

OPERATIONS RECORD BOOK

Appendix

A.A.F.
Form 341.

DETAIL OF WORK CARRIED OUT

By No. 415 (R.C.A.F.) Squadron.

SECRET

Page No. 1.

(Type) Wt. 2500-55 60,000 344 T.S. 700
(Type) Wt. 2500-55 60,000 344 T.S. 700

FOR THE MONTH OF April, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				Up	Down		
4/3.4.45.	Halifax M2344 'D'	P. J.33885 P/O	R.S. Evans.	1933	0129	Bombing Load. 10 x 500 lbs. ANM 64 (T.D. .025) 6 x 500 lbs. M.C. (T.D. .025) H2S, Fishpond, N/E. Filled. T: 2239.6 hrs. H: 19,000 ft. Heading: 102T. 131 m.p.h. Vis. clear. Master Bomber was first heard at 2215 hrs. when he said Basement flight plan, and then prepare for sky markers. No bombing instructions were given until after bombing. Bombing attack was concentrated and obliterating the T.I.'s which were concentrated and very well backed up. At 2239 hrs. a very large orange explosion was seen with heavy black smoke coming from it. Camera run went off heading slightly.	See Appendix 45.
4/3.4.45.	Halifax M2344 'B'	P. J.28606 P/O	D.W. Falconer.	1935	0127	Bombing Load. Same as 'D'. T: 2230.5 hrs. H: 18,700 ft. Heading: 102T. 134 m.p.h. Visibility clear. On run up first heard Master Bomber at 2218 hrs. Ordered to bomb near edge of red and green T.I.'s. Marking was plentiful and well-placed. Bombing was well concentrated. Three large fires seen on target and three large orange explosions with rolling dark smoke. Tactics were good. Bombing run good. Camera run affected by evasive action taken to avoid searchlight cone.	See Appendix 45.
4/3.4.45.	Halifax M2306 'B'	P. J.27857 P/L	A.M. Piper.	1934	0123	Bombing Load. Same as 'D'. T: 2232.0 hrs. H: 18,400 ft. Heading: 080T. 132 m.p.h. Vis. clear, slight ground haze. On run up Master Bomber first heard at 2219 hrs. easily understood. At 2234.5 hrs. Master Bomber ordered us to bomb slightly to port of red and green T.I.'s. Ground marking plentiful and well concentrated. A group of red and green T.I.'s 10 miles from target port of track. Large orange explosion seen at 2230.5 hrs. followed by a large explosion with dark grey smoke to 5/6,000 ft. On leaving target a third explosion was seen. Bombing and camera run straight and level.	See Appendix 45.
4/3.4.45.	Halifax LV941 'G'	P. J.41477 P/O	V.S. Clark.	1932	0131	Bombing Load. Same as 'D'. T: 2239.0 hrs. H: 19,100 ft. Heading: 118T. 150 m.p.h. Visibility clear. Marking was plentiful and concentrated. Master Bomber first heard at 2216 hrs. giving frequency check. At 2240 hrs. carry on with flight plan. He then ordered bombing on T.I.'s green. Bombing was well concentrated on markers. One large dark reddish explosion seen at 2231 hrs. giving off heavy black smoke. Route and tactics good. Camera run straight and level.	See Appendix 45.

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
4/3.4.45.	Halifax NA202 'I'. Target: Harburg.	P. J. 13330 P/L F. Cahill. And Crew.		1930	0137	Bombing Load. Same as 'D'. T: 2230.6 hrs. H: 17,800 ft. Heading: 088T. 189 m.p.h. Visibility clear. Master Bomber first heard at 2219 hrs. Ordered to bomb centre of red and green T.I.'s. Large explosions with one very large explosion 2232.6 hrs. This flared up twice again when leaving the target area. Bombing and markers were well concentrated. Route and tactics good. Bombing and camera run straight and level.	See Appendix 45.
4/3.4.45.	Halifax M24/4 'K'. Target: Harburg.	P. J. 91157 P/O J.I. Clouthier. And Crew.		1936	0143	Bombing Load. Same as 'D'. T: 2230 hrs. H: 19,000 ft. Heading: 085T. 169 m.p.h. Vis. clear, slight ground haze. Master Bomber not heard at all due to interference. Marking was concentrated and plentiful. T.I.'s red seen to cascade at 2228 hrs. Bombing was concentrated on T.I.'s. A large bright yellow glow was seen, but soon obliterated by smoke at 2231 hrs. Route and tactics good. Camera run straight and level.	See Appendix 45.
4/3.4.45.	Halifax NF199 'N'. Target: Harburg.	P. J. 39023 P/O J.T. Patterson. And Crew.		1931	0200	Bombing Load. Same as 'D'. T: 2231.5 hrs. H: 18,700 ft. Heading: 089T. 177 m.p.h. Visibility clear. Master Bomber first heard at 2215 hrs. His instructions were easily understood. The marking was well concentrated and the bombing was accurately placed on the markers. Two orange explosions were seen at 2229 hrs. and one about three minutes later. Quite a number of fires and minor explosions were seen. Tactics good. Bombing and camera run straight and level.	See Appendix 45.
4/3.4.45.	Halifax PH174 'R'. Target: Harburg.	P. J. 88230 P/O T.A. Donnelly. And Crew.		1938	0130	Bombing Load. Same as 'D'. T: 2231.2 hrs. H: 18,400 ft. Heading: 103T. 182 m.p.h. On run up Master Bomber heard at 2232 hrs. ordering to bomb port edge of cascading green T.I.'s. Marking excellent. Bombing concentration good. Two explosions seen on run-up and a large explosion seen at 2234 hrs. On leaving target one large orange explosion. Tactics good. Bombing run good. Camera run affected by starboard bank due to alipstream.	See Appendix 45.
4/3.4.45.	Halifax NF940 'L'. Target: Harburg.	P. J. 21438 P/L W.E. Goodwin. And Crew.		1937	0134	Bombing Load. Same as 'D'. T: 2233.5 hrs. H: 18,100 ft. Heading: 102T. 180 m.p.h. Visibility clear. Master Bomber first heard at 2225 hrs. he instructed to bomb the centre of the red and green T.I.'s. There were quite a number of T.I.'s and all were concentrated. Bombing was accurate. Two large bright orange explosions were seen at 2231 hrs. and 2232 hrs. Tactics were good. Bombing and camera run straight and level.	See Appendix 45.

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C.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

By No. 415 (R.C.A.F.) Squadron.

SECRET

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(7551) Wt 9500-50 60,000 5'42 T.S. 700
(7554-5517) Wt 9533-4367 1036 12'47 T.S. 700

FOR THE MONTH OF April, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				Up	Down		
4/5.4.45.	Halifax RM447 'S'	P. J.35420 P/O F.R. Millbank.		1927	0141	Bombing Load. Same as 'D'. T: 2232 hrs. H: 17,800 ft. Heading: 100T. 136 m.p.h. Visibility clear. Master Bomber first heard at 2225 hrs. and ordered Basement Flight Plan. At 2229 hrs. Master Bomber said bomb green T.I.'s, and told deputy to be ready to drop sky markers. At 2234 hrs. Master Bomber ordered to bomb centre of greens to starboard. Markers were concentrated. Saw large cluster of false red T.I.'s near left side north of Hamburg. Route and tactics good. Bombing and camera run straight and level.	See Appendix 45.
		And Crew.					
4/5.4.45.	Halifax RM237 'T'	P. J.36972 P/O L.P. Minkler.		1925	0139	Bombing Load. Same as 'D'. T: 2231.3 hrs. H: 17,300 ft. Heading: 090T. 135 m.p.h. Visibility good. At 2231 hrs. Master Bomber heard ordering to bomb centre of red and green T.I.'s. At 2233 hrs. said don't bomb starboard part of T.I.'s. On run in one large red explosion with black smoke slightly to port. At 2236 hrs. saw to port 3 or 4 miles one green T.I. and possibly a red T.I. very like ours cascading in air, then on ground. Our markers and bombing seemed concentrated. Route and tactics good. Bombing and camera run straight and level.	See Appendix 45.
		And Crew.					
4/5.4.45.	Halifax RM239 'V'	P. J.12038 P/L A.E. Winkill.		1928	0122	Bombing Load. Same as 'D'. T: 2234.1 hrs. H: 17,200 ft. Heading: 107T. 135 m.p.h. Visibility clear. At 2232 hrs. Master Bomber first heard ordering stand by for sky markers. At 2233 hrs. ordered bomb centre of red and green T.I.'s. Two dummy fire sites seen to port across river opposite dock area between Uderf and built up area of Hamburg. Apparent imitation of red T.I.'s but too concentrated for these. No bomb bursts seen bursting these. In target area large oil fires and mushrooming explosions orange - red with black smoke. Route and tactics good. Bombing and camera run good.	See Appendix 45.
		And Crew.					
4/5.4.45.	Halifax RM240 'W'	P. J.88849 P/O J. Hechter.		1926	0125	Bombing Load. Same as 'D'. T: 2233.7 hrs. H: 16,900 ft. Heading: 103T. 192 m.p.h. Visibility clear. Master Bomber first heard at 2223 hrs. ordered Basement Flight Plan. T.I.'s were very concentrated. On run up several large explosions seen in the marked area. A number of other minor explosions were noted, in the same area after leaving the target. Bombing was very concentrated on the markers. Some presumed dummy T.I.'s about 5 N.E. of Hamburg seem to light up on the ground and not cascade. About the same colour as our T.I.'s. Bombing run good. Camera run affected by evading flare or phosphorus type flak. Tactics good.	See Appendix 45.
		And Crew.					

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
4/3.4.45.	Halifax NR127 'X'. Target: Harburg.	P. J.36423 P/O And Crew.	A.E. Golley.	1924	0140	Bombing Load. Same as 'D'. T: 2233.2 hrs. H: 19,000 ft. Heading: 100T. 130 m.p.h. Visibility clear. Bombed just to port of the only cascading green T.I.'s as per Master Bombers instructions. Bombing was accurate. Large orange explosions giving off black smoke seen at 2229 hrs., 2232 hrs., and 2236.2 hrs. Tactics good. Bombing run good. Banked to port during camera run.	See Appendix 45.
4/3.4.45.	Halifax NR228 'Z'. Target: Harburg.	P. J.93237 P/O And Crew.	J.S. McKenzie.	1929	0135	Bombing Load. Same as 'D'. T: 2232.3 hrs. H: 18,700 ft. Heading: 677T. 177 m.p.h. Visibility clear. T.I.'s red were seen cascading at 2229 hrs. Marking was well concentrated, plentiful and well backed up. Bombing was concentrated on markers. One very large deep reddish explosion was seen at 2234 hrs. giving off heavy black smoke. On way out smoke was seen rising to 20,00 ft. from target area. Route and tactics good. Camera run straight and level.	See Appendix 45.
8/9.4.45.	Halifax MZ814 'D'. Target: Harburg.	P. J.93237 P/O And Crew.	J.S. McKenzie.	1935	0142	Bombing Load. 10 x 500 lbs. ANM 64 (T.D. .025) 6 x 500 lbs. M.C. (T.D. .025) 125; Fishpond. T: 2236 hrs. H: 16,900 ft. Heading: 190T. 176 m.p.h. 10/10 low cloud, vis. fair. Master Bomber first heard at 2228 hrs. He ordered to bomb red and green T.I.'s. There was considerable interference. Bombed as directed. Bombing was well concentrated. Cloud obscured the target area. Tactics good. Straight and level bombing and camera run. Landed at Chipping Warden.	See Appendix 46.
8/9.4.45.	Halifax NR146 'E'. Target: Harburg.	P. J.28606 P/O And Crew.	D.W. Falconer.	1933	0127	Bombing Load. Same as 'D'. T: 2235.3 hrs. H: 17,200 ft. Heading: 192T. 131 TAS. 7/10 low cloud, tops 4,000 ft. Marking was plentiful and fairly well concentrated. Master Bomber first heard at 2227 hrs. telling to bomb sky markers, then he alternated the attack between T.I.'s and sky marking. A large explosion was seen through cloud at 2239 hrs. but other results were obscured by cloud. Camera and bombing run straight and level. Landed at Chipping Warden.	See Appendix 46.
8/9.4.45.	Halifax WY941 'Q'. Target: Harburg.	P. J.39469 P/O And Crew.	R.W. Jupp.	1934	0154	Bombing Load. Same as 'D'. T: 2245 hrs. H: 17,500 ft. Heading: 138T. 134 TAS. 10/10 thin cloud, tops 10/12,000 ft. Master Bomber first heard at 2232 hrs. ordering to bomb furthest greens. He was not clear and there was much interference. Were unable to correct sufficiently to bomb due to bomb aimers instructions being distorted by this interference, so made an orbit. T.I.'s had disappeared when arriving the second time so bombed the approx. position where the green T.I.'s had been. Bombing seemed to be accurate. Tactics were good. Camera run affected by dive to port. Landed at Chipping Warden.	See Appendix 46.

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A.F. FORM 541

DETAIL OF WORK CARRIED OUT

By No. 415 (R.C.A.F.) Squadron.

SECRET

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(*1211-2511) Wt. 2522-1125 750 10164 1A 700
P-5311-2511 Wt. 2762-1792 2500 1145 1A 700

FOR THE MONTH OF April, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
8/9.4.45	Halifax NR156 'H'	P. J.44320 P/O	J.F. Addison.	1936	0228	Bombing Load. Same as 'D'. T: 2236.8 hrs. H: 18,000 ft. Heading: 165T. 200 TAS. 10/10 thin cloud, tops 6,000 ft. Master Bomber not heard at all. Strong interference on three sets. At 2212 hrs. on turning in to Master Bomber WP was jammed, listened in for 10 minutes, conditions became worse. At 2236.8 hrs. bombed centre of red flares, green stars well concentrated. Large area of red glow under cloud. Route and tactics good. Bombing and camera run straight and level. Landed at Chipping Warden.	See Appendix 46. This A/C had combat with fighters Appendix 52.
8/9.4.45	Halifax NA202 'I'	P. J.43330 P/L	P. Cahill.	1928	0157	Bombing Load. Same as 'D'. T: 2235.4 hrs. H: 18,100 ft. Heading: 186T. 188 TAS. 10/10 low cloud, tops 2,500 ft. Master Bomber first heard at about 2228 hrs. contacting the deputy. He directed bombing first on the sky marking, then shortly after bombing, he directed bombing on ground markings. No results of bombing were seen, except a large glow from the target area on the low cloud. Tactics were good, but did not seem to decide the fighters, as fighter flares followed the track pretty accurately. Straight and level bombing and camera run. Landed at Chipping Warden.	See Appendix 46.
8/9.4.45	Halifax PR236 'J'	P. J.35420 P/O	P.R. Millbank.	1931	0132	Bombing Load. Same as 'D'. T: 2235.9 hrs. H: 18,400 ft. Heading: 185T. 185 TAS. 10/10 thin cloud, tops 4,000 ft. Master Bomber jammed, on WPB also marking noticed to begin at 2225 hrs. marking adequate. On run up two large explosions noted. Large explosions leaving target area. Tactics good. Bombing and camera run unaffected. Landed at Chipping Warden.	See Appendix 46.
8/9.4.45	Halifax MZ474 'K'	P. J.9157 P/O	J.I. Clouthier.	1937	0156	Bombing Load. Same as 'D'. T: 2237.0 hrs. H: 18,700 ft. Heading: 182T. 179 TAS. 10/10 cloud, tops 2,500 ft. Marking was good. Master Bomber was first heard at 2230 hrs. giving directions to bomb centre of red and green sky marking. Quite a deep red glow seen through cloud at target area. Route and tactics good. Camera run had slight wobble. Landed at Chipping Warden.	See Appendix 46.
8/9.4.45	Halifax NF940 'L'	P. J.37095 P/O	L.J. Barker.	1930	0140	Bombing Load. Same as 'D'. T: 2239.5 hrs. H: 18,700 ft. Heading: 187T. 181 TAS. 10/10 cloud, tops 8,900 ft. At 2231 hrs. first heard Master Bomber, he ordered to bomb ground markers, and at 2236 hrs. ordered to bomb sky markers, bomb farthest green if you can see it, don't overshoot. On run in saw four or five small areas on fire under cloud. Route and tactics good. Bombing and camera run straight and level. Landed at Chipping Warden.	See Appendix 46.

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
8/9.4.45	Halifax NP199 'N'	P. J. 39023	P/O J. T. Patterson.	1929	0152	Bombing Load. Same as 'D'. T: 2234.5 hrs. H: 16,900 ft. Heading: 190T. 177 TAS. 10/10 low cloud, tops 3,000 ft. At 2215 hrs. Master Bomber was indistinct, later seemed to drop. At 2230 hrs. saw large red - orange explosion directly on track. T.I.'s red and green smoke falling down just past this on our heading, glow seemed to last nearly 10 minutes. Route and tactics very good. Straight and level bombing run. Defensive action taken during return run due to aircraft above. Landed at Chipping Warden.	See Appendix 46.
			And Crew.				
8/9.4.45	Halifax NE256 'Q'	P. J. 41477	P/O V. S. Clark.	1932	0130	Bombing Load. Same as 'D'. T: 2235 hrs. H: 17,200 ft. Heading: 168T. 185 TAS. 10/10 cloud, tops 3,000 ft. Master Bomber not heard because of severe interference or poor transmission. Was on hearing 190T. when new cluster of red-green sky markers appeared to port, bomb that on heading 168T. markers were not too well concentrated. Saw one large red explosion at 2234 hrs. ahead on 190T. in target area. Glow from fires seen under cloud. About one mile outside target on track out one high orange-red explosion seen three miles south east of aiming point another one of same size appeared under cloud. Route and tactics good. Bombing and camera run straight and level. Landed at Chipping Warden.	See Appendix 46.
			And Crew.				
8/9.4.45	Halifax E0447 'S'	P. C. 42323	P/O G. A. Holtor.	1940	0200	Bombing Load. Same as 'D'. T: 2233 hrs. H: 17,500 ft. Heading: 190T. 179 TAS. 10/10 cloud, tops 3,000 ft. Master Bomber not heard at all due to jamming. Sky marking red - green stars opened at 2222.2 hrs. which we bombed. Explosions seen on leaving target. Tactics good. Bombing and camera run straight and level. Landed at Chipping Warden.	See Appendix 46.
			And Crew.				
8/9.4.45	Halifax PE237 'T'	P. J. 36972	P/O L. P. Minkler.	1938	0115	Bombing Load. Same as 'D'. T: 2234.3 hrs. H: 19,000 ft. Heading: 182T. 175 TAS. 10/10 thin cloud, tops 4,000 ft. Master Bomber first heard at 2215 hrs. giving basement flight plan. No results observed. Route and tactics good. Bombing run straight and level. Camera run had about 10 degrees starboard bank. Landed at Chipping Warden.	See Appendix 46.
			And Crew.				
8/9.4.45	Halifax PE239 'V'	P. J. 42038	P/L A. E. Wmhill.	1939	0143	Bombing Load. Same as 'D'. T: 2237.7 hrs. H: 19,000 ft. Heading: 190T. 187 TAS. 10/10 cloud, tops 2,000 ft. Ground marking was obscured by cloud, but sky marking was good. Master Bomber first heard at 2228 hrs. instructing to bomb far edge of greens. At 2230 hrs. instructed to bomb T.I.'s red, and at 2232 hrs. instructed to bomb sky markers. A large orange explosion was seen at 2232 hrs. but other results were obscured by cloud. Route and tactics good. Bombing run good. Camera run affected by alightstream. Landed at Chipping Warden.	See Appendix 46.
			And Crew.				

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A.F. FORM 541

DETAIL OF WORK CARRIED OUT

By No. 415 (R.C.A.F.) Squadron

SECRET

PAGE No. 4

(*1111-1111) Wt. 1111-1111 75M 10/44 I.E. 700
(*1111-1111) Wt. 1111-1111 75M 10/44 I.E. 700

FOR THE MONTH OF April, 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
8/9.4.45	Halifax PR240 "W"	P. J.83849 P/O J. Hechter.		1941	0124	Bombing Load. Same as 'D'. T: 2257.2 hrs. H: 19,000 ft. Heading: 1857. 180 TAS. 10/10 cloud, tops 3/4,000 ft. On run up first heard Master Bomber at 2217 hrs. ordering to bomb green T.L.'s. At 2236.8 hrs. ground marking seen as a distinct glow through cloud. One large explosion noted on leaving target area, at approx. 2238 hrs. Tactics good. Bombing and camera run straight and level. Landed at Chipping Warden. This A/C had combat with fighter.	See Appendix 46.
	Target: Hamburg.	And Crew.					
8/9.4.45	Halifax PR127 "X"	P. J.36425 P/O L.E. Gallow.		1942	0129	Bombing Load. Same as 'D'. T: 2236 hrs. H: 17,800 ft. Heading: 1907. 190 TAS. 10/10 low cloud. Master Bomber first heard at 2220 hrs. ordered to bomb red T.L.'s. At 2238 hrs. ordered to bomb sky markers. Master Bomber was heard weakly on W/F, no landing experienced. Just clear of target at 2240 hrs. saw large yellow-red explosion very short duration. Route and tactics very satisfactory. Bombing and camera run straight and level. Landed at Chipping Warden.	See Appendix 46.
	Target: Hamburg.	And Crew.					
10.4.45	Halifax HA83 "B"	P. J.37885 P/O R.S. Evans.		1347	---	Bombing Load. 6 x 500 lbs. AMW 64 (T.D. .025) 6 x 500 lbs. M.C. (T.D. .025) H2S, Fishpond, N/T. Filled. This aircraft is missing from this operation. Nothing has been heard of any member of the crew since time of take-off.	See Appendix 47.
	Target: Leipzig.						
		Pilot. J.37885 P/O R.S. Evans.				Points 78 23 147:35	
		Nav. J.39881 P/O L.M. Spay.				74 22 147:45	
		A/R. J.39916 P/O L.B. Veltch.				74 22 147:45	
		WE. R837849 P/S M.J. Burns.				71 21 155:35	
		A/G. E272624 P/S D.L. Lorens.				78 23 147:35	
		A/G. E253374 P/S D.R. Toewin.				78 23 147:05	
		P/W. 1826084 Sgt J.M. Andrews.				71 23 148:10	
10.4.45	Halifax PR146 "E"	P. J.28606 P/O D.W. Falconer.		1331	2100	Bombing Load. Same as 'B'. T: 1800 hrs. H: 16,800 ft. Heading: 1907. 185 TAS. Visibility clear. At 1715 hrs. heard Master Bomber order basement-flight plan. At 1736 hrs. he ordered don't undershoot yellow T.L.'s. First lot of bombs down straddled tracks. Whole target was covered with smoke by time we left. Yellow T.L.'s were short of aiming point but Master Bomber allowed for this. Five miles before target area just to starboard 3 white vapour trails or jets pointing vertically to about 14,000 ft. ends curled off sideways as they went up. Another 3 seen just outside target area. None of these seem to actually rise. Route and tactics good. Bombing and camera run straight and level.	See Appendix 47.
	Target: Leipzig.	And Crew.					

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
10.4.45	Halifax LW941 'G'. Target: Leipzig.	P. J. 37095 P/O L.J. Barker. And Crew.		1332	2136	Bombing Load. Same as 'B'. T: 1800.2 hrs. H: 16,800 ft. Heading: 123T. 183 TAS. Visibility clear. At 1738 hrs. first heard Master Bomber say overshoot T.L.'s. Then at 1802 hrs. Master Bomber said good bombing. cluster of bombs right across track. Then target became obscured by smoke which came up fast to 30,000 ft. White smoke markers vertical soon just east of target area. Route and tactics good. Bombing and camera run straight and level.	See Appendix 47.
10.4.45	Halifax NR156 'H'. Target: Leipzig.	P. J. 41820 P/O J.P. Addison. And Crew.		1329	2140	Bombing Load. Same as 'B'. T: 1800.4 hrs. H: 16,800 ft. Heading: 123T. 174 TAS. Visibility clear. Master Bomber heard at 1740 hrs. giving basement flight plan. At 1759 hrs. he instructed to overshoot yellow T.L.'s. Bombing appeared concentrated and accurate, as run out from target. Both black and brown smoke seen billowing up. Tactics good. Bombing run good. Camera run affected by alightstream after bombs dropped.	See Appendix 47.
10.4.45	Halifax NA202 'I'. Target: Leipzig.	P. J. 3330 P/L P. Cahill. And Crew.		1327	2138	Bombing Load. Same as 'B'. T: 1800 hrs. H: 17,500 ft. Heading: 123T. 181 TAS. Visibility clear. Master Bomber first heard at 1751 hrs. calling deputy, then ordered basement flight plan. The yellow T.L.'s were placed in a small triangle slightly short of the aiming point. Bombed as per Master Bomber's instructions. A red explosion seen in markers at 1758.5 hrs. there seemed to be some undershooting, but bombing was generally good. Smoke was rising from the target area near the T.L.'s. Jettisoned 4 x 500 lbs. ARM 64 (T.D. .025) 4 x 500 lbs. M.C. (T.D. .025) (safe) at 1808-0300H, 2027 hrs. 8,500 ft. Evasive action had to be taken during camera run.	See Appendix 47.
10.4.45	Halifax PR236 'J'. Target: Leipzig.	P. J. 35420 P/O M.E. Millbank. And Crew.		1330	2131	Bombing Load. Same as 'B'. T: 1800.0 hrs. H: 16,500 ft. Heading: 130T. 181 TAS. Visibility clear. Marking was concentrated and well placed. Bombing attack was concentrated on target area. Master Bomber first heard at 1753 hrs. giving basement flight plan, then ordered bomb T.L.'s yellow by 1 width, then by 3 widths. Heavy flak hits in starboard main plane near body, target area, 1802 hrs. 16,500 ft. Route good. Camera run had side slip to port to avoid falling bombs.	See Appendix 47.

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DETAIL OF WORK CARRIED OUT

By No. 415 (R.C.A.F.) Squadron

SECRET

PAGE No. 5

(*1333-9511) WL 4822-2150 70M 1014 I.D. 700
(*1333-9511) WL 4703-2755 30M 2142 I.D. 700

FOR THE MONTH OF April 1945

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
10.4.45. Halifax HE256 'Q'.		P. C. 42323 P/O C. G. Holter.		1328	2145	Bombing Load. Same as 'B'. T: 1301.5 hrs. H: 16,300 ft. Heading: 146E. 187 TAS. Visibility clear. Master Bomber first heard at 1745 hrs, saying basement flight plan. Black smoke was rising from the Marshalling Yard, obscuring any other bombing results, but the attack looked concentrated. Jettisoned 2 x 500 lbs. McO. (T.D. .025) (Safe) at 2248-0305H, 2033 hrs, 8,500 ft. hung up over target. Straight and level bombing and camera run.	See Appendix 47.
10.4.45. Halifax HE447 'S'.		P. J. 39469 P/O R. W. Jupp.		1334	2141	Bombing Load. Same as 'B'. T: 1301.0 hrs. H: 16,300 ft. Heading: 120E. 175 TAS. Visibility clear. On run up first heard Master Bomber at 1752 hrs. Master Bomber ordered bomb overshoot markers. Bombed visually on markers near tracks. Bombing was concentrated. Tactics had combat with fighter. Bombing and camera run straight and level.	See Appendix 47. This A/C See Appendix 47.
10.4.45. Halifax HE237 'R'.		P. J. 44482 P/O J. M. Hultman.		1337	2215	Bombing Load. Same as 'B'. T: 1301.0 hrs. H: 16,200 ft. Heading: 125E. 190 TAS. Visibility clear. Overshot centre of T.I.'s yellow by 3 widths on Master Bombers instructions. Marking was well concentrated, but first batch were slightly undershot. Master Bomber first heard at 1739 hrs, saying overshoot T.I.'s yellow by one width, then by 3 widths. Bombing was very concentrated on aiming point. Coming away from target black smoke was seen rising from target area to 5,000 ft. Route and tactics good. Camera run bothered by evasive action.	See Appendix 47.
10.4.45. Halifax HE239 'V'.		P. J. 38250 P/O P. A. Donnelly.		1333	2134	Bombing Load. Same as 'B'. T: 1300.1 hrs. H: 16,200 ft. Heading: 124E. 178 TAS. Visibility clear. On run up heard Master Bomber at 1748 hrs. ordered us to bomb by overshooting yellow T.I.'s, but could see aiming point visually so aimed directly at aiming point. Saw bombs straddling railway tracks. Two batches of yellow T.I.'s one of which was short of aiming point. Bombing was accurate. Tactics good. Camera run straight and level.	See Appendix 47.
10.4.45. Halifax HE240 'W'.		P. J. 38349 P/O J. Hechter.		1335	2128	Bombing Load. Same as 'B'. T: 1300.0 hrs. H: 16,200 ft. Heading: 120E. 180 TAS. Visibility clear. Forged to bomb slightly starboard of aiming point as there was another aircraft to port. Marking was plentiful but about 300 yds. short of aiming point. Bombing was concentrated on target area. When leaving target black smoke was seen over whole target area rising to 6000 ft. Master Bomber first heard at 1748 hrs. giving basement flight plan. Route and tactics good. Camera run straight and level.	See Appendix 47.

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
10.4.45	Halifax NR228 'Z'. Target: Leipzig.	P. J.92766 P/O R.L. McClatchie And Crew		1336	2206	Bombing Load. Same as 'B'. T: 1900 hrs. H: 16,200 ft. Heading: 127L 173 TAS. Visibility good. Master Bomber first heard at about 1738 hrs. ordering to bomb yellow T.I.'s. overshot the yellow T.I.'s as he changed his instructions just before bombing. Black smoke seen rising from markers and aiming point, obscuring the markers on leaving the target. Straight and level bombing and camera run.	See Appendix 47.
10.4.45	Halifax PH174 'R'. Target: Leipzig.	J.49067 P/O J.A. Hoffman And Crew		1421	2144	Bombing Load. Same as 'B'. T: 1901.5 hrs. H: 16,500 ft. Heading: 137L 171 TAS. Visibility clear. Master Bomber not heard. Marking sufficient. Smoke covered target, but it was concentrated. Saw heavy black smoke rising from target. Tactics good. Bombing and camera run straight and level.	See Appendix 47.
13/14.4.45	Halifax PH174 'R'. Target: Kiel.	J.9237 P/O J.S. McKenna And Crew		2031	0258	Bombing Load. 10 x 500 lbs. AMB 64 (T.D. 025) 6 x 500 lbs. M.C. (T.D. 025) H28, Fishpond, W/L. Filled. T: 2333.5 hrs. H: 14,900 ft. Heading: 210L 171 TAS. 10/10 low cloud. tops 2,500 ft. thin. Master Bomber not heard. T.I.'s green were well concentrated, considerable bomb bursts in green glow. Saw dummy green and red T.I.'s going down off to port of target area. One dummy winged red and green stars at 5,000 ft. wall off to port and north east of target area at 2329 hrs. Route and tactics good. Bombing and camera run affected by evasive action due to aircraft above. Diverted to Wallingbourne.	See Appendix 48.
13/14.4.45	Halifax NZ84 'P'. Target: Kiel.	J.92766 P/O R.L. McClatchie And Crew		2024	0221	Bombing Load. Same as 'R'. T: 2334 hrs. H: 14,900 ft. Heading: 167R 169 TAS. 5/10 cloud, tops 2,000 ft. Master Bomber not heard on VHF, indistinct on R1956. Red and green T.I.'s were fairly well concentrated with a few scattered clusters of red T.I.'s. Bombing was accurately placed on the markers. Tactics good. Diverted at Loughes with port outer engine w/s. Feathered this engine about one hour before reaching target, but used it for 1/2 hour, over target area, then feathered it again. Straight and level bombing and camera run.	See Appendix 48.
13/14.4.45	Halifax NR146 'B'. Target: Kiel.	J.41820 P/O J.P. Addison And Crew		2022	0214	Bombing Load. Same as 'R'. T: 2332.5 hrs. H: 15,200 ft. Heading: 168R 177 TAS. 9/10 low cloud, tops 4,000 ft. Good concentration of T.I.'s green. Master Bomber first heard at 2310 hrs. calling up his deputies, gave time check 2318 hrs. and told crews to stand by. Then ordered to bomb centre of T.I.'s green. Bombing was concentrated on the markers, but no other results seen. Route and tactics very good. Camera run straight and level. Landed at Base.	See Appendix 48.

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(*1312-2511) Wt. 2870-3128 75M 1064 F.R. 700
(*1312-2511) Wt. 2703-2972 120M 1142 F.R. 700

FOR THE MONTH OF **April,** 19 **45.**

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
13/4.4.45	Halifax NR206 "P". Target: Kiel.	J. 2787 P/L O.M. Piper. And Crew.		2028	0247	Bombing Lead. Same as "R". T: 2333.7 hrs. H: 15,200 ft. Heading: 240T. 176 TAS. 10/10 cloud, tops 4,000 ft. On run up first heard Master Bomber at 2315 hrs. ordered to stand by for both targets. Then bomb alternative target. Ordered to bomb cascading green T.I.'s at approx. 2332 hrs. Saw concentrated glow of T.I.'s on along. Two large explosions one on eastern side of green T.I.'s second on western side of green T.I.'s. No other results seen. Tactics good. Bombing and camera run unaffected. Diverted to Wallebourne.	See Appendix 48.
13/4.4.45	Halifax LV941 "G". Target: Kiel.	J. 3705 P/O L.J. Barker. And Crew.		2021	0252	Bombing Lead. Same as "R". T: 2334.5 hrs. H: 15,300 ft. Heading: 194T. 187 TAS. 10/10 thin cloud, tops 4,000 ft. Master Bomber first heard at 2324 hrs. ordered to bomb secondary target, then bomb cascading T.I.'s green. Marking was plentiful and well concentrated. No results observed due to cloud. Route and tactics good. Camera run affected by evasive action. Diverted to Wallebourne.	See Appendix 48.
13/4.4.45	Halifax NR176 "H". Target: Kiel.	J. 4482 P/O J.M. Rultman. And Crew.		2023	0300	Bombing Lead. Same as "R". T: 2334.1 hrs. H: 15,300 ft. Heading: 207T. 184 TAS. 10/10 cloud, tops 3,000 ft. At 2330 hrs. first heard Master Bomber. He ordered to bomb the southern aiming point. Markers seemed concentrated with bomb flashes in glow. Saw one large yellow explosion at 2334.6 hrs. slightly to starboard of track near green glow. 1 x 300 lbs. AMO (1700-0221) Jettisoned (safe) at 0040 hrs. 4,000 ft. 24308-0320, hung up over target. Route and tactics good. Bombing and camera run straight and level. Diverted to Wallebourne.	See Appendix 48.
13/4.4.45	Halifax WA202 "I". Target: Kiel.	M. 1330 P/L P. Cahill. And Crew.		2027	0235	Bombing Lead. Same as "R". T: 2331 hrs. H: 15,800 ft. Heading: 185T. 183 TAS. 10/10 cloud, 2/3,000 ft. Master Bomber first heard at 2317 hrs, saying prepare to attack alternative target. Bomber as per Master Bombers instructions. No results of attack seen due to clouds. Tactics good. Arrived over target early, so made an orbit to port. Straight and level bombing and camera run. Diverted to Wallebourne.	See Appendix 48.
13/4.4.45	Halifax PR236 "I". Target: Kiel.	J. 3543 P/O E.L. Millbank. And Crew.		2023	0243	Bombing Lead. Same as "R". T: 2331 hrs. H: 15,800 ft. Heading: 200T. 175 TAS. 10/10 cloud, tops 4,000 ft. thin. At 2329 hrs. first heard Master Bomber say bomb centre of green glow. No special explosions or fires seen. Route and tactics good. Bombing and camera run straight and level. Diverted to Wallebourne.	See Appendix 48.

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
13/14.4.45	Halifax NZ474	*F. J.9157 P/O J.L. Clouthier.		2029	0237	Bombing Load. Same as 'R'. T: 2334.0 hrs. H: 16,100 ft. Heading: 227T. 173 TAS. 10/10 cloud, tops 2,500 ft. At 2330 Master Bomber ordered bomb alternative target. Green T.I.'s were visible under cloud, with more cascading. Running up on last cascade when another fell in same place. Bomb flashes were visible but no fires or smoke seen. Route and tactics good. Camera run straight and level. Diverted to Wallisbourne.	See Appendix 48.
		And Crew					
13/14.4.45	Halifax NF940	PL. J.3339 P/L C.S. Wilkinson.		2020	0236	Bombing Load. Same as 'R'. T: 2329.5 hrs. H: 16,100 ft. Heading: 186T. 182 TAS. 10/10 cloud, 3/6,000 ft. low. First heard Master Bomber at 2317 hrs. he ordered to stand by. Gave alternative target. Illuminating flares were dropped over our aiming point, but no T.I.'s seen there. Green T.I.'s dropped on alternative aiming point. Bombed green T.I.'s as they cascaded. Explosions noted after leaving target. Tactics good. Diverted to Wallisbourne.	See Appendix 48.
		And Crew					
13/14.4.45	Halifax NF199	*W. J.48067 P/O A.D. Hoffman.		2031	0242	Bombing Load. Same as 'R'. T: 2331 hrs. H: 16,400 ft. Heading: 173T. 182 TAS. 10/10 cloud, tops 6,000 ft. Master Bomber first heard at 2315 hrs. talking to deputies. At 2326 hrs. he instructed to bomb alternative target, on briefed height on centre of green T.I.'s. T.I.'s were scattered. No results observed due to cloud. Camera run affected by evasive action from another aircraft. Bombing run good. Landed at Wallisbourne.	See Appendix 48.
		And Crew					
13/14.4.45	Halifax ME256	*Q. C.4233 P/O C.O. Holter.		2023	0239	Bombing Load. Same as 'R'. T: 2334 hrs. H: 16,400 ft. Heading: 170T. 180 TAS. 10/10 low thin cloud, 6,700 ft. Master Bomber not heard distinctly, finally not heard at all. Green T.I.'s seemed concentrated, red T.I.'s cascading when bombing. Bomb explosions in relation to T.I.'s not seen. No other explosions noted, but large red glow to port of green T.I.'s. Route and tactics good. Bombing and camera run straight and level. Diverted to Wallisbourne.	See Appendix 48.
		And Crew					
13/14.4.45	Halifax RG447	*S. J.39469 P/O R.W. Jupp.		2035	0233	Bombing Load. Same as 'R'. T: 2333.5 hrs. H: 16,400 ft. Heading: 172T. 180 TAS. 10/10 cloud, tops 8,000 ft. Marking was plentiful and concentrated. Master Bomber first heard at 2323 hrs. saying alternative target, then bomb cascading T.I.'s green. Bombing was concentrated in the marked area, but no other results seen due to cloud. Route and tactics good, except that set course was too early and too many dog legs needed. Camera run straight and level. Landed at Wallisbourne.	See Appendix 48.
		And Crew					

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(*1332-2511) Wt. 2720-2725 75W 19041 T.S. 700
(*1332-2511) Wt. 2720-2725 250W 1425 T.S. 700

FOR THE MONTH OF April, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
13/14.4.45	Halifax PR237 "R".	J. 88250 P/O T. Donnelly. And Crew.		2034	0234	Bombing Load. Same as "R". T: 2332.2 hrs. H: 16,700 ft. Heading: 189T. 177 TAS. 10/10 low cloud, tops 3,400 ft. At 2327 hrs. first heard Master Bomber's instructions to bomb cascading greens, and at 2331 hrs. ordered to bomb near edge of green glow. Several explosions seen which seemed very bright for bombs. Route and tactics good. Bombing and camera run straight and level. Diverted to Wallerawang.	See Appendix 48.
13/14.4.45	Halifax PR239 "R".	E. C. 844 W/C R.D. Macrae. And Crew.		2033	0210	Bombing Load. Same as "R". T: 2333.5 hrs. H: 16,700 ft. Heading: 240T. 174 TAS. 9/10 cloud, tops 4,000 ft. Master Bomber first heard at 2320 hrs. ordering to stand by for alternative target, then he ordered bomb T.I.'s green and then centre-of-base. Marking was plentiful and quite well concentrated. Bomb bursts seen through cloud in target area. No other results observed. Jettisoned 3 x 500 lbs. ANM 64 (T.D. 025) at 2440N-0800E, 0005 hrs. 3,500 ft. (safe) hung up over target. Route and tactics good. Camera burnt out although run was straight and level. Landed at Base.	See Appendix 48.
13/14.4.45	Halifax PR240 "R".	J. 88349 P/O J. Hoexter. And Crew.		2036	0231	Bombing Load. Same as "R". T: 2332.8 hrs. H: 16,700 ft. Heading: 220T. 180 TAS. 10/10 thin cloud; tops 4,000 ft. T.I.'s seen cascading at 2328 hrs. Marking was concentrated and plentiful. Master Bomber first heard at 2317 hrs. giving basement flight plan, then bomb cascading T.I.'s green then bomb centre of green glow. Bombing appeared concentrated on marked area, but no other results seen. Route and tactics good. Camera run straight and level. Diverted to Wallerawang.	See Appendix 48.
13/14.4.45	Halifax PR243 "R".	J. 36428 P/O A.E. Galloway. And Crew.		2037	2204	Bombing Load. Same as "R". This aircraft abandoned task over Base. Gee burned out H2S gave no ground return and had no gain. Without navigation aids deemed it inadvisable to carry on with the operation. Jettisoned 10 x 500 lbs. ANM 64 (T.D. 025) - 6 x 500 lbs. H.G. (T.D. 025) (safe) to lighten aircraft, at 2309N-0018E, 2117 hrs. 4,500 ft.	See Appendix 48.
13/14.4.45	Halifax PR258 "R".	J. 92582 P/O C.E. Mason. And Crew.		2032	0236	Bombing Load. Same as "R". T: 2335 hrs. H: 17,000 ft. Heading: 161T. 172 TAS. 10/10 cloud, tops 4,500 ft. T.I.'s were concentrated to judge by the glow. By H2S these markers were fairly accurate. On run through break in clouds saw enemy fire - site with red lights about 5-7 miles to port on track, at 2425N-0340E. About 2 dozen explosions seen, presumed bombs and photo flashes. On going away very close to T.I.'s glow but to north-west of this, two red explosions which glowed for a long time. Route and tactics good. Far too much time to waste. Eight minutes in hand when crossing Danish Coast. Bombing and Camera run straight and level. Diverted to Wallerawang.	See Appendix 48.

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
13/14.4.45	Halifax NR228 'E'. Target: Kiel.	P. J.40530 P/O B.M. Combeson. And Crew.		2038	0251	Bombing Load. Same as 'E'. T: 2332.8 hrs. H: 17,000 ft. Heading: 200T. 182 TAS. Low thin cloud, tops 2/3,000 ft. Master Bomber first heard at about 2330 hrs, and ordered bombing on the cascading green T.I.'s, then changed to bomb the glow. Only the alternative aiming point was marked. A few bomb bursts were seen in the green glow on our run up but all other results obscured. Tactics were good. Wide speeds over north sea much higher than briefed, making extra dog legging necessary. Straight and level bombing and camera run. Diverted to Wallingbourne.	See Appendix 43.
13.4.45	Halifax NR145 'A'. Target: Heligoland.	P. J.93237 P/O J.S. McKenna. And Crew.		1006	1436	Bombing Load. 3 x 1000 lbs. ANM 65 (Nose Inst.) 6 x 1000 lbs. ANM 59 (Nose Inst.) 4 x 500 lbs. M.C. (Tail Inst.) H2S, Fishpond. T: 1229.2 hrs. H: 19,000 ft. Heading: 180T. 177 TAS. Via thin cloud, tops 4/10,000 ft. Master Bomber first heard calling his deputy at 1217 hrs. Red T.I.'s overshoot aiming point and yellow under shot. Bomb bursts seen across runways and hangars. Smoke dust rising from target area. Tactics good. Camera and bombing run straight and level.	See Appendix 49.
13.4.45	Halifax MZ314 'D'. Target: Heligoland.	P. J.92766 P/O R.L. Molatohia. And Crew.		0930	1504	Bombing Load. 3 x 1000 lbs. ANM 65 (Nose Inst.) 6 x 1000 lbs. M.C. (Nose Inst.) 4 x 500 lbs. M.C. (Tail Inst.) H2S, Fishpond. T: 1229.5 hrs. H: 19,000 ft. Heading: 180T. 183 TAS. Visibility clear. Heard Master Bomber first at 1225.5 hrs. giving wind check. Corrected for T.I.'s by instructing to bomb to left of T.I.'s and ahead of them. Target soon obscured by smoke or reddish brown dust. Tactics good. Bombing and camera run straight and level.	See Appendix 49.
13.4.45	Halifax NR146 'B'. Target: Heligoland.	P. J.41820 P/O J.P. Addison. And Crew.		0938	1438	Bombing Load. Same as 'A'. T: 1229.8 hrs. H: 19,000 ft. Heading: 176T. 178 TAS. Visibility clear. Marking was ignored as aiming point, visually was perfect. Master Bomber first heard at 1216 hrs. giving basement flight plan. He then directed bombing in relation to T.I.'s. Bombing was concentrated on aiming point, the whole island was completely covered by smoke. Route and tactics very good. Bombing and camera run straight and level.	See Appendix 49.
13.4.45	Halifax NR206 'F'. Target: Heligoland.	P. J.88250 P/O T.A. Donnelly. And Crew.		0948	1443	Bombing Load. 7 x 1000 lbs. ANM 59 (Nose Inst.) 4 x 500 lbs. M.C. (Tail Inst.) H2S, Fishpond. T: 1229.3 hrs. H: 19,000 ft. Heading: 187T. 177 TAS. Vis. Clear. Marking was not needed and T.I.'s red seen short of aiming point. Bombing attack was concentrated on aiming point, but whole island was covered by bursting bombs. Master Bomber first heard at 1224 hrs. giving basement flight plan. Route and tactics good. Camera run straight and level.	See Appendix 49.

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(*1500-2211) Wt. 4785-2155 120 1200 12 700
(*1500-2211) Wt. 4785-2723 1200 12 700

FOR THE MONTH OF April, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
18.4.45	Halifax LV941 'G'. Target: Heligoland.	P. J. 37095 P/O L. J. Harker. And Crew.		0955	1443	Bombing Lead. Same as 'A'. T: 1229.3 hrs. H: 19,000 ft. Heading: 1307. 176 TAS. Visibility clear. Master Bomber first heard at 1217 hrs. He instructed to bomb 100 yards left of red T.I.'s, which was just about the intersection of the runway. Only this one ground of T.I.'s red were seen, to the starboard of the aiming point. Bombing was accurate. Smoke and dust soon obscured the island. Jettisoned 4 x 1000 lbs. AM-59 (Worm Inert) (safe) at 1423H-0620H, 1251 hrs. 13,000 ft. hung up over target. Tactics were good. Straight and level bombing and camera run.	See Appendix 49.
18.4.45	Halifax NR136 'H'. Target: Heligoland.	P. J. 44432 P/O J. A. Ruitman. And Crew.		1000	1444	Bombing Lead. Same as 'D'. T: 1229.5 hrs. H: 18,700 ft. Heading: 1307. 182 TAS. Visibility clear. T.I.'s yellow were seen to fall short in water on north side of island. Master Bomber first heard at 1222 hrs. calling deeply, then told to bomb on T.I.'s red 2-secs beyond. The bombing attack covered the island. Route and tactics good. Camera run straight and level. Island seen to quiver under bomb explosions.	See Appendix 49.
18.4.45	Halifax NA202 'I'. Target: Heligoland.	P. J. 41067 P/O A. D. Ruffman. And Crew.		0953	1451	Bombing Lead. Same as 'D'. T: 1230.0 hrs. H: 18,700 ft. Heading: 1307. 181 TAS. 2/10 cloud, tops 10,000 ft. Vis. good, with patches of light cloud. Arrived early and T.I.'s were just going down; most of the bombs were hitting the aiming point and covering island side of island. Master Bomber was heard clearly and all his instructions were understood and followed. Care in sighting head of bomb sight toppled in slipstream affecting the aim. Route and tactics excellent. Camera run straight and level.	See Appendix 49.
18.4.45	Halifax PK236 'J'. Target: Heligoland.	P. J. 35420 P/O E. R. Millbank. And Crew.		0956	1459	Bombing Lead. Same as 'D'. T: 1229.4 hrs. H: 18,700 ft. Heading: 1308. 182 TAS. Visibility clear. Marking was short but target perfectly identified visually. Master Bomber first heard at 1224 hrs. giving basement flight plan, then delay bombing 2-secs over T.I.'s. Bombing was very concentrated on whole island. A few small explosions on southern end of island seen through clouds of smoke and dust. Route and tactics good. Bombing and camera run straight and level.	See Appendix 49.
18.4.45	Halifax WZ474 'K'. Target: Heligoland.	P. J. 91157 P/O J. L. Clouthier. And Crew.		1005	1442	Bombing Lead. Same as 'A'. T: 1229 hrs. H: 18,700 ft. Heading: 1702. 175 TAS. 1/10 cloud, over target area. On run-up first heard Master Bomber at 1215 hrs. At 1223 hrs. Master Bomber ordered us to bomb 100 yards port of red T.I.'s. Marking plentiful and well placed. Bombing was concentrated only one stick of bombs seen to fall into the sea. Our target was covered with smoke and red dust up to 5,000 ft. Tactics good. Goggles were good. Bombing run straight and level. Camera run affected by other aircraft.	See Appendix 49.

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
13.4.45	Halifax MP940 'L'. Target: Heligoland.	P. J.35339 P/L E.C.S. Wilkinson. And Crew.		0932	1428	Bombing Load. 9 x 1000 lbs. M.C. (Nose Inst.) 4 x 500 lbs. M.C. (Tail Inst.) H2S, Fishpond. T: 1229.2 hrs. H: 18,700 ft. Heading: 168T. 180 TAS. Vis. Clear. Master Bomber first heard at 1217 hrs. The T.I.'s had fallen short and as the aiming point could be seen visually we bombed it. Bombing was accurate and well concentrated. On return route smoke had risen up to several feet about the target. Tactics were good. Bombing and camera run straight and level.	See Appendix 49.
13.4.45	Halifax MP2483 'M'. Target: Heligoland.	P. C.814 W/C R.D. Elgar. And Crew.		0951	1445	Bombing Load. Same as 'D'. T: 1229.8 hrs. H: 18,700 ft. Heading: 174T. 176 TAS. Visibility clear. At 1223 hrs. heard Master Bomber order basement flight plan. At 1226.8 hrs. he ordered bomb 300 yards port of red T.I.'s, but these then landed in water. Bombing was well concentrated. T.I.'s dropped were concentrated also, but they were not in centre of target. Route and tactics good. Bombing run straight and level. Camera run affected by albatross.	See Appendix 49.
13.4.45	Halifax MP276 'Q'. Target: Heligoland.	P. C.42323 P/O C.D. Holter. And Crew.		0954	1300	Bombing Load. 3 x 1000 lbs. ANM 65 (Nose Inst.) 6 x 1000 lbs. ANM 59 (Nose Inst.) 4 x 500 lbs. ANM 64 (Nose Inst.) H2S, Fishpond, N/T. Filled. This aircraft abandoned task at 1430N-0300E, 1135 hrs. 14,000 ft. Turned back because of overheating. Port inner engine overheated and no oil pressure. Starboard C-U-S had an oil leak causing fluctuation of revs. Jettisoned all bomb load (safe) to lighten aircraft at 1436N-0326E, 1143 hrs. 10,000 ft. Port inner oil system failed and aircraft would not hold height.	See Appendix 49.
13.4.45	Halifax MP447 'S'. Target: Heligoland.	P. J.39469 P/O R.W. Jupp. And Crew.		0955	1429	Bombing Load. 3 x 1000 lbs. M.C. (Nose Inst.) 6 x 1000 lbs. ANM 59 (Nose Inst.) 4 x 500 lbs. M.C. (Tail Inst.) H2S, Fishpond, N/T. Filled. T: 1229.6 hrs. H: 18,400 ft. Heading: 166T. 181 TAS. Vis. Clear. At 1218 hrs. heard Master Bomber order bomb Basement Flight Plan. Then over shot markers by 4 sec. Bomb Aimer could see centre of island. Bombing was very concentrated with only a few in water. Tactics good. Camera run straight and level.	See Appendix 49.
13.4.45	Halifax MP237 'T'. Target: Heligoland.	P. J.21438 P/L W.E.C. Goodwin. And Crew.		1003	1437	Bombing Load. 2 x 1000 lbs. ANM 65 (Nose Inst.) 6 x 1000 lbs. ANM 59 (Nose Inst.) 1 x 1000 lbs. M.C. (Nose Inst.) 4 x 500 lbs. M.C. (Tail Inst.) H2S, Fishpond. T: 1229.5 hrs. H: 18,400 ft. Heading: 175T. 180 TAS. Visibility clear. Master Bomber first heard at 1217 hrs. checking with deputies on winds. Then he instructed to bomb 100 yards to right of T.I.'s. Tactics good. Camera and bombing run affected by albatross, and having to dodge other aircraft.	See Appendix 49.

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APPENDIX

R.A.F.
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(*1942-1943) Wt. 4700-4750 22m 12000 12. 700
(*1943-1944) Wt. 4750-4800 22m 12000 12. 700

FOR THE MONTH OF April, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
14.4.45	Halifax PR174 'R'. Target: Heligoland.	P. C.841 W/C P.W. Ball. AND CREW		0947	1442	Bombing Load. Same as 'A'. T: 1229.8 hrs. H: 19,000 ft. Heading: 250T. 169 TAS. 1/10 low cloud, in long waves. Arrived early. Saw red T.I.'s at 1227 hrs. yellow T.I.'s landed in water. Five or six sticks of bombs hit aiming point before we arrived. Subsequent bombing was good and only a few hit the water. Red T.I.'s were not badly placed. Route and tactics good. Camera run straight and level.	See Appendix 49.
14.4.45	Halifax PR240 'W'. Target: Heligoland.	P. J.88349 P/O J. Hechter. And Crew		1007	1426	Bombing Load. Same as 'A'. T: 1229.5 hrs. H: 18,400 ft. Heading: 185T. 180 TAS. Visibility clear. Marking was a bit short but plentiful. Target very clear. visually. MASTER BOMBER first heard at 1220 hours, ordering basement flight plan, then overshoot 100 yards at 1229 hrs. Bombing was very concentrated on whole Island. Island obscured by red cloud of smoke and dust. Route and tactics good. Camera run straight and level.	See Appendix 49.
18.4.45	Halifax PR127 'X'. Target: Heligoland.	P. J.36428 P/O A.S. Galley. And Crew		1002	1430	Bombing Load. Same as 'S'. T: 1229.3 hrs. H: 18,500 ft. Heading: 180T. 177 TAS. Visibility clear. At 1215.3 hrs. heard Master Bomber talking. At 1229 hrs. ordered bomb 100 yards to port of red T.I.'s. Just then one cluster of red T.I.'s fell short of island. So bombed regardless of P.P.F. instructions. Some red T.I.'s seen in built up area in west of island, and to east side of landing ground. Bombing was concentrated on buildings. Route and tactics good. Bombing and camera run straight and level.	See Appendix 49.
18.4.45	Halifax PR938 'Y'. Target: Heligoland.	P. J.92782 P/O C.R. Shann. And Crew		1001	1431	Bombing Load. Same as 'M'. T: 1229.4 hrs. H: 18,400 ft. Heading: 170T. 170 TAS. Visibility clear. At 1219 hrs. first heard Master Bomber order basement flight plan. At 1226 hrs. he ordered to bomb 100 yards left of red T.I.'s. And at 1230 hrs. he ordered overshoot overshooting red T.I.'s. Red T.I.'s were right across at first. Latex were per port side of island about 1000 yards. Concentration of bombs very good. About 500 yards south east of island in the waters of the bay or harbour at 1231.2 hrs. there was a large explosion from the water. No flame seen, smoke up to 3/4000 ft. Jettisoned 4 x 500 lbs. W.C. (tail inst.) (fused) at 1234.00 ft. 1238 hrs. 5402M-0729M, hung up over target. Route and tactics good. Bombing and camera run straight and level.	See Appendix 49.
18.4.45	Halifax PR228 'Z'. Target: Heligoland.	P. J.80570 P/O R.L. Comission. And Crew		1005	1446	Bombing Load. Same as 'A'. T: 1229.5 hrs. H: 18,500 ft. Heading: 170T. 181 TAS. Visibility clear. On run up first heard Master Bomber at 1230 hrs. he ordered us to bomb 100 yards to port of markers. Marking was good but visual identification excellent. Bombing was well concentrated. Tactics very good. Bombing and camera run straight and level.	See Appendix 49.

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
18.4.45.	Halifax MK239 'V'. Target: Helligoland.	P. J. 12038 P/L A. E. Wainmill. And Crew.		0957	1449	Bombing Load. 6 x 1000 lbs. ANM 79 (Nose Inst.) 1 x 1000 lbs. M.C. (Nose Inst.) 4 x 500 lbs. ANM 64 (Nose Inst.) H2S, Pishpond, N/T. Filled. T: 1229.2 hrs. H: 18,400 ft. Heading: 168T. 176 TAS. Vis. clear. On run up first heard Master Bomber at 1246 hrs. ordering to bomb 100 yards to port of red T.L.'s at 1227.5 hrs. Marking was plentiful the trace of T.L.'s smoke helped on run up when we ran into the cloud just before target. Bombing was concentrated and well placed. Tactics good. Bombing and camera run good, but no lights showed.	See Appendix 49.
22.4.45.	Halifax NR145 'A'. Target: Bremen.	P. J. 93237 P/O J. S. McKenzie. And Crew.		1636	2150	Bombing Load. 6 x 500 lbs. G.P. (P.D. .025) 10 x 500 lbs. ANM 64 (P.D. .025) H2S, Pishpond, N/T. Filled. Abandoned task at target area on Master Bomber's instructions at 1905.5 hrs. All bomb load brought back.	See Appendix 50.
22.4.45.	Halifax MK234 'D'. Target: Bremen.	P. J. 41992 P/O W. R. L. Abram. And Crew.		1631	2156	Bombing Load. Same as 'A'. Abandoned task at 1909 hrs. 17,500 ft. over target area. Master Bomber not heard. Followed gaggle in turn to starboard and set course to Base. Brought back all bomb load.	See Appendix 50.
22.4.45.	Halifax NR146 'W'. Target: Bremen.	P. J. 41920 P/O J. P. Addison. And Crew.		1630	2153	Bombing Load. 6 x 500 lbs. G.P. (P.D. .025) 10 x 500 lbs. ANM 64 (P.D. .025) H2S, Pishpond, N/T. Filled. Master Bomber first heard at 1904 hrs. not clear. checking with deputy. Ordered cease bombing at 1904 hrs. Red fire seen burning on out aiming point, giving off smoke. No bombing seen, also another fire in S.E. of town. All bomb load brought back.	See Appendix 50.
22.4.45.	Halifax MK206 'P'. Target: Bremen.	P. J. 37095 P/O L. J. Hayker. And Crew.		1622	2152	Bombing Load. Same as 'A'. Abandoned task at 1910N- 0346Z, 1905.0 hrs. 17,500 ft. on Master Bomber's instructions. 17/10 cloud, tops 5,000 ft. Horizontal vis. good. All bomb load brought back as ordered.	See Appendix 50.
22.4.45.	Halifax NR156 'H'. Target: Bremen.	P. J. 41432 P/O J. W. Hultman. And Crew.		1621	2159	Bombing Load. Same as 'A'. Abandoned mission as per Master Bomber's instructions. 9/10 cloud, tops 5,000 ft. Gaggle and tactics were good. All bomb load brought back.	See Appendix 50.
22.4.45.	Halifax MK236 'J'. Target: Bremen.	P. R201560 P/S H. Ward. And Crew.		1633	2208	Bombing Load. Same as 'A'. Abandoned mission on instructions from Master Bomber. 6/10 cloud, tops 5/6,000 ft. On small fire seen in north end of town. Tactics good. All bomb load brought back.	See Appendix 50.
22.4.45.	Halifax MK474 'K'. Target: Bremen.	P. J. 92766 P/O R. L. McClatchie. And Crew.		1627	2207	Bombing Load. Same as 'A'. Abandoned task at 1907N- 0349Z, 1906.0 hrs. 17,500 ft. on instructions from Master Bomber. 6/10 cloud, very wispy could see right through it. tops 6/7,000 ft. Gaggle was early and off track into target. All bomb load brought back as ordered.	See Appendix 50.

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
22.4.45.	Halifax NF940 'L'.	P. J.40550 P/L B.L. Cowleson.		1626	2200	Bombing Load. Same as 'E'. Abandoned task at 5310N-0340E, 1905.0 hrs. 18,000 ft. on instructions from Master Bomber. 6/10 cloud, tops 10/12, tops 10/12,000 ft. All bomb load brought back as ordered.	See Appendix 50.
		And Crew.					
22.4.45.	Halifax NR228 'Z'.	P. C.814 W/C R.D. Blagrove.		1619	2146	Bombing Load. Same as 'A'. Abandoned task over target at 1906 hrs. 17,800 ft. on instructions from Master Bomber. 5/10 cloud, tops 6,000 ft. Tactics good. Saw three streams of smoke from red T.I.'s over target. All bomb load brought back as ordered.	See Appendix 50.
		And Crew.					
22.4.45.	Halifax NF199 'H'.	P. J.39023 P/O J.T. Patterson.		1628	2157	Bombing Load. Same as 'A'. Abandoned task over target area, at 1905 hrs. on instructions received from Master Bomber. 8/10 cloud over target, tops 3,000 ft. Saw one red fire on river's edge in built-up area. Opposite forest park. Gaggles good, on track and well concentrated. All bomb load brought back as ordered.	See Appendix 50.
		And Crew.					
22.4.45.	Halifax NR256 'Q'.	P. J.37561 P/O J.P. Sadler.		1629	2211	Bombing Load. Same as 'A'. Abandoned task at 5407N-0848 hrs. 17,000 ft. No markers or bombing seen. All bomb load brought back as ordered. 6-8/10 cloud, tops 7,000 ft.	See Appendix 50.
		And Crew.					
22.4.45.	Halifax NF174 'R'.	P. J.38250 P/L T.A. Donnelly.		1630	2133	Bombing Load. Same as 'E'. Abandoned task over target on instructions from Master Bomber at 1905 hrs. 17,800 ft. All bomb load jettisoned (safe) at 5335N-0334E, 2021 hrs. 12,000 ft. AIRCRAFT landed at Carnaby owing to lack of brake pressure.	See Appendix 50.
		And Crew.					
22.4.45.	Halifax R0447 'S'.	P. J.39469 P/O R.H. Jupp.		1634	2145	Bombing Load. Same as 'A'. Abandoned task at target area, at 1908.5 hrs. 17,200 ft. Unable to hear Master Bomber so did not bomb as briefed. Also saw no other aircraft bombing. 9/10 cloud, tops 8,000 ft. Route and tactics good. All bomb load brought back.	See Appendix 50.
		And Crew.					
22.4.45.	Halifax NF227 'T'.	P. J.36972 P/O L.D. Minkler.		1632	2210	Bombing Load. Same as 'E'. Abandoned task over target area, on Master Bomber's instructions at 1904.7 hrs. Cloud over aiming point, tops 6,000 ft. Three-quarters of city obscured. Jettisoned 2 x 500 lbs. M.G. (T.D. 023) (safe) to lighten aircraft at 2034.5 hrs. 10,000 ft. 5337N-0323E. Brought back as instructed 4 x 500 lbs. M.G. (T.D. 023) 10 x 500 lbs. AMM 64 (T.D. 023). Gaggles was good. Off track to starboard coming into target, this was after Master Bomber had ordered to abandon mission.	See Appendix 50.
		And Crew.					

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
22.4.45	Halifax PR239 'V'.	P. J. 12033 P/L A. E. Minnill.		1623	2143	Bombing Load. Same as 'E'. Abandoned mission as per Master Bomber's instructions. 5/10 cloud, tops 8,000 ft. Master Bomber first heard at 1904 hrs. saying 'do not bomb unless instructed'. At 1904.5 hrs. ordered cease bombing. Shortly after deputy suggested a 10 minute orbit. On approach identified the target visually and saw one cluster of red T.I.'s accurately placed on the aiming point. A patch of cloud obscured the aiming point, as we were over it. Tactics good. All bomb load brought back as ordered.	See Appendix 50.
	Target: Bremen.	And Crew.					
22.4.45	Halifax PR240 'W'.	P. J. 14477 P/O V. B. Clark.		1634	2205	Bombing Load. Same as 'A'. Abandoned task over target area at 1907 hrs. 17,200 ft. Unable to hear Master Bomber and saw no other aircraft bombing. 6/10 cloud, tops 8,000 ft. Route and tactics good. All bomb load brought back.	See Appendix 50.
	Target: Bremen.	And Crew.					
22.4.45	Halifax PR127 'X'.	P. J. 36428 P/L A. E. Galloway.		1625	2213	Bombing Load. Same as 'A'. Abandoned task over target area at 1906 hrs. Could not hear Master Bomber. 8-9/10 cloud, tops 8,000 ft. All bomb load brought back.	See Appendix 50.
	Target: Bremen.	And Crew.					
22.4.45	Halifax PR938 'Y'.	P. J. 92532 P/O C. L. Rison.		1635	2204	Bombing Load. Same as 'E'. Abandoned task over target area at 1905 hrs. 17,200 ft. on instructions from Master Bomber. 6/8/10 cloud, tops 10,000 ft. Tactics good. All bomb load brought back on instructions from Master Bomber.	See Appendix 50.
	Target: Bremen.	And Crew.					
23.4.45	Halifax PR145 'A'.	P. J. 93237 P/O J. S. McKenna.		1444	1914	Bombing Load. 9 x 1000 lbs. M.C. (T.D. .025) 4 x 500 lbs. ANM 64 (T.D. .025) H2S, Fishpond, N/T. Filled. T: 1717.5 hrs. H: 11,400 ft. Heading: 156T. 260 TAS. Vis. slight haze. At 1701 hrs. heard Master Bomber, he ordered 'bomb red T.I.'s', but these were not visible. At 1714 hrs. heard him order 'undershoot Plokwiek 400 yds'. Saw a great deal of very heavy black smoke coming from south westerly edge of Wangerooze with flash of bomb burst visible through smoke and occasional glow, fires seen through smoke on leaving.	See Appendix 51.
	Target: Wangerooze.	And Crew.					
23.4.45	Halifax PR2314 'D'.	P. J. 91075 P/O R. Fallon.		1446	1927	Bombing Load. 10 x 500 lbs. ANM 64 (T.D. .025) 6 x 500 lbs. G.P. (T.D. .025) H2S, Fishpond, N/T. Filled. T: 1717.2 hrs. H: 11,700 ft. Heading: 107T. 172 TAS. Vis. clear. Bombing estimated aiming point covered by smoke. On run up heard Master Bomber at 1700 hrs. ordered to undershoot smoke by 400 yards. at 1717 hrs. but it was too late to do so. Bomber smoke, good concentration of bombing. Signs of town received some bombs. Tactics good. Bombing and camera run straight and level.	See Appendix 51.
	Target: Wangerooze.	And Crew.					

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(*1131-0111) Wt. 2820-2125 73W 1041 E.S. 720
(*1131-0111) Wt. 4703-2750 230W 1142 E.S. 720

FOR THE MONTH OF April, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				Up	Down		
25.4.45	Halifax NR146 'B'. Target: Wangeroooga.	P. J.41320 P/O J.P. Addison. And Crew.		1437	1910	Bombing Load. Same as 'A'. T: 1717.4 hrs. H: 11,400 ft. Heading: 111T. 169 TAS. Visibility clear. Visually identified island, and town, aiming point stood out clearly. On run up Master Bomber heard at 1702 hrs. ordered bomb red T.I.'s at 1712 hrs. then ordered bombing with relation to smoke. No marking seen. Bombing accurate and well concentrated. Some bombs fell into the town. No evidence seen of large explosions. Tactics good. Bombing and camera run good.	See Appendix 51.
25.4.45	Halifax NR206 'P'. Target: Wangeroooga.	P. J.41067 P/O A.D.J. Huffman. And Crew.		1441	1917	Bombing Load. Same as 'A'. T: 1713 hrs. H: 11,400 ft. Heading: 110W. 165 TAS. Visibility clear. Master Bomber not heard. Smoke covered the targets but the eastern part of the town we bombed where we judged the aiming point to be. Bombing was good. A red glow could be seen in the centre of the smoke. Tactics good. Straight and level bombing and camera run, except turned to port possibly before camera run complete.	See Appendix 51.
25.4.45	Halifax NR156 'H'. Target: Wangeroooga.	P. J.41432 P/O J.H. Hultman. And Crew.		1436	1919	Bombing Load. Same as 'D'. T: 1717.9 hrs. H: 11,400 ft. Heading: 114T. 162 TAS. Vis. ground haze, but fairly clear. No T.I.'s seen. Master Bomber not heard at all. Bombing was concentrated on target area, and that section of island was covered with brown smoke. On bombing run had to avoid aircraft below but camera run good. Route and tactics good. Gaggles good except for heights, which were scattered.	See Appendix 51.
25.4.45	Halifax NA202 'I'. Target: Wangeroooga.	P. J.13330 P/L P. Cahill. And Crew.		1447	1940	Bombing Load. Same as 'A'. T: 1713.5 hrs. H: 10,500 ft. Heading: 09T. 169 TAS. Slight low cloud, vis. good. Master Bomber first heard at 1715 hrs. saying bomb red T.I.'s, we had to get out to port to avoid the bombs of another aircraft above. Bombed to the left of the markers. Bombing was concentrated around the smoke, which obscured the target. Tactics good. Straight and level camera run.	See Appendix 51.
25.4.45	Halifax NR206 'J'. Target: Wangeroooga.	P. J.37095 P/O L.J. Barker. And Crew.		1442	1923	Bombing Load. Same as 'A'. T: 1717.4 hrs. H: 11,400 ft. Heading: 113T. 177 TAS. Slight low haze, did not affect visibility. At 1716 hrs. heard Master Bomber order bomb T.I.'s red, but they were not visible as blackish smoke rising from bombs obscured aiming points. Continuous well concentrated flashes seen through smoke. Bomb holes observed in the sand on the eastern end of the island, on leaving. Gaggles was good, and well concentrated.	See Appendix 51.

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
25.4.45.	Halifax ME274 'K'. Target: Wangerooze.	P. C.814 W/C R.D. Elgrave. And Crew.		1439	1918	Bombing Load. Same as 'D'. T: 1718 hrs. H: 11,100 ft. Heading: 115T. 170 TAS. Visibility clear. On run up Master Bomber heard at approx. 1710 hrs. ordered to undershoot smoke by 400 yds. we were too near to carry this out so bombed 200 yards short of smoke. Red T.I.'s were seen over target. Bombing appeared concentrated. Tactics good. Bombing and camera run affected by severe alipstroms.	See Appendix 51.
25.4.45.	Halifax ME940 'L'. Target: Wangerooze.	P. J.40550 P/L B.M. Cowleson. And Crew.		1440	1909	Bombing Load. 40 x 500 lbs. AM 64 (T.D. .025) 6 x 500 lbs. M.C. (T.D. .025) H23. Fishpond, N/T. Filling. T.I. 1117.2 hrs. H: 11,100 ft. Heading: 112T. 179 TAS. Hazy, via. good. Master Bomber first heard at 1703 hrs. He instructed to bomb the centre of the red T.I.'s. Just after bombing he changed instructions to bomb Pickwick. There was a red glow partially obscured by the smoke. Bombing was concentrated. The entire island, except the eastern tip, was covered with smoke. Tactics good. Straight and level bombing and camera run.	See Appendix 51.
25.4.45.	Halifax ME199 'M'. Target: Wangerooze.	P. J.99023 P/O J.L. Patterson. And Crew.		1438	1913	Bombing Load. Same as 'A'. T: 1718.4 hrs. H: 10,800 ft. Heading: 120T. 164 TAS. Slight ground haze. At 1700 hrs. heard Master Bomber call deputies. At 1716 hrs. ordered to bomb red T.I.'s. At 1717 hrs. said bomb 400 yds. short of smoke. On run out saw concentration of bombs in smoke which seemed to cover the aiming point, brownish smoke. Town was obscured in smoke. Tactics good, route was good, route in was too close to Frisian Islands flak was coming up from there. Bombing and camera run straight and level. Camera run may have been affected by evasive action due to flak.	See Appendix 51.
25.4.45.	Halifax ME256 'Q'. Target: Wangerooze.	P. J.92766 P/O Mochelohs, R.L. And Crew.		1445	1926	Bombing Load. Same as 'D'. T: 1719.1 hrs. H: 10,300 ft. Heading: 111T. 163 TAS. Visibility clear. At 1713.1 hrs. heard Master Bomber order bomb red T.I.'s. At 1714.1 hrs. he said bomb 300 or 400 yards, (he was not very clear), short of upwind edge of smoke. Small dull red fires seen in smoke around aiming point. Bombing very concentrated. Route and tactics good. Bombing run straight and level. Camera run may have been affected.	See Appendix 51.
25.4.45.	Halifax ME174 'R'. Target: Wangerooze.	P. R201560 P/S H. Ward. And Crew.		1443	1929	Bombing Load. Same as 'A'. T: 1718.4 hrs. H: 10,300 ft. Heading: 121T. 161 TAS. Via. clear, with slight haze. Master Bomber first heard at 1653 hrs. trying to contact deputy. Later gave time check and then directed bombing on T.I.'s red. Bombing was concentrated on the target area. Route and tactics very good. Camera run had slight turn to port.	See Appendix 51.

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APPENDIX

A.F. FORM 541.

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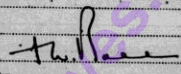
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(15112-15117) WL 48745-48749 100M 11/2 780

FOR THE MONTH OF April, 1945.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
25.4.45	Halifax R0447 'S'.	P. J.39469 P/O R.W. Jupp. And Crew.		1451	1906	Bombing Load. Same as 'D'. T: 1743.0 hrs. H: 10,300 ft. Heading: 116T. 165 TAS. Visibility clear. T.I.'s red started to cascade, when reached target area, but were soon obscured by brown smoke. Master Bomber not heard at all. Bombing was very concentrated on the target area. Route and tactics good. Turned to port to avoid falling bombs on camera run.	See Appendix 51.
25.4.45	Halifax PW237 'T'.	P. J.36972 P/O L.P. Minkler. And Crew.		1448	1907	Bombing Load. Same as 'A'. T: 1743.4 hrs. H: 10,300 ft. Heading: 110T. 170 TAS. Vis. clear, smoke, and some haze. Master Bomber first heard at 1700 hrs. checking with deputy. He first ordered to bomb red T.I.'s, then under-shoot Pickwick by 400 yds. Practically whole target was covered with smoke. Bombing seemed accurate. One fire seen presumed in the town. Tactics good. Straight and level bombing and camera run.	See Appendix 51.
25.4.45	Halifax PW239 'V'.	P. J.42038 P/L A.E. Winmill. And Crew.		1449	1924	Bombing Load. Same as 'A'. T: 1747.7 hrs. H: 10,300 ft. Heading: 111T. 167 TAS. Vis. clear, slight haze. T.I.'s red seen on run up and seemed to be well placed. Master Bomber first heard at 1745 hrs. ordering to bomb red T.I.'s, then under-shoot smoke by 400 yds. and then changed to Pickwick. Bombing was very concentrated on target area. Target was completely obscured by blue-grey smoke. Several small fires seen in built up area. Route and tactics good. Camera run bothered by slip-stream and port wing went down.	See Appendix 51.
25.4.45	Halifax PW240 'W'.	P. J.44577 P/O V.S. Clark. And Crew.		1452	1912	Bombing Load. Same as 'D'. T: 1748.5 hrs. H: 10,300 ft. Heading: 112T. 170 TAS. Vis. clear, slight ground haze. At 1701 hrs. first heard Master Bomber calling deputy, he ordered Basement flight plan. At 1717 hrs. said bomb 400 yards short to Pickwick. Target obscured by smoke on run in, but town was clear. On drawing away four orange fires, dusty smoke from aiming point west of town. Route and tactics good. Bombing and camera run straight and level.	See Appendix 51.
25.4.45	Halifax PW427 'X'.	P. J.36423 P/L A.E. Galley. And Crew.		1453	1915	Bombing Load. Same as 'D'. T: 1748.5 hrs. H: 10,500 ft. Heading: 116T. 169 TAS. Vis. fair, slight haze. At 1747.2 hrs. heard Master Bomber giving time check. At 1747.5 hrs. he ordered bomb 400 yards short to Pickwick. Air Bomber saw great deal of smoke coming from target area, and numerous well concentrated bomb bursts. On leaving all bombs seemed to be hitting target area well grouped around T.I.'s red. Route and tactics good. Camera run straight and level.	See Appendix 51.

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
25.4.45.	Halifax NF938 'Y'.	P. J. 92532 P/O G.R. Benson.		1450	1911	Bombing Load. Same as 'L'. T: 1743.1 hrs. H: 10,500 ft. Heading: 112T. 162 TAS. Vis. clear, slight haze. No T.I.'s seen. Bombing was well concentrated on target area. Town was burning and there was brown smoke rising to 2,000 ft. Master Bomber first heard at 1701 hrs. giving Basement Flight Plan, and at 1703 hrs. gave time check. Not heard again until 1717 hrs. ordering to bomb red T.I.'s. Route and tactics good. Gaggles was quite good. Most aircraft appeared to make for built up area rather than actual aiming point.	See Appendix 51.
		And Crew.					
25.4.45.	Halifax NF228 'Z'.	P. J. 37561 P/O G.R. Sadler.		---	---	Bombing Load. Same as 'D'. This aircraft failed to take off due to a cracked sleeve in the port inner engine.	See Appendix 51.
		And Crew.					


 (P.W. Bell) Wing Commander,
 Officer Commanding,
 No. 415 (B.C.A.F.) Squadron.