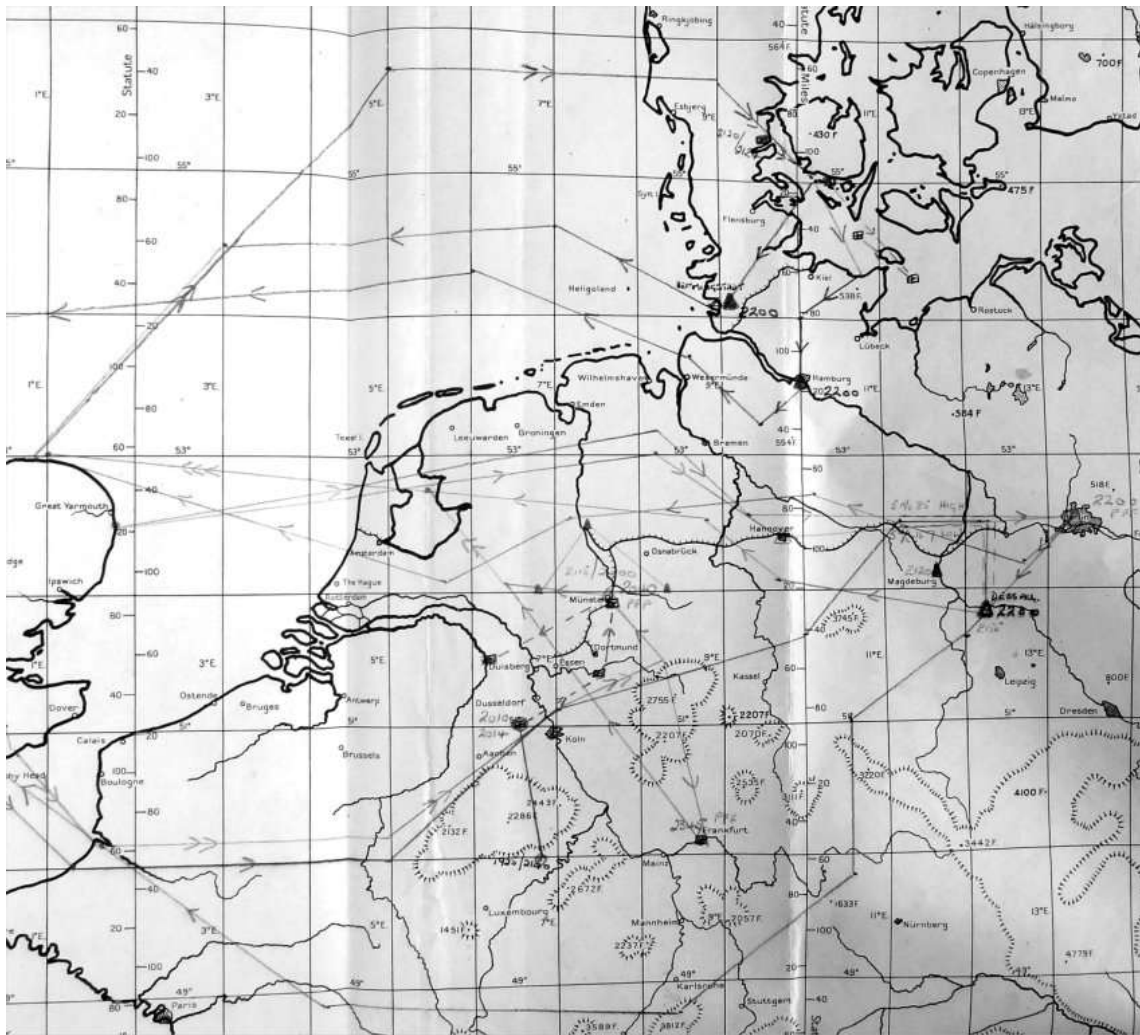




Rutekort udarbejdet af No. 100 Group for operatiner natten mellem den 7. og 8. marts 1945.

No. 100 Group intrudere

Også No. 100 Group var i fuld sving i løbet af natten mellem den 7. og 8. marts 1945, hvor man støttede både angrebet til Dessau samt bombningen af Harburg og Heide. No. 100 Group afsendte 11 Mosquitoes med Mk. XV radar på low level intruder missioner. Tre Mosquitoes gennemførte ikke togtet (en fordi navigatøren blev syg, en fordi der var motorproblemer og en på grund af overisning). Fire af Mosquitoerne kom fra No. 23 Squadron og de sidste fire fra No. 515 Squadron.

Low level intruderne havde til opgave at afpatruljere flyvepladserne Griefswald, Neuruppin, Burg, Parchim, Ludwigslust og Rechlin, der alle var oplyste. Det samme var flyvepladserne Flensburg, Widdstock, Jagel, Husum, Stendal, Anklam, Tutow, Peenemünde og Barth.

Klokken 23.25 befandt F/O F L Heath og F/Sgt J W Thompson fra No. 23 Squadron sig i 1.200 fods højde over flyvepladsen Stendal i deres Mosquito PZ288, da en Fw 190 netop var startet. Det tyske fly havde tændt navigationslysene og blev angrebet af F/O Heath, der affyrede 200 skud med sine fire 20 mm maskinkanoner. Træffere blev set på venstre vingerod samt krop af Fw 190eren, som styrtede ned og eksploderede. F/O Heath og F/Sgt Thompson, der var på deres respektive 22. og 21. togt ved No. 23 Squadron, havde til opgave at afpatruljere den tyske flyveplads Burg. De krydsede ind over Vlieland klokken 21.29 i 10.000 fods højde. Deres beretning af angrebet lyder:

'At 23.25 hours, an aircraft was observed taking off from Stendal airfield, burning navigation and downward recognition lights. Mosquito went into attack when enemy aircraft was at about 600 feet. A two-second burst was fired from 250 yards range, using 1½ rings deflection, no strikes were seen and Mosquito overshot. Enemy aircraft continued to make a left hand circuit of airfield still burning lights. Mosquito turned inside enemy aircraft and closed to 150 yards, a two-second burst was fired using half ring deflection. Strikes were scored on port wing root and fuselage. Enemy aircraft was identified as a Fw 190 as it peeled off to port from 1.200 feet. Aircraft crashed and exploded six miles south of airfield at 23.30 hours. Claim 1 Fw 190 destroyed'.

Franskmanden Lt. E Lignon og hans navigatør F/O Callas fra No. 23 Squadron var på intruder patrulje til Neuruppin i Mosquito PX178. De angreb et tog ved Wolgast og gjorde krav på at de havde beskadiget selve lokomotivet og flere jernbanevogne.

Deres eskadrillekammerater, F/Lt Gagnon og F/O Harris, var på patrulje til Greifswald. Det var deres 19. togt og de var fløjet ind over Pellworn klokken 20.13 i 2.000 fods højde. De beskød en konvoj på landevejen vest for Anklam og gjorde krav på at de havde ødelagt to motorkøretøjer og beskadiget seks andre.

Ved Greifswald lykkedes det for et tysk fly at undslippe. Det tyske fly havde under starten tændt navigationslysene og blev opdaget i en afstand af 3 kilometer, men slukkede lysene. Der var ingen udslag på Mosquitoens Ash anlæg og det lykkedes for det tyske fly at undslippe i mørket.

Mosquitoerne angreb også mål på jorden. No. 515 Squadron beskød et enkelt motorkøretøj, men No. 23 Squadron var mere aktive - 2 biler ødelagt, 6 biler beskadiget, 1 lokomotiv og en række jernbanevogne beskadiget.



Mosquito PZ288 fra No. 23 Squadron, der natten mellem den 7. og 8. marts 1945 blev fløjet af F/O F L Heath og F/Sgt J W Thompson, der nedskød en Fw 190 ved Stendal. Det tyske fly var højst sandsynligt en Fw 190D tilhørende II./JG 301, der netop var stationeret på Fliegerhorst Stendal.

Følgende fly deltog i nattens low level intruder missioner:

No. 23 Squadron

Mosquito VI	PZ181	F/O P Field & F/Sgt A E Hyett	19.00 20.30
		Intruder Patrol - Juterbog. Mission abandoned - Navigator sick. F/O Field - 5, F/Sgt Hyett - 10. Furthest point reached 5318N 0477E at 1944 hours.	
Mosquito VI	PZ288	F/O F L Heath & F/Sgt J W Thompson	20.45 01.20
		Intruder Burg. Fw 190 attacked at Stendal - Claimed dest. AI.	
Mosquito VI	PZ178	Lt E Lignon & F/O M Callas	18.45 01.05
		Intruder Patrol - Neuruppin. Train attacked Volgast Rly Junction - One loco and rolling stock damaged.	
		Completed patrol from 2115 hrs to 2217 hrs 2000 ft. Neuruppin lit up 2200 hrs. No activity observed. Beacon flashing 'B'.	
		Volgast Rly Junction (8 miles SE Barth airfield) strafed stationary train. 2242 hrs 1000 ft. Strikes seen on loco and rolling stock, which are claimed damaged.	
		Flensburg A/F seen lit at 2021 hrs and at 2320 hrs. Barth A/F seen lit at 2052 hrs and 2246 hrs. Barth A/F 2246 hrs. Lights seen from open hangar door, which was promptly strafed from 2000 ft to 1000 ft.	
		Claims loco damaged	
		1 set rolling stock damaged	
		No ASH contacts.	
Mosquito VI	PZ437	F/Lt A Gagnon & F/O R C Harris	20.35 02.15
		Intruder Patrol - Greifswald. Road convoy attacked W Anklam - Claim 2 MT destroyed and six damaged. Crew on 21st sortie.	

Completed intruder patrol of Grefiswald from 2245 to 0001 hours. Airfield lit with E/W F/P and V/L. A number of Baltic A/Fs wre lit including Anklam, Barth, Peenemünde and Tutow. No Ash contacts obtained.

At 2355 hrs road convoy attacked west of Anklam. 2 MT destroyed. The fierce fires from which facilitated the damage of six further MT.

Total claim: 2 MT destroyed

6 MT damaged

Mosquito VI	RS577	W/O P L East & F/Sgt E Eames	19.00 00.30
Intruder - Parchim and Ludwigslust. Uneventful. Fifth patrol for the crew. Only Parchim lit with E/W F/P and V/L at east end with beacon flashing VS. Flashing beacon BR at Ludwigslust. No ASH contacts.			

No. 515 Squadron

Mosquito VI	NS933	Lt E J Van Heerden & F/O J W Robson	20.00 02.25
Completed patrol of Neuruppin from 2233 hours until 2330 from 1000 feet to 3000 feet. Airfield lit on arrival and remained lit until 2315 hours when lights were doused as Mosquito dived to attack. MT vehicle travelling on perimeter track. Strikes seen all round vehicle which is claimed as damaged (3000 - 1000 ft). No Ash contacts obtained. Crew on fourth mission.			
Mosquito VI	PZ203	F/Lt R Jeffery & P/O J A Monk	18.50 00.50
Completed patrol of Rechlin from 2102 hours until 2212 hours from 1500 to 3500 feet. Airfield not lit. Wittstock airfield lit at 2202, Borth at 2228 hours, Jael and Husum at 2252 but no activity and no Ash contacts obtained. In Pellworn 2017 hrs 4000 ft. Out Pellworn 2306 hrs 3500 ft. Crew on twenty eight sortie.			
Mosquito VI	PZ459	W/O F R Maltese & F/Sgt T F Costello	19.05 00.10
Completed uneventful patrol of Burg from 2103 hours to 2207 hours. Airfield unlit and inactive, no Ash contacts obtained. Fifth patrol for the crew.			



Mosquito FB Mk. VI tilhørende No. 515 Squadron på RAF Little Snoring.

Mosquito VI	PZ298	W/O D E M Atkins & F/Sgt J C Heeley	20.35 21.10
This crew were detailed to patrol Juterbog from 2230 until 2330 hours but mission was abandoned due to boost surge in the port engine. Furthest point reached 5310N 0200E at 2100 hours.			
Mosquito VI	PZ398	F/O H Hirst & F/O G Frith	20.45 22.20
Detailed to patrol Ludwigslust and Parchim from 2245 to 2345 hours but mission was abandoned due to severe icing causing loss of power in engines particularly the port engine. Height could not be maintained dropping from			

Mosquito VI	RS556	11000 feet to 4000 feet on full power. Furthest point reached 5340N 0430E at 2135 hours. F/O Hirst - three. F/O Frith - Four. F/Lt A W Hirons & Sgt P W Williams 18.55 00.50 Completed patrol of Greifswald airfield from 2104 hours to 2223 hours at 2000 feet. Airfield was lit throughout patrol. At 2115 hours unidentified enemy aircraft seen taking off with navigation lights burning. Mosquito was then approx 2 miles from the aerodrome. Enemy aircraft with lights still burning entered cloud at approx 2000 feet. Mosquito chased and attempted to obtain an Ash contact without success and no further visual was obtained. At 2136 hours single red fired from ground, and patrol was extended in the hope of more joy but no further activity was observed. At 2215 hours 1000 feet on road south of Greifswald airfield strafed MT vehicle. Strikes seen on road near target but no claim made. No Ash contacts were obtained throughout the trip.
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No. 100 Group afsendte 32 Mosquitoes som high level intruders, hvoraf 30 gennemførte. To Mosquitoes faldt ud på grund af defekt radarudstyr. Seks gange lykkedes det at få radarkontakt med tyske fly. De 30 Mosquitoes kom fra:

9/9 Mosquitoes	No. 239 Squadron
4/4 Mosquitoes	No. 169 Squadron
4/4 Mosquitoes	No. 141 Squadron
8/8 Mosquitoes	No. 157 Squadron
4/6 Mosquitoes	No. 85 Squadron
1/1 Mosquito	BDSU

På den nordlige rute til Hamburg og Hemmingstedt skulle fire Mosquitoer med Mk X radar eskortere bomberne til målområdet og ud igen af målområdet. Fire andre Mosquitoer med Mk X skulle gøre det samme, men flyve højere end bombeflyene. Bombestyrken til Dessau blev også eskorteret af Mosquitoes med Mk X radar, men her skulle Mosquitoerne patruljere lavere end bombeflyene efter at disse havde kastet deres bombelast.

Mosquitoerne fik fem radarkontakter og en Perfecto kontakt med tyske fly, men det førte ikke til nogen nedskydning. Kontakterne blev opnået med tre i Dessauområdet, en sydøst for Hamburg, en ved Bielefeld og en på position 52.55'N 07.30'E. Tre af kontakterne blev mistet i bombestrømmen, en på grund af chaff, en lykkedes det at forsvinde før Mosquitoen indhentede den og den sidste førte til skudveksling, men det tyske fly var i stand til at gå ind i et voldsomt dyk og undslippe.

Følgende natjagerbesætninger fra No. 100 Group blev indsat som High Level intrudere i løbet af natten:

No. 239 Squadron

Mosquito XXX	NT271	F/Lt S M Barraclough & F/Sgt A J Briggs 19.40 01.10 AI Mark X Raid Hamburg. Barraclough 9, Briggs 12. Cloudy with layered medium cloud lifting to 21000 ft to 0600E becoming fair with variable small amount low cloud in patrol area. In 2025, out 2250. On patrol from 2140 to 2315 hrs. Patrol completed uneventfully. 85 GR not heard. Wesermünde approx 10 miles north, white flashing beacon on coast. Characteristic uncertain and white revolving beacon close by inland. Hamburg, some explosions seen under cloud.
Mosquito XXX	NT278	F/Lt V Bridges, DFC & F/O D G Webb, DFM 19.35 01.05 AI Mark X Raid Hamburg. Bridges 42, Webb 47. In 2022 hrs, out 0020 hrs. On patrol from 2140 to 2245 hrs. Patrol completed as planned. 5310N 1020E 2145 14.000 013(M) 2 rearward contacts appeared 10.000 ft. One closing to 2.000 ft. The other following Mosquito. Endeavoured to turn in behind but after 5 min chase contacts disappeared in window. Hamburg - good fires and great pall of black smoke up to 12.000 ft.
Mosquito XXX	NT361	F/Lt D A D Cather, AFM & F/Sgt L J S Spicer, BEM 19.30 00.20 AI Mark X Raid Hamburg. Cather 18, Spicer 18. In 2020 hrs, out 2320 hrs. On patrol from 2151 to 2225 hrs. No hostile contacts, escort and patrol carried out uneventfully. 5325N 1030E 2119 hrs 20.000 ft white beacon flashing N-B. 5310N 1035E 2136, 20.000 ft white beacon flashing BR. Hamburg, 2200 hrs 20.000 ft numerous large explosions and several small fires. Bombing well concentrated. No type 'F' seen. No commentary heard.
Mosquito XXX	NT385	F/S R Ellinor & F/Sgt D B Brogan 19.40 23.55 AI Mark X Raid Hamburg. Ellinor 15, Brogan 14. In 2022, out 2235 hrs. On patrol from 2140 to 2240.

SE of Hamburg 2204 hrs 20.000 ft forward AI contact 3 miles range 5 degs above passing starboard to port. Mosquito chased closing to 7.000 ft still 5 degs above, flying straight and level. Contact suddenly peeled off to port and contact lost temporarily. Mosquito turned hard port and regained contact at 12.000 ft closing to 3.000 ft with contact at 20 degs above. Contact went in to orbit with Mosquito following and closing to 3.500 ft, but it disappeared into bomber stream and was lost. Chase lasted 12 minutes.

5320N 1035E 2120 hrs 20.000 white flashing beacon A-Y.

Hamburg 2215 20.000 ft bombing well concentrated on NE side. One very large red explosion. No type F seen. No commentary heard.

Mosquito XXX NT315

W/Cdr W F Gibb, DFC & F/O Kendall 1945 0040

AI Mark X Raid Hamburg. Gibb 17, Kendall 8. In 2034 hrs out 2346 hrs. No hostile contacts. Patrol carried out uneventfully.

Hamburg 2150 hrs 14.000 ft. Target well marked. Bombing not well concentrated. 2 type 'F' contacts flashing 'D' bright and clear. No commentary heard.

Mosquito XXX NT362

S/Ldr D L Hughes, DFC & F/Lt R H Perks, DFC 1935 0030

AI Mark X Raid Hamburg. Hughes 46, Perks 44. In 2021 hrs, out 2326 hrs. On patrol from 2140 to 2220 hrs.

No hostile contacts. Up to 6 type 'F' seen along route going in. No commentary heard.

Hamburg 2200 - 2220 14.000 ft. Bombing appeared to be well concentrated. Best effort seen for a long time. Unable assess resulting owing to pall of smoke up to 10.000 ft.



Mosquito XXX fra No. 239 Squadron i 1945.

Mosquito XXX NT318

F/O G E Jameson & F/O L Ambery 1930 0025

AI Mark X Raid Hamburg. Jameson 38, Ambery 41. In 2020 hrs, out 2345 hrs. On patrol from 2140 to 2300 hrs. Patrol completed uneventfully. Several visuals on friendly bombers but no type 'F' seen. 85 GP commentary not heard.

5332N 1055E 2215 hrs - 2300 hrs 8.000 ft. Runway 265 degrees single F/P V/L with one bar at E end and white beacon flashing 'NB'.

Red perimeter lights indicated approx harp-shaped A/F, point SE ward. White very lights were being dropped from west of Hamburg towards this A/F. No defences active.

Hamburg. Good fires and explosions seen with considerable black smoke.

Mosquito XXX NT279

F/Lt R V Smith & F/O H F M Cabolet 1935 0015

AI Mark X Raid Hamburg. Smith 29, Cabolet 39. In 2027 hrs, out 2310 hrs. On patrol from 2130 to 2230 hrs. No hostile contacts. Patrol completed uneventfully.

40 miles SE of Hamburg 2130 hrs 13.000 ft White beacon flashing WC.

Hamburg 2200 hrs 14.000 ft numerous large explosions and two or three large fires. Two type 'F' seen flashing 'D' bright and clear. No commentary heard.

Mosquito XXX	NT277	F/Lt R Wolton & F/Lt S Dacosta	1935 0005
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AI Mark X Raid Hamburg. Wolton & Dacosta 4.
Patrol 'G' escorting bombers from 5420N 1038E to target then patrol for 20 minutes.
5258N 0205E 2340 hrs 15.000 ft. 3 white lights flashing on sea. too bright for torches. No characteristics.
On patrol from 2141 to 2315 hrs. Radar switched on at 0530 2040 20.000. Radar switched off at 0530 2256 20.000.
Patrol completed as planned. 2105 hrs 5255N 0730E approx 20.000 ft 082 (M) AI contact ahead 5 miles well above. Mosquito closed in to 4.000 ft. Contact weaving steadily but maintaining mean easterly course. Contact drew away with superior speed and range could not be closed although Mosquito flat out. Chase abandoned as Mosquito would not have been on allotted patrol on ETA.

No. 141 Squadron

Mosquito VI	RS578	F/Lt A C Gallacher & F/O E G White	19.50 02.10
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ASH & AI patrol to Dessau. Crossed in at 2036 hours. Patrol completed as planned and Stendal, Perleberg & Gardelegen A/Fs investigated. A/Fs active but no contacts. Crossed out at 01.04 hours. Weather: Layered medium cloud to 17.000'. Then fair with variable ST.CU.
Gallacher 54, White 14. In 2036 out 0104 hrs. ON patrol from 212 to 2350 hrs. Patrol completed as planned and Stendal, Perleberg and Gardelgen airfields investigated. Airfields active but no contacts.

Mosquito VI	PZ166	F/O J C Barton & F/Sgt R A Kinner	20.10 01.40
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ASH & AI patrol to Dessau. Crossed in at 21.10 hours. Patrol uneventful. Crossed out at 00.42 hours. Weather: 10/10 medium and low stratus broken to 6/10 - tops 10.000'. Vis good in target area.
Patrol K target area 2212-2302. Barton 34, Kinner 34. In 2110 hrs out 0042 hrs. On patrol from 2222 to 2315 hrs.
No hostile contacts. Patrol carried out uneventfully. 5140N 1200E (Köthen) 2245 hrs 12.000 ft amber beacon flashing H-T.
Dessau 222-2315 large concentration of fires with huge column of smoke rising to 12.000 ft. Target very well bombed.
Ash went u/s at 0600E flickering and giving no ground returns. After 15 mins it became serviceable again and was marking throughout remainder of trip.

Mosquito VI	NT203	F/Lt J K Haviland & P/O D H Outhred	20.10 01.55
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ASH & AI patrol to Dessau. Crossed in at 21.10 hours. Backward AI contact at 10000' closing in to 2000' - disappeared for two mins then reappeared at 8000' closing in to 5000'. Contact identified on 'G' band IFF, having previously disregarded Mos identification, dropped back to 12000' and then disappeared. Crossed out at 01.00 hours. Weather: 10/10 medium cloud over Holland breaking to 5/10 low cloud at target area. Vis good in target area.
Haviland 49, Outhred 7. On patrol from 2212 - 2302 hrs. In 2110 hrs out 0100 hrs. 5240N 0440E 0050 hrs 15000 ft backward AI contact at 10.000 ft closing in to 2000 ft. contact disappeared for 2 minutes then reappeared at 8000 ft. Closing in to 5000 ft. Contact identified on 'G' band IFF. Having previously disregarded Mosquito's identification, dropped back to 12.000 ft and then disappeared.
10 miles SW of Dessau 2212 - 2302 20.000 ft white flashing beacon near A/F. 5200N 1100E 2345 5000 ft white flashing beacon and white rotating beacon.
Dessau 2212 - 2302 many large fires causing smoke up to 15.000 ft. Some bombs dropped about 20 miles S of target. No type 'F' seen. No commentary heard.

Mosquito VI	PZ358	W/O F W Fleming & Sgt C D Campbell	20.15 01.50
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ASH & AI patrol to Dessau. Crossed in at 21.10 hours. 15 miles SW Dessau, 13000' backward AI contact at 8000' closing to 3000'. Turned to convert to ASH but contact followed round about three times and finally disappeared. Crossed out at 00.24 hours. Weather: Layer of ST CU 9/10 with breaks, tops 5000'. Holland 10/10, tops 16000'. Vis good.

Fleming 8, Campbell 8. In 2110 hrs, out 0024 hrs. On patrol from 2212 to 2302 hrs. 15 miles SW of Dessau 2230 hrs 13000 ft backward AI contact at 8000 ft closing to 3000 ft. Mosquito turned to convert to ASH, but contact followed it round about 3 times and finally disappeared. 10 miles E of Dessau 2215 hrs 15000 ft white beacon flashing dots. 5210N 1000E 2315 hrs 1500 ft. Dessau 2215 - 2302 extensive large fires covering target area with smoke up to 12.000 ft. No type 'F' seen. No commentary heard.



Mosquito XXX 'W' fra No. 85 Squadron på RAF Swannington ved krigens slutning.

No. 85 Squadron

Mosquito XXX 'J'

F/Lt P J Jewell & F/O R S Munn

20.00 00.30

Bomber Support Dessau. Intruder to patrol L3. Jewell 10, Munn 10. In Kooy 2041 hrs 20000 ft, out Kooy 2333 hrs 21000 ft. On patrol 2128 hrs, off 2215 hrs. Bags of blips and visuals on bombers. Concentrated bombing at Dessau.

Mosquito XXX 'C'

W/O W Alderton & F/Sgt R Chappell

19.45 22.45

Bomber Support Dessau. Curtailed AI u/s. Intruder to patrol L2. Alderton 30, Chappel 31. In Kijkduin 2030 hrs 20000 ft, out Kijkduin 2210 hrs 24000 ft. SC base 2135 hrs 5230N 1115E approx 2000 ft AI u/s. AI contact on friendly identified visually as Mosquito after 15 minute chase at 2120 hrs. Weather no cloud much haze.

Mosquito XXX 'T'

W/Cdr W K Davison & F/O B J P Simpkins

19.49 00.20

High level intruder patrol in the Dessau area to support and cover the Bomber Command attack on Dessau itself. Patrol was uneventful.

Davidson 12, Simpkins 32. In S Texel 2033 hrs 20000 ft, out S Texel 2340 hrs 15000 ft. Uneventful patrol 2127 - 2224.

On route to target flak fire was seen from Hanover and Brunswick as bombers approached. bomber stream was contacted at 2130 at position 5230N 1110E. The turning point being marked by a red TI and a yellow flare about 10 miles apart. this marking was repeated at the turning-point before and after the target. Flak fire was seen from the Magdeburg area, but very little flak at the target. The target was covered by a thin layer of cloud which was lit up by the fiers below. the bomber stream could be clearly seen and four-engined bombers identified. The only two 'suspicious-looking' aircraft were immediately and easily identified as Mosquitoes. Patrol was carried out at 20000 ft with the AI scanning minus 5 to plus 20 and the only contact was well above, travelling due east, believed a PFF Mosquito going to Berlin. There was no H2S interference.

Flying above the stream was satisfactory. No window or H2S interference, except when stray bombers were contacted flying well above their advertised height. Bomber was seen shot down at 2220 SW of Dessau, but no contact obtained on a fighter. Mosquito went down to investigate. A contact was immediately obtained on burning bomber. Another bomber was seen over target with starboard outer on fire.

Mosquito XXX 'A'

Mosquito remained over target throughout attack. Bombers could be most clearly seen above lit could and at no time was anything seen that could have been an enemy fighter. A large cone of S/L's W of the target was inclined at 70 degs towards the target throughout attack.

Maj T Weisteen, DFC & Capt L Lovestad, DFC 19.55 00.40

Bomber Support Dessau. Visual on Ju 88G. Lost in bomber stream.

Weistenn 22, Lovestadt 24. In 5 miles N Egmond 2025 hrs 15000 ft, out Le Touquet 2352 hrs 14000 ft.

On route to patrol 2122 NW of Magdeburg 17000 visual on a Fortress. At about 2133 a bomber was seen shot down E of Brunswick. Believed by fighters as no flak seen. About 2150 10 miles W of Dessau 19500 ft course SE AI contact ragne 4 miles well above. Chased first westwards and then returning towards Dessau target a/c was at 20-21000 ft flying fast and weaving. At about 2155 W of Dessau range had been closed to 50 feet dead below. Target identified as a Ju 88G and pilot about to drop back and fire when a flare on photo flash was dropped just behind the aircraft lighting up both so clearly that blue-green camouflage and german markings could be seen on a/c. the crew of the Ju 88 must have seen the Mosquito for the e/a did a violent dive and though it was picked up again on AI at 3000 ft range it was lost almost at once in bomber stream and window. Bombers were seen very clearly over the lit area at Dessau but no more fighters were seen and no Perfectos contacts were obtained at any time.



Major Tarald Weisteen var pilot i det norske flyvevåben før krigen og undslap tidligt i krigen til England. Efter yderligere træning i Canada kom han i november 1941 som sekundløjtnant til norske No. 331 Squadron. Han var i denne enhed indtil juni 1943 og beskadigede i denne periode tre tyske maskiner. Han var i mellemtiden blevet forfremmet til kaptajn og kom i juli 1943 til No. 85 Squadron. For at blive overført til en britisk enhed, blev Weisteen nød til at gå en grad ned, men i 1944 var han igen kaptajn. I oktober 1944 blev han udnævnt til major og Flight Commander i No. 85 Squadron. Medens Weisteen var ved No. 85 Squadron nedskød han to tyske fly og seks V-1. Efter krigen fortsatte Weisteen i det norske flyvevåben og blev pensioneret som oberst. Weisteen døde i december 2009.

Mosquito XXX 'Q'

F/Lt G C Chapman & F/Sgt J Stockley 19.40 00.37

High level intruder in the Dessau area as above. Had two chases; the first they were unable to convert because of window while the second proved to be a Fortress.

Chapman 30, Stockley 32. In Egmond 2028 hrs 21000 ft, out N Egmond 2346 hrs 13000 ft. On patrol 2130 hrs off patrol 2217 hrs.

2120 hrs N of Gifhorn 21000 AI contact chased for 5 minutes when visual was obtained on a Mosquito.

2110 hrs Dessau target area 22000 ft. Perfectos contact 10 miles range 30 degs to starboard D/F n to it and range closed in but no AI contact was obtained. Perfectos range drew away astern turned on reciprocal. AI scan tilted to minus 20 but nothing but bomber blips and window interference appeared at this juncture. Perfectos contact disappeared and no further contacts were picke dup in the target area.

2225 hrs 5120N 1120E 20000 ft Perfectos contact range 8 miles 60 degs to port D/F on to it and closed the range to 3 miles when AI contact was obtained range 3½ miles 11 o'clock 20 degs. Closed in and obtained visual on a Fortress. 2200 hrs approx Red and Green Tlæs observed approximately 20 miles SE of Dessau belieed of german origin.

Mosquito XXX 'E'

F/Lt Welfare & P/O Checkley 19.53 22.10

Intruder to patrol L5. Welfare 2, Checkley 13. 2106 hrs 5240N 0900, 23.000 ft, sortie abandoned due to AI failure.

No. 169 Squadron

Mosquito XIX	670	S/Ldr J A Wright & F/Lt H B Vine	19.50 00.50
Bombers target Dessau. Patrol in target area produced no hostile contacts. Uneventful. Wright 10, Vine 10. In Egmond 2036 16000 ft, out Egmond 0002 17000 ft. Patrolled as planned without any hostile contacts. Several friendly bombers contacted and identified visually. bombing appeared well concentrated. Many S/L's but not very much flak in target area. 20 miles SSW of Dessau 2210 hrs 16000 ft aircraft seen to hit ground and explode. Return trip uneventful.			
Mosquito XIX	685	S/Ldr L S Lumsdaine, DFC & F/O M W Minns	19.50 00.50
High level Mk X patrol Dessau in support of bombers. Uneventful patrol. Lumsdaine 24, Minns 24. In Egmond 2039 hrs 18000 ft, out Egmond 0042 hrs 18000 ft. Patrolled as planned in target area without obtaining any hostile contacts. Bombing appeared effective. Flak in target area sporadic. At 2210 hrs over Dessau 14000 ft aircraft seen falling in flames.			
Mosquito XIX	627	F/O G R Winter, DFC & Sgt M S Aucock	20.10 00.35
High level Mk X patrol Hamburg in support of bombers. Uneventful patrol. Winter 24, Aucock 23. In 5345/0830 2137 hrs 18000 ft, out 5240/0440 2325 hrs 13000 ft. Patrolled as planned for 60 minutes without obtaining any hostile contacts. Bombing did not appear particularly effective. No large fires seen. Many A/Ls but very little flak over Hamburg. Weather over target 8/10 cloud with tops at 9000 ft. 5328/0945 2150 hrs A/F with one runway lit and rotating white beacon. Mk X scanner u/s throughout patrol.			
Mosquito XIX	641	F/Lt A B Downing, DFC, DFM & F/O J L Hall, DFC	20.20 00.20
High level Mk X patrol Hamburg in support of bombers. Uneventful patrol. Downing 4, Hall 4. In S Cixhaven 2140 hrs 18000 ft, out Amstercam 2330 hrs 15000 ft. Patrolled as planned in Hamburg area for 60 minutes without incident. Contacts obtained on bomber stream and window. No hostile contacts. bombing appeared to be well concentrated and effective. Moderate heavy flak in target area. Varying amounts of cloud in target area at 9000 ft. Monica u/s from start. Mk. X had maximum range of 4 miles only and worked intermittently. Serrate IV u/s from start.			



Mosquito XXX fra No. 157 Squadron over England under en træningsflyvning.

No. 157 Squadron

Mosquito XXX	NT369	F/Lt J H Leland, DFC & F/O R G Thornton	19.13 22.43
Freshmen to Münster - uneventful. Leland 1, Thornton 7. Intruder to patrol T1. On patrol 2025 hrs, off patrol 2120 hrs. Contacts on window and a/c leaving Münster target. S/L lane directed towards Münster. Weather 7/10 sha cu, tops 12.000 ft.			
Mosquito XIX	TA397	F/Sgt A C Nicolson & Sgt J F Wigney	18.52 22.55
Freshmen to Münster - 6 minutes chase, contact lost in bomber stream.			

		Nicholson 1, Wigney 1. In N Egmond 1943 hrs 15000 ft, out N Egmond 2158 hrs 18000 ft. On patrol 2011 hrs, off patrol 2123 hrs. 2057 hrs bielefeld 14000 ft monica contact on vedtor 330 degs: converted to AI range 8000 ft 0130 o'clock 60 degs: closed to 1230 o'clock 30 degs: at 5000 ft vector 20 then bogey a/c was lost in a multiplicity of AI and Monica contactgs in the area 15 miles S of bielefeld at 2105 hrs approx type F filer was broken - light seen reflected in thin layer cloud on home run-type F switched off 2125 hrs.
Mosquito XXX	NT374	W/O B Woolley & W/O J Barrie 19.40 00.35 Magdeburg area. Contact chased but lost in Window and H2S interference on entering bomber stream. Wolley 38, Barrie 36. In N Egmond 2031 hrs 12000 ft, out N Egmond 2341 hrs 10000 ft. Uneventful patrol 2131 - 2216. Bomber stream was contacted at 2130 at 5230N 1110E and Mosquito patrolled at 7000 ft about 20 miles S of the stream to keep clear of window. At 2135 a contact was obtained just S of Magdeburg. 7000 course 090. contact crossing starboard to port slightly aboe and climbing. Range 4 miles. Mosquito turned after this and chased climbing to 13000 but lost the contact just as range had been reduced to 2000 ft when target aircraft got into the bomber stram and the blip became indistinguishable in window and H2S interfernce. Bombing seemed scattered and many markers, some believed dummy, were dropped over a wide area. 2 bombes were seen going down. One at 2212 and one at 2215. Cause not known. Remainder of patrol was uneventful. AI going u/s at 2230 on return journey.
Mosquito XIX	TA393	S/Ldr J O Mathews, DFC & W/O A Penrose, DFC 19.22 00.54 Magdeburg area - uneventful. Mathews 38, Penrose 38. In N Egmond 2010 hrs 14000 ft, out N Egmond 2359 hrs 14000 ft. Uneventful patrol 2100 - 2220. Patrol was commenced early. the bomber stream being contacted N of Kassel. Patrolled at 9-12000 ft, below and side of stream, which was estimated at 50 miles wide. Window and H2S interference were bad below steam. route markers were seen at the 2 turning points before target. Dummy fires and marekers W of target. No contacts except on friendly bombes. Visual on a Halifax at 5050N 0750E 2255 15000 ft (range 1000 ft) flying straight and level, oblivious of a fighter behind him.
Mosquito XIX	TA391	F/Lt A Mackinnon & F/O J Waddell 19.41 00.26 Hamburg area - uneventful. Mackinnon 26, Waddell 26. In Den Helder 2026 hrs 15000 ft, out Den Helder 2340 hrs 17000 ft. On patrol 2130 hrs, off patrol 2230 hrs. Numerous contacts on bombers and window. Flak experienced in route to target before joining bomber stream. Hannover/Brunswick area. Large decoy fire Luckenwalde area south of Berlin. Serrate used intermittently without joy.
Mosquito XXX	NT382	F/O K Bartholomew & F/O N Ward 19.45 20.35 Hamburg area - uneventful. Intruder to patrol J4. Bartholomew 24, Ward 24. In N Egmond 2027 hra 13000 ft, out Texel 2347 hrs 16000 ft. On patrol 2130 hrs, off patrol 2248 hrs. Innumerable contacts on bomber stream and window. Moderate flak and numerous S/L target area. Weahter: thin low patchy cloud good visibility. German decoy fire SSE of Dessau.
Mosquito XXX	NT379	F/O T Atkinson & F/O J Ryan 19.58 00.17 Hamburg area - uneventful. Atkinson 24, Ryan 24. Intruder to patrol J5. In den Helder 2043 hra 15000 ft, out den Helder 2325 hrs 16000 ft. On patrol 2138 hrs, off patrol 2215 hrs. Innumerable blips from bomber stream. 2150 hrs Magdeburg area a/c seen burning on ground. Good concentration of bombing at target. Very little flak activity.
Mosquito XIX	TA401	W/Cdr K H Beauchamp, DSO DFC & F/Lt L Scholefield 20.01 01.11 Hamburg area - uneventful. Bauchamp 37, Scholefield 27. In N Egmond 2043 hrs 2000 ft, out N Egmond 0025 hrs 12000 ft. On troute to patrol 5235N 0530 2050 hrs 12000 ft faint Serrate indications. turned starboard and signals became a little clearer. Chased in a southerly or SE direction. Signals being very faint. Fading out at times and then coming back. After 25 minutes Serrate chase a Mk 10 AI contact was obtained at 9 miles 20 degs starboard. Serrate signal was very faint at htis time. AI contact was followed and Serrate switched off as pilot could not hear observers commentary. After a 5 minute AI chase a visual was

obtained on a Liberator. Position 5100N 0600E, 2120 15000. Liberator was flashing his downward identity light and was on a course 240. Mosquito now headed for Dessau. Arriving on patrol very late. No serrate indications. AI contacts on bombers. Bomber was seen shot down S of the target about 2225 and one at 2245 5100N 1030E. theis last aircraft was seen to cathc fire in the air, thought there were no signs of flak or fighter activity, and it went down i flames.

BDSU

Mosquito XIX MM684 F/Lt A P Mellows, DFC & F/Lt S L Drew, DFC 19.15 23.35
High level patrol beacons Rattler, Heide, Ida, Kormoran, Gustav and Philip. In Egmond 1056 hours 15000 ft, out Egmond 2253 horus 15000 ft.
Our intention was to cross the Bomber route before the stream reached our route SE of Paderborn but owing to being 20 minutes late in taking off we did not cross the stream owing to the presence of window continued our patrol to N of bomber route to Dessau Paderborn/NE. 2100 hrs 15.000 feet. Pilot saw a very bright light below and travelling N. this was chased visually and found to be a type 'F' lamp on a Mosquito which was unscreened. the light was first seen a good ten miles away. Prangs at Dessau and Harburg were seen in the distance.

No. 100 Group var ikke de eneste, der afsendte Mosquitopatroljer. Fighter Command afsendte 7 Mosquitoes på low level patrol og 17 på high level patrol. Sidstnævnte patruljer var alle uden episoder. Low level intruder patruljerne blev afsendt til Stade, Ütersen, Schleswig, Jagel, Husum, Lübeck, Lüneburg, Grove og Fassberg.

No. 406 Squadron på RAF Manston afsendte otte besætninger i løbet af aftenen og natten:

Mosquito XXX	MM745	F/O A T Sherrett & F/Lt K MacKenzie	18.25	23.40
Mosquito XXX	NT423	S/Ldr D B Freeman & F/Lt J J Greene	19.20	02.25
Mosquito XXX	MM739	F/Lt D K Wedderspoon & F/Lt A R W Lesser	19.25	01.15
Mosquito XXX	MM747	F/Lt T W Trewin & F/Lt J B Kennedy	19.30	01.30
Mosquito XXX	MM699	F/Lt D A Gillis & F/O H J Watt	19.40	20.20
Mosquito XXX	NT418	F/O E A Oswald & P/O K B Hicks	19.50	FTR
Mosquito XXX	NT447	F/Lt D A Gillis & F/O H J Watt	21.00	02.20
Mosquito XXX	MM741	P/O W Anaka & W/O B J Weber	23.50	03.40
Mosquito XXX	NT433	F/O W F Kilpatrick & F/O R A H Allen	03.55	04.30

Flying Officer A T Sherret og Flight Lieutenant K MacKenzie i Mosquito NF30 MM745 fra No. 406 Squadron startede den 7. marts klokken 18.25 fra RAF Manston for at gennemføre en næsten typisk low-level intruder flyvning til Fliegerhorst Grove i Midtjylland. F/O Sherret rapporterer:

'Vi krydsede klokken 20.22 kysten ved Nissum Fjord og ankom klokken 20.30 15 km nord for Grove. I en højde af 1.200 fod drejede vi syd mod flyvepladsen, da vi fik en kontakt der krydsede fra venstre til højre i en lidt større højde end os og i en afstand af 9.000 fod. Han fløj hurtigere end os, så vi åbnede op og dykkede en smule for at forøge hastigheden til 290 miles i timen. Målet foretog flere venstre drej og vi fulgte efter indtil vi i en afstand af 500 m fik visuel kontakt. I en afstand af 200 fod identificerede vi flyet som en Ju 88. Jeg formindskede hastigheden og vrikkede med vingerne uden, at der kom nogen respons. I en afstand af 300 m kunne jeg ikke se det fjendtlige fly gennem mit sigte, men jeg affyrede en lang salve uden at observere træffere. Jeg drejede sigtet ned og nærmede mig til en afstand af 225 m, hvorefter jeg affyrede en ny salve, hvor der denne gang blev set træffere og store glimt fra venstre vinge med en regn af gnister, der forsvandt forbi vores maskine. Målet fortsatte i et stejlt venstre drej og yderligere deflektionskydning blev foretaget uden større succes. Der blev kun scoret træffere i den bageste del af kroppen. Kontakten blev mistet, da målet gik ind i et stejlt dyk ned mod dækket'.

Under luftkampen affyrede Mosquitoen ialt 50 skud 20 mm høj eksplosiv brand og 50 skud 20 mm semipanserbrydende. Sherrets sigte virkede ikke, fordi man havde glemt at montere lyssprederen i lyssigtet. Sherret fortsatte patruljen og klokken 20.50 blev Fliegerhorst Grove oplyst og klokken 21.05 fik han påny en kontakt, som dog forsvandt for ham igen. Lysene på Grove blev slukket igen klokken 21.30. Sherret landede tilbage i England igen klokken 23.40.

Det har ikke været muligt at finde ud af, hvilket fly Sherret kom i kamp med over Midtjylland. Der er ikke registreret nogen nedskydning i dette område i løbet af natten. En tysk rapport fra Aalborg melder om følgende flyvninger fra Fliegerhorst Grove:

20.51Uhr 1 Ju 88 von Grove zum Y-Flug Enduhrzeit 2057
20.35 Uhr 1 Ju 88 Grove zum Y-Führung
20.35 Uhr 1 Me 110 von Grove zur Y-Führung Enduhrzeit 2127

S/Ldr D B Freeman og F/Lt J J Greene kom i luften klokken 19.20 Mosquito XXX NT423 for at flyve en Flower mission til Lübeck-Blankensee. De indfandt sig i patruljeområdet klokken 21.35, hvor flyvepladsen ved Lübeck var mørklagt. Flyvepladsens lys blev tændt klokken 22.00. Også flyvepladserne Hagenow og Neumünster blev tændt. Mosquitoen blev kraftigt beskydt fra Rendsburg uden dog at ramme NT423. Klokken 00.01 angreb S/Ldr Freeman en lastbil syd for Lübeck og hævdede at have ødelagt denne. Freeman og Greene landede igen på RAF Manston klokken 02.25.

F/Lt D K Wedderspoon og F/Lt A R W Lasser i Mosquito MM739 startede klokken 19.25 for at flyve en Flower mission til Schleswig Land, hvor de ankom klokken 21.20. Pladsen var ikke belyst, men efter Mosquitoens ankomst blev lyskastere tændt. Intet skete før klokken 23.00, hvor lysene på landingsbanen blev tændt. Næsten samtidig, nemlig klokken 23.05, fik Mosquitoen en kontakt til styrbord i 2.500 fod. De forfulgte det fremmede fly i et hårdt drej til styrbord og fik et glimt af en Ju 88. Kontakten blev mistet igen og fornyet i 8.000 fod, som de ved at øge farten fik nedsat til 2.000 fod. Igen blev kontakten mistet på Mosquitoens radar på grund af returnerede signaler fra jorden. Dette skete da Wedderspoon drejede skarpt af til venstre. De fik ikke igen kontakt til Ju 88eren og landede tilbage i England klokken 01.15.

F/Lt T W Trewin og F/Lt J B Kennedy i Mosquito MM747 startede fra RAF Manston klokken 19.30 for at flyve en patrulje til områderne ved Husum og Eggebek, hvor de indfandt sig klokken 21.20. Ingen af de to flyvepladser havde i første omgang lys tændt, men der blev i stedet for affyret advarselsblus mod intrudere. Klokken 22.45 blev der tændt lys på den ene eller begge flyvepladser. Et kvarter forinden havde Mosquitoen haft tre samtidige kontakter på radaren med omkring 700 meter mellem dem. Trewin og Kennedy valgte at forfølge den klareste på skærmen, som viste sig at være en anden Mosquito (Verdict 20). De landede tilbage i England igen klokken 01.30.



Mosquito XXX Mm747 fra No. 406 Squadron, som natten mellem den 7. og 8. marts 1945 blev fløjet af F/Lt T W Trewin og F/Lt J B Kennedy.

F/Lt D A Gillis og F/O H J Watt skulle have været til Lüneburg i Mosquito MM699 og kom i luften klokken 19.40, men der var problemer med Mosquitoens ene motor, hvorfor de landede igen klokken 20.20. Fyrré minutter senere kom de igen i luften - denne gang i Mosquito NT447. De indfandt sig over flyvepladsen ved Lüneburg klokken 22.55 og fandt flyvepladsen fuldt oplyst. De kunne også se en anden flyveplads syd for Schwartzenbek, der var oplyst. III./NJG 5 afsendte i løbet af aftenen 11 natjagere i luften fra Lüneburg for at imødegå angrebet på Hamburg.

Klokken 22.48 fik Gillis og Watt nord for Münster (muligvis Neumünster) en kontakt direkte forude. Afstanden var otte kilometer og det fremmede fly fløj højere oppe. Besætningen mistede igen kontakten med dette mål på grund af højdeforskellen. Gillis og Watt så tre tyske lysfyr i løbet af natten, nemlig H ved Wunstorf, KD øst for Diepholz og WD vest for Verden. De landede tilbage i England klokken 02.20.

No. 406 Squadron fløj andet end intrudermissioner natten mellem den 7. og 8. marts 1945. Klokken 23.50 startede P/O W Anaka og W/O B J Weber for at flyve en 'Defensive Patrol' over Kanalen, hvor de skulle eskortere returnerende bombefly fra Bomber Command. Denne opgave blev løst uden hændelser og de landede igen klokken 03.40.

F/O E A Oswald og P/O K B Hicks fra No. 406 RCAF Squadron vendte ikke tilbage fra nattens operation. De var på togt til Fliegerhorst Stade i Mosquito NF30 NT418. Den 26 årige Elmer Adrian Oswald ligger begravet på kirkegården i Hardewijk. Radaroperatøren, 26 årige P/O Kennedy Bradley Hicks, har ingen kendt grav. Det var Oswald og Hicks 11. intrudermission.

F/O W F Kilpatrick og F/O R A H Allen i Mosquito NT433 blev scrambled klokken 03.55 for at vise vej for bombefly, der havde mistet orienteringen. Mosquitoens radio var i uorden, hvorfor missionen blev afbrudt og de landede igen klokken 04.30.

P/O W Anaka og W/O B J Weber kom klokken 23.50 på vingerne i Mosquito MM741 for at flyve en defensiv patrulje, hvor deres hovedopgave var at eskortere hjemvendende bombefly sikkert over Den Engelske Kanal. Opgaven blev løst uden hændelser og de landede igen på RAF Manston klokken 03.40



Mosquito NF 30 var i foråret 1945 den bedste britiske natjager og var i stand til at hamle op med de tyske natjagere, som den hovedsageligt jagtede.

No. 151 Squadron afsendte otte Mosquitoes på vingerne for at flyve operative togter. Hverken de seks offensive patruljer eller de to anti-intruder flyvninger medførte nogen kontakt med tyske fly.

Mosquito NF30	MM795	W/O L Cunningham & F/Sgt T L Williams	19.25	00.20
		Bomber Support 54°10'N 09°45'E		
Mosquito NF30	MM793	W/O P F Pritchard & R L Cooke	20.00	00.10
		Bomber Support 54°09'N 09°05'E		
Mosquito NF30	MM759	W/Cdr W R L Beaumont, DFC & F/O R L Andrews	20.05	00.05
		Bomber Support 54°09'N 09°05'E		
Mosquito NF30	MM804	F/Lt D Cox & F/O R S G Poole	20.30	00.01
		Bomber Support 54°09'N 09°05'E		
Mosquito NF30	NT475	F/Lt E D Green & P/O H Nitschke	23.40	02.45
		Patrol Anti-Intruder.		
Mosquito NF30	MM559	F/Sgt J Dunn & F/Sgt S Redfern	19.40	24.00
		Bomber Support 54°15'N 08°25'E		
Mosquito NF30	MM808	F/O A Hollingsworth & F/O E G Alcock	20.05	00.25
		Bomber Support 54°09'N 09°05'E		
Mosquito NF30	MM794	F/Lt W A Lindsey & F/Sgt B Ryan	04.25	04.40
		Scramble anti-intruder		

No. 25 Squadron på RAF Castle Camps fløj fire Bomber Support missioner i løbet af natten mellem den 7. og 8. marts 1945. De fire besætninger havde et godt udsyn til bombningen af Dortmund, men de fik ingen kontakt til tyske fly.

Mosquito NF30	MV535	F/O R A Henley & F/Sgt J R hope	18.50	22.05
		High level intruder to Dortmund. No joy.		
Mosquito NF30	MT490	W/O G T Glossop & F/Sgt B W Christian	19.05	22.05
		High level intruder to Koblenz. No joy.		
Mosquito NF30	MM810	W/O R A W Grove & F/Sgt K L Allen	19.05	22.20
		High level intruder to Münster. No joy.		
Mosquito NF30	MT481	F/Lt J F R Jones & F/O R Skinner	19.00	22.25
		High level intruder to Dortmund. No joy.		

Dertil kom så to besætninger fra No. 25 Squadron, som blev afsendt på operation 'Lure', som var en defensiv patrulje. P/O Pickles og W/O Ashton var nødt til at skifte fly efter en kort flyvetur, da deres Mosquitos bevæbning var defekt.

Mosquito NF30	MT492	F/Lt B J Wild & W/O D Hollinrake	00.20	02.30
		Patrol on operation 'Lure'. No joy.		
Mosquito NF30	MT471	P/O R G B Pickles & W/O L E Ashton	00.25	01.10
		Patrol on operation 'Lure'. Returned as weapon bent.		
Mosquito NF30	MV530	P/O R G B Pickles & W/O L E Ashton	01.40	02.35
		Patrol on operation 'Lure'. No joy.		



Polske No. 307 Squadron, der ligesom No. 25 Squadron lå på RAF Castle Camps, afsende seks Mosquitoes på High Level Intruder over Tyskland. Et af disse fly, MV560, havde et landingsuheld ved hjemkomsten til Castle Camps, hvor det ene understel brød sammen under landingen. Hverken Rochadnski eller Tulinski kom noget væsentlig til under uheldet. Følgende fly blev afsendt af No. 307 Squadron for at flyve High Level Intruder:

Mosquito XXX	MV544	F/Lt C Tarkowski P' & F/O K Taylor	18.40	23.10
		Intruder over Germany		
Mosquito XXX	MV560	F/Sgt S Rochadnski & W/O R Tulinski	18.40	22.30
		Intruder over Germany. Crashlanded Castle Camps		
Mosquito XXX	NT280	F/Lt M Kobierski & W/O R Smith	18.40	22.50
		Intruder over Germany.		
Mosquito XXX	NT268	F/Lt W Griffith & F/O A Heatley	18.40	21.55
		Bomber Support over Germany		
Mosquito XXX	MV553	F/O O Biernacki & F/Lt E Chodacki	18.40	22.20
		Bomber Support over Germany		
Mosquito XXX	MV539	W/O S Andrejewski & W/O S Kaliszewski	20.40	21.55
		Bomber Support over Germany		

Dertil kom så yderligere to besætninger fra No. 307 Squadron, der havde til opgave at flyve anti-intruder patruljer, som blev gennemført uden hændelser.

Mosquito XXX	MV563	W/O L Steinko & F/O G Trzaskowski	00.40	01.13
Mosquito XXX	MV497	F/Lt A Ciupek & F/O E Thomason	00.20	02.25

Angrebet på Hemmingstedt

Mod Hemmingstedt afsendte Bomber Command 25 Lancasters fra No. 8 Group samt henholdsvis 156 og 100 Halifaxes fra No. 4 og 6 Group for at gennemføre et angreb mellem klokken 21.55 og 22.16.

Anflyvningen mod Heide og Harburg fandt sted over Nordsøen med landfald ved Vejers i Midtjylland omkring klokken 21. Indflyvningen blev opdaget forholdsvis sent, men I./NJG 3 på Grove og III./NJG 5 på Lüneburg blev scramblet for at imødegå indflyvningen.

Omkring Grindsted ændrede bombeflyene kurs og fløj videre mod Assens og Fåborg, før de igen ændrede kurs. Denne gang delte bombestyrken sig. Styrken til Harburg fortsatte med kurs mod Hohwachter Bucht, hvor de igen ændre kurs til et område ved Bad Segeberg for endelig at flyve direkte mod syd mod Harburg. Styrken til Heide fløj direkte fra farvandet syd for Fåborg mod Heide.

Mellem klokken 21.15 og 21.45 blev yderligere natjagerenheder scramblet og det lykkedes at få 45 natjagere i luften mod angrebsstyrken til Heide og Harburg. Blandt de startende enheder var III./NJG 3 på Ütersen og IV./NJG 3 Wittmundhafen.

Første berøring mellem bombeflyene og natjagerne fandt sted klokken 21.28 ved Kolding. Herefter fulgte yderligere to berøringer med tyske natjagere over Lillebælt ud for Assens, men heller ikke her kom det til luftkamp. Bombestyrken fløj sydpå og passerede ud over Kielerbugten og Lillebælt med kurs mod Heide og Harburg. Samtidig med dette blev der udført en skinanflyvning i retning af Rostock, der for en tid havde held til at lede natjagerstyrken i denne retning.

Den nordlige window styrke bestod af to fly fra 214 Squadron og 6 fra No. 462 Squadron. Flyene startede med at udlægge chaff på position 55.20'N 09.42'E omkring klokken 21.20 og fortsatte til 54.02'N 10.23'E og videre til 54.20'N 11.25'E. Flyene returnerede ad samme rute. Der blev udkastet chaff af typerne MM og N indtil 09.00'E på hjemturen. Der blev også jammet med Piperack og VHF Jostle fra to fly i tidsrummet 20.36 til 23.11.

Fortress III KJ106 (kodet BU-G) fra No. 214 Squadron var startet fra RAF Oulton klokken 18.14 og havde til opgave at udføre jamming med Piperack og Jostle i Hamburgområdet. F/O George Stewart og hans besætning blev skudt ned ved Eilendorf 3 km fra Buxtehude klokken 22.23. KJ106 havde lige haft et angreb af en Ju 88, som de havde undveget, da de blev beskudt af en Lancaster direkte bag ved dem. Venstre vinge brød i brand og maskingeværprojektiler gennemborede B-17erens krop. KJ106 gik ud af kontrol og drejede til styrbord. Fem mand af besætningen (herunder F/O Stewart) blev dræbt ved nedskydningen og fem mand blev taget til fange af den tyske værnmagt.



Fortress III KJ106 BU-G fra No. 214 Squadron, der blev skudt ned af en Lancaster ved Eilendorf ved Buxtehude. (No. 214 Squadron)

Den nordlige angrebsstyrke fik støtte af jammingsfly fra No. 100 Group. For at støtte styrken til Harburg udførte 3 Fortresses fra No. 214 Squadron jamming med Jostle, Carpet og Piperack. Dertil kom en Mosquito fra No. 192 Squadron, der udførte jamming med Piperack fra klokken 21.20 til 22.21.

Angrebsstyrken til Heide blev støttet af 2 Liberators fra No. 223 Squadron, der jammede med Carpet fra 20.54 til 23.30 samt Piperack fra 20.51 til 22.50. Den ene Fortress udførte også jamming med VHF Jostle fra klokken 20.52 til 22.40.

No. 100 Group afsendte følgende fly for at støtte angrebene på Harburg og Heide med jamming af tyske frekvenser:

No. 214 Squadron

Fortress III	KJ104	F/O B J Haynes	18.15	00.45
		This aircraft completed a Jostle Patrol to Harburg, jamming being carried out as detailed.		
Fortress III	HB785	F/Lt S T Farrington	18.15	00.40
		This aircraft completed a Jostle Patrol to Harburg, jamming being carried out as detailed.		
Fortress III	KJ106	F/O G Stewart	18.15	FTR
		This aircraft was detailed to carry out a Jostle Patrol to Harburg but ailed to return.		

Fortress III	HB789	W/O F Murray	18.15	00.45	This aircraft completed a Jostle Patrol to Harburg, jamming being carried out as detailed.
Fortress III	HB819	F/Lt W D Austin	18.10	01.20	This aircraft completed a Window Patrol, Window being dropped as detailed.
Fortress III	KJ107	F/O E W Woodley	18.10	01.10	This aircraft completed a Window Patrol, Window being dropped as detailed.
No. 223 Squadron					
Liberator	TS524	F/Lt J Brigham	18.30	00.40	Jostle Patrol Hemmingstedt. HF Jostle unserviceable. Carpet jamming 2059 - 2234 hrs (6 frequencies). Piperack on 2051 - 2235 hrs. Aircraft orbited in target area 2158 - 2213 hrs. 14000 ft.
Liberator	TS526	F/Lt J L Briscoe	18.10	00.30	Jostle Patrol Hemmingstedt. VHF Jostle on 2052 - 2240 hrs. Carpet jamming 2054 - 2253 hrs (12 frequencies). Piperack on 2052 - 2250 hrs. Aircraft orbited in target area 2155 - 2208 hrs. 14000 ft. considerable LF and much S/L activity in target area.
No. 462 Squadron					
Halifax III	MZ239	F/Sgt D C Sharpe	18.34	00.50	Special duty flight to the Rostock area on a Spoof raid. Window was released in that area.
Halifax III	MZ429	F/O D T Bailey	18.40	00.53	Special duty flight to the Rostock area on a Spoof raid. Window was released in that area.
Halifax III	MZ370	W/O B A Simms	18.35	00.44	Special duty flight to the Rostock area on a Spoof raid. Window was released in that area.
Halifax III	MZ306	F/Lt B M Taylor	18.50	01.07	Special duty flight to the Rostock area on a Spoof raid. Window was released in that area.
Halifax III	MZ308	F/Lt D C Uther	18.37	00.49	Special duty flight to the Rostock area on a Spoof raid. Window was released in that area.
Halifax III	MZ234	F/Lt W B Cocksén	18.27	00.39	Special duty flight to the Rostock area on a Spoof raid. Window was released in that area.
No. 192 Squadron					
Mosquito IV	DZ376	F/O C G George & F/O A Gomersall	19.31	23.48	Routed to Harburg using Piperack and recording receiver.

Det kom kun til få sammenstød mellem bombeflyene og natjagerne, før bomberne nåede deres målområder. Så snart de første bomber faldt over Harburg, blev natjagerne dirigeret i denne retning og det lykkedes for natjagerne at infiltrere bombestrømmen under returflyvningen. Luftwaffe rapporterede, at de nedskød 12 bombefly i tidsrummet mellem 22.00 og 22.31.

Bomber Command var med på en lytter af de tyske natjageres radiokanaler og de opsnappede i løbet af aftenen:

1 JD controlling III/NJG 5 and IV/NJG 5

III/NJG 5

2115 hours Ordered to Kiel
2123 hours Told not to return to base
2132 hours Told to return to Kiel
2200 hours Informed target Hamburg
2317 hours Ordered to land.

Aircraft of this Gruppe operating on the Gruppe Control frequency ordered at 2152 hours to Kiel and at 2154 hours to Hamburg.

IV/NJG 5

2126 hours Told to return to a height of 13.200 ft.
2140 hours Told to return and land at Greifswald.

NJG 3

2 JD controlling IV/NJG 3 and possible II/NJG 3.

2115 hours All aircraft ordered to Kiel
2127 hours II/NJG 3 (possibly) ordered to Beacon Egon
2128-2135 II/NJG 3 (possibly) ordered to Kiel

2135 hours IV/NJG 3 ordered to beacon Quelle
 2154 hours Bombs reported in Hamburg
 2309-2319 All aircraft ordered to land at Schleswig.
 IV/NJG 3 also given plots and landing orders on Gruppe Control frequency.

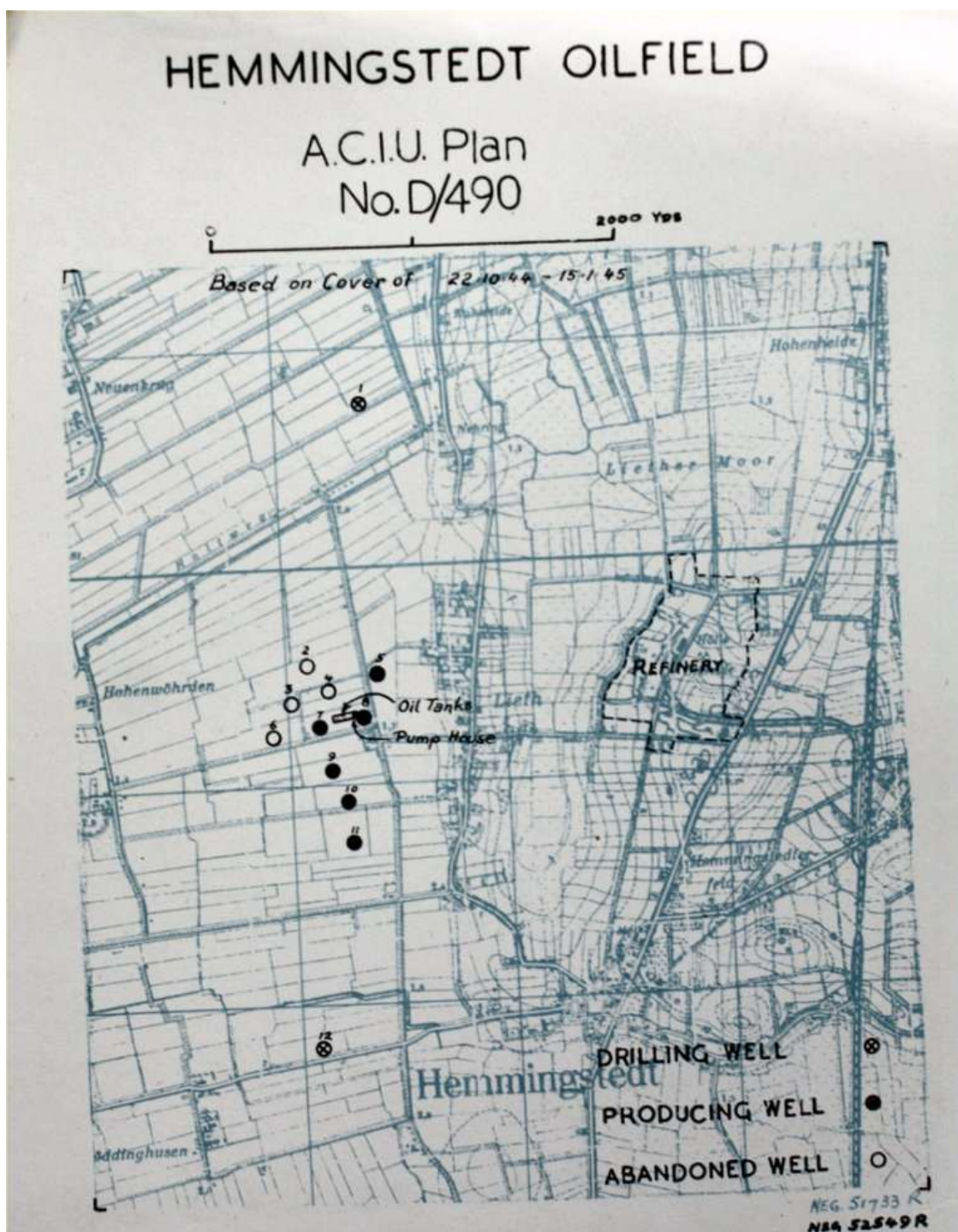
Intruders

2251 hours IV/NJG 3 warned of intruders near their base (Varel/Jever)
 2123 hours III/NJG 5 warned of intruders north-east of Bremen
 2228-2238 III/NJG 5 warned of intruders in the Hamburg/Lübeck area.
 2244 hours IV/NJG 5 warned of intruders in the Greifswald area.

Beacons used

Large beacons: Otto, FF12, Quelle, Egon

Small beacons: Silberfuchs, Heide



Britisk kort fra 1945 over de forskellige oliefelter ved Hemmingstedt.

Ved Hemmingstedt mellem Heide og Meldorf lå Deutsche Erdöl Aktiengesellschaft, der havde foretaget borer ned til 3.820 meter. I 1940 blev der produceret 231.000 tønder olie fra denne virksomhed, hvorefter produktionen sank til under 200.000 tønder. Det var den trediestørste oliefelt i Tyskland og beskæftigede en overgang op til 2.500 personer.

I første omgang blev olien raffineret i Thüringen, men dette var ikke særlig praktisk og der blev bygget et nyt raffinaderi og fra 1942 foregik processen i Hemmingstedt. Raffinaderiet modtog også olie fra de tæt ved liggende oliefelter Heide, Meldorf, Epenwöhren og Hemmingstedt-Kanzlei. En allieret efterretningsrapport fra foråret 1945 lyder:



Hemmingstedt beskadiget af bomber efter amerikansk angreb den 5. august 1944.

Heide Hemmingstedt

Refinery: Holsteinische Erdölwerke GmbH

Location: Near the village of Hemmingsgtdt, 2½ miles SSW of Heide. Approximately ten miles NNW of the Kaiser Wilhelm Canal.

Description: Annual capacity approximately 115.000 metric tons. This refinery has been built since 1939 and little data are available. It contains two tube stills and fractionating columns and is equipped for extracting oil from the oil sands mined nearby.

Tankage is estimated to total 28.000 metric tons (176.400 barrels). The refinery is connected by pipe line to additional tankage of approximately 48.000 m³ (308.400 barrels) capacity at Schafstedt on the Kaiser Wilhelm Canal.

Til transport af olien til den tyske krigsmarine blev der bygget en 24 km lang pipeline fra Hemmingstedt til Marineöhlhafen Schafstedt ved Kaiser Wilhelm Kanal (også kaldt Kielerkanalen). Her havde den tyske krigsmarine en 'Tanklager' med fire store tanke (Grosstanks), der hver var på 10.000 m³ samt to Flachbodentanks, der hver var på 600 m³. Olien blev også transporteret med jernbane og disse transporter foregik næsten altid om natten.

Raffinaderiet lå ca. 1-2 km øst for selve oliekluderne - begge ca. 1-2 km nord for selve landsbyen Hemmingstedt. En kort gennemgang af olieelterne (uddrag fra allierede efterretningsrapporter fra 1944/45):

Hemmingstedt Field

This small oil field was detected in air cover of late February 1945. Twelve well sites can be identified. Six of these wells, with stripped 75 foot derricks, are presumed to be producing. Four sites have been entirely cleared and are apparently abandoned. Two wells have recently been drilled, one about 1.200 yards north, and another about 1.000 yards south of the productive area. Drilling activities have been stopped at the first of these between 15.1.45 and 8.2.45 and most of the equipment has been removed, but the drilling derrick still remains.

A group of 10 small oil tanks, each with a capacity of 50 tons, is situated in the center of the producing area and at the eastern end of these tanks a small pumphouse is noted. The tanks and pumphouse are surrounded by a rectangular blast wall.

The field is situated on the same tectonic lines as the Heide oil field (to the north) and the oil fields of the Meldorf District (to the south). It is, therefore, likely that production is obtained from the Zechstein limestone and that comparable production figures also apply.

Hemmingsedt-Kanzlei Field

This field lies 1½ miles southwest of Hemmingstedt in Holstein, due north of Epenwöhreden and not far from the Heide field. Its existence was revealed by aerial reconnaissance during March 1944 which was followed by aerial observations in April and August 1944. The air cover of April 1944 showed three completed producing wells, two drilling wells and three locations prepared for drilling. According to aerial photographs taken August 1, 1944, the field consisted of five producing and four drilling wells and one abandoned well.

Heide Field

A major development at Heide was observed during aerial reconnaissance in February 1942, when there were seventeen locations with derricks, twelve locations apparently abandoned and three wells drilling in a new area about a mile west of Heide. In May 1943, the same area showed thirty-two locations with derricks, seventeen abandoned wells and one drilling well. Additional aerial coverage in March 1944 showed that this phase of development at Heide had passed, that all drilling outfits had been removed and the number of producing wells had been reduced from thirty-two to thirty since May 1943 - indicating that the decline in production had begun. Nine mounded oil tanks and two refining units were observed in an area near the field which was connected by a branch line with the Heide-Meldorf railway.

Meldorf

The existence of this field became known through aerial reconnaissance early 1944. The Meldorferhafen field is situated immediately west of the town of Meldorf and extends northward nearly to Thalingburen, where it is separated from the Epenwöhreden south field by a small saddle.

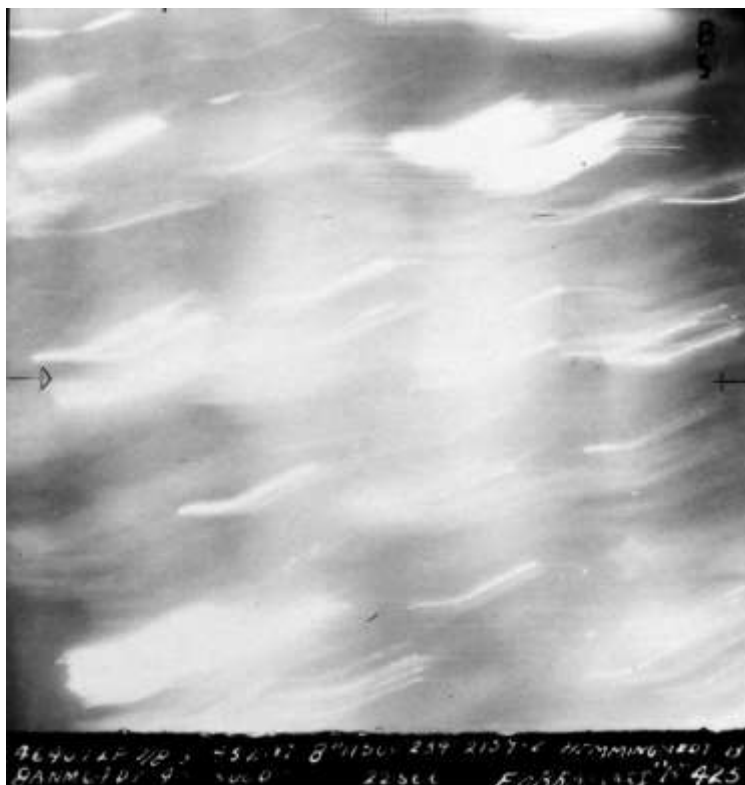
On March 13, 1944, when observed from the air, the field consisted of thirteen producing wells, five derricks partially or completely rigged-up for drilling and two more sites in preparation. A small tank farm was observed east of the main road junction at Meldorferhafen and a workshop center located about 300 yards to the north. Scars showing the position of pipe lines connecting the wells to the field storage were seen, but the trunk pipe lines could not be detected, although it appears probable the oil is conveyed by pipe line to the refinery located near Hemmingstedt.

Aerial photographs of the field were again taken August 1, 1944, and showed twelve producing wells, four wells drilling, three sites in preparation and three abandoned holes.

Epenwörden

Epenwörden North Field, observed during aerial reconnaissance in April 1944, lies about two miles south-southwest of Hemmingstedt in Holstein and at the time occupied an area 2.000 yards long and about 300 yards wide, trending north and south. Aerial photographs at the beginning of August 1944 showed the field to consist of eight producing wells, three drilling and five abandoned wells. A row of four 50 ton tanks were situated just west of the northernmost producing well and another group of eight 50 ton tanks was erected immediately north of the southernmost oil well.

Epenwörden South was also observed during the aerial reconnaissance of April 1944. The field lies immediately south of the village of Epenwörden and two miles north-northwest of the town of Meldorf. At the time of the reconnaissance the development consisted of fourteen producing and four abandoned wells and it was inferred that the field was more than 2½ years old with flush production gone. Aerial photographs taken at the beginning of August 1944, showed twelve producing wells, three doubtful and six abandoned wells.



Målfoto for F/O Brassard i Halifax III NR252 'B' fra No. 425 Squadron. Rapporten lyder: 'Target Hemmingstedt. Bomb load: 8 x 500 ANM .64 TD and 4 x 500 MC TD. Target ident by illuminating flares and green TI's. Bombed concentration of green TI's from 11.500 ft at 2159 hrs, 224 deg T, 165 mph. M/B not heard PFF on time, only illuminating flares and 4 lots of green TI's. Too early in attack to assess. A/C S&L as camera operated. Route and tactics quite good. There was more cloud and less icing than briefed. Concentration of aircraft through target very good.'

No. 8 Group havde til opgave at markere målet ved Hemmingstedt for hovedstyrken, der kom fra No. 4 og 6 Group. Til denne opgave afsendtes 25 Lancasters og en enkelt Mosquito. Sidstnævnte havde til opgave at fungere som vejrrekonosceringsfly. Mosquitobesætningen løste deres opgave og man kunne høre Master Bomberen give 'basement figure' som værende 6.000 fod. Hvide faldskærmslys blev kastet til rette tid og fungerede forholdsvis godt. Der var dog en tendens til spredning mod syd.

Vejrrekonosceringsflyet kom fra No. 1409 Flight og var startet klokken 19.35. Enhedens dagbog beretter.

F/Lt L Bennett (P) and N Gilroy (NAV/B) also carried out a Pre-Attack met. Recce. on Hemmingstedt. Over the target area there was 9/10ths Sc with tops at 13.000' and base 7000', which information was passed by VHF to the master bomber at H-20.

Considerable searchlight and fighter flare activity on ascent and descent near the target area was encountered. At H-8, a large area was lit by flares and 'cookie' flashes were observed as early as H-2. At 'H' Hour, the target area was already developing a 'glow'. 'B' Baker NS736 landed safely at 23.25 hrs.

Markering af målområdet ved Hemmingstedt var udset til at være Controlled Ground Marking og angrebstidspunktet var sat til klokken 22.00. Angrebet skulle overstå hurtigt og var planlagt til kun at vare seks minutter. Tidsplanen for afmærkningen så således ud:

H-20 Mosquitoen på vejrrekonoscering rapporterede om skydække over målet til Master Bomberen.

H-4 Otte Blind Illuminators beslyer målet med lysbomber.
H-3 Otte Blind Marker Illuminators afmærker med grønne målmarkeringsbomber og lysbomber.
H-2 Master og Deputy samt Primary Visual Marker afmærker med gule målmarkeringsbomber.
H O til H+3 Fem Visual Centrers afmærker med røde målmarkeringsbomber.
Selve styrken, der havde til opgave at afmærke målområdet, var sammensat således:

Blind Illuminators H-4

No. 7 Sqdn 2 Lancasters
No. 35 Sqdn 2 Lancasters
No. 582 Sqdn 2 Lancasters
No. 635 Sqdn 2 Lancasters

Load - 10 x CHF + 4 x 1000 + 1950 gallons. Distributor 0.5 Bombs on alternate studs.

Blind Marker Illuminators H-3

No. 7 Sqdn 2 Lancasters
No. 35 Sqdn 2 Lancasters
No 582 Sqdn 2 Lancasters
No. 635 Sqdn 2 Lancasters

Load - 8 x CHF + 2 x TI green (A) + 2 x LB TI green (A) + 2 x 1000 + 2154 gallons. TIs on studs 5, 6 and 7. Distributor 0.5

Master, Deputy and PVM H-2

No. 35 Sqdn 2 Lancasters M + D
No. 7 Sqdn 1 Lancaster PVM
No. 582 Sqdn 1 Lancaster PVM

Load - 3 x TI B2 yellow 867/1500 + 3 x TI 828 yellow 867/1500 + 4 x CHF + 3 x 1000 + 1950 gallons. TIs on studs 5, 7 and 7. Distributor 0.25

Visual Centrers

<u>No. 7 Sqdn</u>	<u>No 35 Sqdn</u>	<u>No. 582 Sqdn</u>	<u>No. 635 Sqdn</u>
H+3	H+2	H+1	H-O
		H+4	

Load - 1 x TI B2 red 867/1500 + 1 x TI B28 red 867/1500 + 12 x 500 + 2000 gallons. TI's on studs 5 and 6. Distributor 0.25

Afmærkningen gik næsten efter planen. Alle Blind Illuminators kastede deres lysbomber og syv ud af de otte Blind Marker Illuminators kastede deres lysbomber og målmarkeringsbomber. Deputy Master Bomber mente, at han identificerede målet og kastede sin målmarkering, hvorefter alle Visual Centrers markerede efter Deputy's anvisninger.

Der var fra ingen til 4/10 skydække i målområdet. De angribende bombefly fra hovedstyrken rapporterede, at de kunne se målet i lyset af de mange lysbomber, men at der af og til var dis i målområdet. Senere i angrebet rapporterede besætningerne, at de havde svært ved at se de røde målmarkeringsbomber.

I virkeligheden gik det helt galt meget tidligt i angrebet. Master Bomberen blev skudt ned og flere af de tidlige markeringer var rettet mod det brændende fly fra Master Bomberen. Normalt var det tyskerne, der jammede Master Bomberens frekvenser, men denne nat var det en canadisk besætning, der havde transmitteren stående åben og vedblev med at sende ligegyldige bemærkninger, så Deputy Master Bomber ikke kunne dirigere angrebet.

No. 8 Groups vurdering af angrebet lød således:

The Met aircraft reported conditions over target to Master Bomber at 2138 hours as planned. Blind Illuminators and Blind Markers Illuminators dropped on time, but due to insufficient time to find and apply correct wind on final run to target which was approx 30 knots stronger than the wind used. The accounted for Illuminators and blind Markers being south of the target. The Deputy Master Bomber identified aiming point and marked and assessed as three widths south of aiming point. Photographs indicate yellow TI's to be ½ to 1 mile south of aiming point. As Master Bomber was not heard after H-12, the Deputy gave bombing instructions three widths north of yellows, but although Reds fell to North of yellow TI's, the Reds were still south of the aiming point. Due to interference caused by a transmitter left on over the target Deputy's instructions were indistinct, if heard at all, with the result that little bombing is reported on Red or Yellows as instructed, but on the Greens, which were scattered to the South of the aiming point. Some black smoke was reported from oil fires but the attack was generally a poor one.

De deltagende Pathfinder besætninger beskrev deres oplevelse af angrebet således:

No. 7 Squadron

Lancaster III	ME360	F/Lt R A G Tucker	18.47	00.39	Blind Illuminator - No markers or flares down when releasing but many flares almost immediately after. TI's at 21.56 green opening the attack. too far away to judge accurately but greens seemed scattered.
Lancaster III	PB623	F/Lt V Bremmer	18.46	00.08	Blind Illuminator - Master Bomber not heard. Illuminating flares had just dropped when on run. Green TI's cascading just prior to bombing. Hemmingstedt clearing visible. After leaving target further R & G TI's found good concentration. 2 fires and black smoke arising from them.
Lancaster III	PB431	F/Lt G Harvey	18.51	00.35	Blind Marker Illuminator - First to mark on good GPI run. Flares fell east to west saw TI had overshoot 500/800 yds. Three others fell in same spot. Visual yellows seemed to undershoot.
Lancaster III	PB124	F/Lt W B Ellis	18.54	00.34	Blind Marker Illuminator - H2S excellent first flares 2154. Own TI's down first at 2157. Another lot fell close by Reds. Yellows fell in centre of greens large fire SW of larger lot of black smoke.
Lancaster III	PB667	F/Lt D J Butters	18.49	00.30	Primary Visual Marker - H-15 M/B and D/M/B time checked. H-6 DMB told BM's release flares. H-4 DMB gave basement 6600 ft. Green TI's at 2156. Two lots of yellows 2158 3/4 mile apart. 1st Red TI 2201. At 2202 orbited identified Heide by Railways through light of photo flash. Positive identification of oil plants impossible so held TI's.
Lancaster III	PB622	W/Cdr N Alexander	18.22	00.35	Visual Centrer - Illumination began at 2154 but no visual obtained. Own red TI's dropped on DMB's instructions. Greens were scattered running from NW to SE. DMB inst bomb centre of red TI's fairly concentrated. Fires but no oil smoke.



Pathfinder besætning fra No. 35 Squadron foran deres Lancaster.

No. 35 Squadron

Lancaster III	PB614	F/Lt H Pettifer	18.20	00.36	Visual Centrer - 22.03.24 hours. 9000 feet. 245 T. 155 knots. Identified by yellow and red target indicators. M/B heard very distorted. On run to target, flares were scattered well south of green TI's also to distance covering approximately 5 miles. Yellow TI's were then seen and DMB heard to
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instruct to bomb distance from yellow. Two lots of reds then fell and DMB instructed bomb centre of reds. Third lot of reds fell and all reds well concentrated. Target was not visually identified but by light of one load of reds, a shed could be seen.

Lancaster III ME331 F/O W G Douglas 18.30 00.30
Visual Centrer - 22.04 hours. 8000 feet. 290 T. 170 knots. Identified by red TI's. Greens seen widely scattered at about 21.57 hours, some 12 miles away. As we were doing our bombing run, yellows went down and an aircrfat burst into flames. As these yellows might have come from this aircraft, we orbited and coming round the second time, reds fell somewhere near the yellow TI's, obviously dropped on DMB's instructions to bomb two widths to south east of yellow TI's. Our own reds fell about three widths to south east of reds already down. Other reds backed these up in good concentration. Some bomb burstes seen on reds.

Lancaster III NG436 F/Lt J Marvin 18.45 00.40
Blind Marker Illuminator - 22.02 hours. 10.000 feet. 176 T. 155 knots. Identified by CPI run and red and green TI's. As we were doing our CPI run, we were attacked by a fighter so had to take evasive action and could not bomb blindly. We orbited to get on right heading and bombed on red TI's. Red was in the centre of greens which were quite well concentrated. On second run, a lot of smoke and reddish flames were seen coming from the near the red TI's. Some bomb bursts seen round reds.

Lancaster III PB288 P/O F Cheshire 18.51 00.32
Blind Illuminator - Flares at 21.56 hours, 10.000 ft, 075 T, 150 knots. Bombs at 22.02 hours, 5000 feet, 082 T, 155 knots. Weather: clear - slight haze. Identified by green TI's. Dropped flares on GPI run. Nothing down when we arrived. Illuminating flares then fell on time in good concentration. At about 21.56.15 hours, green TI's fell, three clusters, rather scattered. yellow TI's later seen on ground, also scattered. On leaving target, some reds fell near the centre of greens. Some yellows were seen in fields. Believed built up area seen on fire. Smoke seen from these fires.

Lancaster III ME361 S/Ldr D B Everett 18.53 FTR
Master Bomber - This aircraft is missing, nothing being heard from it after take off.

Lancaster III PB306 P/O D J Jones 18.54 00.45
Blind Illuminator - 23.03½ hours. 10.000 feet. 015 T. 155 knots. Weather: clear. Identified by yellow TI's. Illumination covered a very wide area and made map reading easy. On run up, green TI's were covering a wide area, the yellow TI's were seen cascading to north of greens approximately 2 miles. M/b then heard instructing 'Bomb yellow'. Instructions carried out.

Lancaster III PB316 F/O E J Rigby 18.55 00.39
Blind Marker Illuminator - 21.58.54 hours, 10.000 feet. 101 T. 155 knots. Weather: clear. Identified and bombed on CPI. Illumination flares were rather scattered and ground illumination was good. Green TI's fair, one appeared off. M/B heard very faintly but indistinctly.

Lancaster III ME369 W/Cdr H J F LeGood 18.55 00.43
Deputy Master Bomber - se beskrivelse senere.

No. 582 Squadron

Lancaster III ND889 F/Lt M J Finlay 18.19 00.18
Ident Yellows, Green and Red TIs. Attacked - 2203.03 hrs - 7000 ft - 251 T - 155 kts. Bombs dropped - 2 x 1000 lb MC TD .025. At 2201.11 hrs said 'Bomb 2 widths to port of Yellow TIs'. At 2155.22 hrs first illuminating flares went down and at 2155.41, 2155.43 and 2155.53 Green TIs were seen to cascade forming a semi-triangle ½ mile apart. 2159 hrs first Yellow fell in fields between AP and town. After MB gave instructions to bomb two widts to port of Yellows did run but were unable to identify AP definitely so did not drop TIs. The main fault was that the illuminating flares had fallen E & SE of AP and target was not well illuminated . Marking was not good for the size of target. Greens were wild.

Lancaster III PB267 F/Lt R B Berney 18.18 00.21
Ident - Yellow TIs, 7 Green TIs. Attacked - 2201.06 hrs - 5500 ft - 235 T - 160 kts. Bombs dropped - 12 x 500 lb Amn 64 TD .025, 1 x 1000 lb Red TI.B.2, 1 x 1000 lb Red TI B.28. Master Bomber very faint and could not be

distinguished. Believe Deputy took over as all messages subsequently received from deputy. 2159 hrs approx deputy gave instructions to bomb 2 TI widts to port of Yellow TIs. Before bombed there were about 4 loads of TI Greens in line from NW to SE about 1 mile long. Think own Red Tis overshot slightly. Deputy not heard again as switched off after bombing. Only few bursts seen, seemed to be in fields.

Lancaster III	PB267	F/Lt G J Brownell	19.02	00.16	Ident: H2S to datum point. GPI run from Datum Point. Bombs dropped - 2 x 1000 MC TD .025, 2 x 250 Green Ti, 2 x 250 Green TI LB, 8 x CP No. 3 White 'B'. Master Bomber not heard to give basement, not heard until 2148 hrs when heard asking B. Ills to drop flares. 2155 hrs. First illuminator flares seen dropped with first TIs almost immediately. Built up area seen by F/Engineer (in nose) by light of flares. Two loads of Green TIs fell just before we bombed - slightly SE of AP. Primary visual loads of Yellow TIs not seen until after we bombed - Yellow TIs fell to North of Green TIs. Number of Main Force (Halifaxes) seen orbiting at our height before attack began. Main Force seemed to attack Green TIs without waiting for M/s instructions. Believe spoof TIs white about 8 miles SE of target.
Lancaster III	PB149	F/O P J McVerry	19.00	00.14	Ident: GPI from Datum Point. Bombs dropped - 4 x 1000 MC TD .025, 10 x CP No. 3 White B1. Too much noise of VHF and HF to hear M/b or deputy. 2151 hrs. Bomb flashes seen as if Main Force commenced attack before markers down. First flares fell about 15 secs before we bombed with Green TIs falling simultaneously. Three loads of Green TIs seen to fall quite accurately. Ground detail difficult to see due to haze. Villae seen quite clearly. Attack seemed not too concentrated. After we left Yellow and Red TIs seemed well on. Main Force up at 12000 ft.
Lancaster III	PB238	F/Lt B R Pengilley	23.55		Ident: H2S with GPI check. Attacked - 2156.30 - Height 1500 ft - 095 T - 155 kts. Bombs dropped - 2 x 1000 MC TD .025, 2 x 250 Green TI, 2 x 250 Green TI LB, 8 x CP No. 3 White 'B'. Master Bomber could not be heard sufficiently to be understood. First Illuminating flares went down at 2155 hrs and 2156 hrs first Green TIs seen to cascade. Our Greens fell about 300 yds South of first Greens at 2156.30 hrs and at 2200 hrs one lot of Reds fell among Greens already aground. Another three lots of Reds fell bang on the first Reds and marking was considered very good. the oil refinery could not be distinguished.
Lancaster III	NE376	F/O R P Terpening	00.33		Ident: Red TIs. Attacked 2212.00 hrs - Height 9500 ft - 063 T - 185 kts. Bombs dropped - 4 x 1000 MC TD .025. 2205. Deputy M/B said 'Bomb centre of Red TIs'. 2208. Deputy M/B said 'Bomb to port of Red TIs'. When we arrived at target, illuminating flares were down. At about 2156 hrs. Three lots of Greens were seen to cascade and were rather scattered. Immediately after one lot of Yellows seen to go down but we could not assess their accuracy. One lot of Reds went down after the Yellow were seen. There were no fires seen when we left target at 2212 and bombing appeared scattered.

No. 635 Squadron

Lancaster I	PB914	S/Ldr E A O Mange	19.04	00.38	Blind Marker - On run up to target Green TI were seen at 21.55.30 hrs and seeing ground marking we went in and dropped our TI which were seen to cascade among those already down. then MB heard at 21.58.30 hrs saying 'bomb Green to port of Yellow TI'. This Green was backed up by 3 Red TI which were very well placed. We dropped bombs on centre of Red/Green which were well concentrated, although some Greens were slightly to the S of main concentration.
Lancaster III	PB585	F/O C L Ottaway	19.06	00.40	Blind Marker - We ran up on GPI and at 21.52 hrs saw Green TI's cascade. We heard the MB giving instructions to bomb 3 Greens TI's to port of the Yellow TI. We saw the buildings of the target. We were on too early to see any bombing, but at 21.59 we looked back to see a large fire with black smoke billowing from it.
Lancaster I	PB911	F/Lt F T Paddinson	18.34	00.46	

		Visual Centrer - As we ran up at 21.56.30 hrs we saw Green TI's and illuminating flares. We used this to identify ground detail and saw a Yellow TI at 22.01 hrs which was 3 miles to stbd of the A/P. Greens went down and MB said 'Bomb 3 Greens to port of Yellow'. Red TIs were seen at 22.03.30 and we centered on all TI's down, noticing that our reds fell close to the A/P. The Green markers were rather scattered. Bombing was not very good.
Lancaster III	PB631	F/O W H Jackson 19.05 00.43 Blind Illuminator - On run up to target weather being clear. We dropped our illuminating flares. At 22.00 hrs. MB heard saying 'Bomb Green TI to port of Yellow TI', then at 22.03 hrs Red TI were seen to go down which appeared to fall slightly to east of Green which MB was instructing on. Bombing appeared to be very scattered.
Lancaster I	PB909	F/Lt D H Courtenay 19.07 00.46 Blind Illuminator - Our H2S was u/s so we dropped our flares on those already down as ordered. We saw Yellow, Red and Green TIs at 21.59 hrs. the marking ws rather csattered. He heard the MB, but could not distinguish what he said. bombing seemed to be oer a large area.

Angrebet mod Hemmingstedt fandt sted i tidsrummet mellem 21.56 og 22.09 i højder fra 8-12.000 fod. No. 8 Group rapporterede efter angrebet, at målmarkering med grønne TI'er blev startet klokken 21.55 med en god koncentration. Hovedstyrken var dog lidt for tidlig på den og begyndte at bombe målmarkeringen, før der var foretaget en visuel identifikation af målet. Herefter blev der kastet gule TI'er. Masterbomberen befalede besætningerne til at bombe TIG, som var meget koncentreret modsat TIY, som var meget spredt. Masterbomberens instruktioner blev jammet af tyskerne. En del besætninger rapporterede om en falsk masterbomber klokken 22.01.

Målmarkeringen var ikke placeret korrekt, men op til flere kilometer fra selve målet. Tyskerne anvendte falsk målmarkeringer samt røg i området. Masterbomberen forsøgte at finde selve målområdet, men pludselig indtraf katastrofen. Master Bomberen forsvandt pludselig fra frekvensen.



Master Bomber for angrebet på Hemmingstedt den 7./8. marts 1945, Squadron Leader Daniel bulmer Everett. Han er her fotograferet som Sgt under hans første tour.

Squadron Leader Daniel Bulmer Everett fra No. 35 Squadron var nattens Master Bomber for angrebet på Hemmingstedt. Han var så absolut ingen nybegynder med 89 bombetogter bag sig. Han var startet som pilot i No. 158 Squadron i 1943, men efter 8 togter blevet forflyttet til No. 35 Squadron, der var en del af Pathfinderne. Han fik sit første DFC i januar 1944 og det næste i januar 1945. Han fløj mere eller mindre konstant som operativ besætningsmedlem fra april 1943 indtil marts 1945.

I februar 1945 deltog han i et angreb på Goch og medens han var under sin første indflyvning til dette mål, blev hans Lancaster alvorligt ramt af luftværnskyts. Højre vinge var alvorligt beskadiget og indereste højre motor brød i brand samtidig med, at Everett mistede kontrollen over flyet. Det lykkedes for Everett at få rettet Lancasteren op igen samt slukke for ilden i motoren. Herefter foretog han flere anflyvninger over målet, før han var tilfreds med placeringen af sine bomber. Han fløj derefter sin kraftigt beskadigede Lancaster tilbage til England. Dette indbragte ham hans tredje DFC, men han nåede aldrig selv at få overrakt medaljen.

Denne nat blev Everetts Lancaster (ME361 kodet TL-H) ramt over målområdet og styrtede ned 5 km syd for Heide. Hele besætningen blev dræbt. Tyske oplysninger angiver, at Lancasteren eksploderede i luften

og da resterne ramte jorden, detonerede bombelasten og målmarkeringsbombene samt lysbomberne udsendte et meget kraftigt lys. Adskillige besætninger begyndte at bombe området, hvor Everett var styrtet ned, i den tro, at dette var målmarkeringen for selve målet ved Hemmingstedt. Master Bomberen var læsset med 6 x 1000 TI yellow, 4 x CP No. 3 Flares White og 3 x 1000 Anm 59. Everett blev skudt ned luftværnsskyts fra 1./schw.Fl.Abt 414 T, 4./schw.Fl.Abt. 635, 5./schw.Fl.Abt. 602 RAD, 4./schw.Fl.Abt 647, 8./schw.Fl.Abt. 325 samt 4./schw.Fl.Abt. 634.

Kontrollen blev overtaget af Deputy Master Bomber. Han mente, at han identificerede målet. Han havde kastet gule målmarkeringsbomber tæt ved selve målet og beordrede dem fulgt op af røde TI'ere. Det var bare ikke hans gule TI'ere, der blev fulgt op på, men den dræbte Master Bombers bombelast, der var langt fra målet.

Wing Commander Hugh James Felce Le Good, DSO, DFC, AFC var deputy master bomber for angrebet på Hemmingstedt. Han stammede fra London og havde før krigen spillet rugby for RAF samt for Sussex før krigen. Ved krigens start var han Flying Officer og instruktør for Central Flying School i Camden. Han blev for en periode sendt til Australien, hvor han blandt andet forrettede tjeneste ved 1 SFTS. Ved hjemkomsten til England i februar 1944 kom han Bomber Command. Under angrebet på Dresden i februar 1945 var Le Good deputy master bomber. Under angrebet på Hemmingstedt fløj Le Good Lancaster ME368 (J). Hans rapport for nattens togt lyder:

'3 x 1000 B2 yellow 867/1500. 3 x 1000 B4 yellow 867/1500. 3 x 1000 ANM.59 TD.025. 21.58.12 hours. 8000 feet. 092T. 155 knots. Weather clear. Identified visually by buildings and railway lines. On run into target area, first illumination and 4 lots of green TI's seen going down, nearest 900 yards to south with other approximately 5 miles to south. Illumination was all to south but as we doglegged by few flares to north, were able to identify the target. Our yellow dropped on target which fell 300/400 yards south of target. Master bomber not heard after minus 12 then very faintly so took over. Instructed Main Force to bomb three widths to north of yellow TI's but attack continued to develop on green, then two loads of TI red but still south of target north of yellows. No bombing observed on yellow or red TI's. Only saw one stick fall near south west corner of target. At approximately 22.04 hours, a load of TI's yellow fall in amongst scattered greens and aircraft down in flames near TI's'.



Målfoto for australieren F/O Ivan Francis Pellas, der var pilot ombord på Halifax III HR169 fra No. 466 Squadron. Pellas bombede klokken 22.02 fra en højde af 10.000 fod og landede igen tilbage på RAF Driffield klokken 00.35. Målfotoet er klart nok til at fotolyderne kunne fastslå at Pellas befandt sig 3 km syd for det befalede målpunkt, da han kastede sin bombelast. Pellas fik i juli 1945 tildelt et DFC for hans indsats ved No. 466 Squadron.

No. 8 Group kastede følgende under angrebet på Heide:

118 x CP No. 3 flares white	12 x 1000 TI Yellow	12 x 1000 ANM65
28 x 250 TI Green	24 x 1000 MC MII	16 x 1000 MC
10 x 1000 TI red	6 x 1000 Anm 59	24 x 500 Anm 65

Bombningen blev gennemført fra højder mellem 4.500 og 15.000 fod. Tidsforsinkelserne på bomberne var 0.5 sekund, hvilket var helt almindeligt ved industrimål. RAF Bomber Command angav følgende angrebsstyrke og bombelast for Hemmingstedt:

Group	Flytype	Bombet	1000 MC	1000 USA	500 MC	500 GP	500 USA	250 GP	150 TI	1000 TI	Flares
4	Halifax	153			1080	92	623	58			
6	Halifax	100			438	49	699				
8	Lancaster	25	40	18	24		36		28	22	472

De angribende besætninger kunne se nogle mindre brande samt nogle få eksplosioner (klokken 22.01 og 22.10 observeredes to store eksplosioner). Der sås røde flammer og røg op til 4.000 fod. Resultatet af angrebet varierede meget i de angribende besætningers rapporter. Selv om den tidlige bombning var ret spredt, blev bombningen mere koncentreret hen imod slutningen af angrebet.

Angrebet gik dog ikke som beregnet og størstedelen af bomberne faldt ved siden af installationerne. For at beskytte raffinaderiet ved Hemmingstedt blev der bygget et skinanlæg omkring 4½ km fra det virkelige anlæg. Skinanlægget blev placeret ved Fieler Moor og under angreb kunne skinanlægget sættes i brand og belyses, så det så ud som om det brændte. Det var her, at hovedparten af bombelasten blev kastet denne nat. Luftwaffenführungstab Ic angav, at Deutsche Erdöl und Gewerkschaft Neu Erdöl Gesellschaft ikke blev ramt og at hovedparten af bomberne faldt på åben mark mellem Hemmingstedt og Meldorf. Banegården i Hemmingstedt fik mindre skader på spornettet.

Helt uskadt slap anlægget ved Hemmingstedt dog ikke fra angrebet. Brandfolkene og damage control personalet på anlægget arbejdede i to dage for at slukke brande og udbedre skaderne. På grund af forsyningsituationen var det svært at få reservedele til udbedring af bombeskaderne.

Kriegstagebuch der Seekriegsleitung har følgende bemærkning til angrebet:

'Die Luftverteidigung hat unter massgeblicher Beteiligung von Adm. Qu IV ein Täuschungsmittel gegen die engl. Bezeichnungskaskaden entwickelt, das im sofortigen Schiessen ähnlicher Leuchtmittel zur Ablenkung von Bombenangriffen auf Scheinanlagen besteht.

Das Verfahren ist neulich bereits bei Stettin und in der letzten Nacht mit erheblichem Erfolg bei dem Angriff auf die Ölwerke im Hemmingstedt angewandt worden, wo infolge dieser Täuschung 2.000 gegen das Ölwerk gerichtete Bomben in freies Feld gefallen sind'.



Canadieren F/Lt H M Barr fra No. 429 Squadron var pilot ombord på Halifax III LV941 'V'. Hans beretning lyder: 'Attacked primary at 2201.9 hrs from 11.000 ft heading 240 deg true at 165 IAS. Bombed green TI's to port of yellow TI as ordered by the Master Bomber. Bomb flashes were observed but no fires or explosions. the attack appeared to be good. At 5531N 0919E, 2130 hrs 11.000 ft an unidentified enemy aircraft passed from port to starboard slightly above. The rear gunner opened fire with 100 rounds and the enemy aircraft broke off and disappeared. No strikes were seen and no claim is made. Bomb load: 12 x 500 lb MC bombs'.

No. 4 Group afsendte 156 Halifaxes mod Hemmingstedt, hvoraf de 153 bombede og 3 vendte om før de nåede fjendtligt område. To fly gik tabt. Flyene fra No. 4 Group fordelte sig således:

RAF Melbourne	No. 10 Squadron	19 Halifaxes
RAF Snaith	No. 51 Squadron	10 Halifaxes
RAF Holme	No. 76 Squadron	17 Halifaxes
RAF Full Sutton	No. 77 Squadron	8 Halifaxes
RAF Brighton	No. 78 Squadron	18 Halifaxes
RAF Pocklington	No. 102 Squadron	5 Halifaxes
RAF Lissett	No. 158 Squadron	20 Halifaxes
RAF Elvington	No. 346 Squadron	12 Halifaxes
RAF Elvington	No. 347 Squadron	10 Halifaxes
RAF Driffield	No. 466 Squadron	12 Halifaxes
RAF Burn	No. 578 Squadron	12 Halifaxes
RAF Leconfield	No. 640 Squadron	13 Halifaxes

De to Halifaxes, som ikke vendte tilbage fra togtet til Hemmingstedt, tilhørte begge No. 578 Squadron på Burn i Yorkshire. Det første, der gik tabt, var Halifax III LL558 kodet LK-R. F/Lt G O Powell var pilot ombord på dette fly, der blev skudt ned klokken 22.15 fem kilometer nord for Brunsbüttel. Halifaxen blev både ramt af luftværnsskyts og beskudt af en natjager. To besætningsmedlemmer overlevede nedskydningen.

Den anden Halifax var NR150 kodet LK-P, der blev fløjet af F/Lt K Shaw. Hjemme i England kunne man klokken 22.24 opfange et signal fra Halifaxen, hvor de kaldte om hjælp. Det var det sidste, som man hørte fra flyet. NR150 er muligvis skudt ned af Uffz Rupp fra 4./NJG 3, der var stationeret på Schleswig. Det var Bruno Rups nedskydning. Ingen af F/Lt Shaws besætning overlevede nedskydningen.



Uffz. Bruno Rupp fra 4./NJG 3 på Schleswig. Rupp fløj ved 11./NJG 101, før han sidst i 1943 kom til 4./NJG 3, hvor han fløj indtil krigens afslutning. Rupp nedskød ialt 15 fjendtlige fly og fik tildelt Deutsches Kreuz in Gold. Rupp døde i marts 2014. (T. Boiten)

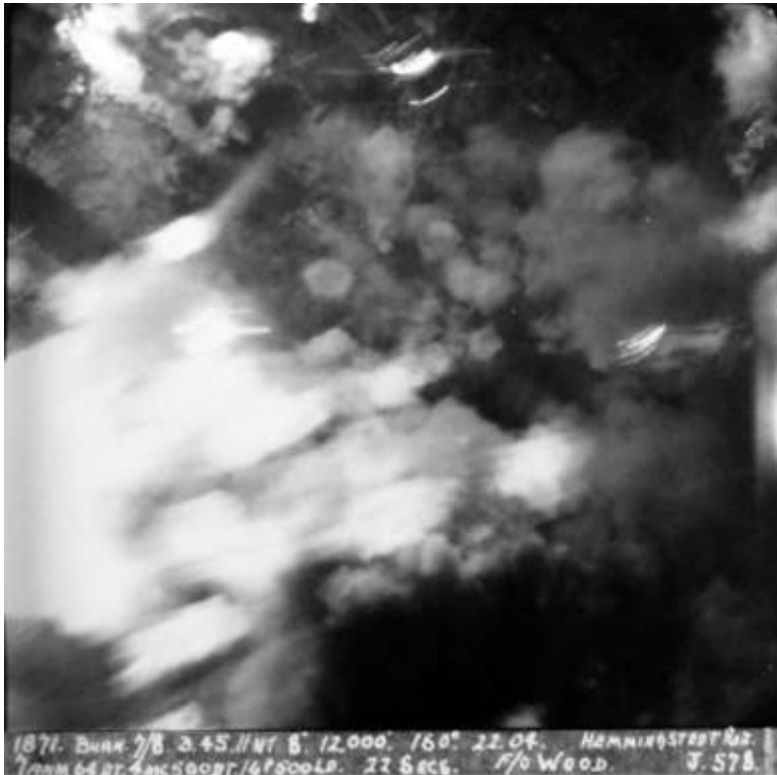
Dette var i øvrigt No. 578 Squadrons sidste tab under krigen, idet eskadrillen fløj sit sidste operative togt den 13. marts, hvorefter eskadrillen bombede Wuppertal med 13 Halifaxes. No. 576 Squadron var en ret ny bombeeskadrille. Den blev dannet den 14. januar 1944 på RAF Snaith med besætninger fra C-flight fra No. 51 Squadron og fløj indtil 15. marts 1945 2721 operative togter, hvor man kastede 9.676 tons bomber. Under hele sin levetid fløj eskadrillen Halifax Mk. III og mistede i alt 40, hvilket giver en tabsprocent på 1.5.

No. 578 Squadrons dagbog angiver følgende om nattens angreb på Hemmingstedt:

Twelve aircraft took off to attack Hemmingstedt carrying 8 - 500 lb GP & 4 - 500 lb MC. Aircraft crossed North Sea in or below 10/10ths turbulent SC with general rain. Cloud lifted to 4000 feet and in target area there was a thin layer of A.CU at 14000 feet with tin ST or haze below through which ground markers were clearly visible. Return journey was similar but weather became fine soon after crossing the Channel.

The attack started on time with flares and markers going down but the yellow markers were rather late. Target was attacked between 2200½ hrs and 2206 hrs from 8000 to 11500 feet. Green markers were somewhat scattered but the yellows and reds were fairly well concentrated. Master Bomber was heard giving bombing directions. Several good explosions were seen from the target area and several fires started with much black smoke. Bombing appeared to be well concentrated and successful. Defences were not very heavy in the target area with slight H/F and L/F and about 12 searchlights on the NE side. Fighters were active on a small scale in the target area and on the route out for a short distance over

the sea. Many aircraft were seen with navigation lights as far as enemy coast outward and again there was chatter on the R/T as the run up to the target. French conversation was heard. Two aircraft were shot down on the run up to the target. Two in Target area due to flak and 2 over the sea by fighter on return. Two of this Squadron's aircraft LK 'P' Captain F/Lt K Shaw and LK 'R' F/Lt G O Powell, failed to return from this operation. Remaining aircraft returned to land at base.



Målfoto for F/O D L Wood, der var pilot ombord på Halifax III LL546 'J' fra No. 578 Squadron. Hans rapport lyder: 'Special Equipment: API, U/S manned. Bomb load 7 x 500 ANM 64, 4 x 500 MC, 1 x 500 GP, LD 12 hrs. Target identification by Y and RTI's, Chimney seen illuminated in fires. Bombed centre of RTI's and fires at 2203½ hrs from 12.000' a/c heading 160° T, ITAS 170. M/B not heard. 2 or 3 explosions seen which lit up the whole target area and large fires all over target. Weather - clear. A/C returned to base'.

En hel del besætninger berettede om luftværnsskydning fra forskellige lokaliteter langs ruten - eller for nogles vedkommende udenfor ruten, som de havde forladt. Der blev rapporteret om luftværnsskydning fra et flakskib ud for Blåvandshuk, ved Flensburg, området ved Kiel, området langs Kielerkanalen, Brunsbüttel samt Meldorf. Der blev også rapporteret nogle få luftkampe. En af de besætninger, der havde et møde med en tysk natjager og overlevede, var F/O B E Browns i Halifax III RG445 fra No. 51 Squadron. Deres missionsrapport lyder:

Up 18.41, down 00.30. This aircraft left to attack the target carrying a bomb load of 10 x 500 lb HE's and 2 x 500 lb HE's (6 hours delay) which was released at 22.08½ hours at a height of 10.000 feet. Red TIs were well concentrated with yellow TIs seen on the NE side of the reds. Fires were visible from the target area after leaving. predicted heavy flak was encountered from the Meldorf area. Combat with a ME 410 at 5441N 0649E, 23.43 hours, 4.000 feet, whilst on homeward journey, no claim.

Fra No. 158 Squadron havde to Halifaxes luftkampe med tyske jagerfly. Halifax 'G' gjorde krav på at have beskadiget en Ju 188 og Halifax 'U' beskød en Ju 88 og gjorde krav på at have beskadiget den. Halifax 'G' var lig med MZ405, der blev fløjet af F/O H R N Meredith, der var startet fra RAF Lisset klokken 18.35. Hans missionsrapport lyder:

Clear. Target identified by yellow flares and green TIs. Bombed one yellow TI at 2201½ from 9.000 ft heading 250T. IAS 175. Marking was well concentrated with greens and yellows together. Master Bomber ordered 'Basement Six' but no bombing instructions were received. Port fin and rudder hit by cannon fire from Ju 188 over target area at 2202 hrs. 9.000 ft. Enemy aircraft attacked own aircraft after attacking Lancaster, which rolled over. Hits claimed on enemy aircraft. Lancaster with fuselage on fire seen 3000 yards away 2200 hrs. 12.000 ft. 5412N 0911E.

Halifax 'U' dækkede NR170, som blev fløjet af F/O S N Sloan og hans missionsrapport lyder:

Target identified by green TIs. bombed starboard side cluster of greens at 2203½ from 11.000 ft heading 308T. IAS 180. Yellow/sreds seen cascading after attack. Black smoke and large red fires seen at 2203 hrs. Aircraft arrived at 2201 and orbited awaiting Master Bomber's instructions which were to bomb greens at starboard of yellows. Both gunners fired on Ju 88 (which did not return fire) over target area at 2205 hrs, 12.000 ft. Aircraft was seen going down in flames at 2203 hrs. 12.000 ft over target area. This was also seen

by 'V'. At 2228 hrs 8.000 ft 5430N 0725E aircraft 3 miles starboard was seen shot down by believed light flak and exploded on striking sea.



Commandant Martin var pilot ombord på Halifax III MZ488 'O' fra No. 346 Squadron, der havde en fransk besætning. Deres rapport for angrebet lyder: 'Bombed on Green target indicators at 22.04½ hours from a height of 11000 feet. The marking was scattered'. Cmt Martin var startet fra RAF Elvington klokken 18.45 og landede igen samme sted klokken 01.10.

Dagbogen for No. 4 Group omtaler angrebet på Hemmingstedt således:

'Weather was clear over the target, but owing to ground haze it was difficult to identify the oil refinery visually. Reports on the markings are somewhat confused, largely owing to the difficulty of hearing the Master Bomber. There was also some difficulty in distinguishing the yellow TIs in the dazzle of the illuminating flares. The Master Bomber switched the attack from clusters of greens to yellows, and then on the reds. Generally, the greens appear to have been scattered and early bombing probably fell wide. The attack gained concentration towards the end and was mainly aimed in the vicinity of the red TIs. A large column of black smoke rising to a great height is reported by most crews and some explosions were observed. Photographs confirm that the markers were scattered, mainly to the south of the aiming point. Defences were slight at the target consisting chiefly of light flak. There was some fighter activity and 5 combats took place. 1 Ju 88 and 1 Ju 188 are claimed damaged'.

No. 6 Group deltog i angrebet på Hemmingsted med:

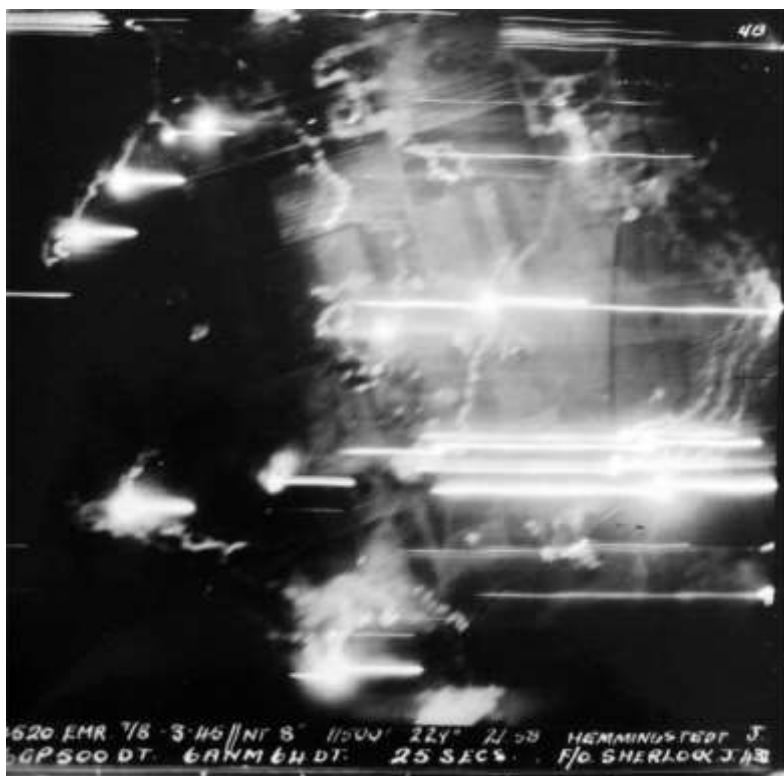
RAF Linton on Ouse	No. 408 Squadron	16 Halifaxes
RAF East Moor	No. 415 Squadron	16 Halifaxes
RAF Tholthorpe	No. 420 Squadron	12 Halifaxes
RAF Tholthorpe	No. 425 Squadron	15 Halifaxes
RAF Linton on Ouse	No. 426 Squadron	11 Halifaxes
RAF Leeming	No. 429 Squadron	15 Halifaxes
RAF East Moor	No. 432 Squadron	15 Halifaxes

No. 6 Groups dagbog for angrebet på Hemmingstedt lyder:

'There was nil to 4/10ths cloud with tops 3/9000 feet in the target area. Visibility was fair to excellent marred at times by slight haze. Visual identification was affected in the light of a large number of illuminating flares which made target indicators green and TI's yellow difficult to pick out for some crews. Red TI's were reported only at later stages. Master Bomber's instructions to bomb on the well concentrated Green TI's and to part of yellow TI's, which were scattered, were carried out by most crews, though the Master Bomber's R/T was jammed. At 2201.5 hrs the MB gave the instructions 'Basement - 6.000'. At 2201-2210 hrs there were some small fires and a few explosions, two particularly large, all giving off red flame, and heavy black smoke up to 4000 ft.

Opinions on the attack varies considerably and assessment was difficult. A fairly good concentration appears to have been achieved. There was nil to slight heavy flak, some of

which was predicted but mostly in barrage form at 9/16.000 feet and bust of self destroying light flak at 8/14.000 feet. Some aircraft were damaged by flak. Searchlights were few and ineffective. Kiel canal and Flensburg areas were active with S/L and flak. Two aircraft were seen shot down, one in target area and one on homeward run just past Helgioland. A few fighter flares and isolated a/c were sighted on legs in and out of target area and in target area itself. There was one combat with E/A and one on the homeward run'.



F/O G T Sherlock var pilot ombord på Halifax VII NP805 'J' fra No. 432 Squadron. 'This crew report no cloud, visibility fairly good. The target was identified by green TI's and illuminating flares. The attack was made from 11.500 feet at 2158.5 hours on a heading of 229° at 165 MPH. The bombs were released on centre of green TI's. Green TI's were well concentrated around a number of buildings illuminated by the flares. No bomb bursts were observed as we were first on target. The aircraft landed at base without incident. Load carried: 6 x 500 lbs GP and 6 x 500 lbs ANM 64'.

Luftværnsskytset ved Hemmingstedt var ifølge de angribende besætninger ikke særlig effektivt. Der var lidt tungt luftværnsskyts, som skød forberedt boksskydning med detonerende granater mellem 9 til 16.000 fods højde. Det lette luftværnsskyts granater detonerede i mellem 8-14.000 fods højde. Ifølge Luftwaffenführungsstab Ic deltog 20 tunge batterier i beskydningen med ialt 106 kanoner, som affyrede 1024 skud. To fly blev beskadiget af luftværnsskytset. Der var kun nogle få lyskastere og de var ikke særlig effektive. De to fly, som blev beskadiget, blev fløjet af F/Lt R Close fra No. 420 Squadron og F/O M Chappel fra No. 425 Squadron. Ingen af de to fly blev alvorligt beskadiget.

To fly blev af de andre besætninger rapporteret skudt ned af luftværnsskytset. Den ene i målområdet og den anden ved Helgoland på vej hjem.

Lidt anderledes så det ud over Flensburg og Kiel, hvor nogle besætninger forvildede sig ind. Her var det tyske luftværnsskyts effektivt. Også ved Helgoland blev der rapporteret om effektiv luftværnsskydning. Der blev kun set få lysbomber tilhørende de tyske natjagere og de returnerende bombebesætninger rapporterede heller ikke om mange natjagere. Natjagere var der dog og fem fly vendte ikke tilbage fra nattens togt til Hemmingstedt.

F/Lt H M Barr fra No. 429 Squadron var pilot ombord på Halifax III LV941. Han blev klokken 21.30 overfløjet af en fjendtlig jager, medens Halifaxen befandt sig i 11.000 fods højde syd for Jordrup ved Kolding (55.31'N 09.19'E). Det fremmede fly kom ind fra venstre mod højre og lidt højere end Halifax LV941. Agterskytten åbnede ild mod det fremmede fly og nåede at affyre omkring 100 skud, før det fremmede fly brød af og forsvandt. Der blev ikke set nogen træffere på det fremmede fly ligesom Halifaxen heller ikke blev ramt. F/Lt Barr fortsatte flyvningen og bombede målområdet klokken 22.01. Han landede igen tilbage på RAF Leeming klokken 00.36.

F/O M Ages i Halifax III LV942 fra No. 429 Squadron blev også angrebet af en natjager. Dette sket medens Halifaxen var halvvejs gennem en orbit over målområdet. Den canadiske besætning rapporterede natjageren som værende en Me 410, men drejede sig i virkeligheden om en Ju 88. Besætningens missionsrapport lyder:

Attacked primary at 2205 hrs from 11.500 ft., heading 180 deg true at 165 IAS. No Cloud, very good visibility. bombed centre of yellow TI. Markers were very scattered on first run so orbited. Halfway through orbit an attack was made by an enemy Me 410. when 500 yards dead astern the rear gunner ordered a corkscrew and opened fire. After 250 rounds all

four of his guns jammed. The Me 410 opened fire at the same time as the rear gunner. It then broke away and the mid-upper gunner opened fire with 800 rounds. Strikes were seen on the Me 410 but no claim is made. the Halifax was hit by cannon shells in the starboard side. It cut the heating line and exploded in the pilot's cockpit breaking the wind screen. None of the crew were injured. Owing to this attack no accurate description of the target area can be given. Bomb load: 12 x 500 lb MC bombs.

To af natjagerne, der var indsat mod den nordlige angrebsstyrke, gik tabt i løbet af natten. Den ene var Ju 88G-6 Werk 622907 (kodet C9+AD) fra Stab III./NJG 5, som styrtede ned 3 km syd for Mechttersen ved Lüneburg. Natjageren blev ramt under luftkamp og besætningen sprang ud med faldskærm. Hele besætningen overlevede udspringet.

Den anden natjager kom fra Stab NJG 3. Feldwebel Otto Kutzner forsøgte klokken 23.35 at lande på Fliegerhorst Göttingen, men ramte under anflyvningen en forhindring og styrtede ned. Hans Ju 88G-6 (Werk Nr. 21220 og kodet D5+BZ) blev ødelagt og hans tre besætningsmedlemmer, underofficererne Klotz, Wendt og Busch, blev dræbt. Kutzner selv blev slemt såret. Otto Kutzner havde tidligere gjort tjeneste i 5./NJG 3 og havde 8 natlige nedskydninger samt 2 dagnedskydninger.

Følgende bombefly gik tabt under nattens angreb på Hemmingstedt:

Lancaster III	ME361	TL-H	No. 35 Sqdn	S/Ldr Everett DFC/2 Bar	7 kia
Halifax VII	NP718	EQ-B	No. 408 Sqdn	P/O Daughters	4 kia, 3 pow
Halifax III	MZ815	KW-C	No. 425 Sqdn	P/O Corbett, DFC	7 kia
Halifax III	LL558	LK-R	No. 578 Sqdn	F/Lt Powell	6 kia, 2 pow
Halifax III	NR150	LK-P	No. 578 Sqdn	F/Lt Shaw	7 kia

Mod den nordlige angrebsstyrke afsendte Luftwaffe følgende:

1. Jagddivision 17 fly på Verfolgungsnachtjagd (8 sikre nedskydninger, 2 mulige)
2. Jagddivision 28 fly på Verfolgungsnachtjagd (10 sikre nedskydninger)

Følgende tyske natjagerpiloter gjorde krav på nedskydninger af bombefly til Hemmingstedt og Harburg:

22.10	12./NJG 3	Fw Egon Engling	10	Lancaster	Nær Hamburg
22.11	12./NJG 3	Fw Egon Engling	11	Lancaster	Nær Hamburg
22.12	IV./NJG 3	Fw Heinz Misch	11	Lancaster	SE Bremervörde
22.13	12./NJG 3	Fw Egon Engling	12	Lancaster	Nær Hamburg
22.14	9./NJG 5	Lt Günter Wolf	5	Lancaster	Hamburg
22.15	4./NJG 3	Uffz Bruno Rupp	13	Halifax	Ud for Schleswig
22.50	8./NJG 3	Hptm Arnold Brinkmann	15	Lancaster	Bremen
	II./NJG 3	Fw Otto Kutzner	10	Halifax	Ved Kiel
	9./NJG 3	Fw Walter Rohlfing	11	Lancaster	Ved Hamburg
	IV./NJG 3	Oblt Fritz Brandt	7	Hamburg	
	9./NJG 5	Oblt Hans-Heinrich Breitfeld	9	Halifax	
	III./NJG 5	Oblt Rehkate	1	Halifax	
	III./NJG 5	Oblt Rehkate	2	Halifax	

Luftwaffe mistede også flere natjagere i løbet af natten. På Fliegerhorst Göttingen forsøgte Feldwebel Otto Kutzner fra Stab NJG 3 klokken 23.35 at lande sin Ju 88G-6 (Werk Nr. 21220 og kodet D6+BZ). Under landingen ramte han en genstand på jorden (Hindernisberührung), hvorved flyet blev totalt ødelagt og de tre øvrige besætningsmedlemmer (underofficererne Erich Klotz, Martin Wendt og Josef Busch) blev dræbt. Kutzner overlevede hændelsen i hårdt kvæstet tilstand. Man var nødt til at amputere Kutzners venstre ben og han var hospitalsindlagt indtil maj 1947. Feldwebel Otto Kutzner havde tidligere fløjet ved NJG 2 og havde i marts 1945 fået tilkendt 10 nedskydninger - den sidste fandt sted den 7. marts 1945, hvor han nedskød en Halifax i nærheden af Kiel.

Tre kilometer syd for Mechttersen ved Lüneburg styrtede efter luftkamp en Ju 88G-6 (Werk Nr. 622907 og kodet C9+AD) fra staben ved III./NJG 5 ned, hvorved Feldwebel Paul Schlösser blev såret. De øvrige tre besætningsmedlemmer kom intet til.

Sydvest for Dillingen styrtede Oberleutnant Peter Spoden fra 6./NJG 6 ned, da hans Ju 88G-6 Werk Nr 621497 2Z+DP var blevet beskadiget efter luftkamp. Natjageren blev ramt af projektiler i den ene motor. Peter Spoden, Uffz Bernhard Iwert og Uffz Friedrich Pelzer sprang ud med faldskærm og slap fra hændelsen, men Uffz Wilhelm Koy blev kvæstet under udspringet.

IV./NJG 1 mistede tre fly i løbet af natten. Leutnant Theodor Adamski fra IV./NJG 1 styrtede ned ved Möhnetal Sperre på grund af overisning af hans Bf 110G-4 (Werk Nr 110081), hvorved hele besætningen omkom.



Greiner som Oberleutnant på Fliegerhorst Leeuwarden i sensommeren 1943. I baggrunden ses Oberleutnant Drewes. (Theo Boiten)

Chefen for IV./NJG 1, Hauptmann Hermann Greiner, styrtede også ned denne nat. Han havde på dette tidspunkt fået tilkendt 51 nedskydninger og var på sin 204 operative flyvning. Nogle nætter tidligere, nemlig mellem den 3. og 4. marts, havde han haft held til at skyde tre bombemaskiner ned, men denne nat gik det anderledes. Han fik brændstofmangel over Eifel og besætningen sprang ud med faldskærm. De to andre besætningsmedlemmer slap uskadt fra udspringet, men Greiner blev hårdt kvæstet ved udspringet og tilbragte den næste tid på hospital, hvorfra han dog udskrev sig selv før krigens slutning og returnerede til IV./NJG 1, der i mellemtiden var flyttet til Ostenfeld ved Schleswig. Den 17. april 1945 fik han tildelt ridderkorset med egeløv. Han fløj natten mellem den 8. og 9. marts Bf 110G-4 Werk Nr. 160127. Det sidste fly fra IV./NJG 1, som gik tabt denne nat, var Bf 110G-4 Werk Nr 740860 kodet G9+AE, der styrtede ned ved Waldbröl, hvorved Fhr. Manfred Friedemann blev dræbt.

Mineudlægning i Lillebælt

Fem Lancasters fra No. 3 Group og 15 Halifaxes fra No. 4 Group udlagde miner ud for Flensburg (mineudlægningsområdet Young Melons) og Eckenförde (mineudlægningsområdet Young Wallflower), hvor de allierede havde konstateret u-bådsaktivitet. Der blev ialt udlagt 86 miner. Ingen af minelægningsflyene gik tabt i løbet af natten.

De fem Lancasters fra No. 3 Group (fire fra 32 Base og et fra 33 Base) udlagde 26 miner i 'Young Melons' ved hjælp af H2S fra en højde af 15.000 fod. Der var 7/10 tyndt skydække i mineudlægningsområdet. Minelægningen var ikke helt uden problemer. Besætningerne rapporterede om let luftværnsskydning i området og mange lyskastere fra 54.28'N 10.00'E. Klokken 22.20 så besætningerne et fly blive skudt ned fra 15.000 fods højde på position 54.25'N 08.15'E og mistænkte et flakskib for at være den, der nedskød det britiske fly.

No. 90 Squadron

Lancaster I	NG306	F/Lt A J Daniel	18.28	00.11
Load 1 x G706, 3 x G718, 1 x G718. Mines were planted in the target as ordered after navigational run up from promontory at 2155 hrs from 15.000 ft. Weather hazy, 5/10 cloud, cover ground detail was visible through. we were caught in the searchlights, but these were doused.				

Lancaster I	PA253	F/O D Ballard	18.26	00.21
Bomb load 1 x G.706, 2 x G.728, 2 x G718. Mines were planted in the target as ordered after navigational run up from promontory at 2200 hrs from 15.000 ft. weather 5/10 cloud, ground was visible.				

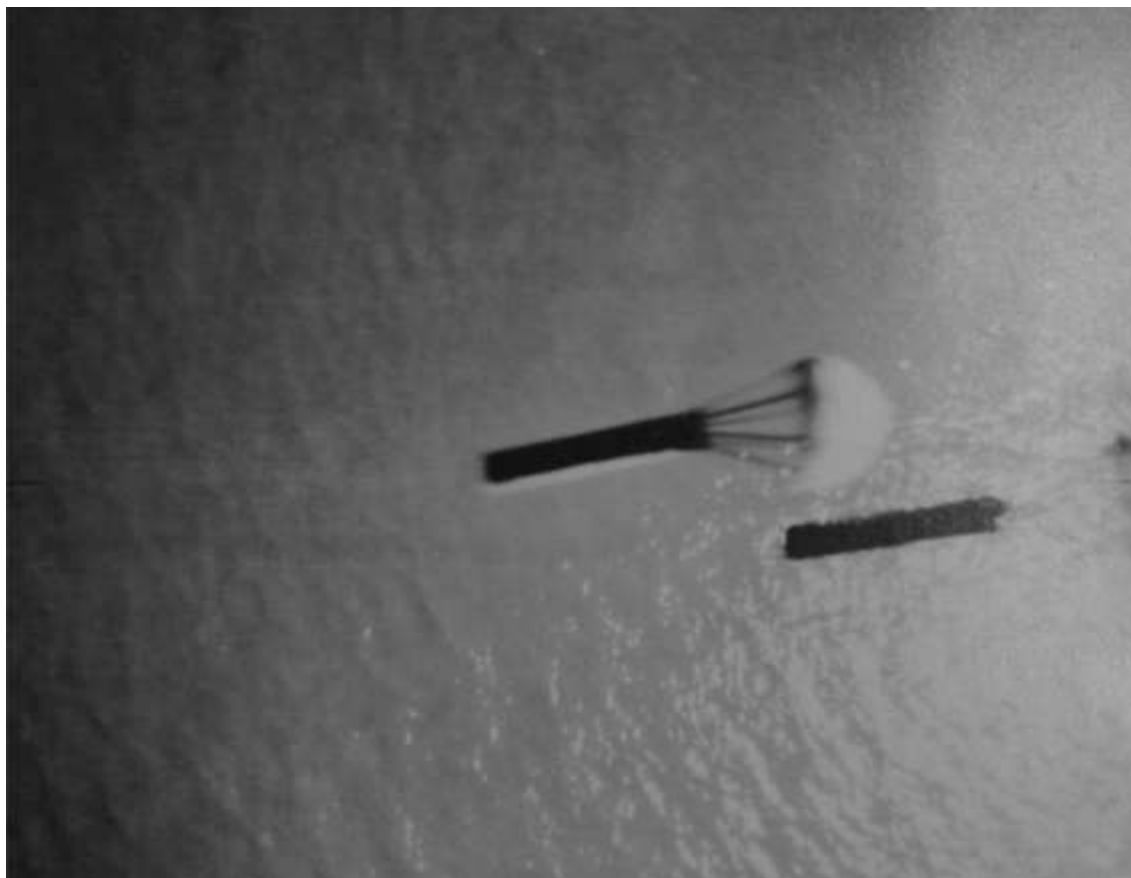
No. 622 Squadron

Lancaster I	PD228	F/Lt J F McCahill	1821	0009
Mine load - 4 x C308 Mk. VI, 1 x G706 Mk. VI (9.000 lbs). Target as ordered - 5430N 10001E. Mines laid on instruments at 2159½ from 15.000' HDG 090 (T). Clear skies with good visibility.				

Lancaster I	PD532	F/Lt V S Robbins	18.22	00.33
Mine load - 4 x G500 Mk. VI, 1 x G.706 Mk VI (9.000 lbs). Target as ordered - 5430N 1000E. 5/10 thin stratus - good visibility. Mines laid on instruments at 2158 from 15.000' HDG 114 (T).				

No. 75 Squadron

Lancaster I LM266 F/Lt E Parsons 18.35 00.40
Mining in Kiel Bay - 1 x M230 Mk IV, 4 x G716 Mk IV, 1 x A114 Mk IV Mines
Kiel Bay. Consider mines dropped as ordered.



Minelægning havde i 1945 udviklet sig til et velfungerende 'håndværk', hvor Bomber Command var i stand til med stor nøjathed at udlægge miner næsten overalt. Her ses to miner på vej ned i Elben for at blokere for sejlads til Hamburg. Minerne kunne udlægges ved hjælp af H2S og i modsætning til tidligere i krigen også fra stor højde.

No. 4 Group afsendte 6 Halifaxes fra No. 77 Squadron og 9 fra No. 102 Squadron. Alle flyene udlagde deres miner i 'Young Wallflowers' og der blev ialt lagt 60 'grøntsager' ved hjælp af H2S radar.

No. 77 Squadron

Route: Base - Whitby - 5545N 0050 - 5545N 0900*E - 5515N 0950E - Garden - 5438N 0940E - 5430N 0850E - 5448N 0700E - Base.
Mine load: All aircraft carry 4 x Mk VL mines U resistance.
General remarks: No flak at garden, but known defened areas active.
Haliax III MZ396 F/O JM Gaddes 19.05 00.40
Mines were released at 2200 hours from 10.000 feet. Satisfactory results.
Haliax III MZ354 F/Lt E G Hopgood 19.15 00.50
Mines released at 21.58½ hours from 10.000 feet. Results satisfactory.
Haliax III PN175 F/Lt E Hurlbut 19.00 00.35
Mines released at 21.59 hours from 10.700 feet. Results satisfactory.
Haliax III MZ769 F/Lt E Ward 19.05 00.35
Mines released at 21.58 hours from 10.000 feet. Results satisfactory.
Haliax III MZ809 F/Lt M L Bunton 19.00 00.25
Mines released at 21.57 hours from 10.700 feet. Results satisfactory.
Haliax III MZ397 F/Lt W A Foote 19.00 00.40
Mines released at 21.57 hours from 10.700 feet. Results satisfactory.

No. 102 Squadron

Halifax VI PP203 F/O A L Pearson 19.00 00.39
Mines laid on H2S at 2156 hrs. Height 10000' heading 184° T TAS 200 mph.
263° 8½ miles. Vis good. 5452N 1004E 4 Veg Mk 4.

Halifax VI	PP209	F/O J C Withington	19.04	01.00
		Mines laid on H2S at 2201 hrs. Height 10000' heading 184° T, IAS, 200 mph, 263° at 8½ miles, 5452N 1004½E. vis very good. 4 Veg Mk 4.		
Halifax VI	RG487	Capt G A Gillett	18.59	00.41
		Mines laid on H2S at 2157. Height 10000' heading 184° T TAS. 175 mph. 263° 8 miles. 5452N 1004E. Vis good. 4 Veg Mk. 4.		
Halifax VI	PP186	F/Lt W M Bennett	19.01	01.00
		Mines laid on H2S at 2157 hrs. Height 10000' heading 157°T IAS. 175 mph. 263° 5½ miles. 5452N 1004E Vis good. 4 Veg Mk 4.		
Halifax VI	PP177	F/Lt W M Russel	19.05	00.54
		Mines laid on H2S at 2156 hrs. Height 10000' heading 165°T TAS 202 mph 232°T 10½ miles. 5450N 1003E. Clear. 4 Veg Mk. 4.		
Halifax VI	RG484	F/O A Symmons	18.58	00.39
		Mines laid on H2S at 2156 hrs. Height 10000' heading 175°T IAS 175 mph 5½ miles. 5452N 1004E Vis good. 4 Veg Mk. 4.		
Halifax VI	RG505	F/Lt J M Revell	19.02	00.36
		Mines laid on H2S at 2158hrs. Height 10000' heading 167°T. IAS. 202 mph. 17 miles. 172° 5451N 1002½E. Good vis. 4 Veg Mk 4.		
Halifax VI	RG484	F/O Hart	19.03	00.55
		Mines laid visually at 2156 hrs. Height 10000' heading 165°T IAS. 202 mph. 235° Clear good vis. 4 Veg Mk. 4.		
Halifax VI	RG485	F/O A Crompton	19.06	00.55
		Mines laid visually at 2159 hrs. Height 10000' heading 165T. IAS. 200 mph. Clear. Vis good. 4 Veg Mk. 4.		

Minelægningen gav lidt forstyrrelse i den tyske skibstrafik og der udsendtes advarsel om minefare:

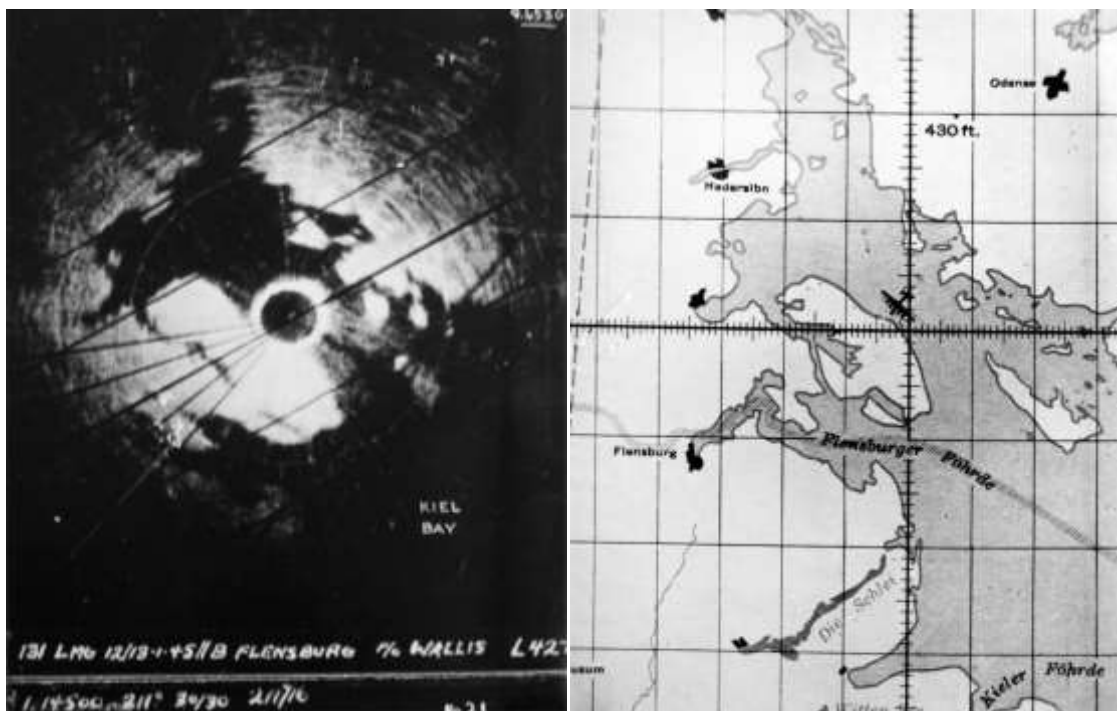
Minenverdacht

Am 7.3. Gesamte Kieler Bucht von Schleimünde bis Fehmarnbelt, Abzweigung in die Eckenförder Bucht und in den Grossen Belt

Am 8.3. Schifffartswege Rot 7, Rot 071 - Rot 08a, Rot 07a Fehmarnsund, Rot 08a - Rot 1

Minenabwürfe (beobachtet)

Am 7.3. bei Rot 1 (2 Abwürfe), Rot 03a (1 Abwurf), durch Flugwachen und Wachschiffe; ferner auf Weg Rot 02 - Rot 05 (2 Abwürfe durch FuMO).



Affotografering af H2S skærmen på Halifax III NP957 'L' fra No. 427 Squadron, der fløj fløjet af F/Lt R J Garvin under en mineudlægning ud for Flensburg Fjord (Young Wallflower) natten mellem den 12. og 13. januar 1945. Han kastede på position 545100N 093130E fire miner hver på 1.800 lbs, der var forsinkede mellem 15 og 27 dage. Minerne var forsinkede for at besværliggøre tyskernes strygning af dem, idet der efter en observeret minelægning blev foretaget minestrygning i flere dage i pågældende område. Minerne blev udlagt ved hjælp af H2S radar klokken 20.59.

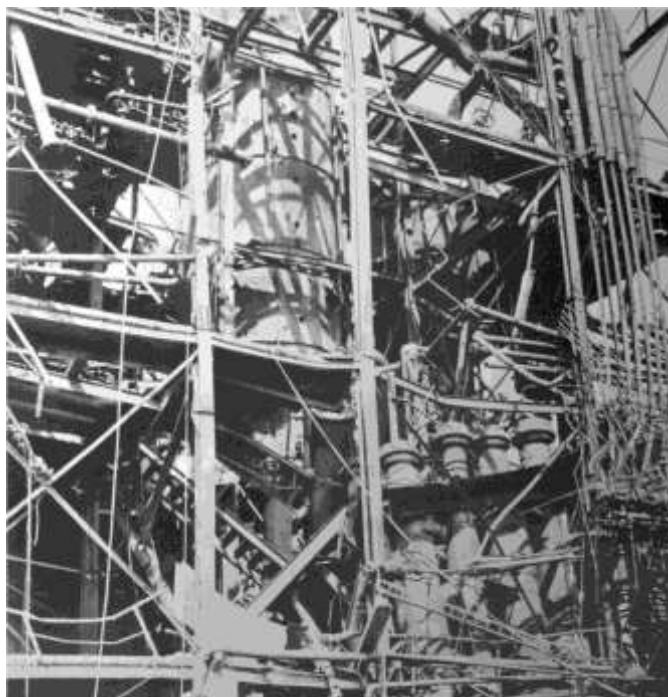


Den 6. marts 1945 blev Rhenania Ossag AG i Harburg fotograferet af F/O C T Frith i Spitfire XI PM145 fra No. 541 Squadron og den efterfølgende dag havde de britiske fototydere udarbejdet følgende rapport (K.3897): 'In the Rhenania Ossag AG there are a few new points of damage. On the West side of the target one storage tank has been destroyed and two others severely damaged. Just South of the boiler house a pipe line is twisted and robably broken. A medium size unidentified building near this pipe line has minor roof damage at both ends, and another has been severely damaged by a direct hit. One of the two remaining large Storage Tanks in the Ebano-Asphalt AG has been practically destroyed, and two small tanks are badly damaged or destroyed. There are no other incidents of damage apparent in the town, however the southern part of the three docks immediately East of the Rhenania plant are cloud obscured'. Ikke ret mange timer efter, at denn rapport var fremkommet, blev Rhenania Ossag angrebet igen.

Bombningen af Harburg

Harburg blev natten mellem den 7. og 8. marts 1945 angrebet af No. 5 Group, der afsendte 234 Lancasters og 8 Mosquitoes. 216 fly bombede Harburg, 4 vendte om før tid og 9 forfejlede målet. Angrebsstyrken mistede 13 Lancasters, hvilket var et højt tal for et kystnært mål i marts 1945. Harburg ligger umiddelbart syd for Hamburg og Hamburg havde altid været kendt for sit stærke luftforsvar, men alligevel kom en tabsprocent på 5.5 bag på Bomber Command.

Rhenania Ossag Mineralöl Werke AG Harburg var placeret på sydsiden af floden Elben omkring 2 km nordvest for Harburg. Denne virksomhed, der var den største fremstiller af smøreolie i Tyskland, havde en max kapacitet på 300.000 metric tons om året og en vacuum destilleri kapacitet på 330.000 metric tons om året hvilket svarede til en behandling af 22 % af al tysk råolie mineralolie i Tyskland og Østrig før krigen. Virksomheden havde sin største produktion indtil maj 1944, hvor 8th Air Force for første gang angreb den.



Trykskader fra en detonerende sprængbombe på et distillationstårn på Rhenania Ossag Mineral-oel Werke i Harburg. Da billedet blev taget havde tyskerne påbegyndt reparation af skaderne.

En amerikansk efterretningsrapport beskriver anlægget således:

"The principal physical features are the large distillation units, a large lubricating oil processing plant and an asphalt manufacturing and filling plant. The principal products are highly refined, finished lubricating oils, light untreated oils, and asphalt of importance in the order mentioned. The lubricating oil plant was of modern design and has the largest capacity of any single plant in Germany.

As of May 1944 the Harburg works processed approximately 22 per cent of the crude mineral oil allocated to refineries from prewar Germany and Austria. The unfinished light oil products were transferred by barge from Harburg works to the Wilhelmsburg refinery for further treatment and blending to finished oils. The refined lube oils were transferred in the same manner to the Grasbrock refinery of the same company for either further treatment or blending to finished specification products. The lubrication oils from the new refining plants in Harburg placed in operation in 1940 and 1943, were the most important products. These lube oils were of high quality and were satisfactory for blending with synthetic oils for aircraft use or without blending for use in all ground vehicles for either army or civilian use.

The Harburg refinery of the Rhenania Ossag Mineralölwerke AG is located 1.5 miles northwest of Harburg on the south side of the south branch of the Elbe river. The refinery proper occupies almost the entire peninsula whose rectangular length runs approximately north-south 3,200 feet, with a width of 1,100 feet, with a total area of approximately 83 acres. The principal physical features are the distillation units, gasoline and fuel oil tanks, located on the north end of the peninsula, with large boilerhouse in the center, and the lube oil tanks and lube oil plant proper being located on the southwest section of the peninsula.

The plant contains approximately 39 buildings, most of which are of brick wall, steel frame, transite roof construction. In addition there are approximately 11 large and small process unit structures of open structural steel construction, besides approximately 22 acres of intermediate and finished oil tankage, practically all of which have been equipped with blast protection walls.

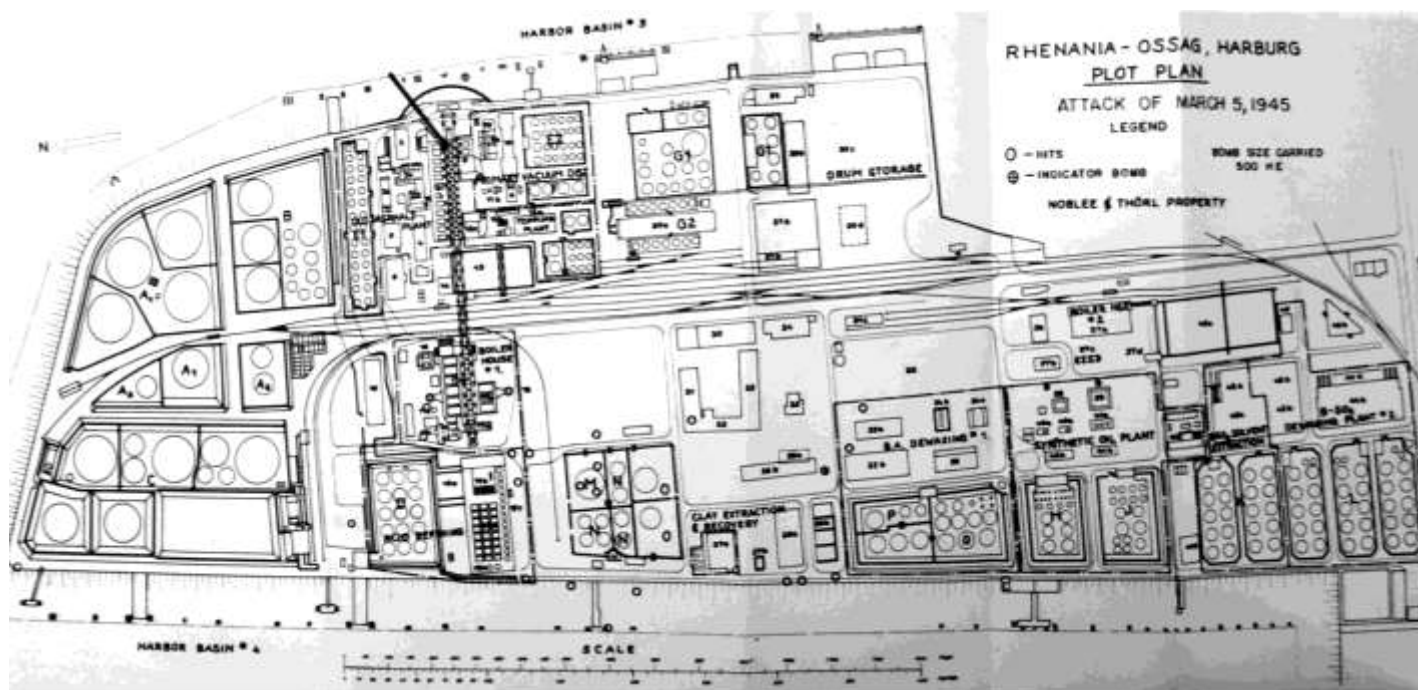
Transportation of products and materials to and from the plant was available by barges and connecting railways. The plant contained two boilerhouses, one of which was equipped with nine boilers with a steam capacity of 10-12 tons/hour each. The second boiler house,

built in 1939, contained four boilers of the same capacity. No electric power was generated at this plant.

The personnel of the Harburg plant steadily increased from 1939 and reached a peak number of 1.256 in January 1945. A considerable decrease in personnel after January was a result of shut downs of units which were badly damaged and destroyed during the 1945 air attacks. During the month of April, the total number of employees was approximately 660. All units were operated in three shifts of eight hours each. Each operator worked seven days a week, a total of 56 hours, and had a day off every third week. This arrangement was in effect since the outbreak of the war and had never been altered'.

Angrebet denne nat var det 11. angreb på Rhenania Ossag Mineralolwerke AG i Harburg. Under de ti foregående angreb fordelte sprængbomberne sig som nedenfor vist. Den 25. oktober 1944 kastede 8th AF endvidere 423 tons brandbomber, hvoraf omkring 500 brandbomber ramte målområdet. Under RAF Bomber Commands angreb natten mellem den 11. og 12. november 1944 blev der kastet 180.7 tons brandbomber og fototyderne kunne konstatere, at fem mindre områder var godt dækket ind med brandbomber.

Dato	Enhed	Tonnage	Bomber i målområde	Tonnage i målområde	Antal træffere på bygninger/installationer
20.06.44	8th AF	206	326	81.5	51
06.08.44	8th AF	160.5	476	59.5	132
25.10.44	8th AF	1452	53	9.4	14
04.11.44	8th AF	1115.9	3	0.75	0
06.11.44	8th AF	527.5	45	22.5	11
11.11.44	RAF	839.8	34	20	6
21.11.44	8th AF	486.1	44	8.1	10
31.12.44	8th AF	372.6	65	12.4	13
17.01.45	8th AF	196	123	30.7	22
05.03.45	8th AF	321.5	20	5	2



Bombetræfferne på Rhenania-Ossag i Harburg under angrebet den 5. marts 1945.

Hvad der nok er mest imponerende var, at under alle angreb under krigen havde fabrikken kun 3 dræbte og 3 sårede medarbejdere. Til gengæld var de materielle skader under flere af angrebene store. Alligevel kunne værket absorbere mange træffere.

'Steam and water were the only utilities of which extensive use was made; practically no equipment was electrically operated. Two boilerhouses were used, the minor one of which was completely destroyed in the attack of 20 June 1944. The major boilerhouse was very heavily damaged in the raid of 6 August 1944. Since steam is used in practically every process in a refinery, damage to the steam supply seriously hindered all operations.

The chief causes of damage by bombs were blast and fragmentation. The soil on which the plant was built consists entirely of fine, light sand, which is a very efficient absorber of shock. It was noted that a tall chimney was intact, although almost surrounded by craters about 30 feet in diameter, and the edges of two of the craters were only a few inches from the foundation. Since a refinery is constructed almost entirely on open ground, falling debris and weather are not appreciable factors in causes of damage. Very little damage was caused, although several installations had burned after being blasted by high explosive bombs.

There were no protective measures such as emergency blowdown tanks and lines for use immediately prior to an air attack. Brick masonry blast walls with reinforced concrete foundations and columns were built around each tank group. the usual earth dikes were constructed around individual tanks. The use of black oil smudge and artificial fog was extensive. Decoy fires were started, thus giving the impression of greater damage than had actually occurred. Flares dropped by pathfinder planes were simulated in fields adjacent to plants thereby confusing pilots as to their objective. An elaborate alarm system was worked out, which proved very effective, allowing about one hour for clearing the area. Primary controls in bunkers near the units permitted the continued operation during the attacks. In case of a direct hit, this system permitted emergency shut-down on that unit. Also after the first attack in June 1944, only a minimum of oil stocks was held in storage tanks'.



Bombetræfferne på Rhenania-Ossag i Harburg ved krigens afslutning, hvor værket var totalt sønderbombet.

Angrebsstyrken til Harburg fulgte med styrken til Hemmingstedt indtil et punkt syd for Fåborg, hvor styrken delte sig. Luftwaffe havde plottet styrken fra umiddelbart før den krydsede den jyske vestkyst ved Vejers, men plottende var ikke særligt vedvarende og noget kunne tyde på, at radartjenesten i Jylland havde problemer på grund af kraftig jamming. I første omgang forventede tyskerne et angreb på Kiel, hvorfor de koncentrerede deres natjagere i dette område. Først efter, at Harburg var blevet bombet, blev natjagerne beordret til Hamburgområdet. En af grundene til at natjagerne blev holdt ved Kiel kunne være på grund af kraftig udlægning af chaff i dette område samt kraftig jamming udført af No. 100 Group. Dertil kom, at minelægningsflyene opererede i samme tidrum ca. 30-50 km nord for Kiel.

I løbet af aftenen anvendte Luftwaffe følgende radiofyr: Otto, FF12, Quelle, Egon, Silerfuchs og Heide. De tyske natjagere blev flere gange i løbet af aftenen advaret om britiske natjagere, der opererede i deres område. Klokken 21.23 blev III./NJG 3 advaret om at intrudere opererede nordøst for Bremen og fem minutter senere blev advarslen udvidet til området mellem Hamburg og Lübeck. Klokken 22.44 blev IV./NJG 5 advaret om intrudere i området ved Greifswald. Også 2. Jagddivision udsendte advarsler. Klokken 22.51 advarede de IV./NJG 3 om, at britiske natjagere opererede i nærheden af Varel og Jever, som var deres base.

1. Jagddivision afsendte fly fra III./NJG 5 og IV./NJG 5 og de britiske aflyttere i England kunne følge med i dele af radiokommunikationen.

III./NJG 5 21.15 Ordered to Kiel
21.23 Told not to return to base
21.32 Told to return to Kiel
22.00 Informed target Hamburg
23.17 Ordered to land
Aircraft of this Gruppe operating on the Gruppe Control frequency ordered at 21.52 hours to Kiel and at 21.54 hours to Hamburg.
IV./NJG 5 21.26 Told to return to a height of 13.200 ft
21.40 Told to return and land at Greifswald

2. Jagddivisions radiotransmissioner blev også aflyttet af englænderne og de mente, at 2. JD i løbet af aftenen kontrollerede IV./NJG 3 samt muligvis II./NJG 3.

21.15 All aircraft ordered to Kiel
21.27 II./NJG 3 ordered to Beacon Egon
21.28 II./NJG 3 ordered to Kiel
21.35 IV./NJG 3 ordered to beacon Quelle
21.54 Bombs reported in Hamburg
23.09 All aircraft ordered to land at Schleswig

Selv om natjagerne blev beordret til Kiel, fandt flere af de rutinerede besætninger selv frem til bombestrømmen og begyndte at blive sluset ind i denne. Det kom til et par enkelte nedskydninger før målområdet samt en enkelt luftkamp mellem Kiel og Lübeck, men i det store hele holdt Bomber Commands plan om at lokke natjagerne væk fra hovedstyrken før bombningen.

Den tyske marine rapporterede om luftværnsskydning i løbet af aftenen:

'21.20 - 22.46 Uhr Beschuss fdl. Flugzeuge durch Mar.-Flak W'haven, Wesermünde, Cuxhaven, Helgoland, Brunsbüttel und Sylt. Je 1 Abschuss eines Feindflugzeug durch Mar.-Flak Helgoland, Wesermünde und 'R 417' (auf der Weser). 2 weitere Flugzeuge im Bereich Seeko. Nordfriesland abgeschossen'.

Angrebstidspunktet for Harburg var oprindeligt sat til klokken 21.30, men angrebet startede ikke før klokken 21.56. No. 5 Group skulle selv stå for målmarkeringen, som bestod af Newhaven med emergency skymarking.

No. 5 Group fik af HQ Bomber Command ordre til at angribe Harburg med 220+ for at 'ødelægge fjendtligt olieraffineri'. 53 Base skulle stille 75+, 55 Base 70+, 56 Base 40+ og 54 Base skulle stille 14+ plus flares og markere. Hvert fly blev fyldt med 1700 gallons brændstof og bombelasten skulle for cookiernes vedkommende bestå af 10 % langtidsforsinkede, hvor tidsforsinkelsen kunne sættes til mellem 6 til 36 timer. Planen for målmarkeringen så således ud:

- At H-11 primary blind markers will drop green TI on centre of target.
- Flares will illuminate the target at H-9, 7 and 4.
- As soon as possible after H-9 Mosquitoes will make mark the marking point with TI red. These will be addressed and if accurate backed up with further red and yellow TI.
- Should Mosquitoes fail to mark the marking point they will attempt to mark the MPI of the 55 and 56 Base target. Points with red TI failing this they will back up the PBM greens with red TI.
- Should cloud preclude visual marking, C blind markers will drop Wanganui flares green with red stars over the target for the period of the TOT. In this case the master bomber will broadcast 'sky'sky'sky'.

Hovedstyrken havde følgende ordre for bombningen:

'Main force will be instructed to either:

- Attack red TI as planned in which case crews are to aim the centre bomb of the stick at the red TI overshooting as detailed below.

Target	Base	Track True	Delay
A	53 Base	207	7 secs
B	55 Base	160	5 secs
C	56/106	175	7 secs

- Attack red TI direct.
- Attack red and green TI direct.
- 'Sky sky sky' in which case crews are to aim the centre bombs of the stick at the last repeat last Wanganui flare, attacking as near as possible dead down wind, using the

bombing wind direction to be broadcast by this HQ at H-5 as a guide. Zero repeat zero wind is to be set on the bombsights
50 and 61 Squadrons are to support the marker force at the target from H-13 to H-6.
Bombing heights:
Marker Force - 14000 - 15000 ft.
Supporters - 15000 - 15500 ft.
53 Base - 15000 to 16250 ft
56 Base and 106 - 11750 - 12750 ft
55 Base - 12750 - 14000 ft'



Group Captain Stubbs i selskab med den britiske dronning.

Wing Commander Stubbs var master bomber under angrebet på Harburg og han ledede angrebet med stor effektivitet. Dennis Raymond Stubbs meldte sig til RAFVR i marts 1939 og blev indkaldt ved krigens begyndelse. Han var en af fem brødre, der gjorde tjeneste ved RAF. Robert, den yngste af brødrene, var agterskytte i No. 158 Squadron og blev skudt ned i maj 1944 og tilbragte resten af krigen i en tysk fangelejr. Cecil blev dræbt den 21. oktober 1940 og Stanley mistede et øje. Den sidste broder, Leslie, overlevede krigen, men døde i en ung alder.

Wing Commander Stubbs blev uddannet til pilot i sommeren 1940 og blev udnævnt til Pilot Officer i oktober samme år, hvorefter han kom til No. 601 Squadron og fløj Hurricanes. Senere kom han til No. 238 Squadron før han gjorde tjeneste som flyvelærer ved Cranwell. I stedet for at komme tilbage til operativ tjeneste efter turen ved Cranwell, blev han i stedet for sendt til Sydafrika som instruktør. Stubbs kom tilbage til England i slutningen af 1943 og blev uddannet på Lancasters før han overtog A Flight i No. 9 Squadron. I juni 1944 kom han til No. 50 Squadron, hvor han blev leder af B Flight. Medens han gjorde tjeneste i No. 50 Squadron fik han tildelt Distinguished Flying Cross i oktober 1944 for blandt andet fremragende flyvning under et angreb på olieanlæg ved La Pallice i august samme år.

I november 1944 kom Stubbs til Pathfinders og gjorde fra januar 1945 tjeneste som Master Bomber. Han var på dette tidspunkt tilknyttet 54 Base. I vinteren og foråret 1945 ledede han mange angreb som Master Bomber for hvilken indsats han i oktober 1945 fik tildelt Distinguished Service Order.

Stubbs fortsatte i RAF efter krigen og gjorde tjeneste ved flere skoler og stabe, før han i 1949 kom til henholdsvis Coningsby og Hemswell som W/Cdr Flying. I 1957 var han på skole i USA og ved hjemkomsten kom han til Air Ministry. I 1964 blev han Group Captain Plans and Ops ved SHAPE og i 1968 gik han på pension. Stubbs nåede ikke at nyde sin alderdom. Han døde i februar 1973.

Natten mellem den 7. og 8. marts 1945 var der lidt tyndt stratus i målområdet ved Hamburg/Harburg, som ikke generede bombningen nævneværdigt. Mosquitoerne havde til opgave at afmærke et offset marking point med røde målmarkeringsbomber, hvorefter hovedstyrken skulle angribe med specificeret kurs med en tidsplanlagt overskydning fra de røde målmarkeringsbomber. De røde målmarkeringsbomber faldt lidt syd for markeringspunktet og hovedstyrken korrigerede i forhold til dette.



Lancaster PB484 'T' fra No. 49 Squadron blev fløjet af F/O H E Fricker og hans rapport lyder: 'Bombed from 11.050 feet at 2159 hours. Marking was really good. Attack concentrated. Many explosions from 2158 hrs to 2208 hrs. Target clearly seen. considered successful sortie.

Luftværnsskytset var særdeles aktivt ved Harburg/Hamburg. Omkring 50 til 100 lyskastere opererede i to grupper ved Hamburg og de angribende bombebesætninger beskrev, at lyskasterne flere gange var stationære i deres stråler, hvilket kunne tyde på, at de lavede et 'lystæppe' for natjagerne, der så kunne ses tydeligt i silouet. Besætningerne beskrev det tunge luftværnsskyts som moderat og til tider intens med detonerende granater mellem 10-15.000 fod. Luftværnsskytset var dog ikke særlig effektivt, hvilket skyldes jamming af Mannheim og Würzburg skyderadarerne, så luftværnsartilleriet måtte ty til den mindre effektive metode med forberedt boksskydning. Også det lette luftværnsskyts var aktivt, men ikke særlig effektivt. Ifølge Luftwaffenführungsstab Ic affyrede 176 kanoner i 29 tunge luftværnsbatterier tilsammen 5.327 skud i løbet af natten.

Mosquitoes fra No. 627 samt Lancasters fra No. 83 og 97 Squadron havde ansvaret for at afmærke målområdet. No. 627 Squadron afsendte seks Mosquitoes, hvoraf de fem kastede deres røde og grønne målmarkeringsbomber over Harburg.

No. 627 Squadron

Mosquito IV	DZ631	S/Ldr R G W Oakley & F/Lt M A Crombie	19.53	23.47
		Marker 1 - Target Harburg. Load 1 x 1000 lb Red TI, 1 x 1000 lb Yellow TI and 1 Wanganui flare. First flares fell at 21.47.30 hrs, and the main point of these was 2 miles S of target. PBM Green's - 1 500 yards S and another 1500 yards SE fell with the first flares. Marker identified and marked, assessed as 50 yards S. controller could not see No. 1 Marker so backing up was ordered and done fairly quickly. controller asked for Yellow TI so a/c put one down between main Red concentration and Red on the M/P. Main Force called on at H-4 to attack as planned on most Northerly Red. Bombing look good with numerous oil explosions during 5 mins at attack. Many flares were burning on the ground. A smoke screen was operating.		
Mosquito IV	DZ611	F/O J Walker & W/O K R Oatley	19.52	23.43
		Marker 2 - Load; 1 x 1000 lb Red TI, 1 x 1000 lb Yellow TI and 1 Wanganui. Saw first Red fall about 200 yards SW of M/P. Others backed up and a good concentration was seen about 150 yards E of M/P. Yellows were dropped in middle of concentration.		
Mosquito XVI	PF444	F/Lt F D Armstrong & F/O E G Patterson	19.54	23.34
		Marker 3 - Load; 2 x 1000 lb Red TI's and 1 Wanganui. Flares were a little early but gave adequate illumination and PBM was accurate. Marker 1 marked, his TI falling about 200 yareds S. A/C backed up, its marker falling 150 yards S of M/P.		

Mosquito IV	DZ599	F/O F J Nash & F/Sgt E C Wetherall	19.55	23.42	Marker 4 - Load; 1 x 1000 lb Red TI and 1 x 1000 lb Yellow TI and 1 Wanganui. The M/P was marked by 3 a/c before F backed, its TI falling 90 yards SE of M/P. About 10 spoof Red TI's seen about 15 miles S of target and 2 away to SE 10/15 miles.
Mosquito IV	DZ606	F/O R W Olsen & F/O F L Chipperfield	19.56	23.50	Marker 5 - Load; 1 x 1000 lb Red TI, 1 x 1000 lb Yellow Ti and 1 Wanganui. Main Force bombing appeared well concentrated and accurate. The M/F was accurately marked by Red TI and confirmed by Yellow TI when a/c released marker fell concentration. It was the last to go in, the M/f bombing started as it dived & the bombs were exploding.
Mosquito XX	KB122	F/O W A Barnett & F/Sgt J A Day	19.57	23.48	Marker 6 - Load: 1 x 1000 lb Red TI and 1 Wanganui. Arrived in target area at 21.55.30 hrs. controller was calling in Main Force to bomb. We wre not required.



F/O D K Skipworth var pilot ombord på Lancaster I PA258 'T' fra No. 227 Squadron. Hans rapport lyder: 'Harburg attacked at 2206 hours, 11.500 ft 170 deg. T. 180 mph. Weather clear, thin St at 12.000 ft. Target identified by Red TI. Bombed Northerly tip of Red TI with 2 seconds delay. Appeared good concentration of bombing. One large explosion seen on going in.

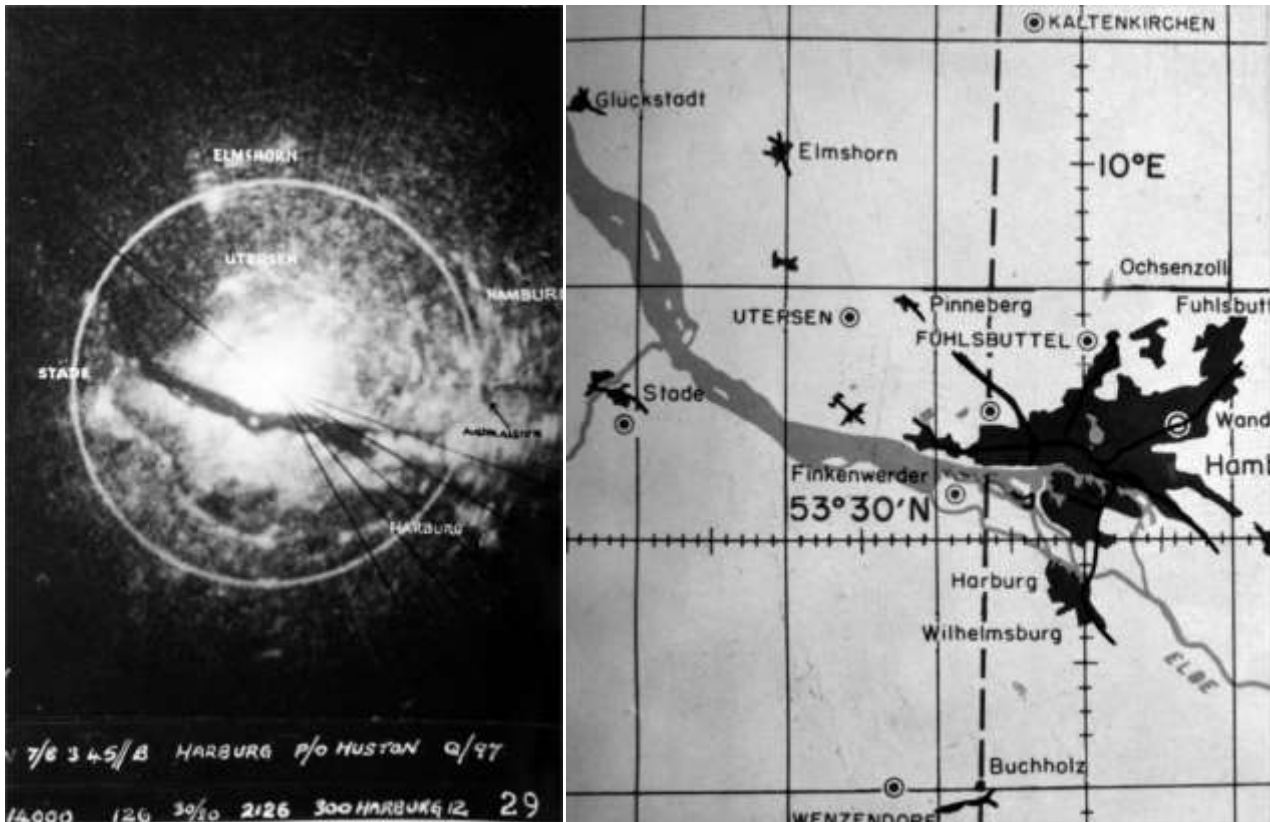
No. 83 Squadron

Lancaster III	PB341	F/O D G Gamble	18.00	00.17	(Oprindelig Primary Blind Marker) Visual Flares - 21.54 hrs, 14.000 feet, 320 T, 155 Kts. 12 x CP No. 3 860/C. Not satisfied with bombing and blind run in, so revertet to FF3. Flare concentration very good and marking completed very quickly. Explosions seen in target area, and columns of smoke. 2 x 1.000 Green TI 860/a & 885/2400 ft brought back, not required.
Lancaster III	PB697	S/Ldr K A Matheson	18.04	00.03	Primary Blind Marker - 21.59 hrs, 14.000 feet, 100 T, 155 Kts. 2 x Green TI 1000 860/A and 885/2400 and 4 x 1000 MC and falsh. A good run to drop our green TIs. Marking completed before H hour. Wang flare not needed. 5 x RP flares G/R MIII/A not required.
Lancaster III	PB438	F/Lt R N Pereira	17.59	00.36	Primary Blind Marker - 21.47 hrs, 14.000 ft, 127 T, 155 Kts. 21.48 hrs, 14.000 ft, 127 T, 155 Kts. 1 x 1000 TI Green 860/A, 1 x 1000 TI green 885/2400 and falsh. 12 x CP No 3. Had a good run and not bothered by defences. Port Inner went u/s on crossing the Danish Coast, I feathered it, som we dropped TI and flares all at once. ON the way out well concentrated bombing was seen. at 21.56½ hours heard controllers orders to Main Force to aim at N tip of Red TI. 2 good explosions were seen and much black smoke to 8/10.000 feet.

Lancaster III	PB616	F/Lt W F Edwards	17.57	00.05	FF1 (Blind flares) 21.40.40 hours, 14.000 feet, 140 T, 155 Kts. 10 x CP No 1 860/B falsh with 6th. Greens were very clear all flares were dropped directly over Greens. Greens were a shade early. First flares were also a little early. Reds came down in a small cluster. Controller ordered yellow to be dropped on correct red. Main Force ordered to bomb Northerly red with overshoot as per flightplan. FF3 were stopped form dropping. We circled until Main Force were ordered to bomb then set course for base. Controller satisfield with bombing results. Main force started 2½ minutes before H hour.
Lancaster III	PB452	F/Lt F M Falls	17.55	00.30	FF1 - 21.51.4 hours. 12 x CP No 1 860/B and falsh. Satisfactory run on time. Green went down and appeared to South of target. Two reds were very well concentrated and the Yellow seemed to cascade right on the Reds. As check 1, we orbited target and told Controller that Cloud base was 12.500 feet, and that visibility was good. Reds being clearly visible. Smoke screen starting about 21.50 hours did not obscure the Reds. Bombing seemed very accurate and a pall of smoke went up above our Aircraft when we were at 12.000 feet about 22.04 hours or 22.05 hours. Several explosions immediately after bombing started.
Lancaster III	ME423	F/O A A Anderson	18.07	00.07	FF2 - On our run up at 21.53 Controller heard to cancel further flares. good concentration of Red TI was visible and a Green TI was burning dead south of Reds. bombing was good. At 21.58, 21.59, 22.02 there were three very big explosions. the third especially good and accompanied by a plume of smoke coming up above the cloud at 10.000 feet.
Lancaster III	ME416	F/O G F Laidlaw	18.01	00.29	FF2 - 21.53 hours, 14.000 feet, 170 T, 150 Kts. 14 x CP No 3 860/C and flash. Dropped across other flares using Green TI as detailed. Set course before bombing started but from 25 miles saw in light of believed explosion large column of smoke.
Lancaster III	PB368	F/Lt W E Siddle	18.08	00.27	FF2 - Arrived on target at 21.53 hours and on our bombing run we heard marker leader say no more flares required. One green TI seen on gorund about e/4 to 1 mile South of Red TI. bombing was concentrated producing a lot of smoke. big explosions at 22.01½ hours.
Lancaster III	ME311	F/Lt C Norbury	18.03	00.42	FF3 - 21.59 jpirs, 14.000 feet, 148 T, 155 Kts. 76 x MC 1000 53. Not required as Emergency Wave. Went through target as briefed and dropped the bombs. Fires seen and large pall of smoke seen. Excellent concentration of Red Green Yellow Markers. Flares were also very good.
Lancaster III	ND693	F/O R B Phillips	18.11	00.19	FF3 - 22.00 hours, 13.000 feet, 175 T, 155 Kts. 6 x 1000 MC 53 and photoflash. On Northerly Red TI identified by Yellow as Conroller ordered. We were obliged to drop Visually on H2S only became visible just before target and suffered form distortion then. Marker concentration very good. At H-10 smoke was 8.000 feet high. Several explosions seen definitely oil type. 5 R/P Flares G/R MIII/a not required.
No. 97 Squadron					
Lancaster III	PB408	S/Ldr T N Scholefield	17.52	00.11	Primary Blind Marker - thin cloud at 14.000 ft. Target identified on H2S. We appeared to be the second PBM to drop, but the first Greens wer close together in time. Our fell 50 yds from M/P. One green was already down slightly NW of ours. We were out of area before seeing Red, but heard Controller order bombing of the Northerly Red TI, which was confirmed by a Yellow. We asked Controller at 21.54 hrs whether our flares wer needed, but they were not required. Illumination excellent; no one stray flare. Smoke rose in target area from 7/8.000 ft long before bombing was finished.
Lancaster III	PB422	F/Lt O P F Taylor	18.00	00.13	Primary Blind Marker - 8/10ths very thin stratus cloud 13.500 ft. Target located on H2S. Markers very good indeed and an excerllent concentration of flares. Marking done very quickly and main force called in before H-hour.

Lancaster III	ND746	F/O J W Greening	17.51	00.15
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Thin cloud at 12.500 ft. Target identified on H2S. Being 1 min in hand we got out of positon on approach to target so we dropped our bombs only. We saw one Green which seemed rpetty good, also one stick of early flares. Target was quickly marked and main force wer called in before H-hour. some good fires were started and two explosions seen.



Den affotograferede H2S skærm for canadieren P/O L L Huston, der var bombeskytte ombord på F/O G H Coultiers Lancaster PB521 'Q' fra No. 97 Squadron. De bombede Harburg fra en højde af 14.000 fod og mente at deres lysbomber blev kastet korrekt.

Lancaster I	NG482	F/Lt D H Shorter	18.02	00.07
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Blind Flares - Clear. Target identified on H2S. One Green seen to go down on time, followed by a second one. Then two sticks of flares at 21.50 hrs. Flares were exceptionally well concentrated. Red TI's assessed as 50 yds South of M/P. Marker 2 asked Controller if they should back up, and he said yes. bombing ordeed on Northerly tip of Red TI marked with Yellow. MainForce called in on W/T at H-hour. At 21.58 hrs a very large orange explosion followed at 22.01 hrs by an even bigger one.

Lancaster III	PB521	F/O G H Coulter	17.58	00.06
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Blind Flares - Very thin cloud, approx 14.000' with plenty of breaks. One pair of Greens went down at least 2 mins early. Later two Greens on ground about 200 yds South of target. Falres very concentrated. Red TI seemed to be in correct place. bombing produced fires and smoke up to 10.000 ft.

Lancaster I	PB905	F/Lt H Brooker	18.09	00.08
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Blind Flares - About 5/10ths thin cloud at 13.000 ft. Target located on H2S. We had a very good run with no trouble at all and the dropping was satisfactory. Two Green Ti seen in dock area and one about 1 mile or two South. Flares in general wre excellent. Red markers were seen clearly. bombing was obsered on leaving target. Two or three explosions, expecially a large one at approx 22.10 hrs. Fires and a pall of smoke up to 9/1000' by 22.15 hrs.

Lancaster III	PB706	F/O A M Dow	18.05	00.09	Blind Flares - Thin medium cloud, tops 14.000 ft, base about 13.500 ft. Target identified on H2S. Saw Green TI going down. Falres on time and concentrated. Controller heard assessing marking so we did not wait for emergeny.
Lancaster III	PB473	F/Lt D H Simpson	18.10	00.43	Thin layer of cloud at 12.000 ft, clear blow. As H2S was unserviceable we were unab le to drop blind and were not required visually. Hit by heavy flak at 21.45 hrs in target area, at 15.000 ft. Holes in bomb bay, main plane and starboard outer engine.
Lancaster III	PB157	F/Lt M S McConnell	18.05	00.14	Blind Flares - Target located on H2S. Dropped flares as briefed. Two very large explosions in target area. Smoke and flames shooting up to a good height. Frist flares seemed a bit early; maring soon completed.
Lancaster III	PA973	F/Lt S L Docwell	18.10	00.37	Primary Blind Marker - Target recognised by Green TI and falsh. Green TI very accurate, also blind falre - right over Green, of which there were four at the time well spread about half a mile apart. One was in the docks and the others towards the town, forming a rough square. We could not identify excact location of Reds, which made a good concentration. Terrific explosion followed by fire and smoke about H+1. bombing seemed very good. Slight damage to port fin and starboard fin caused by light flak.
Lancaster III	PB410	F/O J Vallance	18.06	00.37	Visual Flares - Target identified visuall. Released across other flares using Green TI as briefed. Own flares seen to straddle docks. Large explosion seen at 22.01 hrs showing up dense black smoke. Every sign of a successful attack.
Lancaster III	ND495	F/O W Laycock	18.07	00.47	Target recognised by markers. While we were on flare run at 21.52 hrs, Controller ordered no more flares, so we brought load back. 196 equipment unserviceable. Had to wait 25 mins before getting permission to land.
Lancaster I	PB881	F/Lt R B Sexton	18.13	00.33	Target identified on H2S. Dropped bombs blind as briefed. Two very large explosions with smoke, etc 8.000 ft. Marking very good and flares well concentrated. Main Force called in at H-3.
Lancaster III	PB376	F/O E Yaxley	18.12	00.34	Target located on H2S. Emergency Wave not required. Went straight through and bombed as briefed. One terrific explosion in the target area at 21.58½ hrs.
Lancaster III	PB700	S/Ldr T D Taylor	18.15	00.40	Target identified on H2S. Clear picture obtained in spite of spoking. One explosion approx 22.02 hrs followed by two more soon after.

Følgende bombelast blev kastet over oliaffinaderierne ved Harburg (og omegn):

Group	Flytype	Bombet	4000	2000	1000	500	500	500	1000	Flares
			HC	HC	MC	MC	GP	USA	TI	
5	Lancaster	219	178	16	149	2036	61	656	8	850
5	Mosquito	7								10

No. 106 Squadron var en af de eskadriller, der angreb Harburg. De afsendte 13 Lancasters, der alle bombede målet og som alle returnerede til RAF Metherringham i Linconshire. Lancaster NN725 medbragte en typisk last for No. 106 Squadron denne nat, nemlig 1 x 4000 lb HC, 15 x 500 lbs sprængbomber og 1 x 500 lbs sprængbombe med 6 timers forsinkelse. Besætningsens rapport var også ret typisk for angrebet:

'Broken medium cloud base. 13. 14.000 feet. Very good vis. Green and Red TIs also yellow TIs seen, bombed northern tip of Red TI with a 7 second overshoot from 10.750 feet at 22.03 hours. A very large explosion seen on run over target. Intermittent explosions with flame and smoke after release of bombs seen after leaving the target'.

Eskadrillekammeraten, australieren F/O Kiesling i Lancaster LM211, medbragte en tilsvarende bombelast. Han kastede sin bombelast klokken 22.01 og overskød også de røde TI'er med 7 sekunder. Da han krydsede ind over målområdet kunne han se utallige detonationer under sig samtidig med, at der stod hvid røg op i 8.000 fods højde. Under bombing run blev Lancasteren ramt af luftværnsskyts, da den befandt sig i 11.400 fods højde og lidt senere blev bombemaskinen ramt igen. F/O Kiesling gik ind i

voldsomme undvigemanøvrer og fortsatte disse indtil den tyske vestkyst blev nået. Han landede igen på RAF Metherringham klokken 01.05.



F/O D C Roberts var pilot ombord på Lancaster PA232 'M' fra No. 106 Squadron. Hans rapport lyder: 'Visibility fair, no cloud below. Bombed Red TIs with an overshoot of 7 seconds, from 11.450 feet at 22.07 hours. Attack seemed to be good, several bombs seen bursting. Bomb load: 1 x 4000 lbs, 14 x 500 lbs, 2 x 500 lbs LD 6 hours.

Fejltagelser blev ikke nemt tilgivet. F/O L T Gardiner var pilot ombord på Lancaster III ND869 (kodet KM-M) fra No. 44 Squadron. Han var startet fra RAF Spilsby i Lincolnshire klokken 18.27 og fulgte hovedstyrkens rute til målet. Hans rapport lyder:

'Bombing attack Harburg. Bomb load - 1 x 4000 HC, 15 x 500 ANM 64 TD.025, 1 x 500 MC 6 hr delay. Abortive sortie. 1 x 500 lb MC 6 hr delay and 1 x 500 lb ANM 64 jettisoned at 23.16 hrs from 4.100 ft, 5412N 0525E 258 degs. Brought back 1 x 4000 HC, 14 x 500 ANM 64.

Weather - clear below, slight ground haze. Target identified visually and by Red and green TI. Large fires, black smoke and about four very large explosions, one with blue glare. Ran up on red TI and bomb aimer thought bomb release mechanism had operated correctly, but on the way back visual inspection showed that all bombs were still in the bomb bay. At time of bombing lights showed that the camera had operated. Sortie completed except for bomb aimer'.

No. 44 Squadron afsendte ialt 13 Lancasters mod Harburg denne nat. 13 kunne lyde som et uheldigt tal og det var det også for flere af besætningerne. Alle flyene medbragte en stk 4000 HC Minol samt 15 eller 16 stk. 500 lbs MC sprængbomber. De 15 var normalt med 0.025 sekunds tidsforsinkelse, medens den sidste havde 6 eller 12 timers tidsforsinkelse for at besværliggøre slukningsarbejdet efter angrebet.

F/Lt H F Richardson var pilot ombord på Lancaster I PA256, der var startet fra RAF Spilsby klokken 18.25. Han havde lidt problemer under bombekastet:

'Target identified by one red TI and visually. Bombed one red TI and built up area plus 8 secs. Marking good and accurate. Controller ordered bomb northern edge of red TI. Big fires and explosions. 21.58 hrs one big explosion. Smoke up to 6.000 ft visible for 4 miles. 22.00 hrs another big explosion. The navigator checked off five seconds and on five the bomb aimer remembered the doors were shut. I opened them immediately and there was therefore eight seconds delay before the bombe released'.

En hel del af eskadrillens besætninger havde problemer med bombelasten. F/O T W Craig, der var pilot på Lancaster III PB190, identificerede målet uden problemer og kastede sin bombelast minus to 500 MC, der af ukendte årsager ikke kunne kastes. Besætningen bemærkede ligesom de andre besætninger en kæmpe eksplosion klokken 22.01, hvor F/O Craig mente, at detonationen nåede op til en højde af 12.000 fod.

F/O P W Kennedy ombord på Lancaster III NG974 bombede uden problemer i den første del af angrebet. Hans besætning så en halvt dusin cookies detonere omkring TI'erne og mente, at angrebet var

koncentreret. Det samme mente F/O B Hennesay ombord på Lancaster III PB534, der ligeledes bombede uden de store problemer.

S/Ldr L H Ferguson ombord på Lancaster I PD422 bombede klokken 22.00 og identificerede målet ved hjælp af PBM, de røde målmarkeringsbomber assisteret med gule samt visuel identifikation af Elben. Hans vurdering af målmarkeringen var 'very prompt and accurate marking achieved, excellent results'.

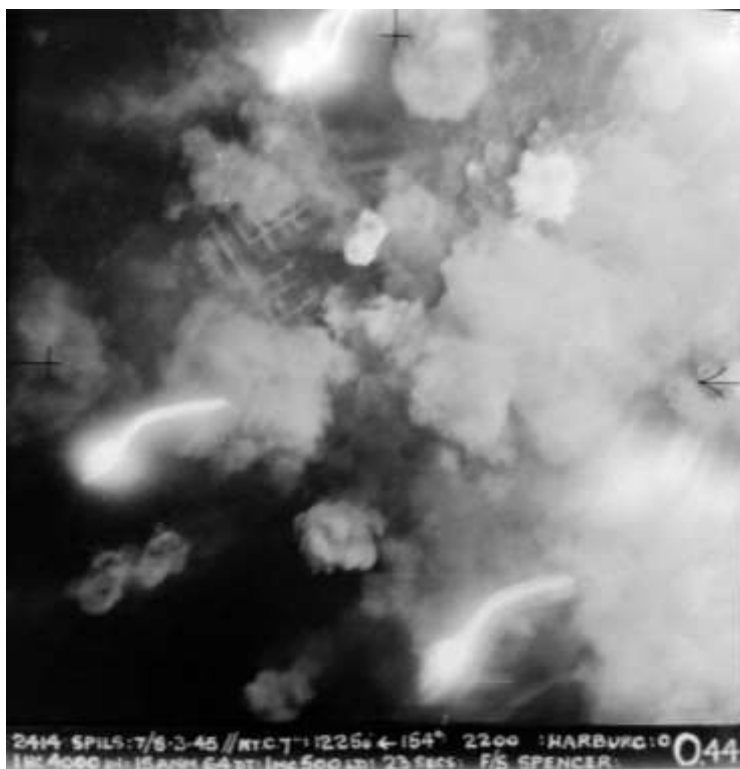
Eskadrillekammeraten, F/O W N Davies ombord på Lancaster III LM655, var ikke så heldig. Hans rapport for aftenens togt lød:

'Abortive sortie. Jettisoned 1 x 500 MC 12 hr delay (safe) at 19.05 hrs rom 800 ft, 5304N 0040E and 15 x 500 ANM 56TD.025 (safe) at 19.46 from 5.000 ft 5303 0040 and finally 1 x 4000 HC at 19.59 hrs from 6.000 ft at 5304N 0040E (safe) to reduce weight and gain height. The port inner engine lost power on take off and finally cut after three minutes, the engine then caught fire and was feathered. Bombs jettisoned to gain height in order to jettison the 4000 HC and then return to Base. Sortie completed'

F/O Davies var startet klokken 18.44 og landede igen klokken 20.35.

F/O D Irving ombord på Lancaster III ME394 havde også problemer med at kaste bombelasten. Han bombede den nordlige kant af det område som de røde målmarkeringsbomber markerede, men bombelasten blev hængende i syv sekunder, før den forlod Lancasteren. Ud over dette var der ingen problemer under togtet.

Eskadrillekammeraterne F/O R Pigett i Lancaster III ND578, F/Lt Sutherland i Lancaster I NC415, F/O P W Flenderleight i Lancaser III ME394 samt F/O P S Young i Lancaster III ND496 gennemførte alle togtet uden problemer af nogen art.



F/Sgt T Spenser var pilot ombord på Lancaster III PB251 'O' fra No. 44 Squadron. 'Bombing Attack Harburg. Bomb load 1 x 4000 HC + 15 x 500 ANM 64 TD.025 + 1 x 500 MC 6 hr delay. Bombed at 22.00 hrs from 12.250 ft 154 degs T at 200 IAS. Weather clear below. Target indentified by TI Red, flares, PB M Greens. Bombed northern tip of bunch of Red TI (as instructed by Controller) plus 5 secs. Two very large explosions giving brilliant red flares and clouds of dark smoke. On return called up at 00.33 finally landing at 01.16. Canger of collission was increased due to overshooting which was caused by absence of lead in lights. Aircraft were kept on a circuit for longer than usual and should intruder activity have developed, danger would have been very great. After leaving target did not descend as no cloud cover was available'.

F/Sgt T Spencer, der var pilot ombord på Lancaster III PB251, var ikke tilfreds med håndteringen ved hjemkomsten til RAF Spilsby. Hans rapport lød:

'Target identified by TI Red, flars, PBM Greens. Bombed northern tip of bunch of Red TI (as instructed by controller) plus 5 secs. Two very large explosions giving brilliant red flares and clouds of dark smoke. On return called up at 00.33 finally landing at 01.16. Danger of collision was increased due to overshooting which was caused by absence of lead in lights. Aircraft were kept on a circuit for longer than usual and should intruder activity have developed, danger would have been very great. After leaving target did not decend as no cloud cover was available'.

No. 44 Squadron mistede to fly under nattens angreb på Harburg, nemlig Lancaster I NN768 og Lancaster III PB417. Piloten ombord på det første fly, australieren F/O E T Jetson, var den eneste, som ikke overlevede nedstyrtningerne. De resterende besætningsmedlemmer blev taget til fange af tyskerne.

No. 5 Group rapporterede følgende efter angrebet på Rhenania og Ebano i Harburg:

'Time over Target 2215. 10.000 - 15.000 ft.

Weather - some thin strata but this did not interfere with the attack.

Marking. Controlling. Bombing and explosions reported as excellent.
 Large fires were caused giving black smoke up to 6.000 ft.
 Photographs confirm that these were in target. Light and heavy flak varied throughout the attack from slight to intense. Enemy fighters were active particularly in the target area and on the way from target to enemy coast.
 The following aircraft are claimed destroyed:
 2 Me 109, 1 Fw 190, 3 Ju 88, 1 Me 410, 1 unidentified T/E A/C.
 Damaged: 1 Fw 190, 2 Ju 88
 The 206 Lancasters attacking the primary dropped:
 126/4.000 HC Minol 38/4.000 HC 1750/500 MC 608/500 ANM 64
 16/2.000 HC 131/1.000 MC 202/500 MCLD 3/500 GPLD
 58/500 GP 18/1.000 MCLD 90/CP No. 3 8/1.000 TI Green
 70/CP No. 1
 The 7 Mosquitoes dropped 2/1.000 TI yellow, 8/1.000 TI red
 The 13 missing Lancs carried 14/4.000 MC, 74/500 MC, 10/500 MCLD, 48/500 ANM 64
 Being to late to attack primary, one Lancaster bombed the outer defences of the target with 1/2.000 HC, 7/500 MC and 4/500 GP and for the same reason another Lancaster bombed the defences of Bremen with 1/400 MC Minol'.

Et fly fra No. 189 Squadron vendte om før målet. Det var Lancaster I NG461, der blev fløjet af F/Lt A D D Brian, som var startet fra RAF Fulbeck klokken 18.05 og som under starten fik problemer med yderstre højre motor. Han var i stand til at stige til 5.500 fods højde, hvor han konstaterede, at motoren havde et læk i kølesystemet, hvorfor F/Lt Brian standsede motoren og kastede Lancasterens bomber over et dertil udpeget område nord for Burnham Market. F/Lt Brian var i stand til at lande igen på Fulbeck klokken 19.06.

No. 189 Squadron på RAF Fulbeck havde en meget dårlig nat, hvor de mistede fire Lancasters. Eskadrillen afsendte 16 fly for at bombe Harburg og besætningerne rapporterede om mindre tung luftværnsbeskydning ved Harburg, der i løbet af angrebet steg til moderat beskydning. Der blev også rapporteret om let flak i op til 10-12.000 fods højde samt om mellem 50 og 70 lyskastere, der var aktive. Besætningerne fra No. 189 Squadron rapporterede om tyske natjagere i målområdet samt under returflyvningen om fighter flares fra Harburg og til kysten.

Lancaster 'T' fra No. 189 Squadron havde klokken 22.08 et møde med en Ju 88, da bombemaskinen befandt sig i 9.000 fods højde på position 52.17'N 09.25'E (sydvest for Hannover) med kurs 315 grader. Agterskytten åbnede ild mod det fremmede fly, da han så den anden maskine i lyset fra fighter flares i en afstand af 500 yards. Det andet fly besvarede ilden og både agterskytten og rygskytten fra 'T' beskød flyet alt medens at Lancasteren gik ind i en proptrækkermanøvre. Da det fremmede fly befandt sig direkte bag ved Lancasteren gik den ind i en undvigemanøvre til venstre, hvor den fremmede pilot trak flyet op. Lancasterens skytter fortsatte med at beskyde flyet, der eksploderede i luften og faldt til jorden. Eskadrilledagbogen angiver ikke, hvilket fly der var Lancaster 'T' og positionen er lidt mærkelig, da No. 189 Squadrons fly alle bombede Harburg fra 21.58 og otte mintter frem.

Squadron Leader L McCracken var pilot ombord på Lancaster I SW270. Han var startet fra RAF Fulbeck klokken 17.58 og landede igen samme sted klokken 00.45. Hans rapport for angrebet på Harburg lyder:

Harburg 2200 hrs. 11.000 ft. Markers very concentrated. Several sticks seen to explode on target. Smoke was rising to about 8.000 ft and three good explosions were seen as aircraft got away from target area. Several fighter flares seen over Denmark, and some light flak activity. Weather much better than Met Briefing, weather over target ood and vis excellent. Some fighter activity in target area. Flak over target slight increasing to moderate. quite a lot of light flak on route out from target. Fighter activity all way out from target and considerable searchlight activity. Considered successful sortie.

F/Lt A C Dart i Lancaster I PB732 fra No. 189 Squadron fik sig en overraskelse, da han klokken 23.03 i 11.250 fods højde netop havde kastet sin bombelast. Han opdagede to andre bombemaskiner i færd med deres bombing run direkte ovenover ham med fare for at Lancaster PB732 ville blive ramt af bomber fra disse fly. F/Lt Dart gik øjeblikkeligt ind i et krap drej og undveg bomberne. Han landede tilbage på Fulbeck klokken 00.36 i uskadt tilstand.

No. 189 Squadron var en ny eskadrille, der blev dannet i oktober 1944 og fløj sit første tog den 1. november, hvor fem fly blev sendt mod Homberg. Eskadrillen deltog i 48 togter, hvor man fløj 652 sorties. No. 189 Squadron havde en tabsprocent på 2,5 % i løbet af disse flyvninger, idet de mistede 8 Lancasters. Hvad der gør tabene lidt bemærkelsesværdige er, at halvdelen af disse tab blev opnået i løbet af to nætter. Natten mellem den 2. og 3. februar 1945 mistede No. 189 Squadron fire Lancasters, da eskadrillen deltog i et angreb på Karlsruhe og den 7. marts gik det galt igen, hvor man mistede fire Lancasters under angrebet på Harburg.

Lancaster I NG308 blev fløjet af F/Lt J T Ormiston. Lancasteren blev skudt ned af luftværnsskyts og styrtede klokken 22.30 ned Teufelsmoor ved Osterholz-Scharmbeck. Hele besætningen sprang ud med

faldskærm og seks besætningsmedlemmer overlevede hændelsen og blev taget til fange. Det syvende besætningsmedlem, F/Lt A F W Polden, blev dræbt umiddelbart efter, at han var landet med faldskærm. De tyske myndigheder rapporterede, at han blev dræbt under forsøg på at stikke af.

Lancaster I NG416 blev klokken 22.25 skudt ned øst for Hassel, som ligger 14 km sydøst for Bremervörde.

Lancasteren blev fløjet af F/O D A Smith, der døde af sine kvæstelser den efterfølgende dag. Det samme gjorde skytten, Sgt Henson. Australieren F/Sgt Innes døde under selve nedskydningen, men de øvrige fire besætningsmedlemmer overlevede og blev taget til fange.

Lancaster I NG417 fra No. 189 Squadron blev fløjet af F/Lt F J Abbott. Dette fly blev klokken 22.25 skudt ned af luftværnsskyts ved Jeddigen-Wehnsen, der ligger ved Soltau. Hele besætningen blev dræbt, da Lancasteren eksploderede i luften.

Det sidste fly fra No. 189 Squadron, der gik tabt i løbet af aftenen den 7. marts, var Lancaster III ME452, der klokken 22.30 blev skudt ned ved Frelsdorf, som ligger vest for Bremervörde. Flyet eksploderede i luften, men det lykkedes for tre besætningsmedlemmer at springe ud med faldskærm. Den ene af disse var piloten, new zealænderen F/O A B Kennedy og den anden var agterskytten Sgt B C Johnson. Sidste besætningsmedlem, som overlevede nedskydningen, var F/Sgt J Hughes. Sidstnævnte slap ikke uskadt fra udspringet, hvor han brækkede sit bækken.



Målfoto for Lancaster RF151, der blev fløjet af P/O C W Utting fra No. 189 Squadron. Hans beretning for bombningen lyder: 'Harburg 2206 hrs. 11.500 ft. Appeared to be a success, bombing accurate. Fires in target and black smoke billowing up to about 11.000 ft. Two explosions at 2202 and 2204. Yellow flame & black oily smoke. Marking very accurate, timing very good. Target Defences fairly light, little L/F, H/F bursting at 9.000 ft. considered successful sortie'.

Under nattens angreb blev Rhenania Ossag Mineralöl Werke AG Harburg ramt af 286 bomber, som ødelagde eller beskadigede 50 bygninger og installationer på værket. Bomberne faldt tæt over Industriegebiet Seehafen i Harburg og det gik blandt andet ud over gummivarefabrikken Phoenix (hvor der i dagtimerne arbejdede 2.000 personer, men hvor der under angrebet kun opholdt sig 110 personer), der blev så svært beskadiget, at der var totalt produktionsudfald på ubestemt tid. På fabrikkens område fandtes et beskyttelsesrum, som blev ramt af en fuldtræffer, der dræbte 44 personer. Fire andre personer blev sårede på fabrikkens område. I Grumbrechstrasse detonerede en anden sprængbombe i et beskyttelsesrum og dræbte 36 personer. Hos Metallwerk Niedersachsen, Brinckman & Mergell, arbejdede i dagtimerne 1689 personer, men under angrebet befandt der sig kun 80 personer på fabrikken (50 tyskere og 30 mandlige udlændige). Fabrikken blev ramt af flere bomber, men beskadigede flere bygninger, men den alvorligste skade opstod, da et højspændingskabel til fabrikken blev revet over. Dette betød et produktionsstop på to dage. Det gik hårdt ud over de mange industriforetagener i havnen i Harburg.

Den tyske marine rapporterede om angrebet på Harburg:

'21.50-22.31 Uhr Luftangriff auf Hamburg. Keine schäden an Mar.-anlagen und Werften, hauptsächlich betroffen Harburg und zwar bisher gemeldet Phönix und Rhenania-Ossag. Verbindung mit Harburg zerstört'.

Luftwaffe beskrev angrebet som et mellemsvært angreb og opgjorde næste dags morgen skaderne således:

Industrieschäden

Ebano-Asphaltwerke, Rhenania-Ossag, Hansa-Mühlre, Königswerke, Törls Vereinigte Hamburger Ölfabriken, Hamburger Ölwerke Friedmann und Mergel und mehrere weitere Industriebetriebe getroffen.

Verkehrsschäden

Bahnhof Harburg Personenbahnhof: mittelschw Gebäudeschäden und Fahrzeugschäden.

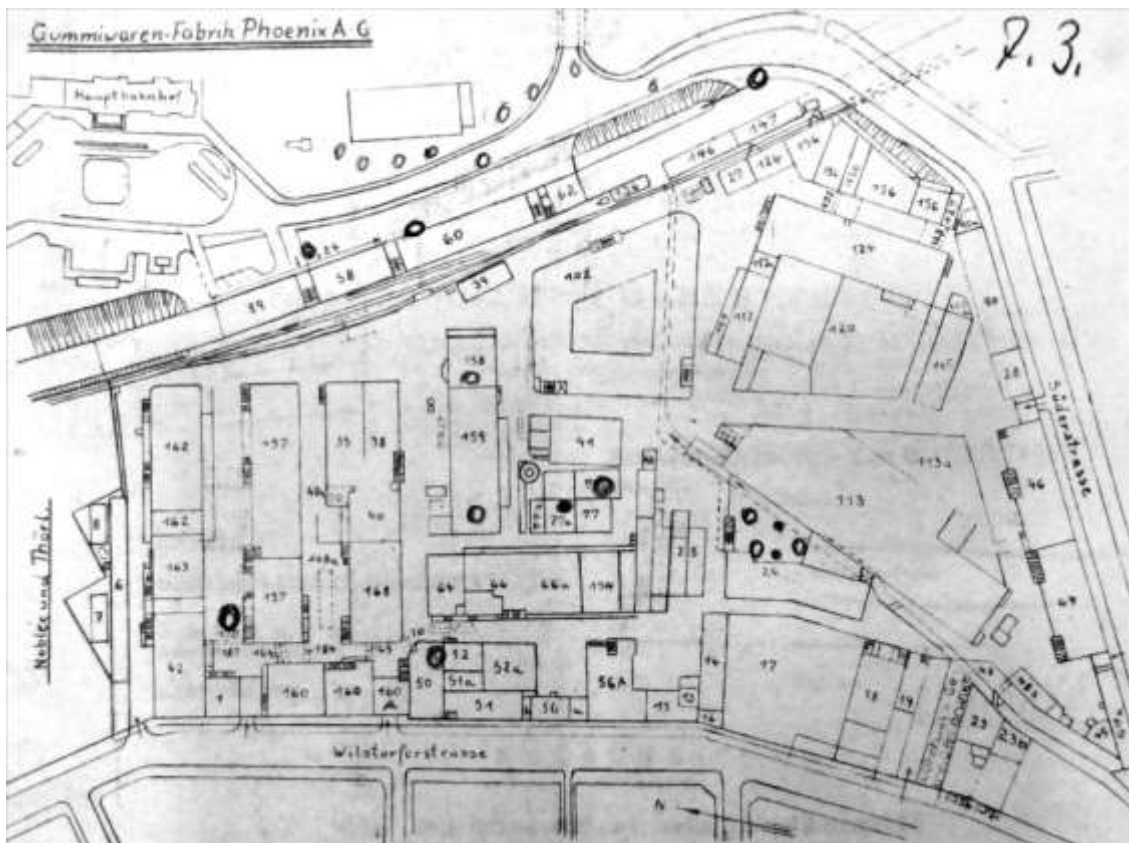
Bahnhof Harburg Seehafen: schwere Gleis- und Fahrzeugschäden.

Bahnhof Hamburg-Unterelbe: schwere Gleis- und Fahrzeugschäden.

Strecken: Harburg - Hamburg Hbf, Harburg - Cuxhaven und Elmshorn -Heide kurzfristig gesperrt.

Gebäudeschäden

Mittelschwere Gebäudeschäden. Einzelheiten stehen noch aus'.



Gummiwaren Fabrik Phoenix AG, der ifølge Luftschutz klokken 21.58 blev ramt af en 4.000 lb HC, en stavbrandbombe samt 18 'Flüssigkeitsbrandbomben' (normalt 30 lb brandbomber), hvoraf de fire var blindgængere. Fabrikken indsatte 70 personer til brandbekæmpelse og 20 andre til at tage sig af skaderne fra sprængbomben. Normalt beskæftigede fabrikken op til 2.000 personer, men under angrebet opholdt der sig kun 110 personer. 44 af disse blev dræbt og fire sårede (heraf en kun lettere). Skaderne på fabrikken blev anslået til at forstyrre produktionen i op til tre uger.

Werkluftschutz Bezirkstelle Hamburg udarbejdede to dage efter angrebet en oversigt over skader for Hamburg-Harburg natten mellem den 7. og 8. marts 1945:

1. Harburger Gummiwarenfabrik Phoenix, Hamburg-Harburg, Wilstorferstrasse

Ca. 12 - 15 Sprengbomben, 1 Minenbombe.

Letztere zwischen Reifen- und Schuhfabrik; beide Aussenwände schwer beschädigt.

Es wurden getroffen:

Werwaltungsgebäude, Bahnhofsseite.

Der hier befindliche LS-Raum wurde eingedrückt (60 cm starke Eisen-Betonwand) - hier 44 Gefallene und 3 Verwundete.

Maschinenzentrale und Trafostation schwer beschädigt.

Volltreffer Gebäude 50, von dem 2 Stockwerke durchschlagen wurden.

totalverlust des Labors durch Spreng- und Brandbomben.

Ebenfalls erlitt das Materiallager durch Spreng- und Brandbomen schwere Schäden.

Weiter wurden von Lagrgebäude 2 Stockwerke durchschlagen.

Je 1 Zerscheller auf Kesselhaus und ein vor techn. Presse.

Durch Sprengbombeneinschläge Strasse Fabrikeingang und Bahnhof grosse Fensterschäden im Verwaltungsgebäude.

2. Noblee & Thörl, Hamburg-Harburg, Otto Telschowstr.

2 Sprengbomben.

Das Lagerhaus und das Pressehaus erlitten geringen Schäden.

Ein entstandener Brand im Pressesaal wurde mit eigenen Kräften gelöscht.

Keine Personenverluste.

3. Noblee & Thörl, Hamburg-Harburg, 3. Hafenstr. 4

Ca. 100 Sprengbomben.

Es wurden weiter zerstört:

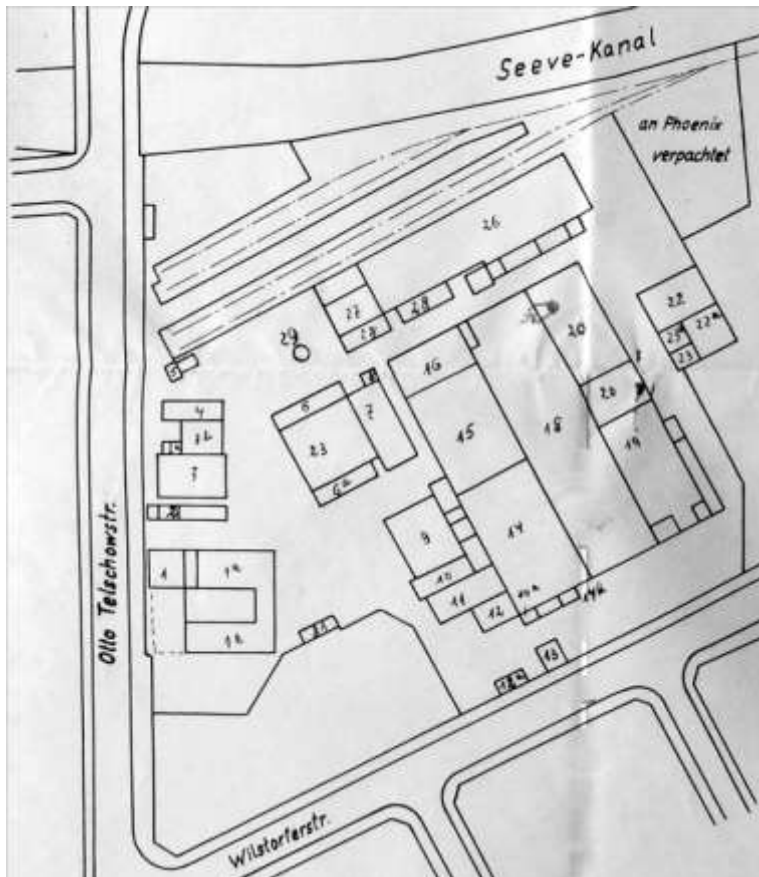
Die Bekohlungsanlage zum Kesselhaus; der Kessel selbst blieb in takt.

Das Gebäude erlitt schwere Beschädigungen.

Ein Lagergebäude brannte aus.

Durch Druckschäden erheblicher Glasschaden.

Keine Personenverluste.



Noblee & Thörl i Otto Telschowstrasse i Haburg. Denne virksomhed beskæftigede 87 personer, hvoraf 10 var på arbejde under angrebet. Fabrikken blev ramt af to sprængbomber og personalet gik straks i gang med at bekæmpe brande og bortset fra at en lagerbygning udbrødte var skaderne blev kun begrænsede.

4. Hugo Stinnes, Hamburg-Harburg

30 - 40 Sprengbomben.

Das Kesselhaus und die Brikettfabrik wurden schwer beschädigt.

Desgl. die Kaimauer an zwei Stellen.

Keine Personenverluste.

5. F. Thörls Vereinigte Harburger Oelfabriken, Hamburg-Harburg, Seehafen

Das Werk wurde von einer grossen Anzahl Sprengbomben getroffen. In der Raffinerie wurden 4 Kolonnen zerstört und in den Seehafen gekippt; ebenso Kran 1. Die Pförtnerie und das Wohnhaus wurden stark beschädigt, desgl. die Fettsäurefabrik.

Das alte Pumpenhaus in Oelumschlag ist zerstört.

Weiter wurden eine Anzahl Oeltanks beschädigt, das ausgelaufene Oel wurde in den Tankgruben aufgefangen.

Nachträglich wurde das Kesselhaus durch LZZ zum Einsturz gebracht.

6. Harburger Mühlenbetrieb, Hamburg-Harburg

Nur Luftdruckschäden durch Sprengomben in der Nähe.

Fenster, Türen, Dächer zerstört und Zwischenwände gerissen.

Keine personenverluste.

Produktionsausfall bis zur Wiederherstellung der zerstörten Fenster.

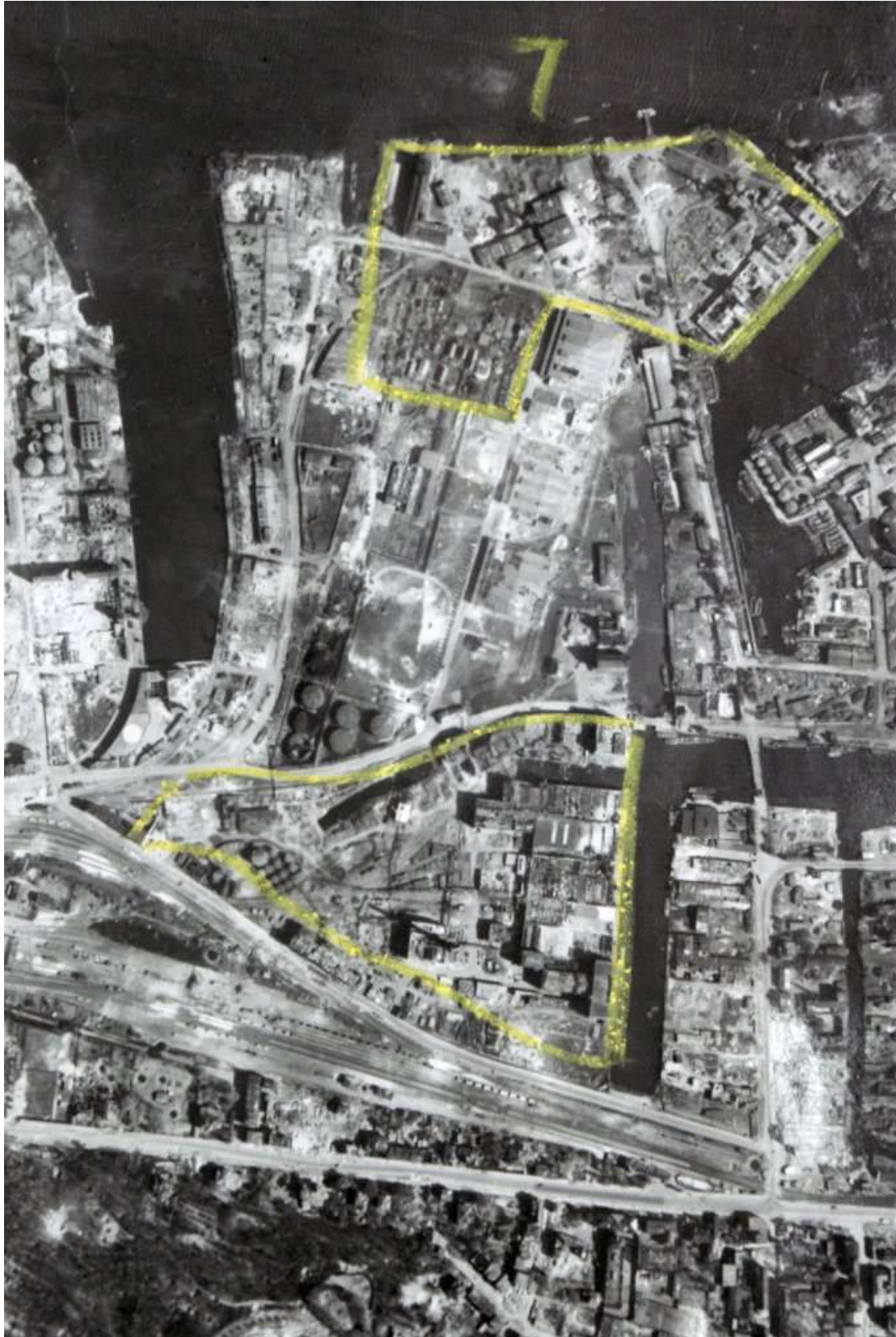
7. New York Hamburger Gummiwaren Comp, Hamburg-Harburg, Hbg.Str.

Nur Luftdruckschäden durch Sprengomben in der Nähe.

Schäden an Fenstern, Türen, Dächer und Zwischenwänden.

Keine Personenverluste.

Kein Produktionsausfall.



8. H C Meyer jr KG, Hamburg-Harburg, Hamburgerstrasse

7 - 8 Sprengbomben ins Werk.

2 auf die Strasse zwischen dem Werk, 2 hinter dem Werk.

Zerstört: Schlosserei, Färberei.

Schwer beschädigt: Kontorhaus, Plattenmacherei und Transformatorenhaus; der wichtigste Transformator scheint unbeschädigt zu sein.

Mittelschwer beschädigt; Ritzerei, Messerei und Hohlsteinfabrikation.

Sämtliche Versorgungsleitungen und Telefon zerstört.

Personenverluste keine.

Produktionsbeginn innerhalb 4 Tagen; Ritzerei und Hohlsteinfabrikation in etwa 14 Tagen.

9. Herbert Vidal & Co, Hamburg-Harburg

Nur Luftdruckschäden an Türen, Fenstern, Dächern eingedrückte Wände.

Schäden in allgemeinen leicht.

Keine Personenverluste.

Wiederaufnahme der Produktion, sobald elektr Strom wieder zur Verfügung steht.

10. Harburger Chemische Werke Schön & Co, Hamburg-Harburg

2 treffer in Trümmerfeld.

Keine Personenverluste.

11. Rhenania Ossag Mineralölwerke AG, Hamburg-Harburg, 3 Hafenstrasse

Das Werk wurde von einer grossen anzahl Sprengbomben getroffen.

Die entparaffinieranlage II wurde zerstört.

Die Verlagetankgrube Raffination und Entparaffinier-Tankgrube brannten.

Die Destillationsanlagen wurden von je 2 Treffer getroffen und stark beschädigt, und zear: die Trümple- und Tepanlage.

Der Geilenerg-Bunker erhielt mehrere Treffer blieb aber intakt. Personenverluste keine.

12. Ebano-Asphalt-Werke, Hamburg-Harburg, Mooburgerstrasse 16

Das Kesselhaus wurde erneut getroffen und weiter stark beschädigt.

Der bereits im letzten Schadensbericht gemeldete Tank mit Rückstandsoelen brannte erneut. Personenverluste keine.

13. Harburger Oelwerke Brinckman & Mergell, Hamburg-Harburg

Die Raffinations-Anlage erhielt neue Voltreffer und wurde schwer beschädigt.

Weiter wurden getroffen: das Kesselhaus, das Maschinenhaus erlitt Dachschaen.

Betriebsstillstand ca. 5 Tage.

Keine Personenverluste.



14. Internationale Galatithges., Hamburg-Harburg

Ca. 10 Sprengbomben.

Das Maschinen- und Kesselhaus wurden nunmehr vollkommen zerstört.

Das Gebäude Iia (Kerritfabrik) wurde nur teilweise zerstört.

Das Prssmassengebäude ist stark beschädigt worden.

Keine Personenverluste.

15. Steinicke & Weinlig, Hamburg-Harburg

Ca. 5 Sprengbomben und 1 Blindgänger.

Zerstört wurden: der Lager- und Spölschuppen durch Volltreffer, das Verwaltungsgebäude erlitt schwere Beschädigungen.

Personenverluste keine.

16. Max Brickman, Hamburg-Harburg, Blohmstrasse 11

Das Wohn- und Verwaltungsgebäude erlitt durch in der Nähe detonierende Sprengbomben starke Beschädigungen.

Keine Personenverluste.

17. Christiansen & Meyer, Hamburg-Harburg

Durch in der Nähe des Betriebes einschlagende Sprengbomben wurden starke Luftdruckschäden verursacht.

Keine Personenverluste.

18. Guano-Werke, Hamburg-Harburg

10 Sprengbomben, 3 Blindgänger.

Sachschaden: Verwaltungsgebäude, Tischlerei und Schmiede. totalschaden. Maschinenhaus und Kesselhaus (einschl. Anlage). Totalschaden.

Keine Personenverluste.



F/Lt H S Whalley i Lancaster III ME483 'A' fra No. 50 Squadron afgav følgende rapport: 'Primary target attacked at 2204 hours from 13.500 ft. 2/10ths cloud at 10.000 ft. Another layer at 13.500 ft. Good vis. Target identified by Red TI Yellow and Green TI (faintly). Two chimneys of Refinery clearly seen. Bombed Red TI overshooting 7 seconds. One very large explosion at 2202 hrs. Bombing very concentrated. Oil tanks appeared to be burning well. Marking very satisfactory and bombing appeared concentrated. Control on VHF clear and good. Loran Sortie completed.

19. Karl Ritscher, Hamburg-Moorburg

1 Sprengbombe auf die Strasse vor LS-Raum ohne Schaden anzurichten.

Durch in der Nähe gefallene Sprengbomben Dach- und Glasschaden.

Keine Personenverluste.

20. Joh. Bischoff, Hamburg-Harubrg, Konsul Ritterstrasse

Das Werk erhielt keine direkten Treffer. Durch in der Nähe gefallene Sprengbomben erhebliche Glas- und Dachschäden.

Keine Personenverluste.

21. Ebano-Asphalt-Werke, Hamburg-Harburg, Moorenburgerstrasse 16 (s. auch Nr. 12)

Ca. 100 Sprengbomben, 6 Blindgänger.

Sachsachaden: 2 Tanks z.t. mit Rohoel bezw. Rückstandsoel gefüllt vernichtet.

2 Tanks beschädigt.

Kesselhaus stark beschädigt, Kesselanlage anscheinend heil.

Pumpstation und Wasserreinigungsanlage zerstört.

Verlagestation (Wasserseite) total zerstört.

Gleisanlagen sehr stark beschädigt.

Laboratorium und Verwaltungsgebäude starkt bechädigt.

Werkstatt Teilschaden.

Sämtliche Leitunen stark in Mitleidenschaft gezogen.

Schiffsladepumpenstation Teilschaden.

1 Leichtwerwundeter.

produktionsausfall ca. 2 Monate.

22. Harburg Oelwerke Brikman & Mergell, Hamburg-Harburg (s. auch Nr. 13)

Ca. 20 Sprengbomben.

Sachsachaden: Kraftzentrale stark beschädigt. Ob Anlage erhalten ist z.Zt. nicht feststellbar.

Fetthärteungsraffinations-Gebäude zerstört.

Maschinenschaden nocht nicht zu übersehen.

Verwaltungsgebäude zu 90% zerstört.

Tanklager II - der letzte Tank Nr. 25 restlos zerstört mit 1800 t Oel. Oel weggelaufen.

1 Lokomotive, 1 LKW zerstört.

Rohrleitungen stark beschädigt.

Produktionsausfall auf längere Zeit 100%

Keine Personenverluste.



Harburg fotograferet i 1945. På billedet ses Harburg Werfthafen, Überwinterungshafen, Östliche Binnengratt samt Verkehrshafen.

Den 20. marts fotograferede englænderne Hamburg Harburg og udarbejdede følgende rapport om aktiviteten i Eurotank i Petroleumshafen efter angrebet den 8. marts:

"On poor quality cover no signs of refining activity can be detected but smoke pots are noted which had probably just started operating in the western end of the plant.

A complete count of tank wagons in the area is not possible but the large southern sidings are covered clearly enough. About 310 rolling stock - mostly tank wagons - are standing in

the sidings in the same position as on 9.3.45, since that date one train of 50 tank wagons has left the sidings.

Apart from filling in a crater on the single line siding, loading to the boiler house of the Eurotank refinery, no significant change is noted since 9.3.45. It is noteworthy that nearly all the lines are still blocked by craters or displaced trucks in the southern sidings.

No refining is being done and oil movement has probably began very limited - possibly due to damage to refineries in Hamburg and Harburg'.



Harburg fotograferet fra en højde af 25.000 fod den 9. marts 1945 af F/Lt B K L Fuge i Spitfire XIX RM635 fra No. 541 Squadron.

Den efterfølgende dag blev Hamburg/Grassbrook også fotograferet for at evaluere effekten for angrebet mellem den 7. og 8. marts og tilstandsrapporten for dette mål lød:

'Rhenania Ossag - No signs of activity can be seen in the plant which is largely cloud covered.

The Edeleanu plant is still unrepaired and except for one corner roofless. The state of the remainder of the plant is not assessable for cloud cover.

Mineralolwerke Albrecht and Co & Ernst Schliemanns Olwerke - The refineries appear to be inactive and no change is noted in the state of the plants, the southern end is, however, cloud-obscured'.

Hamburg/Grasbrook blev allerede fotograferet igen den efterfølgende dag og rapporten for den 22. marts lød:

'Rhenania Ossag - A puff of steam in the blending section indicates probably some movement of oil which is confirmed by the presence of about 15 oil tank wagons - six of which are moving behind a works engine.

The Edeleanu plant remains in a wrecked condition and apparently no attempts are being made to repair it.

Mineralolwerke Albrecht and Co and Ernst Schliemanns Olwerke - No signs of activity can be seen in the plants which have a deserted appearance'.

Efter at No. 5 Group havde begyndt bombningen af Harburg, tog natjagernes angreb til. Det kom til flere nedskydninger ved Hamburg samt 5 angreb og 6 luftkampe i tidsrummet mellem klokken 21.57 og 22.16. Efter at bombeflyene havde forladt Hamburg/Harburg området, kom flere og flere natjagere ind i bombestrømmen og bombeflyene havde flere og flere tab. Ud over nedskydninger kom det mellem klokken 22.05 og 22.17 til 6 angreb og 15 luftkampe mellem bombefly og natjagere. Efter Bremerhaven og Cuxhaven aftog angrebene.

No. 5 Group mistede følgende bombefly under angrebet på Harburg:

Lancaster I	NN768	KM-K	No. 44 Sqdn	F/O Jetson	1 kia, 6 pow
Lancaster III	PB417	KM-R	No. 44 Sqdn	F/O Margans	7 safe
Lancaster III	PB537	EA-X	No. 49 Sqdn	F/O Stark	4 kia, 3 pow
Lancaster I	PB852	DX-V	No. 57 Sqdn	F/O Baush	7 kia
Lancaster I	NF988	QR-T	No. 61 Sqdn	F/Lt Miller	7 kia, 1 pow
Lancaster I	NG182	QR-K	No. 61 Sqdn	F/O Pearce	5 kia, 2 pow
Lancaster III	ME474	QR-V	No. 61 Sqdn	F/O Farren	7 kia
Lancaster I	NG308	CA-G	No. 189 Sqdn	F/Lt Omiston	1 kia, 6 pow
Lancaster I	NG416	CA-M	No. 189 Sqdn	F/O Smith	3 kia, 4 pow
Lancaster I	NG417	CA-P	No. 189 Sqdn	F/Lt Abbott	7 kia
Lancaster III	ME452	CA-Q	No. 189 Sqdn	F/O Kennedy	4 kia, 3 pow
Lancaster I	NG286	PG-Y	No. 619 Sqdn	F/Lt McMorran	3 kia, 4 pow
Lancaster I	PB699	PG-Z	No. 619 Sqdn	F/O Sparkes	7 kia

Bomber Command udførte i alt 1276 sorties i løbet af natten. 41 fly gik tabt, hvilket svarer til 3.2%. Nattens operationer viste, at Luftwaffe godt nok var slået, men at de ikke var helt uskadeliggjort endnu. 3.2% havde to år tidligere været indenfor det acceptable tabstal, men her i marts 1945 var tallet usædvanligt højt.

Luftgaukommando XI Ic i Hamburg-Blankenese registrerede 17 nedskydninger i deres område (det vil sige både for styrkerne til Hemmingstedt og Harburg):

Tid	Flytype	Nedstyrtningstid	Bemærkninger
22.00	Lancaster 95%	Egenbüttel 5 km o Pinneberg BU37	In der Luft zerplatzt. 1 toter, 2 Gefg. Rest verstümmelt.
21.25	4-mot 99%	Jeddingen 6 km sw Visselhövede	In der Luft zerplatzt, 7 Tote
22.00	Halifax 100%	Nordstedt 7 km so Heide UT42	In der Luft zerplatzt. Aufschlagbrand. 4 Tote, 3 Gefg.
22.30	Boeing 99%	Eilendorf 3 km s Buxtehude CU2	Aufschlagbrand, 4 Tote, 3 Gefg.
21.45	Lancaster 99%	10 km sso Fl.Pl. Helmstedt HC16	Aufschlagbrand, 4 Tote, Rest zerfetzt
22.15	Lancaster 100%	Freyersen o Zeven CT9	Aufschlagbrand, 5 Tote, 1 Gefg. Rest i.d. Trümmern
22.30	Lancaster 95%	Frelsdorf 20 km w Westermünde	In der Luft zerplatzt, 2 Tote Rest unbek.
22.25	Lancaster 99%	2 km nw Redbruch 5 km so Winsen CA8	Explosion am Boden, 4 Tote, 1 Gefg. Rest i.d. Trümmern
22.05	Lancaster 100%	Gyhum 5 km sso Zeven DT2	In der Luft explodiert, Keine Toten
22.30	Lancaster 89%	Teufelsmoor b Osterholz-Scharmbeck CS9	Aufschlag, 6 Gefg, 1 Toter
22.15	Lancaster 98%	Sandbostel 8 km s Bremervörde CT1	Aufschlagbrand, 3 Tote, 3 Gefg.

22.25	Lancaster 99%	o Hassel, 14 km so Bremervörde CT5	Aufschlagbrand, NG416, 3 Tote, 4 Gefg
22.00	Lancaster 99%	2 km nördl Vahlde 15 km no Rotenburg DU2	Aufschlagbrand, 4 Gefg
22.31	4-mot	i.d. Wesermündung BR68	In See, 7 Gefg
22.25	4-mot	sw Amrum in See SR4	In See
22.15	Halifax 85%	Averlak 12 km w Marne AT1	Explosion in der Luft, Aufschlagbrand, LL558, 2 Gefg, 6 Tote

Luftgau XI registrerede følgende nedskydninger forårsaget af flak den 7. marts 1945:

21.43	Lancaster	Morsleben 10 km sso Fl.H. Helmstedt Eingereicht für 4./117, 5./117, 1./165, 6./36 und 8./36
21.50	Lancaster	Bei Druxberge HC 53. Eingereicht für 4./144 (E), 2./280, 5./165, 7./36, 5./601, 5./521 und 3./181 RAD)
21.50	Lancaster	Bei Hopenstedt JB 13 Eingereicht für 4./225, 4./162, 4./280, (6./181 RAD), 6./280, (9./184 RAD), 4./144E und 1./144E
22.00	Lancaster	Sandbostel 8 km s Bremervörde Eingereicht für 2./schw.Fl.Abt. 414 T, 3./schw.Fl.Abt. 602, 6./schw.Fl.Abt. 267, 1./schw.Fl.Abt. 601, 3./schw.Fl.Abt. 603 und 5./schw.Fl.Abt. 277 (E)
22.00	Lancaster	Hemmingstedt bei Heide UT 42 Eingereicht für 1./schw.Fl.Abt. 414 T, 4./schw.Fl.Abt. 635, 5./schw.Fl.Abt. 602 RAD, 4./schw.Fl.Abt. 647, 8./schw.Fl.Abt. 325 und 4./schw.Fl.Abt. 635
22.05	Lancaster	Gyhum bei Zeven CT 97 Eingereicht für 1./schw.Fl.Abt. 414 T, 4./schw.Fl.Abt. 635 RAD, 5./schw.Fl.Abt. 602, 4./schw.Fl.Abt. 634 RAD, 4./schw.Fl.Abt. 647 und 8./schw.Fl.Abt.
22.15	Lancaster	Freyersen bei Zeven CT 9 Eingereicht für 1./schw.Fl.Abt. 225, 2./schw.Fl.Abt. 162 RAD, 3./schw.Fl.Abt. 162, 2./schw.Fl.Abt. 613, 1./schw.Fl.Abt. 601 und 3./schw.Fl.Abt. 306
22.15	Lancaster	Vehlde 15 km nordost Rothenburg DU 2 Eingereicht für 1./schw.Fl.Abt. 601, 3./schw.Fl.Abt. 306, 5./schw.Fl.Abt. 277, 2./schw.Fl.Abt. 414 T, 2./schw.Fl.Abt. 162 und 1./schw.Fl.Abt. 225
22.15	Lancaster	Averlak bei Marne AS 3 Eingereicht für 1./schw.Fl.Abt. 414 T, 4./schw.Fl.Abt. 635, 5./schw.Fl.Abt. 602 RAD, 4./schw.Fl.Abt. 647, 8./schw.Fl.Abt. 325 RAD und 4./schw.Fl.Abt. 634
22.17	Lancaster	Eilendorf 3 km s Buxtehude CU 2 Eingereicht für 4./schw.Fl.Abt. 267 RAD, 6./schw.Fl.Abt. 398, 1./schw.Fl.Abt. 613 RAD, 4./schw.Fl.Abt. 635 RAD, 5./schw.Fl.Abt. 612 und 4./schw.Fl.Abt. 634 RAD
22.25	Lancaster	Jeddingen-Wehnsen bei Soltau EU 1 Eingereicht für 4. + 6./schw.Fl.Abt. 607, 2./schw.Fl.Abt. 607, 5./schw.Fl.Abt. 607 RAD, 3./schw.Fl.Abt. 607 und 2./schw.Fl.Abt. 137 RAD
22.30	Lancaster	Teufelsmoor bei Osterholz-Scharmbeck CS 9 Eingereicht für 2./schw.Fl.Abt. 607, 5./schw.Fl.Abt. 607 RAD, (3. Flakdivision) 2./schw.Fl.Abt. 601, 1./schw.Fl.Abt. 162, 4./schw.Fl.Abt. 607 und 6./schw.Fl.Abt. 607. (8 Flakdivision) 1./schw. 521 + 6./schw. 222, 2. und 4./schw. 262, 2. + 3./schw. 117 und 2./schw. 606 + 6./schw. 117
22.31	Lancaster	In See (Wesermündung) BR 68 Eingereicht für 2. u. 3/117, 2. u 3./390, 2./606 und 6./117, 4./531 und 5./390 (RAD)

Taktiske fly Luftwaffe

14. Fliegerdivision gennemførte en række offensive flyvninger først på aftenen den 7. marts. I første omgang angreb 14 Fw 190 fra Nachtschlachtgruppe 20 i tidsrummet fra 18.59 til 19.21 troppebevægelser og landsbyer, hvor der var indkvarteret tropper, i området vest og nordvest for Duisburg. Angrebene blev udført fra 1200 til 600 meters højde uden tab, men også uden mulighed for at observere virkningen af angrebene.

Fra klokken 19.57 til 22.34 angreb 27 Ju 88 fra Nachtschlachtgruppe1 fjendtlige tropper og bevægelser i området ved Neuss. Angrebene blev gennemført fra 1.600 til 800 m højde uden at man kunne se virkningen af egne angreb. De tyske fly havde ingen tab.

2 TAF's aflytningstjeneste opfangede følgende transmissioner i forbindelse med tyske fly i luften over det vestlige Tyskland:

Recce

- | | |
|-----------|--|
| 1815 | One aircraft to leave the Quackenbruck area at 1900 to fly to Varel and Arnsberg. Possibly weather recce (3 F 122). |
| 1846 | One aircraft to leave the Quackenbruck area, flying out to sea. Aircraft to be 20 miles NW of Texel at 1930 and over Holzminden at 2100. Probably 3 F 122. |
| 1900 | One Ju 88 to start at 19xx for area Twente flying to Halle on weather recce. |
| 1908 | One Ju 88 to leave the Twente area at 19xx. |
| 2008-2058 | One aircraft on weather recce over the Zuyder Zee. |

Offensive

- | | |
|-----------|--|
| 1906-1922 | Possibly offensive activity over Wesel/Ruhr/Duisburg. |
| 2049-2145 | Offensive patrolling from Kassel to W Ruhr, probably involving NSG 20. |