.

Target	Group	Category	Description		Status			Coordinates			Bombing Details		Bombing Results		Did not return E.T.		
			Attacks	Others	Due to E...	Not due to E...	Cause Unknown	Target	Target Area	Ground Details	Primary Target	Points within 5 miles of Target	Bombed other target	Abortive		Bombed other target	Abortive
HAMBURG (Bldgs & Vess Shipyards)	1	Well. Ic 30		3									19			76	
		Well. II 19		1	1 Minor	1 Cat AC							19				
		Well. IV 29											28				
	3	Well. Ic 17				1 Minor							10			5	
		Well. III 63		2	1 Minor		2 Missing						37				
		Star 22			4 Minor				7				12				
	4	Well. II 19				1 Cat AC							10			3	
		Kal 12				1 Cat AC							12				
	5	Hamp 41		1		2 Minor							26			2	
		Han 13				1 Cat E				1 Missing			10				
LE HAVRE	1	Jan 7										5			1		
		Well. IV 7										5					
MINE-LAYING	3	Well. III 6										2			1		
		Well. III 2											1				
	5	Star 2											1			1	
		Han. 16											12				
		Jan. 4											3				
ASSO-DROGMS LEAPLETS	2	Han. 3										3			2		
		Well. II 2											2				
5	Hamp. 9											7			2		
	Han 5											5					
			328	1	6	1 Cat E 2 Cat AC 11 Minor	1 Cat AC	5 Missing	10	219			15	6	13	5	55
												Total Abortive 66					

BOMBER COMMAND REPORT ON NIGHT OPERATIONS 10/11TH APRIL, 1942.

Meteorological Advice Submitted to the Command

1. 0920 hours. Rhine - Ruhr area:- Convection cloud dispersing and probably becoming small in amount. Visibility moderate to good.  
 N. Germany, E of 10°E:- Convection cloud persisting. Visibility moderate to good.  
 N.W. France:- Increasing amounts of medium and low cloud. Rain spreading from the West.  
 Heligoland Bight:- Layer cloud forming and convection cloud persisting.  
 Home Bases:- Convection cloud will disperse towards dusk, but medium cloud may increase during the night. Rain threatens in the early morning.
- 1230 hours. Ruhr area:- Convection cloud is now expected to disperse early and to decrease to small amounts by midnight.  
 Other Areas and Home Bases:- Unchanged.
- 1720 hours. Ruhr area:- Conditions expected to be excellent.  
 Heligoland Bight:- 8/10 cloud, base 1500 - 2000 feet.  
 Le Havre:- 7/10 medium cloud.  
 N. Denmark:- Much low cloud, probably light rain.  
 Winds:- At 10,000 feet, 290°, 50 m.p.h.  
 15,000 feet, 290°, 55 m.p.h.  
 In target area at 10,000 feet winds considerably less than 50 m.p.h.

Executive Orders

2. The weather forecast was very good for bases and also gave a choice of target areas. Essen was selected as the objective given to all available aircraft for an attack with a high proportion of incendiary bombs.

Inexperienced crews were given shipping in the docks at Le Havre as their target.

Sorties

3. The total number of sorties made was 304. For details of operations see attached table.

Weather Experienced

4. Le Havre:- Cloud 4/10 - 8/10, base 2000 feet, tops 3 - 6000 feet, breaking to 3/10 at times. Visibility good, slight haze.
- Essen:- Cloud 4/10 - 8/10, base 2000 feet, tops - 12,000 feet, increasing to 9/10 - 10/10 at times. Visibility moderate, slight haze.
- Heligoland Bight:- Cloud 6/10 - 10/10, base 500 - 1,000 feet, tops 6-8,000 feet, breaking to 0 - 5/10 at times. Visibility moderate.
- Dutch Coast:- Cloud 5/10 - 8/10, base 2,000 feet, tops 6 - 10,000 feet. Visibility moderate to good.
- North Sea:- Very small amounts of cloud in the West, becoming 4/10 - 7/10, base 1 - 3,000 feet, tops 6 - 10,000 feet in the centre and east. Visibility moderate or good.
- Bases:- Little or no low cloud. Visibility moderate or good.
- Moons:- Not up.

...../Photographic Evidence

Photographic Evidence

5. Essen 8 photographs were taken. Only 1 of these was of the target but it showed no fires or bursts.

Le Havre. The few photographs taken suggest that most aircraft reached the target area, but no bursts are to be seen.

Abortive Sorties

6. 49 or 16% of the total sorties were abortive. 31 of these were due to technical troubles and 6 aircraft detailed for Le Havre were unable to identify the target. The remainder were due to miscellaneous causes.

Casualties

7. Aircraft Missing:-

1 Wellington IC	:	1 Group	:	304 Squadron.
1 Wellington II	:	1 Group	:	12 Squadron.
1 Wellington IV	:	1 Group	:	301 Squadron.
1 Wellington IC	:	3 Group	:	214 Squadron.
1 Wellington IC	:	3 Group	:	311 Squadron.
1 Wellington III	:	3 Group	:	9 Squadron.
1 Halifax	:	4 Group	:	76 Squadron.
1 Wellington II	:	4 Group	:	158 Squadron.
2 Hampden	:	5 Group	:	49 Squadron.
1 Hampden	:	5 Group	:	144 Squadron.
2 Hampden	:	5 Group	:	455 Squadron.
1 Manchester	:	5 Group	:	61 Squadron.

Aircraft Damaged by Flak:-

1 Wellington II	:	1 Group	:	12 Squadron:	1 Minor
1 Wellington IC	:	1 Group	:	103 Squadron:	1 Cat AC✓
1 Wellington IV	:	1 Group	:	142 Squadron:	1 Minor
1 Wellington IC	:	1 Group	:	150 Squadron:	1 Minor
2 Wellington IV	:	1 Group	:	301 Squadron:	1 Cat AC✓ 1 Minor
2 Wellington IC	:	1 Group	:	304 Squadron:	2 Minor
2 Wellington IV	:	1 Group:		460 Squadron:	2 Minor
2 Wellington III	:	3 Group	:	57 Squadron:	2 Cat. A✓
3 Wellington III	:	3 Group	:	75 Squadron:	3 Minor
1 Wellington III	:	3 Group	:	101 Squadron:	1 Minor
2 Wellington III	:	3 Group	:	115 Squadron:	2 Minor
1 Wellington III	:	3 Group	:	156 Squadron:	1 Cat.AC✓
2 Wellington III	:	3 Group:		119 Squadron:	2 Minor
2 Stirling	:	3 Group:		7 Squadron:	2 Minor
1 Stirling	:	3 Group	:	15 Squadron:	1 Minor
5 Stirling	:	3 Group	:	218 Squadron:	5 Minor
1 Halifax	:	4 Group	:	76 Squadron:	Cat. not stated
1 Wellington II	:	4 Group	:	158 Squadron:	1 Cat. AC✓
3 Wellington II	:	4 Group	:	405 Squadron:	3 Minor
1 Lancaster	:	5 Group	:	97 Squadron:	1 Minor.
1 Manchester	:	5 Group	:	50 Squadron:	1 Minor
1 Manchester	:	5 Group	:	61 Squadron:	1 Minor
3 Manchester	:	5 Group	:	106 Squadron:	1 Cat.AC✓ 1 Minor
2 Hampden	:	5 Group	:	144 Squadron:	1 Cat AC✓ 1 Minor
2 Hampden	:	5 Group	:	120 Squadron:	2 Minor
1 Hampden	:	5 Group	:	455 Squadron:	1 Minor

Aircraft Damaged by Enemy Fighter:-

1 Wellington II	:	1 Group	:	305 Squadron:	1 Cat E✓
1 Stirling	:	3 Group	:	7 Squadron:	1 Minor

...../over

-3-

Aircraft Damaged not due to Enemy Action:-

1 Stirling	:	3 Group:	15 Squadron:	1 Cat. E. ✓
1 Wellington III	:	3 Group:	101 Squadron:	1 Cat. E. ✓
1 Hampden	:	5 Group:	144 Squadron:	1 Cat. E. ✓
1 Hampden	:	5 Group:	455 Squadron:	1 Cat. E. ✓

Summary

6. Essen The very good conditions anticipated in the target area were not fulfilled. While the reports of crews as to the weather vary considerably, it was obviously very dark with much cloud during part of the attack. Visibility was mainly described as moderate to poor and thick ground haze prevailed.

254 aircraft were detailed for this raid and 173 of these claim to have attacked Essen or the presumed Essen area. A further 20 attacked Cologne or built up areas in the Ruhr, mainly because cloud prevented them from identifying Essen. While some of the aircraft claiming to have attacked the primary target found little cloud and were able to see the river and Krupp's Forks, many were unable to see any ground detail and bombed either on T.R. fix or E.T.A. or on the position of fires and green flares. Many fires were seen, but it is not possible to estimate the results achieved owing to lack of photographic evidence.

The raid lasted 1½ hours, 162 bombing aircraft during the first hour.

12 aircraft were lost on Essen. Flak in the whole Ruhr was reported as being more intense than usual and was probably responsible for most of the losses on this target. 44 of the returning aircraft had suffered damage by flak.

Night fighters were also operating on route and independent observations indicate that they possibly accounted for 4 of the missing aircraft. Two attacks were reported, in both of which the bomber was damaged.

Le Havre Cloud at Le Havre seems to have been mainly as predicted but the darkness prevented some aircraft from identifying the docks. Of the 39 aircraft despatched 26 claim to have attacked and to have seen bursts across the docks. However, although 3 photographs of the docks were obtained, none of them show bursts.

1 aircraft was lost on this target, but none of the returning aircraft were damaged.

Minelaying 2 out of 3 aircraft laid mines in enemy waters.

Aerodromes The three Blenheims of 2 Group detailed to attack Schipol and Soesterburg aerodromes were unable to locate their targets in the darkness. Two of them attacked alternative targets and the third sortie turned back after violent evasive action when held by searchlights and light flak for 20 minutes. The searchlights first held the aircraft before crossing the coast at 1500 - 2000 feet. They had never previously been encountered in numbers in this area.

Leaflets 4 out of 5 aircraft distributed leaflets successfully. The fifth aircraft was lost.

10-11th April, 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 allowing			A/C failing to reach Target area		Reached Enemy Territory		Did not reach E.I.
			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	
BRSEN	1	Well Io 29	1	1	1 Cat AC 3 Minor		1 Missing	24				2			1	79
		Well II 13		3	1 Cat E 1 Minor		1 Missing	6				3				3
		Well IV 33			1 Cat AC 4 Minor		1 Missing	25				1		2	4	
	3	Well Io 17		1			2 Missing	10							1	4
		Well III 64		2	1 Cat AC 8 Minor	1 Cat AC	1 Missing	46				3	2	4	5	3
	4	Star 18	1	1	5 Minor	1 Cat E		9	8	1		5		1	2	10- known
		Well II 11		2	1 Cat AC 3 Minor			9							1	1
	5	Hel. 8			1 Minor		1 Missing	5					1		1	
		Hump. 43			1 Cat AC 3 Minor		5 Missing	24				6		2	2	10- known
		Man 10			1 Cat AC 4 Minor			7								3
5	Man 8		1	1 Minor			7				1					
	Well Io 1						1									
5	Well III 6						4					2				
	Star 3						2					1				
5	Well II 4						2	4	3	1				1		
	Hel. 3						3									
5	Hump 18						11					5		1	1	
	Man 4					1 Missing	3									
5	Star 2						1								1	
	Well III 1						1									
5	Hel. 3													2	1	
	Well II 1					1 Missing										
5	Man 3			1 Minor			3									
	Man 1						1									
			304	2	11	1 Cat E & 3 Cat. A	14 Missing	26	178			22	12	14	22	15 + 2 unknown

MOST SECRETNIGHT RAID REPORT NO. 43COPY NO 16BOMBER COMMAND REPORT ON NIGHT OPERATIONS, 12/13TH APRIL, 1942.Meteorological Advice Submitted to the Command

1. 0930 hours. West & Central Germany:- Fine weather with local haze.  
 Baltic Coast Region:- Fog and layer cloud.  
 S. Germany:- Variable amounts of layer cloud.  
 N. Italy :- Small amounts of cloud.  
 Central & N.E. France :- Some medium cloud.  
 N.W. France & S.W. England :- Much medium cloud with local thundery rain.  
 Home Bases :- Fine weather with moderate visibility is expected to be maintained, but thundery rain by the morning is possible.
- 1700 hours Essen :- No cloud, normal haze.  
 Genoa:- No cloud.  
 Le Havre:- Well broken medium cloud.  
 Heligoland Bight:- Risk of patches of sea fog.  
 Home Bases:- Satisfactory.

Executive Orders

2. The Ruhr and Rhine towns were most suited by weather conditions for bombing attacks and Essen, which has a very high priority on the target list since it contains Krupp's armament works, was selected as the objective for all available aircraft. The Whitneys of 4 Group were detailed for a subsidiary attack on Genoa with the Fiat works at Turin as an alternative target. The long range and the route over less heavily defended areas was more suited to the tactical limitations of these aircraft.

The attack on Essen was a T.R. 1335 operation, the general plan of which was similar to that of previous operations, except that the flare period was increased from 30 to 45 minutes and that an attempt was made to secure greater concentration of flares over the target by specifying the lattice co-ordinates of the point of release for all flare-carrying aircraft.

Sorties

3. The total number of sorties made was 327.  
 For details of the operations see attached table.

Weather Experienced

- Ruhr Area  
 Le Havre  
 Dutch Coast :- Little or no cloud, small patches of medium cloud at times, base 10 - 12,000 ft. Visibility generally 5 - 10 miles, but hazy over the Ruhr.  
 Heligoland  
 N. Sea  
 Home Bases
- Genoa:- 9/10 - 10/10 thick cloud, tops 8,000 ft. Coast line visible in the locality.  
 Route to Genoa:- No cloud as far as 45° N. Ground haze over Turin.  
 Moon :- Not up.



Photographic Evidence

5. Essen 31 photographs were taken with bombing. Only 2 of these show Essen and a further 4 were within five miles of it, but none of these shows any steady fires burning. The attack appears to have been scattered over the Ruhr, and 5 photographs obtained with bombing and 4 others taken independently were in the neighbourhood of Schwelm, about 20 miles S. of Essen. Fires are seen burning on the outskirts of the town and a 4000 lb. bomb bursting, probably in a wood. The aircraft which bombed in this area reported identifying a decoy fire, but there is no definite photographic evidence of this.

Le Havre One of the four photographs taken with bombing is of the target and shows a stick of bombs bursting in the docks.

Abortive Sorties

6. 67 sorties were abortive, representing 20% of the total force despatched. 54 of these were due to technical defects, mainly engine trouble which accounted for 35 cases.

Casualties

7. Aircraft Missing:-

1 Wellington Ic	: 1 Group:	103 Squadron
1 Wellington IV	: 1 Group:	300 Squadron
1 Wellington Ic	: 1 Group:	304 Squadron
1 Wellington III	: 3 Group:	9 Squadron
1 Wellington III	: 3 Group:	115 Squadron
1 Halifax	: 4 Group:	76 Squadron
2 Wellington II	: 4 Group:	158 Squadron
1 Hampden	: 5 Group:	408 Squadron
1 Hampden	: 5 Group:	420 Squadron

Aircraft Damaged by Flak:-

1 Wellington II	: 1 Group:	12 Squadron:	1 Minor
2 Wellington Ic	: 1 Group:	103 Squadron:	2 Minor
2 Wellington IV	: 1 Group:	142 Squadron:	2 Minor
1 Wellington IV	: 1 Group:	300 Squadron:	1 Cat. AC
1 Wellington IV	: 1 Group:	301 Squadron:	1 Cat. B
1 Wellington II	: 1 Group:	305 Squadron:	1 Minor
2 Wellington IV	: 1 Group:	460 Squadron:	2 Minor
1 Stirling	: 3 Group:	7 Squadron:	1 Minor
2 Wellington III	: 3 Group:	9 Squadron:	2 Minor
2 Stirlings	: 3 Group:	15 Squadron:	2 Minor
1 Wellington III	: 3 Group:	101 Squadron:	1 Minor
2 Wellington Ic	: 3 Group:	115 Squadron:	1 Cat. B
			4 Minor
1 Stirling	: 3 Group:	149 Squadron:	1 Minor
2 Wellington III	: 3 Group:	156 Squadron:	2 Minor
3 Wellington Ic	: 3 Group:	214 Squadron:	2 Cat. AC
			1 Minor
2 Stirling	: 3 Group:	213 Squadron:	2 Minor
1 Wellington III	: 3 Group:	419 Squadron:	1 Minor
4 Halifax	: 4 Group:	35 Squadron:	4 Minor
1 Whitley	: 4 Group:	51 Squadron:	1 Minor
1 Halifax	: 4 Group:	76 Squadron:	1 Minor
2 Wellington II	: 4 Group:	158 Squadron:	1 Cat. AC
			1 Minor
4 Hampden	: 5 Group:	50 Squadron:	1 Minor
1 Manchester	: 5 Group:	83 Squadron:	1 Minor
1 Manchester	: 5 Group:	106 Squadron:	1 Minor
1 Hampden	: 5 Group:	144 Squadron:	1 Minor
1 Hampden	: 5 Group:	455 Squadron:	1 Minor

Aircraft Damaged By Enemy Fighter :-

2 Wellington II	: 1 Group:	12 Squadron:	1 Cat. AC
			1 Minor
1 Wellington IV	: 1 Group:	304 Squadron:	1 Cat. B
1 Wellington IV	: 1 Group:	460 Squadron:	1 Cat. AC
1 Wellington Ic	: 3 Group:	214 Squadron:	1 Cat. AC

...../contd.

## Aircraft damaged by Enemy Fighter (Contd)

1 Hampden : 5 Group: 49 Squadron: 1 Cat. AC.  
 1 Manchester : 5 Group: 83 Squadron: 1 Cat. AC.

## Aircraft Damaged not Due to Enemy Action:-

1 Wellington Ic : 1 Group: 150 Squadron: 1 Cat. AC.  
 1 Stirling : 3 Group: 15 Squadron: 1 Cat. AC.  
 1 Wellington III: 3 Group: 101 Squadron: 1 Cat. E.  
 1 Stirling : 3 Group: 7 Squadron: 1 Cat. AC.  
 1 Wellington III: 3 Group: 419 Squadron: 1 Cat. E.  
 1 Wellington II : 4 Group: 405 Squadron: 1 Cat. E.  
 1 Halifax : 4 Group: 76 Squadron: 1 Cat. E.  
 1 Hampden : 5 Group: 49 Squadron: 1 Cat. E.

Summary

6. Essen 251 aircraft set out to attack Essen, where good conditions were expected. The Ruhr district was found to be free from cloud but thick ground haze prevailed.

179 aircraft claimed to have reached and bombed Essen or the presumed Essen area, while a further 8 bombed alternatives in the Ruhr district. A few aircraft stated that hits were obtained at the S. end of Krupp's works. However, the photographs obtained appear to show that the attack was scattered over the Ruhr area and that a part of it fell on Schmelz about 20 miles to the south east. All the photographs within 5 miles of Essen were taken by T.R. 1335 aircraft.

The flares were much more concentrated than in previous T.R. 1335 raids on Essen and most of the incendiary-carrying aircraft reported that they were useful both as a guide to the target and as an illuminant. Ground details in Essen were clearly seen during the 35 minutes that the flares lasted. However, the incendiary bombs caused only scattered fires and none was large enough to act as an unmistakable guide for the later arrivals. In addition it was suspected that enemy flares were shot up from the ground.

After the flares had died out very few aircraft were able to see any ground detail and they bombed on existing fires or on the estimated target area.

The raid lasted approximately 1 hour 20 minutes. 124 aircraft bombed during the first hour and 23 during the subsequent 20 minutes.

10 aircraft failed to return from Essen and a further 6 were destroyed on landing.

Flak was reported as being more intense than has been experienced previously and 45 of the aircraft which returned had been hit. There were many observations of aircraft held in searchlights and destroyed by flak and this was probably the cause of most of the losses.

Night fighters made 9 attacks, damaging 7 bombers. Three claims to have shot down British aircraft were intercepted and it is probable that fighters accounted for two of the losses.

Genoa Genoa had been expected to be free from cloud, but the district was covered by 9/10 - 10/10 thick cloud. Only 6 of the Whitleys despatched attacked the presumed target area, while a further 6 bombed alternative targets including Turin and Milan. No results were seen.

All aircraft returned safely.

Le Havre Of 27 aircraft sent to attack the docks at Le Havre, 21 claim to have been successful. The weather was clear with no cloud, but intense flak and searchlight opposition were encountered. The one photograph taken of the target shows a stick of bombs bursting and it is probable that some success was achieved without loss.

Aerodromes Two Blenheims attacked their primary objectives, one starting a fire at Schiphol aerodrome.

Two sorties were abortive.

Minelaying 23 out of 27 aircraft laid mines successfully without loss.

RC/S.26342/ORS.  
 14th May, 1942.

12 - 13th April, 1962.

Target	Group	Aircraft des. attached	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.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	Bombed other Target	Abortive		Bombed other Target	Abortive	
SOMERSET	1	Well IG 26	3	1	1 Cat B 2 Minor	1 Cat AC	2 Missing		18					1		4 + 1 unknown		
		Well II 16	1	2	1 Cat AC 3 Minor				12						3	1		
		Well IV 28		1	1 Cat E 2 Cat AC 5 Minor		1 Missing		23						2		2	
	3	Well Io 15	2		3 Cat AC 3 Minor				6					2		1	4	2
		Well III 69	1	5	1 Cat B 9 Minor	2 Cat E	2 Missing		54	31	2	4	1	1	1	7	3	
		Star 27		1	5 Minor	2 Cat AC			21					2		3	1	
	4	Well II 17		1	1 Cat AC 1 Minor	1 Cat E	2 Missing		5					1			5	4
		Hal 13		2	5 Minor		1 Missing		10									2
	5	Hamp 31	1	1	1 Cat AC 2 Minor	1 Cat E	2 Missing		19					1			6	2 + 1 unknown
		Han 9	1	4	1 Cat AC 2 Minor				5					1				1
	SONIA	4	Well 10			1 Minor			5							6	4	2
	S HAVRE	1	Well Io 2						1									1
Well II 1								1										
Well III 6								5					1					
3		Well IV 5						4		4	1	1						1
		Well I 1						1										
		Well III 6			1 Minor			5						1				
4	Star 6			1 Minor			2						1			1		
	Well II 2						2											
HERO-SONNETS	2	Blen 4					2									2		

9 14

Target	Group	Aircraft des. attached	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.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	Bombed other Target	Abortive		Bombed other Target
HERO-SONNETS	3	Well III 1						1								
		Star 1						1								
	5	Hamp 16			1 Minor			13								3
S HAVRE	5	Lanc. 1						2								
		Lanc. 4						4								
		Hamp. 2						1								1

327 9 14 1 Cat E 5 Cat E 10  
2 Cat B 2 Cat AC Missing 23 202  
9 Cat AC  
41 Minor

Total abortive 67

MOST SECRET162291  
FIGHT REPORT NO. 44

15 MAY COPY NO. 16

BOMBER COMPLAINT REPORT ON NIGHT OPERATIONS 13-14TH APRIL, 1942.Meteorological Advice Submitted to the Command

1. 0940 hours. W. and N. Germany :- Considerable low layer cloud with a chance of good breaks in the Frankfurt region and places in the lee of high ground. Visibility good.  
Home Bases:- Mainly medium and high cloud
- 1700 hours. Frankfurt }  
N.E. France } :- Good conditions
- Mine-laying area:- Probably 10/10 cloud at 1500 feet, but chance of breaks. Some patches of cloud at 500 feet en route.
- Home Bases:- All good except 4 Group which needs diversion.

Executive Orders

2. The main operation on this night was arranged in accordance with the sea-mining plan.

Boulogne was also chosen as a subsidiary target for a few inexperienced crews.

Sorties

3. 54 sorties were made. For details of the operations see attached table.

Weather Experienced

4. Terschelling:- Clear skies with haze from surface to 2000 feet. Wind over route.

Abbeville:- Clear skies. Ground haze.

Borkumriff:- Clear skies: visibility 5 - 10 miles.

Routes:- Cloudless except for a layer of 10/10 stratus cloud 20 - 30 miles wide at 54°30' N, 6°30' E, tops 400 feet.

Moon:- Not up.

Photographic Evidence

5. Boulogne. The one photograph taken has not been plotted.

Abortive Sorties

6. 19 sorties were abortive. The three aircraft despatched to distribute leaflets were recalled, and a further 12 which reached their target areas were obliged to abandon operations owing to darkness and haze.

Casualties

7. Aircraft Missing:-

1 Stirling: 3 Group: 15 Squadron.

Aircraft damaged by flak:- NIL.

...../over

aircraft damaged by Enemy Fighter:- NIL.

aircraft Damaged, not due to Enemy Action:-

1 Manchester: 5 Group: 106 Squadron; 1 Cat E.

Summary

8. Boulogne Only one of the four aircraft despatched claimed to have identified and bombed Boulogne. Its bursts are said to have fallen E of the dock area, but the photograph taken does not confirm this. The remaining aircraft could not see the docks owing to darkness and haze.

Minelaying

9. 33 of the 47 aircraft despatched laid their mines, the remainder failing to do so on account of bad visibility and darkness.

1 Stirling is missing and 1 Manchester was destroyed in the operation.

BC/S.26342.

12th May, 1942.

13 - 14th April, 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.T.
			Attacks	Others	Due to E.A.	Not due to E.A.	Cause Unknown	Target Area	Target Area	Ground details	Primary Target	Points within 5 miles of Target	Bombed other Target	Abortive other Target	
BRISBANE	1	Well Io	3												3
BOULOGNE	3	Well III	4					1	1	-	-		2		1
STIRLING	3	Well III	13										3		
		Stir	12				1 Missing	10					1		
	5	Man.	15					8					6		1
		Man	7				1 Cat E	5					1		1
			34	-	-		1 Cat E. 1 Missing	34					13		6

Total abortive 19

MOST SECRET

NIGHT RAID REPORT NO.45  
 Copy No. 6.

BOMBER COMMAND REPORT ON NIGHT OPERATIONS 14-15 APRIL, 1942.Metereological Advice Submitted to the Command

- 0920 hours. N.Germany:- Fine, but there is a threat of patches of layer cloud on the Baltic and Helligoland coasts. Visibility moderate with normal industrial haze.  
 N.E. and Central France:- Fine.  
 N.W. France:- Risk of low stratus cloud on the coast of N.E. England: elsewhere fine weather.
- 1700 hours. Targets:- Conditions good. Small patches of low cloud  
 Visibility good.  
 Home Bases:- Conditions good. Some patches of stratus may occur in 4 Group but not before 0300 hours.

Executive Orders

Dortmund was selected as the target on account of its importance as a centre of war industries and communications. Its position on the east side of the Ruhr area made it particularly suitable on this occasion because with the prevailing wind it was the town in the Ruhr least likely to be obscured by smoke.

Le Havre chosen as a short range target for inexperienced crews.

Sorties

The total number of sorties made was 240. For details of the operations see attached table.

Weather Experienced

- Dortmund:- Cloudless. Some ground haze, but visibility generally 5-10 miles.  
 Winds at 14,000-ft. 060, 45 m.p.h.  
 Route:- Cloudless. Visibility moderate to good.  
 Le Havre:- Cloudless at target and en route, with slight haze.  
 Moon :- Not up.

Photographic Evidence

Dortmund Although 39 photographs were taken with bombing, none shows the target and only 7 are within 5 miles of it. The attack seems to have been scattered and those photographs which show fires burning are all of open country. Five of them were within 2½ miles of the target to the North of the town, which suggests that there may have been a small concentration in this area.

Le Havre 5 photographs were taken with bombing, of which 1 shows the target, but no bomb bursts. The other 4 were of open country and remain unplotted.

The raid, judged by the photographic evidence, appears to have been a failure.

Abortive Sorties

42 sorties were abortive, representing 18% of the total effort. 32 abandoned operations owing to technical defects including 18 cases of engine trouble.

CasualtiesAircraft Missing:-

1 Wellington Ic:	1 Group:	450 Squadron
1 Wellington IW:	1 Group:	301 Squadron
1 Wellington Ic:	3 Group:	214 Squadron
1 Wellington Ic:	3 Group:	311 Squadron
1 Wellington III:	3 Group:	419 Squadron
2 Wellington II:	4 Group:	405 Squadron

...../over

**Aircraft Missing:-**

1 Wellington II :	4 Group:	158 Squadron
1 Hampden:	5 Group:	144 Squadron
1 Hampden:	5 Group:	408 Squadron
1 Hampden:	5 Group:	420 Squadron

**Aircraft Damaged by Flak:-**

2 Wellington IV:	1 Group:	142 Squadron:	2 Minor
2 Wellington IC:	1 Group:	150 Squadron:	2 Minor
2 Wellington IV:	1 Group:	300 Squadron:	1 Cat. AC
			1 Minor
3 Wellington IV:	1 Group:	301 Squadron:	1 Cat. E
			2 Minor
2 Wellington IC:	1 Group:	304 Squadron:	2 Minor
1 Blenheim:	2 Group:	114 Squadron:	1 Minor
1 Stirling:	3 Group:	7 Squadron:	1 Cat. AC
2 Wellington III:	3 Group:	9 Squadron:	2 Minor
3 Stirling:	3 Group:	15 Squadron:	1 Cat. AC
			2 Minor
2 Wellington III:	3 Group:	57 Squadron:	1 Cat. A
			1 Minor
2 Wellington III:	3 Group:	75 Squadron:	2 Cat. AC
5 Wellington III:	3 Group:	115 Squadron:	1 Cat. AC
			4 Minor
2 Stirling:	3 Group:	149 Squadron:	2 Minor
2 Wellington III:	3 Group:	156 Squadron:	2 Minor
3 Stirling:	3 Group:	218 Squadron:	3 Minor
2 Halifax:	4 Group:	10 Squadron:	2 Minor

**Aircraft Damaged by Enemy Fighter:-**

1 Stirling:	3 Group:	7 Squadron:	1 Minor
1 Wellington III:	3 Group:	115 Squadron:	1 Cat. AC
1 Hampden:	5 Group:	420 Squadron:	1 Minor

**Aircraft Damaged, not due to Enemy Action:-**

1 Wellington II:	1 Group:	305 Squadron:	1 Cat. not st
1 Wellington III:	3 Group:	57 Squadron:	1 Cat. B.
2 Wellington II:	4 Group:	405 Squadron:	2 Cat. not st
1 Halifax :	4 Group:	10 Squadron:	1 Cat. E
2 Hampden :	5 Group:	144 Squadron:	1 Cat. AC.
			1 Cat. E.
1 Hampden:	5 Group:	420 Squadron:	1 Cat. E.

Summary

8. Dortmund 208 aircraft were detailed to attack Dortmund. The sky was clear but darkness and ground haze made pinpointing difficult. Visibility was further impaired by the glare of searchlights laid flat in the haze and by flares fired from the ground in groups of 12-15, which reflected on the haze.

Although 130 aircraft claim to have attacked the target area and numerous fires were reported, the considerable amount of photographic evidence obtained casts some doubt on the success of the operation. The attack seems to have been scattered and to have fallen to some extent on open country.

Most of the flare-carrying aircraft released their load on T.R. fix and claim to have seen the town and the docks by the light of the flares. A few flare-carriers dropped flares after visual identification of the target. Some of the incendiaries were also dropped after visual identification and mostly from considerable altitudes. Consequently the incendiary fires were also scattered and are reported as having been seen all the way from Cologne to Dortmund, a distance of roughly 40 miles.

The main striking force bombed on the positions of red marker flares, incendiary fires or on the estimated target area. While some aircraft saw the river, docks or other landmarks many found it impossible to pinpoint.

...../over

The raid lasted roughly one hour, during which 113 aircraft attacked.

11 bombers failed to return from Dortmund. Flak, which was intense over the target and the whole Ruhr area, was probably the cause of most of the losses. 34 of the returning aircraft had been damaged by flak.

Night fighters were operating in considerable numbers and three claims to success were intercepted. In the 8 attacks reported three bombers were damaged and 2 enemy aircraft probably destroyed.

Apart from aircraft missing, at least 4 others were totally destroyed on return.

Le Havre In spite of heavy ground haze at Le Havre 16 of the 23 aircraft despatched claim to have bombed the docks or their immediate vicinity, seeing bursts in the target area. However, all but one of the photographs obtained with bombing were of open country and the effect of the raid is doubtful.

1 aircraft was lost and 1 was damaged by flak.

Aerodromes One aircraft of 2 Group bombed Soesterburg aerodrome without seeing results and one bombed runways at Schipol. A third jettisoned its bombs on a dummy aerodrome in evading searchlights. The remaining two sorties saw no activity and brought back all bombs.

Minelaying 1 of three Stirlings laid their mines and 1 Stirling dropped leaflets in the Lille area.

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Amendment to Night Raid Report No. 39. (Cologne, 5/6th April, 1942)

A daylight reconnaissance on April 15th revealed a fair amount of new damage chiefly on the E. bank of the river. Warehouses in the Humbolt Deutz works and on both sides of the Industrie Hafen have been destroyed or damaged. This can be attributed to the raid of April 5-6th, as is confirmed by intelligence sources. There is also some new industrial and residential damage in the suburbs of Sulz and Ehrenfeld.

C/S. 26342/1/ORS.

5.5.42.



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 showing			A/c failing to attack Primary			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	Bombed other Target	Abortive	Bombed other Target		Abortive	
DORKWYD	1 Well. Ic. 20	1		4 Minor		1 Missing	13							3	1	2	
	Well. II. 15					1 Cat. unknown		7				3		2		2 + 1 unknown	
	Well. III. 3							1								2	
	Well. IV. 30	2		1 Cat. E 1 Cat. AC 1 Minor		1 Missing	15					2	1	8	2	1	
	3 Well. Ic. 14		1			2 Missing	11	39	-	7	1						
	Well. III. 51	3	3	1 Cat. A. 3 Cat. AC 11 Minor	1 Cat. B.			38							2	5	6
	Stirl. 20	1	2	2 Cat. AC 8 Minor				15					2	1	1	1	
	4 Well. II. 9					2 Cat. 3 Missing unknown		5									1
	Hal. 3			2 Minor	1 Cat. E.			5							3		
	5 Hamp. 34			1 Minor	2 Cat. E. 4 Missing			17				1				1	7
Man. 4				1 Cat. AC			3							1			
EN HAVRE	1 Well. Ic. 2							2									
	Well. III. 4							4									
	Well. IV. 2							1								1	
	3 Well. Ic. 1							1	5	1	-			1			
	Well. III. 6			1 Minor		1 Missing	3	1									
4 Well. II. 1							1										
Hal. 2	1						1									1	
5 Hamp. 5							2	2									
AERO - BROMES	2 Blen. 5							2						2	1		
LINE - LAYING	3 Stirl. 3							1						1		1	
NAPLES	3 Stirl. 1							1									
		210	0	6	1 Cat. E. 9 Cat. AC 1 Cat. B. 32 Minor	3 Cat. E. 1 Cat. B. 11 Unknown 1 Cat. B.	12 Missing	17	136			7		7	25	10	25 + 1 unknown
												Total Abortive 62					

HIGHEST SECRETNIGHT RAID REPORT NO. 46COPY NO. 16BOMBER COMMAND REPORT ON NIGHT OPERATIONS 15/16 APRIL, 1942.Meteorological Advice Submitted to the Command

1. 1430 hours. Ruhr area:- Little likelihood of medium or low cloud.
- 1630 hours. Ruhr area:- Little cloud, but usual haze. Dortmund is well placed from this view point.
- Le Havre } :- Fine.  
St. Nazaire }
- Route to Target:- All Cloudless
- Home Bases:- All good, apart from local deterioration due to smoke.

Executive Orders

2. Dortmund was again chosen for a continuation of the attack of the previous night.

Sorties

3. 197 sorties were made. For details of the operations see attached table.

Weather Experienced

4. Dortmund:- Mainly 7-10/10 cloud in two layers.  
(a) Medium cloud from 12-14,000 feet to 18-20,000 feet.  
(b) Lower cloud, tops 7-8,000 feet.
- Some static and light icing in cloud. Cloud broke suddenly to the N and E of the target to less than 5/10.
- Route to Dortmund:- Cloudless to 4° E, then increasing to 7/10 - 10/10 cloud in two layers, extending to the target. One aircraft reported cloudless conditions over the whole route from Dortmund to base from Enkhuizen.
- St. Nazaire and Channel:- Cloudless. Good visibility.
- Moon:- Not up.

Photographic Evidence

5. Dortmund 12 photographs were taken with bombing. None of these was within 5 miles of the target and there is nothing to show that any success was achieved. The four photographs which have been plotted were at distances of from 12 to 51 miles from the target. A daylight reconnaissance has tended to confirm the evidence of the night photographs.

St. Nazaire of 10 photographs taken with bombing 3 showed the target and were within 5 miles of it. The photographs of the dock area show a small fire burning and three sticks of bombs bursting, but most of the other are of open country.

The raid was moderately successful.

Le Havre Although two aircraft took photographs of the dock there is no evidence that much result was achieved. Their bombs may have burst in the water.

...../Abortive Sorties

Abortive Sorties

6. 35, or 18% of sorties were abortive. The main cause was technical defects which accounted for 25.

Casualties

7. Aircraft Missing:-

1 Wellington Ic	:	3 Group:	214 Squadron.
1 Wellington III	:	3 Group:	101 Squadron.
1 Wellington III	:	3 Group:	156 Squadron.
1 Stirling	:	3 Group:	149 Squadron.

Aircraft Damaged by Flak:-

1 Wellington Ic	:	1 Group:	304 Squadron:	1 Minor.
1 Wellington II	:	1 Group:	305 Squadron:	1 Minor.
1 Wellington IV	:	1 Group:	300 Squadron:	1 Minor.
1 Wellington IV	:	1 Group:	460 Squadron:	1 Minor.
2 Wellington III	:	3 Group:	9 Squadron:	2 Minor.
1 Wellington III	:	3 Group:	57 Squadron:	1 Cat A.
1 Wellington III	:	3 Group:	101 Squadron:	1 Minor.
3 Wellington III	:	3 Group:	115 Squadron:	3 Minor.
2 Wellington III	:	3 Group:	419 Squadron:	2 Minor.
1 Stirling	:	3 Group:	218 Squadron:	1 Minor.
1 Whitley	:	4 Group:	51 Squadron:	1 Minor.
2 Whitley	:	4 Group:	77 Squadron:	2 Minor.
1 Manchester	:	5 Group:	50 Squadron:	1 Minor.
1 Hampden	:	5 Group:	144 Squadron:	1 Minor.

Aircraft Damaged not due to Enemy Action:-

1 Whitley	:	4 Group:	51 Squadron:	Cat. not stated.
1 Wellington Ic	:	1 Group:	103 Squadron:	1 Cat. AC.
1 Hampden	:	5 Group:	408 Squadron:	1 Cat. B.

Summary

8. Dortmund Clear weather was expected in the Ruhr and cloudless conditions en route were also predicted. However, the 152 aircraft despatched to attack Dortmund encountered heavy cloud with severe icing en route while the target was covered by dense cloud reaching to high altitudes. All ground detail was obscured and while 87 aircraft claim to have attacked the Dortmund area, most of them saw nothing and bombed either on T.R. fixes or on the estimated target area. Seven other aircraft claim to have reached the presumed target area and to have bombed alternative targets in the Ruhr which they were able to recognise. Night photographs do not show that any success was achieved. A subsequent daylight reconnaissance carried out on April 16th shows that damage is confined to a few incidents, and even this cannot be definitely attributed to the two recent raids, since no cover of the area had been obtained since June, 1941. A group of factories on the E. side of the town has been extensively damaged. There is also some damage to warehouses and workshops on the docks area. A number of craters are visible in open country, mostly to the N. of the town.

Four aircraft were lost. While the German communique claims only 1 aircraft shot down, observations indicate that three aircraft were destroyed by flak. A further 16 were damaged.

Night fighters were active and one claim to success was intercepted, but this was not confirmed by independent observations.

St. Nazaire 16 of the 18 Whitleys despatched attacked the docks at St. Nazaire in cloudless weather. Visibility was perfect and fires were reported.

Three of the photographs taken provide some confirmation of the claims but most of the aircraft which obtained photographs showed open country. All aircraft returned safely and only three of them had sustained minor flak damage.

...../Le Havre

-3-

Le Havre Ideal weather also prevailed at Le Havre and 6 of the 8 aircraft despatched saw their bursts in the dock area. The other 2 dropped their bombs in the immediate vicinity. The photographic evidence obtained does not suggest any success. The operation entailed no casualty or damage.

Aerodromes Aerodromes in Holland were attacked by 4 Blenheims. One of these bombed Soesterburg without observing results, 2 attacked IJmuiden and saw bursts near to an aircraft taking off. The fourth attacked a beacon believed to be Huizen.

Minelaying and Leaflets 10 out of 11 aircraft despatched laid mines in enemy waters and all 4 detailed to distribute leaflets completed their task.

EC/S.26342.  
14th May, 1942.

15 - 16th April, 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.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	Bombed other Target	Abortive		Bombed other Target	Abortive
DORTMUND	1	Well IC 11	1		1 Minor	1 Cat AC		6					2		1	1	1
		Well II 9			1 Minor			5					2		2		1
		Well III 8	1					4					2		1		1
	3	Well IV 18		1	2 Minor			11					1		1	3	2
		Well Ic 10					Missing	7	15	-	-						2
		Well III 48		3	3 Cat A 8 Minor		Missing	31					1		3	5	6
	4	Star 15		1	1 Minor		Missing	8							1	3	2
		Well II 7		1				3							3	1	
	5	Hamp 19			1 Minor	1 Cat B		10							6	1	2
		Man 7			1 Minor			2					2		3		
LE HAVRE	1	Well II 1					1										
		Well IV 5					4	1	3	2							
	3	Well III 2					2								1		
AERO-LOGONES	2	Blen 4					3										
ST. NAZAIRE	4	Whit 18			3 Minor	1 Cat. Unknown	16		10	3	5			1		1	
MINE-LAYING	3	Star 3					3										
		Hamp 6					5									1	
		Man 2					2										
LEAFLETS	5	Hamp 2					2										
		Man 2					2										
			117	2	6	1 Cat A 18 Minor 1 Cat. Unknown	1 Cat B 4 Missing 25	105					7	3	23	14	18
														Total Abortive	35		

162291

~~SECRET~~

NIGHT RAID REPORT NO. 47

COPY NO. 16

BOMBER COMMAND REPORT ON NIGHT OPERATIONS, 16/17TH APRIL, 1942.

Meteorological Advice Submitted to the Command

1. 0930 hours. N.Germany, Coastal Area:- Probably small amount of cloud.  
Ruhr and Rhine:- Cloud uncertain, but chance of only small amounts. Visibility moderate to good except near industrial centres.  
France:- Fine. Visibility moderate to good.  
Home Bases:- Fine, but slight threat of low stratus cloud in East Anglia.
  
- 1310 hours. N.Germany:- Little cloud now expected.  
N.W. France:- Broken medium cloud, base not expected to be below 12,000 ft.  
Home Bases:- Conditions good.
  
- 1700 hours. Le Havre:- No cloud expected.  
Lorient:- Very little or no low cloud, small amounts of medium cloud.  
Bordeaux area:- Thunderstorms possible south of this area.  
Home Bases:- Conditions at most bases will be favourable until dawn. Possibility of low stratus cloud in 3 Group but conditions may improve later. Bases in 6 Group would remain fit for diversion.

Executive Orders

2. The efforts on previous nights had been heavy and the few rested crews available were given minor operations at Le Havre and Lorient and also minelaying.

Sorties

3. The total number of sorties made was 53.  
For details of the operations see attached table.

Weather Experienced

4. Targets:- No cloud. Visibility good generally, but haze layer at 8000 ft. and ground haze over N.W. France.  
Moon not up.

Photographic Evidence

5. Lorient 9 photographs were taken with bombing. Only one of these shows the docks, but no bomb bursts. The four other photographs plotted within 5 miles of the target showed open country which extends to within 1 mile of the dock in most directions.

Abortive Sorties

6. 9 sorties were abortive, 2 being due to technical failures and 7 to darkness and haze which prevented pinpointing.

Casualties

7. Aircraft Missing:-  
1 Wellington III: 3 Group: 156 Squadron  
1 Manchester : 5 Group: 106 Squadron

...../over

**Aircraft Damaged by Flak:-**

1 Hampden ; 5 Group: 420 Squadron: 1 Minor.

Summary

8. Le Havre Only one of the 4 aircraft despatched claimed to have bombed the docks at Le Havre and to have seen bursts. One other aircraft reached the target area but was unable to obtain a pin point owing to the darkness. The remaining two sorties abandoned owing to technical troubles.

Lorient Although the weather was clear at Lorient there was heavy ground haze, suspected to be a smoke screen.

Of the 17 aircraft sent to attack the docks 11 claim to have done so, while 2 others attacked the presumed dock area. The remaining 4 aircraft were unable to identify the target owing to haze.

The raid was carried out without loss.

Mine-laying 14 out of 21 aircraft laid their mines in the allotted positions and a further 3 in alternative positions.

Two aircraft were lost on this operations but there is not definite evidence of the cause of the losses. 1 aircraft was damaged by heavy flak.

Leaflets All 11 aircraft dropped leaflets over Rouen and Lille.

BC/S.26342/ /OPS.  
12th May, 1942.

16-17th April, 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.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	Bombed other Target	Abortive	
LE HAVRE	1	Well IC 1						1					1		90
	3	Well IV 2 Well III 1													1
LORIENT	4	Whit 9 Well II 3 Hel 5						5	1				3		
	3	Well III 6 Star 3					1 Missing	4	4				1		
		5	Hamp 10 Man 2			1 Minor		1 Missing	3	5			1	3	
LEAFLATS	1	Well II 4						4							
	5	Hamp 5 Man 2						5	2						
			53	-	-	1 Minor	2 Missing	12	27			7	3		2

BOMBER COMMAND REPORT ON NIGHT OPERATIONS - 17/18TH APRIL, 1942

Meteorological Advice submitted to the Command

1. 0925 hrs. France, North and Central Germany:- Fine  
 S. Germany:- Generally small amounts of cloud  
 Home Bases :- Fine
- 1225 hrs. Targets:- No change, but industrial smoke at Hamburg
- 1700 hrs. Hamburg and Route, Heligoland Bight:- Clear sky, haze near town but visibility otherwise good. Wind 110° 35-45 m.p.h. at 10-15000' but some probability of veering.  
 Havre & St. Nazaire :- Broken medium cloud.  
 Home Bases :- Fit conditions expected. Threat, not serious, of stratus with base 600-1000' in latter part of night.

Executive Orders

2. The weather forecast was excellent and all available aircraft were detailed to attack Hamburg.

Sorties

3. A total of 214 sorties were despatched. For details of operations see attached table.

Weather Experienced

4. Hamburg:- Clear sky with ground haze. Visibility 5 - 10 miles.  
 St. Nazaire:- Much alto-cumulus cloud. Bumpy conditions with moderate icing in precipitation. Visibility less than 1 mile with cloud base at 12000'. One aircraft reported electrical conditions en route.  
 Moon :- Not up

Photographic Evidence

5. HAMBURG:- Of 22 night photographs obtained, 2 were of the target area and a further 2 were within 5 miles of it. Although photographs were taken of the target, daylight reconnaissance after the raid provided no evidence of new damage. One of the aircraft which photographed the Deutsche-Werke yards, carried a 4000 lb bomb but this must be presumed to have fallen in the water.

ST. NAZAIRE :- Of 8 night photographs obtained 3 showed the target and 5 other were within 5 miles of it. The photographs of the target show one stick of bombs in the docks, one in the town and one in the sea. Those within 5 miles show only open country.

LE HAVRE :- One photograph was taken within 5 miles of the target.

Abortive Sorties

6. 38, or 18% of sorties were abortive. 23 were caused by technical defects and in 8 cases the target was not identified owing to haze and poor visibility.

Casualties

7. Aircraft Missing:-

- 1 Wellington II : 1 Group: 12 Squadron  
 1 Wellington IV : 1 Group: 300 Squadron .../over

## Aircraft Missing Contd.

1 Blenheim	:	2 Group:	114 Squadron
2 Wellington III:		3 Group:	57 Squadron
1 Wellington II :		3 Group:	158 Squadron
*2 Wellington III:		3 Group:	101 Squadron
1 Manchester	:	5 Group:	50 Squadron

## Aircraft Damaged by Flak:-

1 Wellington II :		1 Group:	12 Squadron:	1 Minor
1 Wellington Io :		1 Group:	103 Squadron:	1 Minor
1 Wellington IV :		1 Group:	300 Squadron:	1 Minor
1 Wellington III:		3 Group:	115 Squadron:	1 Minor
1 Wellington III:		3 Group:	57 Squadron:	1 Minor
1 Wellington III:		3 Group:	75 Squadron:	1 Cat. AC.
3 Stirling	:	3 Group:	218 Squadron:	3 Minor
2 Stirling	:	3 Group:	15 Squadron:	2 Minor.
1 Whitley	:	4 Group:	77 Squadron:	1 Minor
1 Hampden	:	5 Group:	408 Squadron:	1 Minor

## Aircraft Damaged by Enemy Action:-

1 Wellington Io :		1 Group:	305 Squadron:	1 Cat. B.
1 Stirling	:	3 Group:	218 Squadron:	1 Minor
1 Stirling	:	3 Group:	15 Squadron:	1 Minor

## Aircraft Damaged not due to Enemy Action :-

2 Wellington II :		1 Group:	305 Squadron:	1 Cat. E.
				1 Cat. AC.

Summary

8. Hanburg. In good weather with clear sky, narred only be some ground haze, 107 out of 173 aircraft detailed claim to have identified and attacked Hanburg, while a further 32 bombed other targets in enemy occupied territory. Most of the aircraft which reached Hanburg claim to have seen their target and although intense flak and searchlights opposition hindered accurate observation of result bursts were reported in the centre of the town, in the docks and many large and small fires were seen.

Photographic evidence does not provide much support for the claims made. Although 22 night photographs were obtained only 2 are of the target and a subsequent daylight reconnaissance provides no evidence of fresh damage.

The raid lasted approximately 1 hour; 102 aircraft bombed within this period.

8 aircraft failed to return from Hanburg. Heavy and light flak were intense and accurate and while only 10 of the returning aircraft reported flak damage, observations suggest that three losses were due to this cause.

Night fighters were very active. Although very little of the route lay over enemy territory the wireless intelligence reported that 11 combats occurred. While the results of these were not known it is probable that they accounted for most of the losses. The three returning aircraft which reported attack had all been damaged.

Le Havre 1 out of 4 aircraft claims to have attacked the docks and another the presumed dock area. The remaining two aircraft were unable to pinpoint owing to haze.

St. Nazaire 14 of the 22 Whitleys detailed claim to have attacked the docks at St. Nazaire. Six others reached the target area but were unable to locate the target owing to haze and poor visibility. The weather was considerably worse than anticipated.

No aircraft was lost and only 1 sustained minor flak damage.

....over





No. 163866  
 28 MAY 1942  
 NIGHT RAID REPORT NO. 49  
 URS  
 COPY NO. 6

MOST SECRET

BOHEMIA COMMAND REPORT ON NIGHT OPERATIONS 19/20TH APRIL 1942.

Meteorological Advice Submitted to the Command

1. 0925 hours. Central and S. Germany:- Much medium and low cloud.  
 N. Germany:- Well broken medium cloud with little low cloud and moderate visibility.  
 France:- Outbreaks of thundery rain.  
 Home Bases:- General fog expected by the morning, probably commencing about 0300 hours. Thundery showers are also likely.
- 1700 hours. Frisian Islands:- Broken medium cloud with patches of lower cloud, base 2,000 feet. Fog patches over the N. Sea but only west of the Frisian Islands.  
 Home Bases:- Stations in 2, 3, 5 and part of 1 Group should remain serviceable until 0200 hours, some in 3 and 5 Groups possibly until 0400 - 0500 hours. Localities likely to be affected by thunderstorms will probably have fog before 0200 hrs.

Executive Orders.

2. Cloud over target areas prohibited bombing and the threat of fog at home bases limited the night's activities to short range operations.

A force of 51 aircraft was put on to sea mining

Sorties

3. 51 sorties were despatched on minelaying operations. The results are shown in the following table.

Target	Group	Aircraft despatched	Interceptions		Casualties other than Cat. A.			Attacked target Area	Reached Target Area Abortive	Did not reach E.T.
			Attacks	Others	Due to E. A.	Not due to E.A.	Cause unknown			
MINE LAYING	3	Well III 13 Stir. 4		3		1 Cat.E	1 missing	8 1	4 3	
	5	Ham. 23 Man. 9 Lan. 2		1		1 Cat.B	1 missing	15 6 2	6 2	1 1
		51		4		1 Cat.E 1 Cat.B 1 Cat.AC	2 missing	32	15	2

Weather Experienced

4. Little low cloud at home, becoming 10/10 at 2 - 300 feet from 4<sup>02</sup>. Extensive patches of sea fog beneath. Height of cloud tops not known.

Abortive Sorties

5. 33% of sorties were abortive, 14 being caused by very bad visibility, 2 to technical defects and 1 to an error in manipulation.

Casualties

6. Aircraft Missing:-

1 Wellington III: 3 Group: 156 Squadron.  
 1 Hampden : 5 Group: 49 Squadron.

Casualties (cont'd)

Damaged due to Enemy Action:-

NIL.

Aircraft damaged not due to Enemy Action:-

1 Wellington III:	3 Group:	156 Squadron:	1 Cat. E.
1 Lancaster	: 5 Group:	97 Squadron:	1 Cat. AC.
1 Hampden	: 5 Group:	455 Squadron:	1 Cat. B.

Summary

7. Mainly on account of very bad visibility not more than 32 of the 51 aircraft despatched on minelaying completed their task successfully.

2 aircraft were lost but none of those returning had been damaged by enemy action. The cause of the losses is not known.

BC/S.263L2/1/ORS.

24.5.42.

MOST SECRETNIGHT RAID REPORT NO. 50COPY NO. 16BOMBER COMMAND REPORT ON NIGHT OPERATIONS 22/23RD APRIL, 1942.Metecrological Advice Submitted to the Command

1. 0930 hours. S. Denmark and Baltic Area:- Broken layer cloud.  
 N. and Central Germany:- Small amounts of cloud, but hazy especially near industrial areas.  
 S. Germany:- Variable amounts of layer cloud.  
 S. and N.E. France:- Increasing amounts of medium cloud.  
 Home Bases:- Variable amounts of cloud with poor visibility.  
 Fog is not expected generally, but there may be patches.
- 1245 hours. Ruhr:- No change.  
 S. Denmark:- Fog patches are expected.  
 Home Bases:- Fog patches will develop probably about 0300 hours-0400 hours, with risk of general fog at dawn.
- 1700 hours. Ruhr }:- Well broken cloud with haze.  
 Le Havre }  
 Danish Coast:- Sea fog or patches of low stratus cloud, with breaks.  
 Home Bases:- Although fog is expected, all Groups except 2 should be serviceable until 0300 - 0400 hours.

Executive Orders

2. The Ruhr area was expected to be fit for operations, though with some cloud and much haze. In order to combat conditions of bad visibility and expected difficulty in locating the target in a smoky district, Cologne was selected for an attack by T.R. aircraft. This was a special T.R. operation, designed to test the usefulness of the equipment for blind bombing. All the aircraft taking part were instructed to bomb only on T.R. fix, making all possible efforts to obtain photographs with bombing.

The aircraft available in 5 Group and sufficient aircraft from 3 Group to lift all mines in stock at their stations were put on to mining under the Baltic plan.

Sorties

3. The total number of sorties despatched was 156. For details of the operations see the attached table.

Weather Experienced

4. Cologne:- No cloud at first, increasing later to 10/10. Tops up to 7,000 feet. Thick haze.  
 Le Havre:- Little cloud. Visibility moderate with ground haze.  
 N.W. Germany:- No cloud, visibility moderate.  
 N. Sea :- Small patches of cloud. Some haze. Visibility fair.  
 Moon :- 43% of full: above horizon during operations.

Photographic Evidence

5. Cologne. 5 photographs were taken with bombing. None of these shows the target but 2 are within 5 miles, 2 more lie just outside the limit and another aircraft took a photograph 2 minutes after bombing which, having regard to its speed and heading, suggests that it bombed within 5 miles. A fair proportion of the attacking force probably reached the vicinity of Cologne. Drifting smoke seen in two of the night photographs suggests that fires may have burning in the city and a daylight reconnaissance on April 29th shows considerable areas of new damage. Much of this was no doubt the result of the later raid on 27/28th April, further details of which will be found in Report No. 55. However, Intelligence sources report that considerable damage was done near the main station in this attack, and this information is quite compatible with the subsequent reconnaissance.

Le Havre. This was a moderately successful attack. Of the 7 photographs taken with bombing, 4 are of the target and show 3 good sticks of bombs bursting across the docks. The three unplotted photographs show bombs bursting in open country.

#### Abortive Sorties

6. 28, or 18%, of sorties were abortive. 18 of these were due to technical defects, and 7 aircraft on Le Havre or minelaying were unable to locate their target.

#### Casualties

##### 7. Aircraft Missing:-

2 Wellington III:	3 Group:	9 Squadron.
1 Wellington III:	3 Group:	76 Squadron.
1 Hampden	: 5 Group:	408 Squadron.

##### Aircraft Damaged by Flak:-

1 Wellington III:	1 Group:	150 Squadron:	1 Cat. A.
1 Wellington IO :	3 Group:	214 Squadron:	1 Cat. A. ✓
1 Wellington III:	3 Group:	9 Squadron:	1 Minor.
2 Wellington III:	3 Group:	57 Squadron:	1 Cat. A. ✓
			1 Minor.
2 Wellington III:	3 Group:	101 Squadron:	2 Minor.
5 Wellington III:	3 Group:	115 Squadron:	5 Minor.
3 Wellington III:	3 Group:	419 Squadron:	3 Minor.
1 Stirling	: 3 Group:	15 Squadron:	1 Minor.
1 Halifax	: 4 Group:	102 Squadron:	1 Minor.

##### Aircraft Damaged not due to Enemy Action:-

1 Wellington III:	3 Group:	9 Squadron:	1 Cat. E.
1 Stirling	: 3 Group:	149 Squadron:	1 Cat. E.
1 Wellington IO :	3 Group:	311 Squadron:	1 Cat. B.
1 Whitley	: 4 Group:	77 Squadron:	1 Cat. B.

##### Aircraft Damaged by Enemy Fighter:-

2 Wellington III:	3 Group:	75 Squadron:	1 Cat. E. ✓
			1 Cat. B. ✓
1 Wellington III:	3 Group:	115 Squadron:	1 Minor.

#### Summary

8. Cologne. This special operation was carried out by 50 of the 69 aircraft detailed, all of which bombed blindly on F.R. fixes. The target area was overcast by considerably more cloud than had been expected, 8 - 10/10 at times, with heavy haze. Hence no results were seen apart from the glow of fires under the cloud.

The photographic evidence, which it was hoped would form an important feature of the operation, was unfortunately very scanty. Few successful photographs were obtained, mainly on account of cloud.

There is insufficient evidence by which to assess the success of the attack, but the night photographs appear to show that it was scattered and that probably only a small percentage of the attacking force bombed the built up area of Cologne. However, the results of a subsequent daylight reconnaissance have tended to confirm the reports of Intelligence sources that considerable damage was done near the main station.

The raid lasted only half an hour.

Two aircraft were lost on Cologne and while the losses were likely to have been due to enemy action, since the enemy claimed 5 British aircraft destroyed, there were no independent observations to show the cause. 17 of the aircraft which returned had been damaged by flak. There was considerable activity by night fighters in spite of the haze and 4 attacks were reported. While only two of the bombers attacked have reported major damage, 1 other sustained minor damage.

Le Havre. Favourable weather conditions with good visibility enabled 18 of the 23 aircraft despatched to identify and bomb the docks at Le Havre. Bursts and fires were seen in the dock area. The claims made are mainly supported by the photographic evidence which shows that some success was achieved.

One aircraft was lost and is believed to have been shot down by a fighter. One other aircraft sustained minor damage.

Minelaying. 63 aircraft were despatched on minelaying operations. 47 of these laid their mines, 7 were unable to pinpoint the specified target areas and the remainder abandoned owing to technical troubles.

One aircraft was lost. Two were attacked by enemy fighters over Denmark.

EC/S.26342/1/ORS.

24.5.42.

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, showing			A/c failing to reach Target Area		A/c failing to reach Primary Territory		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	Bombed other target	Aborted	Bombed other target	Aborted		
COLOGNE	1	Well III 6			1 Cat A				4								1	
	3	Well IC 2			1 Cat A				2	5								
		Well III 56			1 Cat E 1 Cat B 1 Cat A 13 minor	1 Cat E	1 missing		41			2			1	3	3	5 + 1 unknown
		Stir. 5			1 minor	1 Cat E			3								2	
LE HAVRE	3	Well IC 5				1 Cat B			2									
		Well III 9	4	4			1 missing		6	1								
		Stir. 2	2						2		7	4						
	4	Whitley 2				1 Cat B			2									
		Well II 3						2	1									
		Halifax 2			1 minor			2										
DUNK - LAYING	3	Well IC 2							4						1			
	11	Stir. 24							19						3		2	
	5	Hampden 22		1			1 missing		12						4		5	
		Wen. 12						12										
LEAPLETS	5	Hampden 1						1										
			156	6	5	1 Cat E 1 Cat B 2 Cat A 1 Cat A 5 minor		4 missing	18	101					10	4	3	15 + 1 unknown
Total abortive 28 + 1 unknown																		

MOST SECRET

NIGHT RAID REPORT NO. 51  
COPY NO. 16

BOMBER COMMAND REPORT ON NIGHT OPERATIONS 23RD - 24TH APRIL, 1942Meteorological Advice Submitted to the Command

1. 0930 hours. N. Germany:- Well broken cloud and good visibility. Farther south, hazy.  
 S. Germany and Austria:- Much medium cloud and occasional rain.  
 France:- Medium and low cloud will spread north eastwards over France.  
 Home Bases:- North of the Wash, occasional rain with patches of very low cloud. Conditions improving in the E of Scotland. South of the Wash, fog will develop inland and stratus cloud is expected to spread from the North Sea.
- 1245 hours. Rostock:- Conditions should be good.  
 Home Bases:- All Groups expect rain and low cloud for take-off. Conditions will clear from the N. downwards, but the improvement cannot be timed.  
 Route:- Frontal cloud extending to 10-15,000 feet with moderate to high icing index about 4,000 feet. Upper winds light to 10,000 feet.
- 1700 hours. Route to Rostock:- Cloud in layers, commencing to break at 3-5° E. From 5° E to Rostock there should be small amount of cloud with good visibility. For the return journey cloud conditions should improve.  
 Home Bases:- For take off, cloud at 1-2,000 feet with patches below 1,000 feet in all groups, and intermittent rain.

Executive Orders

2. N.W. Germany and the Baltic Coast were the only areas offering suitable weather for bombing operations. Rostock was chosen as the target, with a proportion of the sorties given the Heinkel Aircraft Factory as their separate aiming point.

Sorties

3. A total of 161 sorties was despatched. For details of the operations see attached table.

Weather Experienced

4. Rostock:- Patches of layer cloud at first, but the majority of aircraft reported no cloud. Good visibility.  
 Route:- Cloud breaking to small amounts E of 3°E. Good visibility. Similar conditions in the return journey with cloud tops 4,500 feet in the western N. sea and slight icing in cloud.  
 Moon:- 52% of full. Above horizon during operations.

Photographic Evidence

5. Ample photographic evidence was obtained, 58 photographs being taken with bombing. 9 of these were of Rostock itself and 28 were within 5 miles of it. However, most of the photographs lie from 2 to 6 miles S.E. of the old town and the brunt of the attack appears to have fallen on suburbs, villages and some of it in open country. There is evidence of small fires in scattered areas in the town. No photographs of the Heinkel Aircraft Factory were obtained.

The results of a subsequent P.R.U. will be incorporated in a later report (No. 54).

Abortive Sorties

6. Only 9 sorties were abortive. 6 were due to technical defects, 1 to petrol shortage and inability to pinpoint, 1 aircraft was badly damaged by enemy fighters and 1 crashed soon after take-off, owing to engine trouble.

Casualties

## 7. Aircraft Missing:-

1 Wellington Io	:	1 Group	:	304 Squadron.
1 Wellington III	:	3 Group	:	101 Squadron.
1 Whitley	:	4 Group	:	77 Squadron.
1 Manchester	:	5 Group	:	106 Squadron.

## Aircraft Damaged by Flak:-

1 Wellington II	:	1 Group	:	12 Squadron	:	1 Minor.
1 Stirling	:	3 Group	:	7 Squadron	:	1 Minor.
1 Manchester	:	5 Group	:	106 Squadron	:	1 Minor.

## Aircraft Damaged by Enemy Fighter:-

1 Stirling	:	3 Group	:	7 Squadron	:	1 Cat. AC. ✓
1 Whitley	:	4 Group	:	77 Squadron	:	1 Cat. AC. ✓

## Aircraft Damaged, not due to Enemy Action:-

1 Stirling	:	3 Group	:	218 Squadron	:	1 Cat. E. ✓
1 Whitley	:	4 Group	:	51 Squadron	:	1 Cat. B. ✓

Summary

8. Conditions during this raid were good. In moonlight, with no cloud and good visibility Rostock was easily identified and the town clearly seen. Later in the raid details were obscured by smoke and the number of simultaneous bursts made individual observation of results difficult. Since flak opposition was slight, bombing was carried out from a somewhat lower level than usual.

143 aircraft were detailed to attack the town of Rostock while a further 18 aircraft of 5 Group were given a specific objective in the Heinkel Aircraft Works a short distance outside the town. 128 of the former and 17 of the latter claim to have fulfilled their task. The many fires started could be seen 100 miles away. Three fires are said to have been burning in the Heinkel Works and the gas works were believed to have been demolished.

A considerable number of night photographs were obtained but none shows the Heinkel factory and the attack appears to have fallen mainly on the suburbs of Rostock and outlying villages, possibly as a result of fires started early in the attacks.

The raid lasted one hour during which 143 aircraft attacked.

Four aircraft were lost in this raid. Two were seen to be shot down by flak in the Flensburg area, where flak was more intense than at the target. Three returning aircraft reported flak damage.

Night fighters were operating in good conditions and two claims to success were intercepted. These may have accounted for the other two missing aircraft. In both of the two attacks reported the bomber was damaged.



23 - 24th April, 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. T.		
			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	Bombed other Target	Abortive		Bombed other Target	Abortive
ROSTOCK	1	Well IC 17		2			1 missing		15							1	
		Well II 15		2	1 minor				14						1		
		Well IV 11							10								
	3	Well IC 2		1					1	5	8	25					
		Well II 42					1 missing		38							1	
		Stir 31	1	2	1 Cat AC 1 minor	1 Cat F			28					1		1	
	4	Well II 6		1					6								
		Whit 19	1	1	1 Cat AC	1 Cat B	1 missing		16								
	HEIDRICH AIRCRAFT FACTORY ROSTOCK	5	Hamp 19						11								2
			Man 6				1 minor		1 missing	5		4		4			
Lan 1									1								
		164	2	9	2 Cat AC 3 MNOR	1 Cat B 1 Cat F	4 MISSING	17	128				1	1	2	2	6

Total abortive 9 = 5.6%

MOST SECRETNIGHT RAID REPORT NO. 52  
COPY NO. 6BOMBER COMMAND REPORT ON NIGHT OPERATIONS 24/25TH APRIL 1942Meteorological Advice Submitted to the Command

1. 0930 hours Estimated midnight position of cold front S.W. England - Mannheim and eastwards. Over Germany north of the front there will be small amounts of cloud with good visibility but some well-broken layer cloud is to be expected on the Baltic coast. South of the front over Germany there will be variable amounts of cloud and hazy conditions. Over France medium cloud will spread from the S.W. but should not extend to N.E. France during the night. At home bases there will be much strato-cumulus cloud but the base of cloud will be generally above 1,000 feet.
- 1240 hours The only change from the advice given at 0930 hours is that only small amounts of layer cloud are now expected on the Baltic coast.
- 1700 hours Rostock - very good. Pilzen - probably good. Dunkirk - good but small amounts of strato-cumulus cloud. No cause for worry at home bases.

Executive Orders

2. The weather conditions over N. Germany were again good and all operationally fit crews who had not operated on both preceding nights were given the task of increasing the damage to Rostock and the Heinkel Factory.

Sorties

3. 179 sorties were made. For details of the operations see the attached table.

Weather Experienced

4. Rostock and route:- No cloud, good visibility.  
Dunkirk:- No cloud, visibility good on the whole but some crews reported slight haze.  
Bases:- Fine apart from patches of low stratus with a base about 400' to 600' in Midlands and locally in East Anglia and Lincoln. Visibility good. Noon above the horizon, 62% of full.

Photographic Evidence

5. Rostock. 59 photographs showing ground detail were taken with bombing in the raid on Rostock. 21 of these showed the target area in the town and 3 the Heinkel factory which was the target for 5 Group. A further 27 were within 5 miles of the target. A daylight reconnaissance on the next day showed that the attack had achieved undoubted success although on a limited scale. An area at least 750 yards long to the West of the goods station had been extensively damaged by fire as also had another about 300 yards long further west. Substantial damage was inflicted on warehouses and on the town gas works and there had been numerous less important incidents. Only smaller buildings at the Heinkel Works had been damaged but these included the drawing offices, paintshops and technical school. A full assessment of damage will be given in a later report (No. 54).
6. Dunkirk. 19 photographs showing ground detail were taken with bombing at Dunkirk. 5 of these show the docks and 8 are within five miles. Most of these latter show the town. No bursts on the docks can be seen in any of the photographs but a fire is seen in the S.E. corner of the town.

Abortive Sorties.

7. There were 12 abortive sorties, 6 of which were due to technical defects, 2 to navigational errors, 1 to an error on the bomb-aimer's part which resulted in no bombs being dropped, 1 to inability to find Dunkirk owing to mist, and one to an attack by an enemy fighter. 1 aircraft crashed almost immediately after

take off, all the crew being killed.

### Casualties

#### 8. Aircraft Missing:-

1 Blenheim : 2 Group : 114 Squadron  
1 Hampden : 5 Group : 420 Squadron.

#### Aircraft Damaged by Flak:-

1 Wellington IC : 1 Group : 103 Squadron : 1 Minor  
1 Wellington IV : 1 Group : 142 Squadron : 1 Cat. AC ✓  
1 Wellington IV : 1 Group : 300 Squadron : 1 Minor  
1 Wellington IV : 1 Group : 301 Squadron : 1 Minor.  
2 Wellington III : 3 Group : 57 Squadron : 1 Cat. A. ✓  
1 Minor  
1 Whitley : 4 Group : 77 Squadron : 1 Minor  
1 Manchester : 5 Group : 50 Squadron : 1 Minor.

#### Aircraft Damaged by Enemy Fighters:-

2 Wellington IC : 1 Group : 304 Squadron : 1 Cat. B. ✓  
1 Minor.  
1 Wellington III : 3 Group : 57 Squadron : 1 Cat. A. ✓

#### Aircraft Damaged not due to Enemy action:-

1 Wellington II : 1 Group : 12 Squadron : 1 Cat. AC  
1 Wellington III : 1 Group : 150 Squadron : 1 Cat. E.  
1 Whitley : 4 Group : 77 Squadron : 1 Cat. AC.

### Summary

10. Rostock. 91 aircraft set out to attack the town of Rostock. 83 claim to have done so. The photographs taken with bombing show that the target was successfully identified and that the majority of the bombs fell in or close to the town. The bombs dropped included about 75 tons of incendiaries and a large number of fires, some of them large, were started. The fires were rather scattered, however, although the largest of them seem to have been near the centre of the town.

34 aircraft of 5 Group had the Heinkel Works at Marienne as their primary target. 29 of these claim to have bombed the works in an attack which was carried out at comparatively low level (4,000 - 10,000 feet). The photographic evidence shows that a number of them were successful in identifying the target correctly and many crews report a large fire in the area of the works. The main buildings of the factory were, however, apparently not hit on this night.

All except 5 of the 112 aircraft which bombed the town of Rostock or the Heinkel Works did so in the hour between 0137 hours and 0237 hours and 84 of them in the half hour from 0145 to 0215 hours. A high degree of concentration was thus successfully achieved.

The enemy's defences appear from the pilots reports not to have been very strong and only 1 aircraft is missing from this operation. 5 aircraft report flak damage and 2 damage by fighters.

11. Dunkirk. 47 aircraft (freshmen) were despatched to attack Dunkirk Docks. A certain amount of haze made it difficult for some crews to pick out the target and this difficulty was enhanced at times by the dazzling effect of flares dropped by some of our aircraft. 36 aircraft, however, claim to have bombed the primary target and a further 7 state that their bombs fell in its near neighbourhood. The photographic evidence suggests that this was a successful raid but the large fire which was started appears to have been in the S.E. part of the town.

3 of these aircraft were damaged by flak and 1 by a fighter.



MOST SECRETNIGHT RAID REPORT NO. 53.COPY NO. 16BOMBER COMMAND REPORT ON NIGHT OPERATIONS, 25/26TH APRIL, 1942.Meteorological Advice Submitted to the Command

1. 0935 hours. N. Germany, France, Low Countries and England:- Fair.  
 Austria:- Probably some high cloud but rather uncertain.  
 Trondheim:- A feeble warm front will be well to the east of the region, but the amount of cloud is doubtful although likely to be considerable.  
 Home Bases:- These will remain operationally fit all night although there is a slight risk of low stratus for 4 Group.
- 1700 hours. No material change.

Executive Orders

2. The port and town of Rostock was reported on fire, but the weather conditions in the area were still reported to be good and it was thought that this port still offered a very profitable target. A moderate force from 1, 3 and 4 Groups was detailed to attack it, with 5 Group's contribution directed specifically at the Heinkel Aircraft Works.

A special small operation against the Skoda Works at Pilsen was entrusted to 6 Stirlings of 3 Group, it being considered that there was a fair chance of the weather being suitable in that area.

Sorties

3. 172 sorties were made. For details of the operations see attached table.

Weather Experienced

4. Rostock and Route:- Fragments of cloud on route. Clear sky over target with excellent visibility.  
 Pilsen and Route:- Clear over route. 10/10 cloud from 100 miles west of target to target, base at 1,500 feet. Visibility below good.  
 Dunkirk and Route:- Clear over route. 5 - 8/10 low cloud with tops at 6,000 - 9,000 feet. 5/10 medium cloud increasing to 10/10.  
 Moon above the horizon, 72½ of full

Photographic Evidence

5. Rostock. 71 successful photographs were taken with bombing by aircraft attacking Rostock. This is the largest number yet taken on any night. 30 of them show the centre of the town and a further 34 show points within 5 miles of it. In addition there are 3 which show the Heinkel Factory. Large fires are visible in the old town and to the N.E., S and W of it. A photographic reconnaissance on April 26th showed that extensive new damage had been inflicted on the old town and the industrial district to the N.E. The main railway station the Heinkel sub-works and a timber store had all suffered damage on the previous night. The main Heinkel Works was not fully covered and no further damage to it was seen.

Dunkirk. The one photograph taken shows the docks but it is of poor quality and there are no bursts visible.

Abortive Sorties

6. 21 of the sorties were abortive, representing 12½ of the total force despatched. 10 of these were due to technical troubles and 3 abandoned their task after attacks by enemy fighters. The remaining 8 were abortive owing to

inability to locate Dunkirk Docks owing to 10/10 cloud.

### Casualties

#### 7. Aircraft Missing:-

1 Wellington IC :	1 Group:	103 Squadron.
1 Wellington III:	3 Group:	9 Squadron.
1 Wellington III:	3 Group:	115 Squadron.
1 Stirling :	3 Group:	15 Squadron.
1 Stirling :	3 Group:	218 Squadron.

#### Aircraft Damaged by Flak:-

2 Wellington IV :	1 Group	300 Squadron:	2 Minor.
1 Wellington IC :	3 Group:	214 Squadron:	1 Minor.
1 Wellington III:	3 Group:	75 Squadron:	1 Minor.
1 Wellington III:	3 Group:	101 Squadron:	1 Minor.
1 Wellington III:	3 Group:	156 Squadron:	1 Minor.
1 Stirling :	3 Group:	7 Squadron:	1 Minor.
1 Stirling :	3 Group:	15 Squadron:	1 Cat. AC
2 Stirling :	3 Group:	218 Squadron:	1 Minor
			1 Cat. Av
2 Lancasters :	5 Group:	207 Squadron:	2 Minor.

#### Aircraft Damaged by Enemy Fighters:-

1 Wellington IV :	1 Group:	460 Squadron:	1 Cat. AC
2 Wellington III:	3 Group:	101 Squadron:	2 Cat. Av
1 Wellington III:	3 Group:	9 Squadron:	1 Cat. B
1 Stirling :	3 Group:	218 Squadron:	1 Cat. AC

#### Aircraft Damaged not due to Enemy Action:-

1 Wellington II :	1 Group:	12 Squadron:	1 Minor.
1 Whitley :	4 Group:	77 Squadron:	1 Cat. AC

### Summary

8. Rostock. The attack on this town was continued by a force of 128 aircraft, in weather conditions which were as favourable as on the previous two nights.

110 aircraft claimed to have reached and bombed Rostock and to have started a considerable number of fires which crews say were more concentrated than on previous nights. As the raid developed four of these fires are reported to have become very large. The photographs taken with bombing show that the attack was very successful and considerably better concentrated than on the previous nights. This is borne out by the photographs taken on a P.R.U. sortie made the following day.

The 18 aircraft despatched from 5 Group were given the Heinkel Works to the North of the town as their target. 16 of these aircraft claim to have attacked the Works but the bombs of one fell just outside to the West. Three photographs showing the factory were taken with bombing. Of the remaining two aircraft, one did not reach the target and the other bombed the town as it was unable to find its primary target owing to smoke from the fires in the town.

99 of the 110 aircraft which attacked did so in the 35 minutes between 0155 hours and 0230 hours. 7 bombed in the half-hour before 0155 hours and 4 between 0230 hours and 0245 hours.

4 aircraft failed to return from this raid.

The crews taking part in this raid reported that the flak defences of the town had been considerably strengthened, and that in particular there was much more light flak than on the two previous nights. The flak was not very accurate on the whole, however, and appeared not to be predicted but to be barrage fire. 8 of our aircraft were damaged by flak.

Night fighters made 6 attacks and 4 of our aircraft were damaged. Three claims to have shot down British aircraft were heard on intercepted W/T traffic and another British aircraft was described as shot down by flak. It is probable that one of our aircraft was lost to flak and 3 to night fighters. A claim to have destroyed a Me. 110 was made by one of our Wellington IV's.

A full account of the damage done to Rostock in this series of raids, as shown by the final P.R.U. will be included in Night Raid Report No. 54.

Pilsen. A force of 6 Stirlings was despatched to Pilsen where it was hoped that good weather conditions would prevail. 10/10 low cloud was, however, encountered about 100 miles W. of the target and persisted until over the target area.

5 aircraft claim to have attacked the target area. 4 of these bombed through 10/10 cloud on E.T.A., confirmed in two cases by flak. The remaining aircraft came down below the clouds and identified the target visually. Its bombs, however, probably just overshot.

1 aircraft is missing from this attack. It was seen by three of the others to be shot down by flak N.W. of Mannheim. Another was attacked and damaged by an enemy fighter and two more were damaged by flak.

Dunkirk. 32 aircraft set out to attack the Docks at Dunkirk, but encountered a considerable amount of cloud. 16 aircraft claim to have attacked and hit the docks and fires were started in the dock area. A further 5 aircraft also claim to have attacked Dunkirk but owing to cloud and searchlight activity they were unable to be certain that their bombs had fallen on the docks. The only photograph taken with bombing which shows ground detail is of the docks. This, combined with the positive identification of individual dock basins by the attacking crews, indicates that the attack was successful, in spite of the amount of cloud present.

Two aircraft sustained slight damage from flak.

Leeuwarden Aerodrome. This target was attacked by one Blenheim which was successful in locating and bombing it. In this it was assisted by the perimeter lights which were on when it arrived and the flare path which was lit when it circled the aerodrome.

Five aircraft successfully dropped leaflets over Northern France

EC/S.26342/1/ORS.

24.5.42.





BOMBER COMMAND REPORT ON NIGHT OPERATIONS 26/27th APRIL, 1942

Metereological Advice Submitted to the Command

1. 0320 hours. N. Germany:- North of a line from Cologne to Berlin, fine with very good visibility.  
 S. Germany:- Increasing amounts of medium cloud. Low cloud S. of 50° N.  
 N. Italy:- Much low cloud with occasional rain.  
 France:- Much low cloud and rain generally.  
 Home Bases:- Generally fine with good visibility, but increasing amounts of medium and high cloud in S.W. England.
- 1245 hours. No change
- 1645 hours. Rostock:- Practically no cloud, good visibility.  
 Dunkirk:- Up to 5/10 medium cloud; no low cloud. Visibility good.  
 Home Bases:- All groups expect status cloud, base 600 - 1000 ft. about 0300 hours. Good visibility below cloud.
- 1905 hours. Rostock:- A front, with a narrow strip of cloud, is expected to pass Rostock during the night. This cannot be timed but 10/10 cloud is unlikely to be present at any time. More probably well broken cloud or even nil.

Executive Orders

2. Weather conditions continued to be exceptionally favourable for bombing in the N. of Germany and Rostock was again chosen as the target for the main effort.

Sorties

3. A total of 145 sorties was despatched. Details of the operation are shown in the attached table.

Weather Experienced

4. Rostock:- Cloudless with good visibility. Variable amounts of layer cloud to the N. and N.E.  
 Dunkirk:- No cloud apart from patches of cirrus. Visibility Good.  
 Route:- Cloudless with good visibility.  
 Moon:- 72% of full. Above horizon during operations.

Photographic Evidence

5. Rostock The photographs obtained on this night were most successful, since all the 52 taken proved to be of the target area, including 16 of Rostock and 13 of the Heinkel works. Fires are again seen to be burning in the old town and in the Heinkel works. More aircraft were plotted over the works than on any previous night.

A daylight reconnaissance on April 27th showed that during this series of four raids the whole town, apart from the western and southern suburbs, has suffered severely. Damage in the centre of the town is extremely heavy and over 70% of the

.../old town

old town, i.e. about 130 acres, has been devastated. It is estimated that over 1000 houses have been completely destroyed in this area alone. There are three other fairly large areas of devastation and many smaller areas and single points of damage. Important buildings destroyed include the Law Courts and the Head Post and Telegraph Offices.

At the Heinkel main factory a stick of heavy bombs has fallen diagonally across the main assembly hangar. Other new damage includes the assembly shop for prototypes, part of the machine shop and the store for chemical products. The two sub-factories near the Neptune Yards and the gas works have also suffered damage.

Only slight damage has been inflicted on the Neptune shipbuilding yard, but two other warehouses and the large storage depot near the Town Quay have been destroyed. Practically the whole of the extensive storage facilities to the east of the town have been destroyed by fire.

Both the central railway station and the Friedrich Franz passenger and goods station have been severely damaged by fire and there are a number of points of damage to tracks and roads.

Dunkirk 3 photographs were taken with bombing 2 of which were of the target. The photographs were of poor quality, and while they show that two aircraft certainly located the target, no results can be seen.

#### Abortive Sorties

6. The number of abortive sorties was unusually low, only 9 aircraft being obliged to abandon operations. 4 of these were due to technical defects, 3 to enemy action and 1 aircraft engaged in minelaying was unable to pinpoint. In the remaining case sickness of the pilot necessitated return.

#### Casualties

##### 7. Aircraft Missing:-

1 Wellington IV	: 1 Group:	301 Squadron.
1 Stirling	: 3 Group:	149 Squadron.
1 Whitley	: 4 Group:	77 Squadron.

##### Aircraft Damaged by Flak:-

1 Wellington Ic	: 1 Group:	304 Squadron:	1 Minor.
3 Wellington IV	: 1 Group:	142 Squadron:	3 Minor.
1 Wellington IV	: 1 Group:	301 Squadron:	1 Minor.
3 Stirling	: 3 Group:	149 Squadron:	2 Cat. A✓ 1 Minor.
2 Wellington	: 3 Group:	156 Squadron:	2 Minor.
1 Halifax	: 4 Group:	10 Squadron:	1 Cat. AC-
2 Whitley	: 4 Group:	51 Squadron:	1 Cat. AC- 1 Minor.
1 Whitley	: 4 Group:	77 Squadron:	1 Cat. A✓
3 Manchester	: 5 Group:	50 Squadron:	3 Minor.
2 Manchester	: 5 Group:	106 Squadron:	2 Minor.
1 Hampden	: 5 Group:	408 Squadron:	1 Minor.
1 Hampden	: 5 Group:	420 Squadron:	1 Minor.

##### Aircraft Damaged by Enemy Fighter:-

1 Wellington IV	: 1 Group:	460 Squadron:	1 Cat. B✓
1 Blenheim	: 2 Group:	114 Squadron:	1 Cat. E✓
1 Stirling	: 3 Group:	149 Squadron:	1 Minor.
1 Wellington III	: 3 Group:	156 Squadron:	1 Minor.

##### Aircraft Damaged, Not due to Enemy Action:-

Nil.

Bright moonlight with no cloud and **perfect** visibility provided excellent conditions for the fourth raid on Rostock. While the flak defences were somewhat stronger than on the previous night, heavy flak was still only moderate and the main obstacle to accurate observation of results appears to have been the smoke from the burning city.

52 aircraft from 1 and 4 Groups were detailed to attack the town, while 55 from 3 and 5 Groups were given a precise target in the Heinkel Aircraft Factory 46 of the former claim to have carried out their task. A determined effort seems to have been made against the factory, which 46 aircraft claim to have bombed. In particular, four aircraft of 5 Group bombed from 2,000 feet or below while the majority bombed from below 6,000 feet.

Every one of the 52 night photographs taken with bombing was of the target area, including 13 of the Heinkel Factory. The efficiency suggested by this result was amply confirmed by the daylight reconnaissance of the following day, which revealed that the succession of four raids has caused complete devastation of a large part of the residential town and its public buildings and substantial damage to the Heinkel Factory and other military objectives.

The raids may be considered to have entirely fulfilled their purpose.

The last raid lasted approximately 1 hour, during which 92 aircraft attacked.

Three aircraft failed to return from Rostock. One of these is known to have forced-landed in neutral territory, but it is impossible to assign any of the losses to specific causes.

Night fighters were active and in the three attacks reported all the bombers concerned were damaged, while one enemy fighter was probably destroyed.

21 of the aircraft which returned had sustained flak damage.

Dunkirk. Weather and visibility were also good at this target. Of the 24 aircraft detailed 21 claim to have attacked the docks and 1 the area immediately adjacent, but no definite results were seen.

The photographic evidence obtained was poor and gives no indication of the results of the raid. It was however carried out without loss or damage.

Aerodromes. Two aircraft attacked Leeuwarden aerodrome and believe that their bombs fell on the aerodrome although no results were seen. The third attacked Eindhoven aerodrome. Its stick is believed to have straddled the flarepath but bursts were not seen. One of these aircraft was attacked and severely damaged over the sea.

Minelaying. Mines were laid by three of the four aircraft despatched. The remaining sortie was unable to pinpoint the specified position.

Leaflets. All seven Whitleys of 6 Group distributed leaflets in the Lens-Lille area.

HC/S.26342/1/CRS.

24.5.42.

26 - 27th April, 1942.

Target	Group	Aircraft despatched	Interceptions		Casualties			No. of $\sqrt{c}$ claiming to have attacked		No. of $\sqrt{c}$ claiming to have bombed Primary taking photos with bombing, showing			No. of $\sqrt{c}$ failing to attack Primary				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	Boomed other target	Boomed Target Area	Boomed other target	Boomed Territory other target		Boomed Enemy abortive
ROSTOCK (TOWN)	1	Well IC 15			1 minor			15										
		Well III 11						9										
		Well IV 16			1 Cat B 4 minor		1 missing	15								2		
	4	Whitley 5			1 Cat A 1 Cat A 1 minor		1 missing	4		10								
		Well II 3					3											
ROSTOCK (HEDGEHOG WORKS)	3	Halifax 2			1 Cat A				50		21				1	1	1	
		Well III 18			3 minor			14									3	
	Stir. 8			2 Cat A 2 minor		1 missing	6	1										
	5	Harpenden 19			2 minor			18		11							1	
		Man. 9			5 minor		7								1	1		
		Lon. 1					1											
DUNDEE (DOGS)	1	Well IC 3						3										
		Well II 3						3										
		Well IV 1						1		3	2							
		2	Blon. 11						10									
		3	Stir. 1				1											
		4	Whitley 2				2											
		Halifax 3					1	1							1			
2/BROOKS	2	Blon. 3			1 Cat B			3										
WIDE - LANDING	3	Well III 1													1			
	5	Harpenden 1																
		Man. 2																
		Whitley 7																
		145	4	6	1 Cat B 2 Cat A 3 Cat A 8 minor		3 missing	70	58					2	3	4	5	1

Total abortive 9 = 61

BOMBER COMMAND REPORT ON NIGHT OPERATIONS 27/28th APRIL, 1942

Meteorological Advice Submitted to the Command

1. 0925 hours. The estimated positions of the fronts at midnight are
  - (i) Occluded front, 50 miles W. of Firth of Forth - Zuyder Zee - 50 miles S. of Frankfurt-an-der-Oder.
  - (ii) Feeble occluded front, S.W. England - Paris - Lake Constance.

Home Bases:- Generally fine with patches of stratus probably developing in the early morning. Thundery rain may possibly occur in southern England.

Germany:- Fine with very good visibility north of the front; a narrow belt of strato-cumulus cloud along the front; little or no cloud with good visibility south of the front. Over southern Germany variable amounts of cloud.

France:- Cloudy conditions with local thunder along the feeble occluded front. Over the rest of France much medium cloud with variable amounts of low cloud which in the west and south west will be generally 10/10 with local rain.
- 1230 hours. Home bases and North Germany - no change. Much medium cloud and variable low cloud in southern Germany south of 50 deg. N.
- 1705 hours. Home Bases:- Satisfactory, the risk of low stratus being small.
 

Cologne:- From early information it was thought that the strato-cumulus sheet would reach Cologne from south giving 10/10 strato-cumulus. Later information shows however that strato-cumulus in the region down-wind from Cologne has disappeared. However, south-west and south of Cologne there is medium cloud which could reach the area before morning, therefore target conditions expected to be best early in the night.

Heligoland Bight:- Little or no cloud.

Dunkirk:- Much medium cloud, but breaks early, thought to be reasonable for early effort.

N.W. France:- Cloud at various layers and possibility of thundery rain.

Executive Orders

2. Good weather gave a free choice of targets. Two major ones were selected, namely the city of Cologne and the German Battle Cruisers in the naval base at Trondheim.

Minesweeping, an attack on Dunkirk by freshmen, and leaflet dropping by 6 Group were also ordered.

Sorties

3. 163 sorties were despatched. For details see attached table.

Weather Experienced

4. Cologne:- No low or medium cloud. Small amounts of cirrus. Good visibility.

Mineslaying Areas:- No cloud, good visibility:

Dunkirk:- Much high cloud, base above 20,000 ft. Little or no medium cloud. A few crows report haze but most found visibility excellent.

Trondheim:- No cloud. Visibility 5/10 miles. En route sea fog from Shetlands to near Stadlandet, tops 400/500 ft.

Moon above the horizon 89% of full.

#### Photographic Evidence

5. Cologne Only two of the eighteen photographs taken with bombing by aircraft attacking Cologne actually show the town. A further three are within five miles of it. It appears from this that only a small proportion of the force despatched attacked the target. Large fires could, however, be seen burning and a reconnaissance on the next day confirmed that there was considerable fresh damage to the city. Major damage is concentrated in the central City where four large areas consisting mainly of commercial and residential buildings and including a large block of Government offices, have been devastated. A small amount of damage was also done to industrial buildings in the western suburbs.

Dunkirk Two of the three photographs taken during the raid on Dunkirk show the docks but no bursts can be seen. Reconnaissance on April 30th showed that two buildings in the Refinerie de Petroles de Nord had been severely damaged by fire and that nine invasion barges had been destroyed and seven damaged. These successes can be attributed to the raids on this and the three previous nights.

Tirpitz 8 out of the 10 photographs taken with bombing during the attack on the Tirpitz have been plotted within 1 1/4 miles of the ship's position. The remaining two are uncharted. None of the photographs actually show the ship although on a few it may only be obscured by a smoke screen.

#### Abortive Sorties

6. 16 sorties were abortive. 10 of these were due to technical defects, one to an attack by an enemy fighter, one to an aircraft having to jettison its bomb load owing to heavy flak and 4 (1 on Dunkirk and 3 mineslaying) to inability to locate the target.

#### Casualties

##### 7. Aircraft Missing:-

2 Wellington Ic	: 1 Group:	304 Squadron.
2 Wellington III:	1 Group:	150 Squadron.
1 Wellington IV :	1 Group:	300 Squadron.
1 Wellington III :	3 Group:	115 Squadron.
1 Stirling	: 3 Group:	7 Squadron.
2 Halifax	: 4 Group:	10 Squadron.
2 Halifax	: 4 Group:	35 Squadron.
1 Halifax	: 4 Group:	76 Squadron.
2 Halifax	: 4 Group:	702 Squadron.
1 Lancaster	: 5 Group:	97 Squadron.
2 Wellington Ic	: 6 Group:	27 O.T.U.

##### Aircraft Damaged by Flak:-

3 Wellington III :	1 Group:	150 Squadron:	1 Cat.AC.
			2 Minor.
2 Wellington IV :	1 Group:	142 Squadron:	2 minor.
1 Wellington Ic :	3 Group:	214 Squadron:	1 Cat.AC.
1 Wellington III :	3 Group:	9 Squadron:	1 Cat.A.
6 Wellington III :	3 Group:	57 Squadron:	1 Cat.AC.
			3 Cat.A.
			2 Minor.
1 Wellington III :	3 Group:	75 Squadron:	1 Minor.

## Aircraft Damaged by Flak (cont'd):-

3 Wellington III:	3 Group:	115 Squadron:	3 Minor
1 Stirling	: 3 Group:	7 Squadron:	1 Minor
1 Stirling	: 3 Group:	218 Squadron:	1 Minor
2 Whitley	: 4 Group:	77 Squadron:	2 Minor
1 Halifax	: 4 Group:	10 Squadron:	1 Minor
2 Halifax	: 4 Group:	35 Squadron:	1 Cat. A.O.
5 Halifax	: 4 Group:	76 Squadron:	1 Minor
1 Lancaster	: 5 Group:	207 Squadron:	1 Minor

## Aircraft Damaged by Enemy Fighters:-

1 Wellington III:	1 Group:	150 Squadron:	1 Cat. B.
1 Wellington IV:	1 Group:	300 Squadron:	1 Cat. B.
1 Wellington IV:	1 Group:	301 Squadron:	1 Cat. B.

## Aircraft Damaged-Not by Enemy Action:-

1 Wellington III:	3 Group:	75 Squadron:	1 Minor
1 Wellington Ic:	6 Group:	27 O.T.U.	1 Cat. Unknown.

Summary

**Cologne** The weather at Cologne came up to expectation and all aircraft met cloudless skies and good visibility although a few of the late ones had some difficulty with smoke from fires which were started by earlier arrivals. 92 sorties were made against this target, of which 74 claim to have bombed either the target or its near neighbourhood. A considerable number of fires, some of them large, were started. These fires were rather scattered but the largest were reported as being in the centre of the town and in the area of Humboldt-Deuts Works to the west of the town. In addition, a number of crews report fires in the woods to the east of the town.

Although little evidence of the success of this raid is provided by the photographs taken with bombing the daylight reconnaissance on the following day confirms reports of large fires in the centre of the town and shows that this was one of the most successful raids made on this target. The 74 aircraft which claim to have attacked the target area all dropped their bombs between 0045 hours and 0100 hours and 69 of them in the half hour between 0100 hours and 0130 hours.

7 aircraft are missing from this operation. The flak defences in the target area were very active and much accurate predicted heavy flak with good searchlight operation was encountered by our aircraft 18 of which report damage from this operation. 6 attacks were made by enemy fighters three of which resulted in damage to our aircraft.

**Dunkirk** On this target also weather conditions were very favourable although the crews had difficulty in accurate pinpointing owing to ground haze. 8 of the aircraft (freshmen) despatched to this target claim to have attacked the docks and most of them say that they saw their bombs burst across the docks. The accuracy of the attack was confirmed by the evidence provided by the few successful photographs which were obtained. One aircraft was thrown over in to a spin on the runway and its bombs were released immediately control was regained. The crew was, however, unable to say where the bombs had fallen.

Two aircraft are missing from this operation. Heavy flak of moderate density and accuracy was encountered over the target.

**Tripoli** Over this target, also, ideal weather conditions are reported. There was neither cloud nor haze. The later arrivals, however, found the target covered by an effective smoke screen. 16 of the 43 aircraft despatched claim to have bombed the battle ship and a number of very near misses are reported. A further aircraft bombed the estimated position of the ship which they were not able to see through the smoke screen.

.../ The photographic

The photographic evidence shows that the target was successfully located but there is no evidence that any hits were obtained. One aircraft bombed the "Prinz Eugen" and the "Admiral Von Scheer" but its bombs fell in the sea close to them. As well as the special bombs carried for the attack on the battle ship most of the aircraft carried a number of 250 lb. or 500 lb. G.P. bombs to use on other targets which presented themselves. A number of these were dropped on flak positions and aerodromes in the vicinity of the primary target. Two aircraft attacked flak ships off Trondheim with their subsidiary bomb loads and another used its small bombs on a destroyer. One aircraft which failed to pinpoint the target owing to the smoke screen dropped its whole bomb load on Vaernes Aerodrome. Another aircraft failed to find the target area and bombed an unidentified enemy ship north of Trondheim. Two aircraft were forced to jettison their main bomb load owing to flak but one of these used its small bombs on flak positions near Trondheim.

The flak defences in the target area seem to have been fairly intense. There are a number of reports of accurate predicted heavy flak. 8 aircraft report being hit. 5 of our aircraft are missing from this operation.

6 out of 11 aircraft despatched laid mines in the allotted position and another in an alternative. One of these aircraft is missing and two were damaged by flak.

5 Wellingtons I of 6 Group set out to drop leaflets in the Lillo area. 3 of these successfully accomplished their task. The remaining 2 are missing.

BC/S.26342/2/ORS.  
25th May, 1942.

Target	Group	Aircraft Despatched	Interceptions		Casualties			No. of A/G claiming to have attacked		No. of A/G claiming to have bombed Primary taking photos with bombing showing			A/G failing to attack Primary		Did not reach E.C.		
			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	Scorched other Target	Abortive		Bombing other Target	
COLOGNE	1	Well Ia 5	1	3			2 Missing	3									
		Well II 3		1				3									
		Well III 11				1 Cat B 1 Cat A 2 Minor		2 Missing	9								
		Well IV 15	2	1		2 Cat B 2 Minor		1 Missing	10					1	3		
3	Well Ia 3				1 Cat A		3										
	Well III 35	2	2		1 Cat A 1 Minor 2 Cat A 2 Minor		1 Missing	29					1	2			
	Well L21 1						1										
4	Stirling 19	1	3		2 Minor		15							1			
	Halifax 2						1 Missing	1									
TRONDHEIM	4	Halifax 31				1 Cat A 7 Minor		4 Missing	10	12			1	1	2	1	
		Lancaster 12						1 Missing	6	3			1			1	
DUNBLIK	1	Well Ia 1		1				1									
		Well III 2		1				2									
		Well IV 3		2				2	1								
		Well III 1						3	2				1				
4	Whitley 2				2 Minor		2										
	Halifax 3						2 Missing	1									
MURRAY-IND	3	Well III 4				1 Minor		3					1				
		Stirling 2						1 Missing	1								
5	Hampden 2		1											2			
	Lancaster 3				1 Minor			2						1			
LEAPLEYS	6	Well Ia 5				1 minor	2 Missing	3									
		103				3 Cat B 2 Cat A 22 Minor	17 Missing	24	100				2	3	5	10	5



~~MOST SECRET~~

No.	165642
AIR MINISTRY WAR ROOM	
	- 7 J NIGHT RAID REPORT NO. 56
TIME	... HOURS
	COPY NO. 16

107

BOMBER COMMAND REPORT ON NIGHT OPERATIONS 28/29th APRIL 1942

Meteorological Advice submitted to the Command

1. 0925 hours. Low countries and Middle Rhine:- Much medium cloud with increasing low cloud.
- N. Germany:- Fine with very good visibility.
- S. Germany:- In the extreme South, variable amounts of ~~low~~ cloud.
- France:- Much medium and low cloud with rain. Thundery rain locally.
- Home Bases:- Variable amount of cloud with good visibility. Medium and low cloud over S. England.
- 1230 hours. No change.
- 1645 hours. Bases, Route and Targets:- Conditions good. There may be patchy strato-cumulus cloud in the Baltic Area.
- Surface Wind At Bases:- Strong at dusk but decreasing somewhat during the night, except near the coast.

Executive Orders

2. The fine weather was expected to continue and to be suitable for a repetition of the previous night's attack on the TIRPITZ.
- The main bombing effort was directed against KIEL. Small-scale minelaying by freshmen was also ordered.

Sorties

3. A force of 138 aircraft was despatched. For details of the operation, see attached table.

Weather Experienced:

4. Target and Route:- Fine with good visibility.
- Moon:- 93% of full. Above horizon during operations.

Photographic Evidence

5. Kiel This raid seems to have been fairly successful. 19 photographs were taken with bombing of which 6 were of the target and 5 were within 5 miles of it. A number of aircraft apparently reached Kiel and identified the dockyards. Fires were seen burning in Fleiner Kiel. A subsequent daylight reconnaissance revealed only a few new points of damage, but they were significant. Two bays of the angle and plate shaping sheds in the Germania Yards have been destroyed by a direct hit and the two main shops of a wire cable factory completely gutted by fire.

Tirpitz 8 photographs were taken with bombing. Location of the target area appears to have been less successful than on the previous night and only three of the photographs were plotted within 5 miles. A reconnaissance on May 30th shows no damage to the 'Tirpitz', 'Prinz Eugen', 'Admiral Scheer' or 'Admiral Hipper', though only small scale prints were obtained of the first two vessels.

Abortive Sorties

6. 24 sorties, or 17% of the total effort was abortive. 20 aircraft abandoned operations

operations owing to technical defects, chiefly engine trouble, 3 jettisoned their bombs when attacked by enemy fighters and the remaining one was unable to reach the target on time after a late start.

### Casualties

#### 7. Aircraft Missing:-

1 Wellington II :	1 Group:	12 Squadron.
1 Wellington IV :	1 Group:	460 Squadron.
1 Wellington Ic :	3 Group:	214 Squadron.
1 Wellington III:	3 Group:	9 Squadron.
1 Wellington II:	4 Group:	158 Squadron.
2 Halifax :	4 Group:	35 Squadron.
1 Hampden :	5 Group:	408 Squadron.

#### Aircraft Damaged by Flak:-

1 Wellington Ic :	1 Group:	103 Squadron:	1 Minor.
1 Blenheim :	2 Group:	114 Squadron:	1 Minor.
1 Stirling :	3 Group:	7 Squadron:	1 Minor.
1 Wellington III:	3 Group:	156 Squadron:	1 Minor.
2 Halifax :	4 Group:	76 Squadron:	2 Minor.
5 Halifax :	4 Group:	10 Squadron:	2 Cat.AC.
			1 Cat.A.
			1 Cat, not stated
			1 Minor
2 Halifax :	4 Group:	35 Squadron:	2 Cat.AC.
1 Hampden :	5 Group:	408 Squadron:	1 Minor.
1 Lancaster :	5 Group:	97 Squadron:	1 Minor.

#### Aircraft Damaged by Enemy Fighter:-

1 Stirling :	3 Group:	15 Squadron:	1 Minor.
1 Wellington III:	3 Group:	156 Squadron:	1 Cat.AC.
1 Wellington III:	3 Group:	419 Squadron:	1 Cat.AC.

#### Aircraft Damaged, not due to Enemy Action:-

NIL

### Summary

8. Kiel Bright moonlight, absence of cloud and generally excellent weather conditions favoured this operation. Kiel was easily identified and pinpoints were obtained on the fjord and on the Selenter See, east of the town. However, a smoke screen was thrown across the shipyards with good effect and a few aircraft were unable to see the target.

Of 88 sorties despatched 56 claim to have bombed KIEL, 6 attacked other targets in enemy territory, and 20 were abortive. Numerous fires were reported in KIEL and they were said to be well concentrated in the target area.

While a daylight reconnaissance has not shown much new damage the raid achieved some measure of success, since some destruction was caused in the shipyard and part of a wire cable factory was gutted.

6 aircraft failed to return from KIEL, representing 10% of those claiming to have reached enemy territory. Flak defences, while powerful, are said to have been less intense than usual, and no aircraft were seen to be destroyed over the target. Two were seen destroyed from this cause in other localities and five of the returning aircraft had been damaged.

Weather conditions were ideal for interception by night fighters and seven attacks occurred, in which three bombers were damaged. Three enemy aircraft are believed to have been damaged. Independent observations of other crews suggest that two aircraft were destroyed by fighters.

3.

Trondheim // b The 34 aircraft despatched to attack the German battle-cruisers Tirpits, Prinz Eugen, Admiral Scheer and Admiral Hipper at Trondheim were able, in the clear moonlight, to map read right up to the target. Although a smoke screen was thrown over the ships several aircraft were able to see their target.

27 aircraft claim to have bombed the Tirpits either on visual identification or in its estimated position. Several near misses were observed and one crew claims to have obtained a burst beneath the stern of the ship. However, a daylight reconnaissance revealed no damage to any of the ships.

2 aircraft were lost in this attack. While no information is available as to the cause of the losses, flak seems a likely cause since 10 of the returning aircraft had been damaged.

Langerbrugge Power Station 5 of the 6 Blonheims detailed attacked this target in very clear conditions. All aircraft had the target in sight when bombs were dropped but no results were observed. The remaining aircraft did not return but the cause is unknown.

No damage from flak or fighter was sustained.

Aerodromes 2 aircraft attacked Soesterburg aerodrome. The runways were clearly seen and bombs were thought to have fallen across them, though no results were seen. Schipol aerodrome was attacked by one aircraft which saw its bursts in the centre of the landing ground. The fourth sortie attacked Valkenburg aerodrome but glare prevented observation of results. No losses were sustained, but aircraft received slight flak damage.

Minelaying 4 out of 6 sorties (freshmen) laid mines. The remaining two sorties abandoned operations on account of technical troubles.

EC/S.26342/2/ORS.  
25.5.42.

28-29th April, 1942.

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 showing			A/C failing to attack Primary		Did not reach E.T.		
			Attacks	Others	Due to E.I.	Not due to E.I.	Cause Unknown		Target	Target Area	Ground details	Primary Target	Points within 5 miles of Target		Reached Target Area	Reached Enemy Territory
TIRPIT	1	Well Ia 5		1	1 Minor			8								
		Well II 9		1		1 Missing		6					1		1	
		Well IV 10				1 Missing		8							1	
	3	Well Ia 8				1 Missing		1								
		Well III 22	3	2	1 Cat AC 2/Minor	1 Missing		13	19	6	5		1	2	1	4
		Ship 14	3	2	1 Minor	1 Missing		6					1	5	3	
	4	Well II 8		1	1 Minor	1 Missing		4						1	2	
		Hal 1						1								
	5	Ship 10				1 Missing		7						1	1	
		Ship 6		1		1 Missing		5					1			
LANGERBRUGGE POWER STATION	2	Blon 4			1 Minor		3					1				
MINELAYING	5	Well III 1					1									
		Ship 5					3							2		
TRONDHEIM BATTLE CRUISERS	4	Hal 23			1 Minor 1 Cat AC	2 Missing	1	18	8		3					
		Ship 11			1 Minor		2	9								
		138	7	7	6 Cat AC 10 Minor	9	11	87				1	1	7	16	

Total abortive 24 = 175

NO.	165642	105
AIR DEFENSE WAR ROOM		
7 JUN '42		
NIGHT RAID REPORT NO. 57		
TIME	HOURS	
COPY NO. 16		

~~TOP SECRET~~



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

Meteorological Advice Submitted to the Command

- 0920 hours. Tentative estimated midnight position of upper warm front is approximately E. to W. at 49° N over Germany.

Home Bases:- Patches of stratus, otherwise fine.

Target Areas:- Little cloud and very good visibility over the extreme north of Germany. Over Central Germany there will be increasing amounts of medium cloud and possibly some low cloud. Over Southern Germany, North Italy, Central and Southern France there will be much medium and low cloud with rain in places. Over North France there will be some medium cloud but probably no low cloud.

- 1510 hours. No change from previous forecast.

- 1645 hours. Home Bases:- satisfactory.

Holigoland Bight, Dunkirk and Ostend :- fine

Paris:- Small amounts of medium cloud expected but stratocumulus drifting in from South Germany may not disperse before reaching the area.

Executive Orders

- The full moon gave conditions suitable for an attack on a precise target, such as the Gnome-Rhone Aero Engine Works at Connevilliers. This is situated near a built-up area in occupied France and cannot be attacked reasonably under any but the very best conditions.

A subsidiary attack on Ostend by freshmen and minelaying were also undertaken.

Sorties

- The total number of sorties was 119. For details of the operations see attached table.

Weather Experienced

- All targets:- No cloud, good visibility.

Moon above the horizon, 99% of full.

Photographic Evidence

- Connevilliers:- 30 successful photographs were taken with bombing. Of these only 6 show the target. A further 16 are however within five miles. This suggests that whilst most of the aircraft reached the target area only a small proportion identified the actual target. This is borne out by photographs taken on a daylight reconnaissance on April 30th, which show that the Gnome et Rhone Works was not hit but that important damage was done in a number of associated places in the neighbourhood. A strip 96 yards long is missing from the central part of the Power Station roof; a building 64 yards by 48 yards is gutted in the Thomson - Houston factory which manufactures electrical motors and equipment; a building 224 yards by 136 yards in the Goodrich Rubber Tyre works, which are adjacent to the target, has been extensively damaged; another, 170 yards by 130 yards in the Levy factory is completely gutted. Other buildings damaged on both sides of the river include a metal works, a wood working factory, a sewage works, and a telephone factory. Residential property in this area is also damaged.

.../ Ostend.

Ostend The photographs obtained with bombing in this attack suggest that it was scattered. No evidence of bomb bursts or fires in the target area is seen.

#### Abortive Sorties

6. 6 Sorties were abortive on this night. 5 of these were due to technical troubles and one was unable to locate the target (the Gnome et Rhone Works, Gennevilliers.)

#### Casualties

##### 7. Aircraft Missing:-

1 Wellington III:	3 Group:	57 Squadron.
1 Wellington III:	3 Group:	115 Squadron.
1 Wellington III:	3 Group:	156 Squadron.
1 Wellington II:	4 Group:	158 Squadron.
1 Halifax	: 4 Group:	78 Squadron.
1 Manchester	: 5 Group:	50 Squadron.

##### Aircraft Damaged by Flak:-

2 Wellington IC :	1 Group:	103 Squadron:	1 Cat.B.
			1 Minor.
1 Wellington II :	1 Group:	12 Squadron:	1 Minor.
2 Wellington III:	3 Group:	57 Squadron:	1 Cat.AC.
			1 Cat.A.
1 Wellington III:	3 Group:	101 Squadron:	1 Minor.
1 Wellington III:	3 Group:	115 Squadron:	1 Minor.
1 Stirling	: 3 Group:	218 Squadron:	1 Minor.
1 Wellington II :	4 Group:	158 Squadron:	1 Minor.
1 Hampden	: 5 Group:	420 Squadron:	1 Minor.
1 Manchester	: 5 Group:	50 Squadron:	1 Minor.

#### Summary

8. Gennevilliers 92 aircraft set out to attack the Gnome et Rhone Aero engine works at Gennevilliers, near Paris. As was expected they found excellent weather conditions with no cloud, clear visibility and almost full moon. Some of the later aircraft were, however, hampered in precise identification of the target by smoke. 72 of the aircraft claim to have identified the target and dropped their bombs on it and a further 11 state that their bombs fell in the near neighbourhood. A number of large fires were started, but some crews reported that the largest were on the opposite bank of the Seine. The photographs taken with bombing suggest that only a small proportion of the attacking force actually attacked the correct factory. This is borne out by the daylight reconnaissance undertaken the next day which shows that the primary target had not, in fact, received any damage, although considerable damage was done to other industrial property in the near vicinity.

The enemy defences consisted almost entirely of light flak which was intense over the target area and 9 of our aircraft report damage from this cause. Enemy fighter activity was very slight and only one attack was made on our aircraft.

3 aircraft are missing from this operation. 2 of them were apparently destroyed by flak over the target area.

Ostend The weather here also was very clear. 14 aircraft out of 20 freshmen despatched claim to have bombed the docks and another their near neighbourhood. Fires were started but it is uncertain whether they were in the dock area. The photographic evidence suggests that the attack was scattered and that not much success was achieved.

A certain amount of accurate heavy flak was met over the target and this was the probable cause of the loss of one of the 2 aircraft missing from this attack.

Aerodromes in Holland. The 6 Blenheims of 2 Group despatched on this task

.../all claim

3.

claim to have attacked their primary targets, bombing the runways and  
 odrome buildings at Leeuwarden, Schipol and Soesterburg aerodromes. 1 aircraft  
 ch attacked Leeuwarden aerodrome, reported starting a fire with orange flames  
 dense smoke.

Minelaying 5 Manchester of 5 Group set out to lay mines. 3 did so  
 successfully. 1 had to return early owing to a technical defect and the  
 remaining one is missing.

8.26342/2/ORS.  
 5.42.

		Attacks	Others	Due to E.A.	Not due to E.A.	Cause Unknown	Have attacked with bombing showing			Ground Details	Primary Target	Points within 5 miles of Target	Area		Territory		not rec'd E.T.
							Target	Target Area	Combed other Target				Abortive	Herbed other Target	Abortive		
GENEVE BRUXELLES LILLE PARIS	1	Well To	9			1 Cat B	6	3									
		Well II	7			1 Minor											
		Well III	7			1 Minor											
		Well IV	6	1													
	3	Well III	3		1	1 Cat AD 1 Cat A 2 Minor	3	33	6	30	6	16		1			
	Well A2	1															
	Straling	6			1 Minor		2	1									
	Hamden	9			1 Minor		9										
BRISBANE	1	Well IC	1														
		Well II	1														
		Well IV	1														
	3	Well III	1						6	1	1		1				
		Whitley	5				1	4	1								
	Well II	4			1 Minor		3										
	Halifax	7				1	4						1			1	
A/D's in IRELAND	2	Blenc.	6				6										
REIMS-VALE	5	Man.	5			1 Minor		3									1
		100	1	1	1	1 Cat B 1 Cat AC 1 Cat A 8 Minor	6	92	15					4			2
														Total Abortive	6		